AUTOMOBILE MANUFACTURERS ASSOCIATION
CONSOLIDATED SPECIFICATION QUESTIONNAIRE

MAKE OF CAR: FORD		MODEL NAME	SYMBOL
COMPANY: FORD DIVISION FORD MOTOR COMPANY		MAINLINE AND CUSTOMLINE 6 MAINLINE AND CUSTOMLINE 8	
MODEL YEAR: 1952	DATE March 10, 1952		

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NOTES: 1. The specifications set forth herein are those in effect at the date of compilation and are subject to change without notice.
2. All specifications are standard for the models under which they are listed unless otherwise indicated.
3. All dimensions are nominal engineering dimensions unless otherwise indicated.
4. Unless otherwise indicated, specifications apply to 5 or 6 passenger, 4-door sedan ~~STATION WAGON~~

GENERAL SPECIFICATIONS

Model: MAINLINE / CUSTOMLINE		6	8
Wheelbase		115.0.	
Tread	Front	58	
	Rear	56	
Maximum Overall Dimensions	Length (L-103)	197.8	
	Width (W-103)	73.9	
	Height (H-101)	62.3	
Steering ratio—overall		26.3	
Turning diameter (curb to curb)		N.A.	
Shipping weight*		N.A.	
Transmission— (Specify standard, optional, not avail.)	Conventional	STD.	
	Overdrive	OPT.	
	Automatic	OPT.	
Axle ratio	Conventional	3.90 STD. - 4.10 OPT.	
	Overdrive	4.10 STD. - 3.90, 3.31, & 3.15 OPT.	
	Automatic	3.31 STD. - 3.54 OPT.	
Tire size		6.00 X 16 MAINLINE - 6.70 X 15 CUSTOMLINE	
Engine	Type	IN-LINE	V
	No. of cylinders	6	8
	Valve arrangement	OVERHEAD-VALVE	L-HEAD
	Bore and stroke	3.56 X 3.60	3.19 X 3.75
	Piston displacement, cu. in.	215.3	239.4
	Standard compression ratio	7.0 TO 1	7.2 TO 1
	Maximum bhp at engine rpm	101 @ 3500	110 @ 3800
	Maximum torque at rpm	185 @ 13-1700	196 @ 19-2100

*Standard car weight, not including gas and water.

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MODEL MAINLINE / CUSTOMLINE			6	8
ENGINE—GENERAL				
Type	V, In-line, other		IN-LINE	V
	Angle of V		--	90°
No. of cylinders			6	8
Valve arrangement			OVERHEAD	L-HEAD
Bore and stroke			3.56 X 3.60	3.19 X 3.75
Piston displacement, cu. in.			215.3	239.4
Numbering system (front to rear)	L. Bank		1-2-3-4-5-6	5-6-7-8
	R. Bank			1-2-3-4
Firing order			1-5-3-6-2-4	1-5-4-8-6-3-7-2
Compression ratio	Standard Head		7.0 TO 1	7.2 TO 1
	Optional Head		NONE	NONE
Cylinders	Head Material	Standard	CAST IRON	CAST IRON
		Optional	NONE	NONE
	Sleeve—Wet, dry, other, none		NONE	NONE
Number of mounting points		Front	TWO, AT SIDE	TWO, AT FRONT
		Rear	ONE, AT TRANS. EXTENSION	ONE, AT TRANS. EXTENSION
Taxable horsepower	(Dia.² x No. Cyl.) / 2.5		30.4	32.5
Advertised max. brake horsepower at engine RPM*	Standard head		101 @ 3500	110 @ 3800
	Optional head		NONE	NONE
	With fuel (Octane and method)	Standard Head	78 (MOTOR)	79 (MOTOR)
		Optional Head	---	---
Max. torque (lb. ft. @ RPM)	Standard head		185 @ 13-1700	196 @ 19-2100
	Optional head		---	---
Recommended idle speed (neutral)			4.70 - 500	4.70 - 500

ENGINE—PISTONS				
Material			ALUMINUM ALLOY	ALUMINUM ALLOY
Description and finish			AUTOTHERMIC, SOLID SKIRT CAM-GROUND, FLAT HEAD TIN-PLATED	AUTOTHERMIC, SOLID SKIRT CAM-GROUND, SPHERICAL HEAD, TIN-PLATED
Weight (piston only) oz.			18.62 - 18.76	13.05 - 13.19
Clearance	Top land		.0211 - .0262	.021 - .026
	Skirt	Top	.0011 - .0022	.0012 - .0023
		Bottom	.0006 - .0012	.0005 - .0011
Ring groove depth	No. 1 ring		.1983 - .2045	.1787 - .1849
	No. 2 ring		.1983 - .2045	.1787 - .1849
	No. 3 ring		.1983 - .2045	.1962 - .2024
	No. 4 ring		---	.1837 - .1899

*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories: Water pumps, fuel pump, Generator (no load).

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MAINLINE MODEL CUSTOMLINE		6	8

ENGINE—RINGS

		6	8
Type (top to bottom)	No. 1 oil or comp.	TAPER FACE	TAPER FACE
	No. 2 oil or comp.	TAPER FACE	TAPER FACE
	No. 3 oil or comp.	WEDGE CHANNEL	WEDGE CHANNEL
	No. 4 oil or comp.	---	WEDGE CHANNEL
No. rings above piston pin		3	3
Compression	Material	CAST IRON	
	Coating	CADMIUM PLATE	
	Width	.0930 - .0935	
	Gap	.007 - .017	
	Maximum wall thickness	.178	.147
Oil	Material	CAST IRON	
	Coating	NONE	PHOSPHATE
	Width	.1860 - .1865	
	Gap	.007 - .017	
	Maximum wall thickness	.160	.147
Location of expanders		NONE	

