

THE KEYSTONE CHAPTER
of
THE FALCON CLUB OF AMERICA

Newsletter

Vol. 4, No. 1

January, 1991



DEDICATED TO PRESERVING

THE FALCON AUTOMOBILE

1960 - 1970 1/2

The Keystone Chapter of the **Falcon Club** of America was formed in 1988 to serve the geographical area consisting of Eastern Pennsylvania, Northern New Jersey and Southern New York.

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DUES are \$5.00 annually. The Keystone Chapter Newsletter will be published with information from and for its members. All items to be published should be sent to the editor.

PRESIDENT'S MESSAGE:

Happy New Year! I hope you enjoyed your holidays. We're planning to have our Annual Dinner at Meyers' Restaurant in Quakertown again this year. The date will be March 16th. If you would like to help with door prizes or favors for the dinner please call or drop me a line.

We will discuss our plans for the year's events at the dinner. See the Keystone Chapter News section of this newsletter for more information. Please send in your dinner reservations and payment early. The deadline is March 7th.

Hope to see you at the dinner.

Ed Snyder, President

SECRETARY'S REPORT:

I hope that all of you had a Merry Christmas and will enjoy a prosperous 1991. As we enter the New Year, let's once again aim for the goal of attending as many of the chapter's activities as possible, beginning with the Annual Dinner at Meyers' Restaurant in March. At that function, we'll be showing a tape of our appearance on the Spare Parts program on January 2nd. Best wishes to all in 1991, and looking forward to seeing you at Meyers'.

Marin Ennis, Secretary

TREASURER'S REPORT:

As of 12/31/90, the chapter has 3 new members, giving a total of 86 paid members.

Balance on hand (9/15/90) \$892.40

Income:

Dues (3 new members)	15.00
Renewals	30.00

	45.00

Expenses:

Dinner Deposit	80.00
October newsletter	23.60

	103.60

Balance on hand (12/31/90) \$833.80

Virginia Servas, Treasurer

MEMBERSHIP YEAR:

The cutoff for the membership year has been established as the Macungie meet of each year. If the line above your name has an expiration date of Aug 90, then your membership is expired, and membership dues (\$5) are due for the next year.

The Falcon Club of America requires that all members of local chapters also belong to the National. Applications are available from the President or the Editor and at our meets.

EDITOR'S MESSAGE:

We still need 14 renewals to meet our goal of 100% renewals for 1991. If Aug 90 is printed above your name on the mailing envelope for this newsletter, send your check (\$5, payable to Keystone Chapter) to Ed. This will be the last newsletter sent to those who do not renew.

Our Third Annual Dinner is to be held at Meyers' Restaurant on March 16th. This event has been well received for the past two years. Plan to attend, and send your reservation to Ed. Future chapter activities will be discussed at the dinner, and listed in the next newsletter in April.

The final accounting for the regional last September has not yet been submitted for publication.

Frank Servas, Editor

NEW MEMBERS:

Michael Carnovale
406 Chestnut Street
Haddonfield, NJ 08033

William A. March
RD #1 Route 401
Glenmoore, PA 19343

Patrick W. Sullivan
Box 36 Route 212
Kintnersville, PA 18930

KEYSTONE CHAPTER NEWS:

Saturday, March 16. Keystone Chapter Dinner to be held in Quakertown, PA. This will be our third annual chapter dinner. The menu will consist of appetizer, entree, several vegetables, beverage and dessert. The meal will be served family style (all you can eat).

Entree choices will be roast turkey or baked ham or both ham and turkey. Price (including tax and gratuity) is \$14.50.

Ed Snyder must know not later than March 7 the exact number who will attend. Please send your reservation with a check payable to Keystone Chapter if you will attend.

The dinner will be held at Meyers' Family Restaurant on Route 309 in Quakertown. From Route 78, take 309 South. From the Turnpike, take route 309 North. Meyers' is on the East side of Route 309 in Quakertown. Plan to arrive around 5:00 p.m. The meal will be served at 5:30 p.m. Planning for our chapter activities will take place after the dinner. Please call Ed if there are any questions.

