

THUNDERBIRD 1958

MODEL 63A HARDTOP



A. E. A.
TUNE-UP SYSTEM



Standards of Adjustment

THUNDERBIRD 1958

ISSUED AUGUST, 1958

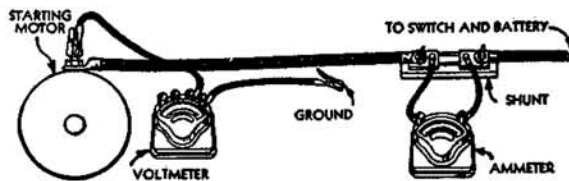
FORM No. TB-3

ELECTRICAL SYSTEM

BATTERY - 12 VOLT

FORD Capacity - 55 Amp. Hour
(20 Hour Rate)
Negative Terminal Grounded

STARTING MOTOR



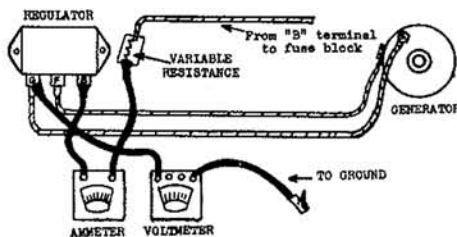
FORD - No. FAR-11002-A
Drive - FORD No. ICM-11350-C
BENDIX No. A-3257

FREE RUNNING SPEED -
4500 R.P.M. 85 Max. Amps. 12.0 Volts

LOCK TORQUE (Stalled) -
15.5 Ft. Lbs. 550 Max. Amps. 5.0 Volts

STARTER SWITCH - Part No. FDR-11450-A

GENERATOR



FORD - No. FAS-10000-E
No. FAS-10002-D & E

Brush Spring Tension - 26 - 34 oz.

Maximum Controlled Output:
Cold - 30 Amps. 15 Volts at 2450 R.P.M. of Generator.

Rotation - Clockwise (viewing drive end)

REGULATOR

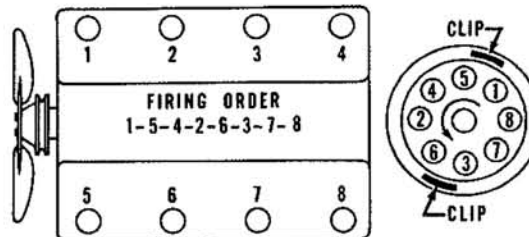
FORD - No. 2900424 or 2700015
Cut-Out Relay - Close 12.4 to 13.2 Volts; open 2 - 6 Amps. reverse current.
Current Regulator - 28 - 32 Amps.
Voltage Regulator - 14.6 to 15.4 volts with 5 ampere load at 75° F. ambient temperature.

DISTRIBUTOR

FORD - No. B8A-12127-K
Breaker Contact Gap .014" - .016"
Cam Angle 26° - 28.5°
Breaker Contact Set - HOLLEY Part No. 76D-166AS
Breaker Arm Spring Tension - 17 - 20 oz.
Condenser - HOLLEY Part No. 86D-68AS
Capacity - .21 - .25 Mfds.

Distributor Advance Specifications:

Dist. R.P.M.	Centrifugal Advance		Vacuum Advance	
	Degrees Advance	"Hg.	Degrees Advance	"Hg.
425	0°	8"	1° - 3-3/4°	
500	1/2° - 1-1/2°	11"	4-1/2° - 7-1/2°	
700	4-1/2° - 5-1/2°	14"	7° - 10°	
1000	7-1/2° - 8-1/2°			
2000	13-1/4° - 14-3/4°			



SPARK PLUGS

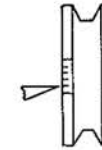
CHAMPION - Type F-11-Y Gap .035" Size 18mm.

Use Round Wire Gauge

IGNITION COIL

FORD - No. FAC-12029-A
Servicing Coil No. B6A-12029-A

IGNITION TIMING



Breaker points open 3° before top dead center (Std. Trans. and Overdrive); 6° before top dead center (Auto. Trans.).
Timing mark on vibration damper.

FUEL SYSTEM

FUEL PUMP

AC - Type 4487
Capacity - 1 Pint in 20 seconds.
Pressure - 4-1/2 lbs. minimum; 6-1/2 lbs. maximum
Vacuum Test - 10" hg. minimum at 500 R.P.M.

CARBURETOR

FORD - B8A-9510-E
Fuel Level - 0.910" below machined surface of main body.
Float Setting - 0.435"-0.465" from machined surface of main body to top of free end of float with float in uppermost position.

Fixed Jets -
Primary Metering Jet No. 54
Secondary Metering Jet No. 65

Fast Idle Adjustment - With the fast idle cam in the slow position (bottom step on cam contacting the fast idle adjusting screw) turn the fast idle speed adjusting screw in until it just touches the lowest step on the fast idle cam, then back it off 1/4 to 1/2 turn.

Idle Adjustment - With vehicle on level ground, seat the idle adjusting needles lightly and back off 1 to 1-1/2 turns. Do not seat idle adjusting needles too tightly.

Anti-Stall Dashpot Adjustment - Adjust the engine idle speed, then loosen the anti-stall dashpot lock nut. Hold throttle in closed position and depress the anti-stall dashpot plunger with a screw driver blade. Then turn the anti-stall dashpot in its bracket in a direction to provide the specified clearance of .060" to .090". Tighten the lock nut to secure the adjustment.

Automatic Choke Adjustment - With choke plate fully closed, cold set choke cover on index. For lean or rich mixture

THUNDERBIRD 1958

MODEL 63A HARDTOP



A. E. A.
TUNE-UP SYSTEM



THUNDERBIRD 1958

ISSUED AUGUST, 1958

FORM No. TB-3

Standards of Adjustment

CARBURETOR (Cont'd)

you are allowed two graduations either side of index.

Idle Engine Speed - Idle engine at 475-500 R.P.M. (Standard Trans.) in "neutral". Idle at 425-450 R.P.M. (Fordomatic) in "drive".

NOTE: The SYMBOL "hg. used on this chart designates "Inches Vacuum" (Mercury).

Original equipment service parts and accurate work to manufacturers' specifications with proper tools and equipment will restore original performance.

MISCELLANEOUS

VALVES

VALVE CLEARANCE - Hydraulic Valve Lifters

VALVE TIMING - Inlet valves open at 22° before top dead center.

COOLING SYSTEM

Capacity - 19.5 Quarts without heater (U.S. Measure)

Thermostat - Opens at 177° - 182° F.

WINDSHIELD WIPER

TRICO -

Service Motor	No. CPDM-2-17
Wiper Arm (both sides)	No. AL-60
Wiper Blade (both sides)	No. PR-13-2
Linkage (driver side)	No. 89592-J
(pass. side)	No. 89591-J

ADDITIONAL SPECIFICATIONS

Gauges - KING-SEELEY

Temperature Gauge - Dash Unit No. FEV-9307-B
- Motor Unit No. FEG-10884-B

Oil Pressure Switch - No. FDA-9278-A1

Gasoline Gauge - Dash Unit No. FEV-9307-B
- Tank Unit No. FEV-9275-F

Voltage Regulator for Gauges - No. FEG-10804-B

Speedometer - KING-SEELEY No. 54901

Cable - STEWART-WARNER No. 446249 - 50" (Standard)
No. 446249 - 57" (Automatic)

Tachometer Cable - No. 446226 - 37"

Crankcase Capacity - 5 Quarts (U.S. Measure)

Add 1 Quart for filter change.

