

1969 CAR SHOP MANUAL

VOLUME ONE CHASSIS

WHEELS and TIRES, SUSPENSION, STEERING, BRAKES
CLUTCH and TRANSMISSION, REAR AXLE



FALCON

FAIRLANE

MUSTANG

FORD

THUNDERBIRD

MONTEGO

COUGAR

METEOR

MERCURY

LINCOLN
CONTINENTAL

CONTINENTAL
MARK III

1969 CAR SHOP MANUAL

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WHEELS and TIRES, SUSPENSION, STEERING, BRAKES,
CLUTCH and TRANSMISSION, REAR AXLE



SERVICE PUBLICATIONS

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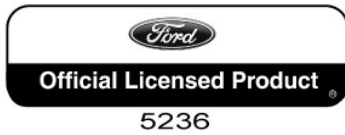
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FOREWORD

The five volumes of this shop manual provide the Service Technician with complete information for the proper servicing of all the 1969 line of Ford Passenger Cars.

The information is grouped according to the type of work being performed, such as frequently performed adjustments and repairs, in-vehicle adjustments, major repair, etc. Specifications, maintenance information and recommended special tools are included.

The descriptions and specifications in this manual were in effect at the time this manual was approved for printing. Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation.



SERVICE PUBLICATIONS

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GENERAL INFORMATION

Individual carline shop manuals have been combined in one Car Shop Manual divided into five volumes for 1969.

The 1969 Car Shop Manual has been organized into general Groups as in previous shop manuals. All Groups are listed in the Group index on the first page of each Volume. Groups not contained in a given Volume are listed with a solid gray background.

To locate the beginning page of any particular Group, first select the Volume containing that Group. Bend the manual until the black mark on the first page of the Group can be seen in line with the Group title on the first page of the Volume.

The first page of each Group lists the material contained in the Group under Part headings and also lists the beginning page of each Part.

On the beginning page of each Part, there is a Part index which lists in detail all information appearing in the Part, the page where the information is given, and the vehicles to which the information applies.

All pages carry a six-digit number which indicates the Group, Part and Page number.

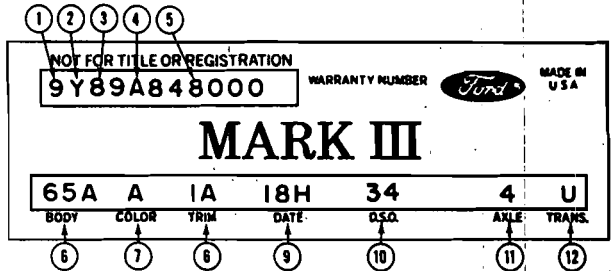
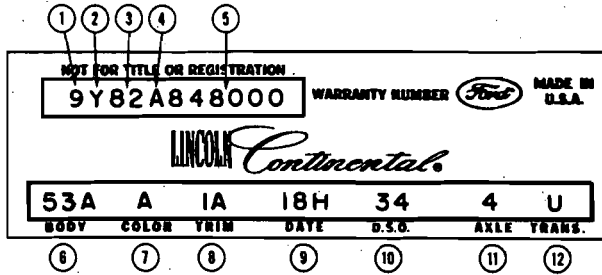
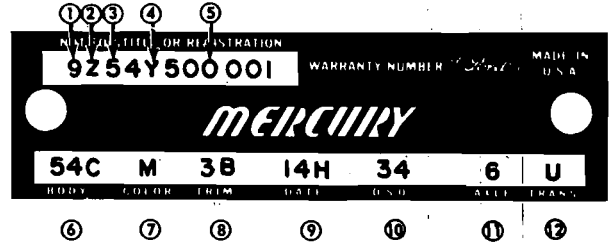
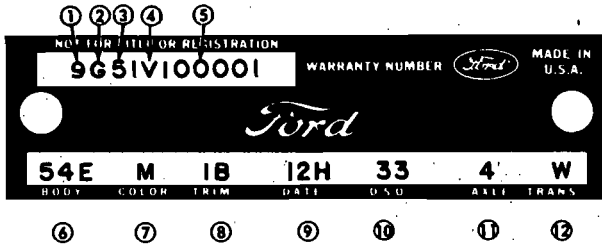
For Example: Page 03-02-01 indicates
Group 3, Part 2, Page 1

Part Indexes will use only the Part and Page reference numbers.
For Example: Page 03-02-01 will appear in the Part Index as 02-01.

Each Part will start with Page 01.

Vehicle Identification

GROUP
1



- | | |
|------------------------|------------------------------|
| ① MODEL YEAR CODE | ⑦ COLOR CODE |
| ② ASSEMBLY PLANT CODE | ⑧ TRIM CODE |
| ③ BODY SERIAL CODE | ⑨ DATE CODE |
| ④ ENGINE CODE | ⑩ DISTRICT-SPEC. EQUIP. CODE |
| ⑤ CONSECUTIVE UNIT NO. | ⑪ REAR AXLE CODE |
| ⑥ BODY TYPE CODE | ⑫ TRANSMISSION CODE |

W1001-A

Fig. 1—Warranty Plates—Passenger Cars

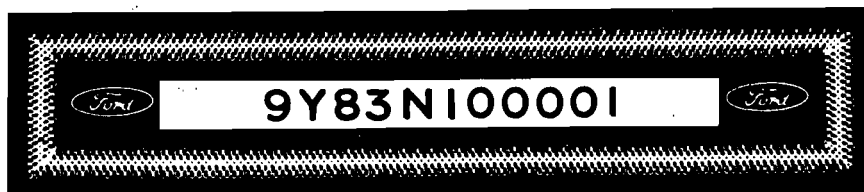


Fig. 2—Typical Vehicle Identification Number (VIN) Tab

W1002-A

VEHICLE WARRANTY NUMBER

The vehicle warranty number is the first line of numbers and letters appearing on the Warranty Plates (Fig. 1). The Warranty Plate is riveted to the left front door lock face panel. The first number indicates the model year. The letter following the model year number indicates the manufacturing assembly plant. The next two numbers designate the Body Serial Code followed by a letter expressing the Engine Code. The group of six digits remaining on the first line indicate the Consecutive Unit Number.

VEHICLE DATA

The vehicle data appears on the second or lower line on the Warranty Plate. The first two numbers and a letter identify the Body Style. A letter or a number appears next indicating the Exterior Paint Color followed by a number-letter combination designating the Interior Trim. To the right of this code appears the Date Code indicating the date the car was manufactured. A two-digit number next designates the district in which the car was ordered and may appear in conjunction with a Domestic Special Order or Foreign Special Order number when applicable. The final two spaces indicate the Rear Axle Ratio (numbers for regular axles, letters for locking-types) and the Transmission type (numbers for manual, letters for automatic).

OFFICIAL VEHICLE IDENTIFICATION NUMBER

The official Vehicle Identification Number (VIN) for title and registration purposes is stamped on an aluminum tab that is riveted to the instrument panel close to the windshield on the driver's side of the car and is visible from outside (Fig. 2).

MODEL YEAR CODE

The number 9 designates 1969.

ASSEMBLY PLANT CODES

Code Letter	Code Letter
A.....Atlanta	L.....Michigan Truck
B.....Oakville (Canada)	N.....Norfolk
C.....Ontario Truck	P.....Twin Cities
D.....Dallas	R.....San Jose
E.....Mahwah	S.....(Pilot) Allen Park
F.....Dearborn	T.....Metuchen
G.....Chicago	U.....Louisville
H.....Lorain	W.....Wayne
J.....Los Angeles	X.....St. Thomas
K.....Kansas City	Y.....Wixom
	Z.....St. Louis

BODY SERIAL AND STYLE CODES

The two-digit numeral which follows the assembly plant code identifies the body series. This two-digit number is used in conjunction with the Body Style Code, in the Vehicle Data, which consists of a two-digit number with a letter suffix. The following chart lists the Body Serial Codes, Body Style Codes and the model.

LINCOLN CONTINENTAL

Body Serial Code	Body Style Code	Body Type
82	53A	4-Door Sedan
80	65A	2-Door Hardtop

CONTINENTAL MARK III

Body Serial Code	Body Style Code	Body Type
89	65A	2-Door Hardtop

COUGAR

Body Serial Code	Body Style Code	Body Type	Model
91	65A	2-Door HardtopⓄ	Standard
92	76A	ConvertibleⓄ	
93	65B	2-Door HardtopⓄ	XR-7 Luxury
94	76B	ConvertibleⓄ	
91	65C	2-Door HardtopⓄ	Standard

ⓄBench Seat ⓄSplit Bench ⓄBucket Seats

MERCURY

Body Serial Code	Body Style Code	Body Type	Model
44	54A	4-Door SedanⓄ	Monterey
46	65A	2-Door Hardtop-FormalⓄ	
48	57A	4-Door HardtopⓄ	
45	76A	ConvertibleⓄ	
CANADA ONLY			
40	53M	4-Door Hardtop SedanⓄ	Marquis
41	65M	2-Door Hardtop-FormalⓄ	
42	57M	4-Door HardtopⓄ	
54	54C	4-Door SedanⓄ	Monterey-Custom
56	65B	2-Door Hardtop-FormalⓄ	
58	57B	4-Door HardtopⓄ	
63	53F	4-Door Hardtop SedanⓄⓄ	Marquis
66	65F	2-Door Hardtop-FormalⓄⓄ	
68	57F	4-Door HardtopⓄⓄ	
65	76F	ConvertibleⓄⓄ	
63	53C	4-Door Hardtop SedanⓄ	Brougham (Option)
66	65C	2-Door Hardtop-FormalⓄ	
68	57C	4-Door HardtopⓄ	
60	63G	2-Door Hardtop (Tunnel Roof)ⓄⓄⓄ	Marauder
61	63H	2-Door Hardtop (Tunnel Roof)ⓄⓄⓄ	
72	71B	4-Door 2 SeatⓄ	Monterey Wagon
72	71C	4-Door 3 Seat (Side Facing)Ⓞ	
74	71F	4-Door 2 SeatⓄ	Monterey-Custom Wagon
74	71G	4-Door 3 Seat (Side Facing)Ⓞ	
76	71E	4-Door 2-SeatⓄⓄ	Marquis Colony Park
76	71A	4-Door 3 Seat (Side Facing)ⓄⓄ	

ⓄBench Seat ⓄSplit Bench ⓄBucket Seats

METEOR (CANADA)

Body Serial Code	Body Style Code	Body Type	Model
20	54A	4-Door SedanⓄ	Rideau
21	54B	4-Door SedanⓄ	Rideau 500
23	65B	2-Door Hardtop-FormalⓄ	
30	54C	4-Door SedanⓄ	Montcalm
35	65C	2-Door Hardtop-FormalⓄ	
35	65E	2-Door Hardtop-Formal(5-33)ⓄⓄ	
33	57C	4-Door HardtopⓄ	
34	76C	ConvertibleⓄ	
34	76E	Convertible (S-33)ⓄⓄ	
24	65F	2-Door Hardtop-FormalⓄⓄ	LeMoyné
27	57F	4-Door HardtopⓄⓄ	
28	71B	Rideau 500-6 PassengerⓄ	Station Wagons
29	71C	Rideau 500-Dual Face RearⓄ	
38	71E	Montcalm-6 PassengerⓄ	
39	71A	Montcalm-Dual Face RearⓄ	

ⓄBench Seat ⓄSplit Bench ⓄBucket Seats

BODY SERIAL AND STYLE CODES—(continued)

