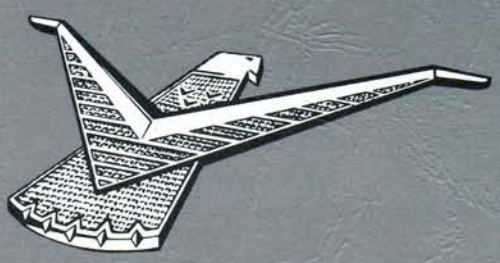
# 1963 FORD

# *Thunderbird*

# SHOP MANUAL

## SUPPLEMENT



**1963 Ford Thunderbird Shop Manual**

**EAN: 978-1-60371-013-8**
**ISBN: 1-60371-013-2**

Forel Publishing Company, LLC
3999 Peregrine Ridge Ct.
Woodbridge, VA 22192
Distributed by
FordThunderbirdShopManual.com



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# 1963 FORD THUNDERBIRD

# SHOP MANUAL SUPPLEMENT

## GROUP INDEX




SERVICE DEPARTMENT
FORD DIVISION
FORD MOTOR COMPANY

FIRST PRINTING—SEPTEMBER, 1962

# FOREWORD

*The information in this supplement, when used with the 1962 Ford Thunderbird Shop Manual, provides the necessary information for servicing the 1963 Thunderbird. Complete 1963 maintenance information and specifications are included.*

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

**SERVICE DEPARTMENT**
**FORD DIVISION**
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# THUNDERBIRD IDENTIFICATION


**FIG. 1—Thunderbird Warranty Plate**

Figure 1 illustrates a Thunderbird Warranty plate and its elements. The Warranty plate is attached to the left door front pillar.

The official Vehicle Identification number for title and registration purposes is stamped on the body just forward of the right-hand hood lock plate (Fig. 2). Do not use the Vehicle Warranty number which appears on the Warranty plate for title or registration purposes.


**FIG. 2—Vehicle Identification Number Location**

## VEHICLE DATA

Example (Fig. 1):

63A J 85 9H 11 1 4

63A.....Tudor Hardtop
J.....Red
85.....Red Leather
9H.....Ninth day of August
11.....District Code
1.....3.00:1 Axle Ratio
4.....Cruise-O-Matic

## BODY

63A.....Tudor Hardtop
76A.....Tudor Convertible

## COLOR

If a special paint is used, the paint color space will not be stamped.

| Code | M30J/M32J Number | Color | Sales Name |
|---|---|---|---|
| A | 1724 | Black | Raven Black |
| D | 1070 | Med. Turquoise Metallic | Patrician Green |
| E | 1269 | Med. Blue Metallic | Acapulco Blue |
| G | 1446 | Silver Blue Metallic | Silver Mink |
| H | 1544 | Dark Blue Metallic | Caspian Blue |
| J | 1515 | Red | Rangoon Red |
| K | 1452 | Lt. Turquoise | Chalfonte Blue |
| L | 1458 | Pink | Sahara Rose |
| M | 1238 | White | Corinthian White |
| N | 921 | Diamond Blue | Diamond Blue |
| O | 1554 | Med. Green Metallic | Green Mist |
| R | 1456 | Yellow | Tucson Yellow |
| S | 1453 | Dk. Green Metallic | Cascade Green |
| T | 1543 | Lt. Beige | Sandshell Beige |
| U | 1450 | Dark Turquoise Metallic | Deep Sea Blue |
| V | 1470 | Chestnut Metallic | Chestnut |
| W | 1555 | Lt. Pink Metallic | Rose Beige |
| X | 1444 | Maroon Metallic | Heritage Burgundy |
| Z | 1427 | Beige Metallic | Fieldstone Tan |

## TRIM

Deviation trim sets will use existing trim codes plus a suffix. A trim code with a numerical suffix is not serviced, while a trim code with an alphabetical suffix is serviced.

| Code | Crinkle Vinyl | Pin Stripe B/C |
|---|---|---|
| 72 | Lt. Blue D/L | Dk. Blue |
| 77 | Lt. Turquoise D/L | Dk. Turquoise |
| 74 | Pearl Beige | Med. Beige |
| 76 | Black | Black |

| Code | Crinkle Vinyl | Vachette Vinyl |
|---|---|---|
| 52 | Med. Blue D/L | Lt. Blue D/L |
| 57 | Med. Turquoise D/L | Lt. Turquoise D/L |
| 59 | Med. Chestnut D/L | Med. Chestnut D/L |
| 54 | Pearl Beige | Pearl Beige |
| 56 | Black | Black |
| 55 | Red | Red |
| 50 | Med. Silver Blue Met. | Lt. Silver Blue D/L |
| 58 | Lt. Gold D/L | Lt. Gold D/L |
| 51 | Lt. Rose Beige D/L | Lt. Rose Beige D/L |

| Code | Crinkle Leather | Vachette Leather |
|---|---|---|
| 82 | Lt. Blue D/L | Lt. Blue D/L |
| 84 | Pearl Beige | Pearl Beige |
| 86 | Black | Black |
| 85 | Red | Red |

## DATE

The code letters for the month are preceded by a numeral to show the day of the month when the Thunderbird was completed. The second year code letters are to be used if model production exceeds 12 months.

| Month | First Model Year | Second Model Year |
|---|---|---|
| January | A | N |
| February | B | P |
| March | C | Q |
| April | D | R |
| May | E | S |
| June | F | T |
| July | G | U |
| August | H | V |
| September | J | W |
| October | K | X |
| November | L | Y |
| December | M | Z |

## DSO

Thunderbirds built to a Domestic Special Order, Foreign Special Order, or Pre-Approved Order have the complete order number recorded in this space. Also appearing in this space is the two digit code number of the District which ordered the unit. If the unit is regular production, only the District code number will appear.

## DISTRICT CODE

| Code | District | Code | District |
|---|---|---|---|
| 11 | Boston | 45 | Davenport |
| 12 | Buffalo | 51 | Denver |
| 13 | New York | 52 | Des Moines |
| 14 | Pittsburgh | 53 | Kansas City |
| 15 | Newark | 54 | Omaha |
| 21 | Atlanta | 55 | St. Louis |
| 22 | Charlotte | 61 | Dallas |
| 23 | Philadelphia | 62 | Houston |
| 24 | Jacksonville | 63 | Memphis |
| 25 | Richmond | 64 | New Orleans |
| 26 | Washington | 65 | Oklahoma City |
| 31 | Cincinnati | 71 | Los Angeles |
| 32 | Cleveland | 72 | San Jose |
| 33 | Detroit | 73 | Salt Lake City |
| 34 | Indianapolis | 74 | Seattle |
| 35 | Lansing | 81 | Ford of Canada |
| 36 | Louisville | 83 | Government |
| 41 | Chicago | 84 | Home Office Reserve |
| 42 | Fargo | 85 | American Red Cross |
| 43 | Rockford | 89 | Transportation Services |
| 44 | Twin Cities | 90-99 | Export |

## AXLE

| Code | Ratio |
|---|---|
| 1 | 3.00:1 |
| A* | 3.00:1 |

*Equa-Lock Type.

## TRANSMISSION

| Code | Type |
|---|---|
| 4 | Cruise-O-Matic |

## VEHICLE WARRANTY NUMBER

Example (Fig. 1): 3Y83Z100001

| | |
|---|---|
| 3 | 1963 Model |
| Y | Wixom Assembly Plant |
| 83 | Tudor Hardtop |
| Z | 8-Cylinder 390 Cubic Inch Engine |
| 100001 | First Unit Built |

## MODEL YEAR

The number "3" designates 1963.

## ASSEMBLY PLANT

| Code | Location |
|---|---|
| Y | Wixom Assembly Plant |
| S | Pilot Plant |

## MODEL

| Code | Type |
|---|---|
| 83 | Tudor Hardtop |
| 85 | Tudor Convertible |
| 87 | Tudor Landau |
| 89 | Tudor Roadster |

## ENGINE

| Code | Type |
|---|---|
| M | 8-Cylinder 390 Cubic Inch (6-barrel High Performance) |
| 9 | 8-Cylinder 390 Cubic Inch (4-barrel Low Compression Export, 84 Octane) |
| Z | 8-Cylinder 390 Cubic Inch (4-barrel) |

## CONSECUTIVE UNIT NUMBER

The assembly plant, with each model year, begins with consecutive unit number 100001 and continues on for each unit built.

# GROUP 1—ENGINE AND EXHAUST SYSTEM

The 1963 maintenance recommendations are in Group 12 and the 1963 specifications are in Group 13 of this manual.

All the service procedures outlined in Group 1 of the 1962 Shop Manual apply for both the 1963 390 4-V engine and the 390 6-V High Performance engine with the following exceptions.

## 390 4-V ENGINE (Part 1-1)

### CAMSHAFT

The camshaft and related parts are shown in Fig. 3.

**Removal**

1. Refer to "Valve Rocker Arm Shaft Assembly Removal" (page 1-15, 1962 Shop Manual) and remove the valve rocker arm shaft assemblies.

2. Remove the cylinder front cover following steps 1 thru 16 under "Cylinder Front Cover and Timing Chain Removal" (page 1-23, 1962 Shop Manual).

3. Remove the valve push rods in sequence and place them in a rack so that they can be installed in their original positions.

4. Position an inspection light through a push rod opening and into the valve push rod valley (Fig. 55, page 1-26, 1962 Shop Manual). Remove the valve lifters with a magnet through the push rod openings. In some cases, it will be necessary to transfer the lifter over to an adjoining push rod opening in order to remove it. Place the lifters in a rack so that they can be installed in their original positions.

5. Install a dial indicator so the indicator point is on the camshaft sprocket retaining screw. Push the camshaft toward the rear of the engine and set the dial indicator on zero. Pull the camshaft forward and release it. Compare the indicator reading with the specifications. If the end play is excessive, check the spacer for correct installation before it is removed. **The side of the spacer having a chamfer on the ID must be against the camshaft front journal.** If the spacer is installed correctly, replace the thrust plate.

