

SHOP TIPS FROM

FORD

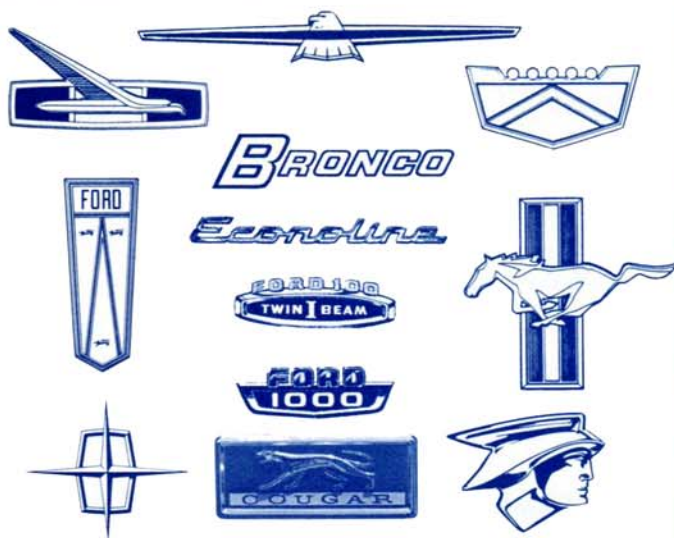


1967 ANNOUNCEMENT ISSUE

INCLUDES:

- Specifications
- Maintenance Schedules
- Safety Features
- Model Identification
- Service Procedures

Technical parts and service information published by Ford Motor Company and distributed by its dealers to assist servicemen in Service Stations, Independent Garages and Fleets.



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Be sure and file this and future bulletins for ready reference. If you have any suggestions for additional information that you would like to see included in this publication, please write to: Ford Division of Ford Motor Company, Parts and Service Promotion and Training Dept., P.O. Box 598, Dearborn, Michigan 48121.

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FORD MOTOR COMPANY LIFEGUARD

Ever since there have been Fords on the American Road, the safety of the people who drive and ride in them has been a primary concern of thousands of people at Ford Motor Company—driving millions of miles on the test track, working millions of man-hours in the laboratory. Some of the latest results of their work are seen below in the '67 Lifeguard-Design Safety Features. Lifeguard-Design Safety Features help to reduce the likelihood of injury in case of an accident, but you can accomplish the most important job of all—preventing an accident. By obeying traffic laws at all times and developing alert, defensive driving habits, you can best protect yourself and your family against unsafe conditions on the road.

