

Note from Author

Thank you for purchasing *Mustang & Ford Small Block V8, 1962-1969*. As you will see in Chapter 10, I imply that no book of this type is ever truly finished. New information, as well as corrections to the old, are always coming to light. It is not practical to reprint a book each time something new is uncovered, so additions, changes, and/or deletions will be accomplished through a **List of Changes** distribution, which is a standard updating procedure throughout any progressive organization.

As long as *Mustang & Ford Small Block V8, 1962-1969* remains in print, a **List of Changes** will be maintained, and will be available through the Internet, or regular mail (US Post Office). For those wishing to obtain a copy of the **List of Changes**, a request can be made through the addresses listed on the book's title page (RPM Press, 340 Clicktown Rd., Church Hill, TN 37642 and e-mail: bobmannel@charter.net), or the **List of Changes** may be printed on-line from RPM Press' web site at www.fordsmallblock.com. The **List of Changes** is free. (If requesting via mail, request must be accompanied by a #10 (4 1/8" x 9 1/2"), self-addressed, stamped envelope; otherwise, the request must include a payment of \$1.)

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Below you will find the current **List of Changes** for *Mustang & Ford Small Block V8, 1962-1969*:

LIST OF CHANGES (updated 3/3/2011)

| PAGE | CHANGE/ADDITION/DELETION |
|--------------|--|
| <i>cover</i> | The ISBN and bar code were misprinted. The ISBN on the title page is correct. ISBN on back cover should read 'ISBN 0-9662741-0-5'. Disregard bar code. |
| <i>All</i> | Correction: Throughout the book the term "grade 8" was used to designate a special type of self-locking bolt. The significance of this type of bolt was in the flex of the bolt's head, which acted as a lock washer for torque retention. Hence, the bolt could be used without a lock washer. However, these bolts could be of various grades and were not all grade 8, therefore calling them a "grade 8 bolt" is misleading. They should have been more properly called "Place" type bolts. |
| <i>All</i> | Additional info: The society of Rubber Manufacturers developed a 2-digit code for all rubber manufacturers to be used on any rubber part. The codes were: 'AY' for the Firestone Industrial Products Company; 'AU' for the Goodyear Tire & Rubber Company (which has been found as a green ink stamping on a 1967 Mustang 289, but might also be branded-in); 'DF' for the Dayco Corporation (embossed FoMoCo and Autolite markings with later Motorcraft markings printed in white ink); 'EB' for Gates Rubber Company; and 'MX' for the Morenci Rubber Company. The belt marking seen most in the early 1960s was the "DF" marking of Dayco Corporation. The "AY" was seen on many hoses associated with 1966-68 Thermactor systems. "MX" was on many of the vacuum hoses in the 1970s. |
| 2-3 | Clarification: In the second column, first full paragraph, the sentence, "The basic engine was the same as the 221 V8 with changes to support the new 260 cubic displacement" could be misunderstood. The 260 V8 was not a bored out 221 V8 (bore size at 3.5"), but a new casting with larger cylinder sleeves to support a 3.8" bore. In fact, a 221 V8 cannot be bored out to 260 cubic inches. As to how much of an over-sized (O/S) bore each Ford small block engine could take, Ford said to check the Parts Catalog for available piston sizes. For the 221 V8 piston, Ford listed .060" O/S. For the 260 V8 piston, Ford again listed .060" O/S. For the 289 and 302 V8s', Ford listed .040" O/S. For 289 HiPos, Ford listed only a "standard" piston for the early high compression engine (1963/64 before about 4/2/64), and a .003" O/S piston for the lower compression HiPos (1964/67 after about 4/2/64). Ford limited the choices on the 289 HiPo because the engine was only warranted for 4,000 miles or 4 months, which ever came first! In reality, the block was the same as the standard 289 (just more thoroughly inspected), therefore could tolerate the same .040" O/S bore. |
| 2-7 | Correction: For photo 2A13(c) , in the sentence "The seventh hole seen in the photo between two bolt holes was not a hole, but rather a balancing hole", change the phrase, "balancing hole" to "manufacturer's drive pin locator hole". According to a former Ford employee who worked in the engine foundry, this hole was used to properly locate the crankshaft for the machining operations. He also stressed that an oil sealing compound should be used on the flywheel/flexplate mounting bolts since the crankshaft mounting holes went completely through the rear flange. Otherwise, oil leaks into the bellhousing would occur, a common problem on these engines. |
| 2-10 | Additional info: According to a former Ford employee who worked in the engine foundry, the purpose of the bolt change shown in photo 2A21 was to increase the strength in this area as the bolt was used to rotate the engine crankshaft during plant operations. |