6. Remove the dial indicator. Remove the camshaft sprocket cap screw, lock washer, flat washer, and fuel pump eccentric.

7. Slide both sprockets and the timing chain forward, and remove the sprockets and timing chain as an assembly (Fig. 49, 1962 Shop Manual).

8. Remove the oil pan and oil pump by following the procedure under "Oil Pan and Oil Pump Removal" (page 1-32, 1962 Shop Manual).

9. Remove the camshaft thrust plate and spacer. Carefully remove the camshaft by pulling it toward the front of the engine. **Use caution to avoid damaging the camshaft bearings.**

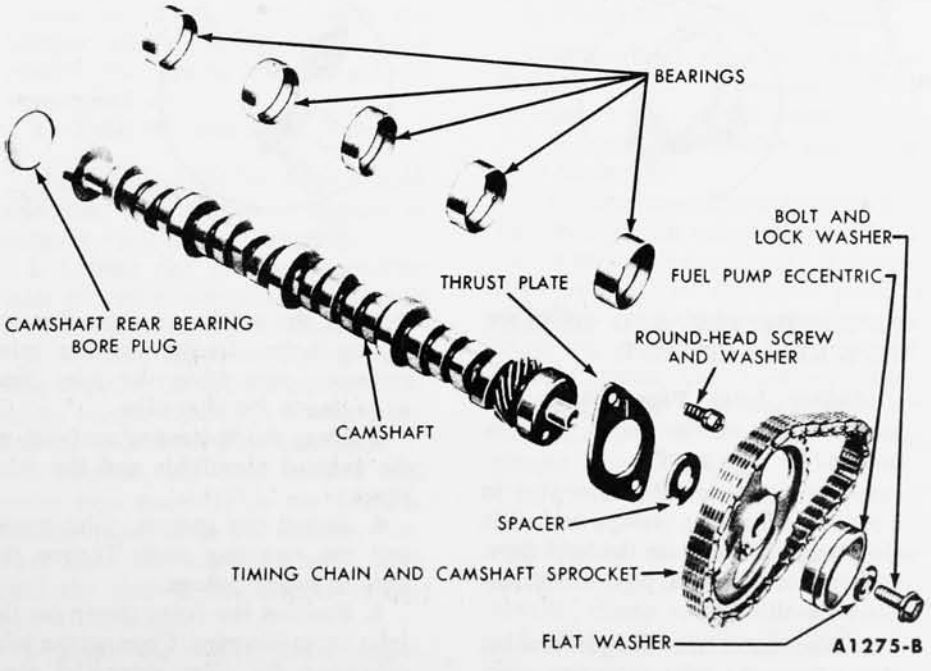



**FIG. 3—Camshaft and Related Parts**

**Installation**

1. Oil the camshaft and apply Lubriplate to the lobes. Carefully slide the camshaft through the bearings. Install the thrust plate. Install the thrust plate with the side having a chamfered ID against the camshaft front journal. **The oil groove in the thrust plate must be above the camshaft, and it must face towards the front (against the camshaft sprocket).**

2. Follow step 5 under "Camshaft Removal" and check the camshaft end play.

3. Position the sprockets and timing chain on the camshaft and crankshaft with the timing marks on the sprockets aligned as shown in Fig. 48, page 1-24, 1962 Shop Manual.

4. Install the fuel pump eccentric, flat washer, lock washer, and sprocket cap screw. Torque the sprocket cap screw to specifications. Install the front oil slinger.

5. Replace the crankshaft front oil seal. Install the cylinder front cover, the crankshaft damper, and related parts following steps 3 thru 16 under "Cylinder Front Cover and Timing Chain Installation" (page 1-24, 1962 Shop Manual).

6. With No. 1 piston on TDC at the end of the compression stroke, position the distributor in the block with the rotor at the No. 1 firing position and the points open. Install the hold down clamp.

7. Connect the distributor vacuum line. Install the distributor cap. Connect the coil high tension lead.

8. Install the valve lifters in the bores from which they were removed. Install the push rods.

9. Refer to "Valve Rocker Arm Shaft Assembly Installation" and install the valve rocker arm shaft assembly following steps 1 thru 9, page 1-16, 1962 Shop Manual.

10. Fill and bleed the cooling system. Fill the crankcase with the proper grade and quantity of engine oil.

11. Start the engine and check and adjust the ignition timing. Operate the engine at fast idle and check all hose connections and gaskets for leaks.

**Cleaning and Inspection.** Refer to the 1962 Shop Manual for cleaning and inspection procedures.

### 390 6-V HIGH PERFORMANCE ENGINE (Part 1-1)

The warranty plate identification symbol for the engine is "M". This engine is the same as the 390 4-V engine except for specifications (Group 13) and the following differences:

1. A cast aluminum intake manifold replaces the cast iron intake manifold used on the 390 4-V engine.
2. The coolant-heated carburetor spacer is eliminated.
3. The exhaust gas control valve is mounted with the counterweight on the outboard side of the engine.

### EXHAUST SYSTEM (Part 1-2)

#### DESCRIPTION

A single exhaust system is standard equipment on all 1963 Thunderbirds. A dual exhaust system is available as optional equipment on all models.

The dual exhaust system (Fig. 3A) consists of: a one-piece muffler inlet pipe with separate front section inlet pipes that are joined together by a welded cross-over pipe; separate right and left inlet extension pipes; right and left mufflers that contain integral muffler outlet pipes; retaining clamps, brackets, nuts and bolts; two exhaust manifolds to inlet pipe gaskets.

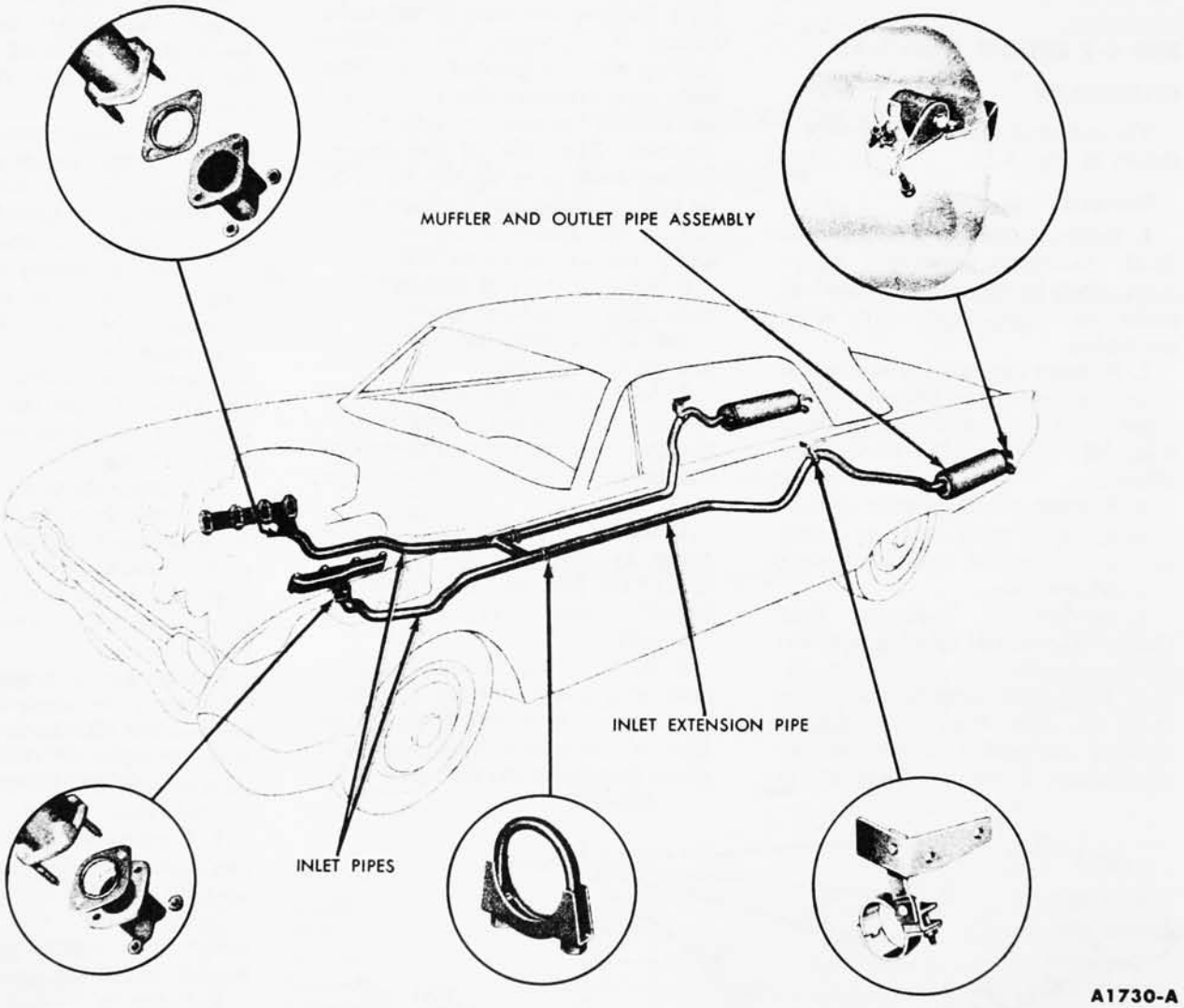



**FIG. 3A—Dual Exhaust System**

The single exhaust system (Fig. 3B) consists of: a one-piece muffler inlet pipe with "Y" type inlet pipes that are joined and welded together; a muffler with an integral outlet pipe; a muffler inlet extension pipe; retaining clamps, brackets, bolts and nuts; two exhaust manifolds to inlet pipe gaskets; a sealing gasket, located at the flange of the inlet pipe and the inlet extension pipe rear flange.