Recommended Tire Pressure -

Cold - 24 lbs. front, 22 lbs. rear

Ignition Lock - BRIGGS & STRATTON

Key Series	FL000 - FL999
Key Blank Part No.	32616
Lock Part No.	601094

Ignition Lock - HURD

Key Series	FL000 - FL999
Key Blank Part No.	9080
Lock Part No.	44-703



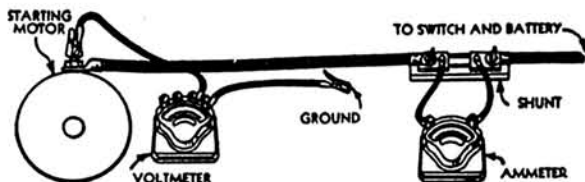
Standards of Adjustment

ELECTRICAL SYSTEM

BATTERY - 12 VOLT

FORD Capacity - 55 Amp. Hour
Negative Terminal Grounded

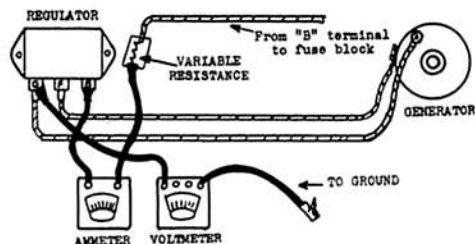
STARTING MOTOR



FORD - No. FAR-11001-A (352); 2900550 (430)
Drive - BENDIX No. A-3257

FREE RUNNING SPEED - 4500 R.P.M., 85 Max. Amps. 12.0 Volts
LOCK TORQUE (Stalled) - 15.5 Ft. Lbs., 550 Max. Amps. 5.0 Volts

GENERATOR



FORD - No. FGZ-10000-A (430)
No. 2900643 (352)

BRUSH SPRING TENSION - 32 - 40 oz.
MAXIMUM CONTROLLED OUTPUT:
Cold - 30 Amps. 15 Volts at 2450 R.P.M. of Generator.
ROTATION - Clockwise (viewing drive end)

REGULATOR

HOLLEY - No. 88R-VR-3
Cut-Out Relay - Close 12.0 to 12.8 Volts; open 2 - 9 Amps. reverse current.
Current Regulator - 28 - 32 Amps.
Voltage Regulator - 14.6 to 15.4 volts with 5 ampere load at 75° F. ambient temperature.

DISTRIBUTOR

FORD -
No. FEU-12127-N (352) Early; B9AF-12127-D (Late)
No. FEW-12127-H (430) Early; B9MF-12127-B (Late)
Breaker Contact Gap - .014" - .016"
Cam Angle 26° - 28.5°
Breaker Contact Set - HOLLEY Part No. 76D-166AS
Breaker Arm Spring Tension - 17 - 20 oz.
Condenser - HOLLEY Part No. 86D-68AS
Capacity .21 - .25 Mfds.
Rotation - Counterclockwise (Viewed from top of distributor)

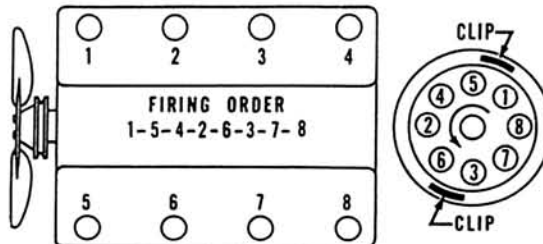
352 CU. IN. ENGINE

Centrifugal Advance

Dist. R.P.M.	Degrees Advance	"Hg.	Degrees Advance
425	0°	8"	1° - 3-3/4°
500	1/2° - 1-1/2°	11"	4-1/2° - 7-1/2°
700	4-1/2° - 5-1/2°	14"	7° - 10°
1000	7-1/2° - 8-3/4°		
2000	13-1/4° - 14-3/4°	@ 1000 Dist. R.P.M.	

430 CU. IN. ENGINE

350	0°	6-1/2"	0° - 3-1/2°
525	1° - 2-1/4°	12"	6-1/2° - 9-1/2°
2000	14° - 15-1/2°	16"	9-1/2° - 12-1/2°
		@ 1000 Dist. R.P.M.	



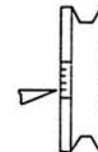
SPARK PLUGS

CHAMPION - Type F-11-Y Gap .035" Size 18mm.
Use Round Wire Gauge

IGNITION COIL

FORD - No. FAC-12029-A HOLLEY - 86D-61AS
Servicing Coil No. 86A-12029-A (Ford)
86D-61AS (Holley)

IGNITION TIMING



Breaker points open 3° before top dead center (Std. Trans. and Overdrive); 6° before top dead center (Auto. Trans.)
Timing mark on vibration damper.

FUEL SYSTEM

FUEL PUMP

AC - Type 4713
Capacity - 1 Pint in 20 seconds.
Pressure - 4-1/2 lbs. minimum; 6-1/2 lbs. maximum
Vacuum Test - 10" hg. minimum at 500 R.P.M.

CARBURETOR

FORD - 352 cu. in. Engine - No. B9A-9510-E *(See Note)
IDLE ENGINE SPEED - 600 R.P.M. (Std. & Overdrive)
500 R.P.M. (Auto. Trans.)
Idle Needles - 1-1/2 turns open.
FIXED JETS - Primary (54) - 064-9533
Secondary (65) - 5GA-9533A
CLIMATIC CONTROL - Set at index.
FAST IDLE ADJUSTMENT - Turn fast idle speed adjusting screw 1/4 - 1/2 turns off the lowest step on the fast idle cam.
FLOAT LEVEL - .0435" - .0465" from top of float to main body surface.
SECONDARY THROTTLE PLATE ADJUSTMENT - 0.009" clearance between secondary throttle shaft lever adjusting screw and secondary throttle lever.



Standards of Adjustment

CARBURETOR (Cont'd.)

DASHPOT ADJUSTMENT - .035" - .050" clearance between dashpot plunger and lever.

NOTE: Carburetor and Fixed Jets may change during the year - See Ford Manual for correct numbers.

CARTER - AFB - No. 2853S (430 cu. in. Engine)

FLOAT LEVEL - 3/16" between top of floats at outer end and air horn gasket.

FLOAT DROP - 23/32" between top of floats at outer end and air horn gasket.

IDLE ENGINE SPEED - Idle needles 1-1/2 - 2-1/2 turns open. Idle engine at 600 R.P.M. (Std. & Overdrive), 500 R.P.M. (Auto. Trans.) in neutral.

FIXED JETS -

Primary Metering Jet - Part No. 120-166
Secondary Metering Jet - Part No. 120-165

CLIMATIC CONTROL - Set at index.

PUMP ADJUSTMENT - 22/64" from the top of the bowl cover to the top of the plunger shaft with throttle connector rod in center hole (medium stroke) of pump arm.

FAST IDLE ADJUSTMENT - .040" between lower edge of valve and bore with adjusting screw on index mark of cam.

UNLOADER ADJUSTMENT - 1/8" between upper edge of choke valve and inner wall of air horn.

DASHPOT ADJUSTMENT - 7/16" from top of the bowl cover to the top of the plunger shaft with primary throttle wide open.

NOTE: The SYMBOL "hg. used on this chart designates "Inches Vacuum" (Mercury).

Original equipment service parts and accurate work to manufacturers' specifications with proper tools and equipment will restore original performance.

MISCELLANEOUS

VALVES

VALVE CLEARANCE - Hydraulic Valve Lifters

VALVE TIMING - Inlet valves open at 22° before top dead center.

COOLING SYSTEM

Capacity - 20 Quarts without heater (U.S. Measure)

Thermostat - Opens at 157° - 162° F.

WINDSHIELD WIPER

TRICO -

Service Motor	No. CPDM-11-39
Wiper Arm (both sides)	No. AL-60
Wiper Blade (both sides)	No. PR-13-2
Linkage (driver side)	No. G-89592-J
(pass. side)	No. G-89591-J

ADDITIONAL SPECIFICATIONS

GAUGES - KING-SEELEY -

Fuel & Temperature Gauges	- Dash Unit No. B9S-9280-A
Temperature Gauge	- Motor Unit No. B7A-10884-A
Gasoline Gauge	- Tank Unit No. B8S-9275A
Oil Pressure Signal Switch	- Motor Unit No. B6A-9278-B
Voltage Regulator for Gauges	- B7A-10804-B

SPEEDOMETER - KING-SEELEY - No. 56650

STEWART-WARNER -

Complete Shaft - No. 4024 - 50" (Std.)
Inner Core - No. SR-50"

STEWART-WARNER -

Complete Shaft - No. 4024 - 57" (Auto.)
Inner Core - No. SR-57"

CRANKCASE CAPACITY - 5 Quarts (U.S. Measure)
Add 1 Quart for filter change.