ENGINE—PISTON PINS

			6	8
Material			ALLOY STEEL, HEAT TREATED	
Length			3.022 - 3.028	2.825 - 2.845
Diameter			.9120 - .9123	.7501 - .7504
Type	Locked in rod, in piston, floating, etc.		FULL FLOATING	
	Bushing	In rod or piston	IN ROD	
		Material	BRONZE	
Clearance	In piston		.0001 - .0003	
	In rod		.0001 - .0003	
Direction offset in piston			RIGHT	

ENGINE—CONNECTING RODS

		6	8
Material		FORGED STEEL	
Weight (oz.)		29.17 - 29.66 (LESS BRG.)	18.66 - 19.01 (LESS BRG.)
Length (center to center)		6.255 - 6.262	6.998 - 7.002
Bearing	Material	STEEL-BACKED BABBITT	COPPER-LEAD OR BABBITT, STEEL BACKED
	Type (cast-in or removable)	REPLACEABLE INSERT	
	Effective length	1.004	.745
	Clearance	.0005 - .0021	.0005 - .0030
	End play	.003 - .009	.006 - .020 (TWO RODS)

ENGINE—CRANKSHAFT

	6	8
Material	PRECISION-MOLDED ALLOY IRON	
Weight (lb.)	67	62

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ENGINE—CRANKSHAFT (cont.)				
Vibration damper type			RUBBER-FLOATED OR VISCOUS	NONE
End thrust taken by bearing (No.)			NO. 3 MAIN BEARING	REAR MAIN BEARING
Crankshaft end play			.004 - .008	.002 - .006
Main bearing	Material		STEEL-BACKED BABBITT	
	Type (cast-in or removable)		REPLACEABLE INSERTS	
	Clearance		.0005 - .0021 (SELECTIVE)	.0005 - .0025 (SELECTIVE)
	Journal dia. and bearing effective length	No. 1	2.4984 X 1.070	2.4985 X 1.473
		No. 2	2.4984 X 1.070	2.4985 X 1.473
		No. 3	2.4984 X 1.070	2.4985 X 1.959
		No. 4	2.4984 X 1.295	NONE
		No. 5	---	---
		No. 6	---	---
		No. 7	---	---
	Direction offset from cyl. bore		RIGHT	RIGHT
Connecting rod crankpin journal diameter			2.2984	2.1385
ENGINE—CAMSHAFT				
Material			CAST ALLOY IRON	
Bearings	Material		STEEL-BACKED BABBITT, LINE BORED	
	Number		4	3
Type of drive	Gear or chain		CHAIN	GEAR
	Crankshaft gear or sprocket material		CAST STEEL	CAST IRON
	Camshaft gear or sprocket material		CAST IRON	PHENOLIC FABRIC
	Timing chain	Make	MORSE	NONE
		No. of links	56	---
		Width	1.00	---
		Pitch	.375	---
ENGINE—VALVE SYSTEM				
Hydraulic lifters (yes, no)			NO	NO
Special provision for valve rotation (intake, exhaust)			YES-BOTH VALVES	YES-BOTH VALVES
Rocker ratio			1.4237	---
Operating tappet clearance (indicate hot or cold)	Intake		.015 HOT	.013-.015 COLD
	Exhaust		.015 HOT	.017-.019 COLD
Tappet clearance for timing	Intake		.0127 OPENING AND CLOSING	.018 OPENING-.020 CLOSING
	Exhaust		.0126 OPENING AND CLOSING	.020 OPENING-.020 CLOSING
Timing marks on fly-wheel, damper, other			VIBRATION DAMPER	CRANK PULLEY

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ENGINE—VALVE SYSTEM (cont.)				
Timing	Intake	Opens (°BTC)	18	5
		Closes (°ABC)	68	44
	Exhaust	Opens (°BBC)	55	48
		Closes (°ATC)	22	3
Intake	Material		#1 SILCHROME	#1 SILCHROME
	~~Overall~~ length (Gage)		5.02	4.7465-4.7545
	Actual overall head dia.		1.642-1.652	1.505-1.515
	Angle of seat		45°	45°
	Seat insert material		NONE	NONE
	Stem diameter		.341-.342	.341-.342
	Stem to guide clearance		.001-.002 (SELECTIVE)	.001-.003
	Lift		.329	.319
	~~Outer~~ spring press. and length	Valve closed (lb. @ in.)	54 - 62 @ 1.821	39 - 44 @ 1.89
		Valve open (lb. @ in.)	124 - 140 @ 1.505	79 - 86 @ 1.60
	Inner spring press. and length	Valve closed (lb. @ in.)	---	---
		Valve open (lb. @ in.)	---	---
Exhaust	Material		NI. CHROME ALLOY	NI. CHROME ALLOY
	~~Overall~~ length (Gage)		5.02	4.7425-4.7505
	Actual overall head dia.		1.505-1.515	1.505-1.515
	Angle of seat		45°	45°
	Seat insert material		NONE	NONE
	Stem diameter		.3405-.3415	.3405-.3415
	Stem to guide clearance		.0015-.0025 (SELECTIVE)	.0015-.0035
	Lift		.324	.315
	~~Outer~~ spring press. and length	Valve closed (lb. @ in.)	54 - 62 @ 1.821	39 - 44 @ 1.89
		Valve open (lb. @ in.)	124 - 140 @ 1.505	79 - 86 @ 1.60
	Inner spring press. and length	Valve closed (lb. @ in.)	---	---
		Valve open (lb. @ in.)	---	---