#### INLET PIPE, INLET EXTENSION PIPE, MUFFLER AND OUTLET PIPE REPLACEMENT

**Muffler Inlet Pipe – Dual Exhaust.** The muffler inlet pipe is serviced in one piece.

1. Loosen the muffler inlet pipe to inlet extension pipe clamps and slide the clamps forward on the inlet pipe. Disconnect the inlet pipe at the exhaust manifolds.
2. Disconnect the hanger bracket clamp from the inlet extension pipe. Remove the muffler rear bracket retaining bolts. Disconnect the inlet extension pipe from the inlet pipe and remove the inlet pipe.
3. Clean the mounting surfaces of the exhaust manifolds and the inlet pipes.
4. Install the gaskets, inlet pipes, and the retaining nuts. Torque the nuts to specifications.
5. Position the front clamp on the inlet extension pipe. Connect the inlet pipe and the inlet extension pipe;

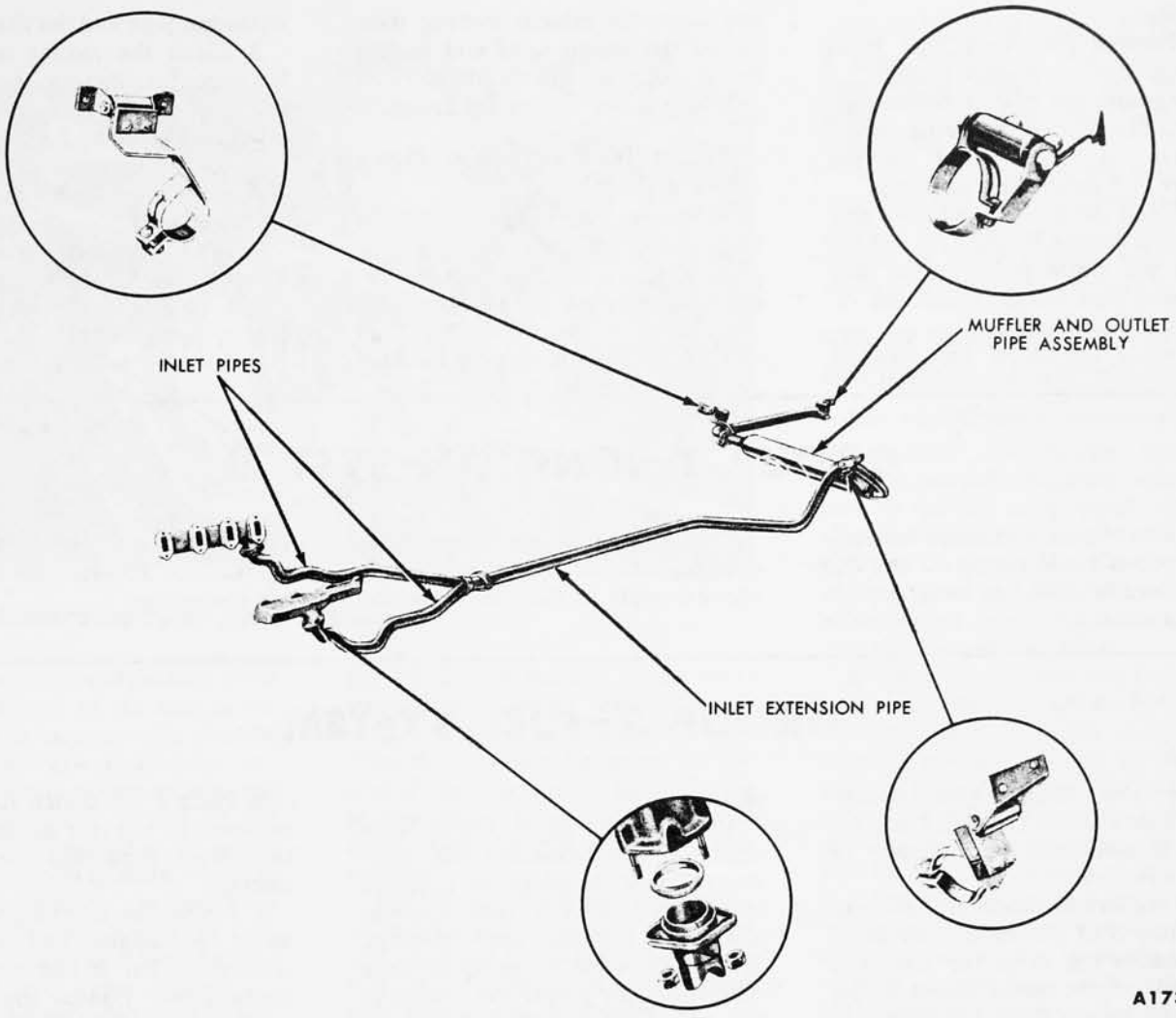



**FIG. 3B–Single Exhaust System**

then install the muffler, muffler rear bracket retaining bolts, and the inlet extension bracket clamp.

6. Align the exhaust system; then, torque the front clamp, inlet extension pipe bracket clamp, and muffler rear bracket retaining bolts to specifications.

7. Check the system for leaks.

**Muffler and Outlet Pipe – Dual Exhaust.** The procedure applies to either a right or left assembly.

1. Loosen the muffler to muffler inlet extension pipe clamp and slide it forward on the extension pipe.

2. Remove the retaining bolts and nuts securing the muffler rear bracket to the hanger assembly. Remove the muffler and outlet pipe assembly.

3. Position the new muffler and outlet pipe assembly on the inlet extension pipe. Slide the muffler forward into the inlet extension pipe until the slots in the muffler extension are blocked.

4. Align the muffler and outlet pipe assembly. Install the muffler inlet extension pipe clamp and the muffler rear bracket retaining bolts and nuts. Torque the clamp and bolts to specifications.

5. Check the system for leaks.

**Muffler Inlet Pipe Extension – Dual Exhaust.** The procedure applies to either a right or left assembly.

1. Remove the muffler and outlet pipe assembly.

2. Loosen the muffler inlet extension pipe front clamp and remove the inlet extension pipe hanger bracket clamp. Remove the inlet extension pipe.

3. Position the inlet extension pipe front clamp on the end of the inlet pipe. Connect the inlet extension pipe to the inlet pipe. Install the inlet extension pipe front clamp and the hanger bracket clamp.

4. Install the muffler and outlet pipe assembly.

5. Torque the inlet extension pipe front and rear clamps and the hanger bracket clamp to specifications.

6. Check the system for leaks.

**Muffler Inlet Pipe – Single Exhaust.** The muffler inlet pipe is serviced as one piece.

1. Remove the retaining bolts and nuts from the inlet pipe to inlet extension pipe flange. Remove the clamp from the inlet extension pipe hanger bracket.

2. Disconnect the inlet pipes at the exhaust manifold. Remove the inlet pipe and gaskets from the exhaust manifolds.

3. Clean the mounting surfaces of the exhaust manifolds and the inlet pipes. Install the gaskets, inlet pipes, and retaining nuts. Torque the nuts to specifications.

4. Install a new gasket between the inlet pipe and the inlet pipe extension flange. Install the flange retaining bolts and nuts; then, torque them to specifications.

5. Install the inlet extension pipe hanger bracket clamp and torque the retaining nuts to specifications.

6. Check the system for leaks.

**Muffler – Single Exhaust.** The muffler and outlet pipe is serviced as

one piece.

1. Remove the outlet pipe front and rear hanger bracket clamps.

2. Remove the inlet extension pipe to muffler flange retaining bolts. Remove the flange gasket and the muffler and outlet pipe assembly.

3. Clean the muffler and inlet pipe extension flanges. Position the muffler flange and a new gasket on the inlet extension pipe flange. Install the retaining bolts and nuts.

4. Install the outlet pipe clamps and align the exhaust system; then, torque the clamp bolts and muffler flange bolts to specifications.

5. Check the system for leaks.

**Muffler Inlet Extension Pipe—Single Exhaust**

1. Remove the flange bolts from both flanges of the inlet extension pipe. Remove the clamp from the extension pipe hanger bracket.

2. Pry the muffler toward the right side of the car and remove the inlet extension pipe and the flange gaskets.

3. Clean the mating surfaces of the mounting flanges; then, position the inlet extension pipe on the inlet pipe and muffler flanges. Insert a new gasket between the front and the rear flanges. Install the mounting bolts and nuts.

4. Install the inlet extension pipe hanger bracket clamp. Torque the flange bolts and the hanger clamp bolt to specifications.

5. Check the system for leaks.

# GROUP 2—IGNITION SYSTEM

The 1963 maintenance recommendations are in Group 12 and the 1963 specifications are in Group 13 of this manual.

The ignition system service procedures outlined in the 1962 Shop Manual apply to the 1963 Thunderbird. Refer to Group 2 of the 1962 manual for the recommended service procedures.

# GROUP 3—FUEL SYSTEM

The 1963 maintenance recommendations are in Group 12 and the 1963 specifications are in Group 13 of this manual.

All the service procedures outlined in Group 3 of the 1962 Shop Manual remain the same for the 1963 390 4-V engine series except as described herein (Ford 4-V carburetor). Service procedures for the 1963 High Performance 390 6-V engine series (three Holley dual carburetors) are included in this supplement.

## FORD 4-BARREL CARBURETOR

### OPERATION

The carburetor incorporates the following changes:

1. A magnet and bracket assembly was added to the front wall of the carburetor air horn to entrap the choke plate in the closed position and increase the force holding the choke plate closed during cold engine starting.

2. A lower torque rate choke housing spring has been incorporated to reduce the forces tending to close the choke plate after the engine has started, thereby minimizing the tendency of the carburetor to overchoke the engine and cause "loading".

3. An external vent opening has been added to the secondary fuel bowl cover to provide an escape for the highly volatile fuel vapors, thereby reducing the possibility of flooding the intake system during a hot soak period.

4. Standpipe pitot tubes were added to the secondary fuel bowl internal vent openings to raise the level of the internal vent openings above the external vent openings. This provides the necessary pressure differential for proper evacuation of the gaseous vapors through the external vent during a hot soak period.

5. Two baffles have been added in the internal fuel equalizer passage between the primary and secondary fuel bowls to permit proper control of the metering forces within each fuel bowl, since these forces were thrown out of balance by the addition of the secondary fuel bowl external vent.

6. The calibration of the secondary section of the carburetor was revised to compensate for the reduction in the metering forces. Refer to the specifications for the proper metering jets.