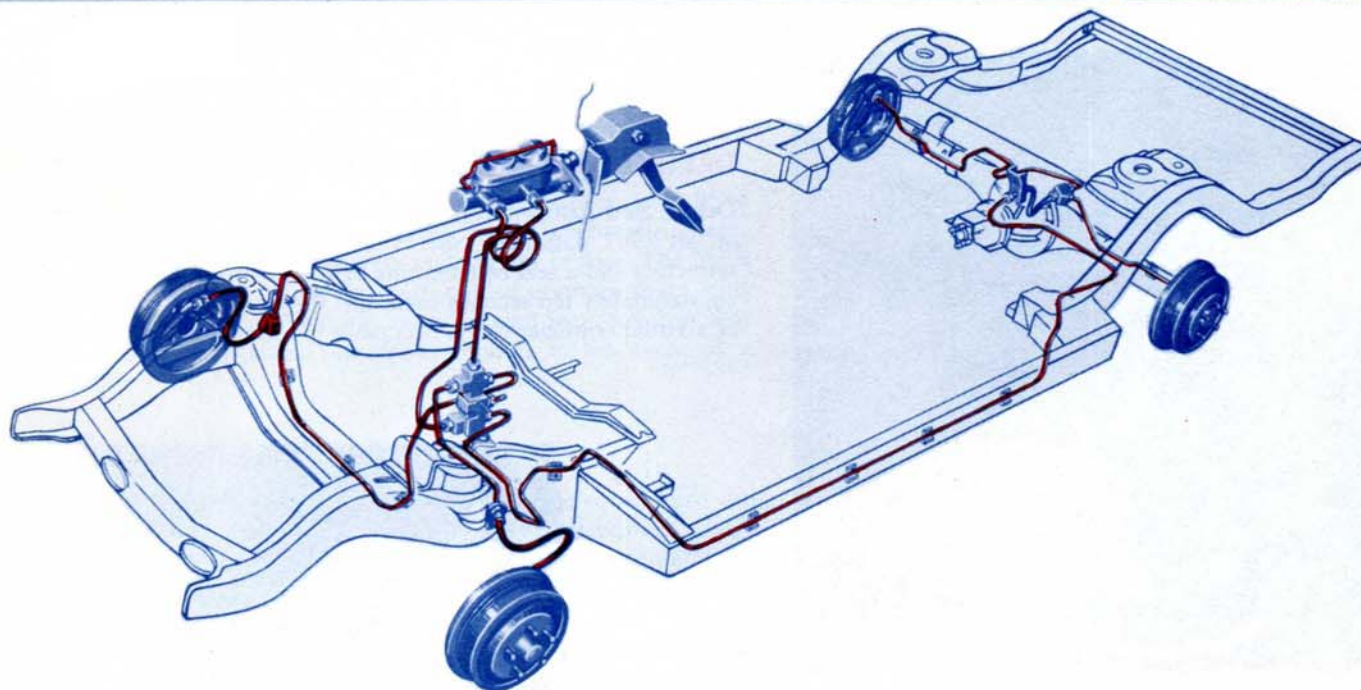
LIFEGUARD DESIGN SAFETY FEATURES

- Dual hydraulic brake system with warning light
- Deluxe front and rear seat belts with reminder light
- Impact-absorbing steering wheel with deep-padded hub
- Padded instrument panel
- Padded sun visors
- Padded windshield pillars
- Double-yoke door latches
- Remote-control outside rear view mirror
- Non-glare (Day/Night) inside mirror with flexible backing
- Breakaway or double-pivot inside mirror arms
- Windshield washers
- Two-speed or variable speed windshield wipers
- Thick laminate safety plate glass windshield
- Turn indicators with lane-changing signal feature
- Positive door lock buttons
- Backup lights
- Self-adjusting brakes
- 4-way emergency flasher

These standard safety features meet or exceed requirements of the Federal Government, General Service Administration (GSA). Highlights are described and illustrated on the following pages.

DESIGN SAFETY FEATURES

SAFETY FEATURES



DUAL HYDRAULIC BRAKE SYSTEM WITH WARNING LIGHT

1967 Ford Motor Company passenger cars are equipped with a Dual Hydraulic Brake System. The system features a dual master cylinder operated by one foot pedal. Each master cylinder has its own pumping section and fluid reservoir. Separate hydraulic lines connect one master cylinder to the front brakes and the other master cylinder to the rear brakes. Thus, any loss of pressure in one-half the system will not cause the other half of the system to become inoperative. If the front brakes should

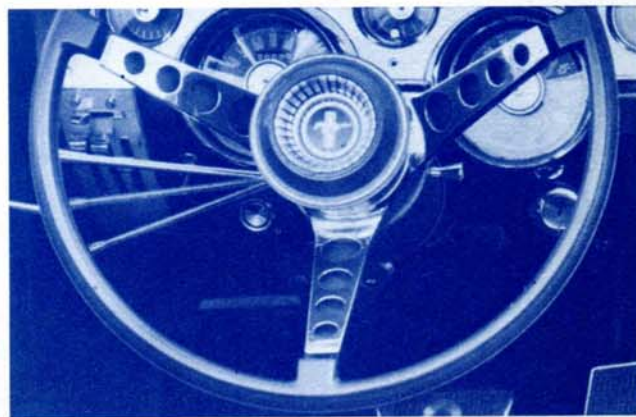
develop a leak, the rear brakes will still function, and vice-versa. As an added safety feature, an instrument panel warning light will go on if a pressure loss occurs in either half of the system. The light works off a shuttle piston which senses pressure differentials between the two systems, and activates a switch. As a check that the warning light is operative, it is designed to light up each time the ignition switch is turned to the "start" position.

TURN INDICATORS WITH LANE-CHANGING SIGNAL FEATURE

All Ford Motor Company cars, in 1967, feature a new, convenient method for signaling lane changes.

By holding the turn signal indicator lever in an intermediate position, driver can signal his intention to change lanes. When released, a spring returns the lever to the straight-away position, canceling the signal. When used properly, this new feature will eliminate driving with the turn signal operating after changing lanes.

Complete right or left turns are signaled as before, by moving the lever into the full detent position.



4-WAY EMERGENCY FLASHERS

The control switch for the emergency flasher on all passengers cars will be mounted directly to the steering column, just below the steering wheel hub to the right. The new switch location will permit the driver to quickly and conveniently warn other motorists of a stalled or emergency situation. He merely has to flick the switch and both front and rear signals flash simultaneously to alert drivers approaching from both directions.

