AUTOMOBILE MANUFACTURERS ASSOCIATION
CONSOLIDATED SPECIFICATION QUESTIONNAIRE

MAKE OF CAR:	FORD	**MODEL NAME**	**SYMBOL**
COMPANY:	FORD DIVISION FORD MOTOR COMPANY	8 CYLINDER ONLY MAINLINE CUSTOMLINE FAIRLANE	
MODEL YEAR: 1956	**DATE** SEPTEMBER 23, 1955		

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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 or equivalent.

GENERAL SPECIFICATIONS

Model	8 CYLINDER	MAINLINE	CUSTOMLINE	FAIRLANE
Wheelbase			115.5	
Tread	Front		58.0	
	Rear		56.0	
Maximum Overall Dimensions	Length (L-103)		198.5	
	Width (W-103)		75.9	
	Height (H-101)		60.4	
Steering ratio—overall			25.3:1	
Turning diameter (curb to curb)			41.18	
Shipping weight*				
Transmission— (Specify standard, optional, not avail.)	Conventional		STD.	
	Overdrive		OPT.	
	Automatic		OPT.	
Axle ratio	Conventional		3.78 STD.-3.89 OPT.	
	Overdrive		3.89 STD.-3.78 OPT.	
	Automatic		3.22 STD.-3.56 OPT.	
Tire size			6.70 x 15-4 PLY (TUBELESS)	
Engine	Type		"V"	
	No. of cylinders		8	
	Valve arrangement		OVERHEAD	
	Bore and stroke	3.62 x 3.30		3.75 x 3.30
	Piston displacement, cu. in.	[a]272		[b]292
	Standard compression ratio		8.0:1	
	Maximum bhp at engine rpm	173 @ 4400		200 @ 4600
	Maximum torque at rpm	260 @ 2400		285 @ 2600

*Standard car weight, not including gas and water.

[a] AVAILABLE IN MAINLINE AND CUSTOMLINE MODELS ONLY

[b] AVAILABLE IN FAIRLANE AND STATION WAGON MODELS ONLY

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MODEL 8-CYLINDER	[a]272 CU. IN.	[b]292 CU. IN.

ENGINE—GENERAL

Type	V, In-line, other		"V"	
	Angle of V		90°	
No. of cylinders			8	
Valve arrangement			OVERHEAD	
Bore and stroke			3.62 x 3.30	3.75 x 3.30
Piston displacement, cu. in.			272	292
Numbering system (front to rear)	L. Bank		5-6-7-8	
	R. Bank		1-2-3-4	
Firing order			1-5-4-8-6-3-7-2	
Compression ratio	Standard Head		8.0:1	
	Optional Head		[c]8.4:1	[c]8:4 OR 9:0:1
Cylinders	Head Material	Standard	CAST IRON	
		Optional	CAST IRON	
	Sleeve—Wet, dry, other, none		NONE	
Number of mounting points		Front	2	
		Rear	1	
Taxable horsepower	(Dia.² x No. Cyl.) / 2.5		42.05	45.00
Advertised max. brake horsepower at engine RPM*	Standard head		173 @ 4400	200 @ 4600
	Optional head		[c]176 @ 4400	[c]202 OR 208 @ 4600
	With fuel (Octane and method)	Standard Head	----	
		Optional Head	----	
Max. torque (lb. ft. @ RPM)	Standard head		260 @ 2400	285 @ 2600
	Optional head		[c]264 @ 2400	[c]289 OR 299 @ 2600
Recommended idle speed (neutral)			475-500 RPM	

ENGINE—PISTONS

Material			ALUMINUM ALLOY	
Description and finish			AUTOTHERMIC, SOLID SKIRT CAM-GROUND, FLAT HEAD TIN-PLATED	
Weight (piston only) oz.			18.7	
Clearance	Top land		.0210-.0264	.0230-.0284
	Skirt	Top	.0010-.0024	
		Bottom	.0006-.0012	
Ring groove depth	No. 1 ring		.1926-.1940	
	No. 2 ring		.1926-.1940	
	No. 3 ring		.1735-.1802	
	No. 4 ring		NONE	

*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories:

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[c]FORDOMATIC MUST BE USED

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ENGINE—RINGS

Type (top to bottom)	No. 1 oil or comp.	COMPRESSION	
	No. 2 oil or comp.	COMPRESSION	
	No. 3 oil or comp.	OIL CONTROL	
	No. 4 oil or comp.	NONE	
No. rings above piston pin		3	
Compression	Material	CAST IRON	
	Coating	NO. 1 RING CHROME-PLATED	NO. 2 RING PHOSPHATE-COATED
	Width	.0930-.0935	
	Gap	.010-.020	
	Maximum wall thickness	.181	
Oil	Material	STEEL	
	Coating	CHROME-PLATED RAILS, BLUED EXPANDER	
	Width	.183 (ASSEMBLY)	
	Gap	.015-.055	
	Maximum wall thickness	.177	
Location of expanders		IN OIL RING ASSEMBLY	

ENGINE—PISTON PINS

Material			TUBULAR, ALLOY-STEEL
Length			3.016-3.030
Diameter			.9120-.9123
Type	Locked in rod, in piston, floating, etc.		FULL-FLOATING
	Bushing	In rod or piston	IN ROD
		Material	BRONZE
Clearance	In piston		.0001-.0003 SELECTIVE FIT
	In rod		.0001-.0003 SELECTIVE FIT
Direction offset in piston			RIGHT - .062

ENGINE—CONNECTING RODS

Material		FORGED STEEL
Weight (oz.)		24.06
Length (center to center)		6.320-6.324
Bearing	Material	COPPER-LEAD
	Type (cast-in or removable)	REPLACEABLE INSERT
	Effective length	.711
	Clearance	.0008-.0027
	End play	.006-.016 (2 RODS)

ENGINE—CRANKSHAFT

Material	PRECISION-MOLDED, ALLOY IRON
Weight (lb.)	50.43

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ENGINE—CRANKSHAFT (cont.)

