FORD HIGH PERFORMANCE

FROM YOUR FORD DEALER

PARTS AND SERVICE MARKETING
FORD DIVISION Ford MOTOR COMPANY
DEARBORN, MICHIGAN

why high performance?

High performance is not new to the automotive world. It is as old as the industry itself. It began with Henry Ford's famous "999" racing car which established the world's speed record in 1903. There was the Model T hot rod of the 1920's which was a customized version of the 20-horsepower engine of that era. The Model A Ford of 1928 added greatly to the performance image of Ford; however, it was still not adequate to meet the demands of a mass market for higher performance. So, in 1932 Ford developed the V-8 engine which produced speeds that were heretofore unknown in low-priced cars.

Today's high performance comes in different forms and means different things to different people. It's not just high-speed operation. High performance can mean a better ride . . . better handling . . . better economy . . . and, of prime consideration today, increased over-all safety.

How do you obtain "high performance"?

With Ford Motor Company, you can obtain high performance in almost any degree you wish. You can get cars with high performance "built-in." You can tailor your car to meet your own individual requirements and you can achieve it little by little or all at once with high performance components ranging from tachometers to complete engines . . . whether for street use, for drag strip racing or for sustained high speed competitive events.

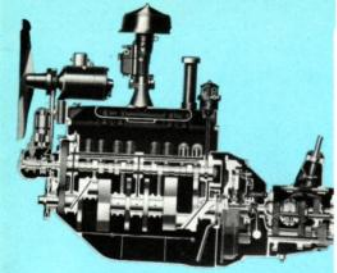
This reference book is designed to acquaint you with some of the high performance products offered by Ford Motor Company. You can obtain these products, as well as service and other assistance on high performance, by contacting your nearest Ford dealer.

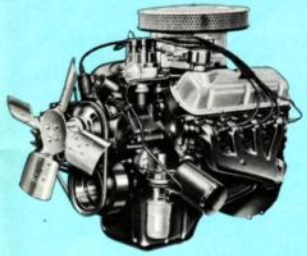
In addition, Ford is unique in offering the services of a Performance Advisor to aid in the selection and application of items that will be compatible with your particular vehicle and your personal driving requirements. He is Akton Olson (Ak) Miller who has had a distinguished career in the performance field.

Ak was a co-founder of the oldest hot rod club in America and was instrumental in the establishment of the Southern California Timing Association. He initiated the first annual Bonneville Speed Trial in 1948 and was also a founder of the National Hot Rod Association and is currently serving as a Vice President.

Therefore we invite you to take advantage of the service offered by this distinguished member of the high performance field. Write to:

AK MILLER
FORD PERFORMANCE ADVISOR
P.O. BOX 627, DEARBORN, MICHIGAN 48121





contents

DAYTONA INTERNATIONAL SPEEDWAY

DEARBORN PROVING GROUND

ARIZONA PROVING GROUND

MICHIGAN PROVING GROUND

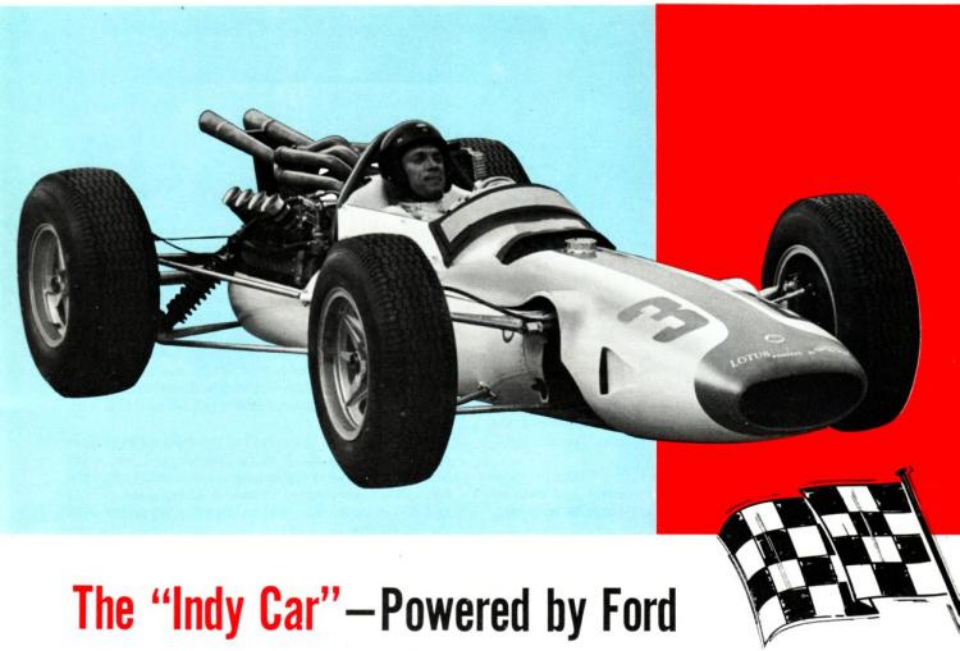
performance proving...

Daytona, Darlington, Riverside, Charlotte, and Atlanta are all familiar names to every automobile performance enthusiast. On these famous tracks, stock cars are put to extreme tests of power, responsiveness, fuel economy, ease of handling, and roadability. Well-supervised test programs that are in no way competitive or open to the general public are often conducted at these tracks, and, coupled with similar tests at Company proving grounds such as Kingman, Arizona, and Romeo, Michigan, and participation in active racing events, significant changes and improvements have found their way into production cars to increase their durability and improve their quality and safety appointments.

In addition, the actual racing events that are held throughout the country each year attract an estimated 43 million spectators to make competitive automobile events one of today's most popular sports. Of course, proper governing bodies, safety devices, and experienced personnel maintain control over such events.

To the automotive engineers who have observed the event, it is a chance to evaluate products of interest within their engineering area, because a well-supervised competitive high-performance event is actually an accelerated test program. In fact, continuous running for 500 miles or more at speeds up to 160 mph could easily be considered the equivalent of 100,000 miles of average customer use. The speed of stock cars in a race is well above what an average owner could or should expect from his own car in everyday use on modern highways.

For example, the Monte Carlo and Shell "4000" rallies helped give Falcon V-8's sharper steering and tougher front suspension. The Indianapolis "500" proved the tremendous potential of the Fairlane V-8 design and sparked the development of overhead cams and fuel injection. From stock car competition, the big Fords have extracted a new freedom from air drag and a fabulous level of engine performance and durability. Ford-powered Cobras, cast new light on cams and carburetion.



The "Indy Car"—Powered by Ford

The Indianapolis "500" has long been known to automotive engineers for its all-out demands on engines and running gear. The challenge to win in open competition such as this serves to stimulate engineering imagination and ability—it presents unlimited opportunities for engineers to demonstrate their high degree of engineering know-how.

The decision of Ford Motor Company to provide power at Indianapolis in 1963 presented a limited time to attain design and engineering objectives. However, the Advance Engine Department of the Ford Engine and Foundry Division accepted the Indianapolis assignment with enthusiasm in spite of the many technical problems that were anticipated.

The basic "260" V-8 design of the Ford lightweight engine family was selected as the most suited to fulfill the requirements of the Indianapolis race (256.284-cubic-inches, or 4.2 liters). This eliminated the need for the usual preliminary design which precedes construction of a new engine. A slight reduction in displacement of the production "260" design was required; the engine block was cast in aluminum, and some magnesium parts were used to provide less than one-to-one power-to-weight ratio.

Still, as modified, the engine had many features found in everyday automobiles—downdraft carburetion instead of fuel injection . . . push rods and rocker arms instead of a gear train-driven overhead cam actuating mechanism . . . and it used gasoline instead of exotic racing fuels.

To expedite the availability of a body and chassis to contain Ford's new race engine, race cars of proven design were investigated. Among these, the Lotus race cars, as produced by Lotus Cars, Limited of London—cars which had accumulated enviable records in European events—were selected. With some modification, the Lotus body and chassis were considered ideally suited to the grueling test of speedway endurance, and two Ford-powered Lotus cars were entered in the 1963 Indianapolis race of championship cars.

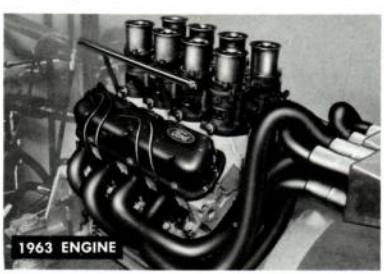
The Ford-powered Lotus cars created a furor of pre-race-day speculation as to their capabilities . . . and when the Indy "500" was over, much that was tradition at the Indianapolis Speedway was changed. For the first time in history, a rear-engine car finished among the winners . . . it made the best time ever recorded for a rear-engine car at Indianapolis . . . it made the fastest time ever for an eight-cylinder car of any design at this famous speedway . . . the two Ford-powered Lotus cars entered were the only gasoline-fueled cars in the 1963 race. It was the first time in twelve years that gasoline had been used at

Indianapolis . . . all Indy winners' speeds previous to 1963 were surpassed by the 2nd place Ford-powered Lotus; and race records were established on the 70th, 80th, and 90th laps. In addition, this car made only one pit stop during the entire 500 miles—other cars made three or four.

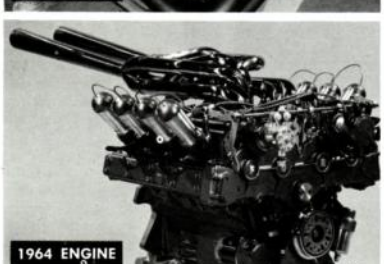
The Lotus body is essentially like the fuselage of an airplane—no frame, but with aluminum-tube side rails in a ladder-type construction. The body sheet metal is riveted over the side rails to form a "stressed skin" which becomes the structural support of the vehicle. This is commonly known as "monocoque" construction.

The placement of the driver in the Lotus provides a reclining position for ease of control and reduced driving fatigue—and it also contributes to maintaining the low center of gravity of the car.

For the best possible weight distribution characteristics, the bulk of the fuel is carried in separate, but interconnected, fuel cells at the sides and back of the driver. The cells are "bag-type"—similar to those used in military aircraft, and because of their collapsible nature, the cells do not require venting. Non-return valves between the cells prevent fuel from surging when the car enters a turn—this feature helped reduce tire wear, in addition to reducing side-sway for better control while cornering at the four 90-degree, 1320-feet turns of Indianapolis. Also, because the turns are all left-hand, the entire chassis of the Lotus was offset two and three-eighths inches left of the centerline of the car's track for improved weight distribution on the turns. The straightaways presented no problem with this arrangement.



1963 ENGINE



1964 ENGINE

With the engine to the rear of the driver, the cockpit control area was much more liveable and less noisy because engine heat and exhaust were carried off to the rear. Other advantages include a 40 per cent (front) and 60 per cent (rear) weight distribution factor with the driver and one-half fuel load aboard. Also, the rear engine drive of the Ford-powered Lotus, transmits its power directly to the rear wheels—there is no drive shaft to set up possible vibrations at extremely high speed.

The Ford engine and the lightweight, aerodynamic design of the Lotus, coupled with the engineering modifications to its body and chassis were, in a great measure, responsible for the unprecedented success at Indianapolis in 1963.

"Indy Cars" in 1964

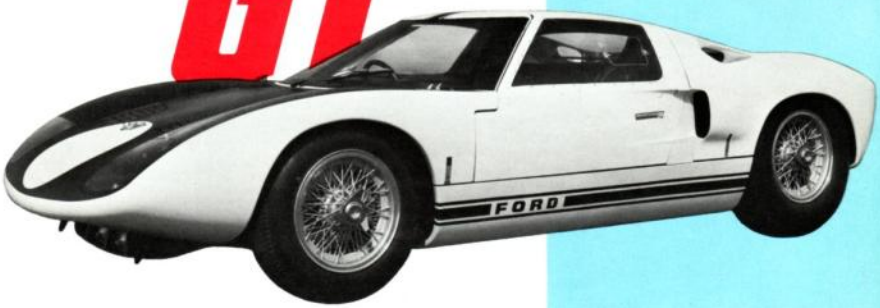
The 1964 Ford Indianapolis engine developed 425 HP at 8,000 RPM and had a torque peak of 295 foot pounds at 6,400 RPM. The new engine had a double overhead cam configuration and since sufficiently large carburetors were not available, it had a fuel injection system. The basic cylinder block, main bearings, crankshaft, ignition system, alternator and water pump components of the 1963 engine were retained.

"Indy cars" powered by Ford again showed great speed at the "500," and went on to give standout performances in other races in 1964. In August, Parnelli Jones drove a Lotus Ford to victory at Milwaukee in a USAC-sponsored 200-mile race. Two other Ford-powered cars also posted record-breaking qualifying speeds. And on September 27, at Trenton, New Jersey, Parnelli Jones piloted a Lotus to another first-place finish, averaging 96.415 miles per hour for the 200-mile race.

The 1965 Picture

In 1965, Ford engines will be more in evidence than ever in Indianapolis-type cars. At the "500," Colin Chapman is scheduled to be back with two Ford-powered Lotus cars and others are expected to use Ford engines for championship car racing events.

THE FORD GT



The Ford GT has been well accepted by drivers like Phil Hill, Richie Ginther and Bruce MacLaren for its comfortable driver environment and handling ease; not to mention the fact that a GT set a new lap speed record of 131.67 mph at Le Mans in June in only the second time out. The GT is off and running.

In recent years, a new name has entered the American racing picture; the name GT (Grand Touring) describes a field of two-seater cars, driven by a high performance engine, a superb handling car that is usable on public roads and can double as a racing machine.

Racing GT cars has become increasingly popular in America and the term GT is now practically synonymous with sports cars.

In 1963, when Ford extended its participation in competition to include the GT class, it had to come up with a car to fit this new application and this required many unique components.

The conditions encountered by GT vehicles in competition are varied, and generally include all the ills, perils and hazards experienced by normal cars in a lifetime of driving. The course follows main and secondary roads normally used by commercial traffic. There are tight curves that reduce speed to 30 mph, corners that are negotiated at over 100 mph and straightaways that see cars exceed 200 mph.

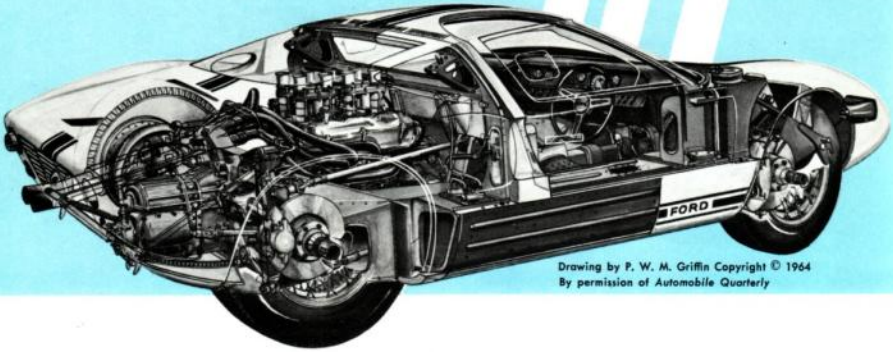
Ford's main reason for entering GT racing was to simulate functional improvements and innovations applicable to its own production units. The past history of automobile development includes a long line of improvements that can be attributed directly to racing experience, and GT cars have been responsible for many of these contributions. If speeds continue to increase, developments achieved through racing will play an even greater part in the design and construction of future cars that will perform safely in the hands of the public.

For instance, building a car for GT competition involves a great deal of aerodynamic study and the lessons learned in making a GT racing car stable at 200 mph can help in making a family car steady at 80 mph.

Driver environment is another consideration, for GT driving is the ultimate in driving. The driver must be able to devote full physical and mental effort for three and four hours at a time. This calls for snug seating support that will prevent fatigue as well as allowing the driver to change positions now and then to avoid discomfort; thus the ventilated, pneumatic seat back.

Door openings are cut deeply into the roof of the GT, providing stand-up entry and exit and giving the car an unusual gull-like appearance.

INSIDE THE FORD GT



The main structure of the Ford GT car is of semi-monocoque steel construction, utilizing the roof skin section as a stressed member. Pontoon sections form the sills, and serve as the basic structural members through the mid-section. Sheet steel members extend fore and aft, providing attachment points for engine and suspension.

Functional aerodynamic form is the basis of the body shape. The body has been styled to low air drag requirements with the combination of small frontal area and low drag coefficient. Wind tunnel tests conducted by Ford at the University of Maryland determined the final body shape.

Among vehicle features are through-flow ventilation, fixed seats with movable controls, ventilated seats with special lumbar support, and aerodynamic cooling system.

The engine for the Ford GT is the 289 High Performance unit, mounted in the midship position forward of the rear axle. It develops 380 (373-383) horsepower on gasoline fed through four dual-throat, 48 mm. Weber downdraft carburetors.

Two neoprene fuel tanks of aircraft fuel-cell design are used and are fitted in the sills on both sides of the vehicle. They provide for a total capacity of 37 gallons. Large-diameter filler necks to both tanks permit a quick-fill operation.

The exhaust system is of the *cross-over tuned type* for maximum scavenge effect. Each port exhausts to its own pipe. These pipes then join and form two short exhaust extensions to which silencers are fitted.

The seats are an integral part of the structure and the clutch, brake and accelerator pedals are mounted as an adjustable unit to accommodate individual drivers. Ventilated seats are provided which can be inflated or deflated to suit the individual.

Stock Car and Drag Racing with Ford

Competitive stock car events have aided in the development of some of the most important contributions to the safety of modern cars. Four-wheel brakes, pneumatic tires, precise steering geometry, rigid frames and underbody structures, hydraulic shock absorbers—all were developed for and proven in intense competitive events.

Ford's interest in competition stock car racing events increased from 1955 through 1957. During this period, Ford cars ran at the largest and most difficult events in the country, and the grueling tests of the speedway proved to be a prime factor in the research and development of more reliable and safer cars for the general market.

Although the "stock cars" of all manufacturers are modified and highly-tuned versions of cars available through a local dealership, the great majority of the parts in each car is standard equipment. The success or failure of a car in a "stock" event is often dependent on a single item such as a simple bolt, or a piston, or an axle—any one of a thousand things can break down and force the car out of competition. Therefore, through the observance of these events, Ford engineers are assisted in the design and development of new and more durable parts in the new Fords for the general public.

In 1963, Ford entered European competition with specially modified compact Falcon models. This proved to be another display of inherent Ford performance and stamina, when two V-8 powered Falcon Sprints successfully finished the 71-hour, 2,500-mile endurance run in the world-famous Monte Carlo Road Rallye.

Ford returned to Monte Carlo for the 1964 event, finishing first in two classes and second over-all. The driver of one special, rally-modified Falcon Sprint received five trophies for his victories in Class VIII, one of which was the NASCAR trophy for the highest-placed American car in the Rallye.

Just recently, Ford was awarded the NASCAR Manufacturer's Award of Excellence in recognition of Ford's dominance on the ovals in 1964. Competition-equipped Ford Galaxies won 30 Grand National races—more than twice as many as the nearest rival.

At Riverside, in January, 1965, Ford Galaxies got off to another blazing start in stock car competition, sweeping the first four places in the opening event of the 1965 NASCAR Racing Season.

Dan Gurney led the Ford finishers and also set a qualifying record of 103.9 mph. Gurney gave credit for his showing to the 1965 Ford Trailing Arm Coil Spring Suspension and also the improved handling of the 1965 Ford which featured for the first time, Ford's newest 427 CID High Performance engine.

What you can get in Ford Stock Cars for 1965

Stock car racing is not limited to the pros. Anyone can experience the thrill of stock car competition with these options in 1965:

- *The 1965 Stock Racing Galaxie.* This car is equipped with heavy-duty suspension components and a full roll bar cage. The engine is a 427 4V with 7,000 RPM's available. For those who like to do their own work, the basic 427 unit is available and the heavy duty suspension components and racing accessories can be purchased separately.
- *High Performance Mustang.* Sedan Racing and Rally enthusiasts will find that the regular production high performance Mustang with handling package, already proven in competition, is just the ticket. With the addition of various Cobra Kit options allowable under SCCA rules, this is a formidable challenger in many amateur events at a price tag that is compatible with its performance potential.
- *Fairlane Challenger 289 High Performance V-8.* Fairlane's top performer in 1965 is the high-winding Challenger 289 4V High Performance V-8. It comes complete with chrome dress-up kit and choice of four-speed manual transmission or a special version of Ford's three-speed automatic.

The NASCAR Manufacturer's Award of Excellence is stock car racing's way of recognizing Ford's dominance on the ovals in 1964. Competition-equipped Ford Galaxies won 30 Grand National races—more than twice as many as the nearest rival.

1965 Fords have taken up where the '64's left off. At Riverside, California, in January, 1965, 427-equipped Galaxies finished 1-2-3-4 and were led by Dan Gurney who won the race for an unprecedented third straight time. Gurney's victory clearly established the 1965 Fords as the cars to beat in the 1965 NASCAR season.

DRAG RACING

Drag racing, or "How quick can you accelerate for a quarter mile from a standing start," is fast becoming the most popular and widespread performance event in the United States. Not only as a spectator sport but in participation by non-professional drivers, it is reaching fantastic proportions. Drag racing events bring out audiences ranging up to 20,000 persons weekly at an estimated 500 drag strips across the country.

In 1964, Ford entered the drag racing picture with the 427 Fairlane "Thunderbolt." Competition in sanctioned events against cars in its class proved the 427 Fairlane an immediate success. By turning in quarter mile times of less than 12 seconds with top speeds of over 120 mph, many of the country's previously unbeaten super stock drag cars were quickly eliminated by the new Fairlane. This car was given the 1964 NHRA Manufacturers award.

Ford's Drag Racing Lineup for '65

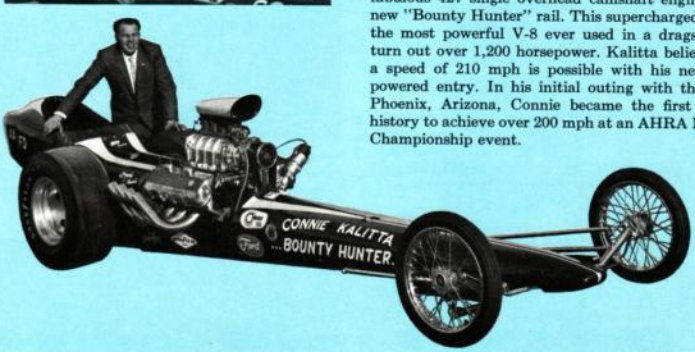
The Ford offerings for 1965 will make it possible to tailor a drag car for almost any degree of drag racing performance. The selection will range from the top stock class, all the way down to the starter classes of C and D production.

"Do-It-Yourself" Drag Requirements

In addition to the complete vehicles available through Ford dealers, engines and engine components are offered for "do-it-yourself" drag car builders in the form of Cobra kits and 427 engine options.

427-Equipped "Rail Car"

For the first time, Ford is seriously entering AA/Fuel Dragster competition. Connie Kalitta, one of the nation's foremost drag racers, has installed Ford's fabulous 427 single overhead camshaft engine in his new "Bounty Hunter" rail. This supercharged engine, the most powerful V-8 ever used in a dragster, will turn out over 1,200 horsepower. Kalitta believes that a speed of 210 mph is possible with his new Ford-powered entry. In his initial outing with the car at Phoenix, Arizona, Connie became the first man in history to achieve over 200 mph at an AHRA National Championship event.



Holman and Moody and the 427

by John Holman

"Why the Ford 427?"

Because our organization makes its livelihood in one of the roughest, toughest, and most demanding sports in the world . . . stock car racing. Unlike many other sports, racing does not make provisions for a "best out of seven games", or an "overtime period", in the event of a tie, to determine a champion. In automobile racing, when the checkered flag is dropped, that's it!

The winning car must (1) go the full distance, and (2) be capable of running up front throughout the entire event. This puts fantastic demands on a power plant in the areas of reliability and performance.

In our long history with racing and high performance vehicles, the Ford 427 has proven that it is better qualified to meet these requirements than any other engine on the market. The Ford

427 production engine, as received in our plant, is totally acceptable for all competitive events in which the average driver might want to participate.

As professionals, our only function is to (1) detect and eliminate any human error that might have occurred in the fabrication and assembly on the component parts, and (2) assemble engines tailored for specific events.

This last operation is called "blue printing", and involves the following:

Select clearances and compression ratio suitable for special application. Cut out under valves until intake has an 0.040 seat; exhaust, 0.060 seat. CC all combustion chambers to 1/10 cubic centimeters of desired volume. Cut both faces of block to 0.001 variation deck clearance from cylinder to cylinder. Hone cylinder walls. Hone and fit piston pins. Hand fit piston rings. Side clearance connecting rods. Clearance crank. Balance rods, pistons, pins, crankshaft damper, flywheel and clutch cover. Re-assemble engine, degree camshaft. Dynotune, checking ignition and carburetion with analysers. Break in on dyno. Spot check bearings and change oil filter after break in.

All of the above are dimensional changes only, and should not be considered as modification of an engine in any way, as all changes are within the original specifications of the engine.

We feel that the current 427 is the finest of a long line of Ford engines with outstanding durability and high performance characteristics.

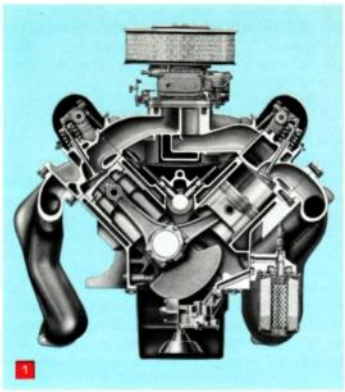
HIGH PERFORMANCE ENGINE

the 427 CID ENGINE

The Ford 427 cubic inch High Performance 8-venturi V-8 engine is the most powerful passenger car engine produced for retail sale by Ford Motor Company. This engine offers many special features which enable it to withstand the stress of high-performance operation and for long life in everyday driving.

The 427 actually had its beginning in 1958 when Ford introduced a new line of engines starting with the 332 cubic inch version. The current series of 427 is a direct outgrowth of this engine. In 1963, Ford marketed a 427 cubic inch high performance engine that scored an unprecedented success in its first outing, winning 1st through 5th positions at the Daytona "500" Grand National stock car race. During the remainder of the 1963 stock car season, Ford cars equipped with the 427 proved their Total Performance capabilities by sweeping the remaining long distance events at Atlanta, Charlotte, Riverside and Darlington. Many of the engine features that made this possible have since been incorporated into the smaller Ford engines.

The current series of high performance engines combines reliability with performance through special cylinder blocks made with larger main bearing webbings. Special attention has also been given to oil supply, oil control and oil pressure. The end result being an engine that provides the buyer with a power plant that idles at a moderate speed and has excellent oil control.



Special Features of the 427

A number of new designs, processes and materials were used in developing the 427 High Performance V-8. These features provide the superior built-in performance and reliability that have been so successfully demonstrated by 427-equipped Fords in sanctioned competitive events.

1 Special Intake System and Valve Train

The 427 engine has an aluminum intake manifold and precision cast-iron cylinder heads incorporating large, unobstructed intake passages to provide a maximum fuel-air charge to each cylinder. The high-performance camshaft has specially contoured cam lobes with high-lift valve openings and greater valve overlap for optimum engine torque characteristics. Positive valve action even at sustained high speeds, is possible with the solid valve lifters used in the 427. The valves are adjustable to provide the "fine tuning" that is so desirable in a high-performance engine.

2 Cross-Bolted Main Bearing Caps

The cross-bolted main bearing caps make possible engine speeds that until now have been impractical in large displacement engines. This new cross bolting method provides precise bearing alignment even under the stress of high engine rpm.

3 Two 4-Venturi Carburetor System

The carburetors used on the 427 High Performance engines employ primary and secondary throttle plates with separate fuel systems. The primary throttle plates function alone when operating below full power. The secondary throttle plates are vacuum controlled and function automatically during rapid acceleration or sustained high-rpm operation.

The primary throttle plates operate in parallel from the accelerator with a progressive linkage system. A specially designed, low-restriction, racing-type air cleaner with a chrome plated cover is fitted over both carburetors.

4 Impact-Extruded Pistons and Special Connecting Rods

The special connecting rods incorporate scientifically designed reinforcement contours that coincide with the strain pattern developed during high-stress, high-rpm operation. These connecting rods weigh only four per cent more than conventional-design rods, yet have approximately 300 per cent greater fatigue resistance. The cam-ground, impact-extruded pistons have a finer grain structure for high strength and superior resistance to heat and stress. Raised pads on the piston heads can contact the valves in case of valve floating at extremely high rpm.

5 Precision Crankshaft

The precision crankshaft is fully counterweighted and carried in five main bearings. Its short length and the large overlap between main and crankpin journals provide the extra stiffness needed for high-performance durability and long bearing life. All crankshaft oil holes are drilled extra large to provide a generous supply of oil to the bearings under high rpm operation.

The main and connecting rod bearings are of the precision, replaceable, steel-backed insert-type. The bearing material is a copper lead alloy that provides extra load capacity and greater reliabilty for high-performance usage. The bearings are lead-tin plated for faster break-in.

The crankshaft is electronically balanced to within ½ oz/in. before the bearing surfaces are individually gaged to select-fit the bearings. Like all Ford engines, the 427 is balanced as a complete assembly while running on a special balancing machine.

1 Valves for the 427

Exhaust valves are manufactured of 214 N forged steel. For the high-performance application of the 427, the valves feature chrome-plated stems to reduce valve guide wear, and hard silichrome tips on the valve stems assist in retaining valve clearance adjustments. The tops and seating surfaces of the intake valves are aluminized for protection against burning and pitting.

2 Header-Type Exhaust System

Cast iron exhaust manifolds feature individual headers from each cylinder. The headers provide efficient evacuation of the combustion chambers by reducing exhaust back pressure and interaction or pulse between adjoining cylinders. The headers empty into the dual exhaust pipes, providing a complete low-loss exhaust system.

3 High Performance Camshaft

The specially contoured cam profiles permit high-lift valve openings and greater valve overlap for the optimum engine torque characteristics. The camshaft actuates the valves through mechanical valve lifters that have cast-in holes for lightness; helping to provide more positive valve action at all speeds.