### IN-CHASSIS ADJUSTMENT

**Automatic Choke.** Use the following procedure to adjust the magnet and bracket assembly:

1. Rotate the choke thermostat coil housing 90° in the "rich" direction (counterclockwise).

2. Adjust the bellcrank lever, if necessary, to obtain 0.050 inch between the top edge of the fast idle cam and the cast stop boss on the rear of the choke housing.

3. Place a 0.010-inch feeler gauge between the top rear straight edge of the choke plate and the air horn casting.

4. Loosen the attaching screws and adjust the magnet and bracket assembly so that it just contacts the choke plate. Tighten the attaching screws and remove the feeler gauge. Set the choke thermostat coil housing to the proper index mark. All other procedures for adjusting the automatic choke are the same as outlined in Part 3-1 of the 1962 Thunderbird Shop Manual.

**Fuel Level Float Adjustment.** On carburetors equipped with Viton-tipped fuel inlet needles, the dry float fuel level settings should be used as a guide only, and a final check and adjustment of the wet fuel level should be made as follows:

1. Operate the engine for 30 minutes at 1200 rpm to normalize engine temperatures, and place vehicle on a flat surface as near level as possible. Stop the engine.

2. Remove the air cleaner assembly, carburetor air horn assembly, and gasket.

3. Temporarily place the air horn gasket in position on the carburetor main body and start the engine. Let the engine idle for several minutes; then remove the air horn gasket.

4. While the engine is idling, use a standard depth scale to measure the vertical distance from the top ma-

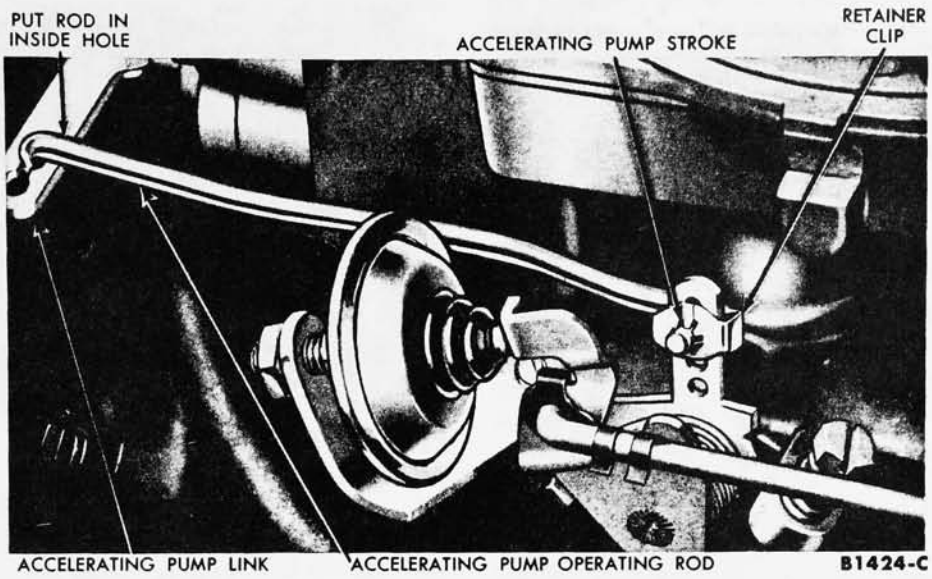



**FIG. 4—Accelerating Pump Stroke Adjustment**

chined surface of the carburetor main body to the level of the fuel in the fuel bowl. The measurement must be made at least 1/4 inch from any vertical surface to assure an accurate reading because the surface of the fuel is concave (higher at the edges than in the center). Care must be exercised to measure the fuel level at the point of contact with the fuel. Refer to the specifications for the correct fuel level (wet) setting.

5. **If any adjustment is required, stop the engine to minimize the hazard of fire due to fuel spray when the float setting is disturbed.** To adjust the fuel level, bend the float tab contacting the fuel inlet valve upward, in relation to the original position, to raise the fuel level and downward to lower it. Each time an adjustment is made to the float tab to alter the fuel level the engine must be started and permitted to idle for at least three (3) minutes to stabilize the fuel level. Check the fuel level after each adjustment until the specified level is achieved.

6. Install a new air horn gasket and the carburetor air horn assembly.

7. Check the engine idle speed and idle fuel mixture and adjust as required.

8. Install the air cleaner assembly.

**Accelerating Pump Stroke.** The over-travel lever has 4 holes and the accelerating pump link has 2 holes to control the accelerating pump stroke for different engine applications (Fig. 4).

For average ambient temperature operation (40° to 80°F), place the accelerator pump operating rod in the No. 2 hole position of the over-travel lever (second hole from the throttle shaft). **To release the rod from the retainer clip, press the tab end of the clip toward the rod, and at the same time press the rod away from the clip until it is disengaged.**

For low ambient temperature operation (below 40°F), place the pump operating rod in the No. 3 hole position of the over-travel lever (third hole from the throttle shaft).

For extremely low ambient temperature operation (−15°F and below), the pump operating rod may be placed in the No. 4 hole position to suit individual operating conditions.

For high ambient temperature operation (above 80°F and/or above 5000 feet altitude), the pump operating rod may be placed in the No. 1 hole position of the over-travel lever (hole closest to the throttle shaft) to suit individual operating conditions.

The correct position for the pump operating rod at the accelerator pump plunger lever, for all operating conditions, is in the inboard hole (hole closest to the pump plunger).

## HOLLEY DUAL CARBURETORS

### IN-CHASSIS ADJUSTMENTS

**Idle Fuel Mixture Adjustment**

1. Operate the engine until it reaches normal operating temperature. If the car is equipped with an air conditioner, the engine must be operated at least 20 minutes. **All engine speed and idle fuel mixture adjustments must be made with the air cleaner installed.**

2. Establish an initial idle fuel mixture adjustment by turning both idle mixture screws on each carburetor (Fig. 5) inward until they are lightly seated. Then turn the idle mixture screws on each secondary carburetor (Fig. 6) outward 3/4 turns, and turn the primary carburetor idle mixture screws outward one full turn.

3. Install an engine speed tachometer. Start the engine; move the transmission selector lever to the DRIVE (D1) position, and set the parking brake. Adjust the engine idle rpm to 575-600 rpm by turning the idle speed adjusting screw (Fig. 5) on the primary carburetor only.

4. Turn the primary carburetor idle mixture screws inward until the engine begins to run rough from the lean mixture. Turn the mixture screws outward until the engine be-

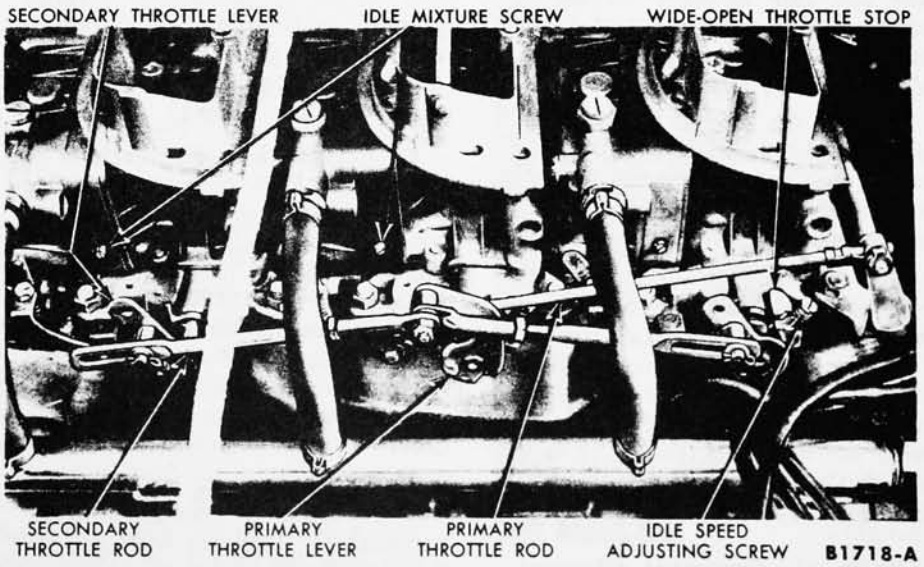



**FIG. 5—390 6-V Carburetor Throttle Linkage Installation**

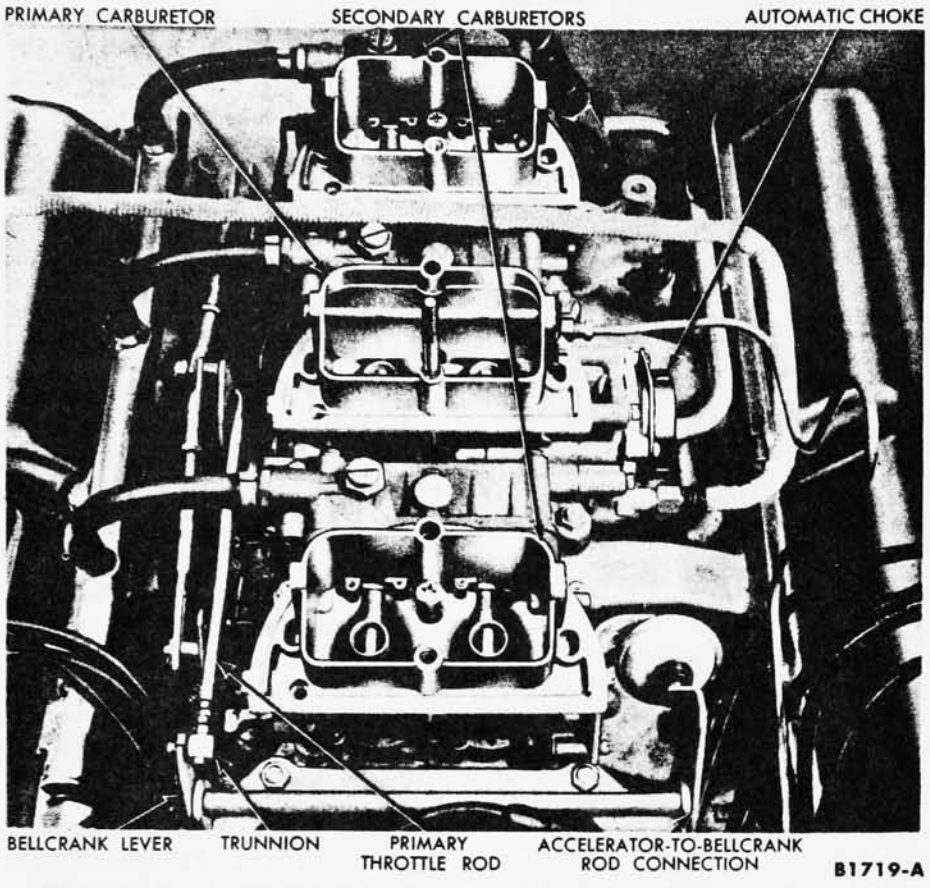



**FIG. 6—390 6-V Carburetor Installation**

gins to roll from the rich mixture. Turn the screws inward until the engine runs smoothly and evenly. Always favor a slightly "rich" idle fuel mixture.