ENGINE—LUBRICATION SYSTEM			
Type of lubrication (splash, pressure, nozzle)	Main bearings	PRESSURE	PRESSURE
	Connecting rods	PRESSURE	PRESSURE
	Piston pins	SPLASH	SPLASH
	Camshaft bearings	PRESSURE	PRESSURE
	Tappets	SPLASH AND DRAINBACK	SPLASH
	Timing gear or chain	PRESSURE STREAM	PRESSURE STREAM
	Cylinder walls	PRESSURE STREAM	PRESSURE STREAM

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ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	GEAR	
Normal oil pressure (lb. @ mph)	40-50 @ 30-40	40 @ 30-40
Oil pressure gage type (electric or mechanical)	ELECTRIC	
Type oil intake (floating, stationary)	STATIONARY	
Oil filter type (full flow, partial flow)	FULL FLOW	PARTIAL FLOW
Capacity of crankcase, less filter—refill (qt.)	4	
Oil grade recommended (SAE viscosity and temperature range)	/32°F AND ABOVE - SAE 20W /32°F TO -10°F - SAE 10 OR 10W BELOW -10°F - SAE 5W	
Oil type recommended	REGULAR TYPE FOR AVERAGE DRIVING HEAVY DUTY TYPE FOR SEVERE DRIVING	

ENGINE—FUEL SYSTEM

Recommended fuel	Standard head		REGULAR TYPE	
	Optional head		---	
Fuel tank, capacity (gal.)			17	
Fuel pump	Type (elec. or mech.)		MECHANICAL	
	Location		LOWER RIGHT FRONT OF ENGINE	TOP CENTER REAR OF ENGINE
	Pressure range		4-5 (16" ABOVE PUMP OUTLET)	3.5-4.5(2" ABOVE PUMP OUTLET)
	Vacuum booster (std., optl., none)		OPTIONAL	
Carburetor	Make		HOLLEY	HOLLEY AND FORD
	Model number		1904-F	AA-1
	Number used		ONE	
	Type	Downdraft, side inlet, other	DOWN DRAFT, TOP INLET, LOW SILHOUETTE	DOWN DRAFT, TOP INLET, CONCENTRIC BOWL
		Single or dual	SINGLE	DUAL
	Intake manifold heat control (manual, auto., none)		AUTOMATIC	AUTOMATIC
	Automatic choke type (integral, other)		NONE	
	Air cleaner type	Standard	DRY	
		Optional	OIL BATH	

ENGINE—EXHAUST SYSTEM

Muffler type (reverse flow, straight through)	REVERSE FLOW
Exhaust pipe diameter	2
Tail pipe diameter	1.75

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ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)			PRESSURE SYSTEM	
Radiator cap relief valve press.			6.25 - 7.50	
Circulation thermostat	Type (choke, bypass)		CHOKE	
	Starts to open at		157°F-162°F STD. 177°F-182°F OPT.	
Water pump	Type (centrifugal, other)		CENTRIFUGAL	
	Number of pumps		ONE	TWO
	Drive (V-belt, other)		ONE V-BELT	TWO V-BELTS
	Bearing type		PACKLESS DOUBLE ROW SEALED BALL	
By-pass recirculation type (internal, external)			INTERNAL	
Radiator core type (cellular, tube and fin)			CORRUGATED FIN AND TUBE OR FLAT FIN AND TUBE	
Cooling system capacity	With heater (qt.)		16	23
	Without heater (qt.)		15	22
Water jackets full length of cylinder (yes, no)			YES	
Water all around cylinder (yes, no)			YES	
Radiator hose	Lower	Number and type (molded, straight)	ONE MOLDED "S"	TWO MOLDED "S"
		Inside diameter and length	1.50 X 5.81 (DEVELOPED)	1.75 X 16.50 (DEVELOPED)
	Upper	Number and type (molded, straight)	ONE MOLDED "L"	TWO MOLDED "L"
		Inside diameter and length	1.50 X 15.25 (DEVELOPED)	1.25 X 8.75 (DEVELOPED)
	By-pass	Number and type (molded, straight)	NONE	
		Inside diameter and length	---	
Drive belts	Fan	Number used	ONE	ONE
		Angle of V	38°	38°
		Outside length	37.02"	41.76" (ALSO DRIVES R. WATER PUMP)
		Width	.38"	.38"
	Generator	Angle of V	SAME AS FAN	38°
		Outside length	---	51.6" (ALSO DRIVES L. WATER PUMP)
		Width	---	.38"
Fan	Number of blades and spacing		3-UNEQUALLY SPACED	
	Diameter		18"	18.50"
	Ratio—fan to crankshaft revolutions		.97 TO 1	.91 TO 1
	Bearing type		INTEGRAL WITH WATER PUMP	PACKLESS DOUBLE ROW SEALED BALL

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ELECTRICAL—SUPPLY SYSTEM

Battery	Make		VARIOUS
	Model		81A-10655-B2
	SAE designation		
	Location		ENGINE COMPARTMENT, RIGHT FRONT
	Terminal grounded		POSITIVE
Generator	Make		FORD
	Model		FAA-10000-A / FAA-10000-F
	Type		SHUNT
	Ratio—Gen. to Cr/s rev.		2 TO 1 / 1.82 TO 1
Regulator	Make		FORD OR AMERICAN BOSCH
	Model		FAC-10505-A OR -B
	Type		3 COIL
	Cutout relay	Closing voltage @ generator rpm	6.0 - 6.6
		Reverse current to open	0 - 8 AMPS.
	Regulated	Voltage	7.4 - 7.8
		Current	34 - 38 AMPS.
	Min. Gen. rpm required		1700
	Voltage test conditions	Temperature	70 TO 80°F AMBIENT TEMP.
		Load	10 AMPS.
		Other	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		FORD
	Model		FAG-11001-B / FAF-11001-A
	Rotation (drive end view)		CLOCKWISE
	Engine cranking speed		130-180 RPM / 110-190 RPM
	Test conditions		70°F AMBIENT SAE 30 OIL
	Lock test	Amps	700 MAXIMUM
		Volts	3.5
		Torque (lb. ft.)	16 MINIMUM
	No load test	Amps	70 MAXIMUM
		Volts	6
		RPM (min.)	3000 - 6000
Motor control	Switch (solenoid, manual)		SOLENOID
	Starting procedure		TURN IGNITION KEY TO RIGHT BEYOND THE "IGNITION ON" POSITION.