RECOMMENDED TIRE PRESSURE -
Cold - 24 lbs. front, 24 lbs. rear

IGNITION LOCK - HURD

Key Series	FE000 - FE999
Key Blank Part No.	9524
Lock Part No.	46-316

OIL FILTER - PUROLATOR
Refill - PER-1

THUNDERBIRD 1959

FORM NO. TB-4 X

FORD No. B9A-9510-E (352 cu. in. engine)

IDLE ENGINE SPEED - 600 R.P.M. (STANDARD & OVERDRIVE TRANS.)
500 R.P.M. (AUTOMATIC TRANS.)
Idle Needle Valves - 1-1/2 turns from bottom.

FIXED JETS - Primary (54) - 064-9533
Secondary (65) - 5GA-9533A

CLIMATIC CONTROL - Set at index.

FAST IDLE ADJUSTMENT - Turn fast idle speed adjusting screw 1/4 - 1/2 turns off the lowest step on the fast idle cam.

FLOAT LEVEL - .0435 - .0465 from top of float to main body surface.

SECONDARY THROTTLE PLATE ADJUSTMENT - 0.009" clearance between secondary throttle shaft lever adjusting screw and secondary throttle lever.

DASHPOT ADJUSTMENT - .035" - .050" clearance between dashpot plunger and lever.

THUNDERBIRD 1959



A. E. A.
TUNE-UP SYSTEM



Standards of Adjustment
Automotive Electric Association

ISSUED FEBRUARY 1959

MODELS 63A and 76A

IGNITION (INTERIM SPECIFICATION CHART)

IGNITION

FORM NO. TB-4 X

<p>SPARK PLUGS</p> <p>SIZE 18 mm.</p> <p>GAP .035"</p> <p>CHAMPION Type F-11-Y</p>	<p>DISTRIBUTOR</p> <p>FORD No. FEU-12127-N (63A) No. FEW-12127-H (76A)</p> <p>FIRING ORDER 1-5-4-2 6-3-7-8</p>	<p>BREAKER CONTACT GAP - .014" - .016" CAM ANGLE 26° - 28.5°</p> <p>BREAKER CONTACT SET - HOLLEY Part No. 76D-166AS</p> <p>BREAKER ARM SPRING TENSION - 17 - 20 oz.</p> <p>CONDENSER - HOLLEY Part No. 86D-68AS CAPACITY .21 - .25 Mfds.</p> <p>ROTATION - Counterclockwise (Viewed from top of distributor)</p> <p>DISTRIBUTOR ADVANCE SPECIFICATIONS - (See below) 1*</p>	<p>COIL</p> <p>FORD No. 86D-61AS</p> <p>SERVICING COIL 86D-71AS</p>	<p>IGNITION TIMING</p> <p>Breaker points to open 3° before top dead center (standard transmission & overdrive); 6° before top dead center (automatic transmission). Timing mark on vibration damper.</p>
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STARTING & LIGHTING

<p>BATTERY</p> <p>FORD</p> <p>CAPACITY - 55 Amp. Hour (20 Hour Rate)</p> <p>Negative Terminal Grounded</p>	<p>STARTING MOTOR</p> <p>FORD No. FAR-11001-A</p> <p>DRIVE - BENDIX No. A-3257</p> <p>FREE RUNNING SPEED - 4500 R.P.M. 85 Amps. 12.0 Volts</p> <p>LOCK TORQUE (STALLED) - 15.5 Ft. Lbs. 550 Amps. 5.0 Volts</p>	<p>GENERATOR</p> <p>FORD - No. 2900642</p> <p>MAXIMUM CONTROLLED OUTPUT: Cold - 30 Amps. 15 Volts at 2450 R.P.M. of Generator</p> <p>REGULATOR - HOLLEY No. 88R-VR-3 (See below) 2*</p> <p>BRUSH SPRING TENSION - 32 - 40</p> <p>ROTATION - Clockwise (Viewing drive end)</p>
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VALVES

CARBURETION

ADDITIONAL SPECIFICATIONS

<p>CLEARANCE</p> <p>HYDRAULIC VALVE LIFTERS</p>	<p>TIMING</p> <p>INTAKE VALVES - Open at 22° before top dead center.</p>	<p>CARTER - No. 2853S (430 cu. in. engine)</p> <p>IDLE ENGINE SPEED - Idle needles 1-1/2 - 2-1/2 turns open idle engine at 600 R.P.M. (Std. & Overdrive), 500 R.P.M. (Auto. Trans.) in neutral.</p> <p>FIXED JETS - Primary Metering Jet Part No. 120-166 Secondary Metering Jet Part No. 120-165</p> <p>CLIMATIC CONTROL - Set at index.</p> <p>PUMP ADJUSTMENT - (See below) 3*</p> <p>FAST IDLE ADJUSTMENT - (See below) 4*</p> <p>UNLOADER ADJUSTMENT - (See below) 5*</p> <p>DASHPOT ADJUSTMENT - (See below) 6*</p> <p>See reverse side for Ford Carburetor (352 cu. in. engine)</p>	<p>FUEL LEVEL</p> <p>FLOAT LEVEL - 3/16" between top of floats at outer end and air horn gasket.</p> <p>FLOAT DROP - 23/32" between top of floats at outer end and air horn gasket.</p>	<p>COOLING SYSTEM - CAPACITY - 20 qts. without heater (U.S. Measure) THERMOSTAT - Opens at 157° - 162° F.</p> <p>CRANKCASE CAPACITY - 5 quarts (U.S. Measure)</p> <p>GAUGES - KING-SEELEY Fuel & Temperature Gauge - Dash Unit No. 2702665 Motor Unit No. FE9-10884-B Oil Pressure Gauge - Motor Unit No. FDA-9278-A1 Gasoline Tank Unit No. 885-9275A Voltage Regulator for Gauges - 89AF-10804-A</p> <p>SPEEDOMETER - KING-SEELEY No. 56650 Cable - STEWART-WARNER No. 446249 - 50" (Std.) No. 446249 - 57" (Auto.)</p> <p>FUEL PUMP - AC No. 4713 PRESSURE - 4-1/2 lbs. minimum; 6-1/2 lbs. max.</p> <p>RECOMMENDED TIRE PRESSURE - Cold - 24 lbs. front, 24 lbs. rear</p> <p>WINDSHIELD WIPER - TRICO Service Motor No. CPH-11-39 Arm (Both Sides) AL-60 Blade (Both Sides) PR-13-2 Linkage (Driver Side) G-89592-J (Pass. Side) G-89591-J</p> <p>IGNITION LOCK - BRIGGS & STRATTON Key Series FE000 - FE999 Key Blank No. 32838 Lock Part No. 601659</p>
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ADDITIONAL DATA - THIS INFORMATION APPLIES TO THE ITEMS OF EQUIPMENT SHOWN ABOVE, WHICH ARE MARKED AS FOLLOWS:

<p>1* Distributor Advance Specifications -</p> <p style="text-align: center;">FEU-12127-N</p> <table style="width: 100%;"> <tr> <th colspan="2">Centrifugal Advance</th> <th colspan="2">Vacuum Advance</th> </tr> <tr> <th>Dist. R.P.M.</th> <th>Degrees Advance</th> <th>"Hg.</th> <th>Degrees Advance</th> </tr> <tr> <td>425</td> <td>0°</td> <td>8"</td> <td>1° - 3-3/4°</td> </tr> <tr> <td>500</td> <td>1/2° - 1-1/2°</td> <td>11"</td> <td>4-1/2° - 7-1/2°</td> </tr> <tr> <td>700</td> <td>4-1/2° - 5-1/2°</td> <td>14"</td> <td>7° - 10°</td> </tr> <tr> <td>1000</td> <td>7-1/2° - 8-3/4°</td> <td></td> <td></td> </tr> <tr> <td>2000</td> <td>13-1/4° - 14-3/4°</td> <td></td> <td></td> </tr> </table> <p style="text-align: center;">@ 1000 Dist. R.P.M.</p> <p style="text-align: center;">FEW-12127-H</p> <table style="width: 100%;"> <tr> <td>350</td> <td>0°</td> <td>6-1/2"</td> <td>0° - 3-1/2°</td> </tr> <tr> <td>525</td> <td>1° - 2-1/4°</td> <td>12"</td> <td>6-1/2° - 9-1/2°</td> </tr> <tr> <td>2000</td> <td>14° - 15-1/2°</td> <td>16"</td> <td>9-1/2° - 12-1/2°</td> </tr> </table> <p style="text-align: center;">@ 1000 Dist. R.P.M.</p> <p>2* CURRENT - VOLTAGE REGULATOR ADJUSTMENT - Cut-out Relay - Close 12.0 to 12.8 Volts. Open 2 to 9 Amps. reverse current. Current Regulator - 28 to 32 amperes. Voltage Regulator - 14.6 to 15.4 Volts at 75° F. ambient temperature.</p>	Centrifugal Advance		Vacuum Advance		Dist. R.P.M.	Degrees Advance	"Hg.	Degrees Advance	425	0°	8"	1° - 3-3/4°	500	1/2° - 1-1/2°	11"	4-1/2° - 7-1/2°	700	4-1/2° - 5-1/2°	14"	7° - 10°	1000	7-1/2° - 8-3/4°			2000	13-1/4° - 14-3/4°			350	0°	6-1/2"	0° - 3-1/2°	525	1° - 2-1/4°	12"	6-1/2° - 9-1/2°	2000	14° - 15-1/2°	16"	9-1/2° - 12-1/2°	<p>3* PUMP ADJUSTMENT - 22/64" from the top of the bowl cover to the top of the plunger shaft with throttle connector rod in center hole (medium stroke) of pump arm.</p> <p>4* FAST IDLE ADJUSTMENT - .040" between lower edge of valve and bore with adjusting screw on index mark of cam.</p> <p>5* UNLOADER ADJUSTMENT - 1/8" between upper edge of choke valve and inner wall of air horn.</p> <p>6* DASHPOT ADJUSTMENT - 7/16" from top of the bowl cover to the top of the plunger shaft with primary throttle wide open.</p>
Centrifugal Advance		Vacuum Advance																																							
Dist. R.P.M.	Degrees Advance	"Hg.	Degrees Advance																																						
425	0°	8"	1° - 3-3/4°																																						
500	1/2° - 1-1/2°	11"	4-1/2° - 7-1/2°																																						
700	4-1/2° - 5-1/2°	14"	7° - 10°																																						
1000	7-1/2° - 8-3/4°																																								
2000	13-1/4° - 14-3/4°																																								
350	0°	6-1/2"	0° - 3-1/2°																																						
525	1° - 2-1/4°	12"	6-1/2° - 9-1/2°																																						
2000	14° - 15-1/2°	16"	9-1/2° - 12-1/2°																																						

THUNDERBIRD 1960

352 & 430 CUBIC INCH ENGINE

MODELS 63A & 76A



A. E. A.
TUNE-UP SYSTEM



THUNDERBIRD 1960

ISSUED JULY, 1960

FORM No. TB-5

Standards of Adjustment

ELECTRICAL SYSTEM

12 - VOLT BATTERY AND CABLES

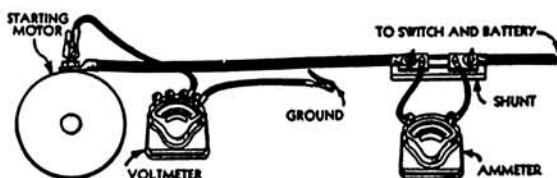
FORD - No. B9A-10654-D Capacity - 55 Amp. Hour
 No. B9A-10654-E - 65 Amp. Hour
 No. B9A-10654-F - 70 Amp. Hour
 No. CB9A-10657-A (Can.) - 55 Amp. Hour
 (20 Hour Rate)

Negative Terminal Grounded

Cables - FORD

Battery to Ground - Length 21-1/2" Part No. B7A-14301-A
 Battery to Switch - Length 8-1/2" Part No. B8S-14300-A

STARTING MOTOR



FORD - No. B6A-11002-A(352); FAY-11002-A(430)

Drive - BENDIX No. A-3257; FORD No. ICM-11350-C

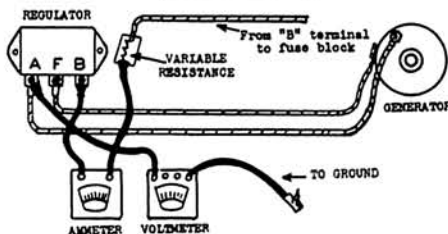
FREE RUNNING SPEED -

4500 R.P.M. 80-85 Max. Amps. 12.0 Volts

LOCK TORQUE (Stalled) -

15.5 Ft. Lbs. 550 Max. Amps. 5.0 Volts

GENERATOR



FORD - No. B9FM-10002-A (w/Air Cond.)
 No. PB8M-10002-B (w/o Air Cond.)

BRUSH SPRING TENSION - 32 - 40 oz.

MAXIMUM CONTROLLED OUTPUT: (Cold)

30 Amps. 15 Volts at 2525 R.P.M. of Gen. (w/o Air Cond.)
 35 Amps. 15 Volts at 2670 R.P.M. of Gen. (w/Air Cond.)

ROTATION - Clockwise (viewing drive end)

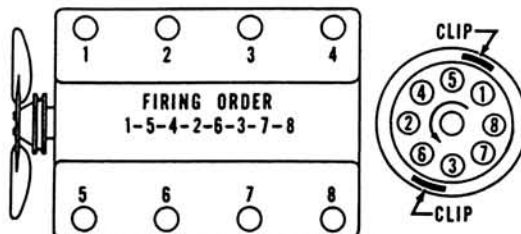
REGULATOR

FORD - No. B7A-10505-B (w/o Air Cond.) 30 Amp.
 No. COMF-10505-A (w/Air Cond.) 35 Amp.
CURRENT - VOLTAGE REGULATOR ADJUSTMENT -
 Cut-out relay - Close 12.4 to 13.2 volts. Open 6 to 9 amps.
 reverse current (30 amp. reg.); open 2 to 6 amps. reverse
 current (35 amp. reg.).
 Current Regulator - 28 - 32 amperes (30 Amp. Reg.)
 33 - 37 amperes (35 Amp. Reg.)
 Voltage Regulator - 14.6 to 15.4 volts at 75° F.
 ambient temperature.

DISTRIBUTOR

FORD - No. COAF-12127-B (352)
 No. B9MF-12127-B (430)
 Breaker Contact Gap - .014"-.016"
 Cam Angle - 26° - 28.5°
 Breaker Contact Set -
 Ford No. FAB-12171-B (352 C.I.) Spec. Eng. w 4/8 Carb.
 No. FDS-12171-A (352 C.I.) Spec. Eng. w 4/8 Carb.
 No. B6A-12171-A (352 C.I.) Canada
 No. B7A-12171-A (All other engines)
 Breaker Arm Spring Tension - 17 - 20 oz.
 Condenser - Ford No. B9AF-12300-A
 Capacity - .21 - .25 Mfds.
 Vacuum Control - Ford No. B9AF-12370-A
 Rotation - Counterclockwise (Viewed from top of distributor)
DISTRIBUTOR ADVANCE SPECIFICATIONS -
 Dist. No. B9MF-12127-B (430 C.I.)