MONTEGO

Body Serial Code	Body Style Code	Body Type	Model
01	65A	2-Door Hardtop—Formal (Sports Coupe)ⓐ	Comet
02	54A	4-Door Sedan (Sports)ⓐ	
06	54B	4-Door Sedanⓐ	Montego
07	65B	2-Door Hardtop—Formalⓐ	
10	54D	4-Door Sedanⓐ	Montego MX
11	65D	2-Door Hardtop—Formalⓐ	
12	76D	Convertibleⓐ	
11	65E	2-Door Hardtop—Formalⓐ	Montego MX
12	76B	Convertibleⓐ	
10	54C	4-Door Sedanⓐ	Montego MX Brougham
11	65C	2-Door Hardtop—Formalⓐ	
15	63A	2-Door Hardtop Fastbackⓐ (GT Appearance Opt.ⓐ)	Cyclone
15	63C	2-Door Hardtop Fastbackⓐ	
16	63H	2-Door Hardtop Fastbackⓐ (Sports Appearance Opt.ⓐ)	Cyclone CJ
03	71B	Montegoⓐ	Station Wagons—4 Door
08	71C	Montego MXⓐ	
08	71A	Montego MX (Woodgrain)ⓐ	

ⓐBench Seat ⓐSplit Bench ⓐBucket Seats

THUNDERBIRD

Body Serial Code	Body Style Code	Body Type	Model
83	65A	2-Door Hardtopⓐ	
83	65C	2-Door Hardtopⓐ	
84	65B	2-Door Landau ⓐⓐ	
84	65D	2-Door Landau ⓐⓐ	
87	57B	4-Door Landau ⓐ	
87	57C	4-Door Landau ⓐ	

ⓐBench Seat ⓐSplit Bench ⓐBucket Seats ⓐBlind Quarter Roof

FALCON

Body Serial Code	Body Style Code	Body Type	Model
10	62A	2-Door Sedanⓐ	Standard
11	54A	4-Door Sedanⓐ	
20	62B	2-Door Sedanⓐ	Futura
22	62C	2-Door Sports Coupeⓐ	
21	54B	4-Door Sedanⓐ	
12	71A	Standardⓐ	Station Wagons—4 Door
23	71B	Futuraⓐ	

ⓐBench Seat ⓐSplit Bench ⓐBucket Seat

MUSTANG

Body Serial Code	Body Style Code	Body Type	Model
01	65A	2-Door Hardtopⓐⓐ	Standard
02	63A	2-Door Fastbackⓐⓐ	
03	76A	Convertibleⓐⓐ	
01	65B	2-Door Hardtopⓐⓐ	Luxury
02	63B	2-Door Fastbackⓐⓐ	
03	76B	Convertibleⓐⓐ	
01	65C	2-Door Hardtopⓐ	Standard
01	65D	2-Door Hardtopⓐ	Luxury
01	65E	2-Door Hardtopⓐ	Grand
02	63C	2-Door Fastbackⓐ	Mach 1

ⓐBench Seat ⓐSplit Bench ⓐBucket Seats ⓐHi-Back Bucket

FORD

Body Serial Code	Body Style Code	Body Type	Model
50	62E	2-Door Sedanⓐ	Custom
51	54E	4-Door Sedanⓐ	
52	62B	2-Door Sedanⓐ	Custom 500
53	54B	4-Door Sedanⓐ	
54	54A	4-Door Sedanⓐ	Galaxie 500
55	63B	2-Door Hardtop—Fastbackⓐ	
58	65C	2-Door Hardtop—Formalⓐ	
56	57B	4-Door Hardtopⓐ	
57	76A	Convertibleⓐ	
60	63C	2-Door Hardtop—Fastbackⓐⓐ	Ford XL
61	76B	Convertibleⓐⓐ	
64	54C	4-Door Sedanⓐⓐ	Ford LTD
62	65A	2-Door Hardtop—Formalⓐⓐ	
66	57F	4-Door Hardtopⓐⓐ	
70	71D	Ranchwagon—6 Passengerⓐ	Station Wagons—4 Door
71	71H	Custom 500 Ranchwagon—6 Passengerⓐ	
72	71J	Custom 500 Ranchwagon—Dual Face Rearⓐ	
73	71B	Country Sedan—6 Passengerⓐ	
74	71C	Country Sedan—Dual Face Rearⓐ	
75	71E	Country Squire—6 Passengerⓐ	
76	71A	Country Squire—Dual Face Rearⓐ	

ⓐBench Seat ⓐSplit Bench ⓐBucket Seats

BODY SERIAL AND STYLE CODES—(continued)

FAIRLANE

Body Serial Code	Body Style Code	Body Type	Model
30	65A	2-Door Hardtop—Formalⓐ	Fairlane
31	54A	4-Door Sedanⓐ	Fairlane
34	54B	4-Door Sedanⓐ	Fairlane 500
35	63B	2-Door Hardtop—Fastbackⓐ	Fairlane 500
33	65B	2-Door Hardtop—Formalⓐ	Fairlane 500
36	76B	Convertibleⓐ	Fairlane 500
35	63E	2-Door Hardtop—Fastbackⓐ	Fairlane 500
33	65E	2-Door Hardtop—Formalⓐ	Fairlane 500
36	76E	Convertibleⓐ	Fairlane 500
40	65C	2-Door Hardtop—Formalⓐ	Torino
41	54C	4-Door Sedanⓐ	Torino
42	63F	2-Door Hardtop—Fastbackⓐ	Torino GT
44	65F	2-Door Hardtop—Formalⓐ	Torino GT
43	76F	Convertibleⓐ	Torino GT
42	63D	2-Door Hardtop—Fastbackⓐ	Torino GT
44	65D	2-Door Hardtop—Formalⓐ	Torino GT
43	76D	Convertibleⓐ	Torino GT
46	63B	2-Door Hardtop—Fastbackⓐ	Cobra
46	63E	2-Door Hardtop—Fastbackⓐ	Cobra
45	65A	2-Door Hardtop—Formalⓐ	Cobra
45	65E	2-Door Hardtop—Formalⓐ	Cobra
32	71D	Fairlaneⓐ	Station Wagons—4 Door
37	71B	Fairlane 500ⓐ	Station Wagons—4 Door
38	71E	Fairlane Torino Squireⓐ	Station Wagons—4 Door
47	66A	Rancheroⓐ	Ranchero
48	66B	Ranchero 500ⓐ	Ranchero
48	66B	Ranchero 500ⓐ (Opt.)	Ranchero
49	66C	Rancheroⓐ	Ranchero GT
49	66D	Rancheroⓐ	Ranchero GT

ⓐBench Seat ⓑSplit Bench ⓓBucket Seats

REAR AXLE RATIO CODES

Conventional	Limited-Slip	Ratio
1	J	2.50:1
2	K	2.75:1
3	L	2.79:1
4	M	2.80:1
5	N	2.83:1
6	O	3.00:1
7	P	3.10:1
8	Q	3.20:1
9	R	3.25:1
A	S	3.50:1
B	T	3.07:1
C	U	3.08:1
D	V	3.91:1
E	W	4.30:1

TRANSMISSION CODES

Code	Type
1	3-Speed Manual
5	4-Speed Manual—wide ratio (2.78 1st Gear)
6	4-Speed Manual—close ratio (2.32 1st Gear)
W	Automatic (C4) (XP-3)
U	Automatic (C6) (XPL)
Y	Automatic (MX)
X	Automatic (FMX)
Z	Automatic (C6 Special) (XPL, Special)ⓐ

ⓐFor Police & trailer towing — Not available with bucket seats

ENGINE CODES

Code	Type
U	6 Cyl. 170 Cu. In. (1V)
T	6 Cyl. 200 Cu. In. (1V)
2	6 Cyl.ⓐ 200 Cu. In. (1V)
L	6 Cyl. 250 Cu. In. (1V)
3	6 Cyl.ⓐ 250 Cu. In. (1V)
V	6 Cyl. 240 Cu. In. (1V)
5	6 Cyl.ⓐ 240 Cu. In. (1V)
B	6 Cyl. 240 Cu. In. (1V) Police
E	6 Cyl. 240 Cu. In. (1V) Taxi
F	8 Cyl. 302 Cu. In. (2V)
6	8 Cyl.ⓐ 302 Cu. In. (2V)
D	8 Cyl. 302 Cu. In. (2V) Police & Taxi
H	8 Cyl. 351 Cu. In. (2V)
M	8 Cyl. 351 Cu. In. (4V)
Y	8 Cyl. 390 Cu. In. (2V)
X	8 Cyl.ⓐ 390 Cu. In. (2V)
S	8 Cyl.ⓐ 390 Cu. In. (4V)
P	8 Cyl.ⓐ 428 Cu. In. (4V) Police Interceptor
Q	8 Cyl. 428 Cu. In. (4V) CJ
R	8 Cyl.ⓐ 428 Cu. In. (4V) CJ
K	8 Cyl. 429 Cu. In. (2V)
N	8 Cyl. 429 Cu. In. (4V)
A	8 Cyl. 460 Cu. In. (4V)

ⓐLow Compression ⓑPremium Fuel ⓓImproved Performance
 ⓐHigh Performance ⓑRam Air Induction

CONSECUTIVE UNIT NUMBER

Starting Serial Numbers—1969 Passenger Cars
 100,001—Ford, Fairlane, Falcon, Mustang, Thunderbird
 500,001—Mercury, Montego, Cougar, Meteor
 848,000—Lincoln Continental & Continental Mark III

EXTERIOR PAINT COLOR CODES

Code	Reference Number	Color
A	1724-A	Black
B	3059-A	Maroon
C	3197-A	Dk. Ivy Green Met.
D	3303-A	Pastel Gray
E	3191-A	Lt. Aqua
F	3065-A	Dk. Aqua Met. (Brt.)
G	3203-A	Med. Orchid Met.
H	2067-A	Lt. Green
I	2041-A	Med. Lime Met.
J	3080-A	Dk. Aqua Met.
K	3204-A	Dk. Orchid Met.
L	3060-A	Lt. Gray Met.
M	1619-A	White
N	921-A	Platinum
P	3064-A	Med. Blue Met.
Q	1624-A	Med. Blue Met.
R	3198-A	Lt. Gold
S	3199-A	Med. Gold Met.
T	2008-A	Red
U	1070-A	Med. Aqua Met.
V	3201-A	Lt. Aurora Copper Met.
W	3120-A	Yellow
X	3061-A	Dk. Blue Met.
Y	3202-A	Burnt Orange Met.
Z	2044-A	Dk. Grey Met.
2	3071-A	Lt. Ivy Yellow
3	1730-A	Calypto Coral
4	3230-A	Med. Emerald Met.
6	3077-A	Med. Blue Met. (Brt.)
7	3193-A	Lt. Emerald Green Met.
8	3190-A	Lt. Blue
9	M6J-49B	Red Primer
9	M6J-50B	Grey Primer

