

Volume 3

January to December 1965

Shop Tips

FROM
FORD

All 9 Issues

Technical parts and service information published by Ford Division to assist servicemen in Service Stations, Independent Garages and Fleets.

The complete collection of
1965 "Shop Tips" Volumes 3



How-To Articles



Reference Guides



Specifications



Part Identification



TSB information

Each issue is jammed packed
full of shortcuts, tips, and tricks
to make repairs fast and easy.

Articles are written in plain,
straight-to-the-point fashion
and provide simple solutions
to common problems

Great source of
**Shortcuts,
Tips,
and Tricks**



All 1965 issues!

**Covers both Car
and Truck models!**



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1965 SHOP TIPS • YEARLY INDEX

TITLE	ISSUE	PAGE
A-E-60 Acrylic Enamels	January	10
Air Conditioner Servicing	May-June	8
Alternator Charging System	January	2
Automatic Transmission— 1966 Service Features	October	10
Brakes—Disc Brake Pedal Adjustment	March-April	15
Bronco—Equipment Specifications, Chassis & Power Train	October	2
Bronco—4 Wheel Drive Service	October	4
Bronco—1966 Identification Plate	December	10
Bronco—1966 Maintenance Schedule	September	32
Bronco—1966 Service Procedures	September	22
Bronco—1966 Specifications & Model Identification	September	14
Bulbs—Removal and Installation of Interior Bulbs	January	12
Camshaft Removal—401, 477, 534 CID Engines	November	15
Carburetor—Ford Single Barrel	March-April	4
Carburetor Icing—1963-64 N-Series Trucks	March-April	15
Convertible Top Servicing	July-August	2
Crankshaft Oil Seal Replacement— 1952-65 Gas Engines	July-August	15
Disc Brakes—1966 Service Features	October	7
Distributor Cam Lubricant	February	14
Distributor—200 CID Engine Specifications	February	15
Drive Shafts—1966 Features	November	9
D.S.O.—Heavy Truck Identification Tag	May-June	15
Econoline—1961-66 Identification Plates	December	10-12
Econoline—1966 Maintenance Schedule	September	33
Econoline—1966 Service Procedures	September	22
Econoline—1966 Specifications & Model Identification	September	16
Electrical System—1966 Service Features	October	12
Emergency Warning Flashers	October	15
Engines—1966 Service Features	October	11
Engine Trouble Shooting	February	4
Fairlane—1966 GTA Sports Shift and C6 Transmission	November	3
Fairlane—1966 Maintenance Schedule	September	30
Fairlane—1966 Service Procedures	September	22
Fairlane—1966 Specifications & Model Identification	September	6
Falcon—1966 Maintenance Schedule	September	30
Falcon—1966 Service Procedures	September	22
Falcon—1966 Specifications & Model Identification	September	8
Falcon Club Wagon—Identification Plates 1961-66	December	10-12
Falcon Club Wagon—1966 Maintenance Schedule	September	33
Falcon Club Wagon—1966 Service Procedures	September	22
Falcon Club Wagon—1966 Specifications & Model Identification	September	16
Floor Safety Stand Placement	January	12
Fog Lamp Bulb Installation	October	15
Ford—1966 Maintenance Schedule	September	30
Ford—1966 Service Procedures	September	22
Ford—1966 Specifications & Model Identification	September	4
Fuel Pump Diagnosis	November	15
Fuel System—1966 Service Features	October	11
Headlight Alignment—1965 Fords	January	9
Headlights—1965 Fairlane— Removal & Installation	January	12
H.E.L.P.—Two-Way Radio Plan	March-April	2
Hoisting Precautions	October	15
Hood Latch Inspection and Adjustment	October	14
Hydraulic Tappet Valve Clearance Adjustment Procedure	July-August	15