SAFETY FEATURES

FORD MOTOR COMPANY LIFEGUARD DESIGN



DELUXE SEAT BELTS WITH WARNING LIGHT

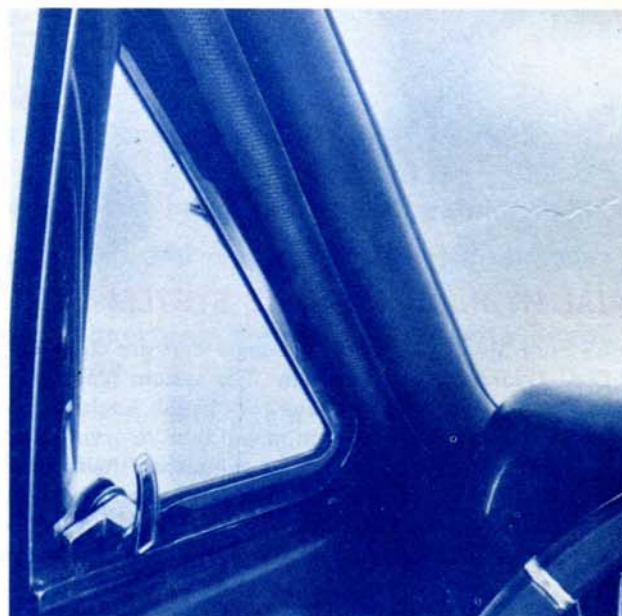
Deluxe Seat Belts, both front and rear, are standard safety equipment on all 1967 passenger cars. The deluxe feature includes front seat retractors and a seat belt warning light. The warning light will glow for approximately ten seconds each time the ignition switch is turned on—as a visual reminder to the occupants to fasten their seat belts.

PADDED WINDSHIELD PILLARS

Newly designed padded windshield pillar moldings are a standard safety feature for 1967. The molding consists of a special energy-absorbing foam material formed to the pillar contour, and covered with a low gloss color-keyed vinyl to help reduce glare and reflection.

THICK-LAMINATE SAFETY PLATE GLASS WINDSHIELD

1967 Ford Motor Company cars feature Ford-pioneered safety-type laminated plate glass of extra strength and safety. The inner layer, or laminate, of this special windshield is a thicker, more pliable substance than used in previous designs, and has a much looser bond. This allows the laminate to stretch more and, hence, take considerably more impact without penetration.



PADDED INSTRUMENT PANEL AND SUN VISORS

The padding is formed to the contour of the panel and is manufactured from specially formulated foam material for extra energy-absorbing properties. The padding is covered with

a color-keyed vinyl which has a low gloss surface to help reduce glare and reflection.