NEWS FROM NEARBY CHAPTERS:

MASON-DIXON CHAPTER

Saturday, February 9. Annual Mason-Dixon chapter dinner at the Barn Restaurant in Glasgow, DE starting at 6:00 p.m. Call Phil Barber (301) 266-8271 or Glenn Stewart (302) 834-8231 for details.

NORTHEAST CHAPTER

Saturday, February 9. (Snow date: Feb. 16)
Dinner at the Salem Cross Inn, Brookfield,
MA. Call Milt Robar (413) 289-1918 for
details.

OTHER EVENTS OF INTEREST:

CHAPTER STORE:

Chapter jackets, caps and T-shirts displaying our chapter logo are available. Color is burgundy. Caps and T-shirts will be available at our meets. Jackets must be ordered in advance. Our chapter will make a small profit on each item sold.

Jackets: personalized with first name

Small	36-38	
Medium	40-42	
Large	44-46	
Extra Large	48-50	
Extra Extra Large	52-54	Cost \$35.00

T-shirts are available in small, medium, large and extra-large sizes. Cost \$8.00

Caps are adjustable to size. Cost \$5.00

Send order with remittance, sizes and personalization to:

Big A, Inc.
Glenn L. Kuhn
Drawer E
Fayetteville, PA 17222
(717) 352-2544

TECHNICAL TIPS:

Send your advice to the editor.

TECHNICAL HELP WANTED:

Send your questions to the editor.

CARS FOR SALE:

Send your ads to the editor.
(include full description- year,
body style, 2 or 4 door, color,
engine, tranny, price, etc.)

CARS WANTED:

PARTS FOR SALE:

60-65 V8 motor mounts \$150, 60-65 arm rest
\$15-25, 62-63 red bench seat reupholstered
\$125, 64-65 white bench seat \$80, 63 Sprint
bucket & bucket seats \$150, 9" 52" rears with
or w/o gears \$200 & up, 5 lug spindles \$50, 4
lug spindles \$40, 5 lug rears 8" \$125, 64-65
black padded dash \$100, 63 4 spd steering
column \$100, complete V8 front suspension
\$150, V8 pwr steering complete less pump
\$225, T 10's \$300 & up, T 10 4 spd shifter
complete \$125, 62-65 fenders \$100 & up, 62-65
doors \$50 & up, 62-65 hoods \$20 & up, 60-65
radios \$25 & up, Dagenham 4 spd \$325, 260 V8
5 bolt bell housings \$75, 200 6 cyl heads
rebuilt \$225, 302 heads rebuilt \$200 & up,
351W heads rebuilt \$250, 62-63 console \$60,
60-62 grilles \$50, 63 grille \$60, 60-65 stone
guards \$35, 60-61 bumper \$75, 62-63 bumpers
\$85, 4 bbl aluminum intakes \$85 & up, 60-65
sunvisors \$20, 60-65 glass \$10 & up, 62-65
complete dash assy \$75 & up, 64-65 inner

chrome around windshield \$80, 62-63 door panels, 260 V8 short block \$125, 260 2 spd trans \$125, 60-65 new z bars \$50, 62-63 rancho tailgate \$75, 60-65 taillight lens \$10 & up, 60-65 taillight buckets \$15 & up, 60-65 disc brake setups \$125, 62-65 V8 steering boxes \$100, 4 spd floor hump \$45, V8 bell proof bell housing \$100, heater boxes \$20, wiper motors & accessories \$25, small 6 cyl 3 spd trans \$50, V8 3 spds \$75, 4 14x7 magnum 500 rims \$175 & up, 6 cylinder radiators \$50 & up, V8 radiators \$75 & up, door sills \$30 pr, clutch pedal assy \$60, hub caps \$5 & up, 63 sprint V8 valve covers \$65 pr, V8 controller arm \$90, trans mounts \$20, drive shafts 6 & 8, \$15 & up, 6 cyl auto trans \$125, C4 auto trans \$100 & up, new stall speed converter \$100, gas tanks \$50 & up, 60-65 exterior chrome. George's Falcons, R.D. 3 Box 167, Elverson PA 19520. (215) 286-0299.