TITLE	ISSUE	PAGE
Identification Plates—1957-66 Passenger Cars	December	3-9
Locking Differential Lubricant	November	14
Loctite Sealant	March-April	14
Low Fuel Level Warning System Servicing	July-August	13
Mustang—1966 Maintenance Schedule	September	30
Mustang—1966 Service Procedures	September	22
Mustang—1966 Specifications & Model Identification	September	10
Pinched Secondary Wiring—1965 352 & 390 CID Engines	November	14
Polyurethane Grease	February	14
Positive Crankcase Ventilation Maintenance	July-August	12
Power Steering Hissing Noise— 1965 Vehicles	July-August	15
Power Steering Pump Oil Leaks	November	14
Rear Axles—1966 Service Features	October	9
Rotunda Oil and Lubricants Chart	September	16
Rear View Remote Control Mirror Adjustments	July-August	15
Service Publications and Training Aids From Ford	May-June	2
Solvent and Penetrating Fluid	February	14
Spark Plug Usage—1963-65 240 & 289 CID Engines	October	15
Spark Plug Usage—1963-65 240 & 289 CID Engines	November	14
Spark Plug Servicing	May-June	14
Specifications—1966 Revisions	November	2
Speedometer System Diagnosis	July-August	14
Steering—1966 Service Features	October	7
Suspension—1966 Service Features	October	7
Tailgate—1966 Dual Action Tailgate Operation	November	12
Thermactor Operation & Servicing	November	10
Thunderbird—1966 Maintenance Schedule	September	30
Thunderbird—1966 Service Procedures	September	22
Thunderbird—1966 Specifications & Model Identification	September	12
Tires—1965 Low Profile	February	13
Tires—1965 Recommended Pressures	March-April	14
Trucks—General Identification	December	12
Towing—1965 Specifications	March-April	12
Trucks—1957-66 Engine Codes	December	14
Trucks—1957-66 Transmission Codes	December	15
Trucks—1966 F-100-350 Maintenance Schedule	September	34
Trucks—1966 F-100-350 Service Procedures	September	26
Trucks—1966 F-100-350 Specifications & Model Identification	September	18
Trucks—1966 500-1000 Maintenance Schedule	September	37
Trucks—1966 500-1000 Service Procedures	September	26
Trucks—1966 500-1000 Specifications & Model Identification	September	20
Trucks—1966 Light Truck Reference Chart	November	13
Trucks—1957-66 Rear Axle Identification	December	16
Universal Joint Maintenance	November	15
Valve Rocker Arm Identification	October	15
Valve Rocker Arm Identification	November	15
Wheel Alignment—1965 Truck Specifications	January	10
Wheel Balancing—Vehicles With Disc Brakes	February	15
Wheel Bearing End Play Adjustment— Vehicles with Disc Brakes	May-June	14
Windshield—1965 Ford Glass Replacement	March-April	10
Wire Wheel Covers—Installation	March-April	15

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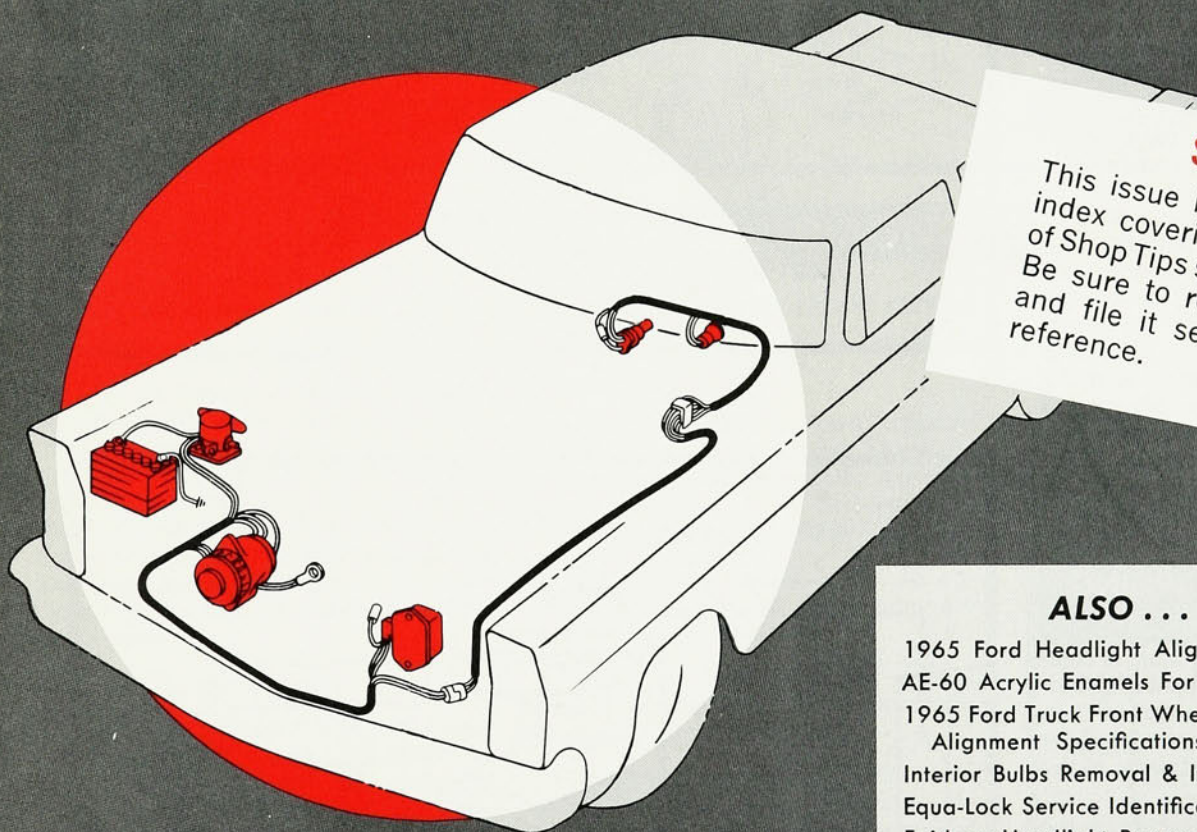
Shop Tips