LIST OF CHANGES (continued)

| PAGE | CHANGE/ADDITION/DELETION |
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| 2-18 | Additional info: A recently discovered early 1963 Fairlane with a date code of 29J (September 29, 1962) was found to have a very early 260 V8 with an assembly date of 2G31 (July 31, 1962). The carburetor stamped number was C3OF-F, date coded 2GD (fourth week of July 1962). The intake manifold was identical to the one shown on page 2-18, photo 2C1(g-i) except the date code was 2G18. Apparently, Ford used some of the late 1962 production intake manifolds on some of the early 1963 production engines. |
| 2-20 | Two 1962 260 carburetors have been verified as to their venturi sizes. The C2OF-AB carburetor (used with automatic transmission and road draft tube) was marked 1.01. The C2OF-AD (used with automatic transmission and PCV valve) was marked 1.02. The same difference probably held true for the C2OF-AA and C2OF-AC carburetors. In light of this information, correction: Insert to photo 2C5(b) shows a venturi size of 1.01. This photo is of a 1963 260 carburetor. The actual venturi size of a 1962 260 carburetor is 1.01 or 1.02. Its appearance is similar to the .98 casting shown for the 1962 221 carburetor in the insert to photo 2C5(a) . Therefore, the insert in photo 2C5(b) should be deleted and the caption sentence "whereas the 260 bore size was increased to 1 ⁷ / ₁₆ " and venturi to 1.01" should be changed to read "whereas the 260 bore size was increased to 1 ⁷ / ₁₆ " and venturi to 1.01 or 1.02, depending on application". |
| 2-36 | Add to caption 2G3 , "Each clamp carried the 'Wittek' name and was date coded. The date code included the quarter and year, such as '2/62' for the second quarter of 1962. The date code was located on the outside of the band, but near or just under the outer cut end. In addition, Wittek clamps with higher towers (the section that held the nut) have been discovered with date codes as late as '4/62', indicating all 1962 engines might have used these taller Wittek bands. |
| 2-49 | Typo. <i>C2OE-B2</i> and <i>C2OE-B4</i> should read <i>C2OF-B2</i> and <i>C2OE-B4</i> . |
| 3-9 | Clarification: On photo 3A7(c) , the left arrow points to an area of the 289 HiPo crankshaft that was ground smooth. A former Ford employee who worked in the engine foundry during the time 289 HiPos were produced was able to shed some light on this ground area. He indicated that the molten metal used for higher nodularity castings, such as the 289 HiPo crankshaft, had increased amounts of nickel and manganese added. After the casting process was completed, the 289 HiPo crankshaft rear counterweight was ground smooth so that the higher nodularity content could be verified by visual inspection under a microscope. (The grains, or nodules, within a specific circle were counted and the number had to meet a particular criteria for the metal to be considered of "high nodularity.") No other hardness testing was done on 289 HiPo crankshafts with the ground smooth counterweight. (The specific meanings of the stampings shown in photos 3A7(j) and 3A7(k) are still under investigation.) |
| 3-17 | The investigation into the C5AE-E head, reported as a 289 HiPo carrying the number 18, has been completed. The head was not a 289 HiPo head, but a standard 289 head. In addition, the number 18 has been verified on other 1964 non-HiPo 289 heads. So far, the only C5 casting verified as a 289 HiPo head casting is C5OE-A carrying the numbers 19, 20, or 21. Interestingly, HiPo heads with the same casting number and date code do not have to carry the same number. For example, a set of C5OE-A HiPo heads were found with the same date code of 4H3. One carried a number 19 and the other the number 21. In light of this investigation, please change the sentence that reads, "All HiPo heads found so far have carried an 18, 19, 20, or 21" to read, "All HiPo heads found so far have carried a 19, 20, or 21". |
| 3-22 | Additional info: A recently discovered early 1963 Fairlane with a date code of 29J (September 29, 1962) was found to have a very early 260 V8 with an assembly date of 2G31 (July 31, 1962). The carburetor stamped number was C3OF-F, date coded 2GD (fourth week of July 1962). The intake manifold was identical to the one shown on page 2-18, photo 2C1(g-i) except the date code was 2G18. Apparently, Ford used some of the late 1962 production intake manifolds on some of the early 1963 production engines. |