Send your ads to the editor.
(Please indicate a price for each item offered.)

PARTS WANTED:

SERVICES RECOMMENDED:

CONGRATULATIONS:

To Ed Snyder for his Grand National Award.

**TENTH ANNUAL
GRAND
NATIONAL MEET**

CLASS 27-F

FIRST

1964 Ford†.....Edward L. Snyder, Perkasio, PA

SECOND

1964 Rambler†.....John Bucholtz, Roscommon, Mi

THIRD

1964 Chevrolet†.....James B. Harris, Warren, PA

ANTIQUE AUTOMOBILE

NOVEMBER-DECEMBER 1990

1965 Direction Signals

DESCRIPTION & OPERATION

All direction signal systems are similar in design and operate in the same manner except that various types of indicator circuits are used. See typical wiring diagrams below. Power source for the flasher is usually the "IGN" or "ACC" terminal of the ignition switch so that the direction signals are operative only with the ignition turned on. A fuse or circuit breaker is connected in this power source line to protect the direction signal circuits.

THUNDERBIRD TURN SIGNAL NOTE: For Thunderbird "Sequential" turn signals, see "Thunderbird Sequential Turn Signals" on Page 3-81.

Single "Cross-Over" Type Indicator - The single indicator is connected directly across or between the two front direction signals. The indicator will flash when either of the front signals is operating (circuit is fed from the operating signal lead and indicator bulb is grounded through the other signal bulb).

Double "Parallel" Type Indicators - Each indicator is connected in parallel with the front direction signal on the same side of the car (right indicator connected to right signal, left indicator to left signal), and each indicator bulb is grounded directly.

SERVICING

FLASHER & BULB REPLACEMENT CAUTIONS: 1) If 2 bulbs per side of car (1 front, 1 rear) flash during turn signal operation, "2 Bulb" flasher is required. If 3 bulbs per side of car (1 front, 2 rear) are used, "3 Bulb" flasher is required. Be sure to install correct type flasher according to number of bulbs in system or inoperative system, shortened bulb life, and rapid flashing rate will result. NOTE - Some manufacturers recommend use of "series" type flashers only. Do not use "magnetic" type.

2) Heavy duty miniature bulbs are used in many cars. These bulbs require use of heavy duty type flasher since all components of system must be compatible. All bulbs in system (including dash panel indicators) must be the same type, that is, either "standard" or "heavy duty miniature" (see table below for equivalent bulb numbers); and flasher must be the same type as the bulbs. CAUTION - If bulbs and flasher are intermixed, abnormal flashing rates will result, and bulb and flasher life will be greatly shortened.

"Standard" Bulb No.

1034	1157 (White), 1157A (Amber)
1073	1156
67	1155
57	1895
89	631

"Heavy Duty" Bulb No.

Flasher

Flasher located on fuse panel or behind instrument panel. Flashers cannot be repaired and defective units must be replaced.

Fuse

See FUSES & CIRCUIT BREAKERS or individual car model pages.

Direction Signal Switch

Located in housing under steering wheel or attached to steering column jacket.

TROUBLE SHOOTING

Operate direction signals by placing switch in "right turn" and "left turn" positions successively and note operation of signal lights and indicators in each position. In normal operation, lights should flash approximately 80-100 times per minute. NOTE - Ignition switch must be ON. Diagnose trouble as follows:

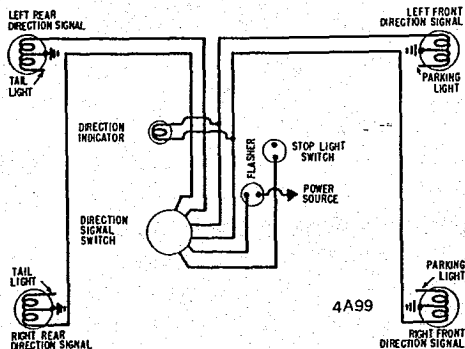
All Signal Lights & Indicators Inoperative - Blown fuse; faulty switch; open circuit between ignition switch and flasher or between flasher and switch; incorrect flasher or bulbs.