5. Repeat this procedure (step 4) to adjust the idle mixture screws on the front secondary carburetor.

6. Following the same procedure, adjust the idle mixture screws on the rear secondary carburetor. **The right and left idle mixture screws on any one carburetor should be open an equal amount, within 1/8 turn, after the final adjustment.**

7. With the engine operating at idle and the transmission in Drive range, check the engine speed. The tachometer should indicate 575-600 engine rpm.

8. If the engine still does not idle properly, due to a too rich mixture, i.e., idle mixture screws are seated, it may be caused by improper initial idle speed setting of the secondary carburetors. Also, if the throttle levers are not synchronized, it will be difficult to obtain a satisfactory idle adjustment.

**Idle Speed Adjustment.** All engine speed and idle fuel mixture adjustments must be made with the air cleaner installed and the engine at normal operating temperature.

1. Back off the idle speed adjusting screw (Fig. 5) on each secondary carburetor sufficiently to allow the throttle plates to seat in the throttle bores. Turn the idle speed screws inward until the screw end just touches the stop on the throttle lever; then turn it inward an additional 1/2 to 3/4 turns. **A minimum throttle opening is desired on the secondary throttle plates. The only requirement necessary is that the plates do not stick in the bores.**

2. Operate the engine for 30 minutes at 1200 rpm to normalize engine temperatures. Install an engine speed tachometer. Start the engine. Move the transmission selector lever to the DRIVE (D1) position, and set the parking brake. Adjust the engine idle rpm to 575-600 rpm by turning the idle speed adjusting screw on the primary carburetor only.

3. Set the fast idle speed (cold) with the engine at normal operating temperature. Align the high step on the fast idle cam with the adjusting screw (Fig. 7). Turn the screw inward to increase or outward to decrease the idle speed to obtain the specified rpm.

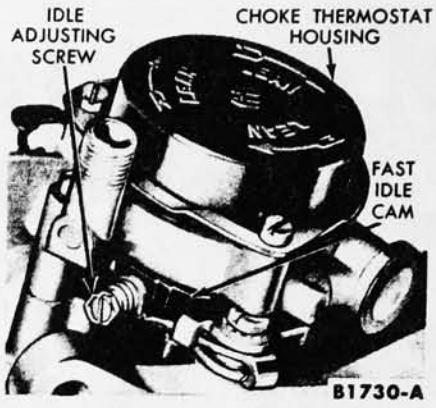



**FIG. 7—Fast Idle Speed Adjustment**

**Throttle Lever Synchronization.** If the throttle linkage is disassembled or it is improperly synchronized, the following procedure is recommended for synchronizing the throttle levers on the three carburetors.

1. Insert a 1/8-inch diameter rod through the gauging holes (Fig. 8) provided in the bellcrank lever and mounting bracket on the left side of the bellcrank assembly. This locks the lever in the gauging (closed throttle) position.

2. Disconnect the secondary throttle rods at each secondary carburetor throttle lever (Fig. 5). Disconnect the primary throttle rod at the bellcrank lever.

3. Loosen the lock nut and adjust the length of the front secondary carburetor throttle rod so that, when installed, the throttle lever of the front secondary carburetor will be completely closed when the primary throttle lever is closed against the idle speed adjusting screw stop (normal idle position).

4. Adjust the length of the rear secondary carburetor throttle rod in the same manner.

5. Install the secondary throttle rods on the secondary throttle levers with the spacer washers and retainers. Tighten the lock nuts to secure the adjustment.

6. With the primary throttle lever against the idle stop, adjust the length of the primary throttle rod (Fig. 6), so that the trunnion will just engage in the hole in the bellcrank lever. Install the rod retainer clip.

7. Adjust the anti-stall dashpot clearance.


**FIG. 8—Anti-Stall Dashpot Adjustment**

**Anti-Stall Dashpot Adjustment**

1. Adjust the engine idle speed and idle fuel mixture, and synchronize the carburetor linkage. Operate the engine until it reaches normal operating temperature.

2. Lock the throttle linkage in the gauging position by inserting a 1/8-inch diameter rod through the gauging holes provided in the bellcrank lever and mounting bracket on the left side of the bellcrank assembly (Fig. 8).

3. Loosen the lock nut and turn the anti-stall dashpot screw in, or away from the bellcrank lever. Fully depress the dashpot plunger with a screwdriver blade, and adjust the clearance between the plunger and bellcrank lever to 1/8-3/16 inch. Tighten the locknut and remove the 1/8-inch rod from the gauge holes.

**Automatic Choke Adjustment.** The automatic choke has an adjustment to control its reaction to engine temperature. By loosening the three screws that retain the choke thermostat housing (Fig.7), it can be turned to alter the thermostatic spring adjustment. Turning the housing in a counterclockwise direction provides a richer mixture, and conversely, a leaner mixture is obtained by turning the housing in a clockwise direction as indicated by the arrows on the housing. Refer to the specifications for the proper setting.

**Accelerating Pump Adjustment.** With the throttle lever (Fig. 9) held in the wide-open-throttle position and the accelerating pump arm fully depressed (manually), there should be 0.015-inch clearance between the screw head and the pump arm. Turn the adjusting screw into the screw head to increase the clearance and outward to decrease the clearance. One-half turn of the screw equals approximately 0.015 inch.

To satisfy acceleration requirements in various climates, the accelerating pump cam can be placed in either of two positions. Aligning the top hole of the cam with the top hole of the throttle lever gives the shortest stroke which is recommended for warm weather or average conditions. Aligning the cam bottom hole with the lever bottom hole gives the longest stroke which is recommended for cold weather operation.

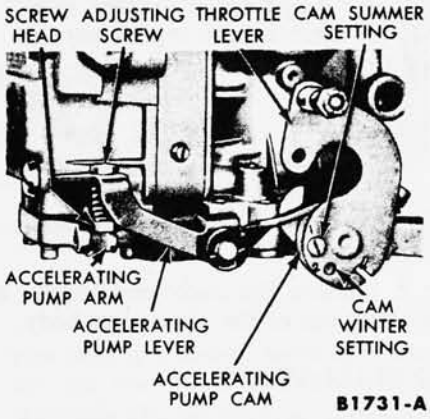



**FIG. 9—Accelerating Pump Adjustment**

**Fuel Level Check.** Position the car on a level floor. Be sure the fuel pump pressure is within specifications. Operate the engine for 30 minutes at 1200 rpm until normal operating temperature has been reached. Place a suitable container below the fuel level sight plug to collect any spill-over of fuel.

With the engine stopped, remove the fuel level sight plug and gasket and check the fuel level (Fig. 10). The fuel level within the bowl should be at the lower edge of the sight plug opening ±1/16 inch.

If the fuel level is satisfactory, install the sight plug. Do not install the air cleaner at this time.

If the fuel level is too high, drain the fuel bowl and refill it and check it again before altering the float setting. This will eliminate the possibility of foreign material causing a temporary flooding condition. To drain the fuel bowl, remove one lower retaining bolt from the fuel bowl and drain the fuel into a suitable container. Install the bolt and start the engine to fill the fuel bowl. After the fuel level has stabilized, stop the engine and check the fuel level.

**Float Adjustment**

1. If the fuel level is too high, it should first be lowered below specifications and then raised until it is just at the lower edge of the sight plug opening. If the fuel level is too low, it is only necessary to raise it to the specified level; thus omit steps 3 and 4 of this procedure.

2. **With the engine stopped,** loosen the lock screw on top of the fuel bowl just enough to allow rotation of the adjusting nut underneath (Fig. 10). **Do not loosen the lock screw or attempt to adjust the fuel level with the engine running because the pressure in the line will spray fuel out and present a fire hazard.**

3. Turn the adjusting nut approximately ½ turn in to lower the fuel level below specifications (1/6 turn of the adjusting nut, depending on the direction of rotation, will raise or lower the float assembly at the fuel level sight plug opening 3/64 inch).

4. Tighten the lock screw. Start the engine. After the fuel level has stabilized, stop the engine and check the level at the sight plug opening. The fuel level should be below specified limits. If it is not, repeat step 3, turning the adjusting nut an additional amount sufficient to lower the fuel below the specified level.