Vibration damper type			RUBBER-FLOATED
End thrust taken by bearing (No.)			3
Crankshaft end play			.002-.006
Main bearing	Material		COPPER-LEAD
	Type (cast-in or removable)		REPLACEABLE INSERT
	Clearance		.0008-.0026
	Journal dia. and bearing effective length	No. 1	2.4980-2.4988 x .728
		No. 2	2.4980-2.4988 x .728
		No. 3	2.4980-2.4988 x .662
		No. 4	2.4980-2.4988 x .728
		No. 5	2.4980-2.4988 x .728
		No. 6	NONE
		No. 7	NONE
	Direction offset from cyl. bore		NONE
Connecting rod crankpin journal diameter			2.1880-2.1888

ENGINE—CAMSHAFT

Material			PRECISION-MOLDED, ALLOY IRON
Bearings	Material		STEEL-BACKED BABBITT
	Number		5
Type of drive	Gear or chain		CHAIN
	Crankshaft gear or sprocket material		STEEL
	Camshaft gear or sprocket material		CAST IRON
	Timing chain	Make	----
		No. of links	56
		Width	.9375
		Pitch	.375

ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)		NO
Special provision for valve rotation (intake, exhaust)		FREE-TURN INTAKE AND EXHAUST VALVES
Rocker ratio		1.54:1
Operating tappet clearance (indicate hot or cold)	Intake	.019 HOT
	Exhaust	.019 HOT
Tappet clearance for timing	Intake	.019 HOT
	Exhaust	.019 HOT
Timing marks on flywheel, damper, other		VIBRATION DAMPER

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ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	12°
		Closes (°ABC)	54°
	Exhaust	Opens (°BBC)	58°
		Closes (°ATC)	8°
Intake	Material		CHROME STEEL
	Overall length		5.11
	Actual overall head dia.		1.775-1.785
	Angle of seat		45°30"-45°45"
	Seat insert material		NONE
	Stem diameter		.3415-.3425
	Stem to guide clearance		.001-.002 SELECTIVE FIT
	Lift		.386
	Outer spring press. and length	Valve closed (lb. @ in.)	71-79 @ 1.78
		Valve open (lb. @ in.)	161-177 @ 1.39
	Inner spring press. and length	Valve closed (lb. @ in.)	NONE
		Valve open (lb. @ in.)	NONE
Exhaust	Material		AUSTENITIC STEEL
	Overall length		5.09
	Actual overall head dia.		1.505-1.515
	Angle of seat		45°30' -45°45'
	Seat insert material		NONE
	Stem diameter		.3405-.3415
	Stem to guide clearance		.002-.003 SELECTIVE FIT
	Lift		.384
	Outer spring press. and length	Valve closed (lb. @ in.)	71-79 @ 1.78
		Valve open (lb. @ in.)	161-171 @ 1.39
	Inner spring press. and length	Valve closed (lb. @ in.)	NONE
		Valve open (lb. @ in.)	NONE

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	PRESSURE
	Connecting rods	PRESSURE
	Piston pins	OIL MIST
	Camshaft bearings	PRESSURE
	Tappets	GRAVITY
	Timing gear or chain	GRAVITY
	Cylinder walls	PRESSURE STREAM

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ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	GEAR
Normal oil pressure (lb. @ rpm)	45-50 @ 2000
Oil pressure gage type (electric or mechanical)	ELECTRIC
Type oil intake (floating, stationary)	STATIONARY
Oil filter type (full flow, partial flow)	FULL-FLOW
Capacity of crankcase, less filter—refill (qt.)	5
Oil grade recommended (SAE viscosity and temperature range)	NOT LOWER THAN +30°F - SAE 20 OR 20W NOT LOWER THAN -10°F - SAE 10 OR 10W LOWER THAN -10°F - SAE 5W
Oil type recommended	NORMAL SERVICE - ML-REGULAR (LOW DETERGENCY) HEAVY DUTY SERVICE - MM-PREMIUM (MILD DETERGENCY

ENGINE—FUEL SYSTEM

Recommended fuel	Standard head		REGULAR	
	Optional head		REGULAR[c]	
Fuel tank	Capacity (gals.)		17.5	
	Filler Location		BACK OF REAR LICENSE PLATE	
Fuel Filter	Type		POROUS FIBER	
	Location		FUEL PUMP SEDIMENT BOWL	
Fuel pump	Type (elec. or mech.)		MECHANICAL DIAPHRAGM	
	Location		LOWER LEFT, FRONT COVER	
	Pressure range		4-5 PSI @ IDLE	
	Vacuum booster (std., optl., none)		OPTIONAL	
Carburetor	Make		FORD	
	Model number		----	
	Number used		ONE	
	Type	Downdraft, side inlet, other	DOWNDRAFT	
		Single or dual	DUAL	4-BARREL
	Intake manifold heat control (manual, auto., none)		AUTOMATIC	
	Automatic choke type (integral, other)		INTEGRAL	
	Air cleaner type	Standard	OIL BATH	
		Optional	NONE	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		SINGLE WITH FRONT CROSSOVER	DUAL
Muffler type (rev. flow, str. thru, sep.resonator)		THREE PASSAGE	
Exhaust pipe dia.	Branch	2.00	
	Main	2.00	2.00
Tail pipe diameter		2.00	1.75