One Signal Light and/or Indicator Light Stays On - Burned out bulb (front or rear) on side affected. Wrong type flasher used.

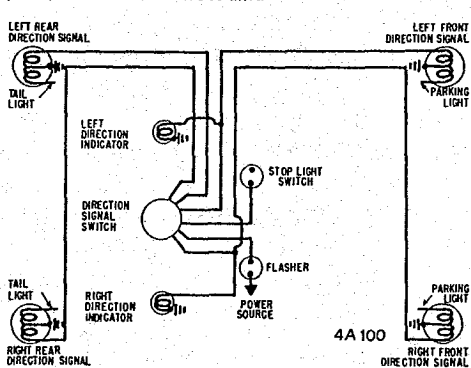
Flashing Rate Too Fast - High voltage or high resistance in circuit. Flasher faulty or incorrect type used. Wrong type bulbs used.

Flashing Rate Too Slow - Low voltage or high resistance in circuit. Flasher faulty or wrong type used. Incorrect type bulbs used.

No Flashing On Either Side (Lights Come On & Stay On) - Replace flasher with correct unit.



SINGLE "CROSS-OVER" TYPE INDICATOR



DOUBLE "PARALLEL" TYPE INDICATORS



517 NEW WATER PUMP ASSEMBLY

(1962-1965 221, 260, 289 CID Series Engines)

Water leaks at the aluminum water pump can be caused by erosion and/or corrosion of the cylinder front cover. To correct customer complaints of this problem, a new cylinder front cover and cast iron pump can be installed. This new cast iron pump and new cylinder front cover must be used together.

The cast iron pump and cover have been used in production since May of 1965. With these units the pump need only be replaced if any problems are encountered.

To replace the aluminum pump with a cast iron one there are a few steps that must be added to the cylinder front cover and water pump procedures outlined in the shop manual.

1. Remove the thermostat housing retaining bolts and housing. Discard the housing; a new housing C30Z-8592-A with a by-pass connection will have to be used.

2. Three bolts will be different than the present bolts used on the aluminum pump. They are pointed out in Fig. 9. The part number is 45970-S or a 5/16 - 18 x 1 1/2 hex head bolt and lock washer may be used.

3. On 1962-1963 models the left hand rocker arm cover must be replaced by a 1964 or 1965 cover with oil fill cap.

4. On the 1962-1963 engines, it is necessary to plug the drilled oil fill inlet passage in the front face of the cylinder block. This can be accomplished by installing a 3/4" expansion type cup plug (371058-S) coated with oil resistant sealer. Use a suitable driving tool, drive the cup plug to .005" below the cylinder block surface.

NOTE: In view of the fact that this oil transfer hole was not held within close tolerances in production it will be necessary to increase the diameter of the 371058-S plug in a manner to assure an oil tight fit. The plug may be flared outward approximately .010" using the ball end of a ball peen hammer as an arbor.

5. When installing cast iron water pump on Air Conditioned equipped 1962-1963-1964 221, 260 and 289 CID engines, the compressor mounting bolt boss height on the water pump is to be reduced from 13/16" to 21/32" by grinding.

All the parts needed for converting from an aluminum water pump to a cast iron pump -

Part Number	Part Name
C50Z-6019-A	Cylinder Front Cover
C20Z-6020-A	Gasket - Cylinder Front Cover
C5AZ-8501-E	Water Pump Assembly (Except H.P.)
C50Z-8501-B	Water Pump Assembly (H.P.)
C30Z-8592-A	Thermostat Housing

Parts needed only on 1962-1963 engines -

Use Applicable parts	(L.H. valve rocker cover)
371058-A	(Oil fill cap for rocker cover)
	(3/4" expansion type cup plug)

WARRANTY STATUS-REIMBURSABLE
 Oper.: Use applicable standard replacement time schedule.