INTERIOR TRIM CODES

Code	Trim Schemes
1A	Black Vinyl (Cougar, Falcon)
1A	Black Cloth & Vinyl
1B	Med. Blue Cloth/Lt. Blue Vinyl
1B	Med. or Lt. Blue Vinyl
1B	Dk. Blue Cloth & Vinyl (Lincoln, T-Bird, Mark III, Mercury)
1B	Lt. Blue Cloth & Vinyl (Ford, Montego, Meteor)
1D	Dk. Red Cloth and Vinyl
1F	Med. Saddle Vinyl (Cougar)
1G	Dk. Ivy Gold Cloth & Vinyl
1G	Lt. Ivy Gold Vinyl (Cougar)
1K	Lt. Aqua Cloth and/or Vinyl
1P	Med. Grey Cloth & Vinyl (Mark III)
1Y	Lt. Nugget Gold Vinyl (Cougar-Falcon)
1Y	Lt. Nugget Gold Cloth & Vinyl
2A	Black Vinyl
2A	Black Leather & Vinyl (Lincoln)
2A	Black Leather (Mark III)
2B	Dk. or Lt. Blue Vinyl
2B	Dk. Blue Leather & Vinyl (Lincoln)
2B	Dk. Blue Leather (Mark III)
2D	Dk. Red Vinyl
2D	Dk. Red Leather & Vinyl (Lincoln)
2D	Dk. Red Leather (Mark III)
2F	Med. Saddle Vinyl (Cougar)
2F	Med. Saddle Leather & Vinyl (Lincoln)
2F	Med. Saddle Leather (Mark III)
2G	Lt. or Dk. Ivy Gold Vinyl
2G	Dk. Ivy Gold Leather & Vinyl (Lincoln)
2G	Dk. Ivy Gold Leather (Mark III)
2K	Lt. Aqua Vinyl
2K	Lt. Aqua Leather & Vinyl (Lincoln)
2K	Lt. Aqua Leather (Mark III)
2P	Med. Grey Leather (Mark III)
2U	Pastel Parchment w/Black Leather (Mark III)
2W	White w/Black Vinyl
2W	White w/Black Leather & Vinyl (Lincoln)
2W	White w/Black Leather (Mark III)
2Y	Lt. Nugget Gold Vinyl
2Y	Lt. Nugget Gold Leather & Vinyl (Lincoln)
2Y	Lt. Nugget Gold Leather (Mark III)
3A	Black w/Red Knit and/or Vinyl (Mustang, Montego)
3A	Black Knit and/or Vinyl
3A	Black Cloth & Vinyl
3A	Black Leather & Vinyl (Lincoln)
3B	Lt. Blue Knit and/or Vinyl
3B	Lt. or Dk. Blue Cloth & Lt. Blue Vinyl
3B	Lt. Blue Cloth & Vinyl (Fairlane, Ford, Montego, Meteor)
3B	Med. Blue Cloth & Lt. Blue Vinyl
3B	Dk. Blue Cloth & Vinyl (T-Bird, Mercury)
3B	Dk. Blue Leather & Vinyl (Lincoln)
3D	Dk. Red Cloth & Vinyl
3D	Dk. Red Knit and/or Vinyl
3G	Dk. Ivy Gold Cloth & Vinyl
3G	Dk. Ivy Gold Leather & Vinyl (Lincoln)
3K	Lt. Aqua Cloth & Vinyl
3W	White w/Black Knit and/or Vinyl
3W	White w/Black Leather & Vinyl (Lincoln)
3Y	Lt. Nugget Gold Cloth & Vinyl
3Y	Lt. Nugget Gold Knit and/or Vinyl (T-Bird)
4A	Black Cloth & Vinyl
4A	Black Knit and/or Vinyl
4B	Dk. Blue Vinyl
4B	Dk. or Lt. Blue Vinyl
4D	Dk. Red Vinyl
4G	Dk. Ivy Gold Cloth & Vinyl
4G	Dk. Ivy Gold Vinyl
4K	Lt. Aqua Vinyl
4W	White w/Black Vinyl
4Y	Lt. Nugget Gold Knit and/or Vinyl
5A	Black Cloth & Vinyl
5A	Black Knit and/or Vinyl
5A	Black Leather & Vinyl (Lincoln)
5B	Lt. Blue Cloth and/or Vinyl
5B	Lt. Blue Knit and/or Vinyl
5B	Dk. Blue Leather & Vinyl (Lincoln)
5B	Dk. Blue Cloth & Vinyl (Mercury)
5D	Dk. Red Cloth & Vinyl (Montego)

INTERIOR TRIM CODES—(continued)

Code	Trim Schemes
5D	Dk. Red Knit and/or Vinyl
5D	Dk. Red Leather & Vinyl (Lincoln)
5F	Med. Saddle Leather & Vinyl (Lincoln)
5G	Dk. Ivy Gold Knit and/or Vinyl
5G	Dk. Ivy Gold Cloth & Vinyl
5G	Dk. Ivy Gold Leather & Vinyl (Lincoln)
5K	Lt. Aqua Cloth & Vinyl (Montego)
5K	Lt. Aqua Vinyl
5K	Lt. Aqua Leather & Vinyl (Lincoln)
5W	White w/Black Knit and/or Vinyl
5W	White w/Black Leather & Vinyl (Lincoln)
5Y	Lt. Nugget Gold Cloth & Vinyl
5Y	Lt. Nugget Gold Knit and/or Vinyl (Mustang, Fairlane)
5Y	Lt. Nugget Gold Leather & Vinyl (Lincoln)
6A	Black Knit and/or Vinyl
6A	Black Cloth & Vinyl (Lincoln)
6A	Black Leather & Vinyl (Cougar)
6B	Dk. or Lt. Blue Vinyl
6B	Dk. Blue Leather & Vinyl (Cougar)
6D	Dk. Red Knit and/or Vinyl
6D	Dk. Red Leather & Vinyl (Cougar)
6F	Med. Saddle Leather & Vinyl
6G	Dk. Ivy Gold Vinyl
6G	Dk. Ivy Gold Leather & Vinyl (Cougar)
6K	Lt. Aqua Vinyl
6K	Lt. Aqua Leather & Vinyl (Cougar)
6W	White w/Black Vinyl
6Y	Lt. Nugget Gold Vinyl
6Y	Lt. Nugget Gold Leather & Vinyl (Cougar)
7A	Black Vinyl
7A	Black Cloth & Vinyl (Fairlane)
7A	Black Leather & Vinyl (Lincoln)
7B	Lt. Blue Vinyl (Cougar, Montego, Ford)
7B	Dk. Blue Cloth & Vinyl
7B	Dk. Blue Leather & Vinyl (Lincoln)
7D	Dk. Red Vinyl (Mustang)
7D	Dk. Red Cloth & Vinyl
7G	Dk. Ivy Gold Cloth and/or Vinyl
7G	Dk. Ivy Gold Leather & Vinyl (Lincoln)
7K	Lt. Aqua Cloth & Vinyl
7W	White w/Black Vinyl
7W	White Leather & Vinyl (Lincoln)
7Y	Lt. Nugget Gold Cloth & Vinyl
7Y	Lt. Nugget Gold Vinyl (Ford, Meteor, Mustang)
8A	Black Knit and/or Vinyl
8A	Black Leather & Vinyl (T-Bird)
8B	Dk. or Lt. Blue Knit and/or Vinyl
8D	Dk. Red Knit and/or Vinyl
8F	Med. Saddle Knit and/or Vinyl
8G	Dk. Ivy Gold Knit and/or Vinyl
8K	Lt. Aqua Knit and/or Vinyl
8W	White w/Black and/or Vinyl
8W	White w/Black Leather & Vinyl (T-Bird)
8Y	Lt. Nugget Gold Knit and/or Vinyl
9A	Black Knit and/or Vinyl
9A	Black Cloth & Vinyl (Ford, Meteor)
9B	Lt. Blue Knit and/or Vinyl
9B	Dk. Blue Cloth & Vinyl (Ford, Meteor)
9D	Dk. Red Knit and/or Vinyl
9D	Dk. Red Cloth & Vinyl (Ford-Meteor)
9G	Dk. Ivy Gold Cloth & Vinyl
9K	Lt. Aqua Cloth & Vinyl
9Y	Lt. Nugget Gold Cloth and/or Vinyl
9Y	Lt. Nugget Gold Knit and/or Vinyl
AA(1W)	White Vinyl With Black (Cougar)
AA	Black Cloth & Vinyl (Lincoln)
AB(1W)	White Vinyl With Blue (Cougar)
AB	Lt. Blue Cloth & Vinyl (Lincoln)
AD(1W)	White Vinyl With Red (Cougar)
AG(1W)	White Vinyl With Ivy Gold (Cougar)
AG	Lt. Ivy Gold Cloth & Vinyl (Lincoln)
AK (1W)	White Vinyl With Aqua (Cougar)
AK	Lt. Aqua Cloth & Vinyl (Lincoln)
AL	Lt. Silver Cloth & Vinyl (Lincoln)
AY	Lt. Nugget Gold Cloth & Vinyl (Lincoln)
AY(1W)	White Vinyl With Nugget Gold (Cougar)
BA(2W)	White Vinyl With Black (Cougar)
BA	Black Vinyl (Fairlane)
BB(2W)	White Vinyl With Blue (Cougar)

INTERIOR TRIM CODES—(continued)

Code	Trim Schemes
BB	Lt. Blue Vinyl (Fairlane)
BB	Lt. Blue Leather & Vinyl (Lincoln)
BD(2W)	White Vinyl With Red (Cougar)
BG(2W)	White Vinyl With Ivy Gold (Cougar)
BG	Lt. Ivy Gold Leather & Vinyl (Lincoln)
BK(2W)	White Vinyl With Aqua (Cougar)
BY(2W)	White Vinyl With Lt. Nugget Gold (Cougar)
BY	Lt. Nugget Gold Vinyl (Fairlane)
CA	Black Cloth & Vinyl
CA	Black Vinyl (Montego)
CB	Dk. Blue Cloth & Vinyl
CB	Lt. Blue Vinyl (Montego)
CD	Dk. Red Cloth & Vinyl
CD	Dk. Red Vinyl
CG	Dk. Ivy Gold Cloth & Vinyl
CG	Lt. Ivy Gold Leather & Vinyl (Lincoln)
CK	Lt. Aqua Cloth & Vinyl
CY	Lt. Nugget Gold Cloth & Vinyl
CY	Lt. Nugget Gold Vinyl (Montego)
DA	Black Cloth & Vinyl
DA(4W)	White Vinyl With Black (Cougar)
DA	Black Knit and/or Vinyl
DB	Dk. Blue Cloth & Vinyl
DB	Dk. Blue Vinyl (Mercury)
DB(4W)	White Vinyl With Blue (Cougar)
DD(4W)	White Vinyl With Red (Cougar)
DD	Dk. Red Knit and/or Vinyl
DD	Dk. Red Cloth & Vinyl
DG	Dk. Ivy Gold Vinyl
DG	Dk. Ivy Gold Cloth & Vinyl
DK	Lt. Aqua Cloth & Vinyl
DW	White w/Black Knit and/or Vinyl
DY	Lt. Nugget Gold Cloth & Vinyl
DY	Lt. Nugget Gold Vinyl (Mercury)
EA	Black Knit and/or Vinyl
EA	Black Cloth & Vinyl
EB	Dk. Blue Cloth & Vinyl
ED	Dk. Red Cloth & Vinyl
EG	Dk. Ivy Gold Cloth & Vinyl
EK	Lt. Aqua Cloth & Vinyl
EW	White w/Black Knit and/or Vinyl
EY	Lt. Nugget Gold Cloth & Vinyl
FA	Black Knit and/or Vinyl
FA(6W)	White Vinyl With Black (Cougar)
FB	Lt. or Dk. Blue Vinyl
FB(6W)	White Vinyl With Blue (Cougar)
FD	Dk. Red Knit and/or Vinyl
FD(6W)	White Vinyl With Red (Cougar)
FG	Dk. Ivy Gold Vinyl
FG(6W)	White Vinyl With Ivy Gold (Cougar)
FK(6W)	White Vinyl With Lt. Aqua (Cougar)
FW	White w/Black Knit and/or Vinyl
FY	Lt. Nugget Gold Vinyl
FY(6W)	White Vinyl With Nugget Gold (Cougar)
GA	Black Vinyl
GB	Lt. Blue Vinyl
GD	Dk. Red Vinyl
GG	Dk. Ivy Gold Vinyl
GY	Lt. Nugget Gold Vinyl
HA	Black Knit and/or Vinyl
HA(8W)	White Vinyl With Black (Cougar)
HA	Black Leather & Vinyl (Mercury)
HB	Lt. Blue Vinyl
HB (8W)	White Vinyl With Blue (Cougar)
HD	Dk. Red Vinyl
HD	Dk. Red Leather & Vinyl (Mercury)
HD(8W)	White Vinyl With Dk. Red (Cougar)
HG	Dk. Ivy Gold Vinyl
HG(8W)	White Vinyl With Ivy Gold (Cougar)
HK	Lt. Aqua Vinyl
HK(8W)	White Vinyl With Lt. Aqua (Cougar)
HW	White w/Black Leather & Vinyl (Mercury)
HW	White w/Black Vinyl (Fairlane)