4 Alternator Charging System

The high-performance engines are equipped with an alternator to provide more positive charging and to improve the overall efficiency of the electrical and ignition systems. The use of a simplified, more reliable voltage regulator is possible with the alternator charging system because it requires less voltage control than a generator system.

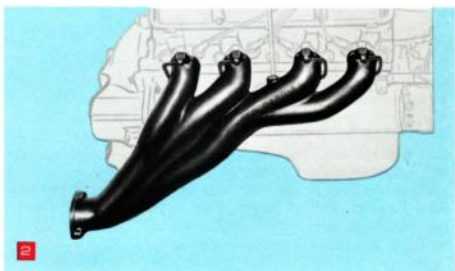
5 Optional Transistorized Ignition System

For competition use, the optional transistorized ignition system is highly desirable, providing an increase in combustion efficiency through greater spark plug voltage, especially at higher speeds.

In the transistorized ignition system, the current to the distributor breaker points is comparatively low, while the current to the ignition coil is high, due to the fact that the two are fed by separate circuits. In a conventional system, the breaker points and coil are in the same circuit, and the coil primary current is limited by the amount of current the points can withstand. With the stronger current throughout the entire primary circuit in the conventional system, there is greater metal transfer from contact-to-contact which causes pitting and results in a shorter service life for the points.

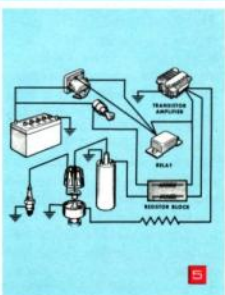
In addition to providing greater overall efficiency, the optional transistorized ignition system reduces oxidation of the distributor breaker points for longer life, and helps prevent spark plug fouling through the hotter spark.


1

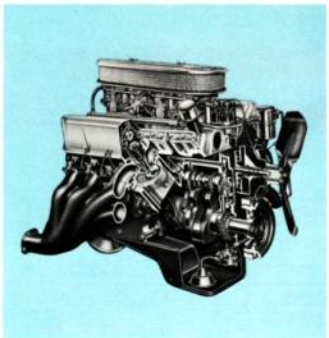

2

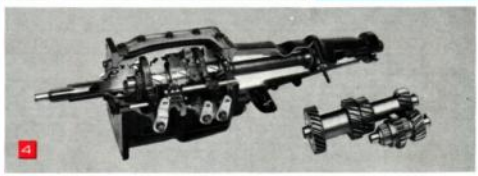

3

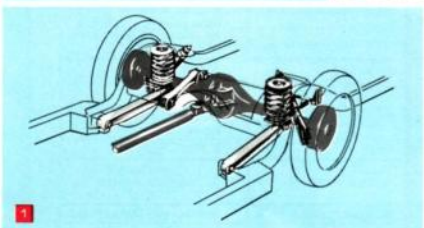

4



5







427 Engine Package Features

All Ford vehicles equipped wih 427 engines also include certain heavy-duty mandatory options, which are combined with the engine into one high-performance package. This is in the interest of safety and in keeping Ford foremost in satisfying the trend toward Total Performance vehicles.

1 THE SUSPENSION . . . Heavy-duty front and rear springs and shocks contribute to Ford's superb handling on turns and excellent stability with increased safety.

2 THE WHEELS AND TIRES . . . Included are 15 inch wheels for fewer wheel turns per mile and better brake ventilation, and 7.10 x 15 nylon premium tires that resist ply separation and damage from impact.

3 THE BRAKES . . . Molded asbestos linings that are tailored for the best thermal conductivity make the heavy-duty brake assemblies fade-resistant. The large 11 inch brake drums have 381 square inches of swept area, and the brake lining gross area is 234 square inches.

4 THE TRANSMISSION . . . The ultra-flexible, Ford-built 4-speed manual shift transmission used with the 427-cubic inch engine features full synchronization of all forward gears. This engine-transmission combination allows rapid upshifts for lively acceleration and split-second downshifts for maximum performance and control in passing and engine braking.

The gears and bearings in this performance-type transmission are designed for extended operation in any ratio.

5 THE REAR AXLE AND DRIVE SHAFT . . . The Ford rear axle and differential in the performance package features a 9-inch ring gear and a 4-pinion differential. The pinion drive gear is straddle-mounted with two heavy-duty tapered roller bearings ahead of the gear and a straight roller bearing behind. Heavier rear wheel bearings are also used with high performance vehicles.

The three inch driveshaft used with the 427 engine is a one-piece tubular type with a forged steel yoke at either end. Particular care is given to the dynamic balancing of the shaft to provide more vibration-free operation at high rpm.

The front and rear universal joints have low-friction needle bearings for smooth operation and high load carrying ability.

427 High Performance Engine Specifications

GENERAL	
Type	8-cylinder 90 degree Vee, Overhead Valve
Displacement	427 Cubic Inches
Bore & Stroke	4.2328" x 3.784"
Compression Ratio	11.1:1
Brake Horsepower	4V-410 @ 5600 rpm 8V-425 @ 6000 rpm
Valve Lifters	Solid
Carburetor	Two 4-venturi
Fuel	Super Premium
Exhaust	Dual
Cylinder Block Material	Precision-Cast Iron
Cylinder Head Material	Precision-Cast Iron
Oil Filter	Rotunda 6000 Mile Type—Part No. C1AZ-6731-A (R1-A)

CRANKSHAFT	
Material	Precision-Molded Alloy Cast Iron
Main Bearings (5)	Steel-Back Copper-Lead Alloy Replaceable Inserts
Main Bearing Journal Diameter	2.7484"—2.7492"
Thrust Bearing	No. 3
Crankpin Journal Diameter	2.4380"—2.4388"

CAMSHAFT	
Material	Precision-Molded Special Alloy Iron
Bearings (5)	Steel-Back Babbitt Inserts
Camshaft Gear Material	Molded Nylon on Aluminum Die Cast

VALVE SYSTEM	
Operating Tappet Clearance	0.025 (hot)
Intake Valve Opens	0.006 @ 48° BTDC
Intake Valve Closes	0.008 @ 96° ABDC
Duration	324°
Exhaust Valve Opens	0.006 @ 96° BBDC
Exhaust Valve Closes	0.008 @ 48° ATDC
Duration	324°
Valve Opening	96°

INTAKE VALVES	
Material	Special Alloy Valve Steel with Aluminum Coated Head
Overall Length	5.446"
Overall Head Diameter	2.022"—2.037"
Angle of Seat & Face	29°
Lift	0.500" at valve
Spring Pressure & Length	80-90 lbs. at 1.82" (valve closed) 255-280 lbs. at 1.32" (valve open)

EXHAUST VALVES	
Material	21-4N Forged Steel with Chrome Plated Stem and Silichrome tip.
Overall Length	5.246"
Overall Head Diameter	1.723"—1.733"
Angle of Seat & Face	44°
Lift	0.298" at Valve
Spring Pressure & Length	80-90 lbs. at 1.82" (valve closed) 255-280 lbs. at 1.32" (valve open)

PISTONS	
Material	Extruded Aluminum Cam Ground
Weight	23.31 oz.

PISTON RINGS	
No. 1 Compression	Cast Iron Alloy Chrome Plated
No. 2 Compression	Cast Iron Alloy Chrome Plated
No. 3 Oil Control	Multi-Piece—Two Chrome Plated Steel Rails and One Blued Steel Expander
Width—No. 1 No. 2	0.0774"—0.0781" 0.0930"—0.0940"
Gap—Nos. 1 & 2 No. 3	0.010"—0.020" 0.015"—0.055"

PISTON PINS	
Type	Full Floating Tubular
Material	SAE 5015 Alloy Steel Heat Treated
Length	3.202"—3.212"
Diameter	0.9750"—0.9753"
Bushing	Bronze

CONNECTING RODS	
Material	Forged Steel with Separately Forged Caps
Weight	26.85—27.30 oz.
Length	6.486"—6.490" Center to Center

CONNECTING ROD BEARINGS	
Material	Steel-Back Copper-Lead Alloy Inserts
Overall Length	0.736"—0.746"
Clearance Limits	0.0013"—0.0032"

Performance Adjustments for the 427 Engine

GENERAL	
Firing Order	1-5-4-2-6-3-7-8
Valve Clearance	0.028 cold—0.025 hot
Cam Lobe Lift (normal)	0.298
Cam Lobe Wear Limit	0.005
Valve Lift (theoretical zero lash)	0.500
Compression pressure (sea level)	160-200 psi

IGNITION SYSTEM	
Initial Ignition Timing (New Points)	8° BTDC
Final Ignition Timing (tune-up)	8° BTDC
Distributor Number	C5AZ-12127-EEZ
Centrifugal Advance (set test stand to 0 degree at 2500 rpm and 0 in. HG)	rpm — Advance degrees 650 — 2¼—4 750 — 4—5½ 1000 — 7¼—8½ 1600 — 9¾—11 2000 — 11½—13
Maximum Advance Limit	16°
Vacuum Advance (set test stand to 9 Degrees at 1000 rpm and 0 in. HG)	rpm — Advance Degress — Vacuum In. HG 1000 — 2-5 — 8 1000 — 4-7 — 10 1000 — 5½-8½ — 14
Maximum Advance Limit	8½°

BREAKER POINTS	
Arm Spring Tension—std. ignition trans. ignition	27-30 oz. 22-24 oz.
Contact Spacing	0.019—0.021
Dwell Angle at Idle Speed std. ignition combined trans. ignition	 30-33° 22-24°
Standard Spark Plugs Part Number	COAZ-12405-A (BF-32)
Spark Plug Size	18 MM
Standard Plug Gap Width	0.028—0.032
Spark Plug Torque	15-20 lbs./ft.

FUEL SYSTEM	
Carburetor Part Number	C4AF-9510-BJ primary C4AF-9510-BK secondary, or C4AF-9510-CU primary C4AF-9510-CV secondary
Main Metering Jet Identification	C4AF-9510-BJ-46F-58F C4AF-9510-CU-71F-74F C4AF-9510-BK-46F-48F C4AF-9510-CV-71F-74F
Float Setting (dry) (wet)	Top of float to be parallel with top of inverted fuel bowl. Fuel level at lower edge of sight plug.
Initial Idle Mixture Setting	1-1½ turns open
Accelerator Pump Setting	Summer—No. 1 Winter—No. 2
Accelerator Pump Clearance	0.015
Thermostatic Spring Identification	58LI
Choke Spring Housing Initial Setting	At Index Mark
Fast (cold) Idle Adjustment	1500 rpm
Maximum (hot) Idle Adjustment	700-800 rpm
Fuel Pump Static Pressure	4½—6½ psi @ 500 rpm

TORQUE LIMITS	
Intake Manifold	32-35 ft-lbs.
Exhaust Manifold	12-18 ft-lbs.
Oil Pan Drain Plug	15-20 ft-lbs.
Oil Filter	With oil on gasket surface, hand tighten until gasket contacts adapter face; then tighten ½ turn more.
Connecting Rod Retaining Nut	53-58

FORDS SWEEP OPENING RACE IN 1965 NASCAR SEASON

This final pit stop was the gateway to the checkered flag for Dan Gurney who led a 1-2-3-4 finish of specially prepared and modified Fords to open the 1965 NASCAR racing season at Riverside, Calif., January 17, 1965.

In becoming the first man in auto racing history to win a 500-mile event three consecutive years—each time in a Ford—Gurney bested a field that saw more top drivers choose Ford and Ford-powered cars than ever before.

Gurney established himself early as the man to beat, qualifying at a record 103.9 miles an hour—faster than any type of race car has ever turned the twisty 2.7-mile Riverside road course.

Gurney gave most of the credit for his improved lap times to the 1965 Ford trailing arm coil spring suspension and showed little of the wear that might be expected from the five hour and 41 minute ordeal of braking, shifting and accelerating.

"I never really ran hard," he said afterwards. "It doesn't pay to run your car hard and build up a big lead. A yellow flag will bunch the field and all you've done is punish your car."

His 1965 Ford, Gurney reported, ran beautifully. It was prepared by the Woods brothers of Stuart, Va., and was much faster than the car he drove here a year ago. He was averaging more than 101 miles an hour at the finish.

. . . powered by FORD

. . . means powered by Ford's new 289 CID 271 H.P. High Performance V-8

by Peter Brock, Shelby American, Inc.

There's no doubt now, among those who know, that the Ford/Cobra sports car is one of the most spectacular automobiles produced during the last decade. And what makes the whole Cobra program so unbelievable is that only three short years ago the Cobra was only an idea! How did such an automobile achieve its present status as a dominating power on the international automotive scene so quickly and successfully? Carroll Shelby!

Carroll Shelby's years of experience have taught him countless lessons in the art of being successful in motor racing, not the least of which is components that, combined properly, would spell success on the racing circuits of the world.

In planning an investment the magnitude of the Cobra program in 1961, Carroll Shelby, retired international racing star, was free to go to any manufacturer in the world to choose the exact components he felt necessary to build a world beater.

The problem of the right engine for his Cobra sports racing chassis was not a simple one. Several alternatives were available that could do the job as he envisioned it. His experience had proved that five elements are necessary to build a successful sports/racing engine: (1) power, (2) reliability, (3) potential for future development, (4) availability of parts and (5) ease of service.

In the end, after a careful evaluation of powerplants produced in all areas of the world, only one company emerged which satisfied these requirements: the Ford Motor Company.

Once this decision was reached, a new era in sports car racing was born! Shelby had chosen Ford's new "Challenger V-8" engine. At the time this engine was a totally new development from Ford. It was designed in a new high strength thin-wall cast iron process that compared favorably in weight with the then popular American aluminum V-8's.

Exhaustive tests proved not only the power and reliability of the new engine, but also its willingness to accept requirement number 3 (potential for future development) was unbelievable!

It's almost staggering when one realizes that the original 221 CID, rated at 130 H.P., has developed into today's most successful racing engine. Special experimental versions are churning out well over 400 H.P. with complete reliability!

What is it that makes the Ford V-8 so special? Basically it's a combination of the five elements mentioned above mixed with the technical know-how of Ford and Shelby American racing inventiveness. The catalyst for this volatile mixture is something found only around racing—enthusiasm.

As technical know-how and enthusiasm were combined to build successful racing cars, Shelby began the Cobra Kit program, whereby every successful component or innovation developed in his racing program would be made available to Ford performance fans.

In this way thousands of hours of research would be applied successfully for those enthusiasts who wanted and appreciated such equipment.

Carburetion, camshafts, ignition timing, special high performance heads, special clutches, improved bearing material—all the ingredients of success would become available from any Ford dealer.

The Ford/Shelby group testing and evaluating—inventing and refining—finally came up in early 1963 with a combination now famous to all who know high performance equipment: the Cobra 289 CID high performance version of the standard 289 V-8.

This high performance 289 CID is the same basic engine that has powered the Cobra sports roadster for two years and in racing trim has won the GT classification at the 12 hour Grand Prix of Endurance in Sebring, Florida and the grueling 24 hours at Le Mans in France. It has powered the Shelby team Cobras to outright victories by winning the United States Road Racing Championship and also the Manufacturers Championship. The versatility of this amazing engine is quite evident when one also realizes that the Shelby "Dragonsnake" Cobra roadster holds both the NHRA and AHRA national records for "A" production sports cars.

Cobra powered Fairlanes and Falcons have won so many drag racing awards it would literally take pages just to list them.

This is not to say smugly, "The Ford V-8 with 'Cobra Kit' options is the hottest thing going," for that is not the attitude of success. It can, however, be said that at this time the Cobra Kit Ford is the standard in all types of high performance automotive events whether it be drag racing, road racing, international rallies, gymkhanas, or oval track racing. Time will bring many changes and with the present trend the Ford/Shelby American combination will continue to develop new Cobra Kit components that, combined with other Ford equipment, will keep on producing winners.

COMING UP *FAST*— THE COBRA 427

The Ford-powered Cobra—most successful American sports racing car in history—has undergone a major mechanical transformation to help insure continued success in 1965.

Designated the Cobra 427, the new vehicle is powered by Ford's 427-cubic-inch high performance engine, and features coil-spring suspension front and rear for optimum road holding. Earlier Cobras were powered by the Ford 289-cubic-inch engine and had leaf-spring suspensions.

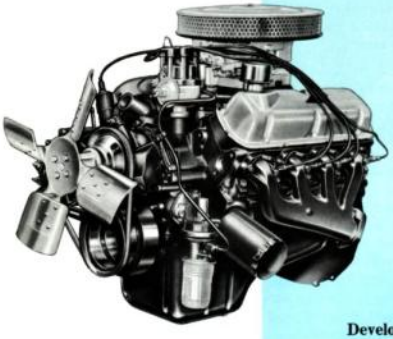
Although the Cobra 427 chassis is five inches wider in order to accommodate the new engine, the Cobra's distinctive body style is changed only slightly from previous competition models.

Dual four-barrel carburetors will be installed on the street machine and a single four-barrel carburetor will be used on the competition cars. The 427-cubic-inch Ford engine is a special light-weight version with aluminum cylinder heads and other light alloy components. A Ford transmission, suited to the Ford 427-cubic-inch engine and with close ratios developed especially for the Cobra, is being used. Magnesium wheels will become standard on all of the Cobra 427 models.

The new suspension was developed to minimize lean in the wheels when the body rolls under cornering forces. The suspension is fully adjustable both front and rear to permit the driver to tailor the handling of the car to his preference.

The first 100 Cobra 427 cars will be competition vehicles to meet the demand for the coming racing season, but when the street machine is available later in 1965 it will have all of the mechanical features of the competition version to continue Shelby's objective of building the world's fastest production sports car.

HIGH PERFORMANCE ENGINE



The 289 cubic inch High Performance V-8 engine is an excellent powerplant for Mustang and Fairlane high performance vehicles. If you have a Mustang with this equipment, it is teamed with the Ford ultra-flexible 4-speed manual shift transmission for true sports car feel and performance. If yours is a Fairlane high performance vehicle, you had a choice of either the 4-speed manual transmission or the performance Cruise-O-Matic which provides you the convenience of automatic shifting combined with superb performance.

The high performance output of this engine results from the advanced engineering design coupled with Ford's precision thin-wall casting technique. The high performance 289 C.I.D. develops 271 horsepower at 6000 rpm, with a weight of less than two pounds per horsepower, and delivers 0.95 horsepower per cubic inch of displacement.

The 289 4-V HIGH PERFORMANCE ENGINE

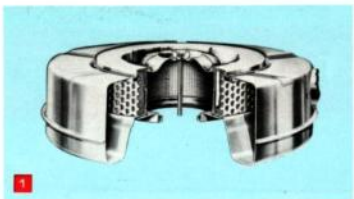
Development of the 289 High Performance Engine

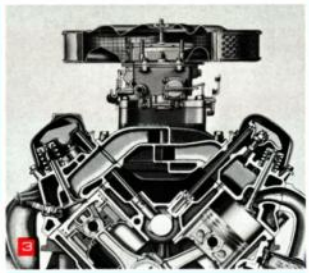
The "221" V-8 used in the 1962 Fairlane was the first of the Ford Motor Company's lightweight V-8 engines. It was later supplemented by 260- and 289-cubic-inch versions, forming a lightweight V-8 engine family. With the introduction of the larger lightweight engines, their usage was expanded to include the compact and standard size cars to provide economical, smooth V-8 power.

Due to their lightweight, cast-iron construction, small package size, and the known durability of Ford Motor Company products, many sports car manufacturers became interested in the "260" and "289" V-8 engines during 1962 and 1963. One of the first cars to use Ford Motor Company lightweight V-8's was the Shelby Cobra, which soon became a consistent winner in sports car events. In addition to the Cobra, some of the more famous European manufacturers, such as Lotus, Sunbeam, Lola and Cooper have offered sports models equipped with these lightweight V-8 engines.

A natural addition to the lightweight V-8 engine family, the "289" high performance V-8 introduced sports-type performance to the Fairlane in 1963. This engine incorporates many outstanding features, permitting maximum performance characteristics while still retaining the durability of regular passenger car engines—high compression cylinder heads—11.6:1 maximum ratio . . . connecting rods with 300 per cent greater fatigue life . . . competition-type exhaust headers . . . high-efficiency air cleaner . . . 4-venturi carburetor . . . high-lift camshaft . . . solid valve lifters . . . and a 4-blade aluminum cooling fan.

The 289 High Performance V-8 is a competition engine, capable of racing and winning against many of the best-known sports cars in the world, especially in acceleration events.





Special Features of the 289 High Performance Engine

1 Racing Type Air Cleaner

Super-Filter air cleaners have pleated cellulose fiber elements. This material is considered most efficient for maximum cleaning ability with minimum restriction to intake air. Super-Filter air cleaners maintain high efficiency at all engine speeds and high air velocity for for best cleaning action. NOTE: If your engine is equipped with a closed crankcase ventilating system, the cleaning element is made of polyurethane and requires more frequent replacement than the cellulose fiber element.

2 Carburetion for the "289"

The four-venturi carburetor features two-stage operations, with two primary throttle plates and two vacuum-operated secondary throttle plates. For all normal driving, the engine receives the fuel-air mixture from the carburetor primary venturis. When the accelerator is depressed for rapid acceleration, the drop in engine vacuum opens the secondary venturis, increasing the fuel-air charge for greater power. This two-stage method of operation provides full-range engine operating requirements efficiently and economically. A thermostatically controlled automatic choke operates with the secondary throttle plate to provide quick, sure starts in all kinds of weather.

3 Free-Breathing Intake System

The free-breathing, direct-intake system of the high performance engines channels the fuel-air mixture from the carburetor to the combustion chambers through low-restriction passages for top distribution efficiency.

The flow of the mixture is uniform and fast-moving to provide more precise individual combustion chamber charges for efficient, high-torque engine output.

4 Intake and Exhaust Valves

The intake valves are cast of tough SAE 1047 steel. The tops and seating surfaces are aluminized for protection against burning and pitting. Damper springs help prevent valve "floating" at high engine rpm. Exhaust valves are cast austenitic steel, a solid solution of carbon in pure iron which produces an extremely hard steel that is exceptionally resistant to wear, warping and high-temperature-induced corrosion.

5 High-Lift Camshaft

Ford Motor Company camshafts are precision-molded of special alloy iron for maximum strength and wear resistance. The camshaft lobes are contoured for smooth valve action. High-lift design, plus extended valve opening periods, provides full-charge fuel-air intake and quick clearance of exhaust gases. Camshaft bearings are of the steel-backed, micro-babbitt, replaceable-insert type.

Solid Valve Lifters

Positive valve action, even at sustained high engine rpm, is possible with the solid valve lifters used on all Ford Motor Company high-performance engines.

Header-Type Exhaust System

The cast iron exhaust manifolds of the "289" engine feature individual headers from each cylinder. The headers provide efficient evacuation of the combustion chambers by reducing exhaust back pressure and interaction or "pulse" between adjoining cylinders. The headers discharge into dual exhaust pipes to provide a complete low-loss exhaust system.

289 High Performance Engine Specifications

GENERAL	
Type	8-cylinder 90° Vee, Overhead Valve
Displacement	289 Cubic Inches
Bore & Stroke	4.00" x 2.87"
Compression Ratio	10.5:1
Brake Horsepower	271 @ 6000 rpm
Maximum Torque	312 lbs./ft. @ 3400 rpm
Valve Lifters	Solid
Carburetor	One 4-venturi
Fuel	Super Premium
Cylinder Block Material	Precision Cast Iron
Cylinder Head Material	Precision Cast Iron
Oil Filter	Rotunda 6000 Mile Type Part Number C1AZ-6731-A (R1-A)

CRANKSHAFT	
Material	Precision-Molded Alloy Cast Iron
Main Bearings (5)	Steel-Back Copper-Lead Alloy Replaceable Inserts
Main Bearing Journal Diameter	2.2482"-2.2490"
Thrust Bearing	No. 3
Crankpin Journal Diameter	2.1228"-2.1236"

CAMSHAFT	
Material	Precision-Molded Special Alloy Iron
Bearings (5)	Steel-Back Babbitt Inserts
Camshaft Gear Material	Cast Iron

VALVE SYSTEM	
Operating Tappet Clearance	0.018 (hot) Hot setting to be made after a minimum of 30 minutes @ 1200 rpm (no load)
Intake Valve Opens	0.008 @ 46° BTDC
Intake Valve Closes	0.010 @ 84° ABDC
Duration	324°
Exhaust Valve Opens	0.008 @ 94° BBDC
Exhaust Valve Closes	0.010 @ 36° ATDC
Duration	324°
Valve Opening	96°

INTAKE VALVES	
Material	SAE 1047 Aluminized Steel
Overall Length	4.863"
Overall Head Diameter	1.662"-1.667"
Angle Of Seat	44°
Lift	0.477"

INTAKE VALVES—Continued	
Spring Pressure & Length	83.5-92.5 lbs. @ 1.77" (valve closed) 234.5-259.5 lbs. @ 1.32" (valve open)

EXHAUST VALVES	
Material	21-4N Forged Steel Aluminized
Overall Length	4.863"
Overall Head Diameter	1.442"—1.457"
Angle Of Seat & Face	44°
Lift	0.477"
Spring Pressure & Length	83.5-92.5 lbs. @ 1.77" (valve closed) 234.5-259.5 lbs. @ 1.32" (valve open)

PISTONS	
Material	Extruded Aluminum Cam Ground
Weight	21.09 oz.

PISTON RINGS	
No. 1 Compression	Cast Iron Alloy, Straight Face, Chrome Plated
No. 2 Compression	Cast Iron Alloy, Straight Face, Scraper Groove, Phosphate Coated
No. 3 Oil Control	Multi-Piece, Two Rails & One Spacer Expander, Steel Rails, Chrome Plated, Oxide Coated Expander—Blued Steel
Width—No. 1 No. 2	0.0774"—0.0781" 0.0930"—0.0940"
Gap—Nos. 1 & 2 No. 3	0.010"—0.020" 0.015"—0.055"

PISTON PINS	
Type	Press-Fit in Rod
Material	SAE 5015 Alloy Steel, Heat Treated
Length	3.010"—3.040"
Diameter	0.9119"—0.9124"

CONNECTING RODS	
Material	SAE 1041 Forged Steel, with Separately Forged Caps
Weight	20.776—21.059
Length	5.1535—5.1565

CONNECTING ROD BEARINGS	
Material	Steel-Back Copper-Lead Alloy Inserts
Overall Length	0.716"—0.726"
Clearance Limits	0.0009"—0.0029"

Performance Adjustments for the 289 Engine

GENERAL	
Firing Order	1-5-4-2-6-3-7-8
Valve Clearance	0.022 cold—0.018 hot
Cam Lobe Lift (normal)	0.298
Cam Lobe Wear Limit	0.005
Valve Lift (theoretical zero lash)	0.477
Compression Pressure (sea level)	130-170 psi
Idle Manifold Vacuum	15 in. HG

IGNITION SYSTEM	
Initial Ignition Timing (new points)	12° BTDC
Final Ignition Timing (tune-up)	12° BTDC
Distributor Number	C5AZ-12127-EEZ
Centrifugal Advance (set test stand to 0 degree at 2500 rpm and 0 in. HG)	rpm — Advance Degrees 650 — 2¼—3¼ 750 — 4 —5½ 1000 — 6½—7½ 1600 — 7½—8¾ 2000 — 8½—9¾
Maximum Advance Limit	14°

BREAKER POINTS	
Arm Spring Tension (std. ignition)	27-30 oz.
Contact Spacing	0.019—0.021
Dwell Angle at Idle Speed std. ignition combined	30-33°
Standard Spark Plugs	Part No. COAZ-12405-A (BF-32)
Spark Plug Size	18MM

BREAKER POINTS—Continued	
Standard Plug Gap Width	0.028—0.032
Spark Plug Torque	15-20 lbs./ft.

FUEL SYSTEM		
Carburetor Number	C4OF-9510-AL	C5OF-9510-L
Main Metering Jet Identification	52F—Primary 68F—Secondary	50F—Primary 66F—Secondary
Power Valve Color (normal) (altitude)	Plain Green	
Float Setting (dry) (wet)	15/32" Primary ⅜" Primary	29/64" Second. 29/32" Second.
Initial Idle Mixture Setting	1—1½ turns open	
Accelerator Pump Setting	Inboard No. 3	
Choke Spring Housing Initial Setting	Manual	
Maximum (hot) Idle Adjustment	750-775 rpm	
Fuel Pump Static Pressure	4-6 psi @ 500 rpm	

TORQUE LIMITS	
Intake Manifold	20-22 ft.-lbs.
Exhaust Manifold	13-18 ft.-lbs.
Oil Pan Drain Plug	15-20 ft.-lbs.
Oil Filter	With oil on gasket surface, hand tighten until gasket contacts adapter face; then tighten ½ turn more.
Connecting Rod Retaining Nut	40-45

MUSTANGS SHOW THEIR "TOURING CLASS"

A five-year winning streak held by Jaguar was broken in September 1964 by these two Ford Mustangs which won touring class honors in Europe's most unique race, the Tour de France. This event, which lasts for ten days, includes 3,500 miles of road rallying, eight hill climbs and a total of 12 hours of competition on eight race courses. Specially prepared and modified Mustangs won all eight of the road races, including this one at Pau, France, which shows eventual class winner Peter Procter in the lead Mustang closely followed by second-place finisher Peter Harper. Procter outlasted 56 other cars to finish the ten-day competition with no penalty points.

HIGH PERFORMANCE ENGINE

the 390 4-V 330 hp INTERCEPTOR ENGINE

The mighty Interceptor engine was designed for full-out highway performance in police and emergency vehicles—and is built to take sustained road speed punishment for hours on end. Thus it is an ideal power plant for day-to-day use where extremely fast acceleration, high power and maximum durability are desired.

This brawny 330-hp V-8 is a well-balanced combination of high-output engine features, long-life materials and precision manufacture; service-proved in law enforcement use. The Interceptor's consistent high performance is based on a free-breathing induction system with a high velocity 4-venturi carburetor, direct-flow Super-Filter air cleaner and low back-pressure mufflers. The valve system has a high-lift camshaft, solid lifters, special-alloy steel exhaust valves, high performance valve springs with solid retainers and internal damping springs.