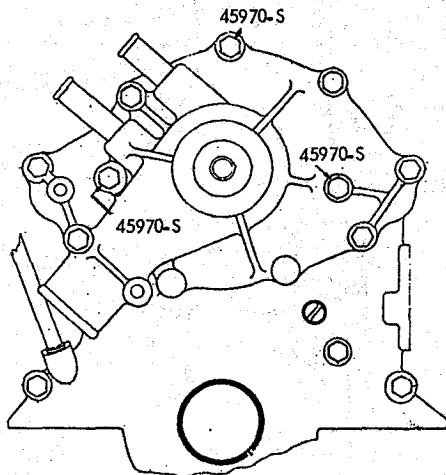


Figure 9 - (Article 517)

917 FRONT SUSPENSION UPPER ARM CREAK

(*All Models 1965-66 Falcon, Fairlane, Mustang, Thunderbird)

Field reports indicate that a creaking noise may be experienced at the front suspension upper arm pivots. This condition usually occurs at higher mileages and indicates a need for additional lubricant.

On a customer complaint basis the upper control arm creak may be corrected by means of the following procedure:

1. Use a hoist or floor jack, placed under the No. 1 crossmember, to raise the front end of the vehicle so that the front wheels can be removed.

2. Place safety stands under the front end, but not under the suspension arms.

3. Remove the front wheels.

4. Through the wheelhouse opening, select the most accessible flat on the hexagonal upper arm pivot bushing. Use

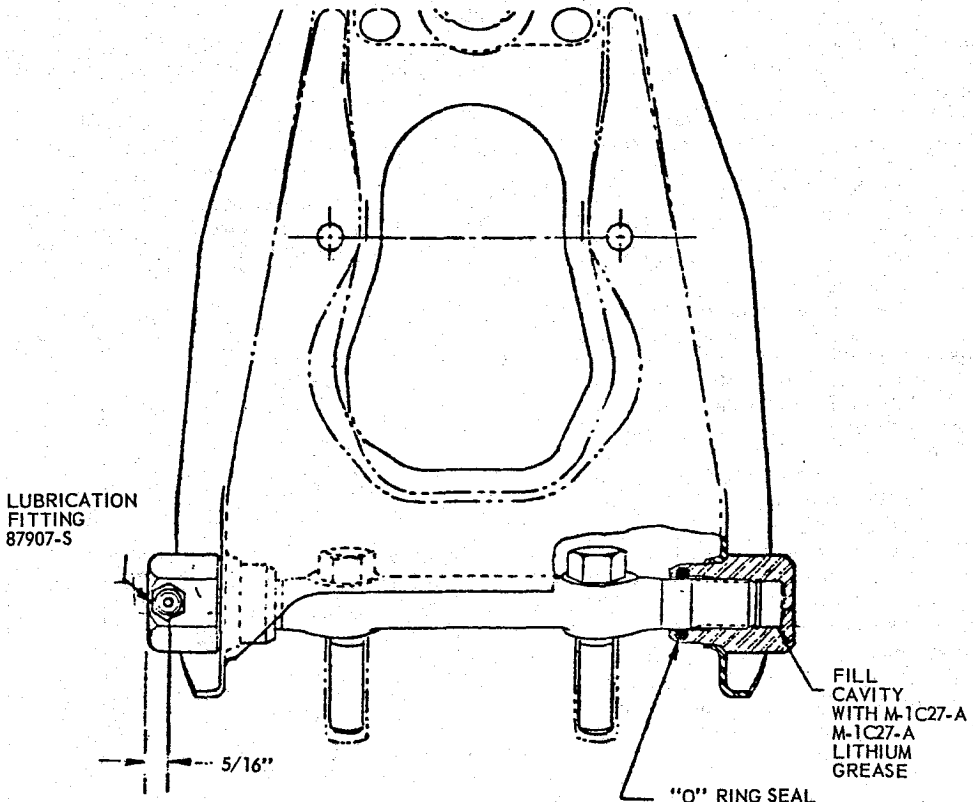
a suitable grinding tool to remove an area (5/8" long and .020" deep) from the case hardened flat surface of the bushing. (This ground area should be located at the front end of the front bushing and at the rear end of the rear bushing). See Illus. S1124-A.