| 3-24 | Supplemental information: A C6OE-9425-B 4V intake manifold with a date code of 6J19 (early 1967 production) has been found that is machined like the 1963 C3OE-9425-E 4V intake manifold, and like the 1964 C5OE-9425-A 4V intake manifold used without emissions reduction. All these manifolds were machined with a thermostat pocket and for attachment of a ventilation system at the rear. In 1963, a PCV or road draft tube was attached at the rear of the intake. In 1964, only a road draft tube was attached. Ford gave a date of May 25, 1964, for the incorporation of road draft tubes on all engines except those going to California or New York. (This was only two months before the start of 1965 production.) The C6OE-9425-B intake with this machining is believed to have been a Ford service replacement part, intended to service 1963-64 289 4V manifolds that required the rear ventilation hole to be open for the PCV or road draft tube. |
| 3-44 | Add to caption 3E1 , "Oil pans were date coded and carried a FoMoCo logo on the outside bottom. The date code was located in the center of the deepest part of the oil pan. A typical date code appeared as a series of numbers such as '4 2 63 3', indicating a date of April 2, 1963. The trailing number might be a work shift." |
| 4-1 | Supplemental information: First Mustang out of Dearborn in 1964 (5F08F100001) was date coded 05C (March 5, 1964). |

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| | Final VINs for 1964 were: 4F41F251717 (Fairlane) and 5F07K220350 (Mustang) for Dearborn; 4K47U253650 (Fairlane) for Kansas; 4S47F100025 (Fairlane) for the Pilot plant; and 4R47F177964 (Fairlane) and 5R07D104375 (Mustang) for San Jose. |
| 4-11 | The investigation into the C5AE-E head, reported as a 289 HiPo carrying the number 18, has been completed. The head was not a 289 HiPo head, but a standard 289 head. In addition, the number 18 has been verified on other 1964 non-HiPo 289 heads. So far, the only C5 casting verified as a 289 HiPo head casting is C5OE-A carrying the numbers 19, 20, or 21. Interestingly, HiPo heads with the same casting number and date code do not have to carry the same number. For example, a set of C5OE-A HiPo heads were found with the same date code of 4H3. One carried a number 19 and the other the number 21. In light of this investigation, please delete on photo 4B4 the phrase “and C5AE-E” from the last sentence. |
| 4-11 | Clarification, corrections, and additions: In caption 4B3 , change the first sentence to insert the word “289” before each use of the word “heads”. This will eliminate confusion with the 1964 260 heads. Also, replace the words “center spark plugs” with the words “second/seventh spark plug hole”, since both script and block letter logos were located in the same place. Stating in the second sentence that the script logo was located under the third/sixth spark plug hole was in error. A completely corrected caption for 4B3 is as follows: “An external way to distinguish the 1963/early-1964 289 heads from the late-1964 289 heads was to look beneath the second/seventh spark plug hole. The earlier design used a script <i>FoMoCo</i> logo surrounded by an oval (a) just as had been done on all 1962/63 221/260 heads, whereas the late-1964 289 design used a block letter logo surrounded by a rectangle (b). The 1964 260 head remained unchanged all year and used the script <i>FoMoCo</i> logo surrounded by an oval just like in prior years.” |
| 4-13 | Additional info: Photo caption 4C4 indicates that the 260 V8 borrowed the C5AE-9425-D 2V manifold late in the year. Although this is possible, a 260 V8 C4OE-9426-A intake manifold (photos 4C1(a & b)) with date code 4G1 (engine assembled on 4G7) has been verified. This is just three weeks from the end of 260 V8 production—meaning very few 260 V8s were likely to have gotten the 289 2V C5AE-9425-D intake manifold. |
| 4-15 | Supplemental information: A C6OE-9425-B 4V intake manifold with a date code of 6J19 (early 1967 production) has been found that is machined like the 1963 C3OE-9425-E 4V intake manifold, and like the 1964 C5OE-9425-A 4V intake manifold used without emissions reduction. All these manifolds were machined with a thermostat pocket and for attachment of a ventilation system at the rear. In 1963, a PCV or road draft tube was attached at the rear of the intake. In 1964, only a road draft tube was attached. Ford gave a date of May 25, 1964, for the incorporation of road draft tubes on all engines except those going to California or New York. (This was only two months before the start of 1965 production.) The C6OE-9425-B intake with this machining is believed to have been a Ford service replacement part, intended to service 1963-64 289 4V manifolds that required the rear ventilation hole to be open for the PCV or road draft tube. |
| 4-15 | Additional info: Photo caption 4C4 indicates that the 260 V8 borrowed the C5AE-9425-D 2V manifold late in the year. Although this is possible, a 260 V8 C4OE-9426-A intake manifold (photos 4C1(a & b)) with date code 4G1 (engine assembled on 4G7) has been verified. This is just three weeks from the end of 260 V8 production—meaning very few 260 V8s were likely to have gotten the 289 2V C5AE-9425-D intake manifold. |