Dist. R.P.M.	Centrifugal Advance		Vacuum Advance	
	Degrees Advance	"Hg.	Degrees Advance	
375	0°	6-1/2	0 - 3	
500	1/2 - 1-1/2	10	5 - 8	
1100	6 - 7-1/4	-	-	
2000	14-1/4 - 15-3/4	15	9-1/2 - 12-1/2	
Maximum Advance 18°				
Dist. No. COAF-12127-B (352 C.I.)				
300	0°	5	0 - 1	
500	1 - 2	10	5-1/4 - 8-1/4	
1200	7 - 8-1/4	15	8-1/2 - 11-1/2	
2000	13-1/4 - 15-1/4			
Maximum Advance 18°				
Max. Advance Limit 11-1/2°				



ENGINE COMPRESSION - (352) 180 Lbs. ± 20
 (430) 200 Lbs. ± 20

SPARK PLUGS

CHAMPION - Type F-11-Y Gap .032"-.036" Size 18mm.
 Use Round Wire Gauge

HIGH TENSION CABLES

Ignition Cable Set - FORD No. B8S-12259-A
 Switch to Starter - Length 40" Part No. B8S-14431-B

IGNITION COIL

FORD - Servicing Coil No. B6A-12029-B
 No. CB6A-12029-B (Can.)
 Mounting Bracket - No. COAF-12043-A (352)
 No. B8S - 12043-A (430)

IGNITION TIMING

Engine	Recommended Setting	Allowable
352 C.I.	3° B.T.D.C.	2°-10° B.T.D.C. (Std.)
352 C.I.	6° B.T.D.C.	2°-10° B.T.D.C. (Auto)
430 C.I.	3° B.T.D.C.	2°-10° B.T.D.C. (Std.)
430 C.I.	6° B.T.D.C.	2°-10° B.T.D.C. (Auto.)

Timing Mark on Crankshaft Damper

FUEL SYSTEM

FUEL PUMP

AC - No. 4875 (Elec. - 352)
 No. 4873 (Vacuum - 352)
 No. 4441 (430)
 CARTER - No. M3040S (430)
 Pressure - 4.0 lbs. min.; 6.0 lbs. max. (352)
 4-1/2 lbs. min.; 6-1/2 lbs. max. (430)

AIR CLEANER

FORD - No. COSE-9600-A
 - No. CCOAE-9600-B (CANADA)

CARBURETOR

FORD - FOUR-BARREL - No. COAE-9510-J & -K only
 (Thunderbird 352 Special V-8 Carburetor)
 The number is stamped on the left side of the primary fuel
 bowl. Carburetor is to be used with Distributor
 No. COAF-12127-B.



Standards of Adjustment

CARBURETOR (Cont'd.)

MAIN METERING JET IDENTIFICATION NO.

PRIMARY

0-5000 feet	COAE-9510-J	No. 54
	COAE-9510-K	No. 53
5000-10,000 feet	COAE-9510-J	No. 52
	COAE-9510-K	No. 51
10,000-15,000 feet	COAE-9510-J	No. 50
	COAE-9510-K	No. 49

SECONDARY

0-5000 feet	No. 63
5000-10,000 feet	No. 61
10,000-15,000 feet	No. 59

POWER VALVE IDENTIFICATION NO.

0-5000 feet	None
500-10,000 feet	No. 65
10,000-15,000 feet	No. 55

DRY FLOAT SETTING (FOR INITIAL SETTING ONLY): Primary and Secondary - 0.435"-0.465" from top surface of main body to top of free end of float in upper-most position.

FUEL LEVEL SETTING: Primary and Secondary - 0.880" - 0.940" below top machined surface of main body.

VENTURI SIZE:

Primary	1-1/8 inches
Secondary	1-3/16 inches

CHOKE THERMOSTATIC SPRING:

Housing initial setting 3 digits lean

ANTI-STALL DASHPOT:

Clearance (COAE-9510-K only) 0.060-0.090 inch

INITIAL IDLE MIXTURE: Adjustment 1 - 1-1/2 turns open

FAST IDLE ADJUSTMENT (COLD): 1800 R.P.M. with Fast Idle Screw on the Starting Step of the Cam (Hot Engine).

CARTER - AFB - No. 2992S (430 cu. in. Engine)

FLOAT LEVEL - 3/16" between top of floats at outer end and air horn gasket.

FLOAT DROP - 23/32" ± 1/16" between top of floats (at outer end) and air horn gasket.

IDLE ENGINE SPEED - Idle needles 1/2 - 2 turns open. Idle engine at 500-525 R.P.M. (Std. & Overdrive), 450-475 R.P.M. (Auto. Trans.) in neutral.

FIXED JETS -

Primary Metering Jet	- Part No. 120-244 (2)
Secondary Metering Jet	- Part No. 120-158 (2)

CLIMATIC CONTROL - Set at index.

CARBURETOR (Cont'd.)

PUMP ADJUSTMENT - 17/32" from the top of the bowl cover to the top of the plunger shaft with throttle connector rod in center hole (medium stroke) of pump arm.

FAST IDLE ADJUSTMENT - .040" (gauge T109-193) between lower edge of valve and bore with adjusting screw on index mark of cam.

UNLOADER ADJUSTMENT - 1/8" (gauge T109-36) between upper edge of choke valve and inner wall of air horn.

DASHPOT ADJUSTMENT - 7/16" from top of the bowl cover to the top of the plunger shaft with primary throttle wide open.

NOTE: The SYMBOL "hg. used on this chart designates "Inches Vacuum" (Mercury).

Original equipment service parts and accurate work to manufacturers' specifications with proper tools and equipment will restore original performance.

MISCELLANEOUS

VALVES

VALVE CLEARANCE - Hydraulic Valve Lifters .078"- .218" clearance, specified, hydraulic tappets collapsed.

VALVE TIMING - Inlet valves open at 26° - .002" before top dead center.

COOLING SYSTEM

Capacity - 20 Quarts without heater (U.S. Measure)
16.5 Quarts without heater (Canada)
Thermostat - Opens at 157°-162° F. (Low Temp.)
Fully open at 182° F.
- Opens at 175°-182° F. (High Temp.)
Fully open at 200° F.

WINDSHIELD WIPER

TRICO -

Service Motor	No. CPDM-11-39
Wiper Arm (both sides)	No. AL-150
Wiper Blade (both sides)	No. PR-13-2
Linkage (driver side)	No. G-89592-J
(pass. side)	No. G-89591-J
Control	No. 87150-35J

ADDITIONAL SPECIFICATIONS

GAUGES - KING-SEELEY (See Below *)

Fuel & Temp. Gauge - Dash Unit No. COSF-9307-B
- Motor Unit No. FEG-10884-A
Oil Pressure Gauge - Motor Unit No. FDA-9278-A1
Gasoline Gauge - Tank Unit No. B8A-9275-A
Voltage Regulator for Gauges - 2 C.P. Bulb #57
- No. B6A-13466-A

* Must be purchased from Ford Motor Co.

SPEEDOMETER - KING-SEELEY * - No. COSF-17255-D
Cable - Stewart-Warner No. 446304 - 47"

CRANKCASE CAPACITY - 5 Qts. (U.S. Meas.); 4 Qts. (Canada)
Add 1 Quart for filter change.

RECOMMENDED TIRE PRESSURE -

Cold - 24 lbs. front, 22 lbs. rear

IGNITION LOCK - BRIGGS & STRATTON

Key Series FEOOO - FE999
Key Blank Part No. 32838
Lock Part No. 601659

HORNS - FORD

High Pitch R.H. - No. B8A-13832-A; CCOAF-13832-A (Can.)
Low Pitch L.H. - No. B8A-13833-A; CCOAF-13833-A (Can.)

OIL FILTER - FORD

No. B9AE-6714-B

FORD FOUR-BARREL CARBURETOR -

Thunderbird 352 Special V-8 carburetor Nos. COAE-9510-J and -K only. The number is stamped on the left side of the primary fuel bowl. Carburetor is to be used with distributor No. COAF-12127-B.

MAIN METERING JET IDENTIFICATION NO.

PRIMARY

0-5,000 feet	COAE-9510-J	54
	COAE-9510-K	53
5,000-10,000 feet	COAE-9510-J	52
	COAE-9510-K	51
10,000-15,000 feet	COAE-9510-J	50
	COAE-9510-K	49

SECONDARY

0-5,000 feet		63
5,000-10,000 feet		61
10,000-15,000 feet		59

POWER VALVE IDENTIFICATION NUMBER

0-5,000 feet	None
5,000-10,000 feet	No. 65
10,000-15,000 feet	No. 55

DRY FLOAT SETTING (FOR INITIAL SETTING ONLY)

PRIMARY AND SECONDARY

0.435-465 inch from top surface of main body to top of free end of float in uppermost position.