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[c]PREMIUM FUEL RECOMMENDED WHEN 9:0:1 COMP. RATIO IS USED WITH 292 CU. IN. ENGINE

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ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)			PRESSURE
Radiator cap relief valve press.			13 P.S.I.
Circulation thermostat	Type (choke, bypass)		CHOKE
	Starts to open at		157° - 162°F.
Water pump	Type (centrifugal, other)		CENTRIFUGAL
	Number of pumps		ONE
	Drive (V-belt, other)		V-BELT
	Bearing type		DOUBLE ROW, SEALED BALL
By-pass recirculation type (internal, external)			EXTERNAL
Radiator core type (cellular, tube and fin)			CORRUGATED FIN AND TUBE OR FLAT FIN AND TUBE
Cooling system capacity	With heater (qt.)		20
	Without heater (qt.)		19
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
		Inside diameter and length	2.00 x 10.5 (DEVELOPED)
	Upper	Number and type (molded, straight)	ONE MOLDED
		Inside diameter and length	1.50 x 12.5 (DEVELOPED)
	By-pass	Number and type (molded, straight)	ONE, STRAIGHT
		Inside diameter and length	.578 - .640 x 3.18
Drive belts	Fan	Number used	ONE
		Angle of V	38°
		Outside length	45.14" @ PITCH DIAMETER
		Width	.50
	Generator	Angle of V	SAME
		Outside length	BELT USED
		Width	ON FAN
Fan	Number of blades and spacing		4 - UNEQUAL
	Diameter		18.5
	Ratio—fan to crankshaft revolutions		.97 to 1
	Bearing type		SAME AS WATER PUMP BEARING

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ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		VARIOUS
	Voltage Rtg. & Plates/cell		12 VOLTS 11 PLATES/CELL
	SAE Designation & Amp Hr. Rtg		55
	Location		ENGINE COMPARTMENT-RIGHT FRONT
	Terminal grounded		NEGATIVE
Generator	Make		FORD
	Model		FAS-10000-C
	Type		SHUNT
	Ratio—Gen. to Cr/s rev.		2:1
Regulator	Make		FORD OR AMERICAN BOSCH
	Model		FAP-10505-B OR C
	Type		3-COIL
	Cutout relay	Closing voltage @ generator rpm	12.0-12.8
		Reverse current to open	2-6
	Regulated	Voltage	14.6-15.4 @ 75°F.
		Current	28-32
	Min. Gen. rpm required		3000
	Voltage test conditions	Temperature	75°F.
		Load	5 AMPS.
		Other	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		FORD
	Model		FAR-11001-A
	Rotation (drive end view)		CLOCKWISE
	Engine cranking speed		150-180
	Test conditions		85°F.
	Lock test	Amps	550
		Volts	5
		Torque (lb. ft.)	15.5
	No load test	Amps	120
		Volts	12
		RPM (min.)	4800
Motor control	Switch (solenoid, manual)		SOLENOID
	Starting procedure		TURN IGNITION KEY TO RIGHT BEYOND THE "ON" POSITION

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ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		BENDIX FOLO-THRU	
	Pinion meshes (front, rear)		REAR	
	Number of teeth	Pinion	9	
		Flywheel	146	
	Flywheel tooth face width		3/8 IN.	