Built-in stamina for maximum-duty use is part of the Interceptor's total performance heritage. Some of the many durability features are extra-strong deep-block construction, short-stroke design, super-fitted light-alloy pistons, heavy-duty copper-lead-alloy main and connecting rod bearings and high capacity cooling. A 42-amp. dual belt drive alternator provides continuous output to supply all electrical system requirements.

The Interceptor V-8 is unique in the high-performance engine group. This powerful Ford-built engine is available with either a 3-speed manual shift transmission, overdrive, or a heavy-duty Cruise-O-Matic transmission, as well as with the 4-speed manual transmission. The standard and overdrive transmissions have an 11" clutch. Vehicles ordered with this engine are provided with a heavy-duty suspension, Extra-Cooling Package and self-adjusting heavy-duty, fade-resistant riveted brakes.

390 Interceptor Engine Specifications

GENERAL	
Type	8-cylinder 90 degrees Vee, Overhead Valve
Displacement	390 Cubic Inches
Bore & Stroke	4.05" x 3.784"
Compression Ratio	10.1:1
Brake Horsepower	330 @ 5000 rpm
Valve Lifters	Solid
Maximum Torque	427 lbs./ft. @ 3200 rpm
Carburetor	One 4-venturi
Fuel	Premium
Exhaust	Dual
Cylinder Block Material	Precision-Cast Iron
Cylinder Head Material	Precision-Cast Iron
Oil Filter	Rotunda 6000 Mile Type—Part No. C1AZ-6731-A (RI-A)

CRANKSHAFT	
Material	Precision Molded Alloy Cast Iron
Main Bearings (5)	Steel-backed Copper-Lead Alloy
Main Bearing Journal Diameter	2.7484"—2.7492"
Thrust Bearing	No. 3
Crankpin Journal Diameter	2.4380"—2.4388"

CAMSHAFT	
Material	Precision-Molded Special Alloy Iron
Bearings (5)	Steel-Back Babbitt Inserts
Camshaft Gear Material	Molded Nylon on Aluminum Die Cast

VALVE SYSTEM	
Operating Tappet Clearance	0.025" (hot) Hot setting to be made after a minimum of 30 minutes @ 1200 rpm (no load)
Intake Valve Opens	0.006 @ 48° BTDC
Intake Valve Closes	0.008 @ 96° ABDC
Duration	282°
Exhaust Valve Opens	0.006 @ 96° BBDC
Exhaust Valve Closes	0.008 @ 48° ATDC
Duration	54°
Valve Opening	54°

INTAKE VALVES	
Material	Special Alloy Valve Steel with Aluminum Coated Head
Overall Length	5.446"
Overall Head Diameter	2.022"—2.037"
Angle of Set & Face	44°
Lift	0.400

INTAKE VALVES—Continued	
Spring Pressure & Length	80-90 lbs. @ 1.82" (valve closed) 255-280 lbs. @ 1.32" (valve open)

EXHAUST VALVES	
Material	Cast Austenitic Steel-Aluminized Heads
Overall Length	5.426"
Overall Head Diameter	1.551"—1.566"
Angle of Seat & Face	44°
Lift	0.2636"
Spring Pressure & Length	80-90 lbs. @ 1.82" (valve closed) 255-280 lbs. @ 1.32" (valve open)

PISTONS	
Material	Cast Aluminum with Steel Struts, full Skirts Cam Ground
Weight	24.52 oz.

PISTON RINGS	
No. 1 Compression	Cast Iron Alloy, Straight Face, Chrome Plated
No. 2 Compression	Cast Iron Alloy, Straight Face, Scraper Groove, Phosphate Coated
No. 3 Oil Control	Multi Piece: Two Rails and One Spacer Expander. Rails Steel, Chrome Plated, Oxide Coated Expander—Blued Steel
Width—No. 1 No. 2	0.0774"—0.0781" 0.0930"—0.0940"
Gap—Nos. 1 & 2 No. 3	0.010"—0.020" 0.015"—0.055"

PISTON PINS	
Type	Full Floating Tubular
Material	SAE 5015 Alloy Steel, Heat Treated
Length	3.156"—3.170"
Diameter	0.9750"—0.9753"
Bushing	Bronze

CONNECTING RODS	
Material	SAE 1041 Forged Steel with Separately Forged Caps
Weight	27.0 oz.
Length	6.486"—6.490" Center to Center

CONNECTING ROD BEARINGS	
Material	Steel-Back Copper-Lead Alloy Inserts
Overall Length	0.741"
Clearance Limits	0.0007"—0.0028"

Performance Adjustments for the 390 Interceptor Engine

GENERAL	
Firing Order	1-5-4-2-6-3-7-8
Valve Clearance	0.028 cold—0.025 hot
Cam Lobe Lift (normal)	0.2636
Cam Lobe Wear Limit	0.005
Valve Lift (theoretical zero lash)	0.400
Compression Pressure (sea level)	170-210 psi
Idle Manifold Vacuum	18 in. HG
IGNITION SYSTEM	
Initial Ignition Timing (new points)	6° BTDC Std. trans. 6° BTDC auto trans.
Final Ignition Timing (tune-up)	6° BTDC Std. trans. 6° BTDC auto trans.
Distributor Number	C5AZ-12127-EEZ
Centrifugal Advance (set test stand to 0 degrees at 2500 rpm and 0 in. HG)	rpm — Advance Degrees 450 — 1¼ — 2¼ 500 — 3¼ — 4¼ 800 — 5¾ — 6¾ 1600 — 9—10½ 2000 — 10¾—12¼
Maximum Advance Limit	14°
Vacuum Advance (set test stand to 0 degrees at 1000 rpm and 0 in. HG)	rpm — Advance Degrees — Vacuum In. HG 1000 — 2—5 — 8 1000 — 4—7 — 10 1000 — 5½—8½ — 14
Maximum Advance Limit	8½°
BREAKER POINTS	
Arm Spring Tension std. ignition trans. ignition	17-21 oz.
Contact Spacing	.0014—.0016
Dwell Angle at Idle Speed std. ignition combined trans. ignition	26—28½°
Standard Spark Plugs	Part No. C0AZ-12405-A (BF-32)
Spark Plug Size	18 MM
Standard Plug Gap Width	0.028—0.032
Spark Plug Torque	15-20 lbs./ft.

FUEL SYSTEM	
Carburetor Number	C4AF-9510-J Std. trans. & closed crnkcs. vent system C4AF-9510-K Std. trans. & open crnkcs. vent system C4AF-9510-AR Auto. trans. & closed crnkcs. vent system C4AF-9510-AF Auto. Trans. & open crnkcs. vent system
Main Metering Jet Identification	C4AF-9510-J—52F-67F C4AF-9510-AR—52F-57F C4AF-9510-K—50F-67F C4AF-9510-AS—50F-67F
Power Valve Number	
Power Valve Color (normal) (altitude)	Plain Green
Float Setting (dry) (wet)	15/32" Primary 29/64" Secondary 7/8" Primary 29/32" Secondary
Initial Idle Mixture Setting	1—1½ turns open
Accelerator Pump Setting	No. 3 Inboard
Thermostatic Spring Identification	TT
Choke Spring Housing Initial Setting	At Index Mark
Fast (cold) Idle Adjustment	1500 rpm Auto.—1300 Std.
Maximum (hot) Idle Adjustment	575-600 rpm Std. Trans. 550-575 Auto. Trans.
Fuel Pump Static Pressure	4½—6½ psi @ 500 rpm
TORQUE LIMITS	
Intake Manifold	32-35 ft.-lbs.
Exhaust Manifold	12-18 ft.-lbs.
Oil Pan Drain Plug	15-20 ft.-lbs.
Oil Filter	With oil on gasket surface, hand tighten until gasket contacts adapter face; then tighten ½ turn more.
Connecting Rod Bearing Nut	53-58

Photograph by Squire

POWERFUL PUNCH FOR POWERBOATS!

The fact that Ford engines pack a performance wallop on water as well as on land was demonstrated recently when Ford-powered boats captured the first three places in the famous Orange Bowl nine-hour endurance race.

The race, held in Miami, Florida, as part of the Orange Bowl festival, was the first of five major powerboat endurance events scheduled for 1965. During the 1963 season, boats with Ford engines won two of five major races. In 1964 the score was four for five.

Ford-powered boats led the Orange Bowl Regatta from start to finish. The eventual winner, Lou Brummett of Pasadena, Calif., moved into first place with one-and-a-half hours remaining and went on to win with a record average speed of 60.056 miles per hour. He also covered 568 miles to break the Orange Bowl distance record by 61 miles.

In second place for the second straight year was Mike Gordon of Miami. Both men piloted SK boats powered by Ford high-performance 427-cubic-inch engines converted for marine use by Holman and Moody, Inc., of Charlotte, N. C. Third place went to another Ford-powered SK boat piloted by Robert Nordskog of Tarzana, Calif.

The 406 ENGINES

Two 406 cubic inch engines were introduced by Ford Motor Company in late 1961. The 405 horsepower (6V) super high performance model was the most powerful engine ever offered by Ford to that time. The 385 horsepower version was rated the most powerful 4-venturi engine in the industry. The two engines were identical except for their intake systems.

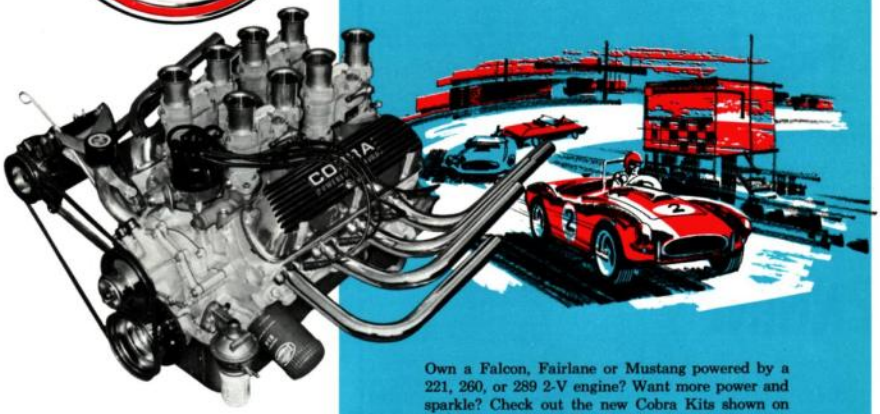
Beginning in 1962, the 406 established itself as a real performer, winning many speed events throughout the nation, not only oval track and drag races but also boat races such as the 500 Mile Marathon at Salton Sea, Calif.

Although the 406 engines are no longer in production, many are in active use and service parts are still available as shown on pages 49 through 54. Since these engines had the same basic block as the newer 427, many of the components are interchangeable.

406 V-8 High Performance Engine Specifications

Bore	4.13 in.	
Stroke	3.78 in.	
Firing order: 1-5-4-2-6-3-7-8		
	4-V	**3 2-V**
Maximum B.H.P.	385 @ 5800 RPM	405 @ 5800 RPM
Maximum Torque	444 @ 3400 RPM	448 @ 3500 RPM
Compression Ratio: Nominal 10.9:1		
Maximum 11.4:1		
Camshaft, Part No. C2AE-6250-A		
Intake opens	24° BTC	
Intake closes	72° ABC	
Duration	276°	
Exhaust opens	72° BBC	
Exhaust closes	24° ATC	
Duration	276°	
Valve overlap	48°	

PUT COBRA VENOM IN YOUR V-8!



Cobra Kits on Fairlane 289 V-8 with special exhaust header pipes

Own a Falcon, Fairlane or Mustang powered by a 221, 260, or 289 2-V engine? Want more power and sparkle? Check out the new Cobra Kits shown on the following pages. Inspired by the championship performance of Ford-powered Cobras, these kits are designed to give your engine stepped-up performance, plus a gleaming, customized appearance.

Read what Ak Miller has to say about Ford's new V-8's and the new Cobra Kits . . .

In recent years Ford Fairlane V-8's have been accepted and admired by the motoring world like no other engine in the past. A broad statement admittedly, but one that's backed by the records these fine engines have set for reliability and power output, and their wide popularity with performance-minded car owners.

The basic Fairlane engine is a natural for power-increase modifications because it's designed for high volumetric efficiency and has the advantages of low piston speeds, and short-stroke compactness. The strength and rigidity inherent to Fairlane engine design has permitted output to be boosted to the present 271 horsepower—a dramatic demonstration of its built-in strength. These amazing boosts in power were made by modifying without altering the engine's basic compact dimensions.

"...racing provided a tough proving ground for testing special engine modification parts..."

Along with setting new records, the Fairlane engine's applications in racing provided a tough proving ground for testing special engine modification parts developed for high speed operation. Because this testing proved these components more than suitable for general use, they are now being offered to enthusiasts who want to get more power and performance from their standard 221, 260, or 289 cubic-inch V-8 engine. These competition-bred parts are sold in kit form, ranging from special, high-compression cylinder heads to a low-restriction exhaust system.

The performance-minded motorist who doesn't want to go all-out on these kits will find it possible to get a substantial power increase by using just the equipment appropriate to his budget or driving needs. For instance, if one wanted only a moderate 10 to 14 horsepower boost, the single 4-V induction kit would probably do the job. On the other hand, if you were after all-out performance, the ultimate, of course, would be the Cobra/Weber 4-2V induction kit. Horsepower carries a price tag, but by careful selection one can pick out kits that will produce the performance desired at a reasonable cost.

In addition to parts that deliver better performance, there are items for your safety and your engine's, too: The high-carbon, cast-steel scatter shield is designed to provide increased protection for you and your passengers. The increased capacity of a competition oil pan provides an extra safety margin for proper lubrication of a high performance engine. Appearance hasn't been forgotten, either, Cobra dress-up kits can make your car's engine a real eye-catcher.

Cobra kit variety, and the sturdy reliability of the basic design of these engines, facilitate custom modification of Fairlane V-8's to almost any degree of performance and appearance desired.

The opportunity to obtain additional power from your engine without going to the cost of radical machining is given to you through Ford's wide selection of tested and proven Cobra Kits—all you have to do is install them, tune'er up, and enjoy winning performance with a touch of the throttle.

Cobra Kits for 221, 260 and 289 Engines

ENGINE PERFORMANCE KIT

Here's a three-way power package for 221, 260 and 289 blocks. Has eight matched pistons with heads designed for valve clearance; high-lift design cam with solid lifters; cylinder head and valve assemblies with heavy-duty rocker arm studs, spring seat ridges, solid valve spring retainers and oil-controlling valve stem seals. Cobra Medallions included.

221 Kit—C4OZ-6A044-A . . . . . **Fits 1962-63 Fairlane 221**

260 Kit—C4OZ-6A044-B . . . . . **Fits 1962-64 Falcon 260**
- **1962-64 Fairlane 260**
- **1965 Mustang 260**

289 Kit—C4OZ-6A044-C . . . . . **Fits 1962-65 Fairlane 289**
- **1962-65 Falcon 289**
- **1965 Mustang 289**

Each $345.25*

COBRA CYLINDER HEAD AND VALVE KIT

These cylinder heads have heavy-duty threaded rocker arm studs to resist loosening, spring seat ridges to help keep valve springs and dampers aligned and solid valve spring retainers and oil controlling valve stem seals. Intake valve head diameter is 1.665"; exhaust, 1.445". Both are aluminized and have polished chrome plated stems. Exhaust valves are forged heat resistant chrome manganese alloy and fit 221, 260 and 289 CID V-8's. Kit includes 2 cylinder heads, 8 intake valves, 8 exhaust valves, 16 valve damper assemblies, 16 stem seals, 16 valve spring retainers, 32 key valve spring retainers, and 2 Cobra medallions. This kit fits all three blocks and can be bought separately.

Part Number—C4OZ-6C056-A . . **Fits 1962-65 Falcon 260 & 289, Fairlane 221, 260 & 289 • 1965 Mustang 260 & 289**

$224.25*

Authentic Cobra Medallions

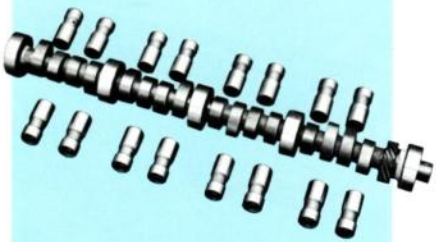
A pair of these colorful, attractive Cobra medallions are included in the following Cobra Kits:

PART NUMBER	COBRA KIT
C4OZ-6A044-A	221 Engine Performance Kit
C4OZ-6A044-B	260 Engine Performance Kit
C4OZ-6A044-C	289 Engine Performance Kit
C4OZ-6C056-A	Cylinder Head and Valve Kit
C4OZ-6B068-A	3-2V Induction Kit (260 Eng.)
C4OZ-6B068-B	3-2V Induction Kit (289 Eng.)
C4OZ-6B068-D	Single 4V Induction Kit
C4OZ-6B068-E	2-4V Induction Kit
C4OZ-6A257-A	Cam Kit

The Cobra medallions can be mounted anywhere on car bodies by using the spring nuts provided.

*Manufacturer's suggested retail prices. Installation charges, state and local taxes, if any, are extra.

Cobra Kits for 221, 260 and 289 Engines



CAM KIT

This kit has been specially engineered with correct tolerances for Ford 221, 260, 289 blocks. Consists of finely machined camshaft and 16 tappets and is the same type used in winning Cobras. Kit includes Cobra medallions.

Part Number—C4OZ-6A257-A — **Fits 1963-65 Falcon 260 & 289 • 1962-65 Fairlane 221, 260 & 289 • 1962-65 Ford 260 & 289 • 1965 Mustang 260 & 289**

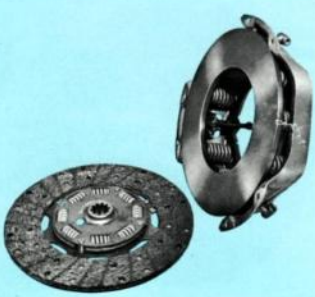
$75.10*

DISTRIBUTOR KIT

This high-performance kit consists of heavy-duty distributor and leads. Features dual points, centrifugal spark advance. Use the kit to give your engine the high-speed performance characteristics you want that are especially suited for drag strip operations and other high RPM requirements.

Part Number—C4DZ-12050-A — **Fits 1963-65 Ford 260 & 289 • 1963-65 Falcon 260 & 289 • 1963-65 Fairlane 260 & 289 • 1965 Mustang 260 & 289**

$49.80*



HEAVY-DUTY CLUTCH KIT

This kit consists of disc assembly and pressure plate. Construction of both the plate and disc assembly virtually eliminates slipping and provides maximum performance under demanding conditions.

Part Number—C3OZ-7A537-A — **Fits 1963-65 Falcon 260 & 289 • 1963-65 Fairlane 221, 260 & 289 • 1965 Mustang 260 & 289**

$51.45*

*Manufacturer's suggested retail prices. Installation charges, state and local taxes, if any, are extra.

Cobra Kits for 221, 260 and 289 Engines

COMPETITION OIL PAN

Sturdy, cast aluminum competition-type oil pan features air cooling fins for improved oil temperature control. Also has large 6½ quart capacity for added engine protection under prolonged hot operation. Fits all three engines.

Part Number—C4OZ-6675-A . . **Fits 1963-65 Falcon 260 • 1965 Mustang 260 & 289**

$80.80*

DUAL EXHAUST KIT

For converting standard exhaust systems to dual systems. This kit includes pipe, necessary hardware, and two straight-through 4-inch glass pack mufflers to improve performance and increase horsepower rating. Fits 1963-64 Falcon 260 V-8.

Part Number—C4DZ-5210-A . . **Fits 1963-64 Falcon 260**

$69.95*

SCATTER SHIELD

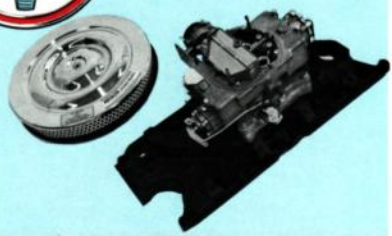
Made of high-carbon cast steel, this housing is designed to give extra protection for occupants and car especially at high engine speeds. This replaces the cast aluminum cover.

Part Number—C4OZ-6394-A . . **Fits 1962-64 Falcon 260 & 289 • 1962-64 Fairlane 221, 260 & 289 • 1962-64 Ford 260 & 289 • 1965 Mustang 260 & 289**

$106.75*

*Manufacturer's suggested retail prices. Installation charges, state and local taxes, if any, are extra.

Cobra Kits for 221, 260 and 289 Engines



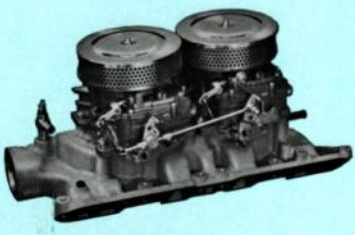
SINGLE 4-V INDUCTION KIT

This 4-V will give you greater performance without drastic modification of your mill. Kit has intake manifold, air cleaner, 4-V carburetor, required gaskets, necessary hardware.

Part Number—C4OZ-6B068-D . . Fits 1962-64 Falcon 260 & 289 • 1962-64 Fairlane 221, 260 & 289

C5ZZ-6B068-A . . Fits 1965 Falcon 289 • 1965 Fairlane 289 • 1965 Mustang 260 & 289

Cobra Medallions included $122.60*



TWO 4-V INDUCTION KIT

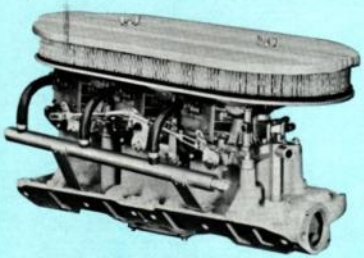
This kit contains two of the carburetors used in the Single 4-V Kit, plus a specially designed cast-aluminum intake manifold. Primary sections of carburetors operate progressively from throttle linkage for starting and/or low and medium speeds. Both secondaries are velocity-flow operated to cut in for acceleration and high speed use. Kit includes 1 intake manifold, 2 carburetors, 2 air cleaners, and 2 Cobra Medallions.

Part Number—C4OZ-6B068-E . . Fits 1963-65 Ford, Falcon • Fairlane 260 & 289 • 1965 Mustang 260 & 289

Linkage Kits: $245.00*

Part Number—C5DZ-9B843-A . . Fits 1963-65 Fairlane Auto Trans. • 1963-65 Falcon Auto Trans. $56.98*

C5ZZ-9B843-D . . Fits 1965 Mustang Std. Trans.



THREE 2-V INDUCTION KIT

Match this kit with the distributor and engine performance kits and watch the horses soar! Kit has three 2-V carburetors on cast-aluminum intake manifold special air cleaner. Mechanical linkage lets you "go on one" for economy, cut in the other two for maximum go under high-performance conditions. Cobra medallions also included.

260 Kit—C4OZ-6B068-A . . 1963-64 Falcon, Fairlane 260—$212.55*

260 Kit—C4DZ-6B068-A . . 1965 Mustang—$210.00*

289 Kit—C4OZ-6B068-B . . 1963-65 Falcon, Fairlane 289—$212.55*

289 Kit—C4DZ-6B068-B . . 1965 Mustang—$210.00*

Linkage Kits:

C3DZ-9B843-A . . Fits 1963 Falcon 260—$8.50*

C4DZ-9B843-A . . Fits 1964-65 Falcon 260 & 289—$8.50*

C4OZ-9B843-A . . Fits 1963-65 Fairlane 260 & 289—$8.50*

C4OZ-9B843-B . . Fits 1964-65 Falcon, Fairlane 2 Speed Auto. Trans.—$8.50*

C5ZZ-9B843-A . . 1965 Mustang 260, 289 (Std. Trans.)—$8.50*

Emission Reduction Kit—C4OZ-6A603-A . . Fits 1963 Fairlane 289—$6.90*

*Manufacturer's suggested retail prices. Installation charges, state and local taxes, if any, are extra.

Cobra Kits for 221, 260 and 289 Engines

FOUR 2-V WEBER INDUCTION KIT

Consisting of four Weber carburetors and a special intake manifold, this system is designed for those who want to make a competition car with the 289 block. This off-the-street carburetor assembly is virtually the same model as used on the Ford powered Lotus. This kit fits 221, 260, and 289 engines, and includes 1 intake manifold, 4 carburetors, 1 water and fuel manifold with appropriate throttle linkage available separately.

Part Number—C5OZ-6B068-A Fits 1963-65 Falcon 260 & 289 • 1963-65 Fairlane 260 & 289 • 1965 Mustang 260 & 289 • $1,232.30*

Linkage Kits—C5OZ-9B843-A 1963-65 Falcon 260 & 289 • 1963-65 Fairlane 260 & 289 • $56.95*
C5ZZ-9B843-C 1965 Mustang 260 & 289 • $56.95*

ENGINE DRESS-UP KIT

Adds a racy "Cobra" look to your engine. This stylish kit includes finned, polished aluminum valve covers; long-lasting chrome dip stick, radiator cap, master cylinder cap, oil filler cap, air cleaner cover and filter. 1963 kit fits 221, 260 and 289 Ford V-8 blocks; '64 kit fits 260 and 289 engines.

Part Number—C3OZ-6980-A ('63) $72.45*
C4OZ-6980-A ('64) $78.35*

Part Number—C3OZ-6980-A for 1963 fits 1962-63 Fairlane 221, 260 & 289 • 1962-63 Falcon 221, 260 & 289

Part Number—C4OZ-6980-A for 1964 fits 1964 Falcon 260 • 1964 Fairlane 260 & 289 • 1965 Mustang 289

VALVE COVER KITS

Featuring polished aluminum valve covers, these kits include 2 valve cover assemblies, 12 chrome bolts and 12 chrome washers.

Part No.—C3OZ-6A547-A Fits 1962-63 Fairlane 221, 260 & 289 • 1962-63 Falcon 260—$42.00

C4OZ-6A547-A for 1964 Fits 1964 Falcon 260 • 1964 Fairlane 260 & 289 • 1965 Mustang 260 & 289—$47.85*

*Manufacturer's suggested retail prices. Installation charges, state and local taxes, if any, are extra.

Cobra horsepower potential

by SHELBY-AMERICAN

HOW TO USE CHART BELOW: Choose engine from top of columns at left if you are interested in horsepower—260 engine, Col. A—289 4-V engine, Col. B. Read down left hand column to select HP increase. Then determine components used to gain HP increase by reading across to right. Code letter "A" indicates component listed above was used on 260 engine—code letter "B," component was used on 289 4-V engine.

Columns at far right give peak torque obtained using same equipment.

FIGURES WERE OBTAINED FROM ACTUAL DYNAMOMETER TEST PROGRAMS

by SHELBY-AMERICAN, INC.

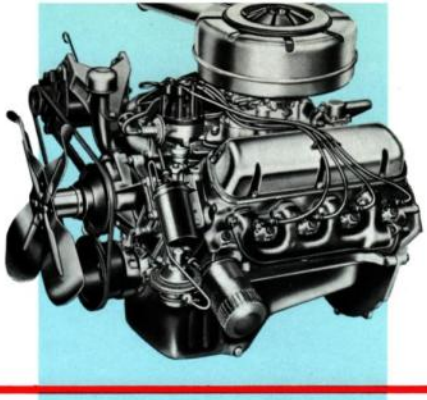
HORSEPOWER AT RPM A 260 CID	HORSEPOWER AT RPM B 289 CID (4-V)	Heavy-duty Distributor spark plug leads	Autolite BF-32 spark plugs	Emission valve plugs[1]	Cobra Cam Kit	Compound valve springs	Cobra Cylinder Head Kit	Reworked 4-V heads: ported, enlarged comb. chambers	Steel shim rpl. head gaskets	289 4-V High Performance Exh. Manifolds	Competition (tubing) exh. headers	4-V (1-4V) Induction Kit	8-V (2-4V) Induction Kit	6-V (3-2V) Induction Kit	4-V (4-2V) Weber Kit	Generator Disconnected	PEAK (lbs.-ft.) TORQUE AT RPM A 260 CID	PEAK (lbs.-ft.) TORQUE AT RPM B 289 CID (4-V)
141 at 4500	232 at 5500		B									B				AB	227 at 2500	282 at 4000
(STOCK RATING)																	(STOCK RATING)	
145 at 4500	242 at 6000	AB	AB	AB								B				AB	228 at 2500	289 at 3500
161 at 5000	247 at 5500	AB	AB	AB	A	A			B			B				AB	217 at 3000	295 at 3500
	249 at 5500	B	B	B					B		B	B				B	228 at 4000	296 at 3500
205 at 5500	276 at 6000	AB	AB	AB	A	A			B		AB		B	A		AB	232 at 3500	285 at 4000
220 at 5500	286 at 6500	AB	AB	AB	A	A		B	B		AB	AB				AB	228 at 3500	286 at 4500
211 at 5500	314 at 6500	AB	AB	AB	A		A	B	B		AB			A		AB	230 at 4000	286 at 4500
207 at 6000	345 at 6500	AB	A	AB	A		A	B	B	A	B			A	B	AB	232 at 3500	286 at 4500
213 at 6000		A	A	A	A		A				A			A		A	230 at 3500	313 at 5000
222 at 5500		A	A	A	A	A					A	A					240 at 4000	
225 at 5500		A	A	A	A		A				A	A					244 at 4000	

1. The 289 4-V engine used Autolite type BTF-1 spark plugs up to 276 hp; higher readings were obtained using type BF-603.

Conversion Notes

221 CID Engine—

Cobra Kits and other 289 High Performance equipment can be installed on the 221 CID engine to produce better than 200 horsepower. However, the smaller displacement of this engine will not allow the power boosts obtainable from highly modified 260 or 289 CID engines.

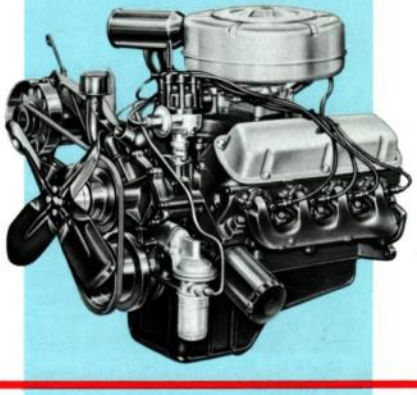


260 CID Engine—

The stock 289 4-V High Performance camshaft and solid valve lifters can be used with 260 cylinder heads, and the 289 4-V heavy-duty valve springs can be used with the stock 260 retainers. Screw-in rocker arm studs are not necessary if operation is held below 6000 RPM.