FUEL LEVEL SETTING

PRIMARY AND SECONDARY . . . 0.880-0.940 inch below top machined surface of main body.

VENTURI SIZE

PRIMARY	1-1/8 inches
SECONDARY	1-3/16 inches

CHOKE THERMOSTATIC SPRING

HOUSING INITIAL SETTING 3 digits lean

ANTI-STALL DASHPOT

CLEARANCE (COAE-9510-K ONLY). 0.060-0.090 inch

INITIAL IDLE MIXTURE

ADJUSTMENT. 1-1-1/2 turns open

FAST IDLE ADJUSTMENT (COLD). 1800

RPM with Fast Idle Screw on the Starting Step of the Cam (Hot Engine)



MODELS 63 A AND 76A

IGNITION

(INTERIM SPECIFICATION CHART)

IGNITION

SPARK PLUGS	FORD COAF-12127-B (352 cu. in.) B9MF-12127-B (430 cu. in.) COAF-12127-A (292 cu. in.) FIRING ORDER 1-5-4-2 352 C. I. 6-3-7-8 430 C. I. 1-5-4-8 292 C. I. 6-3-7-2 292 C. I.	DISTRIBUTOR	COIL	IGNITION TIMING																					
CHAMPION 18 mm. F-14Y-B7A-12405-B (292 cu. in. Eng.) F-11-Y-B8A-12405-A (352 & 430 cu. in. Eng.) GAP .032" - .036"		BREAKER CONTACT GAP - .014" - .016" CAM ANGLE 26° - 28.5° BREAKER CONTACT SET - Ford No. FAB-12171-B (352 C. I. Eng.); FDS-12171-A (352 C. I. Eng.) B7A-12171-A (All Others) BREAKER ARM SPRING TENSION - 17 - 20 oz. CONDENSER - FORD Part No. B9AF-12300-A CAPACITY - .21 - .25 Mfds. ROTATION - Clockwise (Viewed from top of distributor) DISTRIBUTOR ADVANCE SPECIFICATIONS - (See below) 1*	SERVICE COIL Part No. B6A-12029-B MOUNTING BRACKET COAF-12043-A (352 Eng.) B85-12043-A (430 Eng.) B5A-12044-A (All Others)	<table border="0"> <tr> <td>Engine</td> <td>Recommended Setting</td> <td>Allowable</td> </tr> <tr> <td>292 C. I.</td> <td>3° B. T. D. C.</td> <td>2°-10° B. T. D. C. (Std.)</td> </tr> <tr> <td>292 C. I.</td> <td>6° B. T. D. C.</td> <td>2°-10° B. T. D. C. (Auto.)</td> </tr> <tr> <td>352 C. I.</td> <td>3° B. T. D. C.</td> <td>2°-10° B. T. D. C. (Std.)</td> </tr> <tr> <td>352 C. I.</td> <td>6° B. T. D. C.</td> <td>2°-10° B. T. D. C. (Auto.)</td> </tr> <tr> <td>430 C. I.</td> <td>3° B. T. D. C.</td> <td>2°-10° B. T. D. C. (Std.)</td> </tr> <tr> <td>430 C. I.</td> <td>6° B. T. D. C.</td> <td>2°-10° B. T. D. C. (Auto.)</td> </tr> </table> Timing Mark on Crankshaft Damper	Engine	Recommended Setting	Allowable	292 C. I.	3° B. T. D. C.	2°-10° B. T. D. C. (Std.)	292 C. I.	6° B. T. D. C.	2°-10° B. T. D. C. (Auto.)	352 C. I.	3° B. T. D. C.	2°-10° B. T. D. C. (Std.)	352 C. I.	6° B. T. D. C.	2°-10° B. T. D. C. (Auto.)	430 C. I.	3° B. T. D. C.	2°-10° B. T. D. C. (Std.)	430 C. I.	6° B. T. D. C.	2°-10° B. T. D. C. (Auto.)
Engine	Recommended Setting	Allowable																							
292 C. I.	3° B. T. D. C.	2°-10° B. T. D. C. (Std.)																							
292 C. I.	6° B. T. D. C.	2°-10° B. T. D. C. (Auto.)																							
352 C. I.	3° B. T. D. C.	2°-10° B. T. D. C. (Std.)																							
352 C. I.	6° B. T. D. C.	2°-10° B. T. D. C. (Auto.)																							
430 C. I.	3° B. T. D. C.	2°-10° B. T. D. C. (Std.)																							
430 C. I.	6° B. T. D. C.	2°-10° B. T. D. C. (Auto.)																							

STARTING & LIGHTING

BATTERY	STARTING MOTOR	GENERATOR
FORD No. B9A-10654-F CAPACITY - 55 Amps. Hour (20 Hour Rate) Negative Terminal Grounded	FORD No. B5A-11002-A; B9S-11002-A (430 Cu. In. Eng.) DRIVE - BENDIX No. A-3257 FORD No. ICM-11350-C FREE RUNNING SPEED - 4500 R. P. M. 80 - 85 Amps. 12.0 Volts LOCK TORQUE (STALLED) - 15.5 Ft. Lbs. 550 Amps. 5.0 Volts	FORD - No. P88M-10002-B (w/o Air Cond.); B9FM-10002-A (w/Air Cond.) MAXIMUM CONTROLLED OUTPUT: Cold - 30 Amps. 15 Volts at 2525 R. P. M. of Generator - (P88M-10002-B) Cold - 35 Amps. 15 Volts at 2670 R. P. M. of Generator - (B9FM-10002-A) REGULATOR - FORD No. B7A-10505-B; COMF-10505-A (See below) 2* BRUSH SPRING TENSION - 32 - 40 oz. ROTATION - Clockwise (Viewing drive end)

VALVES

CARBURETION

ADDITIONAL SPECIFICATIONS

CLEARANCE	TIMING	FUEL LEVEL	ADDITIONAL SPECIFICATIONS
HOT .018 COLD .019 - (292 Eng.) .078" - .218" clearance specified, hydraulic tappets collapsed. (352 C. I. & 430 C. I.)	INTAKE VALVES - Open at 12° - .016" before top dead center (292 cu. in.); 26° - .002" B. T. D. C. (352 cu. in.) & (430 cu. in.)	FUEL LEVEL - 3/16" between top of floats at outer end and air horn gasket. FUEL DROP - 23/32" ± 1/16" between top of floats at outer end and air horn gasket.	COOLING SYSTEM - 21 qts with heater (U. S.) CAPACITY - 20 qts. without heater (U. S. Measure) THERMOSTAT - Opens at 157°-162° F. - Low Temp. Fully open at 182° Opens at 175°-182° F. - High Temp. Fully open at 200° CRANKCASE CAPACITY - 5 qts. (U. S. Measure) 6 qts. Refill, filter change. GAUGES - KING-SEELEY Fuel & Temperature Gauge - Dash Unit No. COSF-9307-B Motor Unit No. B7A-10884-A Oil Pressure Gauge - Motor Unit No. B6A-9278-B Gasoline Tank Unit No. B85-9275A Voltage Regulator for Gauges - 2 CP Bulb #57 SPEEDOMETER - KING-SEELEY No. 57640 Cable - Stewart-Warner No. 4024-64" Core No. R-00 FUEL PUMP - AC No. 4875 (Elec. -352), 4873 (Vacuum-352) No. 4441 (430) Carter No. M3040S (430) PRESSURE - 4.0 lbs. min. 6.0 lbs. max. (352) 4-1/2 lbs. min.; 6-1/2 lbs. max. (430) RECOMMENDED TIRE PRESSURE - Cold - 24 lbs. front, 24 lbs. rear (Conv. & Sta. Wgn.) Cold - 24 lbs. front, 22 lbs. rear (All Others) WINDSHIELD WIPER - TRICO Service Motor No. CPHM-11-39 Arm (Both Sides) AL-150 Blade (Both Sides) PR-13-2 Linkage (Driver Side) G-89592-J (Pass. Side) G-89591-J IGNITION LOCK - BRIGGS & STRATTON Key Series FE000 - FE999 Key Blank No. 32838 Lock Part No. 601659 OIL FILTER - FORD - B9AE-6714-B AIR CLEANER - Ford COAE-9600-B (292-352 C. I. Eng.) HORNS - FORD COAS-9600-A (352-430 C. I. Eng.) High Pitch R. H. No. B8A-13832-A Low Pitch L. H. No. B8A-13833-A