ELECTRICAL—IGNITION SYSTEM

Coil	Make		FORD & ESSEX WIRE	
	Model		FAC-12029-A	
	Amps	Engine stopped	4.5	
		Engine idling	2.5	
Distributor	Make		HOLLEY	
	Model		FDS-12127-A	FDT-12127-B
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	NONE	
		Centr. advance max. deg. @ rpm	NONE	
		Vacuum advance start (in. Hg.)	.22	.29
		Vac. adv. (max. deg. @ in. Hg.)	16.5 @ 4.6	13.5 @ 2.19
	Breaker gap (in.)		.014-.016	
	Cam angle (deg.)		26° - 28.5°	
	Breaker arm tension (oz.)		17 - 20	
Timing	C/S deg. @ rpm		3° STD. & O/D; 6° AUTO.	
	Mark location		VIBRATION DAMPER	
	Cylinder numbering system (see page 2)		L. BANK 5-6-7-8 R. BANK 1-2-3-4	
	Firing order (see page 2)		1-5-4-8-6-3-7-2	
Spark plug	Make and model		CHAMPION 870	
	Thread (mm)		18	
	Tightening torque (lb. ft.)		20-30 PROD. INST. ONLY	
	Gap		.032-.036	
Cable	Conductor type		STRANDED STEEL	
	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 FORD
	Trip odometer (yes, no)	NO
Charge indicator—type		WARNING LAMP
Temperature indicator—type		ELECTRIC GAGE
Oil pressure indicator—type		WARNING LAMP
Fuel indicator—type		ELECTRIC GAGE
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 SIDE OF INSTRUMENT PANEL
	Theft protection type	
Main lighting switch	Identify positions and lights controlled	PULL OUT - 1ST POSITION: PARKING, TAIL, LICENSE AND INSTRUMENT PANEL LIGHTS 2ND POSITION: HEAD, TAIL, LICENSE AND INSTRUMENT PANEL LIGHTS ROTATE KNOB CLOCKWISE TO DIM INSTRUMENT PANEL LIGHTS.
Other light switches	Locations and lamps controlled	MAINLINE - SLIDE SW. ON DOME LAMP. CUSTOMLINE & FAIRLANE- SLIDE SW. ON DOME LAMP; FRONT DOOR SW. ALSO OPERATE DOME LAMP (MAP LIGH ON CONVERTIBLE). TOE BOARD SW. - HEADLIGHT DIMMER. BRAKE MASTER CYLINDER SW. FOR STOP LIGHTS. TURN SIGNAL SW. ON STEERING COLUMN.
Other switches	Locations and devices controlled	AUTO. TRANS. NEUTRAL SW. & BACK-UP LAMP SW. ON STEER. COL. CONV. TOP CONTROL SW. UNDER L.H. SIDE OF INST. PANEL. O/D KICKDOWN SW. UNDER ACC. PEDAL. POWER WINDOW SW. ON DOOR & QUARTER PANELS. POWER SEAT SW. ON SEAT SIDE SHIELD. HEAT. BLOWER SW. ON HEAT. CONTROL. AIR COND. BLOWER SW. ON AIR COND. CONTROL.
Windshield wiper	Make	TRICO
	Type	VACUUM
	Vacuum booster provision	OPTIONAL
	Washer provision	OPTIONAL
Horn	Type	AIR-ELECTRIC
	Number used	TWO
	Amp draw (each)	9.5

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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		2-5400
Headlamp beam indicator		1-57
Parking light		2-1034
Tail light		2-1034
Stop light		SEE TAIL LIGHT
Direction indicator	Front	SEE PARKING LIGHT
	Rear	SEE TAIL LIGHT
	Tell-Tale	2-57*
License plate light		1-67
Instrument light		SPEEDOMETER 2-57; OIL & GENERATOR WARNING LAMPS 2-57
Ignition lock light		1-57; ALSO ILLUMINATES LIGHT SWITCH
Map light		1-67*
Dome light		1-1003
Clock light		1-57*; ALSO ILLUMINATES TEMPERATURE INDICATOR
Radio dial light		1-57*
Glove compartment light		1-57*
Courtesy light		SEE MAP LIGHT
Trunk compartment light		1-89*
Other		FUEL GAGE 1-57; TURN INDICATORS 2-57*; HEATER CONTROLS 1-57*
		CIGAR LIGHTER & W/S WIPER 1-57; AUTO. TRANS. QUADRANT 1-67*
		BACK-UP LIGHTS 2-1073*; SPOTLIGHT 1-4405;*
		ENGINE COMP. LIGHT 1-93*; AIR COND. CONTROLS 1-57*

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	12 C.B. (A)
Headlamp beam indicator	SAME AS (A)
Parking light	12 C.B. (B)
Tail light	SAME AS (B)
Stop light	SAME AS (B)
Direction indicator	SFE-7.5
License plate light	SAME AS (B)
Instrument light	SAME AS (B)
Ignition light	SAME AS (B)
Map light	SFE-7.5 (C)
Dome light	SAME AS (C)
Clock	1 AG-1
Clock light	SAME AS (B)
Radio	6 TUBE 1AG-5; 9 TUBE SFE-7.5
Glove compartment light	SAME AS (C)
Courtesy light	SAME AS (C)
Trunk compartment light	SAME AS (B)
Other	HEATER BLOWER SFE-14; CIGAR LIGHTER - THERMAL FUSE; OVERDRIVE 3AG-15
	BACK-UP LIGHTS - SAME AS (B); SPOTLIGHT SFE-7.5; CONVERTIBLE TOP 30 C.B.
	POWER SEAT AND WINDOWS AS FOLLOWS: ONE 30 C.B. (LINE PROTECTOR);
	ONE 15 C.B. (EACH WINDOW MOTOR); ONE 15 C.B. (COMMON TO BOTH SEAT
	MOTORS). AIR CONDITIONER 20 C.B.

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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.)			1278
No. of clutch driven discs			ONE
Clutch facing	Material		WOVEN ASBESTOS
	Inside diameter		6-3/4
	Outside diameter		10.0
	Total eff. area (sq. in.)		85.52
	Thickness		.125
	Number required		TWO
	Engagement cushioning method		TORBEND DISC, WITH SPRING VIBRATION DAMPER
	Release bearing — Type		BALL THRUST
	Release bearing — Method of lubrication		PREPACKED
	Torsional damping — Method (springs, other)		SPRINGS
	Torsional damping — Frict. mat.		STEEL

DRIVE UNITS—TRANSMISSIONS

	MAINLINE - CUSTOMLINE	FAIRLANE
Conventional (std. or opt.)	STANDARD	STANDARD
Conventional with overdrive (std. or opt.)	OPTIONAL	OPTIONAL
Automatic (std. or opt.)	OPTIONAL	OPTIONAL

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds 3 SPEED		FORD	BORG-WARNER[a]	FORD	BORG-WARNER[a]
Transmission ratios	In first	2.57:1	2.57:1	2.32:1	2.37:1
	In second	1.63:1	1.55:1	1.48:1	1.43:1
	In third	1.00:1	1.00:1	1.00:1	1.00:1
	In fourth				
	In reverse	3.13:1	3.49:1	2.82:1	3.21:1
Constant mesh gears in 2nd (yes, no)		YES	YES	YES	YES
Spur gear used in (indicate speeds)		NONE	NONE	NONE	NONE
Helical gears used in (indicate speeds)		ALL	ALL	ALL	ALL
Synchronous meshing in 2nd and 3rd gears (yes, no)		YES	YES	YES	YES

(a) BORG-WARNER USED WITH "OVERDRIVE" ONLY.