5. Loosen the lock screw and turn the adjusting nut out in increments of 1/6 turn or less until the correct fuel level is achieved. After each adjustment, tighten the lock screw, and then start the engine and stabilize the fuel level. Check the fuel level

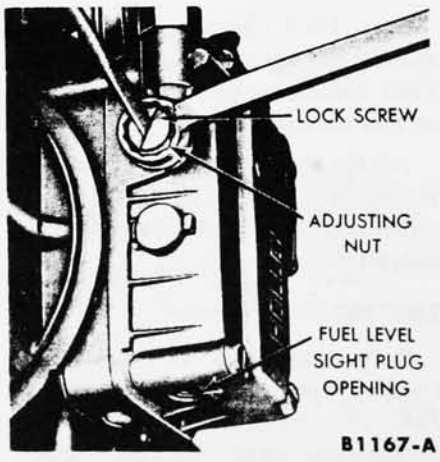



**FIG. 10—Fuel Level Adjustment**

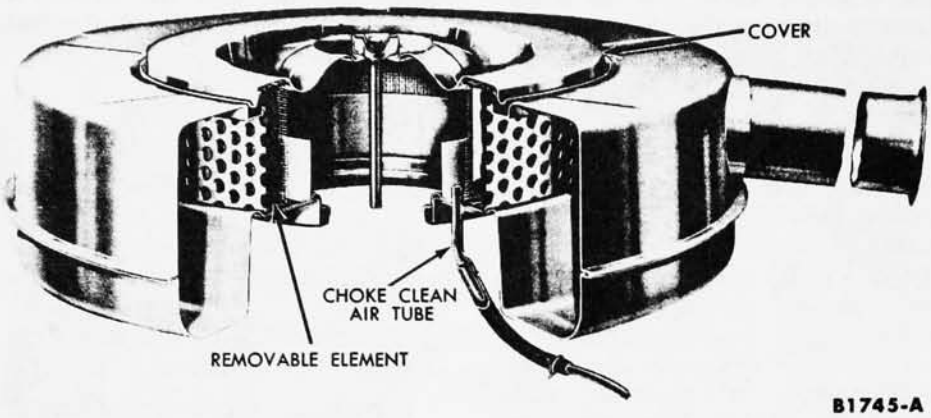



**FIG. 11—Air Cleaner Assembly**

at the sight plug opening. Install the sight plug and gasket.

6. Install the air cleaner. Check and adjust the idle fuel mixture and idle speed as necessary.

### AIR CLEANER (Part 3-1)

The engine is equipped with a dry-type air cleaner that has a replaceable cellulose fiber filtering element (Fig. 11). The air from the engine compartment enters the air cleaner through the opening on the side and passes through the filter element. The filtered air is deflected down into the carburetor. Dust particles are trapped in the filter element as the air rushes through it. A tube attached to the filtered air chamber is connected to the automatic choke heat chamber in the right exhaust manifold to supply clean air to the automatic choke.

#### MAINTENANCE

Refer to Group 12 for the recommended maintenance mileage interval for cleaning and replacement of air cleaner elements.

#### REMOVAL

1. Remove the air cleaner wing nut. Disconnect the choke clean air tube, and lift the air cleaner off the carburetor.

2. Remove the cover and lift the element out of the air cleaner body.

#### INSTALLATION

1. Place the air cleaner body on the carburetor so that the word "FRONT" faces the front of the car. Connect the choke clean air tube to the air cleaner.

2. Place the element in the air cleaner body. Install the cover.

### FUEL PUMP (Part 3-3)

The 1963 Carter design fuel pump is basically the same as the 1962 pump except for incorporation of a horizontal cross vent system in place of the vertical passage, increased diameter internal fuel passages, and pressure leak-down bleeds in the pump valves. In addition, the pump will incorporate the long-life, disposable fuel filter element (Fig. 12).

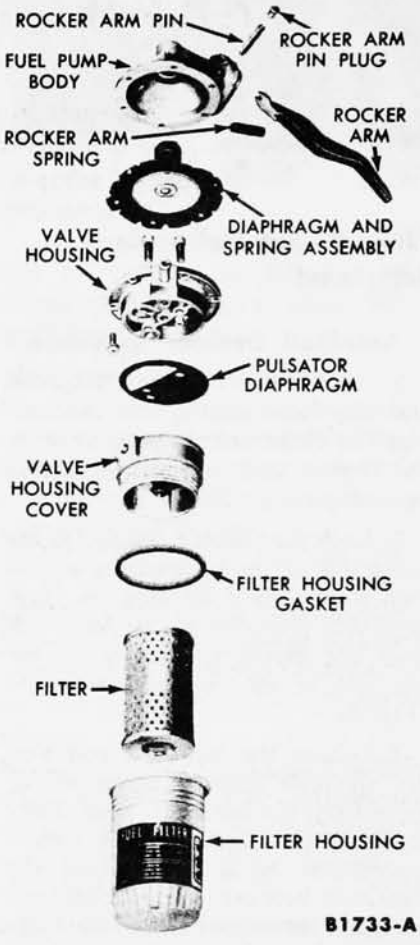



**FIG. 12—Fuel Pump Asssembly**

# GROUP 4—COOLING SYSTEM

The 1963 maintenance recommendations are in Group 12 and the 1963 specifications are in Group 13 of this manual.

All the service procedures outlined in Group 4 of the 1962 Shop Manual remain the same with the following exceptions.

### THERMOSTAT

Only one type of thermostat (poppet-type) is being used in the 1963 Thunderbirds. For replacement instructions, refer to "Thermostat," page 4-4, 1962 Shop Manual.

#### THERMOSTAT TEST

Remove the thermostat and immerse it in boiling water. Replace the thermostat if it does not open more than 1/4 inch. If the problem being investigated is insufficient heat, the thermostat should be checked for leakage. This may be done by holding the thermostat up to a lighted background. Light leakage around the thermostat valve (thermostat at room temperature) is unacceptable and the thermostat should be replaced. It is possible, on some thermostats, that a slight leakage of light at one or two locations on the perimeter of the valve may be detected. This should be considered normal.

### FAN BELTS

#### REMOVAL

1. Loosen the power steering pump bracket at the water pump and remove the drive belt.

On a car with an air conditioner, remove the compressor drive belt.

2. Loosen the alternator mounting bolts and the alternator adjusting arm

bolt. Move the alternator toward the engine. Remove the belts from the alternator and crankshaft pulleys, and lift them over the fan.

**INSTALLATION**

1. Place the belts over the fan. Insert the belts in the water pump pulley, crankshaft pulley, and alternator pulley grooves. Adjust the belt tension to specifications.

2. On a car with an air conditioner, install and adjust the compressor drive belt to specifications.

3. Install the power steering pump drive belt and tighten the pump bracket to the water pump. Adjust the drive belt tension to specifications.

# GROUP 5—CRUISE-O-MATIC TRANSMISSION

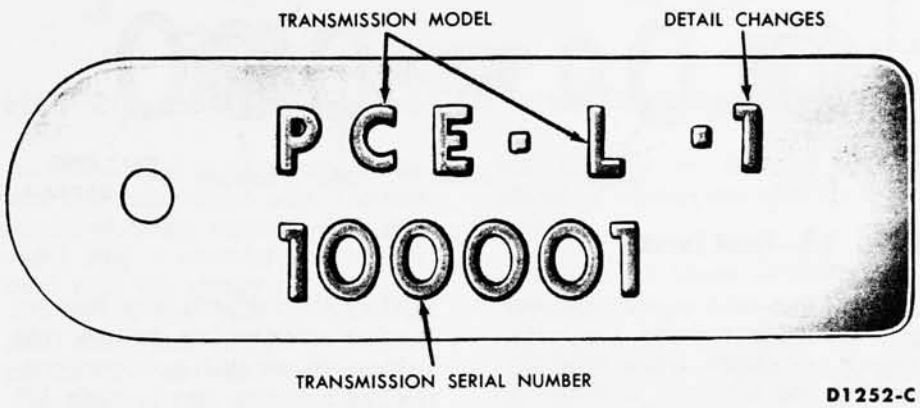



**FIG. 13—Cruise-O-Matic Identification Tag**

The 1963 maintenance recommendations are in Group 12 and the 1963 specifications are in Group 13 of this manual.

All of the procedures outlined in Group 5 of the 1962 Shop Manual remain the same with the following exceptions.

**IDENTIFICATION TAG (Part 5-1)**

The transmission identification tag (Fig. 13) is attached to the left side of the case. The first line on the tag indicates the model. The second line indicates the Serial No. and starts with 100001.

**FRONT OIL PUMP SEAL (Part 5-5)**

A new improved pump seal is being used in the 1963 models. The new seal is 1/8-inch narrower than the seal previously used. The seal is removed and installed in the same manner as the old type except for the tool. The existing tool (T59L-77837-A) can be reworked as shown in Fig. 14 to install the narrower seal or a new tool (T63L-77837-A) is available.

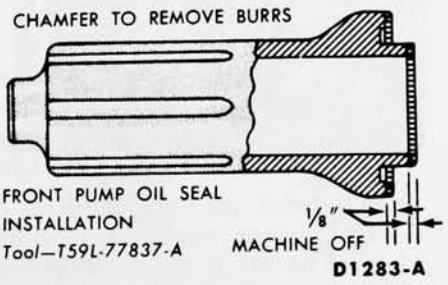



**FIG. 14—Tool T59L-77837-A Rework Dimensions**

**NYLON-TYPE SPEEDOMETER DRIVE GEAR (Part 5-5)**

A nylon speedometer drive gear replaces the steel drive gear previously used. If gear replacement is necessary, the old type steel gear may be used.

The nylon drive gear is a 0.004-0.010-inch shrink fit on the output shaft and can be removed or installed in the following manner.

1. Remove the output shaft from the transmission in the usual manner.

2. Remove the oil distributor tubes from the sleeve.

3. Remove the speedometer drive gear snap ring from the shaft.

4. Pry the oil delivery sleeve toward the rear of shaft with a hammer handle. Make certain to apply pressure on the governor counterweight, and not against the governor valve body (Fig. 15).

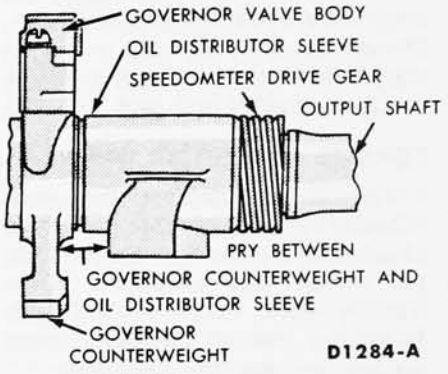



**FIG. 15—Pressure Apply Point for Drive Gear Removal**

5. Slide the oil delivery sleeve toward the front of the transmission.

6. Using a hammer and a small brass drift, tap the gear evenly and alternately (Fig. 16) to prevent cocking it on the shaft. Tap the gear gently to prevent damaging it.

7. To install the gear, dip it in transmission fluid and place it on an illuminated 100-watt light bulb.

8. Allow the gear to remain on the bulb for five minutes, then, turn it over and heat the other side for five minutes. This will heat the gear to approximately 180°F.