ADDITIONAL DATA - THIS INFORMATION APPLIES TO THE ITEMS OF EQUIPMENT SHOWN ABOVE, WHICH ARE MARKED AS FOLLOWS:

1* DISTRIBUTOR ADVANCE SPECIFICATIONS - <table border="0"> <tr> <td colspan="2">Dist. No. COAF-12127-A</td> <td colspan="2">Vacuum Advance</td> </tr> <tr> <td>Centrifugal Advance</td> <td>Degrees Advance</td> <td>"Hg.</td> <td>Degrees Advance</td> </tr> <tr> <td>Dist. R. P. M.</td> <td></td> <td>7"</td> <td>0-1</td> </tr> <tr> <td>500</td> <td>0</td> <td></td> <td></td> </tr> <tr> <td>800</td> <td>1-1/4 - 2-1/4</td> <td>12-1/2"</td> <td>5-8</td> </tr> <tr> <td>1300</td> <td>5 - 6-1/4</td> <td>16</td> <td>8-11</td> </tr> <tr> <td>2000</td> <td>10-1/4-11-3/4</td> <td>20</td> <td>9-1/2-12-1/2</td> </tr> <tr> <td colspan="2">Dist. No. COAF-12127-B</td> <td colspan="2">0-1</td> </tr> <tr> <td>300</td> <td>0</td> <td>5</td> <td></td> </tr> <tr> <td>500</td> <td>1-2</td> <td>10</td> <td>5-1/4 - 8-1/4</td> </tr> <tr> <td>1200</td> <td>7 - 8-1/4</td> <td>15</td> <td>8-1/2-11-1/2</td> </tr> <tr> <td>2000</td> <td>13-1/4-15-1/4</td> <td></td> <td></td> </tr> </table> Dist. No. B9MF-12127-B - (Not Available)	Dist. No. COAF-12127-A		Vacuum Advance		Centrifugal Advance	Degrees Advance	"Hg.	Degrees Advance	Dist. R. P. M.		7"	0-1	500	0			800	1-1/4 - 2-1/4	12-1/2"	5-8	1300	5 - 6-1/4	16	8-11	2000	10-1/4-11-3/4	20	9-1/2-12-1/2	Dist. No. COAF-12127-B		0-1		300	0	5		500	1-2	10	5-1/4 - 8-1/4	1200	7 - 8-1/4	15	8-1/2-11-1/2	2000	13-1/4-15-1/4			3* PUMP ADJUSTMENT - 17/32" from the top of the bowl cover to the top of the plunger shaft with throttle connector rod in center hole (long stroke) of pump arm. 4* FAST IDLE ADJUSTMENT - .040" (Gauge T109-193) between lower edge of valve and bore with adjusting screw on index mark of cam. 5* UNLOADER ADJUSTMENT - 1/8" (Gauge T109-36) between upper edge of choke valve and inner wall of air horn. 6* DASHPOT ADJUSTMENT - 7/16" from top of the bowl cover to the top of the plunger shaft with primary throttle wide open. (See Reverse Side for Ford Carbs. No. COAE-9510-J & K)
Dist. No. COAF-12127-A		Vacuum Advance																																															
Centrifugal Advance	Degrees Advance	"Hg.	Degrees Advance																																														
Dist. R. P. M.		7"	0-1																																														
500	0																																																
800	1-1/4 - 2-1/4	12-1/2"	5-8																																														
1300	5 - 6-1/4	16	8-11																																														
2000	10-1/4-11-3/4	20	9-1/2-12-1/2																																														
Dist. No. COAF-12127-B		0-1																																															
300	0	5																																															
500	1-2	10	5-1/4 - 8-1/4																																														
1200	7 - 8-1/4	15	8-1/2-11-1/2																																														
2000	13-1/4-15-1/4																																																
2* CURRENT - VOLTAGE REGULATOR ADJUSTMENT - Cut-out Relay - Close 12.4 to 13.2 volts. Open 6 to 9 amps. reverse current. (30 Amp. Reg.) Open 2 to 6 amps. reverse current (35 Amp. Reg.) Current Regulator - 28 - 32 amperes (30 Amp. Reg.); 33 - 37 Amps. (35 Amp. Reg.) Voltage Regulator - 14.6 to 15.4 Volts at 75° F. ambient temperature.																																																	

MODELS 65A TUDOR HARDTOP
65B TUDOR LANDAU
76A TUDOR CONVERTIBLE



A. E. A.
TUNE-UP SYSTEM



ISSUED SEPTEMBER 1964

FORM No. TB-9

Standards of Adjustment

ELECTRICAL SYSTEM

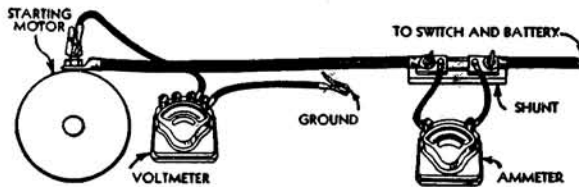
12 - VOLT BATTERY & CABLES

AUTOLITE - No. 13HN(Std.) Capacity - 65 Amp. Hr.
(20 Hr. Rate)
No. 12HF(Opt.) Capacity - 70 Amp. Hr.
(20 Hr. Rate)
Negative Terminal Grounded

CABLES - PACKARD

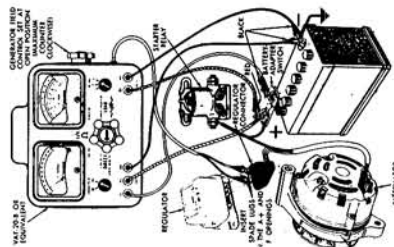
Battery to Ground - Length 30" Part No. 1T-30
Battery to Switch - Length 14.5" Part No. 1T-15

STARTING MOTOR



FORD - No. (SA-532) C3SF-11001-A or FAR-11001-A
Drive - Bendix No. 480031
FREE RUNNING SPEED - 5200 RPM; 80-110 Max. Amp. 12.0V.
LOCK TORQUE (Stalled) - 14.8 Ft. Lbs. 580 Amps. 5.0V.
BRUSH SPRING TENSION - 45 oz.
STARTER SWITCH - No. SW-3 (C4TF-11450-A)

ALTERNATOR



ALTERNATOR OUTPUT TEST

FORD - No. C3SF-10300A (GL-4) 40 Amp. Std.; No. C4SF-10300B (GL-36) w/A.C.-52 Amp.; No. C4SF-10300-A(GL35) w/Transistor - 42 Amp.
RATED OUTPUT - (40 Amp.) 39 Amp. Min. 600 Watts 12.0Vts.
(42 Amp.) 42 Amp. 630 Watts 15.0 Volts
(52 Amp.) 52 Amp. 780 Watts 15.0 Volts
(40 Amp.) Cut-In RPM 950 RPM; Max. RPM 3700 (Cold) 6500 (Hot)
(42 Amp.) Cut-In RPM 850 RPM; Max. RPM 3500 (Cold) 6500 (Hot)
(52 Amp.) Cut-In RPM 950 RPM; Max. RPM 3400 (Cold) 6500 (Hot)

ALTERNATOR (Cont'd.)