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MODEL 8 CYLINDER

DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

			MAINLINE FORD	MAINLINE BORG-WARNER	CUSTOMLINE FORD	CUSTOMLINE BORG-WARNER
Lubricant	Capacity (pt.)		3	3	3	3 TOTAL
	Type recommended		MILD EXTREME PRESSURE		MILD EXTREME PRESSURE	
	SAE viscosity number	Summer	80		80	
		Winter	80		80	
		Extreme cold	80		80	

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

			MAINLINE FORD	MAINLINE WARNER	CUSTOMLINE FORD	CUSTOMLINE WARNER
Overdrive	Type (planetary or other)		PLANETARY			PLANETARY
	If planetary, No. of pinions		3	3	3	3
	Manual lockout (yes, no)		YES	YES	YES	YES
	Downshift accelerator control (yes, no)		YES	YES	YES	YES
	Minimum cut-in speed		28 M.P.H.	28 M.P.H.	28 M.P.H.	28 M.P.H.
	Gear ratio		0.70:1	0.70:1	0.70:1	0.70:1
	Lubricant: Capacity (O.D. only)		1.5 pts.	N.A.	1.5 pts.	N.A.
	Lubricant: Separate filter (yes, no)		NO	NO	NO	NO
	Lubricant: Type recommended		MILD EXTREME PRESSURE		MILD EXTREME PRESSURE	
	Lubricant: SAE viscosity number	Summer	80		80	
		Winter	80		80	
		Ext. cold	80		80	

DRIVE UNITS—AUTOMATIC TRANSMISSION

	ALL MODELS
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 RANGE
List gear ratios in each drive position (range)	DRIVE 1.47 or 1.00 to 1 - PLUS TORQUE CONVERTER* LOW 2.40 to 1 - PLUS TORQUE CONVERTER REVERSE 2.00 to 1 - PLUS TORQUE CONVERTER *2.40 to 1 AT FULL THROTTLE THRU DETENT-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)	UP TO 65 M.P.H.

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MODEL 8 CYLINDER			MAINLINE	CUSTOMLINE	FAIRLANE
DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)			ALL MODELS		
Torque convertor	Number of elements		3		
	Max. ratio at stall at engine rpm		2.1 to 1 @ 1540 - 1740		
	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.)		19.5		
	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 SPLIT JOINT, AND COMPANION FLANGE REAR		
	Bearing	Type (plain, anti-friction)	NEEDLE ROLLERS		
		Lubric. (fitting, prepack)	PREPACKED		
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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MODEL 8 CYLINDER	MAINLINE	CUSTOMLINE	FAIRLANE
DRIVE UNITS—REAR AXLE			
Type (semi-floating, other)		SEMI-FLOATING	
Gear type (hypoid, other)		HYPOID	
Gear ratio and No. of teeth — Conventional trans.		3.78 STD. - 3.89 OPT.	
Gear ratio and No. of teeth — Overdrive trans.		3.89 STD. - 3.78 OPT.	
Gear ratio and No. of teeth — Automatic trans.		3.22 STD. - 3.56 OPT.	
Pinion adjustment (shim, other)		SHIMS	
Pinion bearing adj. (shim, other)		COLLAPSIBLE SPACER	
Lubricant — Capacity (pt.)		3-1/2	
Lubricant — Type recommended		HYPOID - EXTREME PRESSURE	
Lubricant — SAE viscosity number — Summer		SAE 90	
Lubricant — SAE viscosity number — Winter		SAE 90	
Lubricant — SAE viscosity number — Extreme cold		SAE 80	
DRIVE UNITS—WHEELS			
Type (disc, other)		DISC	
Rim (size and flange type)		15 x 5K	
Attachment — Type (bolt or stud)		STUD	
Attachment — Circle diameter		4-1/2	
Attachment — Number and size		5 STUD - 1/2" - 20	
DRIVE UNITS—TIRES			
Size and ply rating — Standard		6.70 x 15-4 PLY (TUBELESS)	
Size and ply rating — Optional		6 PLY & WSW	
Rev/mile at 30 mph		753 AVERAGE	
Inflation press. (cold) — Front		26	
Inflation press. (cold) — Rear		23	
BRAKES—SERVICE			
Type		HYDRAULIC, INTERNAL EXPANDING, DUO-SERVO, FIXED ANCHOR	
Booster type		VACUUM (ACCESSORY)	
Effective area (sq. in.)		180.16	
Percent brake effectiveness—rear		38	
Drum — Diameter — Front		11	
Drum — Diameter — Rear		11	
Drum — Type and material		COMPOSITE: PRESSED STEEL DISC AND CAST IRON DRUM	