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ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		BENDIX ANTI-KICKOUT TYPE	BENDIX
	Pinion meshes (front, rear)		FROM REAR	
	Number of teeth	Pinion	9	10
		Flywheel	146	112
	Flywheel tooth face width		3/8	

ELECTRICAL—IGNITION SYSTEM

Coil	Make		FORD	
	Model		8BA-12029	
	Amps	Engine stopped	5	
		Engine idling	3	
Distributor	Make		HOLLEY	FORD
	Model		FAA-12127-A	8BA-12127
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	NONE	
		Centr. advance max. deg. @ rpm	NONE	
		Vacuum advance start (in. Hg.)	1.25° @ .32"	.5° @ .30"
		Vac. adv. (max. deg. @ in. Hg.)	16° @ 7.15"	12.5° @ 5.00"
	Breaker gap (in.)		.024 - .026	.014 - .016
	Cam angle (deg.)		35° - 38°	26° - 28.5°
	Breaker arm tension (oz.)		17 - 20	
Timing	C/S deg. @ rpm		0° BTDC @ 400	2° BTDC @ 400
	Mark location		VIBRATION DAMPER	CRANKSHAFT PULLEY
	Cylinder numbering system (see page 2)		1-2-3-4-5-6	L.BANK 5-6-7-8 R.BANK 1-2-3-4
	Firing order (see page 2)		1-5-3-6-2-4	1-5-4-8-6-3-7-2
Spark plug	Make and model		CHAMPION H-10	
	Thread (mm)		14 MM	
	Tightening torque (lb. ft.)		24 - 30	
	Gap		.034 - .037	.029 - .032
Cable	Conductor type		STRANDED COPPER	
	Insulation type		NEOPRENE SHEATH	
	Spark plug protector		NEOPRENE CAP	

ELECTRICAL—SUPPRESSION

Description	

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ELECTRICAL—INSTRUMENTS AND SWITCHES

Speedometer	Make	KING SEELEY OR STEWART WARNER
	Trip odometer (yes, no)	NO
Charge indicator—type		AMMETER
Temperature indicator—type		ELECTRIC
Oil pressure indicator—type		ELECTRIC
Fuel indicator—type		ELECTRIC
Ignition switch	Identify positions in order and circuits controlled	TO LEFT - ACCESSORIES ON CENTER - ACCESSORIES AND ENGINE OFF TO RIGHT - 1st POSITION-ACCESSORIES AND ENGINE ON 2nd POSITION-STARTER AND ENGINE ON
	Provision for illumination	LIGHTED WITH INSTRUMENT PANEL LIGHTS ON
	Location	LOWER LEFT OF INSTRUMENT PANEL
	Theft protection type	
Main lighting switch	Identify positions and lights controlled	PULL OUT-1st POSITION: PARKING, TAIL, LICENSE PLATE, AND INSTRUMENT PANEL LIGHTS 2nd POSITION: HEAD, TAIL, LICENSE PLATE, AND INSTRUMENT PANEL LIGHTS ROTATE KNOB TO DIM INSTRUMENT PANEL LIGHTS
Other light switches	Locations and lamps controlled	MAINLINE-PULL SWITCH ON INSTR. PANEL; L.H. PILLAR LAMP CUSTOMLINE-PULL SWITCH ON INSTR. PANEL AND FRONT DOOR SWITCHES } L.H. & R.H. PILLAR LAMPS TOE BOARD SWITCH - HEAD LIGHT DIMMER BRAKE MASTER CYLINDER SWITCH - STOP LIGHTS
Other switches	Locations and devices controlled	
Windshield wiper	Make	TRICO
	Type	VACUUM
	Vacuum booster provision	OPTIONAL VACUUM BOOSTER & FUEL PUMP
	Washer provision	OPTIONAL
Horn	Type	AIR ELECTRIC
	Number used	2
	Amp draw (each)	11

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ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-4030.
Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamp		2 - 4030
Headlamp beam indicator		1 - 51
Parking light		2 - 1154
Tail light		2 - 1154
Stop light		SEE TAIL LIGHT
Direction indicator	Front	SEE PARKING LIGHT*
	Rear	SEE TAIL LIGHT*
	Tell-Tale	2 - 51*
License plate light		1 - 63
Instrument light		2 - 55
Ignition lock light & INSTR. PANEL BEZELS[a]		2 - 55
Map light		1 - 63*
Dome light, PILLAR		1 - 63 MAINLINE; 2 - 63 CUSTOMLINE
Clock light		1 - 55* MAINLINE; STD. CUSTOMLINE
Radio dial light		2 - 55*
Glove compartment light		1 - 55*
Courtesy light		1 - 63*
Trunk compartment light		1 - 81*
Other HEATER CONTROL		1 - 55*

[a] IDENTIFIES FOLLOWING: WINDSHIELD WIPER CONTROL, EXTERIOR & INTERIOR LIGHT SWITCHES, L.H. & R.H. AIR DUCT CONTROLS, CIGAR LIGHTER, CHOKE

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking light: SFE-10 (a), Direction indicator: same as (a).