Caution, the 260 CID cylinder block cannot be bored-out to equal the four-inch bore of the 289 CID block.

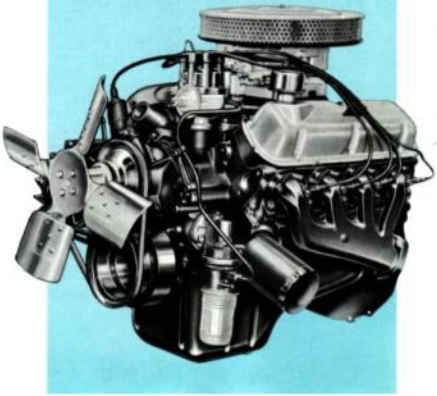
The Cobra Induction Kits should be used in combination with the 289 4-V camshaft kit and heavy-duty valve springs to best obtain maximum engine speed, power and reliability.



289 CID Engine—

Although the *High Performance* 289 V-8 is delivered with a 4-V carburetor, additional carburetion is available if premium performance is desired. Since many performance features are a part of this engine's standard equipment, modification is largely a matter of choosing the proper induction system for the type of operation planned for the car.

Tests of power increases from the 289 engine were made for the all-out race preparation of Carroll Shelby's King-Cobras. The horsepower figures shown on the chart on page 35 reveal the results of these tests.



Tips and precautions for all engines

Although the Cobra Kit line is actually a series of kits, they have been designed for maximum compatibility with each other. The kits provide a wide choice and also separate the equipment into *Street and Competition* or *All-Out Competition* packages. Development emphasis, however, has been for the enthusiast who uses his car for both normal street driving and occasional competition.

Dynamometer tests of Fairlane V-8 engines modified with Cobra Kits have shown their performance ability under a great variety of conditions. Therefore, it will benefit the prospective buyer to check the chart on page 35. It illustrates the combinations of equipment used to obtain various horsepower increases at different engine speeds.

Factory clearances, stock High Performance camshaft and conventional mechanically operated distributor are used to obtain significant power increases. Nevertheless, certain preparations—as well as specific precautions—are desirable, no matter which engine you're working with.

■ The Cobra dual-point distributor kit with solid wire spark plug leads should be installed to draw the best performance from any of the other Cobra Kits.

■ For all-out performance, compound valve springs are necessary and should be matched as closely as possible using a spring tester and shim stock.

■ A substitute or altered crankshaft assembly should be rebalanced before installation. If the heavy-duty clutch kit is used, it should be attached before rebalancing.

■ For top efficiency, a dual exhaust system should be installed in place of the single one.

■ The 289 High Performance connecting rods are desirable for modified 221, 260 and 289 2-V engines (rebalancing of the crankshaft assembly is required).

■ The 289 4-V cylinder head and valve assembly may be used without the specially designed "eyebrow-ed" pistons if the correct stock head gaskets are used.

■ When fitting 289 4-V cylinder heads to a 289 2-V, 260- or 221-inch block, be sure to use the stock gasket for the engine *block*, not the heads.

■ The 289 4-V camshaft can be used in all other engines, and without the 4-V cylinder heads, but care must be taken to use the proper head gasket (proper for the block) to provide sufficient valve clearance.

■ The 4-V High Performance cylinder heads are stock, production line parts and are not ported, relieved or polished, but may be machined if desired.

■ 289 High Performance exhaust manifolds are not recommended for Falcon installations; extensive reworking of the engine compartment is required.

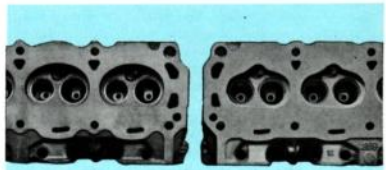
■ In assembling your improved engine, remember to use standard head gaskets designed for your engine block. Thinner ones can cause serious valve and piston damage.

■ Torque sequence and ratings are extremely important to proper installation of both manifold and cylinder heads.

■ The Weber carburetor induction system is recommended for "competition-only" application.

■ The Cobra Combination Engine Performance Kit should not be used in cars equipped with automatic transmissions.

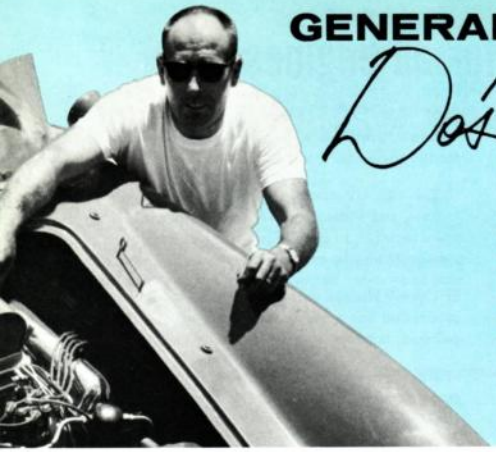
Get additional advice on your High Performance Kit or power problems. Write to Ak Miller, Ford Performance Advisor, P.O. Box 627, Dearborn, Michigan.



260 CID CYLINDER HEAD

289 CID HIGH-PERFORMANCE CYLINDER HEAD

Larger, better breathing valves, reworked combustion chamber of 289 high-performance heads raise 260 engine's compression ratio to 10.5 to 1. These heads can also be used to help boost power on a 221 CID engine.



GENERAL MODIFICATION

Do's and Don'ts

by AK MILLER

Ak Miller, one of America's top authorities on high performance equipment gives his views and answers questions for those in need of expert advice on the selection and installation of engine modification components. Ak Miller's opinions and advice are his own and do not necessarily represent recommendations of the Ford Motor Company.

Hopping up or modifying the modern passenger car engine has caught on in a big way, especially since automobile manufacturers, such as Ford, are offering their own brand of performance equipment, with most of the items found in production high performance vehicles. For this reason, one is assured of high quality merchandise that has been thoroughly tested and evaluated. This is undoubtedly one of the big reasons why more and more people are making slight alterations or, in some cases, even major modifications for improved performance.

When modifying an engine for more horsepower, the items most generally affected are known as the Three C's. They are: COMPRESSION, CARBURETION and CAMSHAFTS. They all play a very important part in the overall performance picture and Ford owners have a host of such factory options to choose from.

As an example: For our 390 cubic inch engine, Ford offers carburetion setups starting with the 2-V, then the single 4-V, the three 2-V, and finally the dual 4-V unit. In addition, several camshafts which utilize different timing events are offered–from 256° to 324°. Special exhaust manifolds are also available. These are just a few of the many components for this engine.

The question then arises–What would be the best setup for my particular car? There are many factors to be considered when choosing performance equipment. In general, select the equipment that would produce the most horsepower and at the same time would be compatible with your present equipment and with your driving conditions. For instance, with automatic transmissions, I would recommend camshafts of low timing events so as to keep a reasonable idle, plus a good low end torque curve. By all means, DO NOT utilize an all-out wild camshaft when the vehicle is used mostly for street driving. However, if a trip to the local dragstrip is your cup of tea and if you have a 4-speed transmission, then go all-out with the camshaft, but remember to install the related components such as the high performance springs and retainers and rockers. Therefore, we can say DO NOT install wild camshafts with automatic transmissions for general street usage.

Also, DO NOT install an exceedingly large amount of carburetion unless you are going to use it because if we put too much carburetion on an engine used mostly for ordinary street driving, we are apt to encounter flat spots due to opening up too large a venturi area resulting in sluggish gas movements in the induction system.

Indeed, the DO NOT'S of the performance field are rather small when compared to the vast number of items one can install for added performance with very gratifying results. With a little judicious planning and common sense, the installation of additional horsepower can be a most worthwhile experience and if one will observe the general rules mentioned above, he will insure a happy and successful conclusion to his performance planning.

Other High Performance Equipment

Here's new "Go" and "Show" in High Performance and Dress-Up Kits for 352, 390, 406 and 427 Blocks

HIGH PERFORMANCE KIT

Specially designed to give 390, 406 and 427 C.I.D. Ford blocks more power and performance, this kit features three 2-venturi carburetors on a precision-cast aluminum intake manifold—plus special air cleaner. Mechanically operated linkage lets you "run on one" for economy, cut in the other two for maximum "go."

Part Number—C4AZ-6B068-A **$206.66***

ENGINE DRESS-UP KIT

You can give your 352, 390 or 427 engine compartment a sparkling "show" appearance with this kit. The kit includes gleaming valve covers, air cleaner cover and oil breather cap, brake master cylinder cover, dip stick, radiator cap, fuel filter and fan guard shroud. All of the components are in stylish satin-chrome finish.

Part Number—C4AZ-6980-A **$48.20***

*Manufacturer's suggested retail price. Installation charges and state or local taxes, if any, are extra.

Other High Performance Equipment

TACHOMETERS

For All Performance Requirements
A Model For Every Car!

Driving can be more efficient and more economical in a car equipped with one of these precision tachometers. Easy-to-read, accurate RPM indications let you know the best shift points . . . help you get top performance from your engine. There's a High Performance Tachometer that fits your requirements. All are illuminated for night use. All have an external "zero" corrector. All can be used with regular or transistorized ignitions. All come complete with installation instructions.

1 **8 cylinder engines—12 volt systems/9000 RPM**

FOUR-INCH FACE

Sun model for high performance cars. 250° dial gives easy, accurate readings through entire range. Pointer adjusts for setting to shift point. Tach head mounts in instrument panel. (Case and bracket kit is available for external mounting.) Completely insulated transmitter is sealed against dust and moisture.

Part Number—C4AZ-17A326-A **$60.00***

CASE AND BRACKET KIT

Satin Chrome finish for mounting 9000 RPM tachometer on any flat or curved surface or on steering column.

Part Number—C4AZ-17368-A **$6.10***

2 **6 and 8 cylinder engines—6, 12 volt systems/6000 RPM**

THREE-INCH FACE

Complete with case and bracket. Can be mounted on top of or below instrument panel. Face rotates within head so dial is right-side-up in any location.

Part Number—C3RZ-17A326-A, 6 cylinder **$35.40***
C3RZ-17A326-B, 8 cylinder **$35.40***

3 **8 cylinder engines—6, 12 volt systems/8000 RPM**
FOUR-INCH FACE: For high RPM demands.†
Part Number—C2RZ-17A326-B **$31.75***

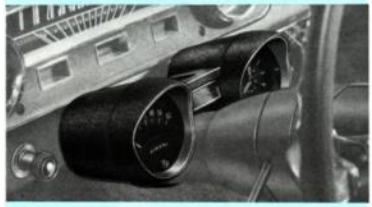
4 **6 cylinder engines—6, 12 volt systems/5000 RPM**
FOUR-INCH FACE: For standard engines.†
Part Number—C2RZ-17A326-C **$31.75***

CASE AND BRACKET KIT

Satin Chrome finish, to mount 8000 RPM or 5000 RPM tach on flat or curved surface on steering column.

5 **Part Number—C2RZ-17368-B** **$6.10***

†Tach head for both models mounts in instrument panel, contains complete unit. Hooks up to ignition inside passenger compartment.



EXCLUSIVELY MUSTANG... RALLY PAC

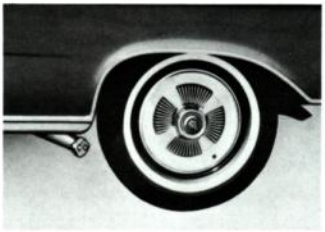
The optional Rally Pac is essential on competition cars and attractive to anyone who has the spirit of a sports car driver.

This unique illuminated twin-pod cluster has a 6,000 or 8,000 rpm tachometer and precision clock. Has a hooded cover with "camera case" finish. Mounts on the steering column.

Part Number—C5ZZ-10B960-B
(6,000 rpm—6 cyl.) **$75.95***
Part Number—C5ZZ-10B960-C
(8,000 rpm—8 cyl.) **$75.95***

*Manufacturer's suggested retail prices. Installation charges, state and local taxes, if any, are extra.

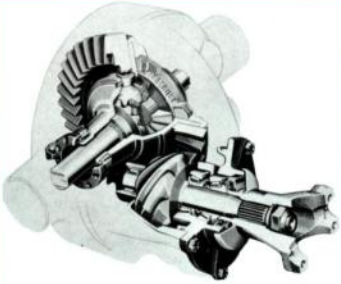
Other High Performance Equipment



LAKE PIPES

For the performance enthusiast who wants to cut back-pressure and add horsepower. T-type of installation on manifold pipe . . . bright chrome ends . . . universal adapters for all models with 1¾" and 2" pipes.

Part Number—C4AZ-5C246-A **$57.00***



LIMITED SLIP DIFFERENTIAL

Designed to operate automatically, transmitting engine power to the rear wheels in the exact ratio to the traction resistance of both wheels so that wheel spin is virtually eliminated. Particularly suited to competition, since it is designed to give faster in-line starts and solid-axle performance on the straightaway, with minimum power loss on curves.

Basic Number—4880 . . . . . **$42.00***

MUSTANG STYLED STEEL WHEELS

Add a distinctive touch of elegance to your Mustang with a set of these beautifully designed and chromed steel wheels. Quality engineered for precision fit . . . easy to install, in place of standard wheels and wheel covers.

Part Numbers—C5ZZ-1007-A (wheel), C5ZZ-1012-A (hub nut), C5ZZ-1130-G (hub cap)

Wheel with cap and lugs **$44.50***

*Manufacturer's suggested retail prices. Installation charges, state and local taxes, if any, are extra.

Other High Performance Equipment

HIGH PERFORMANCE EXHAUST MANIFOLDS

These exhaust manifolds are the large, branched type to provide "free breathing" for complete expulsion of gases to make room for greater air intake. They are engineered to reduce back pressure and add to horsepower output. Although released for the 427 engine, these High Performance Manifolds are easily adaptable to the 390 engine.

Part Nos.—C3AZ-9430-C (L.H.), C3AZ-9431-F (R.H.).

$34.50*

AUTOLITE RACING SPARK PLUGS

These plugs have sparked winners from Riverside to Daytona. And no wonder! They have special high-temperature alloys in both side and center electrodes for greater efficiency, quickest starts and smoothest performance . . . resist highest combustion chamber temperatures. Autolite Racing Plugs' power tips heat up rapidly at lower speeds to burn away performance-cutting deposits, guard against preignition overheating.

18 MM TAPERED SEAT

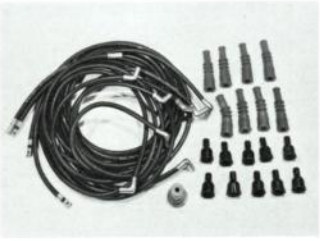
Part Nos.—C2AZ-12405-A—Standard Gap Racing Plug (colder) (Autolite BF 601)

C2AZ-12405-B—Standard Gap Racing Plug (warmer) (Autolite BTF 1)

C3AZ-12405-A—Self-Cleaning Power-Tip Plug (warmer) (Autolite BF 22)

C3AZ-12405-B—Self-Cleaning Power-Tip Plug (colder) (Autolite BF 12)

Each $1.08*



SOLID WIRE CORE SPARK PLUG WIRES

These wiring kits are of the "universal" type—they can be "tailored" for use on 1949 and later vehicles. An installation procedure is included with each kit. Because this type of wiring is not radio resistant, Radio Interference Suppression Kits (part numbers C4AZ-18827-A or -B) should be used with this type of wiring.

Part Nos.—A9AZ-12259-C (6 Cyl. Wire Kit) $5.80*

A9AZ-12259-D (8 Cyl. Wire Kit) $8.50*

C4AZ-18827-A (8 Cyl. Suppression Kit) $8.10*

C4AZ-18827-B (6 Cyl. Suppression Kit) $6.30*

*Manufacturer's suggested retail prices. Installation charges, state and local taxes, if any, are extra.

HIGH PERFORMANCE GENERAL PARTS LISTS

On the following pages, you will find listings of many of the parts available from your local Ford dealer for servicing and modifying vehicles equipped with Ford high performance engines:

In order to get the best possible service, it is suggested that you contact the parts or service manager of your local Ford dealership and review with him the specific parts required. If you wish to order major assemblies, such as transmissions, rear axles, carburetors or alternators, it is helpful if you furnish as complete information as you can. For example, if you wish to replace a major component, any stampings or tags on the unit should be checked for numbers or other data which will assist in identifying the proper assembly.

ABBREVIATIONS

Assy.	Assembly	RPM	Revolutions Per Minute
CID	Cubic Inch Displacement	Std.	Standard
C4	3 Speed Dual Range Automatic Transmission	W/4/S	Warner 4 Speed Transmission
		3/S/T	3 Speed Transmission
F/4/S	Ford 4 Speed Transmission	4/S/T	4 Speed Transmission
H/D	Heavy Duty	4V	4 Venturi Carburetor
HP	Horsepower	6V	6 Venturi Carburetor
L.H.	Left Hand	8V	8 Venturi Carburetor
O/D	Overdrive		
R.H.	Right Hand		

Mfrs. Sugg. Retail Price } Manufacturer's suggested retail price. Installation charges and state and local taxes, if any, are extra. Prices are subject to change without notice.

NOTE: The code letters A, B, C, etc., in the "CLASS" column are provided to assist Ford dealers in ordering the specific parts.

FORD 427 ENGINE HIGH PERFORMANCE GENERAL PARTS LISTS

(For a listing of components for extremely competitive events, see page 60.)

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
		WHEELS AND BRAKES		
63-65	C1AA-1177-A	Seal—Rear Wheel Bearing Oil—Inner	$ 1.65	BY
63-65	C2AZ-2007-B	Brake Shoe Lining Kit—Front—H/D—Fade Resistant	8.80	A
63-64	C3AZ-2007-C	Brake Shoe Lining Kit—Rear—H/D—Fade Resistant	8.95	A
65	C5AZ-2007-B	Brake Shoe Lining Kit—Rear—Fade Resistant	8.80	A
		FRONT SUSPENSION—STEERING—REAR AXLE		
65	C5AZ-3047-B	Front Suspension Upper Shaft Kit	6.25	C
63-65	C4AZ-3048-A	Front Suspension Control Arm Mounting Kit	16.10	CX
65	C5AZ-3082-B	Front Suspension Upper Arm Assy.	6.00	C
63-64	C0AZ-3102-A	Spindle Assy.—R.H.	70.15	CY
63-64	C0AZ-3103-A	Spindle Assy.—L.H.	70.15	CY
65	C5AZ-3105-C	Spindle Assy.—R.H.	70.15	C
65	C5AZ-3106-C	Spindle Assy.—L.H.	70.15	C
63-65	C0AA-3280-C	Spindle Connecting Rod Assy.	10.93	CY
63-65	51-3287	Clamp-Spindle Conn. Rod End	.53	C
63-65	C1AA-3289-D	Spindle Connecting Rod End	9.78	CY
63-65	C0AA-3304-D	Steering Arm to Idler Arm Rod Assy.	19.88	CY
63-64	AG-3310-A	Drag Link Adjusting Sleeve	5.15	CY
65	C2VY-3310-A	Drag Link Adjusting Sleeve	2.00	B
63-64	C0AA-3351-A	Steering Idler Arm Mounting Bracket	5.15	CY
65	C5AZ-3350-B	Steering Idler Arm and Mounting Bracket—4/S/T	5.15	CY
65	C3DZ-3351-B	Steering Idler Arm Mounting Bracket—4/S/T	4.70	C
63-65	C0AA-3355-A	Steering Idler Arm	9.10	CY
63-64	LF-3357-A	Steering Idler Arm Bushing	1.00	CY
65	C4OZ-3358-A	Steering Idler Arm Bushing—Lower	1.45	B
65	C3DZ-3356-C	Steering Idler Arm Bushing—Upper	1.95	C
63-65	C0AA-3590-D	Steering Sector Shaft Arm	21.55	CY
65	C5AZ-4A022-A	Side Gear Spring Retainer—No Spin Diff.	3.70	C
65	C5AZ-4A024-A	Side Gear Spring—No Spin Diff.	.65	C
63-65	C2AZ-4204-F	Differential Gear Case Assy.—Axle Models WCN-A, -B, -C	16.80	C
63-64	C2AZ-4204-D	Differential Gear Case Assy.—Before 11-1-63	16.80	BX
64-65	C2AZ-4204-G	Differential Gear Case Assy.—Axle Models WCN-U, V—From 11-1-63	16.80	B
65	C5AZ-4204-A	Differential Gear Case Assy.—Large Bearings—No Spin Diff.	24.00	C
63-65	C2AZ-4209-J	Differential Gear and Pinion Kit—3.00 to 1	50.00	C
63-65	C2AZ-4209-K	Differential Gear and Pinion Kit—3.50 to 1	50.00	B
63-65	C2AZ-4209-L	Differential Gear and Pinion Kit—4.11 to 1	50.00	A
63-65	C3UZ-4209-A	Differential Gear and Pinion Kit—4.57 to 1	50.00	B
64-65	C3AZ-4209-F	Differential Gear and Pinion Kit—4.44 to 1	50.00	CY
64-65	C4AZ-4209-A	Differential Gear and Pinion Kit—3.10 to 1—9" Ring Gear	125.00	CY
64-65	C4AZ-4209-B	Differential Gear and Pinion Kit—3.40 to 1—9" Ring Gear	125.00	CY
64-65	C4AZ-4209-C	Differential Gear and Pinion Kit—4.33 to 1—9" Ring Gear	125.00	CY
64-65	C4AZ-4209-E	Differential Gear and Pinion Kit—4.71 to 1—9" Ring Gear	125.00	CY

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
63-65	C4AZ-4209-F	Differential Gear and Pinion Kit—4.86 to 1—9" Ring Gear	125.00	CY
63-65	C4AZ-4209-G	Differential Gear and Pinion Kit—5.14 to 1—9" Ring Gear	125.00	CY
64-65	C4AZ-4209-H	Differential Gear and Pinion Kit—5.43 to 1—9" Ring Gear	125.00	CY
63-65	C4AZ-4209-J	Differential Gear and Pinion Kit—5.67 to 1—9" Ring Gear	125.00	CY
63-65	C3AZ-4216-A	Differential Gear to Case Bolt	.69	B
65	C5AZ-4A233-A	Driven Clutch—No Spin Diff.	19.90	C
63-64	C2SZ-4234-A	Rear Axle Shaft & Bearing Assy.—R.H.—Before 11-1-63	28.00	A
64-65	C3AZ-4234-A	Rear Axle Shaft & Bearing Assy.—Axle Models WCN-U, V—R.H.—From 11-1-63	55.00	A
63-64	C2SZ-4234-B	Rear Axle Shaft & Bearing Assy.—L.H.—Before 11-1-63	28.00	A
64-65	C3AZ-4234-B	Rear Axle Shaft & Bearing Assy.—L.H.—From 11-1-63	55.00	C
65	C5AZ-4234-C	Rear Axle Shaft & Bearing Assy. with 4/S/T—R.H.—Axle Models WDC-W, X	55.00	C
65	C5AZ-4234-D	Rear Axle Shaft & Bearing Assy. with 4/S/T—L.H.—Axle Models WDC-W, X	55.00	C
65	C5AZ-4588-A	Hold Out Ring—No Spin Diff.	6.50	C
63	C3AZ-4602-R	Drive Shaft—Before 6-3-63—O/D	40.70	C
63-64	C3AZ-4602-U	Drive Shaft—From 6-3-63—O/D	40.70	C
63	C3AZ-4602-N	Drive Shaft—Before 6-3-63—3/S/T or 4/S/T	40.70	C
63-64	C3AZ-4602-V	Drive Shaft—From 6-3-63—3/S/T or 4/S/T	40.70	C
65	C5AZ-4602-G	Drive Shaft—4/S/T—Before 11-16-64	40.70	B
65	C5AZ-4602-M	Drive Shaft—4/S/T—From 11-16-64	40.70	B
64-65	TBAA-4616-A	Driving Pinion Bearing Cup—Rear—4V	2.28	A
64-65	B7A-4616-A	Driving Pinion Bearing Cup—Front—4V	1.74	A
64-65	B7A-4621-A	Driving Pinion Bearing Cone & Roller Assy.	3.62	A
64-65	TBAA-4621-A	Driving Pinion Bearing Cone & Roller Assy.—Front	4.48	BX
63-65	C3AZ-4676-A	Driving Pinion Oil Seal Assy.—Axle Models WBT-BY, BZ, CA, WCN-U, V	3.65	CY
63	C2SZ-4851-C	Universal Joint Axle End Flange Assy.—4.11 ratio	8.75	A
63-64	C3AZ-4851-G	Universal Joint Axle End Flange Assy.—Before 3-9-64	8.75	A
64-65	C4AZ-4851-A	Universal Joint Axle End Flange Assy.—From 3-3-64	17.50	B
63-65	C3AZ-4851-H	Universal Joint Axle End Flange Assy. Extra Heavy Duty	13.75	CY
63-65	C3AZ-4880-A	Locking Differential Kit—No Spin Diff. with 31 Spline Axle Shaft	125.00	CA
		FRONT SPRING AND STABILIZER		
63	AJ-5310-R	Front Spring—2100#—4/S/T	22.62	CY
63-64	C0AA-5310-E	Front Spring—2425#—4/S/T—H/D	9.00	BX
63-64	C3AZ-5310-D	Front Spring—2425#—4/S/T—Special High Rate	9.00	C
64	C0AA-5310-F	Front Spring—2325#—3 or 4/S/T—4V or 8V	9.00	A
64	C1MM-5310-K	Front Spring—2525#—4/S/T	9.00	C
64	C1MM-5310-L	Front Spring—2600#—4/S/T	9.00	C
65	C5AZ-5310-AB	Front Spring—2130#—4/S/T	10.75	C
65	C5AZ-5310-AA	Front Spring—2030#—4/S/T	9.00	B
63-64	C1AA-5482-A	Stabilizer Assy.—Link Type	26.25	CY
63	C3AZ-5482-B	Stabilizer Assy.	26.25	CY
65	C5AZ-5482-B	Stabilizer Assy.	10.65	C
63-64	C0AA-5493-A	Stabilizer to Suspension Lower Arm Insulator—.94" I.D.	.87	BY
65	C5AZ-5493-A	Stabilizer to Suspension Lower Arm Insulator—.72" I.D.	.49	B
63	C3AZ-5493-A	Stabilizer to Suspension—Lower Arm Insulator—Lower	1.65	CY
		ENGINE		
65	C5AE-6007-H361J	Engine Assembly—8V—4/S/T	1193.00	L
		(Includes: Carburetor, oil filter, oil pan, oil pump, water pump, distributor, spark plugs, ignition wiring and ignition coil, flywheel or clutch housing, clutch and flywheel, water connections and all covers. Does not include starter, generator, fuel pump, air cleaner, exhaust manifolds, fan or fan belts and breather tubes.)		
63-65	C3AZ-6008-C	Complete Engine Overhaul Gasket Set	10.75	A
63	C3AZ-6009-K	Cylinder Assy.—4V—Mechanical Tappets—includes 306° Camshaft (less tappets)	517.00	A
64	C3AZ-6009-V	Cylinder Assy.—4V—Mechanical Tappets—includes 306° Camshaft (less tappets)	517.00	A
63-64	C3AZ-6009-Y	Cylinder Assy.—8V—Mechanical Tappets—includes 324° Camshaft (less tappets)	517.00	A
65	C3AZ-6009-Z	Cylinder Assy.—8V—Mechanical Tappets (less tapets)	517.00	A
63-64	C3AZ-6010-M	Cylinder Block Assy.	203.00	A
65	C3AZ-6010-Z	Cylinder Block Assy.	203.00	A
	C2AZ-6019-A	Cylinder Front Cover Kit	8.25	A
	C0AE-6020-C	Cylinder Front Cover Gasket	.25	A
63-65	C3AZ-6C038-A	Engine Mount Heat Shield—R.H.	.50	C
63-65	C3AZ-6C038-B	Engine Mount Heat Shield—L.H.	.50	C
63	C3AZ-6049-G	Cylinder Head—Ident. marking #C3AE-6090-D (Before 3-15-63)	58.65	B
63	C3AZ-6049-J	Cylinder Head—Ident. marking #C3AE-6090-G or C3AE-6090-H (From 3-15-63)	58.65	B
64-65	C3AZ-6049-K	Cylinder Head—Ident. marking #C3AE-6090-J	58.65	A
63-65	C3AZ-6051-B	Cylinder Head Gasket—Steel	2.25	A
63-64	C3AZ-6068-C	Engine Rear Support Assy.	3.00	B
65	C5AZ-6068-B	Engine Rear Support Assy.	3.00	B
63-65	C3AZ-6079-B	Valve Grind Gasket Set	8.45	B
63-65	C3AZ-6108-F	Piston—Std. Red—4V	16.35	A
63	C3AZ-6108-F	Piston—Std. Red—8V—(Before 5-1-63)	16.35	A
63-65	C3AZ-6108-M	Piston—Std. Red—8V—(From 5-1-63)	16.35	A
63-65	C3AZ-6135-A	Piston Pin—Std. size	.95	C
63-65	C3AZ-6140-B	Piston Pin Retainer	.07	C
63-65	C3AZ-6148-A	Piston Ring Partial Set—Std.	7.40	A
63-65	C3AZ-6200-F	Connecting Rod Assy.	7.35	A
63-65	C1AE-6211-H	Connecting Rod Bearing—Std. Red	1.24	A
63-65	C1AE-6211-J	Connecting Rod Bearing—Std. Blue	1.24	A