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BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted			RIVETED
	Primary	Material		MOLDED ASBESTOS
		Size (length x width x thickness)	Front wheel	10.62 x 2.25 x 0.187
			Rear wheel	10.62 x 1.75 x 0.187
		Segments per shoe		ONE
	Secondary	Material		MOLDED ASBESTOS
		Size (length width x thickness)	Front wheel	11.93 x 2.25 x 0.187
			Rear wheel	11.93 x 1.75 x 0.187
		Segments per shoe		ONE
Wheel cylinder bore	Front			1.125
	Rear			0.875
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, 5 CROSSMEMBERS AND "K" BRACING

FRONT SUSPENSION

Type and description	INDEPENDENT BALL JOINT, COIL SPRING SYSTEM, INCORPORATING TWO UNEQUAL LENGTH TRANSVERSE CONTROL ARMS.

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FRONT SUSPENSION (cont.)

	Type	COIL
	Material	SAE 5160 or 9260
Spring	Size (length x width x No. leaves or coil I.D.)	15.45 x 4.03
	Spring rate (lb. per in.)	360
	Rate at wheel (lb. per in.)	
	Normal load (lb. @ rated length)	2075 @ 9.59
Shock absorbers	Manufacturer	HOUDE - GABRIEL - MONROE
	Type (direct or lever)	DIRECT
	Piston diameter	1.0 in.
Stabilizer	Type (link, linkless, frameless)	LINK FRAME MOUNTED
	Material	SAE - 1060 or 1090

STEERING

Type used (Standard or optional)		Mechanical		STANDARD
		Power		OPTIONAL
Wheel diameter				18
Turning diameter	Outside front	Wall to wall (r. & l.)		N.A.
		Curb to curb (r. & l.)		41.18
	Inside rear	Wall to wall (r. & l.)		N.A.
		Curb to curb (r. & l.)		N.A.
Inside wheel angle with outside wheel at 20°				24°30'
Mechanical	Gear	Type		WORM & TWO TOOTH ROLLER
		Make		FORD
		Ratios	Gear	20.1 to 1
			Overall	25.3 to 1
	No. wheel turns			4.75 APPROX. LOCK TO LOCK
Power	Type			LINKAGE BOOSTER
	Make			BENDIX
	Trade name			*MASTER GUIDE*
	Gear	Type		WORM & TWO TOOTH ROLLER
		Ratios	Gear	20.1 to 1
			Overall	25.3 to 1
	Pump driven by			BELT TO CRANKSHAFT PULLEY
	Overall torque ratio			25% STD. STEERING EFFORT
	Number wheel turns			4.75 APPROX. - LOCK TO LOCK
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 8 CYLINDER | MAINLINE | CUSTOMLINE | FAIRLANE

STEERING (cont.)

Kingpin	Inclination at camber (deg.)			7°7'0" WITH 45' CAMBER (CURB WEIGHT)
	Diameter			
	Bearings (type)	Upper		BALL JOINT
		Lower		BALL JOINT
		Thrust		BALL BEARING IN LOWER BALL JOINT
Wheel alignment (range and preferred)	Caster (deg.)			0° to +1°30' (CURB WEIGHT) CASTER NOT TO VARY MORE THAN 1/2 FROM ONE SIDE TO OTHER
	Camber (deg.)			0°8' to 1°8' (CURB WEIGHT) 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				BALL SOCKET JOINTS
Wheel spindle	Diameter	Inner bearing		1.2493 - 1.2498
		Outer bearing		0.7493 - 0.7498
	Thread size			3/4" - 16
	Bearing type			TAPER ROLLER

REAR SUSPENSION

Type				LONGITUDINAL LEAF
Drive and torq. taken through (see page 14)				REAR SPRING
Spring	Type			SEMI-ELLIPTIC
	Material			SAE 5147 or 5160
	Size (length x width x No. leaves or coil I.D.)			53.00 x 2.00 - 5
	Spring rate (lb. per in.)			110
	Rate at wheel (lb. per in.)			
	Normal load (lb. at rated length)			810
	Mounting insulation type			RUBBER BUSHED SHACKLES AND RUBBER PAD AT AXLE
	If leaf	No. of leaves		5
		Covers (yes, no)		NO
		Lubricated (yes, no)		NO
		Inserts	Type and size	LEAF TIP INSERTS (ONE PIECE)
			Material	IMPREGNATED FABRIC
		Shackle (comp. or tens.)		TENSION
Shock absorbers	Manufacturer			HOUDE, GABRIEL & MONROE
	Type (direct or lever)			DIRECT
	Piston diameter			1.0 in.
Stabilizer	Type (link, linkless, frameless)			NONE
	Material			----
Track bar type				NONE

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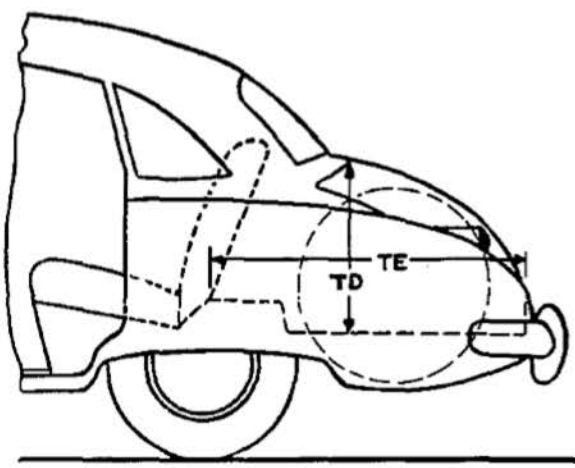
BODY—GENERAL DEFINITIONS