INTERIOR TRIM CODES—(continued)

Code	Trim Schemes
HY(8W)	White Vinyl With Nugget Gold (Cougar)
HY	Lt. Nugget Gold Knit and/or Vinyl
JA	Black Knit and/or Vinyl
JB	Lt. Blue Cloth & Vinyl (Lincoln)
JG	Lt. Ivy Gold Cloth & Vinyl
JW	White w/Black Knit and/or Vinyl
JY	Lt. Nugget Gold Knit and/or Vinyl
JY	Lt. Nugget Gold Cloth & Vinyl (Lincoln)
KA	Black Knit and/or Vinyl
KA	Black Cloth & Vinyl (Ford-Mercury-Meteor)
KA	Black Leather & Vinyl (Lincoln)
KB	Dk. Blue Cloth & Vinyl
KB	Med. Blue Cloth & Lt. Blue Vinyl (Ford-Montego)
KB	Dk. Blue Leather & Vinyl (Lincoln)
KD	Dk. Red Cloth & Vinyl
KG	Dk. Ivy Gold Leather & Vinyl (Lincoln)
KG	Dk. Ivy Gold Cloth & Vinyl
KL	Lt. Silver Leather & Vinyl (Lincoln)
KW	White w/Black Leather & Vinyl (Lincoln)
KY	Lt. Nugget Gold Knit and/or Vinyl
KY	Lt. Nugget Gold Cloth & Vinyl
LA	Black Knit and/or Vinyl
LA	Black Leather & Vinyl (Lincoln)
LB	Lt. Blue Knit and/or Vinyl
LB	Dk. Blue Leather & Vinyl (Lincoln)
LD	Dk. Red Knit and/or Vinyl
LE	Lt. & Med. Beige Vinyl
LG	Dk. Ivy Gold Leather & Vinyl (Lincoln)
LW	White w/Black Knit and/or Vinyl
LW	White w/Black Leather & Vinyl (Lincoln)
LY	Lt. Nugget Gold Knit and/or Vinyl
MA	Black Vinyl
MB	Lt. Blue Vinyl
MD	Dk. Red Vinyl
MW	White w/Black Vinyl
NA	Black Knit and/or Vinyl
NB	Lt. Blue Vinyl
NY	Lt. Nugget Gold Knit and/or Vinyl
PA	Black Vinyl
PB	Lt. Blue Vinyl
PY	Lt. Nugget Gold Vinyl
QA	Black Knit and/or Vinyl
QB	Lt. Blue Vinyl
QW	White Knit and/or Vinyl
OY	Lt. Nugget Gold Vinyl
RA	Black Knit and/or Vinyl
RA	Black Leather & Vinyl
RB	Lt. Blue Knit and/or Vinyl
RD	Dk. Red Knit and/or Vinyl
RD	Dk. Red Leather & Vinyl
RW	White w/Black Leather & Vinyl
RW	White w/Black Knit and/or Vinyl
RY	Lt. Nugget Gold Knit and/or Vinyl
SB	Lt. Blue Leather & Vinyl (Lincoln)
SG	Lt. Ivy Gold Leather & Vinyl (Lincoln)
TG	Lt. Ivy Gold Leather & Vinyl (Lincoln)
VA	Black Knit and/or Vinyl
VB	Dk. Blue Vinyl
VG	Dk. Ivy Gold Vinyl
VW	White w/Black Knit and/or Vinyl
VY	Lt. Nugget Gold Vinyl
WA	Black Knit and/or Vinyl
WW	White w/Black Knit and/or Vinyl
WY	Lt. Nugget Gold Knit and/or Vinyl
YA	Black Cloth & Vinyl
YB	Dk. Blue Cloth & Vinyl
YD	Dk. Red Cloth & Vinyl
YG	Dk. Ivy Gold Cloth & Vinyl
YK	Lt. Aqua Cloth & Vinyl
YY	Lt. Nugget Gold Cloth & Vinyl
ZA	Black Cloth & Vinyl
ZB	Dk. Blue Cloth & Vinyl
ZG	Dk. Ivy Gold Cloth & Vinyl

DATE CODES

A number signifying the date precedes the month code letter. A second-year code letter will be used if the model exceeds 12 months.

Month	Code First Year	Code Second Year
January	AA	N N
February	B	PP
March	C	Q
April	D, D	R R
May	EE	S
June	F	T T
July	G	U
August	UH	V
September	H	VW
October	K	X
November	L	Y
December	M	W Z

DISTRICT CODES (DSO)

Units built on a Domestic Special Order, Foreign Special Order, or other special orders will have the complete order number in this space. Also to appear in this space is the two-digit code number of the District which ordered the unit. If the unit is a regular production unit, only the District code number will appear.

DISTRICT CODES (DSO)

Code	District	Code	District
11	Boston	51	Denver
13	New York	53	Kansas City
15	Newark	54	Omaha
16	Philadelphia	55	St. Louis
17	Washington	56	Denverport
21	Atlanta	61	Dallas
22	Charlotte	62	Houston
24	Jacksonville	63	Memphis
25	Richmond	64	New Orleans
28	Louisville	65	Oklahoma City
32	Cleveland	71	Los Angeles
33	Detroit	72	Los Angeles
35	Lansing	72	Salt Lake City
37	Buffalo	74	Seattle
38	Pittsburgh	75	Seattle
41	Chicago	83	Government
43	Wilmington	84	Home Office Reserve
44	Twin Cities	85	American Red Cross
46	Indianapolis	89	Transportation Services
47	Cincinnati	90	Transportation Services

LINCOLN-MERCURY

Code	District	Code	District
11	Boston	34	Detroit
15	New York	41	Chicago
16	Philadelphia	42	St. Louis
17	Philadelphia	46	Twin Cities
27	Washington	51	Denver
21	Dallas	52	Los Angeles
23	Jacksonville	53	Oakland
26	Memphis	54	Seattle
28	Memphis	84	Home Office Reserve
32	Buffalo		
33	Cleveland	90's	Export

FORD OF CANADA

Code	District	Code	District
B1	Central	84	Midwestern
B2	Eastern	86	Western
B3	Atlantic	67	Pacific
11 thru 17	Export		

Note: Canadian Lincoln-Mercury units use prefix "A" in place of "B".

Brakes

GROUP
2

PART 2-1	PAGE	PART 2-3	PAGE
General Brake Service	02-01-01	Specifications	02-03-01
PART 2-2			
Brake System	02-02-01		

Part 2-1 General Brake Service

COMPONENT INDEX	MODEL APPLICATION											
	All Models	Ford	Mercury	Meteor	Cougar	Fairlane	Falcon	Montego	Mustang	Lincoln-Continental	Thunderbird	Continental-Mark III
ANTI SKID CONTROL SYSTEM												
Tests		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	01-03	01-03
BRAKE BOOSTER												
Adjustments	01-04											
Cleaning and Inspection	01-07											
Tests	01-02											
BRAKE PEDAL												
Free Height Test	01-01											
Total Travel Test	01-01											
DISC BRAKES												
Cleaning and Inspection	01-07											
Service Precautions	01-07											
DRUM BRAKES												
Cleaning and Inspection	01-08											
HYDRAULIC SYSTEM BLEEDING	01-05											
PARKING BRAKE CONTROL												
Vacuum Release Test		01-03	01-03	01-03	N/A	N/A	N/A	N/A	N/A	01-03	01-03	01-03
PARKING BRAKE LINKAGE												
Adjustment		01-03	01-03	01-03	01-03	01-03	01-03	01-03	01-03	01-04	01-04	01-04
PRESSURE DIFFERENTIAL VALVE												
Adjustment (Centralize)	01-07											

A page number indicates that the item is for the vehicle listed at the head of the column.
 N/A indicates that the item is not applicable to the vehicle listed.

1 BRAKE SYSTEM TESTS

Always check the fluid level in the master cylinder before performing the test procedures. If the fluid level is not within 1/4 inch of the top of the master cylinder reservoirs, add Ford Brake Fluid — Extra Heavy Duty — Part Number C6AZ-19542-A (ESAM6C25-A) or equivalent for all brake applications. The extra heavy duty brake fluid is colored blue for identification purposes. Do not mix low temperature brake fluids with the specified brake fluid.

Should one of the wheel brakes be locked and the vehicle must be moved, open the bleeder screw long enough to let out a few drops of brake fluid. This bleeding operation will release the brakes but will not correct the cause of trouble.

BRAKE PEDAL FREE HEIGHT AND TRAVEL MEASUREMENTS

With the engine running for full power brake operation, measure the brake pedal free height, and check the brake pedal travel with the use of the Brake Pedal Pressure Gauge, Tool WRE-500-50 as follows:

BRAKE PEDAL FREE HEIGHT MEASUREMENT

1. Insert a slender, sharp pointed prod through the carpet and sound deadener to the dash panel metal and measure the distance to the brake pedal (Fig. 1).

2. If the position of the pedal is not within specification, check the brake

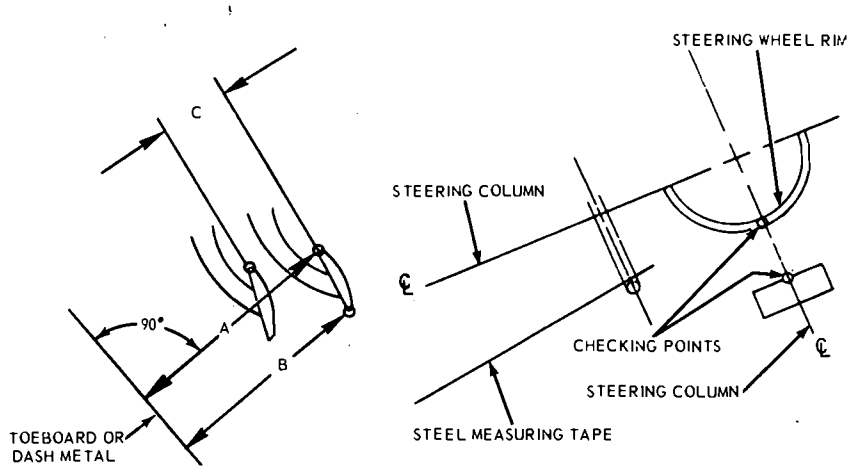
pedal linkage for missing, worn, or damaged bushings, or loose attaching bolts and replace them, if required.

3. If the pedal free height is still out of specification, check the brake pedal booster or master cylinder to be sure the correct parts are installed. Replace the worn or damaged parts as necessary.