FIELD RESISTANCE - (All) 3.7-4.2 OHMS at 75°F
CURRENT DRAW - (All) 2.4-2.6 Amps. at 10 Volts
GROUND - Negative ROTATION - Counterclockwise

REGULATOR

FORD - No. C4VF-10316-A (GR-341) 40 Amp.
No. C4TF-10316-B (GR-341) 42 & 52 Amp.
Voltage Limiter - Contact Gap .010"- .015" (Upper Contacts Closed); Air Gap .045"- .052" (Upper Contacts Closed)
Field Relay - Closing Voltage 3-4 Volts at 75°F; Air Gap .015"- .025"; Contact Gap .015"- .022"

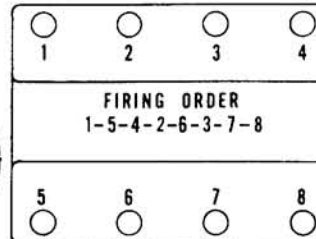
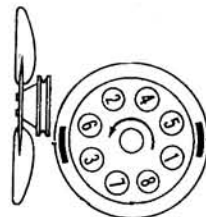
Voltage Chart
Setting 50°F 75°F 100°F 125°F
at 10 Amp. Load 14.3-15.1 14.1-14.9 13.9-14.7 13.8-14.6

DISTRIBUTOR

FORD - No. C4AF-12127-N (Conventional) DA-625
No. C4SF-12127-B (Transistor) DA-633
BREAKER CONTACT GAP - .014"- .016" (Std.); .019"- .021" (Trans.) CAM ANGLE - 26°-28 1/2° (Std.); 22°-24° (Trans.)
BREAKER CONTACT SET - No. DP-12(FFD12171-A) Std.; DP-71(C3AF-12171-A) Trans.
BREAKER ARM SPRING TENSION - 17-20 oz. (All)
CONDENSER - No. DC-13(B9AF-12300-A) Std., Transistor-None
CAPACITY - .21-.25 Mfds.
ROTATION - Counterclockwise (Viewed from top of Dist.) All
ADVANCE SPECIFICATIONS -
Set test stand to 0° at 250RPM Set test stand to 0° at 1000 & 0" Hg. RPM & 0" Hg.

Dist. RPM	Advance Degrees	"Hg.	Degrees Advance
Distributor No. C4AF-12127-N			
400	1/2 - 1-1/2	8	2 - 5
500	3-1/2 - 4-1/2	10	4 - 7
800	5-3/4 - 7	15	5-1/2 - 8-1/2
1400	8-1/4 - 9-1/2	20	5-1/2 - 8-1/2
2000	10-3/4 - 12-3/4	Advance Limit-25" Hg.	8-1/2

Distributor No. C4SF-12127-B	Advance Degrees	"Hg.	Degrees Advance
400	1/2 - 1-1/2	8	2 - 5
500	3-1/2 - 4-1/2	9	3 - 6
800	5-3/4 - 7	10	4 - 7
1200	7-1/2 - 8-3/4	13-20	5-1/2 - 8-1/2
2000	10-3/4 - 12-1/4	Advance Limit-25" Hg.	8-1/2



ENGINE COMPRESSION - 160 - 200 Lbs.

SPARK PLUGS

AUTOLITE - Type BF-42
Gap .032"- .036" Size 18 mm
Use Round Wire Gauge

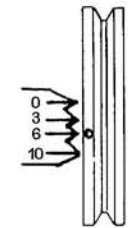
IGNITION COIL

FORD - No. FAC-12029-A (Std.); No. C3TF-12029-A(Trans.)
Servicing Coil - No. DG-5 (Std.); No. DG-32 (Trans.)
Resistor - No. DY-36 (Std.); No. DY-53 (Trans.)
Mounting Bracket - No. COAF-12043-A (DY-50) All

HIGH TENSION CABLES

IGNITION CABLE SET - PACKARD
No. 448-FB or 45E-O

IGNITION TIMING



USE TIMING LIGHT - Breaker points to open 4° (S/T); 6° (A/T) Before Top Dead Center.*
TIMING MARK LOCATION - Indicator on Front Cover.

* Disconnect Vacuum Line.

FUEL SYSTEM

FUEL PUMP

CARTER - No. M3718S
Pressure - 4-1/2 lbs. min.; 6-1/2 lbs. max. at 500 RPM.

AIR CLEANER

PUROLATOR - Filter No. AFP-61

OIL FILTER

PUROLATOR - Filter No. PER-1

CARBURETOR

FORD - 4 bbl. - No. C4SF-9510-B (CA-318)
IDLE ENGINE SPEED - 475-500 RPM with idle screws
1-1/2 turns open
FIXED JETS -
Main Metering 0-5000 Ft. 5-10,000 Ft.
Primary C3AF9533Y(CJ142)48F C3AF933U(CJ156)46F
Secondary CJ-129(57F) CJ-144(55F)
AUTOMATIC CHOKE - Set one digit lean.
FLOAT SETTING (DRY) - Primary and Secondary 21/32" + 1/64" from machined surface of main body to top of free end of the float, with float in upper most position.

CONTINUED QN REVERSE SIDE

THUNDERBIRD 1964

FORM No. TB-9

CARBURETOR (Cont'd.)

FUEL LEVEL - Primary and Secondary $29/32'' \pm 1/32''$ below the top machined surface of main body.

FAST IDLE CAM LINKAGE ADJUSTMENT - Set fast idle adjusting screw on kickdown lever, if it changes the clearance of the choke plate clearance, turn over-travel lever to get the correct clearance.

FAST IDLE CAM ADJUSTMENT - $1/16''$ between choke plate and air horn with fast idle screw on kickdown step (index mark) of fast idle cam.

FAST IDLE ADJUSTMENT - (Cold Engine) - 1500 rpm with fast idle screw on kickdown step (index mark) of fast idle cam. (Hot Engine) 475-500 RPM with fast idle screw not contacting fast idle cam and the idle compensator seated, with transmission in "drive" range.

DECHOKE CLEARANCE - $1/16''$ between choke plate and air horn with primary throttle plates wide open.

DASHPOT CLEARANCE - $1/16''-3/32''$ between plunger and throttle lever at curb idle (plunger fully depressed).

MISCELLANEOUS

VALVES

VALVE CLEARANCE - Hydraulic Valve Lifters $.083''-.183''$ clearance at valve stem tip with lifters collapsed.

VALVE TIMING - Inlet valves open at $.002''$ at 26° before top dead center.

COOLING SYSTEM

CAPACITY - 20 qts. with heater (U.S.)

16- $1/2$ qts. with heater (Can.)

THERMOSTAT - Location - Surge Tank Flange
Opens - Starts 185° - 192° , Fully open 212°F

WINDSHIELD WIPER

TRICO -

Service Motor No. HD-3-3JS

Arm (Both Sides) AL-250

Blade (Both Sides) PR-18-2

Linkage (Driver Side) 88988-40J

(Pass. Side) 88987-40J

Blade Refill - No. RF-18

Control No. 89290-6J

ADDITIONAL SPECIFICATIONS

GAUGES - KING-SEELEY (See Below*)

Temperature Gauge - Dash Unit No. C4SZ-10883A

Motor Unit No. C3AZ-10884-A (SW344)

Oil Pressure Gauge - Dash Unit No. C4SZ9B308-A

Motor Unit No. B7T-9278-A

Gasoline Gauge - Dash Unit No. C4SZ-9305-A

Tank Unit No. C4SZ-9275-A

Ammeter - No. C4SZ-10850-A

SPEEDOMETER - KING-SEELEY*

No. C4SZ-17255-A

* Must be purchased from Ford Motor Co.

CRANKCASE CAPACITY - 5 Qts. (U.S. Meas.); 4 Qts. (Imperial)

Add 1 Quart for filter change.

RECOMMENDED TIRE PRESSURE -

Cold - 24 lbs. front, 28 lbs. rear

IGNITION LOCK - FORD

Key Series - One thru Five

Key Blank No. B9A-3685-A

Lock Part No. C3AZ-11582-A

Lock Set No. C3AZ-6222050-B

HORNS - FORD

High Pitch R.H. No. B8A-13832-A

Low Pitch L.H. No. B8A-13833-A