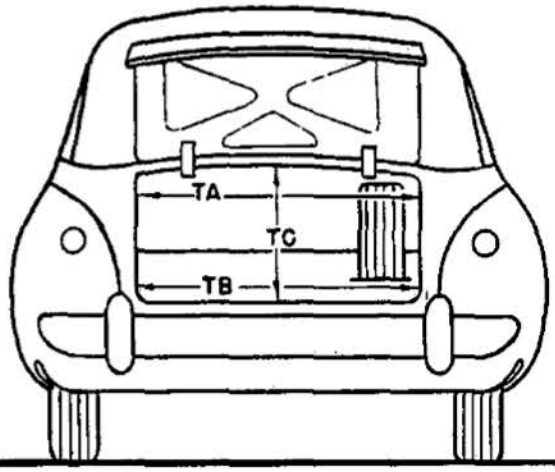
NOTE: Included in the dimension definitions listed on this and the following pages are those which have been proposed for adoption by the SAE. These are indicated by a number following the type of dimension, e.g., L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee 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-A) is the supplement of the included ramp angle (180° minus the included ramp angle) over which a car can pass without hanging up.

MODEL	8 CYLINDER	MAINLINE	CUSTOMLINE	FAIRLANE

BODY—TRUNK OPENING DIMENSIONS





TA—Width across the top	49.1
TB—Width across the bottom	46.0
TC—Diagonal dimension at CL from top of opening to bottom	30.5
TD—Vertical height of opening (floor to top, inside edge of opening)	22.3
TE-Max. horizontal depth (forward from vertical projection of inside edge of opening)	48.9
Position of spare tire stowage	R.H. SIDE ON ANGLE
Method of holding lid open	SPRING COUNTER BALANCE

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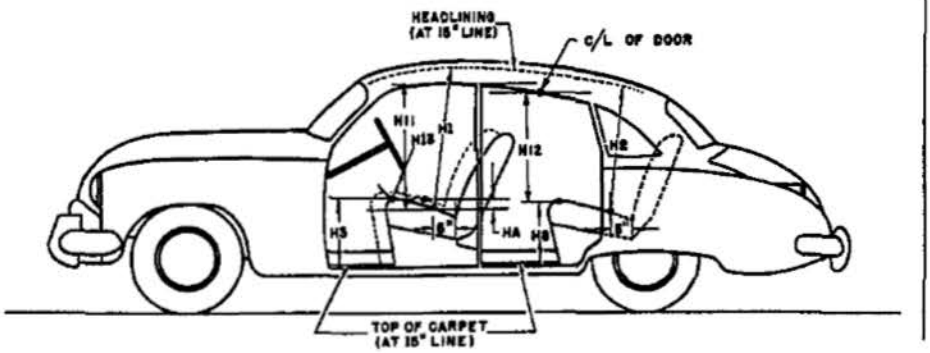
MODEL 8 CYLINDER	MAINLINE	CUSTOMLINE	FAIRLANE

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)	34.9
H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	33.9
H3. Front seat height to floor carpet on 15" line (front edge of cushion).	12.6
H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	13.1
H11. Entrance—front—cushion "A" point to bottom windcord vertical.	29.2
H12. Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear door.	26.2
H13. Steering wheel clearance to seat cushion taken on arc.	5.4
HA. Front seat vertical rise at "A" pt. (inches.)	.5

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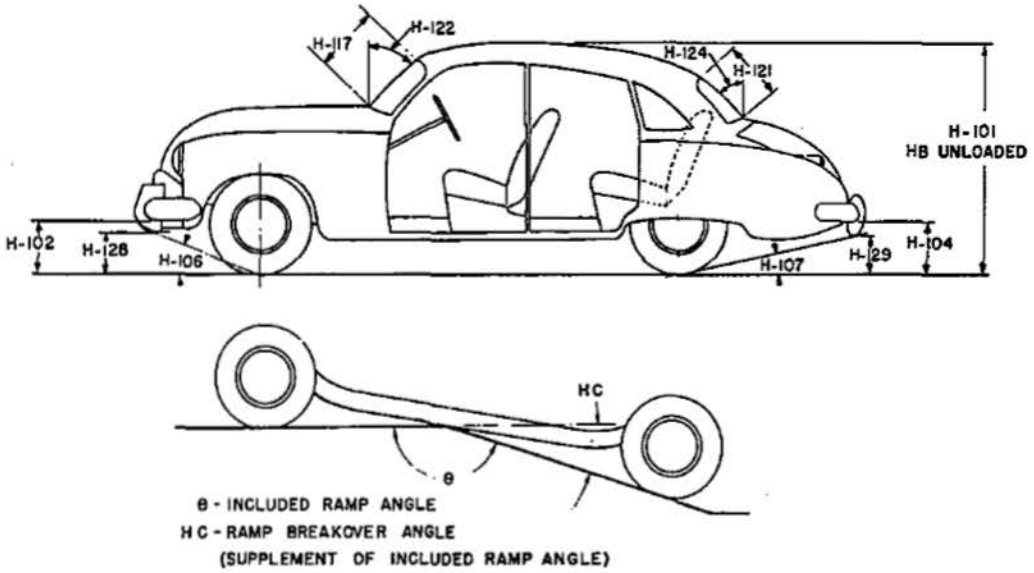
BODY—HEIGHT DIMENSIONS—EXTERIOR