Headlamp	30 C.B. (a)
Headlamp beam indicator	30 C.B. (a)
Parking light	15 C.B. (b)
Tail light	15 C.B. (b)
Stop light	15 C.B. (b)
Direction indicator	SFE-14
License plate light	15 C.B. (b)
Instrument light	15 C.B. (b)
Ignition light	15 C.B. (b)
Map light	SFE-14 (c)
Dome light	SFE-14 (c)
Clock	SFE-2 OR SFE-3
Clock light	15 C.B. (b)
Radio	SFE-14
Glove compartment light	SFE-14 (c)
Courtesy light	SFE-14 (c)
Trunk compartment light	15 C.B. (b)
Other :HEATER	SFE-20
OVERDRIVE	AGC-30

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DRIVE UNITS—CLUTCH (PEDAL OPERATED)

Make			LONG
Type (dry or wet plate)			DRY
In combination with fluid coupling (yes, no)			NO
Semi-centrifugal (yes, no)			YES
Type pressure plate springs			COIL
Total plate pressure (lb.)			1208 (ZERO SPEED)
No. of clutch driven discs			ONE
Clutch facing	Material		MOLDED OR WOVEN ASBESTOS
	Inside diameter		6.0"
	Outside diameter		9.5"
	Total eff. area (sq. in.)		35.2
	Thickness		0.125"
	Number required		2
	Engagement cushioning method		TORBEND DISC. WITH SPRING VIBRATION DAMPER
	Release bearing	Type	BALL THRUST
		Method of lubrication	PREPACKED
	Torsional damping	Method (springs, other)	SPRINGS
		Frict. mat.	STEEL

DRIVE UNITS—TRANSMISSIONS

Conventional (std. or opt.)	STANDARD
Conventional with overdrive (std. or opt.)	OPTIONAL
Automatic (std. or opt.)	OPTIONAL

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds		THREE
Transmission ratios	In first	2.779
	In second	1.614
	In third	1.000
	In fourth	---
	In reverse	3.635
Constant mesh gears in 2nd (yes, no)		YES
Spur gear used in (indicate speeds)		NONE
Helical gears used in (indicate speeds)		ALL
Synchronous meshing in 2nd and 3rd gears (yes, no)		YES

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DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

Lubricant	Capacity (pt.)		3
	Type recommended		MILD EXTREME PRESSURE
	SAE viscosity number	Summer	80
		Winter	80
		Extreme cold	80

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

Overdrive	Type (planetary or other)			PLANETARY
	If planetary, No. of pinions			3
	Manual lockout (yes, no)			YES
	Downshift accelerator control (yes, no)			YES
	Minimum cut-in speed			27 MPH
	Gear ratio			0.7
	Lubricant	Capacity (O.D. only)		1.5 PINTS
		Separate filter (yes, no)		NO
		Type recommended		MILD EXTREME PRESSURE
		SAE viscosity number	Summer	80
			Winter	80
			Ext. cold	80

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	FORDOMATIC
Type (fluid coupling with gears, torque convertor with gears, other)	TORQUE CONVERTER WITH PLANETARY GEARS
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	P PARK R REVERSE N NEUTRAL DR DRIVE LO LOW
List gear ratios in each drive position (range)	DRIVE 1.48 - 1.00 PLUS TORQUE CONVERTER LOW 2.44 PLUS TORQUE CONVERTER REVERSE 2.00 PLUS TORQUE CONVERTER
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	YES
By governor—forced shift (yes, no)	YES
Downshift of gears in high range possible up to (mph)	62

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MODEL	MAINLINE / CUSTOMLINE	6	8

DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

Torque convertor	Number of elements		3	
	Max. ratio at stall at engine rpm		2.1 TO 1 @ 13-1500	2.1 TO 1 @ 1365-1565
	Mechanical lockup	Provided (yes, no)	NO	
		Speed range	—	
		Releases at (speed range, mph)	—	
	Type of cooling (forced air, oil cooler and type, other)		FORCED AIR	
	Anti-creep device (yes, no)		NO	
Lubricant	Capacity—refill (pt.)		19-1/2 PTS.	
	Type recommended		AUTOMATIC TRANSMISSION FLUID	
	Grade	Summer	TYPE A	
		Winter	TYPE A	
		Extreme cold	TYPE A	

DRIVE UNITS—PROPELLER SHAFT

Number used			ONE
Type (exposed, torque tube)			EXPOSED
Outer diameter x length* x wall thickness	Conventional trans.		2.75 X 53.06 X 0.065
	Overdrive trans.		SAME
	Automatic trans.		SAME
Intermediate bearing	Type (plain, anti-friction)		NONE
	Lubri. (fitting, prepack)		—
Universal joints	Make		MECHANICS
	Number used		TWO
	Type (ball and trunnion, cross, other)		CROSS-SLIP JOINT IN FRONT AND SPLIT JOINT IN REAR
	Bearing	Type (plain, anti-friction)	NEEDLE ROLLER
		Lubric. (fitting, prepack)	PREPACK
Drive taken through (torque tube or arms, spring)			REAR SPRINGS
Torque taken through (torque tube or arms, springs)			REAR SPRINGS

*Centerline to centerline of joints or centerline of rear attachment point.