| 4-23 | Supplemental information: The magnet to hold the choke plate closed was only used on the early 1964 4V Autolite carburetors as shown in 4C16 . The early 4V carburetors had the extended, ball-check type accelerator housing. The magnet was not used on the later 1964 4V Autolites installed on late 1964 Comets and all 1964½ Mustangs. These later carburetors used the Elastomer type accelerator housing as shown in 4C17 . |
| 5-14 | The investigation into the C5AE-E head, reported as a 289 HiPo carrying the number 18, has been completed. The head was not a 289 HiPo head, but a standard 289 head. In addition, the number 18 has been verified on other 1964 non-HiPo 289 heads. So far, the only C5 casting verified as a 289 HiPo head casting is C5OE-A carrying the numbers 19, 20, or 21. Interestingly, HiPo heads with the same casting number and date code do not have to carry the same number. For example, a set of C5OE-A HiPo heads were found with the same date code of 4H3. One carried a number 19 and the other the number 21. In light of this investigation, please delete on photo 5B2 the sentence “Another possible casting number was C5AE-E.” |
| 5-41 | Supplemental information: A coil wire on an original 1965 Fairlane measured 13½ inches. |
| 5-42 | Supplemental information: Mercury announced the use of ink stampings on 1966 alternators in a Technical Service Bulletin dated 10/22/65 (see J-68). Neither Ford nor Mercury said anything about 1965 alternators, however, ink stampings have been confirmed on some of these alternators. The ink stamping deteriorated quickly in service, possibly accounting for its disappearance from most alternators today. Of interesting note, some very early 1965 alternators had a <i>FoMoCo</i> ink stamping. One <i>C5AF-10300-A</i> alternator (used on the 240 cubic inch 6-cylinder) dated July 3, 1964 has been found with the <i>FoMoCo</i> stamping. Other alternators with dates in August 1964 have had the <i>Autolite</i> ink stamping. None were metal stamped. |

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| 5-45 | Supplemental information: The asymmetric fin designed fan shown in photo 5J5(d) was introduced about October 1969 (a couple of months into the 1970 production year). Therefore, these fans were not used on any production Ford small block V8 manufactured in the 1960s. |
| 6-1 | Supplemental information: First Mustang out of Dearborn in 1966 (6F07C100001) was date coded 3H (August 3, 1965). |
| 6-15 | Supplemental information: A C6OE-9425-B 4V intake manifold with a date code of 6J19 (early 1967 production) has been found that is machined like the 1963 C3OE-9425-E 4V intake manifold, and like the 1964 C5OE-9425-A 4V intake manifold used without emissions reduction. All these manifolds were machined with a thermostat pocket and for attachment of a ventilation system at the rear. In 1963, a PCV or road draft tube was attached at the rear of the intake. In 1964, only a road draft tube was attached. Ford gave a date of May 25, 1964, for the incorporation of road draft tubes on all engines except those going to California or New York. (This was only two months before the start of 1965 production.) The C6OE-9425-B intake with this machining is believed to have been a Ford service replacement part, intended to service 1963-64 289 4V manifolds that required the rear ventilation hole to be open for the PCV or road draft tube. |
| 7-1 | Supplemental information: 1967 Mustang HiPo statistics: 77 4-speed hardtops, 205 4-speed fastbacks, 34 4-speed convertibles, 43 C4 hardtops, 114 C4 fastbacks, and 16 C4 convertibles. Total HiPo production for 1967 was 489. (Info courtesy of Marti Auto Works.) One engine tag observed for a 1967 289 HiPo was stamped as having L13 |
| 7-1 | Supplemental information: One engine tag observed for a 1967 289 HiPo was stamped as having L13. There were changes associated with L10 through L12 that were not incorporated on the 289 HiPo. |
| A-1 | Correction: The 1964 Falcon 260 V8 was inadvertently left of the chart. Add an 'X(1)' in the '260 2V' column in the '1964' row. |
| A-6 | Engine code 550 was associated with two different Mustang engines. Ford indicated that 550-B (manual transmission) and 551-B (automatic transmission) were Mustang 289 4Vs in 1964 (1964½), and that 550-J (manual transmission) and 551-J (automatic transmission) were Mustang 289 2Vs in 1965. Actual engine tags have indicated that 550-C (manual transmission) and 551-C (automatic transmission) were Mustang 289 4Vs in 1964 (1964½), as well. |
| A-15 | Additional information to Note 2. All carburetor spacers found on original engines have been fully painted on the outward sides with the same color as the engine. It appears the spacer was in place when the engine was painted, but masked in some way to prevent painting of the spacer's top surface. |