H101. Overall height.	60.4
HB. Overall height—unloaded.	62.1
H102. Front bumper bottom to ground at normal section.	14.1
H104. Rear bumper bottom to ground at normal section.	12.2
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	23°13'
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	12°
HC. Ramp breakover angle.*	13°50'
H117. Windshield DLO-slant height.	16.7
H121. Backlight DLO*—Max., slant height.	16.3
H122. Windshield slope angle to vertical line on car axis.	44°
H124. Backlight slope angle to vertical line on car axis.	47° 30'
H128. Ground to bottom of front bumper guard.	13.7
H129. Ground to bottom of rear bumper guard.	11.8
HD. Min. road clearance (location and dimension).	6.5 AT REAR SHOCK ABSORBER
HE. Min. road clearance at rear axle.	8.1

*See Notes, page 19.

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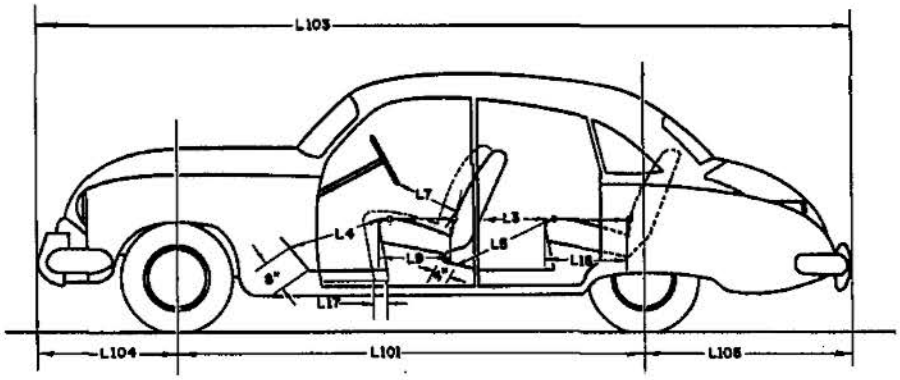
BODY—LENGTH DIMENSIONS



Interior	**L3.** Rear compartment back of front seat back to rear seat back.	29.5
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15" line.	44.3
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	41.9
	L7. Steering wheel clearance to seat back taken on arc.	15.0
	L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	18.3
	L16. Depth of rear seat (front edge to seat back).	18.5
	L17. Total adjustment of front seat at floor.	4.9
Exterior	**L101.** Wheel base.	115.5
	L103. Overall length (bumper to bumper inc. guards).	198.5
	L104. Overhang—front including bumper guards.	33.9
	L105. Overhang—rear including bumper guards.	49.1

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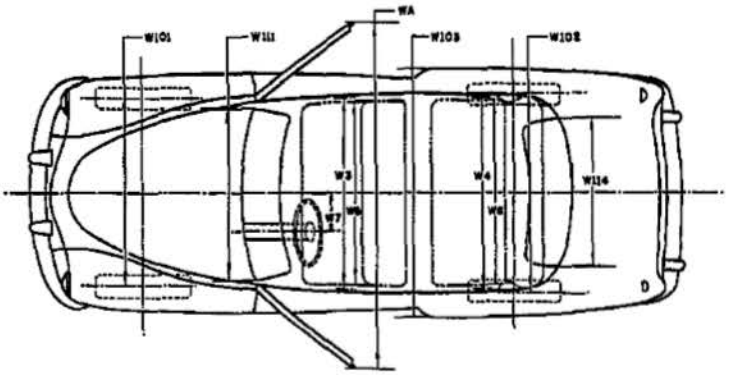
BODY—WIDTH DIMENSIONS



Interior	**W3.** Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	57.0
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	56.8
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	60.5
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	60.3
	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.	75.9
	WA. Max. overall width of car with doors open.	148.9
	W111. Windshield DLO, max. width.	59.5
	W114. Back window DLO, max. width.	59.2

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MODEL 8 CYLINDER	MAINLINE	CUSTOMLINE	FAIRLANE

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
Vent window control method (crank, friction, pivot).		FRICTION
Windshield (one piece, two piece; curved, flat)		ONE PIECE-CURVED
Rear window type (one piece, two piece, three piece; curved, flat)		ONE PIECE-CURVED
Windshield glass area		1098.1
Backlight glass area		1030.0
Total glass area		3348.9

BODY—TYPES AND STYLE NAMES

Body type, number of passengers, and style names (use letter code shown below followed by passenger capacity and style name e.g., N-6 Ranchwagon)

MAINLINE	CUSTOMLINE	FAIRLANE	STATION WAGONS
D-6	D-6	D-6 CLUB SEDAN	N-6 RANCH WAGON
G-6	G-6	G-6 TOWN SEDAN	N-6 CUSTOM R. WAGON
Q-3		J-6 VICTORIA	N-6 PARKLANE
		J-6 CROWN VICTORIA	P-6 COUNTRY SEDAN
		J-6 CR.VIC.SKYLINER	P-8 COUNTRY SEDAN
		K-6 FORDOR VICTORIA	P-8 COUNTRY SQUIRE
		L-6 SUNLINER	S-1 COURIER

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

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