5. Center punch a spot 5/16" from the end of the bushing and on the ground surface of the flat.

6. Use a 3/16 and then a No. 5 drill to make a hole in the bushing (to the center cavity only) at the center punched spot located in Step 5. Be very careful while drilling to keep the drill chips from entering the inside cavity of the bushing. Grease applied on the end of the drill will pick up and remove practically all of the chips.

7. Use a 1/4-28 NF starting tap to thread the No. 5 hole. Use precautions in Step 5 to keep metal chips from entering the bushing cavity.

8. Install an 87907-A (1/4-28) straight lubricator fitting in the tapped hole.



9. Use a hand type grease gun to fill the bushing cavities with long life lubricant. Apply only enough grease pressure to fill the bushing cavities without causing damage to the bushing "O" ring seal.

*This article is identical to article No. 51, dated June 8, 1964, which covers prior models within the terms of the Warranty and Policy Manual.

WARRANTY STATUS: REIMBURSABLE

Oper: SP 3082-A-64

Time: 1.2 hrs.

510 EXCESS TRIM CEMENT

(All)

Excess trim cement on visible trim areas or exterior painted surfaces has been a field problem because of the difficulty of removal.

The trim cement can be removed with the use of a petroleum light naphtha, employing suitable safety precautions, followed immediately by wiping with a dry cloth. The most commonly available solvent is white gas. Cement that has aged for some time may require several minutes of patient wiping.

337 POTENTIAL TAILGATE GLASS BREAKAGE

(1964 - 1965 Falcon Wagon)

In some instances, tailgate glass breakage may occur when the glass is raised to the full-up position. This results when there is an interference between the top edge of the glass and the exposed leads of the header run securing screws.

This problem was corrected in production on February 1, 1965 installing the screws directly to the moulding, under the flocked run. (See Fig. 13.)

Should dealers encounter complaints of tailgate glass breakage due to interference between the glass and screw heads, the screws should be repositioned using the following procedure.

1. Lower the tailgate glass and remove the screws and the header run.

2. Reinstall the screws directly to the moulding and retainer assembly and re-install the flocked run.

WARRANTY STATUS - NOT REIMBURSABLE

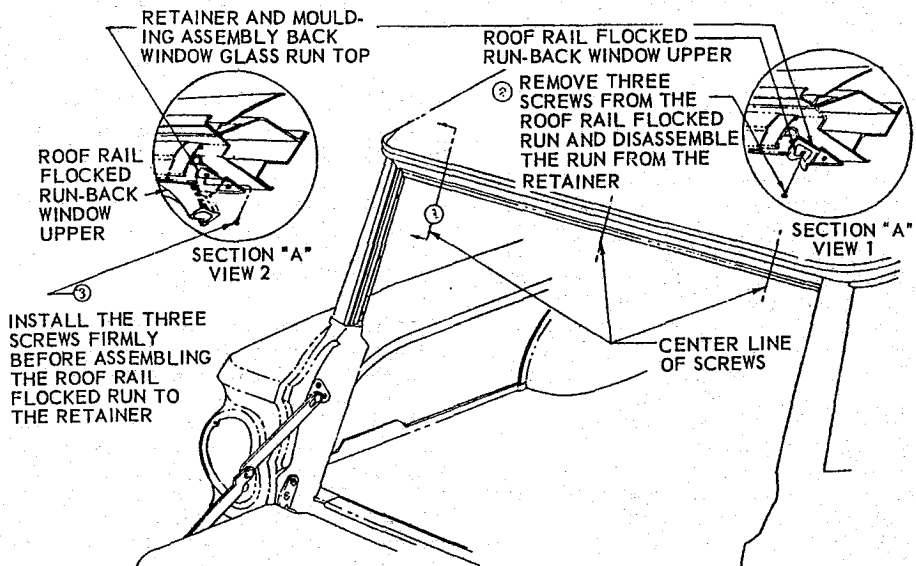


Fig. 13 - Tailgate Glass Breaks in the "Up" Position 1964 and 1965 Falcon - (Article 337)

189 DELAYED OIL PRESSURE BUILD-UP WITH EXCESSIVE TIME REQUIRED FOR OIL LIGHT TO GO OUT AFTER COLD ENGINE START-UP

(1965 289 CID Engines - All Cars So Equipped)

Delayed oil pressure build-up, accompanied with excessive time (over 5 seconds) for the oil light on the dash to go out, has been encountered on some of the subject vehicles.