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
63-65	C3AZ-6212-A	Connecting Rod Mat. 13/32"—24	.16	B
63-65	C2AZ-6214-A	Connecting Rod Bolt—13/32"—24x2.07" (before 9-15-64)	.36	C
65	C2AZ-6124-B	Connecting Rod Bolt—13/32"—24x2 1/32" (from 9-15-64)	.36	C
63-64	C3AZ-6250-D	Camshaft Assy.—Less Gear 4V—"VB" between last lobe & last journal (optional with C3AZ-6250-K)	34.15	A
63-65	C3AZ-6250-K	Camshaft Assy.—Less Gear—8V—Ident. "VB" & Yellow stripe	34.15	A
63-65	C3AZ-6256-A	Camshaft Sprocket—Aluminum	4.93	A
63-65	C3AZ-6261-A	Camshaft Bearing—Front—Std.	1.40	A
63-65	B8A-6267-AA	Camshaft Bearing—Front Intermed.—Std.	1.40	A
63-65	B8A-6262-AA	Camshaft Bearing—Center—Std.	1.40	A
63-65	B8A-6270-AA	Camshaft Bearing—Rear Intermed.—Std.	1.40	A
63-65	B8A-6263-AA	Camshaft Bearing—Rear—Std.	1.40	A
63-65	C3AZ-6265-A	Camshaft Sprocket Spacer	.25	B
63-65	B8A-6268-A	Timing Chain—48 Links	8.50	A
63-65	C3AZ-6269-A	Camshaft Thrust Plate	.96	B
63-65	C3AZ-6287-A	Camshaft Full Pump Drive Eccentric	2.20	A
63-65	C4AZ-6303-H	Crankshaft	105.65	B
63	B8A-6306-A	Crankshaft Sprocket—18 teeth—steel	3.20	A
64-65	C4AZ-6306-A	Crankshaft Sprocket—18 helical teeth	3.20	A
63-65	B8A-6310-A	Crankshaft Oil Slinger	.24	C
63-64	C3AZ-6312-B	Crankshaft Pulley—Ident. marking C2AE-6316-B	26.30	C
65	C3AZ-6312-F	Crankshaft Pulley—Ident. marking C4AE-6316-E	26.30	B
63-65	C1AZ-6A321-C	Crankshaft Rear Main Bearing Seal Kit	.97	A
63-65	C1AE-6333-A	Main Bearing—Front, Front Intermed., Rear Intermed., Rear—Std. Red—Upper & Lower	2.05	A
63	C1AE-6337-A	Main Bearing—Center—Std. Red—Upper & Lower	4.27	A
64-65	C4AZ-6337-A	Main Bearing—Center—Std. Red—Upper & Lower	3.40	A
63-65	C1AE-6333-B	Main Bearing—Front, Front Intermed., Rear Intermed., Rear—Std. Blue—Upper & Lower	2.05	A
63	C1AE-6337-B	Main Bearing—Center—Std. Blue—Upper & Lower	4.27	A
64-65	C4AZ-6337-B	Main Bearing—Center—Std. Blue—Upper & Lower	3.40	B
63-65	C1AE-6336-B	Crankshaft Rear Main Bearing Seal	.19	A
63-65	C1AE-6345-B	Crankshaft Main Bearing Cap Bolt	.39	C
63-65	C3AZ-6A354-A	Crankshaft Main Bearing Cap Spacer—Red—.3765"/.3769"	.45	C
63-65	C3AZ-6A354-B	Crankshaft Main Bearing Cap Spacer—Blue—.3748"/.3752"	.45	C
63-65	C3AZ-6A354-C	Crankshaft Main Bearing Cap Spacer—Yellow—.3731"/.3735"	.45	C
63-65	B8AZ-6359-A	Crankshaft Damper Spacer	1.45	A
63-65	C3AZ-6366-A	Flywheel Housing Cover	3.20	B
63-64	C3AZ-6375-E	Flywheel and Ring Gear Assy.—Ident. C3AE-6380-C	30.96	C
65	C5AZ-6375-E	Flywheel and Ring Gear Assy.	30.96	B
63-64	B8A-6384-A	Flywheel Ring Gear	4.55	BX
65	C5AZ-6384-A	Flywheel Ring Gear	4.40	A
65	C5AZ-6392-B	Flywheel Housing Assy.—Ident. C5AE-6394-A—8V	20.36	B
63-64	C3AZ-6392-A	Flywheel Housing Assy.—Ident. C3AE-6394-A	20.36	B
63-65	C3AZ-6435-B	Flywheel Housing Gasket	.90	C
63-65	C4AZ-6500-B	Mechanical Tappet Assy.	1.40	A
63	C0AE-6507-N	Intake Valve—Std.—use w/C3AZ-6049-D	1.53	A
63-65	C3AZ-6505-E	Exhaust Valve—Std.—use w/C3AZ-6049-D, C3AZ-6049-J & K Cyl. Hds.	7.54	A
63-65	C3AZ-6507-J	Exhaust Valve—Bumper Head Type Std.—use w/C3AZ-6049-J & K	2.27	A
63-65	C3AZ-6513-A	Valve Spring—2 Pc. design	1.50	A
63-65	C3AZ-6514-A	Valve Spring Retainer	.50	A
63-65	B8A-6518-A	Valve Spring Retainer—.371"/.375" to .531"/.535" conical O.D.—Ident.-Marking Red	.16	A
63-65	C1SE-6524-A	Valve Spring Oil Baffle	2.40	B
63-65	C3AZ-6531-A	Valve Rocker Arm Shaft Support	1.50	B
63-65	C3AZ-6A536-A	Valve Spring Seat	.25	B
63-65	B6A-6549-C	Tappet and Rocker Arm Adjusting Screw—Std.	.27	A
63-65	C3AZ-6563-A	Valve Rocker Arm Shaft	4.25	A
63-65	B8A-6564-B	Valve Rocker Arm and Screw Assy.	1.40	A
63-65	B8AZ-6565-C	Valve Push Rod	.92	A
63-65	B8AZ-6571-B	Valve Guide and Valve Stem Seal—Intake & Exhaust	.11	A
63-64	C3AZ-6582-D	Valve Rocker Arm Cover Assy.—Gold Metallic—R.H.	9.65	C
63-64	C3AZ-6582-E	Valve Rocker Arm Cover Assy.—Gold Metallic—L.H.	4.25	B
63-64	C3AZ-6582-F	Valve Rocker Arm Cover Assy.—Chrome—R.H.	9.65	B
63-64	C3AZ-6582-G	Valve Rocker Arm Cover Assy.—Chrome—L.H.	9.65	B
65	C5AZ-6582-D	Valve Rocker Arm Cover Assy.—Chrome—R.H. & L.H.	9.65	C
63-65	B9AE-6584-C	Valve Rocker Arm Cover Gasket	.75	A
63-65	C3AZ-6600-A	Oil Pump Assy.	16.55	A
63-65	C0AZ-6622-E	Oil Pump Screen, Tube and Cover Assy.	4.80	B
64-65	B8AZ-6626-A	Oil Pump Inlet Tube Fitting Gasket	.07	A
63-64	C3AZ-6A630-A	Crankcase Ventilation Duct—4V	5.15	C
63-65	C3AZ-6A630-B	Crankcase Ventilation Duct—8V	5.15	C
63-65	C0AE-6A631-A	Crankcase Vent. Oil Separator Element	.85	A
63-65	C1AE-6A632-A	Crankcase Vent. Oil Separator Gasket	.17	B
63-65	C0AE-6A633-A	Crankcase Vent. Oil Separator Element Retainer	.96	C
63-65	C0ME-6670-A	Cyl. Block Main Oil Galley Relief Valve Plunger Spring	.16	C
63-65	C1AE-6670-A	Oil Pump Body Relief Valve Spring	.16	C
63-65	B9AE-6674-B	Cyl. Block Main Oil Galley Relief Valve Plunger	.51	B
63-65	C1AE-6674-A	Oil Pump Body Relief Valve Plunger	1.20	C
63-64	C1AE-6675-F	Oil Pan Assy.	39.00	B

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
65	C1AZ-6675-F	Oil Pan Assy.	39.00	B
63-65	C0AL-6710-C	Oil Pan Gasket	.75	A
63-65	C1AZ-6731-A	Oil Filter, Rotunda 6000 Mile Type	3.45	A
63-65	C2OZ-6734-A	Oil Pan Drain Plug Gasket	.04	A
63-64	C2AZ-6758-B	Crankcase Ventilation Tube Assy. with emission reduction control	1.35	C
63-64	C4AZ-6758-A	Crankcase Ventilation Tube Assy.—non-emission reduction	4.25	C
65	C5AZ-6758-E	Crankcase Ventilation Tube Assy. non-emission reduction	4.25	C
64-65	C4AZ-6A827-A	Emission Reduction Flame Arrestor (closed system)	1.10	C
63-65	C0AE-6881-A	Oil Filter Adapter & Insert Assy.—Except with engine warning system	3.05	A
63-65	C3AZ-6881-A	Oil Filter Adapter & Insert Assy.	3.05	C
		TRANSMISSION—CLUTCH		
63-64	C4AZ-7003-N	Transmission and Extension Assy.—Production Ident. "C4AR-N"—4V & 6V—4 speed	387.30	C
65	C5AZ-7003-G	Transmission and Extension Assy.—Production Ident. "HEH-R"—4 spd.	387.30	C
63	C3AZ-7006-C	Transmission Case—S/T	23.95	C
63-65	C3AZ-7007-B	Engine Rear Plate Assy.—S/T & O/D	3.15	C
64	C3AZ-7009-A	Transmission Gears Kit—Close Ratio	164.60	CY
64-65	C4AZ-7017-H	Transmission Input Shaft—F/4/S	34.95	A
63-64	C3AZ-7017-G	Transmission Input Shaft—W/4/S	45.75	A
63	51A-7025	Transmission Input Shaft Bearing—S/T	7.14	A
64-65	8D-7025	Transmission Input Shaft Bearing—F/4/S	10.05	A
63-65	8D-7065	Transmission Output Shaft Bearing—4/S/T	7.02	A
63-65	C3AZ-7029-A	Reverse Idler Gen. Rear Thrust Washer S/T	.30	A
64	C4AZ-7A039-B	Extension Housing F/4/S	27.35	C
64	C4AZ-7050-B	Input Shaft Bearing Retainer—F/4/S	5.95	C
65	C5AZ-7050-B	Input Shaft Bearing Retainer—F/4/S	5.95	C
64-65	C4AZ-7061-D	Output Shaft—F/4/S	43.40	A
63-64	C3AZ-7102-E	Transmission Second Speed Gear—W/4/S—30 helical teeth	44.50	A
64-65	C4AZ-7102-D	Transmission Second Speed Gear—F/4/S—28 Helical Teeth	21.25	A
64	C3AZ-7102-G	Transmission Second Speed Gear—W/4/S—29 helical teeth	44.50	CY
63-64	C3AZ-7113-H	Countershaft Cluster Gear—W/4/S—29-23-19-17 teeth	75.65	A
64	C3AZ-7113-K	Countershaft Cluster Gear—W/4/S—29-25-20-17 teeth	74.10	CY
64-65	C4AZ-7113-A	Countershaft Cluster Gear—F/4/S—25-21-18-15 teeth	34.75	A
64	C4AZ-7210-E	Floor Gear Shift Lever—F/4/S	26.80	B
65	C5AZ-7210-D	Floor Gear Shift Lever—F/4/S	5.30	B
64-65	C3TZ-7A283-B	Input Shaft Oil Seal—F/4/S	.95	B
64	C3AZ-7B340-C	Transmission Third Speed Gear—W/4/S—27 helical teeth—36 clutch teeth (close ratio)	44.50	CY
63-64	C3AZ-7B340-B	Transmission Third Speed Gear—W/4/S—29 helical teeth—36 clutch teeth	36.00	A
64	C3AZ-7B340-C	Transmission Third Speed Gear—27 Helical Teeth—36 Clutch Teeth—Close Ratio—W/4/S	44.50	CY
64-65	C4AZ-7B340-B	Transmission Third Speed Gear—F/4/S—25 helical teeth—36 clutch teeth	36.00	A
64-65	C4AZ-7285-A	3rd & 4th Shift Fork Cam and Shaft Lever—F/4/S	1.45	C
64-65	C4AZ-7290-B	1st & 2nd Shift Fork Cam and Shaft Lever—F/4/S	.87	C
64-65	C4AZ-7290-A	Reverse Shift Ford Cam and Shaft Lever—F/4/S	.87	C
64-65	C4AZ-70312-B	Reverse Gear Shift Lever—F/4/S	1.95	C
64	C3OZ-7326-E	3rd & 4th Speed Connecting Gear Shift Rod—W/4/S	3.15	C
64	C4AZ-7400-B	Gear Shift Control Assy.—F/4/S	26.75	C
64	C4AZ-7515-A	Clutch Release Lever Assy.—F/4/S	2.10	C
63-64	C3AZ-7515-B	Clutch Release Lever Assy.—W/4/S	2.10	B
63-65	C3AZ-7521-D	Clutch Pedal Release Assy.—S/T	1.30	C
63-64	C3AZ-7523-B	Retracting Spring—Clutch Release—11.42"—34½ coils	.85	C
63-64	C3AZ-7523-C	Retracting Spring—Clutch Release—11.28"—23½ coils	.85	C
65	C5AZ-7523-B	Retracting Spring Clutch Release—F/4/S	.85	C
63-64	C3AZ-7528-G	Clutch Release Equalizer Bar—4/S/T	5.55	B
63-65	C3AZ-7B529-A	Clutch Release Lever Retracting Spring Bracket Assy.—F & W/4/S	.40	C
65	C5AZ-7B539-A	Clutch Release Idler Lever Adjusting Spacer—F/4/S	.25	C
65	C5AZ-7542-A	Clutch Retracting Spring Bracket—F/4/S	.61	C
63	C3AZ-7550-M	Clutch Disc—F & W/4/S	35.50	V
63	C3AZ-7563-C	Clutch Pressure Plate—F & W/4/S	30.45	V
63	C3AZ-7550-N	Clutch Disc—8V—solid type—W/4/S	53.20	C
63	C3AZ-7563-D	Clutch Pressure Plate—8V—solid type—W/4/S	52.60	CY
64-65	C4AZ-7550-A	Clutch Disc—F & W/4/S	35.50	V
64-65	C3AZ-7563-C	Clutch Pressure Plate—F & W/4/S	30.45	V
64	C3AZ-7507-D	Clutch Release Equalizer to Frame Bracket—W/4/S	.44	C
64-65	C4AZ-7561-A	Clutch Release Bearing Hub Assy.—F/4/S	3.75	B
64-65	C0TZ-7580-A	Clutch Release Bearing Assy.—F/4/S	4.15	A
63-65	B8A-7600-A	Clutch Pilot Bearing	1.50	A
		COOLING AND GRILLE		
63	C3AZ-8005-B	Radiator Assy.	61.88	A
65	C5AZ-8005-B	Radiator Assy. 1.95" core thickness	61.88	A
62-64	C1AZ-8A080-B	Radiator Tank Assy.	15.85	A
62-63	C2RZ-8260-J	Radiator Hose	2.50	A
64	C4AZ-8260-A	Radiator Hose	1.75	A
65	C5AZ-8260-B	Radiator Hose	2.00	A
61-63	C2AZ-8501-B	Water Pump Assy.	24.00	A

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
65	C5AZ-8501-D	Water Pump Assy.	24.00	C
62-65	B7A-8509-B	Water Pump Pulley	2.45	A
62-65	C2AZ-8513-A	Water Pump Backing Plate Gasket	.30	B
60-65	C0AE-8555-A	Water By-Pass Tube	.36	A
63-65	C2RZ-8575-A	Water Thermostat 160°	3.25	A
65	C5AZ-8575-A	Water Thermostat 192°/195°	3.25	A
65	C5AZ-8592-B	Cylinder Head Water Outlet Connection Assy.	4.50	B
63	C2AZ-8600-A	5 Blade Fan Assy.—2⅛" ctr. hole	10.65	A
63-64	C1MZ-8600-D	6 Blade Fan Assy.—⅝" ctr. hole	10.65	A
63	C3AZ-8A611-C	Fan Guard 22.50" long—Chrome	8.90	C
64	C4AZ-8A611-A	Fan Guard 12" long	2.20	A
64	C4AZ-8A611-B	Fan Guard—Chrome	3.90	C
63	C2AZ-8A616-A	Fan Clutch Assy.	22.30	BX
63-64	C3MY-8620-A	43" Fan Belt	3.25	C
65	C2AZ-8620-L	Fan Belt—(Before 1-4-65)	3.25	B
65	C2AZ-8620-M	Fan Belt—(From 1-4-65)	3.25	B
		FUEL SYSTEM		
63-65	B7Q-9155-A	Fuel Filter Assy.—4V, 6V, 8V	5.35	A
63-65	C0AE-9180-A	Fuel Filter Bracket—4V, 6V, 8V	2.05	C
63-65	C3AZ-9D280-A	Carburetor Fuel Tube Assy.—8V	14.00	C
63-65	C3AZ-9D281-A	Carburetor Fuel Hose—Rear	.59	C
63-64	C3AZ-9E295-A	Oil Temp. Indicator Wiring Assy.	8.25	C
63-64	C3AZ-9E296-A	Oil Temp. Indicator Flasher Assy.	2.60	C
65	C3SZ-9324-B	Fuel Tube Connector Hose–67.75"long	.90	C
65	C3SZ-9324-C	Fuel Tube Connector Hose–70.25"long	.90	C
63-64	C0AZ-9349-A	Fuel Pump Repair Kit (for C0AE-9350-E)	5.10	C
63-65	C0AZ-9349-B	Fuel Pump Repair Kit (for C0AZ-9350-A)	5.25	C
63-65	C0AZ-9350-A	Fuel Pump Assy. (Before 10-15-64)	17.00	A
65	C0AZ-9350-C	Fuel Pump Assy. (From 10-15-64)	17.00	A
63-65	C4AZ-9365-A	Fuel Filter Element Assy.	.97	A
63-64	C3AZ-9424-J	Intake Manifold—4V	134.80	C
63-64	C3AZ-9424-L	Intake Manifold—8V (Before 1-2-64)	147.15	C
64	C3AZ-9424-M	Intake Manifold—8V (From 1-2-64) (non-emission reduction)	147.15	C
65	C5AZ-9424-C	Intake Manifold—8V	34.50	B
63-65	C3AZ-9A424-A	Intake Manifold to Cyl. Block Seal—Rear	.25	A
63-65	C3AZ-9A425-A	Intake Manifold to Cyl. Block Seal—Front	.25	A
63	C0AE-9A427-B	Exhaust Thermostat Control Valve Assy.—(Before 11-22-62)	13.25	A
63-65	C3AZ 9A427-A	Exhaust Thermostat Control Valve Assy.—(From 11-22-62)	13.25	B
63-64	C3AZ-9430-C	Exhaust Manifold—R.H.	34.50	C
65	C5AZ-9430-C	Exhaust Manifold—8V—R.H.	42.95	C
63-64	C3AZ-9431-F	Exhaust Manifold—L.H.	34.50	C
65	C5AZ-9431-C	Exhaust Manifold—8V—L.H.	42.95	C
63-65	C3AZ-9433-A	Intake Manifold Gasket & Seal Set	2.00	A
63	C0AE-9A435-B	Exhaust Manifold to Muffler Inlet Pipe Spacer	3.67	C
63-65	C2AZ-9441-A	Intake Manifold to Cyl. Head Gasket	.75	A
63-65	C3AZ-9441-B	Intake Manifold to Cyl. Head Gasket—Heat Blocked	1.00	A
63-65	C2AZ-9447-E	Carburetor to Intake Manifold Gasket—8V	.21	A
63-64	C3AZ-9447-A	Carburetor to Intake Manifold Gasket—4V	.21	C
63-65	C3AZ-9A447-A	Exhaust Manifold Mounting Bolt Locking Tab	.13	C
63-65	C0AA-9450-A	Exhaust Manifold to Exhaust Pipe Gasket	.42	A
63-65	C3AZ-9A501-A	Carburetor Secondary Balance Tube—8V	.40	C
63-64	C3AZ-9510-K	Carburetor 4V (Tag Ident. C3AE-B)	79.45	C
63-64	C3AZ-9510-S	Carburetor 8V (Tag Ident. C3AE-C)	79.45	C
64-65	C4AZ-9510-A	Carburetor 8V (Tag Ident. C3AF-BK-BJ)	79.45	C
63-65	C3AZ-9A589-C	Carb. to Intake Manifold Spacer—4V (with emission reduction)	2.50	C
63-64	C3AZ-9502-D	Gasket Set—for Carb. C3AZ-9510-K	2.75	C
63-64	C3AZ-9590-E	Repair Kit—for Carb. C3AZ-9510-K	12.65	C
63-65	C1AZ-9502-B	Gasket Set—for Carb. C3AZ-9510-L, S & C4AZ-9510-A	2.70	A
63-64	58MK-9590-K	Repair Kit—for Carb. C3AZ-9510-L, S	12.55	C
64-65	C1AZ-9590-G	Repair Kit—for Carb. C4AZ-9510-A	13.10	B
63	C3AZ-9600-C	Air Cleaner Assy. 4V—(Identified C3AF-9600-D)	22.65	C
63-64	C4AZ-9600-D	Air Cleaner Assy.—chrome—4V (except with closed emission system)—(Identified C4AF-9600-D)	26.10	C
63-64	C3AZ-9600-G	Air Cleaner Assy.—Polished Alum.—8V (except with closed emission system) (Identified C3AE-9600-A, C4MF-9600-E)	41.25	C
64	C4AZ-9600-AZ	Air Cleaner Assy.—Chrome—4V (closed emission system) (identified C5AF-9600-R, C4AF-9600-AY)	22.65	C
64	C3AZ-9600-L	Air Cleaner Assy.—8V (closed emission system)—(identified C4AF-9600-AT)	41.25	C
65	C5MY-9600-A	Air Cleaner Assy.—8V—(identified C5MF-9600-G, C5AF-9600-V, y)	41.25	C
63-64	C0AE-9601-C	Air Cleaner Element—4V (used with C3AZ-9600-C, C4AZ-9600-D, AZ)	6.90	A
63-64	C3AZ-9601-C	Air Cleaner Element—8V (used with C3AZ-9600-G, L)	11.25	B
65	C3AZ-9601-D	Air Cleaner Element—8V (used with C5MY-9600-A)	11.25	B
63-64	C3AZ-9654-A	Air Cleaner to Carb. Gasket—4V—.06" thick	.25	C
63	C3AZ-9654-C	Air Cleaner to Carb. Gasket—4V & 8V—.188" thick	.25	C
63-65	C3AZ-9C654-A	Ram Air Intake Kit—Drag Strip High Performance—8V	123.10	CY

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
64	C4AZ-9725-B	Accelerator Assy.	3.65	C
65	C5AZ-9728-D	Accelerator Shaft Bracket	.42	C
63-64	C3AZ-9732-C	Accelerator Bellcrank	9.75	C
65	C5AZ-9732-A	Accelerator Bellcrank	9.75	A
65	C5AZ-9737-E	Accelerator Retracting Spring	.31	C
65	C5AZ-9A758-D	Accelerator Pedal to Carb. Throttle Control Cable Assy.—8V—(Before 2-15-65)	4.10	C
65	C5AZ-9A758-L	Accelerator Pedal to Carb. Throttle Control Cable Assy.—8V—(From 2-15-65)	4.10	C
63-65	C3AZ-9C760-A	Carb. Throttle Lever Trunnion—8V	1.35	C
63-65	PB8M-9767-B	Carb. Throttle Synchro. Rod End—8V	1.65	C
65	C3AZ-9819-D	Thermostatic Choke Control Outlet Tube—8V (From 9-11-64)	2.30	C
63-65	C3AZ-9819-B	Thermostatic Choke Control Outlet Tube—8V (Before 9-11-64)	2.30	C
63-64	C3AZ-9819-A	Thermostatic Choke Control Outlet Tube—4V	.90	C
63-65	C3AZ-9B841-A	Carb. Throttle Rod—Front (Bright Finish—8V)	4.35	C
63-65	C3AZ-9B842-B	Carb. Throttle Rod—Rear—8V	4.35	C
		GENERATOR, STARTER, DISTRIBUTOR		
63	C3TZ-10505-B	Generator Voltage Regulator	8.65	A
62-63	FAP-10130-A	Generator Pulley 4V, 6V, 8V	4.15	A
63-65	C3SZ-10316-B	Alternator Voltage Regulator	13.45	A
63-64	C3MY-10344-A	Alternator Pulley	3.00	C
63-64	C3MY-10346-A	Alternator Assy.	59.80	C
63-64	C1TF-10B840-A	Oil Temp. Indicator Warning Lamp Relay	3.05	CX
63-64	C3AZ-10B921-A	Oil Temp. Warning Switch-On Oil Filter Adapter	4.10	C
65	C3AZ-10B921-B	Oil Temp. Warning Switch-On Oil Filter Adapter	4.10	C
65	C3OZ-11002-C	Starter Assy.	45.25	A
63-65	C3TZ-12A027-A	Ignition Current Amplifier Assy. 4V or 8V	70.00	B
65	C3TZ-12A027-B	Ignition Current Amplifier Assy. 8V—use with transistor ignition	70.00	A
63-65	C3TZ-12029-A	Ignition Coil Assy.—Less Mounting Strap 12V—(use with transistorized ignition)	9.50	B
63	C3TZ-12A042-A	Ignition Current Amplifier Relay 4V or 8V (use with transistorized ignition)	2.80	C
64-65	C3TZ-12A042-B	Ignition Current Amplifier Relay 4V or 8V (use with transistorized ignition)	2.80	B
63-65	C3TZ-12A046-A	Ignition Balloit Resistor & Bracket Assy.—(use with transistorized ignition)	4.10	B
63-64	C3TZ-12A055-A	Distributor Cam Lubricator—use with C3AZ-12127-AE, C3AZ-12127-AF	.10	C
65	C5AZ-12A072-B	Ignition Curb Amplifier—Bracket—(use with transistorized ignition)	1.00	C
64	A9AZ-12113-A	Wire Terminal Weather Seal	.11	A
63-64	C3AZ-12127-AE	Distributor Assy.—‡C3AF-12127-AE—replaced by C5AZ-12127-E	17.00	C
63-64	C3AZ-12127-AF	Distributor Assy.—‡C3AF-12127-AF—Replaced by C5AZ-12127-F	17.00	C
65	C5AZ-12127-E	Distributor Assy. ‡C5AF-12127-E—use with transistorized ignition	41.50	C
65	C5AZ-12127-F	Distributor Assy.—‡C5AF-12127-F—(use with transistorized ignition)	41.50	C
63-65	C0AF-12152-A	Distributor Breaker Plate Assy.	2.45	B
63-65	C3AZ-12171-A	Distributor Breaker Contact Point—use with C3AZ-12127-AF, C5AZ-12127-F Set Assy.—(use with transistorized ignition)	2.95	A
63-65	FDS-12171-A	Distributor Breaker Contact Point Set Assy.—use with C5AZ-12127-E	2.95	A
63-64	C2TZ-12188-A	Distributor Weight Assy.—use with C3AZ-12127-AE	1.40	A
63-65	C5AZ-12188-A	Distributor Weight Assy.—use with C5AZ-12127-E, C5AZ-12127-F	.87	A
63-64	B7A-12191-B	Distributor Weight Spring—Secondary—use with C3AZ-12127-AE, C3AZ-12127-AF	.44	B
60-64	B8QH-12192-C	Distributor Weight Spring—Primary—use with C3AZ-12127-AE, C3AZ-12127-AF	.18	B
63-65	C5AZ-12192-D	Distributor Weight Spring—Primary—use with C5AZ-12127-E, C5AZ-12127-F	.35	C
63-65	C5AZ-12192-A	Distributor Weight Spring—Secondary—use with C5AZ-12127-E, C5AZ-12127-F	.25	B
63-64	C3AZ-12210-C	Distributor Cam Assy.—use with C3AZ-12127-AE, C3AZ-12127-AF	6.00	C
63-65	C5AZ-12210-B	Distributor Cam Assy.—use with C5AZ-12127-E, C5AZ-12127-F	6.00	C
63-65	C0AF-12216-B	Distributor Primary Terminal Wire Assy.—use with C3AZ-12127-AE, C5AZ-12127-E	.45	C
63-65	C3AZ-12216-A	Distributor Primary Terminal Wire Assy.—use with C3AZ-12127-AF, C5AZ-12127-F (use with transistorized ignition)	.40	C
63-65	C3AZ-12239-A	Distributor Breaker Cover Assy.—use with C3AZ-12127-AF, C5AZ-12127-F (use with transistorized ignition)	.90	C
63-65	C3AZ-12250-A	Wiring Circuit Breaker Assy. 4V or 8V (use with transistorized ignition)	2.00	C
63-64	C3AZ-12259-J	Spark Plug Wire Set—(Linen Core)	8.10	A
63-64	C3AZ-12259-F	Spark Plug Wire Set (Steel Core)	9.00	A
65	C5AZ-12259-C	Spark Plug Wire Set—(Steel Core)	9.00	C
65	C5AZ-12259-D	Spark Plug Wire Set—(Rayon Core)	8.10	C
63-64	C3AZ-12298-A	Ignition Coil to Distributor High Tension Wiring Assy.	.83	C
65	B8QH-12298-A	Ignition Coil to Distributor High Tension Wiring Assy. 8V (Steel Core)	.83	A
65	C4AZ-12298-C	Ignition Coil to Distributor High Tension Wiring Assy.	.83	A
63-64	7RA-12300-C	Distributor Condenser Assy.—use with C3AZ-12127-AE	.93	A
63-65	B9AF-12300-A	Distributor Condenser Assy.—use with C5AZ-12127-E	.93	A

‡Identification Number stamped on Distributor Housing.