| A-10 | Correction: Replace the sentence, "A good match is 1966 Ford 'Antique Bronze.'" with the following: "An exceptionally good match to this color is achieved by mixing 3 parts 1996 Chrysler 'Light Gold' with 1 part 1968 Chevrolet 'Ash Gold.'" <i>(Using a DuPont color matching system on an original air cleaner base and experimenting with mixing actual DuPont paints produced a remarkable color match to the original gold used on 1964 and 1965 Ford 289 air cleaners and valve covers. Actual paints used for mixing were Dupont Company "Nason" automotive finishes [Ful-Cryl II Acrylic Enamel], which should be used with a hardener. Code for 1996 Chrysler 'Light Gold' is 5867-IDB. Code for 1968 Chevrolet 'Ash Gold' is 8183-IDA. Both are available by the pint.)</i> |
| B-5 | To the caption for the FoMoCo belt, change the end of the caption which stated 'January 1962' to 'first quarter of 1962'. All belt date codings included just the quarter and year (not month and year). |
| B-6 | An unusual belt was found on a 1964 Fairlane 260 V8. The 30,500-mile car was all original. The belt was marked C3VE-8620-A and properly date coded as 4-3 (fourth quarter of 1963) for a 16A (January 16, 1964) car. Ford showed the belt part number as C3VY-8620-A, which was replaced by C3VY-8620-B. The latter belt's J-number was JB-430 (approximately 43 inches long). This belt should be too small to be the 260 V8 generator belt, which called for a JB-501 belt (approximately 50 inches long). However, the C3VE-8620-A belt was photographed by this author while still installed on the engine, and it was of the proper length for the engine and was properly routed. Why this belt was stamped with a number that was for a belt 7 inches shorter is unknown. The C3VE-8620-A belt was supposed to be used on the 1963 and early 1964 (before about 10-11-63) Galaxie/Monterey 352/390 V8s as a generator or alternator belt (depending on application). Since the belt found was clearly of the correct length for the 260 V8, all that can be surmised is that the belt was mis-marked—and that where there is one, there are bound to be others. |

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| <i>B-20,23</i> | A NOS replacement clutch has been found with a paper tag showing an engineering number of C2AA-2981-A2 which has an Eaton-1 design. The chart on page 20 shows the design as Eaton-2. Likewise, on page 23, the C2AA-2981-A2 is shown as an Eaton-2 design. Based on this new information, the Eaton-1 design should include C2AA-2981-A2. |
| <i>C-2</i> | Two 1962 260 carburetors have been verified as to their venturi sizes. The C2OF-AB carburetor (used with automatic transmission and road draft tube) was marked 1.01. The C2OF-AD (used with automatic transmission and PCV valve) was marked 1.02. The same difference probably held true for the C2OF-AA and C2OF-AC carburetors. In light of this information, correction: The third sentence in the photo caption at the bottom of the page that reads, "The 260 used the size of 1.01 (c) for all its years" is not true. The sentence should read, "Depending on application, the 1962 260 used the size 1.01 or 1.02, whereas the 1963/64 260 (c) used the smaller 1.01 size." |
| <i>C-7</i> | Additional information to Note 16: A carburetor tag C5ZF-L dated 5AD has been found on a C5ZF-E stamped carburetor. C5ZF-L was used on premium-fueled 289 4V engines which combined road draft tubes (non-emission reduction) with manual transmissions. On inspection, it was discovered that the primary venturi was stamped CS. Ford does not list a venturi with this code. It is possible this venturi had the part number C5ZZ-9A523-F, which was serviced by C5ZZ-9A523-A (venturi stamped CF) after 8/1/65 (according to Mercury master parts catalogs). A similar occurrence might have happened with C5ZZ-9A523-E, which was serviced by C5ZZ-9A523-B (venturi stamped CH) after 8/1/65. It is possible the C5ZZ-9A523-E venturi was used with the C5ZF-M carburetor. The C5ZF-M carburetor's primary venturi stamping remains unverified. |
| <i>C-10</i> | Two 1962 260 carburetors have been verified as to their venturi sizes. The C2OF-AB carburetor (used with automatic transmission and road draft tube) was marked 1.01. The C2OF-AD (used with automatic transmission and PCV valve) was marked 1.02. The same difference probably held true for the C2OF-AA and C2OF-AC carburetors. In light of this information, correction: In the chart, the 260 carburetor stamped numbers C2OF-Y, C2OF-Z, C2OF-AC, and C2OF-AD list a venturi diameter of 1.01. Change this to read 1.02. |
| <i>C-11,12</i> | Misprint: Change all 289 2V carburetor listings with the Looks Code of E to a Looks Code of D . |
| <i>D-4</i> | In the right column there are two typographical errors. The second distributor identification number listed, C4AF-12127-A, should read C4GF-12127-A. Likewise, the next distributor identification number listed, C4AF-12127-B, should read C4GF-12127-B. In both cases, the letters C4AF should have been C4GF. |