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VOL. 3, NO. 1

Technical parts and service information published by Ford Division to assist servicemen in Service Stations, Independent Garages and Fleets.

FEATURING! ALTERNATOR CHARGING SYSTEM DIAGNOSIS, ADJUSTMENT and OVERHAUL



SPECIAL!

This issue includes a four-page index covering all of the issues of Shop Tips since October, 1963. Be sure to remove this section and file it separately for quick reference.

ALSO ...

1965 Ford Headlight Alignment	9
AE-60 Acrylic Enamels For Paint Repairs	10
1965 Ford Truck Front Wheel Alignment Specifications	10
Interior Bulbs Removal & Installation	12
Equa-Lock Service Identification Tag	12
Fairlane Headlight Removal & Installation	12
Floor Safety Stand Placement	12

Be sure to file this and future bulletins for ready reference. If you have any suggestions for additional information that you would like to see included in this publication please write to: Ford Division of Ford Motor Company, Parts and Service Promotion and Training Dept., P.O. Box 658, Dearborn, Michigan, 48121.



From Your Ford Dealer

ALTERNATOR CHARGING SYSTEM...

The need for knowing how to service alternators is growing fast. In 1965, all Ford vehicles are equipped with alternators. It is important that service personnel understand how they work and be able to diagnose troubles and correct them.

The alternator is made up of the same functional parts as the D. C. generator. It has a field coil for excitation which is called the rotor. The rotor revolves within the alternator housing thus producing the magnetic field.

The alternator stator contains the heavy current carrying wires and is stationary as its name implies. The principal advantage of the alternator over the generator is the possibility of higher maximum operating speeds. Both the generator and the alternator produce electric current by the process of electromagnetic induction. In each case, current is induced within the conductors and transferred to the converting device. The induced current and voltage in both the alternator and the generator is alternating current. This alternating current must be converted into direct current before it can be used in the charging system of the automotive storage battery. The generator uses a mechanical switch (commutator and brushes) to convert the alternating current in the armature to direct current. The alternator system uses a diode rectifier to make the conversion. Both the generator and the alternator operate on the same fundamental principle; however, the alternator can produce more current in less space. See Figure 1 for the component parts of the alternator assembly.

ALTERNATOR CHARGING SYSTEM

The alternator charging system is composed of an alternator, regulator, battery and a charge indicator or ammeter. These units are connected by means of cables, wires and parts of the vehicle itself.

Alternator output is controlled by the regulator so that adequate current is supplied without injury to the alternator or other electrical units served by the supply system.

To test and diagnose the charging system intelligently, it is necessary to know how the system operates, where to make tests, how to make tests and what the tests mean in relation to the performance of the system. An examination of the charging system circuit will reveal the circuit connecting points and locate the test areas. See Figure 2.