BRAKE PEDAL TRAVEL MEASUREMENT

1. Install a Brake Pedal Effort Gauge on the brake pedal pad (Fig. 2).

2. Hook a steel measuring tape to the brake pedal as shown in Fig. 1. Measure and record the distance from the brake pedal free height position to the reference point, which is at the six



VEHICLE	TYPE	PEDAL FREE HEIGHT - A	PEDAL FREE HEIGHT - B	PEDAL TRAVEL - C
FORD, MERCURY AND METEOR	NON-POWER DRUM	8.09 - 7.17		3.10
FORD, MERCURY AND METEOR	POWER DRUM & DISC	6.18 - 5.99		3.27
FORD, MERCURY AND METEOR	NON-POWER DISC	8.65 - 7.82		2.18
FORD, MERCURY AND METEOR	POLICE POWER DISC	7.58 - 6.72		3.27
FAIRLANE, MONTEGO AND FALCON	NON-POWER DRUM	8.13 - 6.91		2.90
FAIRLANE, MONTEGO AND FALCON	POWER DISC	7.25 - 5.71		2.35
MUSTANG AND COUGAR	NON-POWER DRUM	7.49 - 6.43		2.58
MUSTANG AND COUGAR	POWER DISC	6.25 - 5.56		1.75
THUNDERBIRD	POWER DISC		5.96 - 5.04	3.00
CONTINENTAL MARK III	POWER DISC		5.96 - 5.04	3.00
LINCOLN CONTINENTAL	POWER DISC		6.50 - 5.50	2.25

NOTE: A & B DIMENSION TO BE MEASURED TO SHEET METAL

C DIMENSION TO BE MEASURED PARALLEL TO THE VERTICAL CENTERLINE OF THE STEERING COLUMN WITH A 50 POUND LOAD APPLIED TO THE CENTERLINE OF THE BRAKE PEDAL PAD. (CHECKS ON POWER BRAKE VEHICLES MADE WITH ENGINE RUNNING)

H1630-A

FIG. 1 — Brake Pedal Height and Travel Measurements

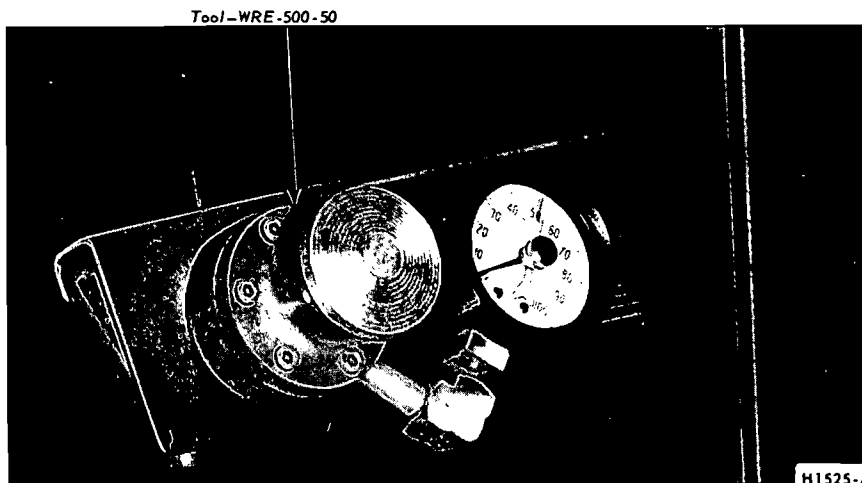


FIG. 2—Brake Pedal Effort Gauge Installed

o'clock position on the steering wheel rim.

3. With the steel tape still hooked to the brake pedal depress the brake pedal by pressing downward on the brake pedal effort gauge. Apply a 50 pound load to the center of the pedal by observing the pressure gauge, and measure the distance from the brake pedal to the fixed reference point on the steering wheel rim parallel to the centerline of the steering column.

4. The difference between the brake pedal free height and the depressed pedal measurement under a 50 pound load should be within the specified maximum pedal travel service specification B in Fig. 1.

5. If the pedal travel is more than the specified maximum shown in Fig. 1, dimension C, make several sharp reverse stops (equivalent to 50 pounds pedal pressure) with a forward stop before each. Move the vehicle in reverse and forward for a distance of approximately ten feet; then, apply the brakes sharply and hold the brake pedal down until the vehicle is completely stopped. This will actuate the brake self-adjusters. If these stops do not bring the brake pedal travel within specification, make several additional forward and reverse stops as outlined above.

6. If the second series of stops do not bring the brake pedal travel within specification, remove the brake drums and check the brake adjusters to make sure they are functioning. Check the brake linings for wear or damage. Repair or replace all worn or damaged parts and non-functioning adjusters. Adjust the brake lining outside diameter to the approximate inside diameter of the brake drum with Rotunda Tool HRE-8650 (Fig. 12, Part 2-2).

7. If all the brake adjusters, brake drums and linings are functional and the brake travel is not within specifications, check the pedal linkage for missing or worn bushings, or loose attachments. Bleed the brakes and centralize the differential valve.

POWER BRAKE FUNCTIONAL TEST

1. Check the hydraulic brake system for leaks or insufficient fluid.

2. With the transmission in neutral, stop the engine and apply the parking brake. Depress the brake pedal several times to exhaust all vacuum in the system.

3. With the engine shut off and all vacuum in the system exhausted, depress the pedal, and hold it in the applied position. Start the engine. If the

vacuum system is operating, the pedal will tend to fall away under foot pressure and less pressure will be required to hold the pedal in the applied position. If no action is felt, the vacuum booster system is not functioning.

If the brake pedal movement feels spongy, bleed the hydraulic system to remove air from the system. Refer to Hydraulic System Bleeding, Part 1, Section 2.

VACUUM TESTS—VACUUM RELEASE PARKING BRAKES

Visually check the operation of the brake linkage as the brake pedal is depressed. Then, check the operation of the brake linkage when the manual release lever is activated. These checks should indicate whether the manual parking brake control linkage is operating properly or requires repair or adjustment due to inability of the parking brake to hold against moderate vehicle movement. Perform tests of the parking brake system and controls after making certain the linkage and manual controls operate properly.

When testing a parking brake vacuum release system, a minimum of 10 inches of vacuum (Hg.) should be available at all points where vacuum is applied. This can be checked with a Rotunda Fuel Pump Tester Gauge (ARE345) and two Distributor Tester hose adapters (Marked Q) connected together with a coupling. This allows the Fuel Pump Tester Gauge hose to

be adapted to any other vacuum hose or rubber connector in the vacuum systems.

Failure to maintain 10 inches of vacuum (Hg.) during vacuum system tests could be caused by a loose hose connection, resulting in a vacuum leak. When checking for vacuum between two points, trace the hose along the entire routing to be sure it is not crossed with another hose and connected to the wrong connection.

All of the vacuum parking brake control checks are to be performed with the engine running at idle speed.

Leaks in the parking brake hoses or a disconnected or improperly connected hose can usually be found by listening for a hissing sound along the hose routings. **Under no circumstances should air pressure be applied to the vacuum system as the actuator diaphragm in the parking brake vacuum motor may be damaged.**

1. Start the engine and run it at idle speed. With the transmission shift control in neutral, depress the parking brake pedal to apply the parking brake. Move the transmission shift control to D range and observe the parking brake pedal to see that the pedal moves upward and the parking brake releases. If the parking brake releases, the parking brake vacuum control is working properly.

2. If the parking brake does not release, test for vacuum at the steering column neutral switch port in the junction block, vacuum lines and the parking brake release vacuum motor. Use the Rotunda Vacuum and Fuel

Pump Tester 345. This can be accomplished by removing the hose from each component and attaching it to the vacuum gauge. Connect two distributor tester vacuum hose adapters together with a coupling as a connector to attach the gauge. A minimum of ten inches of vacuum is required to actuate the parking brake vacuum motor. **Do not remove any of the vacuum hoses from the junction block unless the junction block is being replaced, as the plastic nipples are thin and very brittle and damage may result.** If a minimum reading is not present when checking each of the aforementioned components, they must be replaced.

ROAD TEST

A road test should be conducted only when the operator is sure the brakes will stop the vehicle.

If the road test reveals one or more problem conditions, correct all malfunctions of the vacuum system, brake booster and hydraulic system prior to removing brake drums, brake calipers, brake shoes and linings or backing plates.

ANTI-SKID CONTROL SYSTEM TESTS

No adjustments or repairs are to be performed on the skid control system. Damaged or worn parts are to be replaced.

Refer to Ford Car and Truck Diagnosis Manual for Testing procedures.

2 COMMON ADJUSTMENTS AND REPAIRS

PARKING BRAKE LINKAGE ADJUSTMENT

FORD, MERCURY, METEOR, FAIRLANE, MONTEGO, FALCON, MUSTANG AND COUGAR

Check the parking brake cables when the brakes are fully released. If the cables are loose, adjust them as follows:

1. Fully release the parking brake pedal by pulling the release lever.

2. Depress the parking brake pedal until it is engaged in the first notch of the control. On a vacuum release brake, the first notch will be approximately two inches of pedal travel.

3. Raise the vehicle. With the transmission in neutral, turn the adjusting nut forward against the equalizer (Figs. 3 and 4) until there is 100

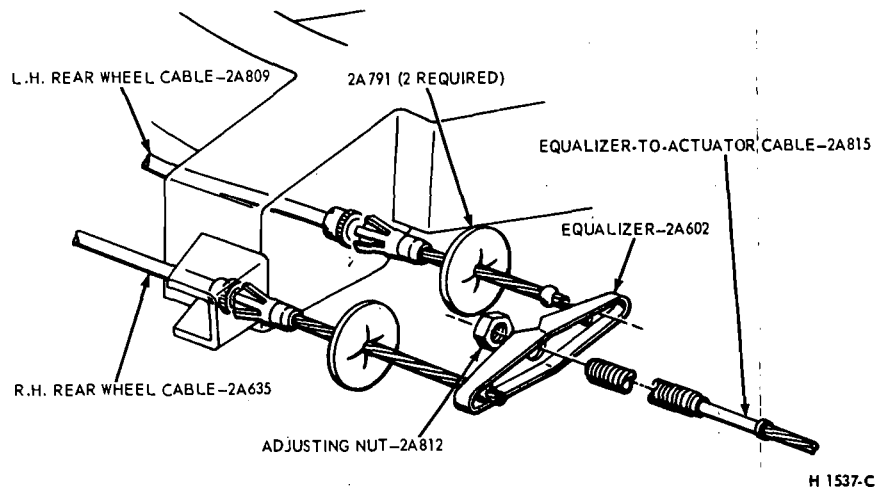
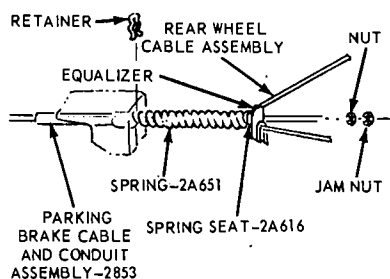


FIG. 3—Parking Brake Adjustment—Ford, Mercury, Meteor, Thunderbird and Continental Mark III

ft-lb breakaway torque. The breakaway torque is the torque required to turn the rear wheels the direction of forward rotation with a torque wrench and tool shown in Fig. 5. **The torque measurement must be made relative to the center line of the wheel.**

4. Release the parking brake, and check to make sure that the brake shoes return to the fully released position.
5. Depress the parking brake pedal to the third notch. Under normal conditions, this will hold the vehicle satisfactorily.
6. Release the parking brake again, and check as in step 4.
7. If the rear brakes do not fully release, check the cables for kinks or binds. Free the cables as required.
8. Lower the vehicle. Remove the torque wrench and tool. Install the wheel attaching nuts and torque them to specification. Install the wheel cover.



H1631-A

FIG. 4—Parking Brake Linkage Adjustment—Fairlane, Montego, Falcon, Mustang and Cougar

**THUNDERBIRD,
CONTINENTAL MARK III,
AND LINCOLN
CONTINENTAL**

Check the parking brake cables when the brakes are fully released. If the cables are loose, adjust them as follows:

1. Fully release the parking brake pedal by pushing down the manual release lever.
2. Depress the parking brake pedal 1 1/4 inch from its normal released position.
3. Raise the vehicle with the transmission in neutral.
4. Loosen the lock nut and turn the adjusting nut forward against the equalizer (Figs. 3 and 6) until there is 100 ft-lbs breakaway torque. The breakaway torque is the torque required to turn the rear wheels the direction of forward rotation with a torque wrench and tool shown in Fig. 5. **The torque measurement must be made relative to the centerline of the wheel.** Tighten the lock nut.
5. Release the parking brake, and check to make sure that the brake shoes return to the fully released position.
6. Depress the parking brake pedal until it is fully engaged.
7. Release the parking brake again, and check as in step 5.
8. Depress the pedal 1/2 inch. The brakes should not drag.
9. If the rear brakes do not fully release, check the cables for kinks or binds. Free the cables as required.
10. Lower the vehicle. Remove the torque wrench and tool. Install the wheel attaching nuts and torque them to specification. Install the wheel cover.