This condition, noted primarily on units equipped with production installed oil filters, is caused by a faulty (leaking) oil filter anti-drain valve which permits the oil to drain back out of the filter after engine shut down and/or a poorly machined oil filter mounting bolt insert. Bearing knock due to the lack of oil cushion may also accompany this delayed oil pressure build-up condition.

If customer complaints of the above nature are encountered, the following procedure is recommended to correct this problem:

1. Remove and discard the oil filter assembly.
2. Remove the oil filter insert from the cylinder block. Apply a coating of oil resistant sealer (Permatex or equivalent) on the insert to cylinder block threads and on the flat insert to cylinder block sealing surface. Reinstall the oil filter insert and torque to approximately 85 ft. lbs.
3. Install a new service oil filter assembly.

258 REAR SEAT SPEAKER WIRING

(1965 Accessory Kits)

Rear seat speaker accessory kits made prior to October 23, 1964, were produced with an incorrect wiring harness. The incorrect wiring results in the front seat speaker not fading out completely when the fade control is rotated to the full rear speaker position.

The rear seat speaker kits (parts C5AZ-18875-A1, B1, C1, D1, F and C5SZ-18875-B) should be corrected on a customer complaint basis as follows:

1. Disconnect the wiring harness from the radio, the switch bracket and the plug connector and remove the wiring from the vehicle. Refer to Fig. 1 for wire modifications.

2. Place a piece of masking tape on

239 REAR LAMP SEALER STAINS

(1964-65 Falcon - All Models)

Paint stains below the rear tail lamps are caused by the excessive use of black sealer between the sheet metal and lamp mounting surface. Under conditions of high ambient temperatures the sealer runs down to the bumper area damaging the paint.

This problem was corrected in production on January 29, 1965, by revising the sealer specifications.

If complaints are encountered in the field, the rear lamps should be removed and the black sealer replaced. Reinstall the lamp using AB-19560-A sealer (gray) as required to provide an adequate sealing surface. (See Fig. 5.)

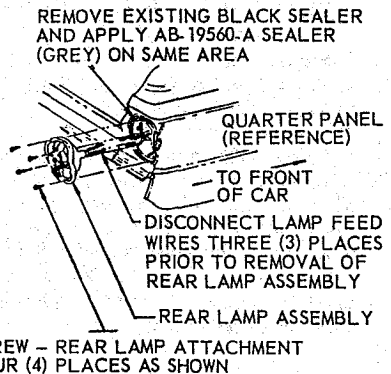


Fig. 5 - Rear Lamp Sealer Stains - 1964-65 Falcon - All Models (Article 239)

April 19, 1965

"a", "b" and "c" as shown in the attached illustration. Place the tape about three (3) inches back from the plug connector.

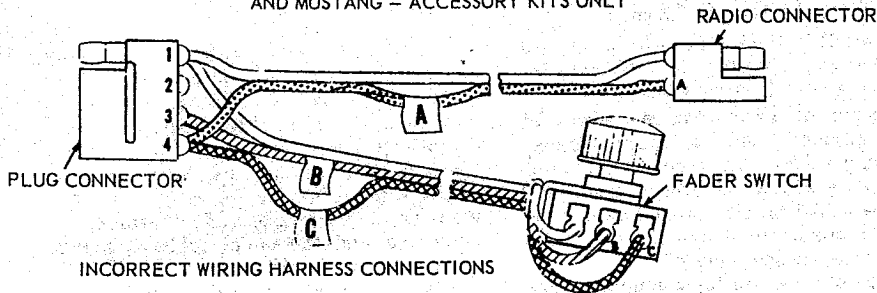
3. After labeling the wires, cut each of the three (3) wires about two (2) inches behind the plug connector. Place tape on one (1) of the two (2) wires coming from terminal #4.