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DRIVE UNITS—REAR AXLE

Type (semi-floating, other)			SEMI-FLOATING
Gear type (hypoid, other)			HYPOID
Gear ratio and No. of teeth	Conventional trans.		3.90 STD. - 4.10 OPT.
	Overdrive trans.		4.10 STD - 3.90, 3.31, 3.15 OPT.
	Automatic trans.		3.31 STD. - 3.54 OPT.
Pinion adjustment (shim, other)			SHIMS
Pinion bearing adj. (shim, other)			SHIMS
Lubricant	Capacity (pt.)		3-1/2
	Type recommended		HYPOID OR MULTIPURPOSE EXTREME PRESSURE
	SAE viscosity number	Summer	SAE 90
		Winter	SAE 90
		Extreme cold	SAE 80

DRIVE UNITS—WHEELS

Type (disc, other)		DISC
Rim (size and flange type)		16 X 4-1/2 K MAINLINE; 15 X 5K CUSTOMLINE
Attachment	Type (bolt or stud)	STUD
	Circle diameter	4-1/2
	Number and size	5 STUDS X 1/2" - 20

DRIVE UNITS—TIRES

Size and ply rating	Standard	6.00 X 16 - 4 PLY MAINLINE- 6.70 X 15 - 4 PLY CUSTOMLINE	
	Optional	6.70 X 15 - 4 PLY MAINLINE - 6.00 X 16- 4 PLY CUSTOMLINE	
Rev/mile at 35 mph		6.00 X 16 - 740	6.70 X 15 - 753
Inflation press. (cold)	Front	6.00 X 16 - 28	6.70 X 15 - 26
	Rear	6.00 X 16 - 25	6.70 X 15 - 23

BRAKES—SERVICE

Type			HYDRAULIC, INTERNAL EXPANDING, DUO-SERVO, SINGLE ANCHOR
Booster type			NONE
Effective area (sq. in.)			173.52
Percent brake effectiveness—rear			38
Drum	Diameter	Front	10
		Rear	10
	Type and material		COMPOSITE: PRESSED STEEL DISC AND CAST IRON DRUM

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MODEL	MAINLINE CUSTOMLINE	6	8

BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted			RIVETED
	Primary	Material		MOLDED ASBESTOS
		Size (length x width x thickness)	Front wheel	10.85 X 2.25 X 0.187
			Rear wheel	10.85 X 1.75 X 0.187
		Segments per shoe		ONE
	Secondary	Material		MOLDED ASBESTOS
		Size (length width x thickness)	Front wheel	10.85 X 2.25 X 0.232
			Rear wheel	10.85 X 1.75 X 0.187
		Segments per shoe		ONE
Wheel cylinder bore	Front			1.125
	Rear			0.375
Master cylinder bore				1.00
Available pedal travel				6.5
Line pressure at 100 lb. pedal load				APPROX. 700 PSI
Shoe clearance adjustment				.010

BRAKES—PARKING

Type of control		T-HANDLE PULL-TWIST RELEASE
Location of control		UNDER INSTRUMENT PANEL - L.H. SIDE
Operates on		REAR BRAKES
If separate from service brakes	Type (internal or external)	—
	Drum diameter	—
	Lining size (length x width x thickness)	—

FRAME

Type and description	LADDER TYPE WITH BOX SECTION SIDE RAILS, FIVE CROSSMEMBERS, AND "K" BRACING.

FRONT SUSPENSION

Type and description	INDEPENDENT-COIL SPRING SYSTEM INCORPORATING TWO UNEQUAL LENGTH TRANSVERSE CONTROL ARMS

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MODEL	MAINLINE / CUSTOMLINE	6	8

FRONT SUSPENSION (cont.)

Spring	Type	COIL	
	Material	SAE 5160 OR 9260	
	Size (length x width x No. leaves or coil I.D.)	14.36 X 4.03	14.57 X 4.03
	Spring rate (lb. per in.)	395	
	Rate at wheel (lb. per in.)	110	
	Normal load (lb. @ rated length)	[illegible] @ 9.5"	1960 @ 9.5"
Shock absorbers	Manufacturer	MONROE, GABRIEL OR HOUDE	
	Type (direct or lever)	DIRECT	
	Piston diameter	MONROE .875, GABRIEL 1.18, HOUDE 1.0	
Stabilizer	Type (link, linkless, frameless)	ONE PIECE, LINKLESS, NOT FRAME MOUNTED	
	Material	SAE 1060	

STEERING

Type used (Standard or optional)		Mechanical		STD.
		Power		NONE
Wheel diameter				18"
Turning diameter	Wall to wall			N.A.
	Curb to curb			N.A.
Outside wheel angle with inside wheel at 20°				17.25° PLUS OR MINUS .5°
Mechanical	Gear	Type		WORM & TRIPLE TOOTH ROLLER
		Make		FORD
		Ratios	Gear	18.2 TO 1
			Overall	26.3 TO 1
	No. wheel turns (l. to r.) (l. to r.)			4.5 APPROX., LOCK TO LOCK
Power	Type			NONE
	Make			---
	Trade name			---
	Gear	Type		---
		Ratios	Gear	---
			Overall	---
	Pump driven by			---
	Overall torque ratio			---
	Number wheel turns (l. to r.)			---
Linkage	Type			PARALLELOGRAM
	Location (front or rear of wheels)			REAR OF WHEELS
	Drag link (trans. or long)			TRANSVERSE
	Tie rods (one or two)			TWO

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MODEL MAINLINE / CUSTOMLINE	6	8

STEERING (cont.)

Kingpin	Inclination at camber (deg.)		5° @ 45'
	Diameter		0.8115-0.8120
	Bearings (type)	Upper	BRONZE, STEEL BACKED
		Lower	BRONZE, STEEL BACKED
		Thrust	BALL OR TAPERED ROLLER
Wheel alignment (range and preferred)	Caster (deg.)		+ 1/2 TO -1° CASTER NOT TO VARY MORE THAN 1/2° FROM ONE SIDE TO OTHER
	Camber (deg.)		0 TO 1° CAMBER NOT TO VARY MORE THAN 1/4° FROM ONE SIDE TO OTHER
	Toe-in (outside tread-inches)		1/16 TO 1/8
Steering knuckle type			ELLIOTT
Wheel spindle	Diameter	Inner bearing	1.2493-1.2498
		Outer bearing	0.7493-0.7498
	Thread size		3/4" - 16
	Bearing type		TAPERED ROLLER