		SPEEDOMETER		
63	C2AZ-17285-A	Speedometer Driving Gear—4/S/T 7 teeth—Steel	3.70	B

FORD 427 ENGINE HIGH PERFORMANCE GENERAL PARTS LISTS (CONTINUED)

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
64-65	B7C-17285-A	Speedometer Driving Gear—4/S/T 6 teeth	3.95	A
65	C0DD-17271-C	Driven Gear Assy.—4.11 Axle Ratio 7.35x15, 7.75x15 tires—19 teeth—O/D 3/S/T, 4/S/T	.95	A
65	C0DD-17271-B	Driven Gear Assy.—4.11 Axle Ratio—8.15x15 tires—18 teeth—O/D, 3/S/T, 4/S/T	.95	A

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
		SHOCK ABSORBERS		
63-64	C4MY-18124-A	Front Shock Absorber Kit—H/D	9.80	A
63-64	C4AZ-18125-E	Rear Shock Absorber Kit—H/D	9.80	A
65	C5AZ-18124-B	Front Shock Absorber Kit—H/D	9.80	A
65	C5AZ-18125-B	Rear Shock Absorber Kit—H/D	9.80	A

FORD 352, 390 AND 406 HIGH PERFORMANCE ENGINES GENERAL PARTS LIST

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
		WHEELS AND BRAKES		
61-63	C1AA-1177-A	Seal—Rear Wheel Bearing Oil—Inner	1.65	BY
60	B7Y-1190-A	Retainer—Front Wheel Grease	1.75	A
60	AA-1216-A	Cone & Roller Assy.—Front Wheel Outer Bearing	3.08	A
61-63	C2AZ-2007-B	Brake Shoe Lining Kit—Front—H/D Fade Resistant	8.80	A
61-63	C3AZ-2007-C	Brake Shoe Lining Kit—Rear—H/D—Fade Resistant	8.95	A
		FRONT SUSPENSION—STEERING—REAR AXLE		
60-63	C0AZ-3102-A	Spindle Assy.—R.H.	70.15	CY
60-63	C0AZ-3103-A	Spindle Assy.—L.H.	70.15	CY
60-63	C0AA-3280-C	Spindle Connecting Rod Assy.	10.93	CY
60-63	51-3287	Clamp—Spindle Conn. Rod End	.53	C
60-63	C1AA-3289-D	Spindle Connecting Rod End	9.78	CY
60-63	C0AA-3304-D	Steering Arm to Idler Arm Rod Assy.	19.88	CY
60-63	AG-3310-A	Drag Link Adjusting Sleeve	5.15	CY
60-63	C0AA-3351-A	Steering Idler Arm Mounting Bracket	5.15	CY
60-63	C0AA-3355-A	Steering Idler Arm	9.10	CY
60-63	LF-3357-A	Steering Idler Arm Bushing	1.00	CY
60-63	C0AA-3590-D	Steering Sector Shaft Arm	21.55	CY
60	C0AW-4204-A	Differential Gear Case Assy. (352 eng.)	47.81	C
62-63	C2AZ-4204-F	Differential Gear Case Assy.—Axle Models WCN-A, -B, -C (406 eng.)	16.80	C
62-63	C2AZ-4204-D	Differential Gear Case Assy.—Use when WAB-4209 gears are used (406 eng.)	16.80	BX
62-63	C2AZ-4209-J	Differential Gear and Pinion Kit 3.00 to 1 (406 eng.)	50.00	C
62-63	C2AZ-4209-K	Differential Gear and Pinion Kit 3.50 to 1 (406 eng.)	50.00	B
62-63	C2AZ-4209-L	Differential Gear and Pinion Kit 4.11 to 1 (406 eng.)	50.00	A
60-63	WAB-4209-D	Differential Gear and Pinion Kit 5.43 to 1 (352 and 390 engines)	125.00	CY
60-63	WAB-4209-E	Differential Gear and Pinion Kit 5.14 to 1 (352 and 390 engines)	125.00	CY
60-63	WAB-4209-J	Differential Gear and Pinion Kit 4.29 to 1 (352 and 390 engines)	125.00	CY

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
60-63	WAB-4209-K	Differential Gear and Pinion Kit 3.40 to 1 (352 and 390 engines)	125.00	CY
60-63	C4AZ-4209-F	Differential Gear and Pinion Kit—4.86 to 1—9" Ring Gear	125.00	CY
60-63	C4AZ-4209-G	Differential Gear and Pinion Kit—5.14 to 1—9" Ring Gear	125.00	CY
60-63	C4AZ-4209-J	Differential Gear and Pinion Kit—5.67 to 1—9" Ring Gear	125.00	CY
60	B7A-4211-A	Differential Pinion Shaft (352 eng.)	1.95	A
60	B7A-4215-B	Differential Shaft Pinion Kit (352 eng.)	5.93	A
62-63	C3AZ-4216-A	Differential Gear to Case Bolt (406 eng.)	.69	B
60-62	B7A-4221-A	Differential Bearing Cone & Roller Assy. (352 and 390 engines)	3.40	A
61-62	B7A-4221-B	Differential Bearing Cone & Roller Assy. (390 and 406 engines)	3.85	A
60	B7A-4222-A	Differential Bearing Cup (352 eng.)	1.82	A
61-62	B7A-4222-B	Differential Bearing Cup (390 and 406 eng.)	2.00	A
60-62	C0AW-4234-D	Rear Axle Shaft & Bearing Assy.—R.H. (352 and 390 engines)	30.80	A
60-62	C0AZ-4235-C	Rear Axle Shaft & Bearing Assy.—L.H. (352 and 390 engines)	120.00	CY
62-63	C2SZ-4234-A	Rear Axle Shaft & Bearing Assy.—R.H. (406 eng.)	28.00	A
62-63	C2SZ-4234-B	Rear Axle Shaft & Bearing Assy.—L.H. (406 eng.)	28.00	A
60	B7A-4236-B	Differential Side Gear Kit (352 4V eng.)	13.35	A
60	C0AA-4602-J	Drive Shaft—352—4V—O/D & C/M	65.55	CY
60	C0AA-4602-K	Drive Shaft—352—4V—S/T	65.55	CY
61-62	C1AA-4602-L	Drive Shaft—390 4V and 6V—S/T	40.70	B
62	C2AZ-4602-E	Drive Shaft—390 and 406—3 or 4/S/T	40.70	A
61-62	C2AZ-4602-H	Drive Shaft—352, 390 and 406 O/D; 390 C/M, 390 4V and 6V All	40.70	B
63	C3AZ-4602-B	Drive Shaft—390 and 406 engines 3 or 4/S/T (Before 6-17-63)	40.70	A
63-64	C3AZ-4602-S	Drive Shaft—390 4V—3 or 4/S/T (From 6-17-63)	40.70	A
60-63	C3AZ-4676-A	Driving Pinion Oil Seal Assy.	3.65	CY
61-63	C3AZ-4851-A	Universal Joint Axle End Flange Assy. (406 eng.)	8.75	A
60-61	C0AW-4953-A	Differential Kit—Less Driven Gear 4V—1960 352 eng. & 1961 390 eng. S/T & O/D	110.53	C

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
		FRONT SPRING AND STABILIZER		
60-63	AJ-5310-R	Front Spring—2100#—352, 390, 406 eng.	22.62	CY
62	C2AZ-5310-A	Front Spring—2425#—3 or 4/S/T—390, 406 eng.	22.62	CY
62	C2AZ-5310-B	Front Spring—2500#—4/S/T—352, 390, 406 eng.	9.00	B
63	C0AA-5310-E	Front Spring—2425#—H/D 4/S/T—352, 390, 406 eng.	9.00	BX
63	C3AZ-5310-A	Front Spring—2425#—4/S/T—352, 390, 406 eng.	9.00	B
63	C3AZ-5310-D	Front Spring—2425#—4/S/T—Special High Rate—352, 390 eng.	9.00	C
60-63	C1AA-5482-A	Stabilizer Assy.—Link Type	26.25	CY
60-63	C0AA-5493-A	Stabilizer to Suspension—Lower Arm Insulator,—.94" I.D. (Gold)	.87	BY
		ENGINE		
62-63	C2AZ-6008-B	Complete Engine Overhaul Gasket Set 406 eng.	11.95	C
60	C0AE-6009-G	Cylinder Assy.—352 (less tappets)	642.00	C
61-62	C2AZ-6009-D	Cylinder Assy.—390 Mechanical Tappets (less tappets)	517.00	AA
62-63	C3AZ-6009-B	Cylinder Assy.—Mechanical Tappets 406 eng. (less tappets)	517.00	A
60	C0AZ-6010-B	Cylinder Block Assy.—352 eng.	203.00	C
61-62	C2AZ-6010-B	Cylinder Block Assy.—390	203.00	A
62-63	C3AZ-6010-E	Cylinder Block Assy.—406	203.00	A
60-62	C0AE-6049-C	Cylinder Head—352 & 390	50.80	A
62-63	C3AZ-6049-H	Cylinder Head—406	58.65	A
60-65	B9AE-6051-A	Cylinder Head Gasket—352 & 390—Steel	1.05	A
62-63	C2AZ-6051-A	Cylinder Head Gasket—406—Steel	2.25	A
60-62	C0AA-6054-A	Engine Rear Support Retainer—352, 390, 406	.60	B
63	C3AZ-6054-A	Engine Rear Support Retainer—406	.60	B
61-65	C1AE-6065-A	Cylinder Head Bolt—352, 390, 406	.28	B
60-62	C1AA-6068-A	Engine Rear Support Assy.—352, 390, 406	1.85	A
63	C3AZ-6068-C	Engine Rear Support Assy. 406	3.00	B
62-63	C2AZ-6079-B	Valve Grind Gasket Set—406	7.25	A
60	C0AE-6108-AJ	Piston—Std.—Blue—352	16.34	C
61-62	C1AE-6108-R	Piston—Std.—Red—390	16.34	BX
61-62	C1AZ-6108-S	Piston—Std.—.060"—390	16.35	C
62-63	C2AZ-6108-B	Piston—Std.—Red—406	16.35	A
60	C0AE-6135-A	Piston Pin—Std.—352	.95	C
61-63	C1AE-6135-B	Piston Pin—Std.—use with C1AE-6140-A retainer—390, 406	.95	C
60-63	C3AZ-6140-B	Piston Pin Retainer 352, 390, 406	.07	C
62-63	C2AZ-6148-A	Piston Ring—Std.—406	8.61	A
61-62	C1AZ-6148-A	Piston Ring—Std.—390	7.40	A
60	B8AZ-6148-A	Piston Ring—Std.—352	7.65	A
60	C1AE-6200-B	Connecting Rod Assy.—352	7.35	A
61-63	C3AZ-6200-F	Connecting Rod Assy.—390, 406	7.35	A
60-63	C1AE-6211-H	Connecting Rod Bearing—Std. Red 352, 390, 406	1.24	A
60-63	C1AE-6211-J	Connecting Rod Bearing—Std. Blue—352, 390, 406	1.24	A
61-63	C2AZ-6214-A	Connecting Rod Bolt—390, 406—13/32"—24 x 2.07"	.36	C
60	C1AE-6214-A	Connecting Rod Bolt—352—⅜"—24x2.10"	.36	A
60-62	C2AZ-6250-A	Camshaft Assy.—Less Gear—352, 390, 406 Cast Letter Ident. "K" & stamped letter "A"	34.15	A
63	C3AZ-6250-D	Camshaft Assy.—Less Gear—406—"VB" between last lobe & last journal	34.15	A
62	B8A-6256-A	Camshaft Sprocket—Cast Iron—390, 406	4.93	A
63	C3AZ-6256-A	Camshaft Sprocket—Alum.—406	4.93	A
63	C3AZ-6261-A	Camshaft Bearing—Front Std.—406	1.40	A
60-63	B8A-6267-AA	Camshaft Bearing—Front Intermed. Std. 352, 390, 406	1.40	A
60-63	B8A-6262-AA	Camshaft Bearing—Center—Std.—352, 390, 406	1.40	A
60-63	B8A-6263-AA	Camshaft Bearing—Rear—Std.—352, 390, 406	1.40	A
60-62	B8A-6261-AA	Camshaft Bearing—Front—Std.—352, 390, 406	1.40	A
61-62	B8A-6267-AA	Camshaft Bearing—Front Intermed.—Std. 390, 406	14.0	A
60-63	B8A-6270-AA	Camshaft Bearing—Rear Intermed.—Std. 352, 390, 406	1.40	A
60-63	B8A-6268-A	Timing Chain—48 Links—352, 390, 406	8.50	A
62-63	C3AZ-6287-A	Camshaft Fuel Pump Drive Eccentric—406	2.20	A
60	C0AE-6303-D	Crankshaft—352	105.65	C
61-63	C3AZ-6303-C	Crankshaft—390, 406 (oil grooves on all main bearing journals)	3.20	A
60-63	B8A-6306-A	Crankshaft Sprocket—18 teeth—Steel—352, 390, 406	3.20	A
60-63	B8A-6310-A	Crankshaft Oil Slinger—352, 390, 406	.24	C
60-63	C1AZ-6312-A	Crankshaft Pulley—352, 390, 406	18.15	B
60-63	C1AZ-6A321-C	Crankshaft Rear Main Bearing Seal Kit—352, 390, 406	.97	A
60	C4TZ-6333-A	Main Bearing—Front, Front Intermed., Rear Intermed., Rear—Std. Red—Upper & Lower—352	2.05	A
60	C4TZ-6337-A	Main Bearing—Center—Std. Red—Upper & Lower—352	3.40	A
60	C4TZ-6333-B	Main Bearing—Front, Front Intermed., Rear Intermed., Rear—Std. Blue—Upper & Lower—352	2.05	A
61-63	C1AE-6333-A	Main Bearing—Front, Front Intermed., Rear Intermed., Rear—Std. Red—Upper & Lower—390, 406	2.05	A
61-63	C1AE-6337-A	Main Bearing—Center—Std. Red—Upper & Lower—390, 406	4.27	A
61-63	C1AE-6333-B	Main Bearing—Front, Front Intermed., Rear Intermed., Rear—Std. Blue—Upper & Lower—390, 406	2.05	A
61-63	C1AE-6337-B	Main Bearing—Center—Std. Blue—Upper & Lower—390, 406	4.27	A
60-63	C1AE-6336-B	Crankshaft Rear Main Bearing Seal—352, 390, 406	.19	A
63	C3AZ-6366-A	Flywheel Housing Cover 4V & 6V	3.20	B

FORD 352, 390 AND 406 HIGH PERFORMANCE ENGINES GENERAL PARTS LIST (CONTINUED)

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
60-63	B8A-6366-A	Flywheel Housing Cover S/T & O/D—352, 390	7.80	A
60-63	B8A-6375-A	Flywheel and Ring Gear Assy.—S/T & O/D—352, 390, 406	21.70	A
60-63	B8A-6384-A	Flywheel Ring Gear—352, 390, 406	4.55	BX
60-62	B9AA-6392-B	Flywheel Housing Assy.—352, 390, 406	20.36	A
63	C3AZ-6392-A	Flywheel Housing Assy.—406	20.36	B
60-63	EAD-6397-A	Dowel-Cyl. Block to Flywheel Hsg.—352, 390, 406	.24	C
63	C3AZ-6411-B	Dust Seal—Engine Rear Cover Plate—390, 406	.15	C
63	C3AZ-6411-C	Dust Seal—Flywheel Housing Cover—390, 406	.15	C
63	C3AZ-6435-B	Flywheel Housing Gasket—390, 406	.90	C
60-63	C4AZ-6500-B	Mechanical Tappet Assy.—352, 390, 406	1.40	A
60-62	C2AZ-6505-A	Exhaust Valve—Std. 406 (62)—use w/C3AE-6090-C Cyl. Head—352, 390, 406	3.75	A
62-63	C3AZ-6505-E	Exhaust Valve Std.—use w/C3AE-6090-C Cyl. Hd.—406	7.54	A
60-63	C0AE-6507-N	Intake Valve—Std.—352, 390, 406	1.53	A
60-63	C3AZ-6513-A	Valve Spring—2 pc. design—352, 390, 406	1.50	A
60-62	C2AZ-6514-A	Valve Spring Retainer—352, 390	.35	A
62-63	C3AZ-6514-A	Valve Spring Retainer—406	.50	A
60-63	B8A-6518-A	Valve Spring Retainer Ident. marking Red—352, 390, 406	.06	A
60-63	C1SE-6524-A	Valve Spring Oil Baffle—352, 390, 406	2.40	B
63	C3AZ-6A536-A	Valve Spring Seat—use w/C3AZ-6049-A cyl. hd.—406	.25	C
61-63	B6A-6549-C	Tappet and Rocker Arm Adjusting Screw—390, 406	.27	A
60-63	C3AZ-6563-A	Valve Rocker Arm Shaft—352, 390, 406	4.25	A
60-63	B8A-6564-B	Valve Rocker Arm and Screw Assy.—352, 390, 406	1.98	A
60-63	B8AZ-6565-C	Valve Push Rod—352, 390, 406	.92	AQ
60-63	B8AZ-6571-B	Valve Guide and Valve Stem Seal—Intake & Exhaust—352, 390, 406	.11	A
60-63	C3AZ-6582-D	Valve Rocker Arm Cover Assy.—Gold Metallic—R.H.—352, 390, 406	4.25	B
60-63	C3AZ-6582-E	Valve Rocker Arm Cover Assy.—Gold Metallic—L.H.—352, 390, 406	4.25	B
60-63	B9AE-6584-C	Valve Rocker Arm Cover Gasket—352, 390, 406	.75	A
60-63	B8A-6587-B	Valve Rocker Arm to Shaft Locating Spring—352, 390, 406	.13	A
60-63	B8A-6590-A	Valve Rocker Arm Shaft Washer—352, 390, 406	.07	B
60	C0AE-6600-C	Oil Pump Assy.—352	15.15	BX
61-62	C3AZ-6600-A	Oil Pump Assy.—390, 406	16.55	A
60-63	C0AZ-6622-E	Oil Pump Screen, Tube & Cover Assy.—352, 390, 406	4.80	B
60-63	B8AZ-6626-A	Oil Pump Inlet Tube Fitting Gasket—352, 390, 406	.07	A
60-63	B8A-6629-A	Oil Pump Intermediate Shaft Retainer Ring—352, 390, 406	.09	C
61-63	C3AZ-6A630-A	Crankcase Ventilation Duct—390, 406	1.45	C
60-63	B9AZ-6A630-C	Crankcase Ventilation Duct—352, 390, 406	1.35	A
60-63	C0AE-6A631-A	Crankcase Vent, Oil Separator Element—352, 390, 406	.85	A
60	C0AE-6A632-A	Crankcase Vent, Oil Separator Gasket—352	.17	C
61-63	C1AE-6A632-A	Crankcase Vent, Oil Separator Gasket—390, 406	.17	B
60-63	C0AE-6A633-A	Crankcase Vent, Oil Separator Element Retainer—352, 390, 406	.96	C
60-63	C0AE-6A636-A	Oil Filter Adapter to Cyl. Block Gasket 390, 406 Crankcase Oil Cooler Spacer to Cyl. Block Gasket (61-63)	.17	B
60	C0AE-6A642-B	Crankcase Oil Cooler Assy.—352	342.50	CY
60-63	B8A-6659-A	Oil Pump to Block Gasket—352, 390, 406	.06	A
61-63	C0ME-6670-A	Cyl. Block Main Oil Galley Relief Valve Plunger Spring—390, 406	.16	C
61-63	C1AE-6670-A	Oil Pump Body Relief Valve Spring—390, 406	.16	C
61-63	B9AE-6674-B	Cyl. Block Main Oil Galley Relief Valve Plunger—390, 406	.51	B
61-63	C1AE-6674-A	Oil Pump Body Relief Valve Plunger—390, 406	1.20	C
60-63	C1AE-6675-F	Oil Pan Assy.—352, 390, 406	39.00	B
60-62	C0AE-6675-F	Oil Pan Assy.—extra capacity 352, 390	72.40	CY
60	EAA-6700-B	Cyl. Front Cover Oil Head—352	1.20	A
61-63	C3AZ-6700-A	Cyl. Front Cover Oil Seal—390, 406	1.20	A
60	B8QH-6701-B	Packing—Crankshaft—352	.18	AQ
61-63	C2OZ-6701-A	Packing Crankshaft—390, 406	.20	A
60-63	C0AE-6710-C	Oil Pan Gasket—352, 390, 406	.75	A
60-63	C1AZ-6731-A	Oil Filter Rotunda, 6000 Mile Type (R 1-A)	3.45	A
62-63	C2AZ-6758-E	Crankcase Ventilation Tube Assy.—with emission reduction control—390, 406	1.35	C
60-63	C0AE-6758-E	Crankcase Ventilation Tube Assy.—non emission—Approx. 21-19/32" long—352, 390, 406	6.50	A
60-63	C3AZ-6763-A	Oil Filler Pipe—352, 390, 406	.65	B
63	C3AZ-7007-B	Engine Rear Plate Assy.—S/T & O/D 406	3.15	C
63	C3AZ-7017-G	Transmission Input Shaft, 4/S/T 406	45.75	A
60-63	8D-7065	Transmission Output Shaft Bearing—W/4/S	7.02	A
60-63	C2AZ-7029-A	Reverse Idler Gear Rear Thrust Washer W/4/S	.30	A
63	C3AZ-7102-E	Transmission Second Speed Gear—406 W/4/S	44.50	A
63	C3AZ-7113-H	Countershaft Cluster Gear—406 W/4/S—29-23-19-17 teeth	75.65	A
63	C3AZ-7B340-B	Trans.—Third Speed Gear—W/4/S—29 helical teeth	36.00	A
63	C3AZ-7515-B	Clutch Release Lever W/4/S—406	2.10	B
63	C3AZ-7521-D	Clutch Pedal Release Assy.—406 S/T		
63	C3AZ-7523-B	Retracting Spring—Clutch Release W/4/S	.85	C
63	C3AZ-7528-G	Clutch Release Equalizer Bar—406 S/T	5.55	B

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
63	C3AZ-7550-C	Clutch Disc—406 S/T & O/D	18.00	V
63	C2AZ-7563-A	Clutch Pressure Plate—406 S/T & O/D	14.60	V
60-62	C0AA-7550-B	Clutch Disc—4V & 6V—352, 390, 406 S/T & O/D	18.00	V
60-65	B8A-7600-A	Clutch Pilot Bearing	1.50	A
		FUEL SYSTEM		
60-63	B7Q-9155-A	Fuel Filter Assy. (all)	5.35	A
60-63	C0AE-9180-A	Fuel Filter Bracket (all)		
61-63	C1AE-9D280-A	Carburetor Fuel Tube Assy.—6V 390, 406	14.00	CY
63-64	C3AZ-9D280-A	Carburetor Fuel Tube Assy.—8V	14.00	C
61-63	C3AZ-9D281-A	Carburetor Fuel Hose—(cut to fit)—6V, 8V—390, 406	.56	C
60-63	C0AZ-9349-B	Fuel Pump Repair Kit (for C0AZ-9350-A)	5.25	C
60-63	C0AZ-9350-A	Fuel Pump Assy.	17.00	A
60-63	B7T-9364-A	Fuel Filter Bowl Gasket	.10	C
60-63	C4AZ-9365-A	Fuel Filter Element Assy.	.97	A
60-63	C3AZ-9424-C	Intake Manifold—4V	134.80	C
61-63	C3AZ-9424-D	Intake Manifold—6V	134.80	C
62-63	C3AZ-9424-L	Intake Manifold—8V—406	147.15	C
60-63	C3AZ-9A424-A	Intake Manifold to Cyl. Block Seal—Rear	.25	A
60-63	C3AZ-9A425-A	Intake Manifold to Cyl. Block Seal—Front	.25	A
60-63	C0AE-9A427-B	Exhaust Thermostat Control Valve Assy. (before 11-22-62)	13.25	A
63	C3AZ-9A427-A	Exhaust Thermostat Control Valve Assy. (from 11-22-62)	13.25	B
63	C3AZ-9430-C	Exhaust Manifold—R.H.—406 (from 11-22-62)	34.50	C
60-63	C3AZ-9430-E	Exhaust Manifold—R.H.—352, 390, 406 (before 11-22-62)	36.10	B
63	C3AZ-9431-F	Exhaust Manifold—L.H.—406 (from 11-22-62)	34.50	C
60-63	C3AZ-9431-E	Exhaust Manifold—L.H.—4V, 6V 352, 390, 406 (before 11-22-62)	36.10	C
60-63	C3AZ-9433-A	Intake Manifold Gasket & Seal Set	2.00	A
60-63	C0AE-9A435-B	Exhaust Manifold to Muffler Inlet Pipe Spacer (Special Duty Performance only)	3.67	C
60-63	C3AZ-9441-B	Intake Manifold to Cyl. Head Gasket—Heat Blocked (special duty performance only)	1.00	A
61-63	C1AE-9447-C	Carburetor to Intake Manifold Gasket 6V 390, 406	.17	B
60-63	C2AZ-9447-E	Carburetor to Intake Manifold Gasket 4V 390, 406	.21	A
63	C3AZ-9A447-A	Exhaust Manifold Mounting Bolt Locking Tab—406 (from 11-22-62)	.13	C
60-65	C0AA-9450-A	Exhaust Manifold to Exhaust Pipe Gasket	.42	A
63	C3AZ-9A501-A	Carburetor Secondary Balance Tube—8V	.40	C
60	C0AE-9510-AA	Carburetor 4V—352 (Tag Ident. CFAONA)	56.25	C
61-63	C1AE-9510-AV	Carburetor 6V—390, 406 (Inboard—1 reqd.)	30.55	CY
61-63	C1AE-9510-AU	Carburetor 6V—390, 406 (Outboard—2 reqd.)	24.70	CY
61-63	C3AZ-9510-G	Carburetor 4V—390, 406 (Tag Ident. C3AE-A)	56.25	C
63-64	C3AZ-9510-S	Carburetor 8V 406 (Tag Ident. C3AE-C)	79.45	C
60-62	C0AE-9A589-A	Carburetor to Intake Manifold Spacer (except with emission reduction)	2.10	C
62-63	C2AZ-9A589-E	Carburetor to Intake Manifold Spacer 390, 406 4V (with emission reduction)	5.40	C
60	C1AZ-9502-B	Gasket Set For Carburetor #C0AE-9510-AA	2.70	A
60	C0AZ-9590-L	Repair Kit—For Carburetor #C0AE-9510-AA	13.40	C
61-63	C1AZ-9502-C	Gasket Set for Carburetor #C1AE-9510-AV & C1AE-9510-AU (services complete (3) 2/B Carb. installation)	4.12	B
61-63	C1AZ-9590-H	Repair Kit—for Carburetor #C1AE-9510-AV & C1AE-9510-AU (services complete (3) 2/B Carb. installation)	22.00	B
61-63	C1AZ-9502-B	Gasket Set—for Carburetor #C1AE-9510-AM & #C3AZ-9510-G	2.70	A
61-63	C1AZ-9590-G	Repair Kit—for Carburetor #C1AE-9510-AM & #C3AZ-9510-G	13.10	B
63-64	C1AZ-9502-B	Gasket Set—for Carburetor #C3AZ-9510—L, S	2.70	A
63-64	58MK-9590-K	Repair Kit—for Carburetor #C3AZ-9510—L, S	12.55	C
60-62	C0AE-9600-K	Air Cleaner Assy.—4V	42.25	C
61-63	C2SZ-9600-A	Air Cleaner Assy.—6V	59.10	A
63	C3AZ-9600-C	Air Cleaner Assy.—4V—406—(identified C3AF-9600-D)	22.65	C
63-64	C4AZ-9600-D	Air Cleaner Assy.—Chrome—4V 406 (except with closed emission system)—(identified C4AF-9600-D)	26.10	C
60-64	C0AE-9601-C	Air Cleaner Element—4V (used with C0AE-9600-K, C3AZ-9600-C, C4AZ-9600-D)	6.90	A
61-63	EDJ-9601-A	Air Cleaner Element—6V (used with C2SZ-9600-A)	7.10	A
60-62	C0AZ-9654-A	Air Cleaner to Carb. Gasket—4V—352, 390, 406	.25	A
61-63	C1AE-9654-A	Air Cleaner to Carb. Gasket—6V 390, 406	.50	C
63	C3AZ-9654-C	Air Cleaner to Carb. Gasket—4V—406—.188" thick	.25	C
63	C3AZ-9654-A	Air Cleaner to Carb. Gasket—4V—.06" thick	.25	C
63	C3AZ-9732-C	Accelerator Bellcrank—406—8V	9.75	C
63	C3AZ-9C760-A	Carb. Throttle Lever Trunnion—406 8V	1.35	C
61-63	PB8M-9767-B	Carb. Throttle Synchrs. Rod End—390—6V, 406—6V-8V	1.65	C