4. Strip the ends of the remaining five (5) wires. Connect wires "a" and "c" to terminal #3 and tape securely. Connect wire "b" to terminal #4 and tape securely.

5. Check the revised wiring harness against the schematic drawing to be sure they agree. See Fig. 1.

6. Install the wiring harness into the vehicle and check operation. The revised wiring harness will now allow the front speaker to be faded out completely.

WARRANTY STATUS - REIMBURSABLE
Over SP-18808-A-65



TO CORRECT WIRING HARNESS CONNECTIONS -
MOVE WIRE "A" FROM TERMINAL "4" TO TERMINAL "3"
MOVE WIRE "B" FROM TERMINAL "3" TO TERMINAL "4"
MOVE WIRE "C" FROM TERMINAL "4" TO TERMINAL "3"

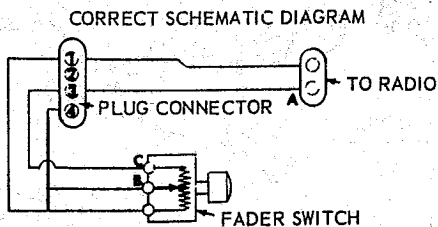
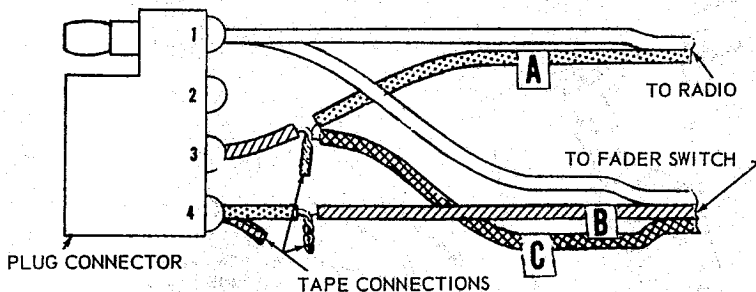


Fig. 1 - Rear Seat Speaker Wiring Harness - 1965 Ford, Falcon, Fairlane, Thunderbird And Mustang - (Article 258)

513 BAND ADJUSTING SCREW LOCK NUT

(1964-1966 C4 And C6, Three-Speed Automatic Transmissions)

The band adjusting screw lock nuts used for locking the band adjusting screws to the case on C4 and C6 three speed automatic transmissions have an integral molded seal element, which prevents leakage past the screw threads.

Experience with this sealing nut has revealed that once the nut has been torqued to specification for any length of time, and then loosened, the sealing material will not always form a positive

seal when re-torqued. Therefore, to prevent the possibility of fluid leakage, it is recommended that the nut be replaced whenever a service operation (band adjustment, overhaul, etc.) is performed which requires loosening of the nut.

The replacement nuts are listed below:

Transmission	Part Number	Part Name
C4	380850-S	Lock Nut (2 required)
C6	375185-S100	Lock Nut (1 required)

314 PROPER GROUNDING OF BATTERY GROUND CABLE

(All 1965 Ford, Fairlane, Falcon and Mustang with 289 C.I.D. Engine and Automatic Transmission)

A number of 1965 vehicles with 289 C.I.D. engines and automatic transmissions were built in December, January and February with an incorrect attachment sequence of the battery ground cable, the alternator ground lead and the automatic transmission coolant-line clip.

The improper mounting sequence does not afford a suitable ground for the battery and alternator and can result in hard starting, a discharged battery, and high electrical system voltages causing premature failure to electrical system components.

In the event of starting and charging system failures, vehicles built during December, January and February should be checked for the proper ground cable attachment sequence. This check should be made the first time the vehicle returns to the Dealer Service Department for any reason. The recommended attachment sequence and the undesirable sequence are shown in Fig. 13.

Also, all vehicles with battery or repeated starting problems should be checked for proper battery and alternator ground.

**WARRANTY STATUS -
NOT REIMBURSABLE**