REAR SUSPENSION

Type				LONGITUDINAL LEAF
Drive and torq. taken through (see page 14)				REAR SPRINGS
Spring	Type			SEMI-ELIPTIC
	Material			SAE-5147 OR 5160
	Size (length x width x No. leaves or coil I.D.)			53.00 X 2.00 X 7
	Spring rate (lb. per in.)			110
	Rate at wheel (lb. per in.)			110
	Normal load (lb. at rated length)			825
	Mounting insulation type			RUBBER BUSHED SHACKLES & RUBBER PADS AT AXLE
	If leaf	No. of leaves		7
		Covers (yes, no)		NO
		Lubricated (yes, no)		NO
		Inserts	Type and size	LEAF TIP INSERTS
			Material	IMPREGNATED FABRIC
		Shackle (comp. or tens.)		TENSION
Shock absorbers	Manufacturer			MONROE, GABRIEL OR HOUDE
	Type (direct or lever)			DIRECT
	Piston diameter			MONROE .875, GABRIEL 1.18, HOUDE 1.0
Stabilizer	Type (link, linkless, frameless)			NONE
	Material			—
Track bar type				NONE

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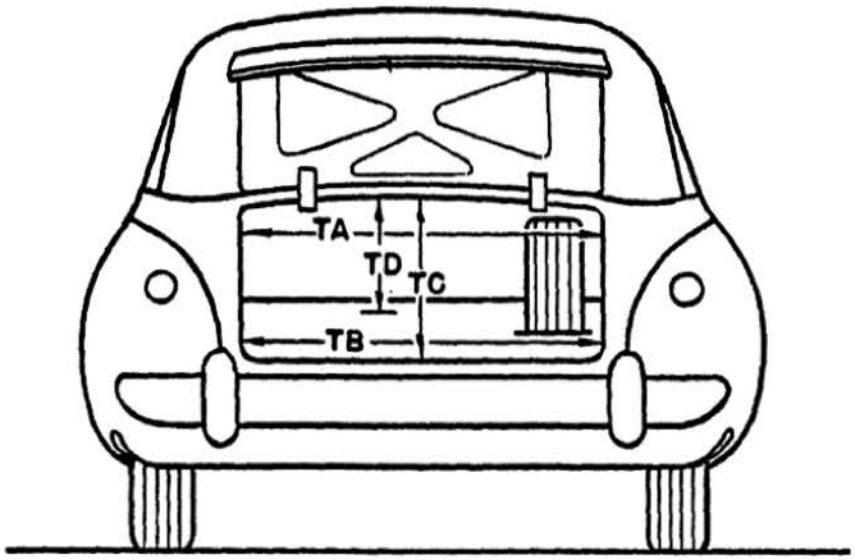
BODY—GENERAL DEFINITIONS

NOTE: Included in the dimension definitions listed on this and the following pages are those which have been proposed for adoption by the SAE. These are indicated by a number following the type of dimension, e.g., L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee for inclusion in the Questionnaire. These are shown by an additional letter, e.g., HA. The dimensions are developed from the following basic points:

1. Front and rear seat "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
2. Front seat is in the rear position.
3. Loaded position—5 passengers, front 300 lb., rear 450 lb., includes spare wheel, tire and tools, and full complement of gas, oil, water, etc. and tires to recommended pressure, etc.
4. C. L. (centerline).
5. D. L. O. (daylight opening, exposed glass dimension).
6. Ramp breakover angle (page 20)—is the supplement of the included ramp angle over which a car can pass without hanging up.

MODEL MAINLINE CUSTOMLINE	6	8

BODY—TRUNK OPENING DIMENSIONS



TA—Width across the top	50.1
TB—Width across the bottom	44.0
TC—Diagonal dimension at CL from top of opening to bottom	28.1
TD—Vertical height of opening (floor to top, inside edge of opening)	22.3
Position of spare tire stowage	RIGHT HAND SIDE ON ANGLE
Method of holding lid open	SPRING COUNTER BALANCE

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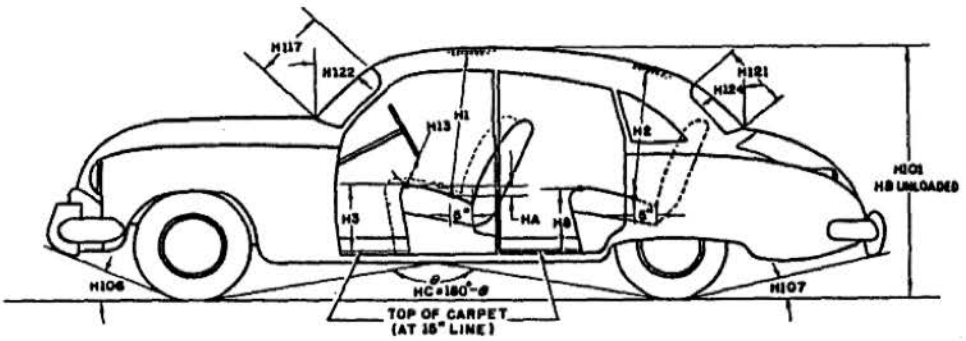
MODEL	MAINLINE / CUSTOMLINE	6	8

BODY—HEIGHT DIMENSIONS



Interior	**H1.** Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	35.4
	H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	34.2
	H3. Front seat height to floor carpet on 15" line (front edge of cushion).	13.0
	H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	13.5
	H13. Steering wheel clearance to seat cushion taken on arc.	5.9
	HA. Front seat vertical rise at "A" pt. (inches.)	0.5
Exterior	**H101.** Overall height.	62.3
	HB. Overall height—unloaded.	64.1 - CURB WEIGHT
	H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	22°
	H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	14°13'
	HC. Ramp breakover angle.*	15°50'
	H117. Windshield DLO-slant height.	16.8
	H121. Backlight DLO*—Max., slant height.	16.5
	H122. Windshield slope angle to vertical line on car axis.	44°
	H124. Backlight slope angle to vertical line on car axis.	43°
	HD. Min. road clearance (location and dimension).	REAR SHOCK ABSORBER 7.1
	HE. Min. road clearance at rear axle.	8.1

*See Notes, page 19.