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
60-63	C1AE-9819-B	Thermostatic Choke Control Outlet Tube—352, 390, 406-4V (before 11-22-62)	.50	C
61-63	C1AE-9819-C	Thermostatic Choke Control Outlet Tube–390, 406–6V (before 11-22-62)	2.15	CY
63	C3AZ-9819-B	Thermostatic Choke Control Outlet Tube 406—6V (from 11-22-62 &) 8V (before 9-11-64)	2.30	C
63-64	C3AZ-9819-A	Thermostatic Choke Control Outlet Tube 406—4V (from 11-22-62)	.90	C
61-63	C1AE-9B841-A	Carb. Throttle Rod—Front 6V—390, 406	2.95	CY
63	C3AZ-9B841-A	Carb. Throttle Rod—Front—8V—406	4.35	C
61-63	C1AE-9B842-A	Carb. Throttle Rod—Rear—6V—390, 406	2.95	CY
63	C3AZ-9B842-B	Carb. Throttle Rod—Rear—8V—406	4.35	C
		COOLING AND GRILLE		
60-63	C3AZ-8005-B	Radiator Assy.	61.88	A
62-63	C1AZ-8A080-B	Radiator Tank Assy.	15.85	A
61-63	C2AZ-8501-B	Water Pump Assy.	24.00	B
60	B8A-8509-A	Water Pump Pulley 352—4V	3.85	C
61-63	B7A-8509-B	Water Pump Pulley 390, 406	2.45	A
60-63	C3AZ-8512-B	Water Pump Impeller		D
61-63	B5S-8546-A	Pulley to Fan Spacer, 390, 406—1.28"	2.45	B
62-63	C2AZ-8546-A	Pulley to Fan Spacer, 390, 406—.19"	7.10	C
62-63	B9AE-8553-A	Water Pump Pulley Hub	1.65	B
60-63	C0AE-8555-A	Water By-Pass Tube—352, 390, 406	.36	A
60-63	C2RZ-8575-A	Water Thermostat–352, 390, 406–160°	3.25	A
63-64	C3AZ-8575-B	Water Thermostat—390, 406—188°	3.25	A
61-63	C1AA-8600-E	4 Blade Fan Assy.—390, 406	3.95	CY
61	C1AA-8600-B	5 Blade Fan Assy.—390	6.70	A
62-63	C2AZ-8600-A	5 Blade Fan Assy.—406	10.65	A
62-63	C1MZ-8600-D	6 Blade Fan Assy.—390, 406	10.65	A
63	C3AZ-8A611-C	Fan Guard—406—22.50" long—Chrome	8.90	C
62-63	C2AZ-8A616-A	Fan Clutch Assy.—406	22.30	BX
61-63	C2AZ-8620-B	Fan Belt—390, 406	3.25	B
		GENERATOR, STARTER, DISTRIBUTOR		
60-64	C3TZ-10505-B	Generator Voltage Regulator—352, 390—4V, 6V & 8V	8.65	A
64	C1TF-10505-D	Generator Voltage Regulator—352, 390—4V	15.25	A
60-61	C1TZ-10005-A	Generator Armature Assy.	22.00	A
60-63	FAP-10130-A	Generator Pulley	4.15	A
63	C3AZ-10170-D	Generator Splash Shield	2.30	C
63-65	C3SZ-10316-B	Alternator Voltage Regulator	13.45	A
63	C3SZ-10317-B	Alternator Splash Shield	.35	C
63	C3SZ-10344-B	Alternator Pulley—4V or 6V—406 (Before 1-15-63)	3.00	C
63	C3MY-10344-A	Alternator Pulley—4V or 6V—406 (From 1-15-63)	3.00	C
63	C3SZ-10335-B	Alternator Rotor—406	14.20	B
63	C3MY-10346-A	Alternator Assy.—406	59.80	C
60-63	C1TZ-10002-A	Generator Regulator—4V, 6V or 8V	29.95	A
61-63	B8S-12043-B	Ignition Coil Mounting Strap	.52	C
61-63	C0AF-12127-K	Distributor Assy.—‡C0AF-12127-K (352, 390, 406)	65.00	A
61-63	C0AF-12127-K	Distributor Assy.—‡C5AF-12127-AV (352, 390, 406)	65.00	A
63	C3AZ-12127-AE	Distributor Assy.—‡C3AF-12127-AE (406—8V)—Replaced by C5AZ-12127-E (use with Transistorized Ignition)	41.50	C
63	C5AZ-12127-E	Distributor Assy.—‡C5AF-12127-E (406—8V) (use with Transistorized Ignition)	41.50	C
60-63	C0AF-12152-A	Distributor Breaker Plate Assy. (352, 390, 406)	2.45	B
60	FAB-12171-B	Distributor Breaker & Contact Point Set Assy. (352) Heavy-Duty	2.10	A
60	FDS-12171-A	Distributor Breaker & Contact Point Set Assy. (352) Regular	2.95	A
61-63	FDS-12171-A	Distributor Breaker & Contact Point Set Assy. (390, 406)—Use with C0AF-12127-K, C0AZ-12127-K, C3AZ-12127-AE, C5AZ-12127-E	2.95	A
60-63	C2TZ-12188-A	Distributor Weight Assy. (352, 390, 406)—Use with C0AF-12127-H, C0AF-12127-J, C0AF-12127-K, C3AZ-12127-AE	1.40	A
60-63	C5AZ-12188-A	Distributor Weight Assy. (352, 390, 406)—Use with C0AZ-12127-K	.87	A
60-63	B7A-12191-B	Distributor Weight Spring—Secondary (352, 390, 406)—Use with C0AF-12127-H, C0AF-12127-J, C0AF-12127-K, C3AZ-12127-AE	.44	B
63	C5AZ-12192-A	Distributor Weight Spring—Secondary (352, 390, 406)—Use with C0AZ-12127-K, C5AZ-12127-AE	.25	B
60	B8A-12192-A	Distributor Weight Spring—Primary (352)—Use with C0AF-12127-H, C0AF-12127-J	.15	C
60	B8QH-12192-C	Distributor Weight Spring—Primary (352, 390)—Use with C0AF-12127-K	.18	B
63	B8QH-12192-C	Distributor Weight Spring—Primary (406)—Use with C3AZ-12127-AE	.18	B
60-63	C5AZ-12192-D	Distributor Weight Spring—Primary (352, 390, 406)—Use with C0AZ-12127-K	.35	C
63	C5AZ-12192-D	Distributor Weight Spring—Primary (406)—Use with C5AZ-12127-E	.35	C
60	C0AF-12210-B	Distributor Cam Assy. (352)—Use with C0AF-12127-J	3.40	B

‡Identification Number stamped on Distributor Housing.

FORD 352, 390 AND 406 HIGH PERFORMANCE ENGINES GENERAL PARTS LIST (CONTINUED)

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
60-63	C3AZ-12210-A	Distributor Cam Assy. (352, 390, 406)—Use with C0AF-12127-H, C0AF-12127-K	6.00	C
60-63	C5AZ-12210-A	Distributor Cam Assy. (352, 390, 406)—Use with C0AZ-12127-K	6.00	C
63	C3AZ-12210-C	Distributor Cam Assy. (406)—Use with C3AZ-12127-AE	6.00	C
63	C5AZ-12210-B	Distributor Cam Assy. (406)—Use with C5AZ-12127-E	6.00	C
60	C0AF-12216-B	Distributor Primary Terminal Wire Assy.	.45	C
60-63	C3AZ-12259-F	Spark Plug Steel Core Wire Set	9.00	A
61-63	C3AZ-12298-A	High Tension Wiring Assy. (390, 406)	.83	C
60-63	7RA-12300-C	Distributor Condenser Assy. (352, 390, 406)—Use with C0AF-12127-H, C0AF-12127-J, C0AF-12127-K, C0AZ-12127-K, C3AZ-12127-AE	.93	A
63	B9AF-12300-A	Distributor Condenser Assy. (406)—Use with C5AZ-12127-E	.93	A
		SPEEDOMETER		
62-63	C2AZ-17285-A	Speedometer Driving Gear—4/S/T—7 teeth—Steel	3.70	B
		SHOCK ABSORBERS		
61-62	C1AZ-18124-K	Front Shock Absorber Kit—H/D	9.80	A
61	C1AZ-18125-H	Rear Shock Absorber Kit—H/D	8.10	A
63-64	C4MY-18124-A	Front Shock Absorber Kit—H/D	9.80	A
63-64	C4AZ-18125-E	Rear Shock Absorber Kit—H/D	9.80	A

‡Identification Number stamped on Distributor Housing.

FORD 289 HIGH PERFORMANCE ENGINE GENERAL PARTS LIST

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
		WHEELS AND BRAKES		
65	C5ZZ-2282-D	Rear Brake Hose Assy.—Mustang 4/S/T	2.65	C
63-65	C3OZ-2631-B	Parking Brake Equalizer Bracket—Fairlane	1.55	C
62-65	C2OZ-2007-C	Brake Shoe Lining Kit—Front—Fade Resistant—Fairlane	7.45	B
62-65	C2OZ-2007-D	Brake Shoe Lining Kit—Rear—Fade Resistant—Fairlane	6.50	B
		FRONT SUSPENSION—STEERING—REAR AXLE		
65	C2OZ-3468-B	Front Suspension Lower Arm—Fairlane	3.20	C
63-64	C3OZ-4010-B	Rear Axle Housing Assy.—Axle Model WCU—(Before 12-1-63)	59.35	C
64-65	C3OZ-4010-C	Rear Axle Housing Assy.—Axle Model WCU—(From 12-1-63)	59.35	C
65	C5ZZ-4010-A	Rear Axle Housing Assy.—Axle Models WCZ-H, -J—Mustang	58.80	C
65	C5ZZ-4022-A	Rear Brake Line Connection Vent Assy.—Axle Models WCZ-H, -J—Mustang	.56	C
65	B7A-4035-A	Rear Axle Carrier Gasket—Axle Models WCZ-H, -J—Mustang	.22	A
65	C0AZ-4141-A	Differential Carrier Assy.—Axle Models WCZ-H, -J—Mustang	34.30	A
65	C2AZ-4204-B	Differential Gear Case Assy.—Axle Models WCZ-H, -J—Mustang	16.80	A
63-65	C2AZ-4204-B	Differential Gear Case Assy.—Axle Model WCU—Fairlane	16.80	A
65	B7AZ-4209-E	Differential Gear and Pinion Kit—3.89 to 1 ratio—Mustang—Axle Model WCZ-H	45.65	A
62-65	B7AZ-4209-E	Differential Gear Case Assy.—Axle Model WCU-C—Fairlane	45.65	A
63-65	B7AZ-4209-C	Differential Gear and Pinion Kit—4.11 to 1 ratio—Fairlane (Axle Model WCU-D) and Mustang (Axle Model WCZ-H)	45.65	A
63-65	C3AZ-4209-D	Differential Gear and Pinion Kit—4.11 to 1—Fairlane	50.00	C
64-65	C4AZ-4209-A	Differential Gear & Pinion Kit—3.10 to 1—9" Ring Gear	125.00	CY
64-65	C4AZ-4209-B	Differential Gear & Pinion Kit—3.40 to 1—9" Ring Gear	125.00	CY
64-65	C4AZ-4209-C	Differential Gear & Pinion Kit—4.33 to 1—9" Ring Gear	125.00	CY
64-65	C4AZ-4209-E	Differential Gear & Pinion Kit—4.71 to 1—9" Ring Gear	125.00	CY
63-65	C4AZ-4209-F	Differential Gear & Pinion Kit—4.86 to 1—9" Ring Gear	125.00	C
63-65	C4AZ-4209-G	Differential Gear & Pinion Kit—5.14 to 1—9" Ring Gear	125.00	CY
64-65	C4AZ-4209-H	Differential Gear & Pinion Kit—5.43 to 1—9" Ring Gear	125.00	CY
63-65	C4AZ-4209-J	Differential Gear & Pinion Kit—5.67 to 1—9" Ring Gear	125.00	CY
65	C1AZ-4215-B	Differential Shaft Pinion Kit—Axle Models WCZ-H, -J—Mustang	5.93	A
64	C4OZ-4602-H	Drive Shaft—4/S/T (Rubber Insulated)	40.70	C
64-65	C4OZ-4602-F	Drive Shaft—4/S/T—Fairlane	40.70	C
64-65	C4OZ-4602-G	Drive Shaft—C4—Fairlane	40.70	C
65	C5ZZ-4602-E	Drive Shaft—4/S/T—Mustang	40.70	C
63-65	C2AZ-4614-A	Driving Pinion Bearing Retainer and Bearing Cup Assy.—Fairlane and Mustang	12.25	A
63-65	B7A-4616-A	Driving Pinion Bearing Cup—Fairlane and Mustang	1.74	A
63-65	B7A-4621-A	Driving Pinion Bearing Cone and Roller—Fairlane and Mustang	3.62	A
65	C2AZ-4676-A	Driving Pinion Oil Seal Assy.—Mustang	2.00	A
65	C3AZ-4730-B	Bumper—Rear Axle Carrier—Mustang	1.40	C
65	C3OZ-4730-D	Rear Axle Bumper—Carrier—Fairlane	1.55	C
		FRONT SPRING AND STABILIZER		
64	C3OZ-5310-H	Front Spring—1765#—3/S/T—Fairlane	9.00	B
64-65	C3OZ-5310-K	Front Spring—1815#—4/S/T, C4—Fairlane	9.00	B
65	C5ZZ-5310-E	Front Spring—1516#—4/S/T—Mustang (Before 8-20-64)	9.00	C

FORD 289 HIGH PERFORMANCE ENGINE GENERAL PARTS LIST (CONTINUED)

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
65	C5ZZ-5310-E	Front Spring—1491#—3/S/T—Mustang (From 8-20-64)	9.00	C
65	C5ZZ-5310-F	Front Spring—1438#—4/S/T—Mustang (Before 8-20-64)	9.00	C
65	C5ZZ-5310-F	Front Spring—1413#—3/S/T—Mustang (From 8-20-64)	9.00	C
65	C3OZ-5482-D	Stabilizer Assy.—Fairlane	10.65	C
65	C5ZZ-5482-A	Stabilizer Assy.—Mustang	10.65	C
65	C5ZZ-5493-A	Stabilizer to Suspension Lower Arm Insulator—Mustang	.49	C
65	C5OZ-5484-B	Stabilizer to Suspension Lower Arm Insulator—Fairlane	.76	C

REAR SPRING

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
64	C4OZ-5560-D	Rear Leaf Spring Assy.—H/D 4-Leaf—stamped C4OA-5560-E, F—Fairlane	20.25	B
65	C5OZ-5560-D	Rear Leaf Spring Assy.—H/D 4-Leaf—stamped C4OA-5556-E-F—Fairlane	20.25	B
64	C4OZ-5564-A	Rear Spring Leaf No. 1 (for C4OZ-5560-D)—Fairlane	11.05	B
64	C4OZ-5565-A	Rear Spring Leaf No. 2 (for C4OZ-5560-D)—Fairlane	7.45	C
65	C5ZZ-5560-E	Rear Leaf Spring Assy.—4 Leaf—stamped C4ZA-5556-K-L-S-Y (3/S/T, 4/S/T)—Mustang	19.95	C
65	C5ZZ-5560-F	Rear Leaf Spring Assy.—4 Leaf—stamped C4ZA-5556-H-J-R-V (3/S/T, 4/S/T)—Mustang	19.95	C
65	C5ZZ-5564-B	Rear Spring Leaf #1 (for C5ZZ-5560-E, F)—Mustang	11.05	C
65	C5ZZ-5565-B	Rear Spring Leaf #2 (for C5ZZ-5560-E, F)—Mustang	5.80	C
65	C4DZ-5630-C	Rear Spring Shackle Kit—Front—Mustang	2.10	B
65	C5DZ-5796-A	Rear Spring Clip Plate—R.H.—Mustang	2.20	C
65	C5DZ-5796-B	Rear Spring Clip Plate—L.H.—Mustang	2.20	C

ENGINE ASSEMBLY

Includes: Carburetor, manifolds, oil filter, oil pan, oil pump, water pump, distributor, spark plugs, ignition wiring and ignition coil, flywheel or clutch housing, clutch and flywheel (except for automatic transmission type), water connections and all covers.

Does not include: Starter, generator, fuel pump, air cleaner, fan or fan belts and breather tubes (unless indicated).

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
65	C5OE-6007-D563J	Engine Assembly—4V—S/T & O/D—Fairlane	810.65	L
65	C5ZE-6007-D554J	Engine Assembly—4V—S/T—Mustang	810.65	L
65	C5OE-6007-D564J	Engine Assembly—4V—C4—Fairlane	770.65	L

ENGINE COMPONENTS

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
63	C3OZ-6009-D	Cylinder Assy.—Mechanical Tappets (less tappets)—Fairlane	353.85	C
64-65	C4OZ-6009-E	Cylinder Assy.—Mechanical Tappets (less tappets) #(5) bolt holes for flywheel housing.	353.85	C
65	C5OZ-6009-B	Cylinder Assy.—Mechanical Tappets (less tappets #(6) bolt holes for flywheel housing	353.85	C
63	C3OZ-6010-D	Cylinder Block Assy.—uses front cover with oil fill hole—Fairlane	144.90	C
64-65	C4OZ-6010-C	Cylinder Block Assy.—uses front cover without oil fill hole—#5 bolt holes for flywheel housing, 1964 Fairlane 1965 Mustang	144.90	B
65	C5OZ-6010-A	Cylinder Block Assy.—(6) holes for flywheel housing—Fairlane & Mustang	107.00	B
63-64	C2OZ-6028-B	Engine Front Support Bracket Assy.—R.H. & L.H.-Fairlane-(before 3/3/64)	3.50	A
64	C3DZ-6028-C	Fairlane—R.H.—(from 3/3/64)	3.50	B
65	C5OZ-6028-A	Engine Front Support Bracket Assy.—R.H. & L.H.—Fairlane	3.50	C
65	C5ZZ-6028-A	Engine Front Support Bracket Assy.—R.H.—Mustang 4/S/T	3.50	C
64	C3DZ-6029-C	Fairlane—L.H.—(from 3/3/64)	3.50	B
65	C5ZZ-6029-A	Engine Front Support Bracket Assy.—L.H.—Mustang	3.50	C
63-64	C2OZ-6030-B	Fairlane—R.H. & L.H.	1.70	B
65	C5OZ-6030-A	Engine Front Mounting Bracket Assy.—R.H. & L.H.—Fairlane	1.70	C
65	C5ZZ-6030-A	Engine Front Mounting Bracket Assy.—R.H.—Mustang	3.50	C
63-64	C2OZ-6038-A	Fairlane—R.H. & L.H.	3.00	A
65	C5ZZ-6031-A	Engine Front Mounting Bracket Assy.—L.H.	3.50	C
65	C5ZZ-6038-A	Engine Front Support Insulator Assy.—Fairlane & Mustang	3.00	C
63-64	C3OZ-6049-H	Cylinder Head—Ident. #C3OE-6051-C (before 4/2/64)—Fairlane	53.55	C
64-65	C5OZ-6049-A	Cylinder Head (from 4/2/64)	59.15	C
63-65	C3AZ-6051-C	Cylinder Head Gasket—asbestos and steel	2.75	A
63-65	C1SS-6054-A	Engine Rear Support Retainer—Fairlane	.60	C
65	C5ZZ-6068-C	Engine Rear Support Assy.—Mustang 4/S/T	1.60	C
65	C3OZ-6068-B	Engine Rear Support Assy.—Fairlane	1.85	A
63-64	C2OZ-6068-C	Engine Rear Support Assy.—Fairlane (exc. 4/S/T)	1.85	A
63-64	C1AA-6068-A	Engine Rear Support Assy.—Fairlane (4/S/T)	1.85	A
65	C5ZZ-6068-A	Engine Rear Support Assy.—Mustang (exc. 4/S/T)	2.60	A
63-64	C3OZ-6108-K	Piston-Std.—Red (before 4/2/64)—Fairlane	6.05	C
64-65	C3OZ-6108-L	Piston-Std.—Red (from 4/2/64) Fairlane, Mustang	6.05	C
63-65	B2AZ-6135-A	Piston Pin-Std.—Green Ident. Marking.	.95	B
63-65	C3AZ-6148-B	Piston Ring Std.	7.65	A
63-65	C3OZ-6200-C	Connecting Rod Assy.	9.85	C
63-65	C3OZ-6211-A	Connecting Rod Bearing—Std. Red	.89	B
63-65	C3OZ-6211-B	Connecting Rod Bearing—Std. Blue	.89	B
63-65	C1TE-6212-A	Connecting Rod Nut—Fairlane, Mustang	.16	A
64-65	C4OZ-6214-B	Connecting Rod Bolt	.36	C
63	C1AE-6214-A	Connecting Rod Bolt—Fairlane	.36	A
63-65	C3OZ-6250-C	Camshaft Assy.—Less Gear	29.45	B
63-65	C3OZ-6256-A	Camshaft Sprocket—Cast Iron (before 1/4/65)—Fairlane, Mustang	4.70	C

FORD 289 HIGH PERFORMANCE ENGINE GENERAL PARTS LIST (CONTINUED)

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
65	C5OZ-6256-A	Camshaft Sprocket—Nylon & Alum. (from 1/4/65)	4.70	B
63-65	C2OZ-6261-A	Camshaft Bearing—Front—Std.—Fairlane, Mustang	1.36	B
63-65	C2OZ-6267-A	Camshaft Bearing—Front Intermed.—Std. Fairlane, Mustang	1.36	B
63-65	C2OZ-6262-A	Camshaft Bearing—Center—Std.—Fairlane, Mustang	1.36	B
63-65	C2OZ-6270-A	Camshaft Bearing—Rear Intermed.—Std. Fairlane, Mustang	1.36	B
63-65	C2OZ-6263-A	Camshaft Bearing—Rear—Std.—Fairlane, Mustang	1.36	B
63-65	C3OZ-6265-A	Camshaft Sprocket Spacer	.25	C
63-65	C3OZ-6268-A	Timing Chain—58 links	8.50	B
63-65	C3OZ-6269-A	Camshaft Thrust Plate—⅛" thick (before 1/4/65)—Fairlane, Mustang	.96	C
65	C5OZ-6269-A	Camshaft Thrust Plate—¼" thick (from 1/4/65)—Fairlane, Mustang	.96	B
63-65	C2OZ-6278-A	Camshaft Sprocket Washer—Fairlane, Mustang	.16	C
63-65	C3AZ-6287-B	Camshaft Fuel Pump Drive Eccentric—Fairlane, Mustang	2.20	B
63-65	C3OZ-6303-B	Crankshaft—Fairlane, Mustang	105.65	C
63-65	C3OZ-6306-A	Crankshaft Sprocket—21 teeth—steel—Fairlane, Mustang	5.15	C
63-65	C3OZ-6310-A	Crankshaft Oil Slinger—Fairlane, Mustang	.55	C
63-65	C3OZ-6316-A	Crankshaft Damper—63-64 Fairlane & 65 Mustang (before 8/20/64)	12.60	C
65	C5OZ-6316-A	Crankshaft Damper Fairlane, (Mustang from 8/20/64)	12.60	C
63-65	C3AZ-6333-B	Main Bearing—Front, Front Intermed., Rear Intermed., Rear—Std. Blue—Upper—Fairlane, Mustang	1.19	A
63-65	C3AZ-6337-B	Main Bearing—Center—Std.—Upper Fairlane, Mustang	3.03	A
63-65	C3AZ-6333-J	Main Bearing—Front, Front Intermed., Rear Intermed., Rear—Std.—Lower—Fairlane, Mustang	1.19	A
63-65	C3AZ-6337-J	Main Bearing—Center—Std.—Lower—Fairlane, Mustang	3.03	A
63-65	C2OZ-6345-A	Crankshaft Main Bearing Cap Bolt—Fairlane, Mustang	.31	C
63-65	C3OZ-6A360-A	Crankshaft Counterweight—Fairlane, Mustang	2.30	C
63-65	C3OZ-6375-C	Flywheel and Ring Gear Assy.—Fairlane (63-64) 4/S/T & Mustang (65) 3/4/S/T	30.95	C
64-65	C4OZ-6375-C	Flywheel Assy. Fairlane C4	30.95	C
65	C5OZ-6375-A	Flywheel Assy. 4V Fairlane 4/S/T	30.95	C
63-65	C3OZ-6378-A	Crankshaft Pulley or Damper Retaining Washer—Fairlane, Mustang	.56	C
63-65	C2OZ-6384-A	Flywheel Ring Gear—Fairlane (63-64) 4/S/T & Mustang (65)—3/4/S/T	4.40	A
65	C5AZ-6384-B	Flywheel Ring Gear—Fairlane 4/S/T	4.40	B
65	C5AZ-6392-A	Flywheel Housing Assy. Fairlane 4/S/T—6 engine mounting holes	20.36	B
63-65	C3OZ-6392-C	Flywheel Housing Assy.—Fairlane (63-64) 3/4/S/T & (Mustang 3/4/S/T 65—Before 8/20/64)—5 engine mounting holes	20.36	B
65	C5DZ-6392-A	Flywheel Housing Assy.—Mustang 4/S/T (from 8/20/64)—6 engine mounting holes	20.36	B
63-65	C3OZ-6500-A	Mechanical Tappet Assy. Fairlane, Mustang	2.75	A
63-65	C3OZ-6505-A	Exhaust Valve Std.—Fairlane, Mustang	7.54	B
63-64	C3OZ-6507-A	Intake Valve Std.—Chrome (Fairlane from 4/2/64)	2.27	B
64-65	C4OZ-6507-A	Intake Valve—Chrome—Std. (Fairlane from 4/2/64 & Mustang)	2.64	B
63-65	C3OZ-6513-A	Valve Spring—2 pc. design—Fairlane, Mustang	1.50	B
63-65	C3OZ-6514-A	Valve Spring Retainer—Fairlane, Mustang	.50	B
63-65	7HA-6518-A	Valve Spring Retainer—Fairlane, Mustang	.08	A
63-65	C2OZ-6524-A	Baffle—Valve Push Rod Valley—Fairlane, Mustang	.42	C
63-65	C3OZ-6A527-A	Valve Rocker Arm Support Stud, Fairlane, Mustang	.80	C
63-65	C2OZ-6A528-A	Valve Rocker Arm Fulcrum Seat—Fairlane, Mustang	.16	A
63-65	C2OZ-6564-A	Valve Rocker Arm—Fairlane, Mustang	.67	A
63-65	C2OZ-6565-B	Valve Push Rod—Fairlane, Mustang	.47	A
63-65	C3OZ-6571-B	Valve Guide & Valve Stem Seal Rubber—Intake & Exhaust—Fairlane, Mustang	.08	C
63	C3DZ-6582-C	Valve Rocker Arm Cover Assy.—Chrome—Fairlane—R.H. & L.H.	9.65	B
64-65	C4AZ-6582-A	Valve Rocker Arm Cover Assy.—Red—Fairlane (before 10/30/64) R.H.	5.40	B
64-65	C4AZ-6582-B	Valve Rocker Arm Cover Assy.—Red—Fairlane (before 10/30/64) L.H.	5.40	B
65	C4AZ-6582-C	Valve Rocker Arm Cover Assy.—Primed—Fairlane & Mustang (from 10/30/64) R.H.	5.40	B
65	C4AZ-6582-B	Valve Rocker Arm Cover Assy.—Red Fairlane & Mustang (from 10/30/64) L.H.	5.40	B
65	C4DZ-6582-C	Valve Rocker Arm Cover Assy.—Chrome—Fairlane & Mustang—R.H.	9.65	C
65	C4DZ-6582-B	Valve Rocker Arm Cover Assy.—Chrome—Fairlane & Mustang—L.H.	9.65	C
65	C4DZ-6582-A	Valve Rocker Arm Cover Assy.—Chrome—Mustang R.H. (before 10/30/64)	9.65	C
65	C4DZ-6582-B	Valve Rocker Arm Cover Assy.—Chrome—Mustang L.H. (before 10/30/64)	9.65	C
63-65	C2OZ-6584-A	Valve Rocker Arm Cover Gasket—Fairlane, Mustang	.75	A
63-65	C2OZ-6600-A	Oil Pump Assy.—Fairlane, Mustang	15.15	A
63-65	C3OZ-6622-A	Oil Pump Screen, Tube & Cover Assy.—Fairlane, Mustang	2.30	B
63-65	C2OZ-6626-A	Oil Pump Screen Cover & Inlet Tuber Gasket—Fairlane, Mustang	.07	B
63-65	B8A-6629-A	Oil Pump Intermediate Shaft Retainer—Fairlane, Mustang	.09	C
63-65	C2OZ-6A630-A	Crankcase Ventilation Duct—Fairlane	.42	C
63-64	C2OZ-6A631-A	Crankcase Vent. Oil Separator Element—Fairlane	.75	A
65	C5OZ-6A631-A	Crankcase Vent. Oil Separator Element—Fairlane, Mustang	.75	C

FORD 289 HIGH PERFORMANCE ENGINE GENERAL PARTS LIST (CONTINUED)

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
63-65	C2OZ-6659-A	Oil Pump to Block Gasket—Fairlane, Mustang	.07	B
63-65	C2OZ-6670-A	Oil Pump Body Relief Valve Spring—Fairlane, Mustang	.29	C
63-65	C2OZ-6674-A	Oil Pump Body Relief Valve Plunger—Fairlane, Mustang	.40	C
63-65	C4OZ-6675-A	Oil Pan Assy.—"COBRA"—finned aluminum—extra capacity—Fairlane, Mustang	80.80	VA
63-65	C5AZ-6675-B	Oil Pan Assy. (Must be used with C3OZ-6622-A cover)—Fairlane, Mustang	13.45	A
63-65	C3AZ-6700-A	Cyl. Front Cover Oil Seal—Fairlane, Mustang	1.20	A
63-65	C1AZ-6731-A	Oil Filter Rotunda, 6000 Mile Type (R1-A)	3.45	A
63-65	C1TZ-6731-D	Oil Filter Element Rotunda, 6000 Mile Type (R1-C) Fairlane	2.00	A
63-65	C2OZ-6781-A	Oil Pan Gasket Set—Fairlane, Mustang	1.75	A
65	C5AZ-6840-A	Oil Filter Adapter Gasket—3/S/T Fairlane	.30	B
63-65	C2OZ-6881-B	Oil Filter Adapter & Insert Assy.	3.05	C