9. Make sure the lock ball is in

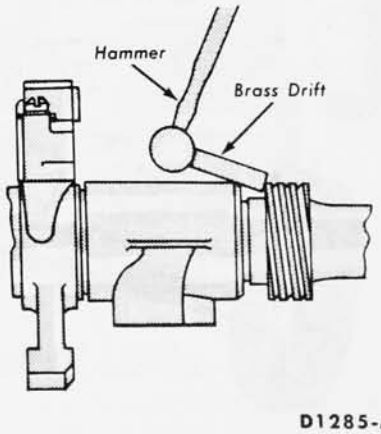



**FIG. 16—Speedometer Drive Gear Removal**

place on the shaft, then quickly slide the gear into place.

**10.** Install the speedometer drive gear snap ring on the output shaft.

**11.** Install the output shaft in the usual manner.

### OUTPUT SHAFT THRUST WASHER (Part 5-5)

A new type needle bearing thrust washer is used in the 1963 Thunderbird transmission. A counterbore is provided in the rear pump to accommodate the thrust bearing race. Figure 17 shows the relative position of the thrust washer and race.

### TORQUE CONVERTER (Part 5-6)

The 1963 converter has been modified to replace the sprag-type clutch with a roller-type clutch. Also, the bronze and aluminum thrust washers have been replaced with aluminum coated stamped thrust washers and flat steel retainers.

The design of the new thrust washers is such that a new longer locking rod (Tool T63P-7902-A) will be required for use with the existing converter clutch checking tool.

The checking procedure is the same as for previous model converters.

### FRONT SERVO (Part 5-5)

The accumulator piston and related parts have been eliminated on the 1963 models. Servicing of the servo remains the same as in the 1962 manual with the exception of the eliminated parts shown in Figure 18.

### CONVERTER HOUSING (Part 5-4)

To accommodate the addition of an 0.075-inch thick engine rear cover plate mounted between the transmission and engine, a new converter housing and converter assembly is used. The new converter housing will have the starter pilot eliminated. Piloting of the starter will be accomplished by the engine rear cover plate.

The new converter assembly will have longer flywheel mounting stud pads and a longer crankshaft pilot, in order to provide adequate piloting in the crankshaft and maintain the same converter to front pump relationship.

### PARKING LINKAGE (Part 5-5)

Figure 19 illustrates the new type parking pawl linkage in the transmission. The control rod incorporates a compression spring to drive the toggle lift lever into the apply position.

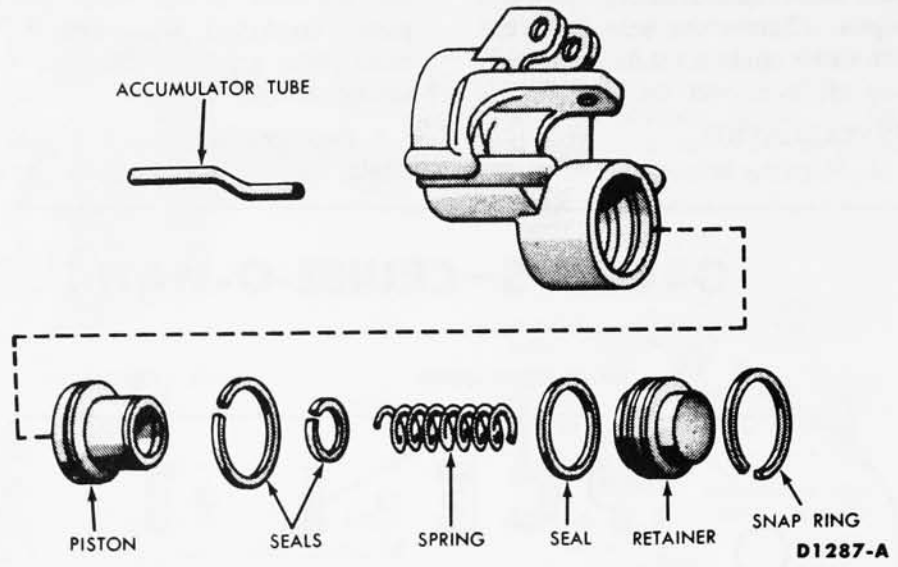



**FIG. 18—Front Servo**

The following parts have been revised to accommodate the new type linkage; manual shaft and lever, control valve detent lever, toggle lift lever, torsion rod and the lift lever shaft.

### PLANETARY CLUTCH (Part 5-5)

A new roller-type planetary clutch has replaced the sprag-type clutch previously used. The new roller-type clutch requires a new planet carrier with a cam-type clutch race (Fig. 20). In conjunction with the clutch and the planet carrier, a new type center support is used.

The roller clutch is installed in the same location, and functions in the same manner as the sprag-type clutch previously used. The original center support is chamfered at the rear of

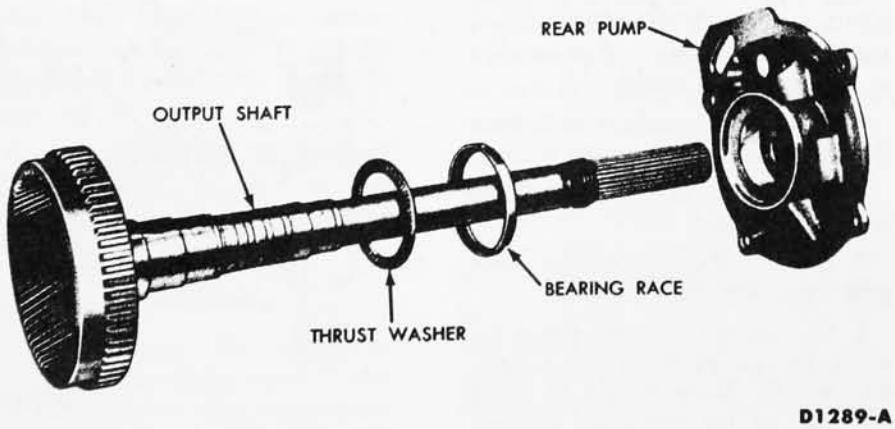



**FIG. 17—Output Shaft Thrust Washer and Race**

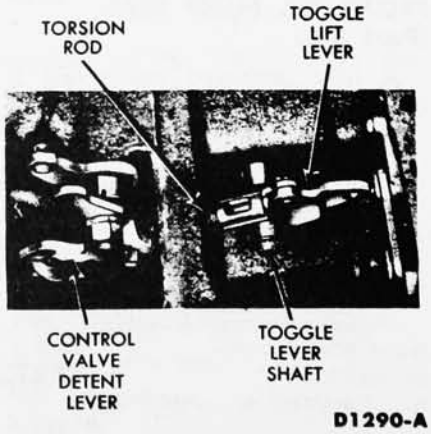



**FIG. 19—Parking Linkage Installed**

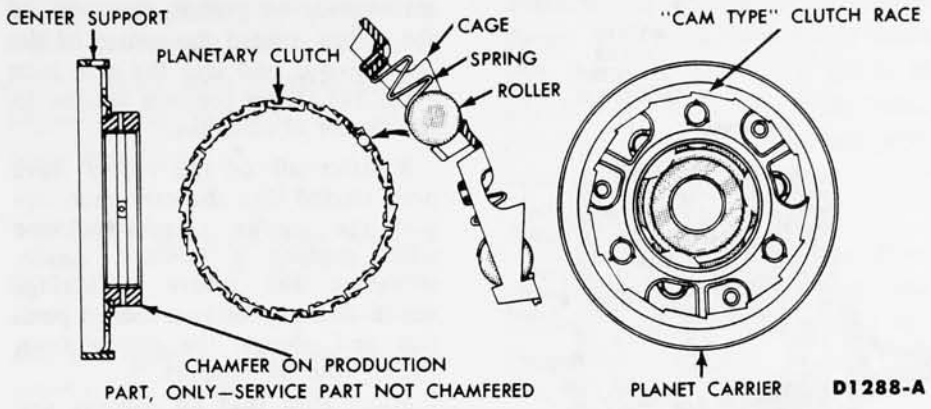



**FIG. 20—Planetary Clutch, Planet Carrier and Center Support**

the clutch race to accommodate the new type roller clutch only. The new service planetary support is not provided with a chamfer and can be used with the sprag-type clutch as well as the new roller clutch. The new chamfered planetary support cannot be used with the sprag-type clutch because the chamfer could reduce sprag contact area on the inner race, resulting in loss of capacity and cause premature clutch wear. The method of installing the roller-type clutch on the center support with a chamfered edge is different from a support with a square edge as detailed in the following procedure.

**INSTALLATION—Center Support with Chamfered Edge**

1. Install the center support and the rear band in the case.

2. Install the primary sun gear rear thrust bearing race and the bearing in the planet carrier using petroleum jelly to retain them in place.

3. Lubricate the bearing surface on the center support, the rollers of the planetary clutch and the cam race in the carrier with petroleum jelly.

4. Install the planetary clutch in the carrier (Fig. 21).

5. Carefully position the planet carrier on the center support. Move the carrier forward until the clutch rollers are felt to contact the bearing surface of the center support.

6. While applying forward pressure on the planet carrier, rotate it counterclockwise as viewed from the rear. This will cause the clutch rollers to roll toward the large opening end of the cams in the race, compressing the springs slightly, so that the rollers will ride up the chamfer on the planetary support and onto the inner race.

7. Push the planet carrier all the way forward.

8. Check the operation of the planetary clutch by rotating the carrier counterclockwise. It should rotate with a slight drag while rotating it counterclockwise (viewed from the rear) and it should lock up when attempting to rotate it in a clockwise direction.

**INSTALLATION—Center Support with Square Edge**

1. Install the center support and the rear band in the case.

2. Install the primary sun gear rear thrust bearing race and the bearing in the planet carrier using petroleum jelly to retain them in place.

3. Lubricate the bearing surface on the center support, the rollers of the planetary clutch and the cam race in the carrier with petroleum jelly.