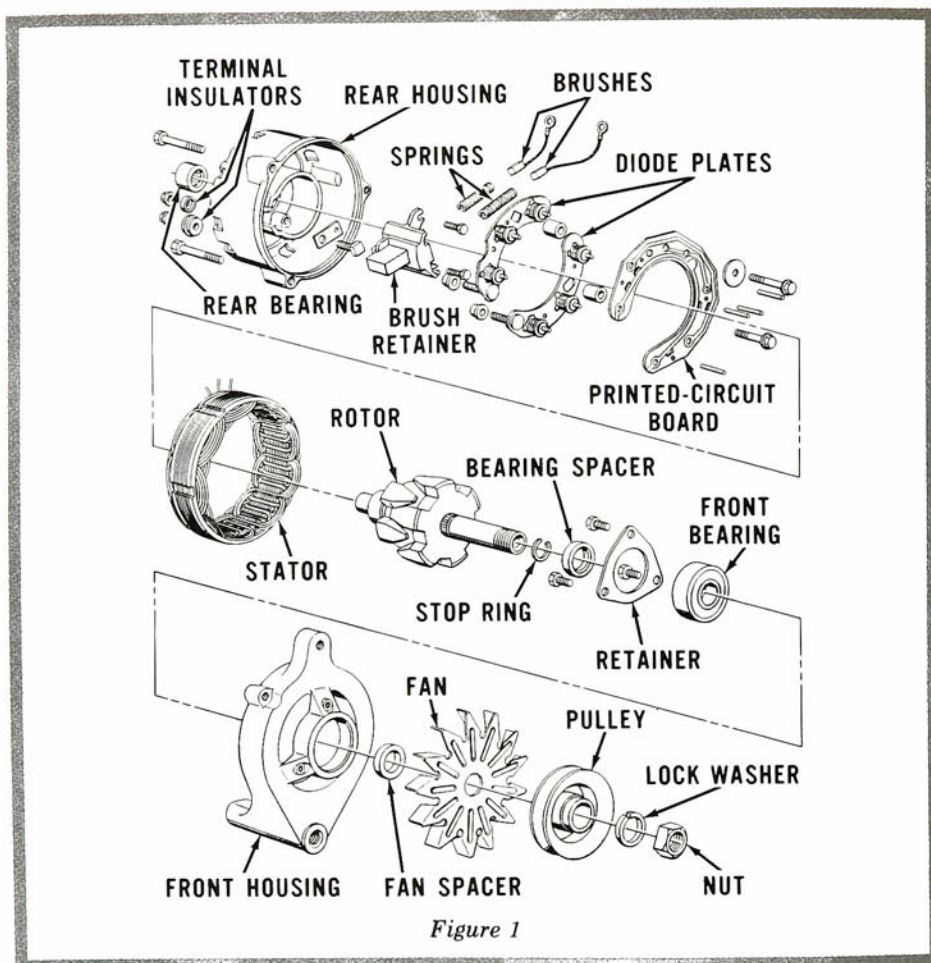


Figure 1

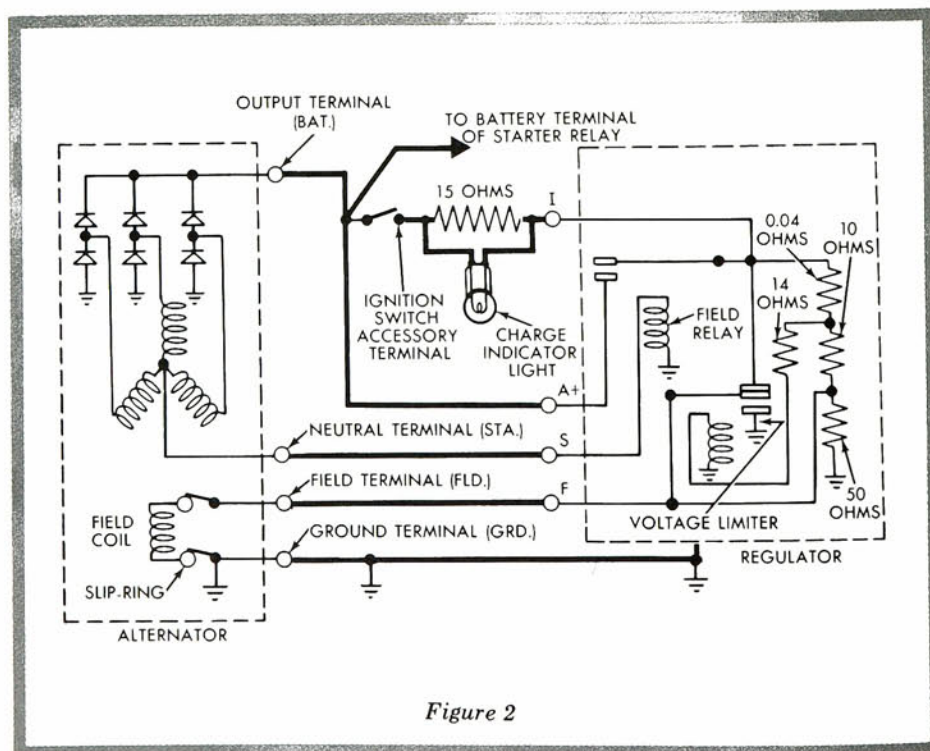


Figure 2