FORD TRUCKS

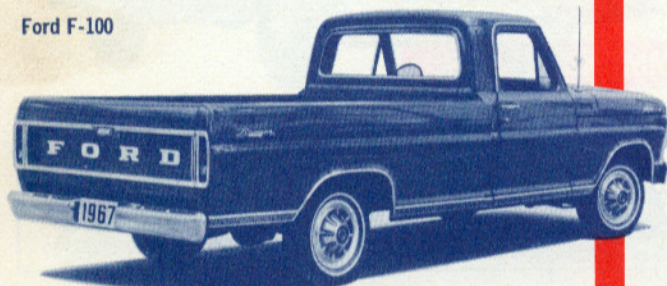


1967 TRUCK

ENGINES



Ford F-250

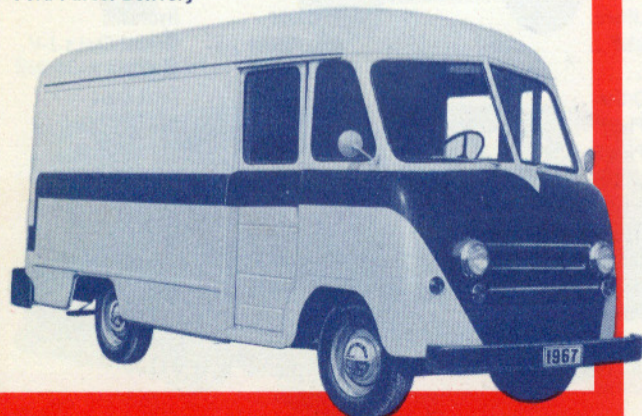


Ford F-100



Ford F-350

Ford Parcel Delivery



	170 CID	240 CID	300 CID	352 CID
Bore (inches)	3.500	4.00	4.00	4.00
Stroke (inches)	2.94	3.18	3.98	3.50
Taxable (SAE) Horsepower	29.4	38.4	38.4	51.2
Max. Gross Horsepower (bhp @ rpm)	105 @ 4400	150 @ 4000	170 @ 14-3600	208 @ 4400
Max. Gross Torque (ft.-lbs. @ rpm)	158 @ 2400	234 @ 2200	283 @ 14-2400	315 @ 2400
Compression Ratio	9:1	9.2:1	8.4:1	8.9:1
Compression Pressure (1) (psi at Cranking Speed)	155-195	150-200	150-200	160-200
Idle Speed RPM (2)				
Manual Transmission	575	500	500	575
Non-Thermactor	700	600	625	625
Thermactor				
Automatic Transmission (In Drive)				
Non-Thermactor	500	500	500	475
Thermactor	550	500	550	550
Oil Pressure—Hot (psi at 2000 rpm)	35-55	35-55	35-60	35-55
Cylinder Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4	1-5-4-2-6-3-7-8
Spark Plugs	BF-82	BTF-42	BTF-42	BF-42
Spark Plug Gap	0.032"-0.036"	0.032"-0.036"	0.032"-0.036"	0.032"-0.036"
Distributor Point Gap	0.025"	0.025"	0.025"	0.025"
Ignition Timing				
Non-Thermactor				
Manual	4° (3) (4)	6° (3)	6° (3) (4)	6° (3) (4)
Transmission	8°	10° (3)	10° (3) (4)	6° (3) (4)
Automatic Trans.				
Thermactor				
Manual				
Transmission	TDC	TDC	TDC	TDC
Automatic Trans.	TDC	TDC	TDC	TDC

(1) Allowable tolerance between cylinders 20 psi

(2) With headlights on

(3) If the individual requirements of the vehicle and/or the use of sub-standard fuel dictate, the initial timing may be retarded from the "normal" setting to eliminate detonation (spark knock). If retarding is necessary, it should be done progressively and not exceed 2° B.T.D.C.

(4) For altitude operation and/or to obtain optimum engine performance and fuel economy it is permissible to further advance the initial timing to a maximum of 5° in excess of "normal" setting. No further improvement in engine performance or fuel economy will be achieved by advancing beyond this point. To perform this operation, the timing should be advanced progressively until engine detonation (spark knock) is evident under actual road test acceleration. The timing should then be retarded sufficiently to eliminate detonation.

FORD DIESEL ENGINE

Engine	4-Cylinder 242
Bore (inches)	4.125
Stroke (inches)	4.516
Displacement (cubic inches)	242
Taxable (SAE) Horsepower	28.8
Horsepower @ rpm—Net	74 @ 2800
—Gross	82.5 @ 2800
Maximum Torque (ft.-lb. @ rpm)—Net	178 @ 1700
—Gross	186 @ 1700
Compression Ratio	16.5 to 1
Compression Pressure	363 psi @ 215
Maximum Engine rpm (No Load)	3090
(Loaded)	2800
Idle Speed (rpm @ Neutral) Hot	500-550
Valve Lash Hot (inches)—Intake	.015
—Exhaust	.012
Oil Pressure Hot (psi)	45-55
Cylinder Firing Order	1-2-4-3
Air Cleaner—Type	Oil Bath
Injection system	
Injector Nozzle Opening Pressure psi	2600-2700 psi
Injector Pump Timing	22° BTDC

SPECIFICATIONS

SERIES 100 THROUGH 350, AND P SERIES

FORD TRUCKS



APPROXIMATE REFILL CAPACITIES

(U.S. Measure)

COOLING (Add 1 quart for trucks equipped with heater)

REAR AXLE

Engine	Truck Model	Quarts
170 CID	P-100	9
240 CID	F-100 and F-250—4 x 2 (Standard)	13
240 CID	F-100 and F-250—4 x 2 RPO, F-100 and F-250—4 x 4, and F-350 with Single Rim Rear Wheels	14
240 CID	F-350 Double Rim Rear Wheels	18
240 CID	P-350, P-400, P-500	19
300 CID	F-100 and F-250—4 x 2 (Standard)	13
300 CID	F-100 and F-250—4 x 2 RPO, F-100 and F-250—4 x 4, and F-350 Single Rim Rear Wheels	14
300 CID	F-350 Double Rim Rear Wheels	18
300 CID	P-350, P-400, P-500	19
352 CID	F-100, F-250 and F-350 Single Rim Rear Wheels	21
352 CID	F-350 Double Rim Rear Wheels	24
242 CID DIESEL	P-3500, P-4000, P-5000	17

Rear Axle Model		Pints
Ford 3300	F-100, P-100	4½
(t) Spicer 44	F-100 (Limited Slip)	4½
(t) Spicer 44F (Front Axle)	4-Wheel Drive (F-100, F-250)	3¼ *
(t) Spicer 44F HD (Front Axle)	4-Wheel Drive (F-250)	3¼ **
(t) Spicer 60-2	F-100	4½
(t) Spicer 60	F-250, P-350, P-3500	5½
(t) Spicer 70	F-350, P-350, P-3500, P-400, P-4000	6
Rockwell C-100-N	P-500, P-5000	15
Rockwell D-100-N	P-500	15

*Add ½ pint for each steering knuckle. **Add 1 pint for each steering knuckle.
(t) Dana.