| <i>D-25</i> | Supplemental information: A coil wire on an original 1965 Fairlane measured 13½ inches. |
| <i>D-25-27</i> | Supplemental information: Several 1964 289 HiPos with original wires have been examined and in all cases the ignition wires have had straight boots over the spark plugs—no angled boots. One set of original wires from a December 1963 289 HiPo were measured and following lengths recorded (from wire end at the distributor cap to end of straight boot): #1 - 28¼", #2 - 24½", #3 - 26⅞", #4 - 24⅞", #5 - 25", #6 - 26½", #7 - 25", #8 - 28". The wiring routing was as shown on page <i>D-27</i> . |
| <i>D-25-27</i> | Supplemental information: Original ignition wiring on a 1964 Fairlane 289 engine, assembled on 4H16, had only one angled boot and it was installed on spark plug #4. The wiring routing was as shown on page <i>D-27</i> . |
| <i>E-4</i> | The investigation into the C5AE-E head, reported as a 289 HiPo carrying the number 18, has been completed. The head was not a 289 HiPo head, but a standard 289 head. In addition, the number 18 has been verified on other 1964 non-HiPo 289 heads. So far, the only C5 casting verified as a 289 HiPo head casting is C5OE-A carrying the numbers 19, 20, or 21. Interestingly, HiPo heads with the same casting number and date code do not have to carry the same number. For example, a set of C5OE-A HiPo heads were found with the same date code of 4H3. One carried a number 19 and the other the number 21. In light of this investigation, please delete in the chart the line showing the C5AE-E casting number as a 289 HiPo head. Also, cancel Note 8 that refers to this head. |
| <i>H-2, 3, 4</i> | The investigation into the C5AE-E head, reported as a 289 HiPo carrying the number 18, has been completed. The head was not a 289 HiPo head, but a standard 289 head. In addition, the number 18 has been verified on other 1964 non-HiPo 289 heads. So far, the only C5 casting verified as a 289 HiPo head casting is C5OE-A carrying the numbers 19, 20, or 21. Interestingly, HiPo heads with the same casting number and date code do not have to carry the same number. For example, a set of C5OE-A HiPo heads were found with the same date code of 4H3. One carried a number 19 and the other the number 21. In light of this investigation, please delete in the chart the line showing the C5AE-E head as a 289 HiPo. Also, cancel Note 6 that refers to this head. On the Combustion Chamber Shapes, delete the C5AE-E head from the shape shown as D . |
| <i>H-5</i> | On shape G , correct a typographical error: '1968 302 4V' should read '1968 302 2V'. |

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| I-3 | The investigation into the C5AE-E head, reported as a 289 HiPo carrying the number 18, has been completed. The head was not a 289 HiPo head, but a standard 289 head. In addition, the number 18 has been verified on other 1964 non-HiPo 289 heads. So far, the only C5 casting verified as a 289 HiPo head casting is C5OE-A carrying the numbers 19, 20, or 21. Interestingly, HiPo heads with the same casting number and date code do not have to carry the same number. For example, a set of C5OE-A HiPo heads were found with the same date code of 4H3. One carried a number 19 and the other the number 21. In light of this investigation, please delete in Note 6 the phrase "or C5AE-E" from the last sentence. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-11 | Supplemental information: A 1963 Fairlane HiPo motor assembled on April had the following markings on the back of the engine. The word "HOLD" and in two places, the number "482". The 482 is now believed to be a sequence number, making this casting the 482th HiPo block. Eleven other 1963-64 289 HiPo blocks have been examined and confirm the presence of a sequence number. The lowest found so far in 1963 is '482' (dated 3D9) and the highest so far is '1443' (dated 3F24). The lowest found so far in 1964 is '1863' (dated 3J4) and the highest is '5369' (dated 4F12). The number was also stamped on a machined boss just above the equalizer stud mounting hole. This boss was eliminated with the new 1965 6-bolt bellhousing blocks. No sequential numbers have been found on 1965 289 HiPos, although Ford began a practice of stamping the VIN on the HiPo blocks. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-22 | Supplemental information: One Note 1 (8) 221 V8 pistons were listed. The Ford part number was C3RA-6110-A. On Note 2, the (8) 260 pistons have a part number of C3RA-6110-B and were called modified pistons. The C3RA numbers are not standard Ford production numbers, but associated with Fords aftermarket or Rotunda accessories program. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-29 | Supplemental information: Accelerator Kits for the (2) 4V C4OZ-9B843-B contains: <table border="0"> <tr> <td>(1) 91A-2344</td> <td>Washer</td> <td>(1) B7A-9826-A</td> <td>Clip (rod end clevis)</td> </tr> <tr> <td>(1) C4RA-9A701-A</td> <td>Rod (accelerator shaft)</td> <td>(1) 42289-S</td> <td>Screw & washer-5/16"-18x3/4"</td> </tr> <tr> <td>(1) C4RA-9B777-A</td> <td>Bellcrank & Bracket (accelerator)</td> <td>(1) 42718-S</td> <td>Screw & washer-5/16"-18x1/2"</td> </tr> </table> C5DZ-9B843-A contains: <table border="0"> <tr> <td>(1) C4RA-9A701-A</td> <td>Rod (accelerator shaft)</td> <td>(1) 34656-S</td> <td>Nut & washer assy.-No.10-32</td> </tr> <tr> <td>(1) C4RA-9731-A</td> <td>Ball (accelerator shaft)</td> <td>(1) 42718-S</td> <td>Screw & washer assy.-5/16"-18x1/2"</td> </tr> <tr> <td>(1) C5ZZ-9737-B</td> <td>Spring (accelerator shaft retracting)</td> <td>(1) 42789-S</td> <td>Screw & washer assy.-5/16"-18x3/4"</td> </tr> <tr> <td>(1) C4RA-9B777-B</td> <td>Bellcrank & Bracket assy. (accel.)</td> <td>(1) 351421-S20</td> <td>Washer (bracket to manifold spacer)</td> </tr> <tr> <td>(1) 59A-9826-A</td> <td>Clip (rod end clevis)</td> <td></td> <td></td> </tr> </table> C5ZZ-9B843-D contains: <table border="0"> <tr> <td>(1) C5ZZ-7A440-A</td> <td>Bushing (trans. control shaft to transmission rod)</td> <td></td> <td></td> </tr> <tr> <td>(1) C4RA-9A702-B</td> <td>Rod assy. (accel. shaft to bellcrank)</td> <td>(1) 72003-S8</td> <td>Cotter pin</td> </tr> <tr> <td>(1) B7C-9737-A</td> <td>Spring (throttle return)</td> <td>(1) 378027-S2</td> <td>Clip (throttle spring to manifold)</td> </tr> <tr> <td>(1) 379009-S</td> <td>Grommet</td> <td>(1) 379010-S</td> <td>Washer-No. 10 flat</td> </tr> </table> | (1) 91A-2344 | Washer | (1) B7A-9826-A | Clip (rod end clevis) | (1) C4RA-9A701-A | Rod (accelerator shaft) | (1) 42289-S | Screw & washer-5/16"-18x3/4" | (1) C4RA-9B777-A | Bellcrank & Bracket (accelerator) | (1) 42718-S | Screw & washer-5/16"-18x1/2" | (1) C4RA-9A701-A | Rod (accelerator shaft) | (1) 34656-S | Nut & washer assy.-No.10-32 | (1) C4RA-9731-A | Ball (accelerator shaft) | (1) 42718-S | Screw & washer assy.-5/16"-18x1/2" | (1) C5ZZ-9737-B | Spring (accelerator shaft retracting) | (1) 42789-S | Screw & washer assy.-5/16"-18x3/4" | (1) C4RA-9B777-B | Bellcrank & Bracket assy. (accel.) | (1) 351421-S20 | Washer (bracket to manifold spacer) | (1) 59A-9826-A | Clip (rod end clevis) | | | (1) C5ZZ-7A440-A | Bushing (trans. control shaft to transmission rod) | | | (1) C4RA-9A702-B | Rod assy. (accel. shaft to bellcrank) | (1) 72003-S8 | Cotter pin | (1) B7C-9737-A | Spring (throttle return) | (1) 378027-S2 | Clip (throttle spring to manifold) | (1) 379009-S | Grommet | (1) 379010-S | Washer-No. 10 flat |
| (1) 91A-2344 | Washer | (1) B7A-9826-A | Clip (rod end clevis) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C4RA-9A701-A | Rod (accelerator shaft) | (1) 42289-S | Screw & washer-5/16"-18x3/4" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C4RA-9B777-A | Bellcrank & Bracket (accelerator) | (1) 42718-S | Screw & washer-5/16"-18x1/2" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C4RA-9A701-A | Rod (accelerator shaft) | (1) 34656-S | Nut & washer assy.-No.10-32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C4RA-9731-A | Ball (accelerator shaft) | (1) 42718-S | Screw & washer assy.-5/16"-18x1/2" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C5ZZ-9737-B | Spring (accelerator shaft retracting) | (1) 42789-S | Screw & washer assy.-5/16"-18x3/4" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C4RA-9B777-B | Bellcrank & Bracket assy. (accel.) | (1) 351421-S20 | Washer (bracket to manifold spacer) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) 59A-9826-A | Clip (rod end clevis) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C5ZZ-7A440-A | Bushing (trans. control shaft to transmission rod) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C4RA-9A702-B | Rod assy. (accel. shaft to bellcrank) | (1) 72003-S8 | Cotter pin | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) B7C-9737-A | Spring (throttle return) | (1) 378027-S2 | Clip (throttle spring to manifold) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) 379009-S | Grommet | (1) 379010-S | Washer-No. 10 flat | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-29 | Supplemental information: Accelerator Kits for the (8) 2V C5OZ-9B843-A contains: <table border="0"> <tr> <td>(1) C4RA-9A702-A</td> <td>Rod assy. (accel. shaft to bellcrank)</td> <td>(2) 34656-S</td> <td>Nut (accel. control linkage)-No. 10-32</td> </tr> <tr> <td>(1) C4RA-9B800-B</td> <td>Arm (accelerator shaft)</td> <td></td> <td></td> </tr> </table> C5ZZ-9B843-C contains: <table border="0"> <tr> <td>(1) C5ZZ-7A440-A</td> <td>Bushing (trans. control shaft to transmission rod)</td> <td></td> <td></td> </tr> <tr> <td>(1) C4RA-9A702-B</td> <td>Rod assy. (accel. shaft to bellcrank)</td> <td>(1) 34656-S</td> <td>Nut & washer assy. -No. 10-32</td> </tr> <tr> <td>(1) C4RA-9725-A</td> <td>Shaft