TRANSMISSION—CLUTCH

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
63-64	C3OZ-7003-H	Transmission and Extension Assy.—4 Speed—Fairlane	387.30	C
65	C3OZ-7003-K	Transmission and Extension Assy.—4 Speed—Ident. "HEK-K"—Fairlane	387.50	C
64	C4OZ-7003-B	Transmission and Extension Assy.—4 Speed—Ident. "HEH-E"—Fairlane Special Duty Performance	198.75	C
65	C5ZZ-7003-E	Transmission and Extension Assy.—4 Speed—Ident. "HEH-S"—Mustang (before 8-20-64)—5 engine mounting holes	387.30	C
65	C5ZZ-7003-H	Transmission and Extension Assy.—4 Speed—Ident. "HEH-T" Mustang (from 8-20-64) 6 eng. mounting holes	387.30	C
65	C4OZ-7017-A	Transmission Input Shaft—Fairlane, Mustang 4/S/T	19.26	B
63-65	C3OZ-7017-F	Transmission Input Shaft—Mustang, Fairlane W/4/S	32.95	B
63-65	8D-7025	Transmission Input Shaft Bearing—4/S/T	10.05	A
63-65	8D-7065	Transmission Output Shaft Bearing—4/S/T	7.02	A
63-65	C3AZ-7029-A	Reverse Idler Gear Rear Thrust Washer S/T	.30	A
65	C5AZ-7050-D	Input Shaft Bearing Retainer—W/4/S	5.95	C
65	C4AZ-7050-A	Input Shaft Bearing Retainer—F/4/S (Mustang)	5.95	B
65	C5ZZ-7061-A	Output Shaft—F/4/S (Mustang)	43.40	C
64-65	C4AZ-7102-D	Transmission Second Speed Gear—F/4/S	21.25	A
65	C5ZZ-7B112-A	Reverse Gearshift Rod Mustang—F/4/S	2.75	B
65	C5ZZ-7B112-C	Reverse Gearshift Rod Mustang—W/4/S		
65	C3AZ-7113-L	Countershaft Cluster Gear—W/4/S 29-23-19-17 teeth (Fairlane)	50.30	A
1-65	C4AZ-7113-A	Countershaft Cluster Gear—F/4/S 25-21-18-15 teeth (Fairlane & Mustang)	34.75	A
65	B7AZ-7A283-A	Input Shaft Oil Seal—F/4/S Mustang	.95	A
65	C3AZ-7B340-D	Trans. Third Speed Gear W/4/S—Fairlane	36.00	B
65	C4AZ-7B340-B	Trans. Third Speed Gear—F/4/S—25 helical teeth—Mustang	36.00	A
65	C5ZZ-7A039-E	Extension Housing Assy.—W/4/S—Mustang	49.00	C
65	C5ZZ-7A039-D	Extension Housing Assy.—F/4/S—Mustang	25.50	C
65	C5ZZ-7285-C	3rd & 4th Shift Fork Cam & Shaft Lever—F/4/S—Mustang	1.45	C
65	C5ZZ-7290-F	1st & 2nd Shift Fork Cam & Shaft Lever—F/4/S—Mustang	.87	C
65	C5ZZ-7290-G	Reverse Shift Fork Cam & Shaft Lever—F/4/S—Mustang	.87	C
65	C5ZZ-7326-E	3rd & 4th Speed Connecting Gear Shift Rod—F/4/S—Mustang	3.15	C
65	C5ZZ-7328-C	1st & 2nd Speed Connecting Gear Shift Rod—F/4/S—Mustang	2.70	C
65	C5OZ-7528-A	Clutch Release Equalizer Bar—Fairlane	5.55	C
65	C5ZZ-7528-C	Clutch Release Equalizer Bar—Mustang, 6.30" long	5.55	B
65	C5ZZ-7528-D	Clutch Release Equalizer Bar—Mustang, 6.30" long	5.55	B
65	C5OZ-7A531-A	Clutch Release Equalizer Shaft Ball Inner Pivot—F & W/4/S	.60	C
63-65	C3OZ-7550-F	Clutch Disc—Fairlane & Mustang—S/T, O/D, F & W/4/S	16.70	V
64-65	C3OZ-7563-A	Clutch Pressure Plate—Fairlane & Mustang S/T, O/D, F & W/4/S	34.75	V

FUEL SYSTEM

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
65	C5OZ-9350-A	Fuel Pump & Filter Assy.—Fairlane & Mustang	12.80	B
65	C2AZ-9364-A	Fuel Pump Filter Bowl Gasket	.10	A
65	C5AZ-9365-A	Fuel Pump Filter Element Assy.	1.23	A
63	C3OZ-9424-C	Intake Manifold—Fairlane	34.50	B
64-65	C4OZ-9424-B	Intake Manifold—1964 Fairlane & 1965 Mustang (before 8-20-64)	34.50	C
65	C4OZ-9424-C	Intake Manifold—Fairlane & Mustang (from 8-20-64 to 9-8-64)	34.50	C
65	C4OZ-9424-D	Intake Manifold—Fairlane & Mustang (from 9-8-64)	34.50	C
63-64	C3OZ-9430-B	Exhaust Manifold—R.H.—Fairlane (before 4-1-64)	16.30	C
64	C3OZ-9430-C	Exhaust Manifold—R.H.—Fairlane (from 4-1-64)	16.30	C
65	C5ZZ-9430-A	Exhaust Manifold—R.H.—Fairlane & Mustang	16.30	C
63-65	C3OZ-9431-A	Exhaust Manifold—L.H.—Fairlane & Mustang	16.30	C
63-65	C3AZ-9433-B	Intake Manifold Gasket & Seal Set	2.00	A
63-65	C3OZ-9A447-A	Exhaust Manifold Mounting Bolt Locking Tab	.25	C

FORD 289 HIGH PERFORMANCE ENGINE GENERAL PARTS LIST (CONTINUED)

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
63-64	C3OZ-9510-J	Carburetor (Tag, Ident. C3OF-AJ)—Fairlane	54.65	B
64-65	C4OZ-9510-D	Carburetor (Tag Ident. C4OF-AL, AT, BU, BT, C4ZF-G, H, C5OF-J, K)—Fairlane & Mustang	54.65	C
65	C4OZ-9510-F	Carburetor (Tag Ident. C5OF-L, M, T, U)—Fairlane & Mustang	54.65	C
63-65	C2SZ-9502-A	Gasket Set—For Carb. #C4OZ-9510-D and C4OZ-9510-F (before 10-26-64), C3OZ-9510-G, J	.75	A
64-65	C2SZ-9502-B	Gasket Set—for Carb. #C4OZ-9510-D and C4OZ-9510-F (from 10-26-64)	.75	A
63-64	C2SZ-9A586-A	Tune-Up Kit—for Carb. #C3OZ-9510-G, J	4.80	A
64-65	C4OZ-9A586-A	Tune-Up Kit—for Carb. #C4OZ-9510-D and C4OZ-9510-F (before 10-26-64)	5.85	A
64-65	C4OZ-9A586-B	Tune-Up Kit—for Carb. #C4OZ-9510-D and C4OZ-9510-F (from 10-26-64)	5.85	A
63-64	C2SZ-9590-A	Repair Kit—For Carb. #C3OZ-5910-G, J	8.10	A
64-65	C4OZ-9590-B	Repair Kit—for Carb. #C4OZ-9510-D (tag codes C4OF-AL, AT, BU, BT, C4ZF-G, H) and C4OZ-9510-F	8.45	A
64-65	C5OZ-9590-A	Repair Kit—for Carb. #C4OZ-9510-D (tag codes C5OF-J, K)	8.45	A
63-64	C4AZ-9600-E	Air Cleaner Assy.—Fairlane—Gold Metallic (except with closed emission system) (before 4-2-64)—Identified C4AF-9600-E, ED-C4AF-9600-E, C3AF-9600-L, C3OF-9600-G, J	22.65	C
64	C4OZ-9600-T	Air Cleaner Assy.—Fairlane—Gold Bronze—(with closed emission system)—Identified—C4OF-9600-T, R	22.65	C
64	C4OZ-9600-N	Air Cleaner Assy.—Fairlane (exc. with closed emission system) (from 4-2-64)—Identified C4OF-9600-N, C4ZF-9600-Y	22.65	C
65	C4OZ-9600-N	Air Cleaner Assy.—Mustang (exc. with closed emission system) (before 8-20-64)—Identified C4OF-9600-N, C4ZF-9600-Y	22.65	C
65	C5ZZ-9600-V	Air Cleaner Assy.—Mustang (with closed emission system) (before 8-20-64)—Identified C4ZF-9600-V	22.65	C
65	C5ZZ-9600-W	Air Cleaner Assy.—Fairlane & Mustang (from 8-20-64)—Identified C5OF-9600-C, D, C5AF-9600-M, S	26.10	C
63-65	B7S-9601-A	Air Cleaner Element—Fairlane & Mustang	4.80	A
64	C3OZ-9700-A	Carb. Choke Control Assy.—Fairlane—cut to 38.62" long	1.60	A
65	C5ZZ-9700-B	Carb. Choke Control Assy.—Mustang—63.06" long (before 6-1-64)	1.60	C
65	C5OZ-9700-A	Carb. Choke Control Assy.—Fairlane—58.00" long—7/16"—14 thread	1.60	A
65	C5ZZ-9700-C	Carb. Choke Control Assy.—Mustang—57.62" long—7/16"—14 thread—(from 6-1-64)	1.60	C
65	C5OZ-9A700-A	Carb. Choke Control Mounting Bracket—Fairlane	.16	C
65	C5ZZ-9A700-A	Carb. Choke Control Mounting Bracket—Mustang	.16	C
64-65	C4OZ-9772-A	Accelerator Belcrank to Carburetor Rod Assy.—Fairlane—with C4	1.00	C
64-65	C4OZ-9784-A	Accelerator to Trans. Control Shaft Rod Assy.—Fairlane—4V with C4	1.35	C

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
		COOLING AND GRILLE		
63	C3OZ-8005-C	Radiator Assy.—4V—Fairlane	67.50	B
64	C3OZ-8005-C	Radiator Assy.—4V 1.95" core thickness 20¼" core width—Fairlane	67.50	B
65	C3DZ-8146-B	Fan Shroud—Mustang 4V	8.55	P
65	C5OZ-8146-A	Fan Shroud—Fairlane	9.80	P
63-64	C2OZ-8147-B	Fan Shroud R.H.—Fairlane	6.25	C
63-64	C2OZ-8148-B	Fan Shroud L.H.—Fairlane	6.25	C
65	C3DZ-8149-B	Fan Shroud to Support Bracket—Mustang	.70	C
63-64	C3OZ-8501-B	Water Pump Assy.—Fairlane 4V	15.85	C
65	C5OZ-8501-A	Water Pump Assy.—Fairlane	15.85	C
65	C3OZ-8501-B	Water Pump Assy.—Mustang W/Generator	15.85	C
65	C5OZ-8501-A	Water Pump Assy.—Mustang W/Alternator	15.85	C
63	C3OZ-8512-A	Water Pump Impeller—Fairlane—For C3OZ-8501-A Pump	3.00	C
64-65	C4OZ-8512-A	Water Pump Impeller—Fairlane & Mustang—For C3OZ-8501-B & C5OZ-8501-A Pumps	3.00	C
65	C2OZ-8546-D	Pulley To Fan Spacer—4V W/Generator—Mustang	3.60	C
65	C3OZ-8546-A	Pulley To Fan Spacer—4V W/Alternator—Mustang	1.95	C
65	C3DZ-8575-A	Water Thermostat W/Generator—Mustang—188°	3.00	A
65	C5DZ-8575-A	Water Thermostat W/Alternator—Mustang—192/195°	3.00	A
63	C2OZ-8591-B	Water Pump Repair Kit—Fairlane—For C3OZ-8501-A Pump—(Substitute C3OZ-8512-A for C2OZ-8512-A)	6.40	A
63-65	C3OZ-8600-C	4 Blade Fan Assy.—Fairlane & Mustang	10.65	C
63-64	C3OZ-8620-E	Fan Belt—Fairlane	2.70	C
65	C5OZ-8620-A	Fan Belt—Fairlane		
65	C3OZ-8620-E	Fan Belt—Mustang W/Generator	2.70	C
65	C5OZ-8620-A	Fan Belt—Mustang W/Alternator	2.50	B
		GENERATOR, STARTER, DISTRIBUTOR		
63-65	C3OZ-10130-B	Generator Pulley—4V—Fairlane & Mustang	10.90	C
63-64	C2OZ-11002-A	Starter Assy.—Fairlane	45.25	A
65	C2OZ-11002-A	Starter Assy.—Fairlane (Auto. Trans.) Mustang	45.25	A
65	C5TZ-11002-A	Starter Assy.—Fairlane S/T	45.45	A
63-65	C5OZ-12127-E	Distributor Assy.—4V—‡C5OF-12127-E C3OF-12127-D, C3OF-12127-F (Fairlane)	41.50	C
65	C5OZ-12127-E	Distributor Assy.—8V—‡C5OF-12127-E C3OF-12127-D, C3OF-12127-F (Mustang)	41.50	C
65	C5ZZ-12127-D	Distributor Assy.—4V—‡C4ZF-12127-D (Mustang)—Replaced by C5OZ-12127-E	41.50	C
63-65	C0AF-12152-A	Distributor Breaker Plate Assy.—(Fairlane)—4V	2.45	B
65	C0AF-12152-A	Distributor Breaker Plate Assy.—(Mustang)—4V	2.45	B

‡Identification Number Stamped on Distributor Housing.

Year	Part Number	Description	Mfrs. Sugg. Retail Price	Class
63-65	FDS-12171-A	Distributor Breaker & Contact Point Set Assy.—(Fairlane)—4V	2.95	A
65	FDS-12171-A	Distributor Breaker & Contact Point Set Assy.—(Mustang)—4V	2.95	A
63-64	C2TZ-12188-A	Distributor Weight Assy.—(Fairlane)—4V—Use with C3OZ-12127-D	1.40	A
65	C5AZ-12188-A	Distributor Weight Assy.—(Fairlane)—4V—Use with C5OZ-12127-E	.87	A
65	C2TZ-12188-A	Distributor Weight Assy.—(Mustang)—4V—Use with C3OZ-12127-D	1.40	A
65	C5AZ-12188-A	Distributor Weight Assy.—(Mustang)—4V—Use with C5OZ-12127-E	.87	A
63-64	B8QH-12192-C	Distributor Weight Spring—Primary—(Fairlane)—4V—Use with C3OZ-12127-D	.18	B
65	C5AZ-12192-D	Distributor Weight Spring—Primary—(Fairlane)—4V—Use with C5OZ-12127-E	.35	C
65	B8QH-12192-C	Distributor Weight Spring—Primary—(Mustang)—4V—Use with C3OZ-12127-D	.18	B
65	C5AZ-12192-D	Distributor Weight Spring—Primary—(Mustang)—4V—Use with C5OZ-12127-E	.35	C
63-64	C3OZ-12192-A	Distributor Weight Spring—Secondary—(Fairlane)—4V—Use with C3OZ-12127-D	.35	C
65	C5AZ-12192-C	Distributor Weight Spring—Secondary—(Fairlane)—4V—Use with C5OZ-12127-E	.35	C
65	C3OZ-12192-A	Distributor Weight Spring—Secondary—(Mustang)—4V—Use with C3OZ-12127-D	.35	C
65	C5AZ-12192-C	Distributor Weight Spring—Secondary—(Mustang)—4V—Use with C5OZ-12127-E	.35	C
63-64	C3AZ-12210-A	Distributor Cam Assy.—(Fairlane)—4V—Use with C3OZ-12127-D	6.00	C
65	C5AZ-12210-A	Distributor Cam Assy.—(Fairlane)—4V—Use with C5OZ-12127-E	6.00	C
65	C3AZ-12210-A	Distributor Cam Assy.—(Mustang)—4V—Use with C3OZ-12127-D	6.00	C
65	C5AZ-12210-A	Distributor Cam Assy.—(Mustang)—4V—Use with C5OZ-12127-E	6.00	C
63-65	C0AF-12216-B	Distributor Primary Terminal Wire Assy.—(Fairlane)—4V	.45	C
65	C0AF-12216-B	Distributor Primary Terminal Wire Assy.—(Mustang)—4V	.45	C
63	C3AZ-12259-F	Spark Plug Wire Set—Steel Core—(Fairlane)—4V	9.00	A
64	C4OZ-12259-B	Spark Plug Wire Set—Steel Core—(Fairlane)—4V	10.00	A
65	C3OZ-12259-H	Spark Plug Wire Set—Linen Core—(Fairlane, Mustang)—4V	7.50	A
65	C5ZZ-12259-A	Spark Plug Wire Set—Steel Core—(Fairlane, Mustang)—4V	10.00	A
65	C3AZ-12298-C	Ignition Coil To Distributor High Tension Wiring Assy.—Linen Core—(Fairlane, Mustang)—4V	.83	A
65	C5ZZ-12298-A	Ignition Coil To Distributor High Tension Wiring Assy. Wire Core—(Mustang)—4V Before 8-20-64	.83	C
65	B8QH-12298-A	Ignition Coil To Distributor High Tension Wiring Assy.—Steel Core—(Fairlane)—4V	.83	A
65	B8QH-12298-A	Ignition Coil To Distributor High Tension Wiring Assy.—Steel Core—Mustang—4V—From 8-20-64	.83	A
63-64	7RA-12300-C	Distributor Condenser Assy.—(Fairlane)—4V—Use with C3OZ-12127-D	.93	A
65	B9AF-12300-A	Distributor Condenser Assy.—(Fairlane)—4V—Use C5OZ-12127-E	.93	A
65	7RA-12300-C	Distributor Condenser Assy.—(Mustang)—4V—Use with C3OZ-12127-D	.93	A
65	B9AF-12300-A	Distributor Condenser Assy.—(Mustang)—4V—Use with C5OZ-12127-E	.93	A
		SPEEDOMETER		
65	B7C-17285-A	Speedometer Driving Gear—Fairlane—F/4/S—6 teeth	2.75	A
65	C3OZ-17285-A	Speedometer Driving Gear—Fairlane—W/4/S—6 teeth	4.40	C
65	C5ZZ-17285-A	Speedometer Driving Gear—Mustang—F/4/S—6 teeth	1.00	C
65	C0DD-17271-C	Driven Gear Assy.—Fairlane—3.89 Axle Ratio—6.95x14 tires—19 teeth—4/S/T	.95	A
65	C0DD-17271-B	Driven Gear Assy.—Fairlane—3.89 Axle Ratio—7.35x14 tires—18 teeth—4/S/T	.95	A
65	C4DZ-17271-A	Driven Gear Assy.—Mustang—3.89 Axle Ratio—6.50x14, 6.95x14 tires—19 teeth—4/S/T	.95	C
65	C0DD-17271-A	Driven Gear Assy.—Fairlane—3.50 Axle Ratio—7.35x14 tires—16 teeth—4/S/T	.95	A
65	C1DD-17271-A	Driven Gear Assy.—Fairlane—4.11 Axle Ratio—6.95x14 tires—20 teeth—4/S/T	.95	A
65	C3DZ-17271-B	Driven Gear Assy.—Fairlane—3.50 Axle Ratio—6.95x14 tires—17 teeth—4/S/T	.95	A
65	C0DD-17271-C	Driven Gear Assy.—Fairlane—4.11 Axle Ratio—7.35x14 tires—19 teeth—4/S/T	.95	A
65	C2DZ-17271-H	Driven Gear Assy.—Mustang—4.11 Axle Ratio—6.50x14, 6.95x14 tires—20 teeth—4/S/T	.95	C
65	C2DZ-17271-G	Driven Gear Assy.—Mustang—3.50 Axle Ratio—6.95x14 tires—17 teeth—4/S/T	.95	B
65	C4OZ-17271-A	Driven Gear Assy.—Fairlane—3.89 Axle Ratio—6.95x14, 7.35x14 tires—21 teeth—auto. trans.	.95	C
65	C1DD-17271-A	Driven Gear Assy.—Fairlane—3.50 Axle Ratio—6.95x14 tires—20 teeth—auto. trans.	.95	A
65	C0DD-17271-C	Driven Gear Assy.—Fairlane—3.50 Axle Ratio—7.35x14 tires—19 teeth—auto. trans.	.95	A
		SHOCK ABSORBERS		
65	C5ZZ-18A114-A	Rear Shock Absorbers Mounting Member Reinforcement—Mustang	3.20	C
65	C5ZZ-18124-C	Front Shock Absorber Kit—Mustang	9.80	C
65	C5ZZ-18125-B	Rear Shock Absorber Kit—Mustang	9.80	A
63-65	C3OZ-18124-B	Front Shock Absorber Kit—Fairlane H/D	9.80	A
63-65	C3OZ-18125-D	Rear Shock Absorber Kit—Fairlane H/D	9.80	B

COMPETITIVE EVENT COMPONENTS—SPECIAL ORDER PARTS LISTING

1963 THROUGH 1965 427 C.I.D. 4V AND 8V COMPETITION ENGINES

ALL ITEMS NOT LISTED ARE STANDARD APPLICATION

Part Number	Description	1963/64 4V High Riser	1963/64 8V High Riser	1964 4V 7000	1964 8V 7000	1965 4V Low Profile	Mfrs. Sugg. Retail Price
C4AE-6007-H 361-A2	Engine Assy (Auto. Trans.) 8V		X				$1327.00
C4AE-6007-H 361-A3	Engine Assy (Std. Trans.) 8V		X				1327.00
C5AE-6007-H 361-J2	Engine Assy (Std. Trans.) 4V Low-Profile "Wedge" Type					X	1327.00
C5AE-6009-K	Cylinder Assy					X	797.00
C4AE-6010-J	Block Assy	X	X	X	X		209.15
C5AE-6010-S	Block Assy					X	327.85
C4AE-6049-F	Cylinder Head	X	X	X	X		117.00
C5AE-6049-G	Cylinder Head					X	117.00
C3AE-6051-BS	Head Gasket—Stainless Steel—R.H.	X	X	X	X	X	3.25
C4AE-6051-BS	Head Gasket—Stainless Steel—L.H.	X	X	X	X	X	3.25
C3AE-6110-BJ	Piston		X		X		16.00
C5AE-6110-AU	Piston	X		X		X	16.00
C4AE-6135-A	Piston Pin					X	1.05
C3AE-6150-C	Compression Ring Upper		X		X		1.35
C4AE-6150-A	Compression Ring Upper	X		X		X	1.35
C3AE-6152-C	Compression Ring Lower		X		X		.64
C4AE-6152-A	Compression Ring Lower	X		X		X	.64
C3AE-6159-A	Segment—Oil Control		X		X		.64
C4AE-6159-B	Segment—Oil Control	X		X		X	.64
C3AE-6161-C	Expander Ring		X		X		.64
C4AE-6161-B	Expander Ring	X		X		X	.64
C4AE-6200-D	Connecting Rod	X	X	X	X	X	10.55
C4AE-6211-A	Bearing—Connecting Rod	X	X	X	X	X	1.45
C4AE-6214-G	Bolt—Connecting Rod	X	X				.52
C4AE-6214-J	Bolt—Connecting Rod			X	X	X	.52
C4AE-6250-B	Camshaft			X	X		48.30
C5AE-6250-D	Camshaft					X	48.30
C5AE-6262-D	Bearing Camshaft—Center					X	2.45
C5AE-6263-A	Bearing Camshaft—Rear					X	2.45
C5AE-6267-A	Bearing Camshaft—Front-Inter.					X	2.45
C5AE-6270-A	Bearing Camshaft—Rear-Inter.					X	2.45
C4AE-6300-C	Crankshaft Assy (Steel)			X	X	X	138.00
C4AE-6333-A	Crankshaft Bearing (Red)	X	X	X	X	X	2.25
C4AE-6333-B	Crankshaft Bearing (Blue)	X	X	X	X	X	2.25
C4AE-6333-G	Crankshaft Bearing (Thin-Wall)	X	X	X	X	X	2.25
C4AE-6337-T	Crankshaft Bearing (Red)	X	X	X	X	X	3.55
C4AE-6337-U	Crankshaft Bearing (Blue)	X	X	X	X	X	3.55
C4AE-6337-AB	Crankshaft Bearing (Thin-Wall)	X	X	X	X	X	3.55
C4AE-6A338-A	Crankshaft Bearing (Thin-Wall)	X	X	X	X	X	2.25
C4AE-6A339-C	Crankshaft Bearing (Thin-Wall)	X	X	X	X	X	3.55
C4AE-6500-E	Tappet	X	X	X	X	X	1.50
C3AE-6505-N	Exhaust Valve	X	X				9.00
C4AE-6505-E	Exhaust Valve			X	X	X	10.75
C3AE-6507-J	Intake Valve	X	X				3.05
C4AE-6507-S	Intake Valve			X	X	X	3.25
C4AE-6524-B	Oil Baffle	X	X	X	X		2.55
C5AE-6524-A	Oil Baffle					X	2.55
C3AE-6A527-A	Bolt—Rocker Arm Stand	X	X	X	X		.66
C3AE-6531-A	Rocker Arm Stand	X	X	X	X		4.75
C5AE-6531-A	Rocker Arm Stand					X	4.75
C3AE-6563-B	Rocker Arm Shaft	X	X	X	X	X	6.10
C3AE-6571-D	Valve Stem Seal	X	X	X	X	X	.42
C4AE-6600-E	Oil Pump					X	16.55
C4AE-6622-D	Pick up Tube	X	X	X	X	X	6.85
C5AE-6622-C	Pick Up Tube					X	6.85
C4AE-6675-L	Oil Pan	X	X	X	X	X	55.70

COMPETITIVE EVENT COMPONENTS—SPECIAL ORDER PARTS LISTING—Cont'd

Part Number	Description	1963/64 4V High Riser	1963/64 8V High Riser	1964 4V 7000	1964 8V 7000	1965 4V Low Profile	Mfrs. Sugg. Retail Price
C4AE-6714-A	Oil Filter	X	X	X	X	X	$42.00
C3AE-6750-L	Dip Stick	X	X	X	X		2.45
C4AE-6758-C	Tube—Crankcase Vent	X	X	X	X	X	4.45
C4AE-6A829-A	Tab—Pick Up Tube Mounting	X	X	X	X	X	1.05
C4AE-6A829-B	Tab—Pick Up Tube Mounting	X	X	X	X	X	1.05
C5AA-7550-G	Clutch Disc—Aluminum Back	X	X	X	X	X	53.80
C4AE-8620-J	Fan Belt	X	X	X	X	X	3.25
C4AE-9424-F	Intake Manifold		X		X		159.65
C4AE-9424-G	Intake Manifold	X		X			149.30
C4AE-9A424-A	Seal—Intake Manifold—Rear	X	X	X	X	X	.25
C4AE-9A425-A	Seal—Intake Manifold—Front	X	X	X	X	X	.25
C5AE-9424-K	Intake Manifold					X	149.30
C3AE-9439-A	Gasket—Intake Manifold	X	X	X	X		1.25
C5AE-9439-A	Gasket—Intake Manifold					X	1.25
C4AE-9447-C	Gasket—Carburetor to Manifold	X		X		X	.33
C4AF-9510-DA	Carburetor	X		X			79.45
C4AF-9510-CU	Carburetor—Primary		X		X		79.45
C4AF-9510-CV	Carburetor—Secondary		X		X		79.45
C5AF-9510-BE	Carburetor					X	79.45
C4AF-9600-BD	Air Cleaner	X		X			32.40
MT-9600-A	Air Box		X		X		25.85
C5AF-9600-AN	Air Cleaner					X	32.40
C4AF-9601-C	Air Cleaner Element	X		X		X	6.90
378519-S	Dowel—Connecting Rod			X	X	X	.17
S-4116	Gasket—Exhaust Header	X	X	X	X		.25

Special order parts listing continued on next page.

1964 FORD AND FAIRLANE DRAGSTER REAR AXLE SPECIAL PARTS LISTING

ALL ITEMS NOT SHOWN ARE STANDARD 427 GALAXIE REAR AXLE PARTS

Part Number	Description	Ford Dragster	Fairlane Dragster	MFRS. Sugg. Retail Price
C3AW-4010-F	Housing—Rear Axle	X	X	$59.35
C3OW-4010-J	Housing—Rear Axle		X	59.35
C2AW-4017-A	Case Assy—Carrier		X	34.30
C4AW-4234-A	Axle Shaft—R.H. (31 Spline)	X		55.00
C4OW-4234-A	Axle Shaft—R.H. (31 Spline)		X	55.00
C4AW-4602-C	Driveshaft (Auto. Trans.)	X		50.00
C4OA-4602-B	Driveshaft (Auto. Trans.)		X	50.00
C4OA-4602-C	Driveshaft (Std. Trans.)		X	50.00
C4AW-4630-A	Cone & Roller—Pinion Gear	X	X	4.48
C4AW-4725-A	Axle Shaft—L.H. (31 Spline)	X		55.00
C4OW-4725-A	Axle Shaft—L.H. (31 Spline)		X	55.00
WAB-44205-A	Seat—Differential Pinion Shaft	X	X	3.55
WAB-44207-A	Shaft—Differential Pinion	X	X	.98

1964 FORD AND FAIRLANE SPECIAL BODY PARTS LISTING

Part Number	Description	Ford	Fairlane	MFRS. Sugg. Retail Price
GF-3-X	Cooler Line	X		$43.10
GF-4-X	Cooler Line	X		43.10
64G-WMAT	Air Tube (6" Dia.—10" Length)		X	20.70
ATL-64-G	Air Tube (L.H.)	X		25.85
ATR-64-G	Air Tube (R.H.)	X		25.85
B-64-FF	Front Bumper (Fiberglass)		X	30.70
H-64-FF	Hood (Fiberglass)		X	86.20
H-64-G	Hood (Fiberglass)	X		86.20
LH-64-FF	Fender—L.H. (Fiberglass)		X	43.10
RH-64-FF	Fender—R.H. (Fiberglass)		X	43.10

1964 FORD AND FAIRLANE DRAGSTER TRANSMISSION—SPECIAL PARTS LISTING

Part Number	Description	Galaxie 4-Speed	Fairlane 4-Speed	Galaxie Automatic	MFRS. Sugg. Retail Price
T-10K-16B	Main Drive Gear		X		$ 46.50
SK-4516-QY8	Countershaft Gear	X			109.70
SK-4516-QY11	Third Speed Gear	X			69.60
SK-4516-RB8A	Countershaft Gear		X		109.70
SK-4516-RB11A	Third Speed Gear		X		69.60
SK-4516-RB31A	Second Speed Gear		X		62.40
C4AP-7000-U	Transmission Assy (Automatic)			X	646.55
O4AR-7003-R	Transmission Assy (4 Speed)	X			398.00
C3AZ-7006-DSO	Transmission Case (Aluminum)	X	X		58.65
C3AZ-7A039-DSO	Extension Housing (Aluminum)	X	X		59.25
C4AP-7C053-B	Governor Assy			X	12.10
C4AP-7A100-F	Main Control			X	75.00
C4AP-7A256-D	Lever Assy			X	5.85
C4AP-7902-E	Convertor Assy			X	146.55
XA-560732	Transmission Assy (4 Speed)		X		398.00

Make Your Ford Dealer Your

"PERFORMANCE HEADQUARTERS"

. . . equipped to help you with all your high performance requirements

WITH MODERN DIAGNOSIS EQUIPMENT

- Performance testing in minutes
- Fast, scientific tune-ups
- Malfunctions can be pinpointed quickly, so they can be remedied without return trips

WITH A WIDE RANGE OF PERFORMANCE EQUIPMENT

- Highest quality, manufactured to rigid Ford specifications
- A complete selection, from replacement parts to special equipment for maximum performance
- Stock readily available through Ford Motor Company's vast supply system

VOL. 65 PSM 59

LITHO IN U.S.A.