FUEL TANK

Tank Type	Truck Model	Gallons
Standard	F-Series (Cab Models)	19.5
Standard	F-100, 250 Chassis Windshield, P-Series Chassis, F-350 Series Cowl or Chassis Windshield Models	17
Optional (Mounted Outside or Frame)	P-350/500	30
	F-100/F-350	25

CRANKCASE (Add 1 quart for filter)

Engine	Quarts
170 CID 6 Cyl.	3½
240 CID 6 Cyl.	4
240 CID 6 Cyl. (4 x 4, F-350 and P-Series)	5
300 CID 6 Cyl.	5
300 CID 6 Cyl. (4 x 4, and P-Series)	5
352 CID V-8	5
242 CID DIESEL (Add 1½ pints for full-flow filter)	8

TRANSMISSION

Transmission Type and Make	Pints
3-Speed (Ford)	3½
3-Speed Medium Duty (Warner T-89-F)	3½
3-Speed Heavy Duty (Warner T-87-G)	5½
4-Speed (Warner T-18)	6½
4-Speed (New Process 435)	6¼
HD Cruise-O-Matic	22
C-4 Automatic	20½
4-Wheel Drive Transfer Case Single Speed F-100	1¾
2-Speed F-250	4½

CIRCUIT PROTECTION

Circuit	Protective Device	Location
F-100-F-250-F-350 Series		
Dome Lamp	SFE-7.5 or SFE-9 Fuse	Fuse Panel
Emergency Warning System	SFE-20 Fuse	Cartridge in Feed Wire
Headlamps	Circuit Breaker	Integral with Headlamp Switch
Heater	SFE-20 Fuse	Fuse Panel
Instrument Panel Lights	1-AG Fuse	Fuse Panel
License Light	Circuit Breaker	Integral with Headlamp Switch
Lighter	SFE-14 Fuse	Fuse Panel
Marker Lights	SFE-14 Fuse	Cartridge in Feed Wire
Overdrive Circuit	3-AG Fuse	Clip on O/D Relay
Radio	SFE-14 Fuse	Fuse Panel
Spotlight	SFE-7.5 Fuse	Cartridge in Feed Wire
Stop Lamp	Circuit Breaker	Integral with Headlamp Switch
Turn Signal Lights	SFE-14 Fuse	Fuse Panel
Windshield Wiper	Circuit Breaker	Integral with Wiper Switch
P-Series		
Emergency Warning System	SFE-14 Fuse	Cartridge in Feed Wire
Headlamps	Circuit Breaker	Integral with Headlamp Switch
Heater	SFE-14 Fuse	Cartridge in Feed Wire
Instrument Panel Lights	1-AG Fuse	Cartridge in Feed Wire
License Lamp	Circuit Breaker	Integral with Headlamp Switch
Parking Lamps	Circuit Breaker	Integral with Headlamp Switch
Stop Lamp	Circuit Breaker	Integral with Headlamp Switch
Turn Signal Lights	SFE-7.5 Fuse	Cartridge in Feed Wire
Windshield Wiper	Circuit Breaker	Integral with Wiper Switch

LIGHTS (12 VOLTS)

Description	Candle Power or Wattage	Lamp Number
Cigarette Lighter Socket	1.5 c.p.	1445
Dome Light	15 c.p.	1003
Front Parking Only	4 c.p.	1155
Front Turn Signal/Parking	32/4 c.p.	1157
Alternator	2 c.p.	1895
Headlights		
Single—High/Low Beam	50/40 Watts	6012
Heater Control	2 c.p.	1895
Instrument Cluster Illumination	2 c.p.	1895
Instrument Panel Indicators		
Hi-Beam	2 c.p.	1895
Marker	4 c.p.	1155
Oil Pressure	2 c.p.	1895
Radio Dial	2 c.p.	1895
Rear License Light Only	4 c.p.	1155
Rear Turn Signal & Stop/Tail	32/4 c.p.	1157
Spotlight	30 Watts	4435
Turn-Signal	2 c.p.	1895
Brake Warning Light	2 c.p.	1895