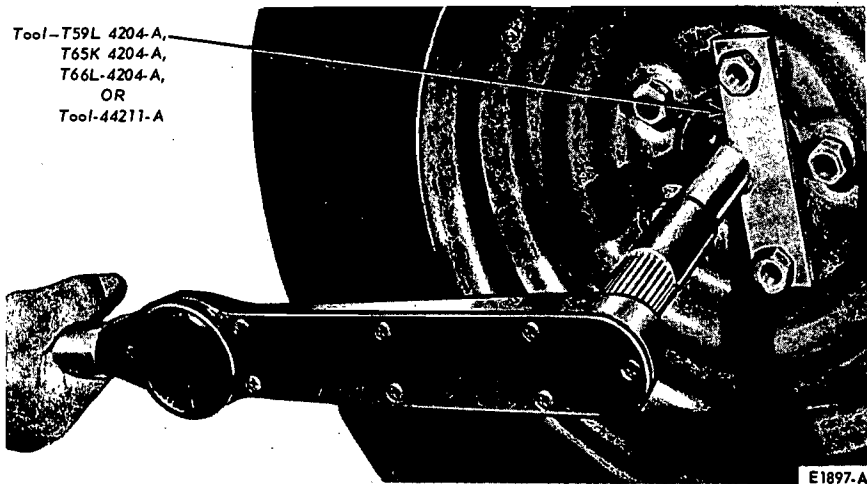


FIG. 5—Checking Parking Brake Breakaway Torque

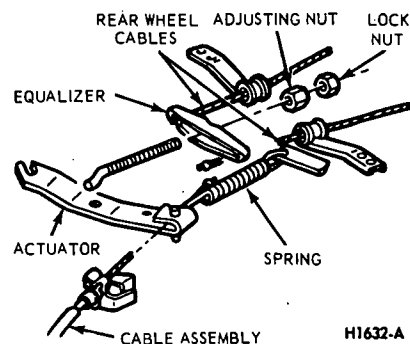
**POWER BRAKE MASTER
CYLINDER PUSH ROD
ADJUSTMENT**

The push rod is provided with an adjustment screw to maintain the correct relationship between the booster control valve plunger and the master cylinder. If the plunger is too long it will prevent the master cylinder piston from completely releasing hydraulic pressure and can cause the brakes to drag. If the plunger is too short it will result in excess pedal travel and an undesirable clunk in the booster area.

The adjustment screw is set to the correct height at the time of original assembly of the power unit. **Under normal service the adjustment screw does not require any further attention providing the original push rod assembly remains in the original unit.**

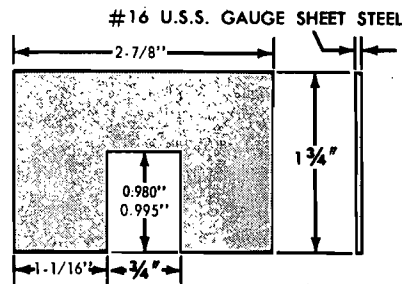
If a check of the push rod adjustment is necessary, the push rod length may be verified with a push rod length gauge and measured with the engine running to apply vacuum to the booster (Fig. 7).

The push rod length verification and adjustment of Midland-Ross power brake booster assemblies must be done according to the following procedure:



H1632-A

FIG. 6—Parking Brake Linkage Adjustment—Lincoln Continental



H1087-E

FIG. 7—Push Rod Gauge Dimensions

1. Disconnect the master cylinder from the booster assembly and secure away from the booster without disconnecting the brake tubes.

2. Reinstall the air filter assembly on the booster if it was removed with the master cylinder (Fig. 8).

3. Install and tighten the master cylinder retaining nuts to retain the air filter assembly securely against the booster body and to seal the booster bellows against air leaks.

4. Place the gauge against the master cylinder mounting surface of the air filter assembly.

5. Adjust the push rod screw to provide a slight tension against the inner edge of the adjustment gauge slot. (Approximately 5 pounds of tension against the push rod is required to assure that the push rod is firmly seated in the booster assembly.)

6. Remove the retaining nuts from the booster master cylinder mounting studs.

7. Install the master cylinder on the brake booster and tighten the retaining nuts to the specified torque.

The push rod length verification of the Bendix power brake booster assemblies is accomplished as follows:

1. Disconnect the master cylinder from the booster assembly and secure away from the booster without disconnecting the brake tubes.

2. Adjust the push rod screw to provide a slight tension against the inner edge of the adjustment gauge slot. (Approximately 5 pounds of ten-

sion against the push rod is required to assure that the push rod is firmly seated in the booster assembly.) See Figure 8.

3. Install the master cylinder on the brake booster and tighten the retaining nuts to the specified torque.

Do not set up side forces on the push rod as it may break the valve plunger.

This is an approximate adjustment only. To verify the adjustment, look through the make-up (rear) port of the master cylinder when installing the master cylinder to the booster. The master cylinder piston should not move more than 0.015 inch as it contacts the push rod. No movement (exact contact) is ideal.

HYDRAULIC SYSTEM BLEEDING AND CENTRALIZING OF THE DIFFERENTIAL VALVE

When any part of the hydraulic system has been disconnected for repair or replacement, air may enter the system and cause spongy pedal action. Bleed the hydraulic system after it has been properly connected, to be sure that all air is expelled.

MANUAL BLEEDING

The Lincoln Continental hydraulic brake system is to be bled only with pressure bleeding equipment.

The primary and secondary (front

and rear) hydraulic brake systems are individual systems and are bled separately. Bleed the longest line first on the individual system being serviced. During the complete bleeding operation, **DO NOT allow the reservoir to run dry.** Keep the master cylinder reservoirs filled with Ford Fluid—Extra Heavy Duty — Part Number C6AZ-19542-A (ESA-M6C 25-A). The extra heavy duty brake fluid is colored blue for identification purposes. Do not mix low temperature brake fluids with the specified fluid during the bleeding operations. Never re-use brake fluid which has been drained from the hydraulic systems.

1. If the master cylinder is equipped with a bleed screw, loosen the bleed screw. Push the brake pedal down slowly through its full travel. Close the bleeder fitting and return the pedal to the fully released position. Repeat this operation until fluid is free of air bubbles, then tighten the bleeder screw. **Do not use the secondary piston stop screw, located on the bottom of the master cylinder to bleed the brake system. Loosening or removing this screw could result in damage to the secondary piston or stop screw.**

2. To bleed the secondary (rear) brake system, position a suitable 3/8 inch box wrench (Fig. 9) on the bleeder fitting on the brake wheel cylinder. Attach a rubber drain tube to the bleeder fitting. The end of the tube should fit snugly around the bleeder fitting.

APPROXIMATELY 45°

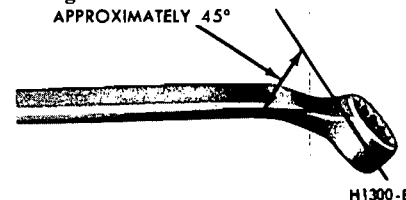


FIG. 9—Wrench for Bleeding Brake Hydraulic System

3. Submerge the free end of the tube in a container partially filled with clean brake fluid, and loosen the bleeder fitting approximately 3/4 turn.

4. Push the brake pedal down slowly through its full travel. Close the bleeder fitting, then return the pedal to the full-released position. Repeat this operation until air bubbles cease to appear at the submerged end of the bleeder tube.

5. When the fluid is completely free of air bubbles, close the bleeder fitting and remove the bleeder tube.

6. Repeat this procedure at the brake wheel cylinder on the opposite

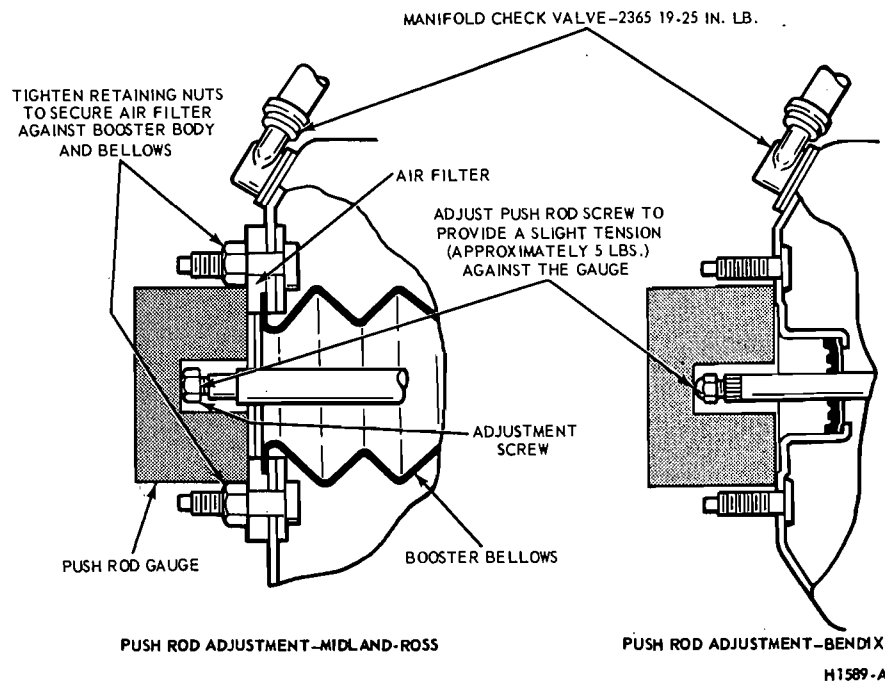


FIG. 8—Brake Booster Push Rod Measurement

side. Refill the master cylinder reservoir after each wheel cylinder is bled and install the master cylinder cover and gasket. **Be sure the diaphragm type gasket is properly positioned in the master cylinder cover. When the bleeding operation is completed, the fluid level should be filled to within 1/4 inch of the top of the reservoirs.**

7. If the primary (front brake) system is to be bled. Repeat steps 2 through 6 at the right front brake caliper or cylinder and ending at the left front brake caliper or cylinder.

8. On disc brake equipped models be sure that the front brake pistons are returned to their normal positions and that the shoe and lining assemblies are properly seated by depressing the brake pedal several times until normal pedal travel is established.

9. Centralize the pressure differential valve. Refer to the Centralizing the Pressure Differential Valve procedures which follow.

PRESSURE BLEEDING

The Lincoln Continental hydraulic brake system is to be bled only with pressure bleeding equipment.

Bleed the longest lines first. The bleeder tank should contain enough new Ford Brake Fluid to complete the bleeding operation. Use Ford Brake Fluid — Extra Heavy Duty — Part Number C6AZ-19542-A (ESAM6C25-A) or equivalent for all brake applications. The brake fluid is colored blue for identification purposes. Do not mix low temperature brake fluid with the specified brake fluid during the bleeding operations. Never re-use brake fluid that has been drained from the hydraulic system. The tank should be charged with approximately 10 to 30 pounds of air pressure. Never exceed 50 pounds pressure.

1. Clean all dirt from the master cylinder reservoir cover.

2. Remove the master cylinder reservoir cover and rubber gasket, and fill the master cylinder reservoir with the specified brake fluid. Install the pressure bleeder adapter tool to the master cylinder, and attach the bleeder tank hose to the fitting on the adapter.

Master cylinder pressure bleeder adapter tools can be obtained from the various manufacturers of pressure bleeding equipment. Follow the instructions of the manufacturer when installing the adapter.