assy. (accelerator)</td> <td>(1) 72003-S8</td> <td>Cotter pin (tunnion shaft)</td> </tr> <tr> <td>(1) C5ZZ-9A846-A</td> <td>Trunnion (accel. shaft to bellcrank)</td> <td>(1) 379009-S</td> <td>Grommet</td> </tr> <tr> <td>(1) 379010-S</td> <td>Washer-No. 1--nylon</td> <td></td> <td></td> </tr> </table> | (1) C4RA-9A702-A | Rod assy. (accel. shaft to bellcrank) | (2) 34656-S | Nut (accel. control linkage)-No. 10-32 | (1) C4RA-9B800-B | Arm (accelerator shaft) | | | (1) C5ZZ-7A440-A | Bushing (trans. control shaft to transmission rod) | | | (1) C4RA-9A702-B | Rod assy. (accel. shaft to bellcrank) | (1) 34656-S | Nut & washer assy. -No. 10-32 | (1) C4RA-9725-A | Shaft assy. (accelerator) | (1) 72003-S8 | Cotter pin (tunnion shaft) | (1) C5ZZ-9A846-A | Trunnion (accel. shaft to bellcrank) | (1) 379009-S | Grommet | (1) 379010-S | Washer-No. 1--nylon | | | | | | | | | | | | | | | | | | | | | | |
| (1) C4RA-9A702-A | Rod assy. (accel. shaft to bellcrank) | (2) 34656-S | Nut (accel. control linkage)-No. 10-32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C4RA-9B800-B | Arm (accelerator shaft) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C5ZZ-7A440-A | Bushing (trans. control shaft to transmission rod) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C4RA-9A702-B | Rod assy. (accel. shaft to bellcrank) | (1) 34656-S | Nut & washer assy. -No. 10-32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C4RA-9725-A | Shaft assy. (accelerator) | (1) 72003-S8 | Cotter pin (tunnion shaft) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) C5ZZ-9A846-A | Trunnion (accel. shaft to bellcrank) | (1) 379009-S | Grommet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) 379010-S | Washer-No. 1--nylon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-44 | Supplemental information: When installing 351 Windsor heads on a 289, or 302 before L4, the push rods must be changed to those used on the 302 incorporating L4 or later. The L4 and later 302 push rods, part number C9OZ-6565-B, were about .1" longer than those used on the earlier engines due to changes Ford made in valve lengths and keeper slot location (see pages 9-10 and 9-11). These were non-hardened push rods. Ford released hardened push rods under the part number C9OZ-6565-F for use with screw-in rocker arm studs and guide plates. (MOTORSPORT carries hardened push rods for 351W heads on 289/302 engines under the part number M-6565-N332. They measure 6.905" in length. The 289 push rod measured 6.804".) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-44 | Additional information to Note 1: A confirmed casting number for the 1969 351 Windsor head is C9OE-C. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

LIST OF CHANGES (continued)

| PAGE | CHANGE/ADDITION/DELETION |
|-------------|---|
| <i>J-39</i> | Misprint: In the chart, change the listing “C7AF-S, BV, AK” to “C7AF-S, BV, C7DF-AK”. Include Note 1 for carburetors C7DF-AJ and C7DF-R (Note 1 - Comet, Cougar, Falcon and Mustang). |
| <i>J-39</i> | Supplemental information: Ford considered L15 as “late production”; however, L15 was incorporated on Windsor plant 289 V8s as early as October 1966, which was only two months after 1966 production began. One C7DF-V tag has been documented with a date code of 6KB, or the second week of October 1966. |
| <i>J-39</i> | Supplemental information: Only the carburetors listed in the bulletins were included in the chart, therefore the chart is not all inclusive of all available carburetors. For a full listing, see Appendix C. To avoid confusion, the chart on <i>J-39</i> can include all carburetors if the following changes are made: Replace “C7DF-AJ” with “C7DF-AJ, E, S”. Replace “C7DF-R” with “C7DF-R, AL, F”. Replace “C7AF-AT, BU” with “C7AF-AT, BU, N”. Replace “C7AF-AS, BZ” with “C7AF-AS, BZ, R”. Replace “C7DF-L, AE” with “C7AF-L, AE, A”. Replace “C7DF-M, AF” with “C7DF-M, AF, B”. Add another chart entry of: “ 289 2V M/T with T/E C7DF-G 1 ”. |
| <i>J-55</i> | Supplemental information: A C6OE-9425-B 4V intake manifold with a date code of 6J19 (early 1967 production) has been found that is machined like the 1963 C3OE-9425-E 4V intake manifold, and like the 1964 C5OE-9425-A 4V intake manifold used without emissions reduction. All these manifolds were machined with a thermostat pocket and for attachment of a ventilation system at the rear. In 1963, a PCV or road draft tube was attached at the rear of the intake. In 1964, only a road draft tube was attached. Ford gave a date of May 25, 1964, for the incorporation of road draft tubes on all engines except those going to California or New York. (This was only two months before the start of 1965 production.) The C6OE-9425-B intake with this machining is believed to have been a Ford service replacement part, intended to service 1963-64 289 4V manifolds that required the rear ventilation hole to be open for the PCV or road draft tube. |