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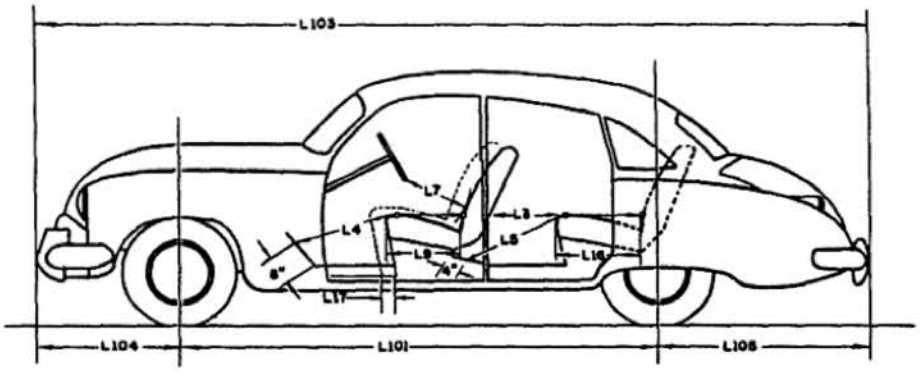
MODEL		6	8
	MAINLINE		
	CUSTOMLINE		

BODY—LENGTH DIMENSIONS



" Interior	L3. Rear compartment back of front seat back to rear seat back.	31.1
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15° line.	42.8
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	41.5
	L7. Steering wheel clearance to seat back taken on arc.	13.9
	L9. Front seat depth (front edge to vert. tan. to seat back on 15° line).	18.2
	L16. Depth of rear seat (front edge to seat back).	19.0
	L17. Total adjustment of front seat at floor.	4.1
Exterior	L101. Wheel base.	115.0
	L103. Overall length (bumper to bumper inc. guards).	197.8
	L104. Overhang—front including bumper guards.	35.4
	L105. Overhang—rear including bumper guards.	47.4

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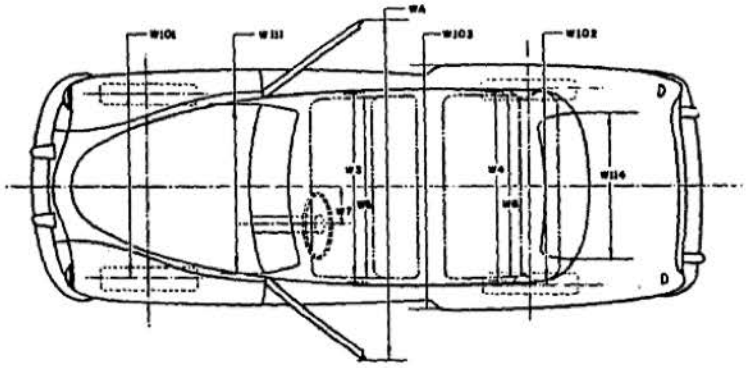
MODEL	MAINLINE / CUSTOMLINE	6	8

BODY—WIDTH DIMENSIONS



Interior	**W3.** Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	55.2
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	54.7
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	58.9
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	58.9
	W7. Steering wheel center to center of body.	15.0
Exterior	**W101.** Front tread at ground.	58.0
	W102. Rear tread at ground.	56.0
	W103. Max. overall width of car including bumpers or mouldings.	73.2 - MAINLINE 73.9 - CUSTOMLINE
	WA. Max. overall width of car with doors open.	146.3
	W111. Windshield DLO, max. width.	56.0
	W114. Back window DLO, max. width.	56.9

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MODEL	MAINLINE	CUSTOMLINE	CRESTLINE

BODY—TYPES

Body types and number of passengers. (Please use the letter code shown below followed by the number of passengers, e.g. A-6.)	B-3 (6 OR 8 CYL.)	B-6 (6 OR 8 CYL.)	J-6 (8 CYL.ONLY)
	D-6 (6 OR 8 CYL.)	D-6 (6 OR 8 CYL.)	L-6 (8 CYL.ONLY)
	G-6 (6 OR 8 CYL.)	G-6 (6 OR 8 CYL.)	P-8 (8 CYL.ONLY)
	N-6 (6 OR 8 CYL.)	P-8 (8 CYL.ONLY)	
	S-1 (6 OR 8 CYL.)		

Body type code

A—Coupe—2 door flatback
B—Coupe—2 door notchback
C—Sedan—2 door flatback
D—Sedan—2 door notchback
E—Sedan—4 door flatback (4 windows)
F—Sedan—4 door flatback (6 windows)
G—Sedan—4 door notchback (4 windows)
H—Sedan—4 door notchback (6 windows)
J—Hardtop—2 door
K—Hardtop—4 door
L—Convertible—2 door
M—Convertible—4 door
N—Station wagon—2 door
P—Station wagon—4 door
Q—Combined passenger and utility—2 door
R—Combined passenger and utility—4 door
S—Sedan delivery
T—Limousine

BODY—MISCELLANEOUS INFORMATION

Doors hinged (front, rear)	Front	FRONT
	Rear	FRONT
Type of finish (lacquer, enamel)		ENAMEL
Hood opening (front, side; semi-full, full, half)		FRONT-FULL
Hood counterbalanced (yes, no)		YES
Hood release control (internal, external)		EXTERNAL
Windshield (one piece, two piece; curved, flat)		ONE PIECE - CURVED
Rear window type (one piece, two piece, three piece; curved, flat)		ONE PIECE - CURVED

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