3. If the master cylinder is equipped with a bleed screw, loosen

the bleed screw and bleed the master cylinder until the fluid is free of air bubbles; then, tighten the bleed screw. **Do not use the secondary piston stop screw, located on the bottom of the master cylinder, to bleed the master cylinder.**

4. If the rear wheel cylinders, the secondary brake system, are to be bled, position a 3/8 inch box wrench (Fig. 9) on the bleeder fitting on the right rear brake wheel cylinder. Attach a bleeder tube to the bleeder fitting. **The end of the tube should fit snugly around the bleeder fitting.**

5. Open the valve on the bleeder tank to admit pressurized brake fluid to the master cylinder reservoir.

6. Submerge the free end of the tube in a container partially filled with clean brake fluid, and loosen the bleeder fitting.

7. When air bubbles cease to appear in the fluid at the submerged end of the bleeder tube, close the bleeder fitting and remove the tube.

8. Repeat steps 3 through 7 at the left rear wheel cylinder.

9. **If the vehicle is equipped with disc brakes,** repeat steps 4 through 7, starting at the right front disc caliper and ending at the left front disc caliper.

On Lincoln Continental models the front wheel and tire assemblies must

be removed to gain access to the bleeder fittings on the calipers. Also on Lincoln Continental models the metering valve release rod must be pulled outward and held a minimum of 1/16 inch (Fig. 10) while bleeding the primary brake system.

10. If the vehicle contains drum-type front brakes and the primary (front) brake system is to be bled, repeat steps 4 through 7, starting at the right front wheel cylinder ending at the left front wheel cylinder.

11. When the bleeding operation is completed, close the bleeder tank valve and remove the tank hose from the adapter fitting.

12. On disc brake equipped vehicles, be sure that the front brake pistons are returned to their normal positions and that the shoe and lining assemblies are properly seated by depressing the brake pedal several times until normal pedal travel is established.

13. Remove the Pressure Bleeder Adapter Tool. Fill the master cylinder reservoirs to within 1/4 inch of the top. Install the master cylinder cover and gasket. **Be sure the Diaphragm type gasket is properly positioned in the master cylinder cover.**

14. Centralize the pressure differential valve as follows.

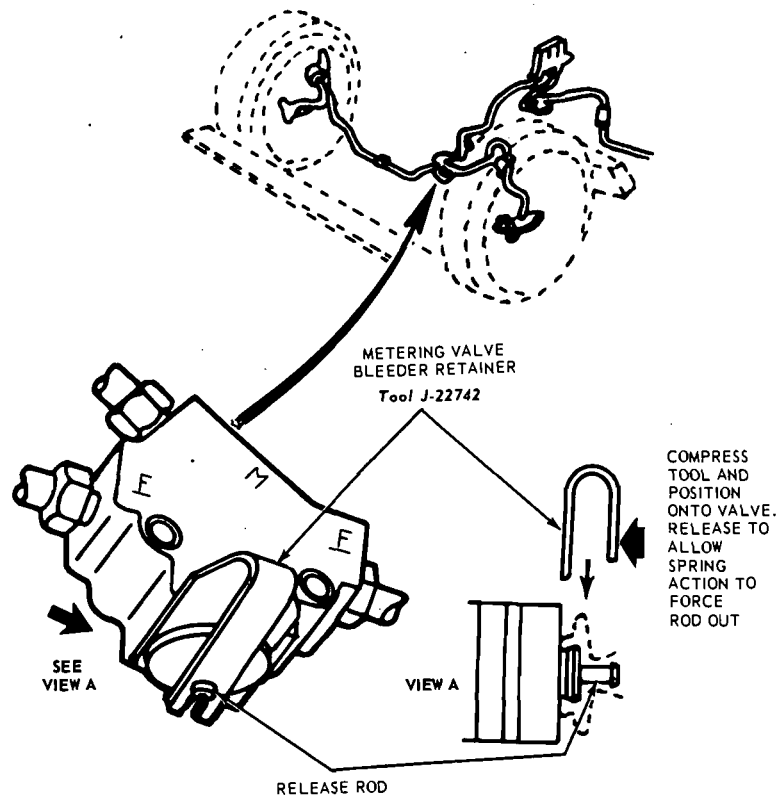


FIG. 10—Disc Brake Metering Valve—Lincoln Continental

CENTRALIZING THE PRESSURE DIFFERENTIAL VALVE

After a failure of the primary (front brake) or secondary (rear brake) system has been repaired and bled, the dual-brake warning light will usually continue to be illuminated due to the pressure differential valve remaining in the off-center position.

To centralize the pressure differential valve and turn off the warning

light after a repair operation, a pressure differential or unbalance condition must be created in the **opposite brake system from the one that was repaired or bled last.**

1. Turn the ignition switch to the ACC or ON position. Loosen the differential valve assembly brake tube nut at the outlet port on the opposite side of the brake system that was wheel balanced, repaired and/or bled last. Depress the brake pedal slowly to build line pressure until the pressure

differential valve is moved to a centralized position and the brake warning light goes out; then, immediately tighten the outlet port tube nut.

2. Check the fluid level in the master cylinder reservoirs and fill them to within 1/4 inch of the top with the specified brake fluid, if necessary.

3. Turn the ignition switch to the OFF position.

4. Before driving the vehicle, check the operation of the brakes and be sure that a firm pedal is obtained.

3 CLEANING AND INSPECTION

DISC BRAKES

1. Remove the wheel and tire and the shoe and lining assemblies as outlined in Part 2-2, Section 2.

2. On all models except Lincoln Continental, make thickness measurements with a micrometer across the thinnest section of the shoe and lining. If the assembly has worn to a thickness of 0.230-inch (shoe and lining together) or 0.030-inch (lining material only) at any one of three measuring locations or if there is more than 0.125 taper from end to end or if lining shows evidence of brake fluid contamination, replace all (4) shoe and lining assemblies on both front wheels.

On Lincoln Continental brakes make three thickness measurements with a micrometer across the middle section of the shoe and lining. Take one reading at each side and one in the center. If the assembly has worn to a thickness of 0.231 inch (shoe and lining together) or 0.066 inch (lining material only) at any one of the three measuring locations, replace all (4) shoe and lining assemblies on both front wheels.

3. Check the caliper to spindle attaching bolts torque. Torque them to specification, if required.

4. To check rotor runout, first eliminate the wheel bearing end play by tightening the adjusting nut. After tightening the nut, check to see that the rotor can still be rotated.

5. Clamp a dial indicator to the caliper housing so that the stylus contact the rotor at a point approximately 1 inch from the outer edge. Rotate the rotor and take an indicator reading. If the reading exceeds 0.003 inch total lateral runout on the indicator, replace or resurface the disc brake rotor. **The following requirement must be met when resurfacing disc brake rotors:**

Rotunda Disc Brake Attachment FRE-2249-2 is the **only approved tool** to be used to refinish the disc brake rotors. The step-by-step resurfacing procedure provided with the tool must be adhered to.

The finished braking surface of the rotor must be flat and parallel within 0.0007 inch; lateral runout must not exceed 0.003 inch total indicator reading, braking surface are to be 80/15 micro inches.

On all models except Lincoln Continental the minimum limiting dimension from the inboard bearing cup to the inboard rotor face and the minimum rotor thickness dimension, must be observed when removing material from the rotor braking surfaces. A ball and gage bar (Rotunda Kit FRE 70160) is to be used when checking minimum dimensions (Fig. 11).

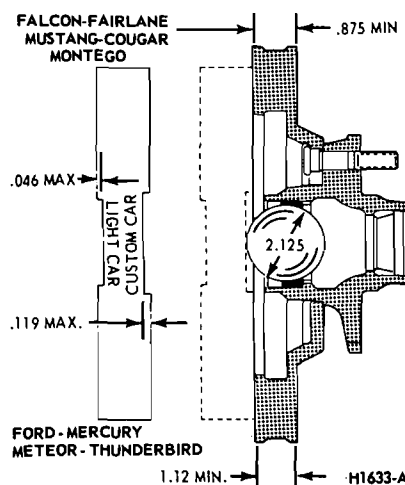


FIG. 11—Disc Brake Rotor Service Limits—All Models Except Lincoln Continental

On Lincoln Continental models the minimum limiting dimension (Fig. 12) from the inboard bearing cup to the

inboard rotor face (dimension B) and the outboard rotor surface and the inboard bearing cup (dimension A), must be observed when removing material from the rotor braking surfaces.

When the runout check is finished be sure to adjust the bearings as outlined in Group 3, in order to prevent bearing failure.

6. Check the rotor for scoring. Minor scores can be removed with a fine emery cloth. If the rotor is excessively scored, refinish it as outlined in step 5 or replace the rotor, if required.

7. Visually check the caliper. If the caliper housing is leaking it should be replaced. If a seal is leaking the caliper must be disassembled and new seals installed. If a piston is seized in the bore a new caliper housing is required.

On Lincoln Continental models the two halves of the caliper assembly should never be separated. Damage or failure of one requires replacement of both as a unit.

Check the brake hoses for signs of cracking, leaks or abrasion. Replace them if necessary.

DISC BRAKE SERVICE PRECAUTIONS

1. Grease or any other foreign material must be kept off the caliper assembly, surfaces of the rotor and external surfaces of the hub during service operations. Handling of the rotor and caliper assemblies should be done in a way to avoid deformation of the brake rotor and nicking or scratching of brake linings.

2. If a caliper piston is removed for any reason, the piston seal must be replaced.

3. During removal and installation of a wheel assembly, exercise care not to interfere with and damage the cali-

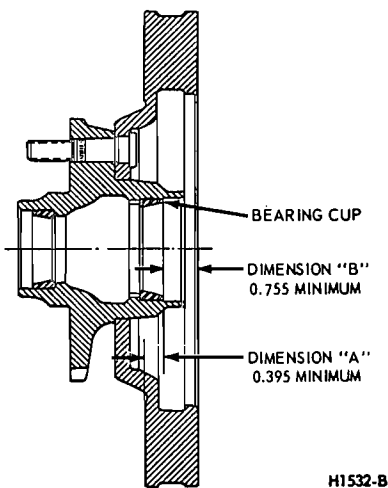


FIG. 12—Disc Brake Rotor Service Limits—Lincoln Continental

per splash shield or the bleeder screw fitting.

4. Front wheel bearing end play is critical and must be within specifications.

5. Be sure the vehicle is centered on the hoist before servicing any front end components, to avoid bending or damaging the rotor splash shield on full right or left wheel turns.

6. The proportioning valve should not be disassembled or adjustments attempted on it.

7. Riding of the brake pedal (common on left foot applications) should be avoided during vehicle operation.

8. The wheel and tire must be removed separately from the brake rotor, unlike drum brakes where the

wheel, tire and drum are removed as a unit.

9. On floating caliper type disc brakes whenever the caliper is removed the caliper locating pins should be inspected for wear or damage.

10. On floating caliper type disc brakes, the caliper assembly must be removed from the spindle prior to removal of the shoe and lining assemblies.

11. On floating caliper type disc brakes the calipers must not be interchanged from one side to the other. When the caliper is installed on its proper anchor plate and spindle, the bleeder screw will point to the rear of the vehicle (Fig. 22). If a caliper is installed on the wrong side of the vehicle, it is not possible to bleed the system properly.

12. Do not attempt to clean or restore oil or grease soaked brake linings. When contaminated linings are found, brake linings must be replaced in complete axle sets.

DRUM BRAKES

1. Remove the wheel from the drum, and remove the drum as outlined in Part 2-2, Section 2.

2. Brush all dust from the backing plates and interior of the brake drums.

3. Inspect the brake shoes for excessive lining wear or shoe damage. If the lining is worn within 1/32 inch of the rivet heads or if the shoes are damaged, they must be replaced. Replace any lining that had been contaminated with oil, grease or brake

fluid. Replace lining in axle sets. Prior to replacement of lining, the drum diameter should be checked to determine if oversize linings must be installed.

4. Check the condition of brake shoes, retracting springs, hold-down springs, and drum for signs of overheating. If the shoes have a slight blue coloring, indicating overheating, replacement of the retracting and hold-down springs is strongly recommended. **Overheated springs lose their pull and could cause the new lining to wear prematurely, if they are not replaced.**

5. If the vehicle has 30,000 or more miles of operation on the brake linings or signs of overheating are present when relining brakes, the wheel cylinders should be disassembled and inspected for wear and entrance of dirt into the cylinder. The cylinder cups should be replaced, thus avoiding future problems.

6. Inspect all other brake parts and replace any that are worn or damaged.

7. Inspect the brake drum and, if necessary, refinish. Refer to Part 2-2, Section 4 for refinishing.

BRAKE BOOSTER

Check the booster operation as noted in Part 2-1, Section 1, Power Brake Functional Test. If the brake booster is damaged or defective, replace it with a new booster. **The brake booster is serviced only as an assembly.**

Part 2-2 Brake System

COMPONENT INDEX	MODEL APPLICATION											
	All Models	Ford	Mercury	Meteor	Cougar	Fairlane	Falcon	Montego	Mustang	Lincoln-Continental	Thunderbird	Continental-Mark III
ANTI SKID CONTROL SYSTEM Description		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	02-07	02-07
ANTI SKID CONTROL ACTUATOR Removal and Installation		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	02-36	02-36
ANTI SKID CONTROL MODULE Removal and Installation		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	02-38	02-38
ANTI SKID CONTROL SENSOR Removal and Installation		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	02-38	02-38
BRAKE BACKING PLATE (DRUM) Removal and Installation	02-16											
BRAKE BOOSTER Cleaning and Inspection - See Part 2-1												
Description	02-06											
Removal and Installation	02-24											
BRAKE DRUM Cleaning and Inspection - See Part 2-1												
Refinishing	02-39											
Removal and Installation (Front)	02-09	02-09	02-09	02-09	02-09	02-09	02-09	02-09	02-09	N/A	N/A	N/A
Removal and Installation (Rear)	02-09											
BRAKE PEDAL Removal and Installation		02-25	02-25	02-25	02-25	02-25	02-25	02-25	02-25	02-27	02-26	02-26
BRAKE SHOES (DRUM) Adjustments	02-07											
Relining	02-39											
Removal and Installation	02-09											
DISC BRAKE Description	02-03											
DISC BRAKE CALIPER Cleaning and Inspection		02-41	02-41	02-41	02-41	02-41	02-41	02-41	02-41	02-42	04-41	02-41
Disassembly and Overhaul		02-41	02-41	02-41	02-41	02-41	02-41	02-41	02-41	02-41	02-41	02-41
Removal and Installation		02-16	02-16	02-16	02-16	02-16	02-16	02-16	02-16	02-17	02-16	02-16
DISC BRAKE ROTOR AND HUB Cleaning and Inspection — See Part 2-1												
Refinishing	02-39											
Removal and Installation	02-19											
DISC BRAKE ROTOR SPLASH SHIELD Removal and Installation	02-19											
DISC BRAKE SERVICE PRECAUTIONS — See Part 2-1												

A page number indicates that the item is for the vehicle listed at the head of the column.
N/A indicates that the item is not applicable to the vehicle listed.

COMPONENT INDEX	MODEL APPLICATION											
	All Models	Ford	Mercury	Meteor	Cougar	Fairlane	Falcon	Montego	Mustang	Lincoln-Continental	Thunderbird	Continental-Mark III
DISC BRAKE SHOE AND LINING Cleaning and Inspection - See Part 2-1												
Removal and Installation		02-18	02-18	02-18	02-18	02-18	02-18	02-18	02-18	02-18	02-18	02-18
DRUM BRAKE Description	02-05											
DUAL BRAKE SYSTEM Description	02-03											
HYDRAULIC LINES Removal and Installation (Hose)	02-08											
Removal and Installation (Tube)	02-08											
MASTER CYLINDER Cleaning and Inspection	02-40											
Disassembly and Overhaul	02-39											
Removal and Installation - Non-Power		02-19	02-19	02-19	02-20	02-20	02-20	02-20	02-20	N/A	N/A	N/A
Removal and Installation - Power	02-21											
PARKING BRAKE Description	02-06											
PARKING BRAKE ACTUATOR TO CONTROL CABLE Removal and Installation		02-34	02-34	02-34	N/A	N/A	N/A	N/A	N/A	N/A	02-34	02-34
PARKING BRAKE ACTUATOR TO EQUALIZER CABLE Removal and Installation		02-35	02-35	02-35	N/A	N/A	N/A	N/A	N/A	N/A	02-35	02-35
PARKING BRAKE CONTROL Removal and Installation		02-27	02-27	02-27	02-30	02-27	02-27	02-27	02-30	02-30	02-30	02-30
PARKING BRAKE EQUALIZER TO CONTROL CABLE Removal and Installation		N/A	N/A	N/A	02-34	02-34	02-34	02-34	02-34	02-35	N/A	N/A
PARKING BRAKE EQUALIZER TO REAR WHEEL CABLE Removal and Installation		02-35	02-35	02-35	02-36	02-36	02-36	02-36	02-36	02-36	02-35	02-35
PRESSURE DIFFERENTIAL VALVE Removal and Installation	02-22											
PRESSURE METERING VALVE Removal and Installation		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	02-24	N/A	N/A
PROPORTIONING VALVE Removal and Installation		02-23	02-23	02-23	02-23	02-23	02-23	02-23	02-23	02-24	02-24	02-24
WHEEL CYLINDER Cleaning and Inspection	02-08											
Disassembly and Overhaul	02-07											
Removal and Installation	02-10											

A page number indicates that the item is for the vehicle listed at the head of the column.
N/A indicates that the item is not applicable to the vehicle listed.

1 DESCRIPTION

Disc brakes are available as optional equipment for the front wheels on Ford, Mercury, Meteor, Fairlane, Montego, Falcon, Mustang and Cougar models and are standard on Thunderbird, Continental Mark III, and Lincoln Continental models. The dual-master cylinder equipped hydraulic brake system employs single anchor, internal expanding and self-adjusting drum brake assemblies on the rear wheels of vehicles with disc brakes, and on the front and rear wheels of all others.

A vacuum booster is used with the power disc brake system.

DUAL MASTER CYLINDER BRAKE SYSTEM

The dual-master cylinder brake system has been incorporated in all models to provide increased safety. The system consists of a dual-master cylinder (Fig. 1), pressure differential valve assembly and a switch (Fig. 2). The switch on the differential valve activates a dual-brake warning light, located on the instrument panel.

DISC BRAKE

The disc brake consists of a ventilated rotor and caliper assembly. The caliper used on all models except Lincoln Continental is a single piston floating caliper (Fig. 3). The caliper used on Lincoln Continental models is a four piston fixed caliper (Fig. 4).

A proportioning valve in the rear hydraulic circuit provides balanced braking action between front and rear brakes.

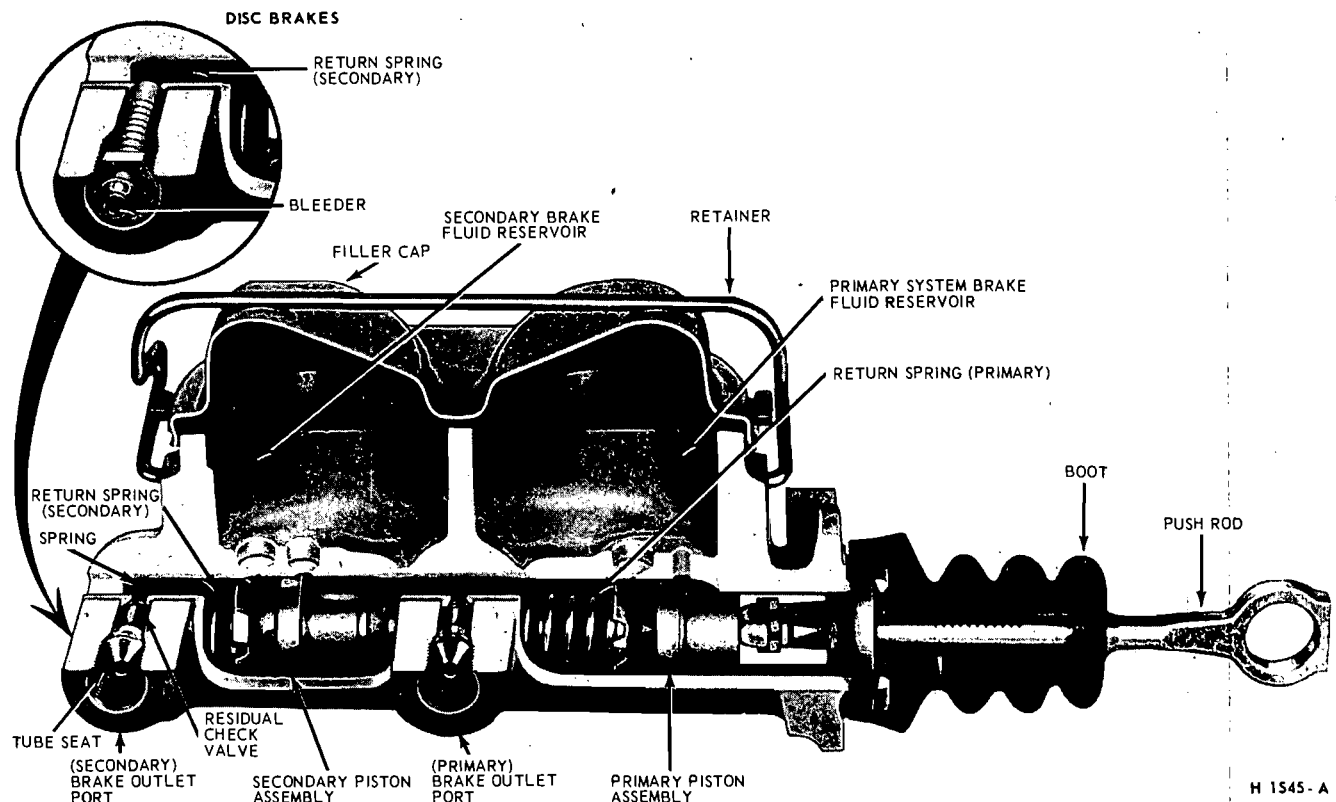
On all models except Lincoln a pressure impulse valve located at the primary inlet of the pressure differential valve prevents brake fluid surge back to the master cylinder reservoir.

On Lincoln Continental models a metering valve, in the hydraulic line between the differential valve and the front wheel disc brakes, prevents the front brakes from applying until approximately 125 psi is obtained in the system (Fig. 21). This delaying action is required to prevent the front brakes from performing all the braking action on low speed stops and thereby increasing the rate of lining wear.

FLOATING CALIPER— ALL MODELS EXCEPT LINCOLN CONTINENTAL

The caliper assembly is made up of a floating caliper housing assembly and an anchor plate. The anchor plate is bolted to the wheel spindle arm by two bolts. The floating caliper is attached to the anchor plate by steel stabilizers on Ford, Mercury, Meteor, Thunderbird and Continental Mark III models and by one stabilizer on Fairlane, Montego, Falcon, Mustang and Cougar models. The floating caliper slides on two locating pins which also attach to the stabilizers. The floating caliper contains the single cylinder and piston assembly. The cylinder bore contains a piston with a molded rubber dust boot to seal the cylinder bore from contamination (Fig. 5). A square section rubber piston seal is positioned in a groove in the cylinder bore and is used to provide sealing between the cylinder and piston (Fig. 7).

The outer brake shoe and lining assembly is longer than the inner assembly, and the shoe and lining assembly



H 1545 - A

FIG. 1—Dual Master Cylinder—Typical