4. Install the planetary clutch on the center support with the "saw-teeth" of the clutch cage pointing in the clockwise direction as viewed from the rear (Fig. 22). **Make sure that all rollers are in the cage.**

5. Position the planet carrier on the support so that the cams in the carrier engage the "saw-teeth" on the clutch cage.

6. Push the planet carrier forward until the rollers are felt to contact the surface of cam race.

7. While applying forward pressure on the carrier, rotate it counterclockwise as viewed from the rear. This will cause the rollers to roll toward the large opening end of the cams in the race, compressing the springs slightly, so that the roller will enter the cams.

8. Some rollers may become cocked preventing their entry into the outer race. These rollers must be

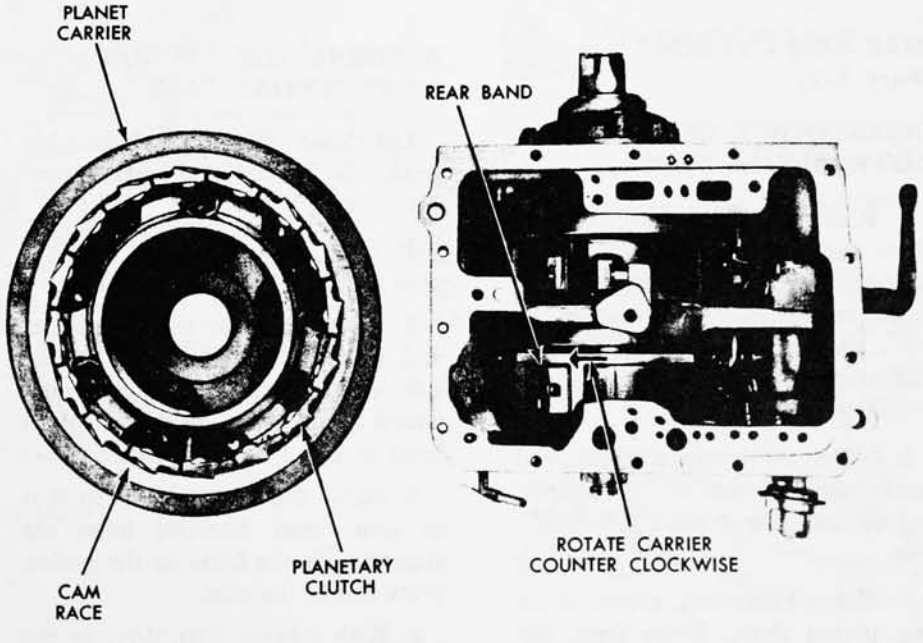



**FIG. 21—Planetary Clutch Installed in Carrier**

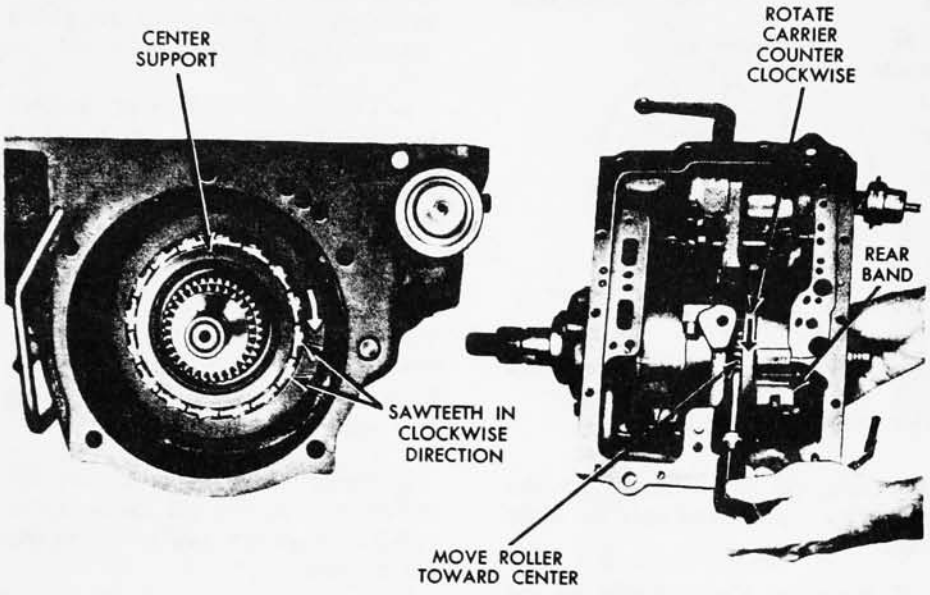



**FIG. 22—Planetary Clutch Installed on Center Support**

positioned individually with a small screwdriver by pushing the rear of the rollers toward the center of the transmission and into the cam race (Fig. 22). Keep pressure applied to the carrier at all times.

**9.** After all of the rollers have been started into the cam race, rotate the carrier counterclockwise while pushing it forward. Again, straighten any rollers or springs which still may be in a cocked position and prevent the carrier from sliding onto the support.

**Make sure that all springs are entered into the cam race before pushing the carrier onto the roller clutch.**

**10.** Push the carrier all the way forward and check the operation of the clutch by rotating it in a counterclockwise direction. The carrier should rotate counterclockwise with a slight drag and should lock up when attempting to rotate it in a clockwise direction.

# GROUP 6—REAR AXLE AND DRIVE LINE

The 1963 maintenance recommendations are in Group 12 and the 1963 specifications are in Group 13 of this manual.

All the service procedures outlined in Group 6 of the 1962 Shop Manual apply to the 1963 Thunderbird with the following exceptions.

## REAR AXLE OVERHAUL (Part 6-2)

### DISASSEMBLY OF 4-PINION DIFFERENTIAL CASE

**1.** Remove the differential case from the carrier and remove the bearings and drive gear from the case as outlined in steps 1 through 4 under "Disassembly of Conventional Differential Carrier," page 6-8 of the 1962 manual.

**2.** Drive out the three differential pinion shaft retainers with a drift, and separate the 2-piece differential case.

**3.** With a brass drift, drive out the long pinion shaft. Drive from the end opposite the retainer hole (Fig. 23).

**4.** Remove the two short pinion shafts. Using a drift, drive each shaft from the center outward.

**5.** Lift out the center block, then remove the gears and thrust washers.

**6.** To disassemble the remaining carrier parts, follow steps 7 through 13 on page 6-9 of the 1962 manual.

### ASSEMBLY OF 4-PINION DIFFERENTIAL CASE

**Lubricate all parts thoroughly with axle lubricant during assembly.**

**1.** Place a thrust washer and side gear in the differential case bore.

**2.** Install the four thrust washers, and place the pinion gears on the side gear. Align the washers and pinion gears with the pinion shaft holes in the case (Fig. 23).

**3.** Install the center block so that its four small diameter holes are aligned with the holes in the pinion gears and in the case.

**4.** With a brass drift, drive in the two short pinion shafts from the outside of the case (Fig. 23). **Be sure to align the shaft retainer holes as each shaft is being driven into place.**

**5.** Drive the long pinion shaft into place from the retainer hole end of the case being sure to align the retainer hole in the shaft with that in the case.

**6.** Place the second side gear and

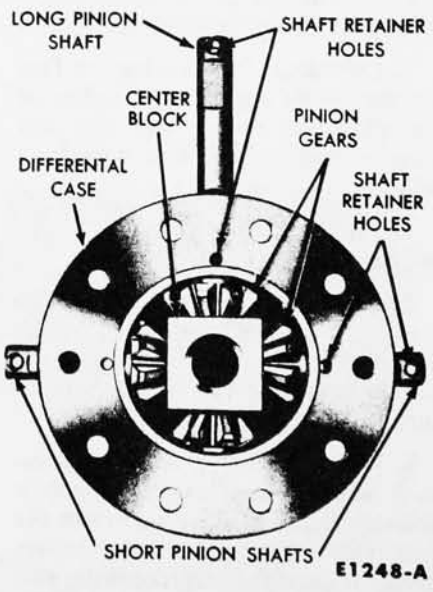



**FIG. 23—Four-Pinion Differential**

thrust washer on top of the four pinion gears, then install the differential case cover so that the three shaft retainer holes in the cover are aligned with their corresponding holes in the case.

**7.** Install the three shaft retainer pins with a drift. A pinion or axle shaft spline can be inserted in the side gear spline to check for free rotation of the differential gears.

**8. Fill differential case with axle lubricant.**

**9.** Insert two 7/16 (N.F.) bolts 2-inches long through the differential flange, and thread them 3 or 4 turns into the drive gear as a guide in aligning the drive gear bolt holes. Press or tap the drive gear into position.

**10.** Install and tighten the drive gear bolts and washers evenly, and torque them alternately across the gear to specifications.

**11.** If the differential bearings have been removed, press them on as shown in Fig. 24.

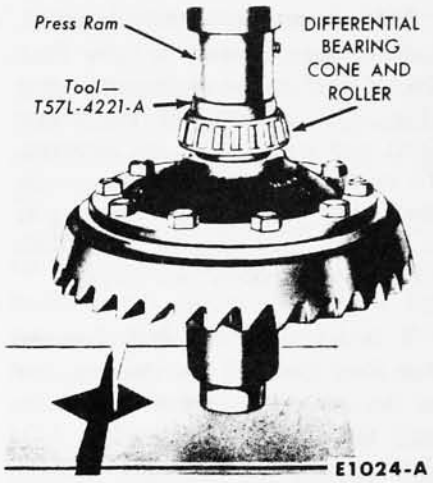



**FIG. 24—Differential Bearing Installation**

# GROUP 7—STEERING

The 1963 maintenance recommendations are in Group 12 and the 1963 specifications are in Group 13 of this manual.

All the service procedures outlined in Group 7 of the 1962 Shop Manual apply to the 1963 Thunderbird with the following exceptions.

## REPAIR (Part 7-2)

### STEERING GEAR REMOVAL AND INSTALLATION

**1.** Disconnect the pressure line and the return line from the steering gear housing. Plug the openings and cap the lines.

**2.** Remove the bolt that locks the flex joint clamp to the steering gear worm shaft (Fig. 25).

**3.** Raise the car and disconnect the sector shaft (pitman) arm from the sector shaft, using the tool shown in Fig. 26.

**4.** Remove the steering gear mounting bolts (Fig. 27), and pull the steering gear assembly out of the flex joint.

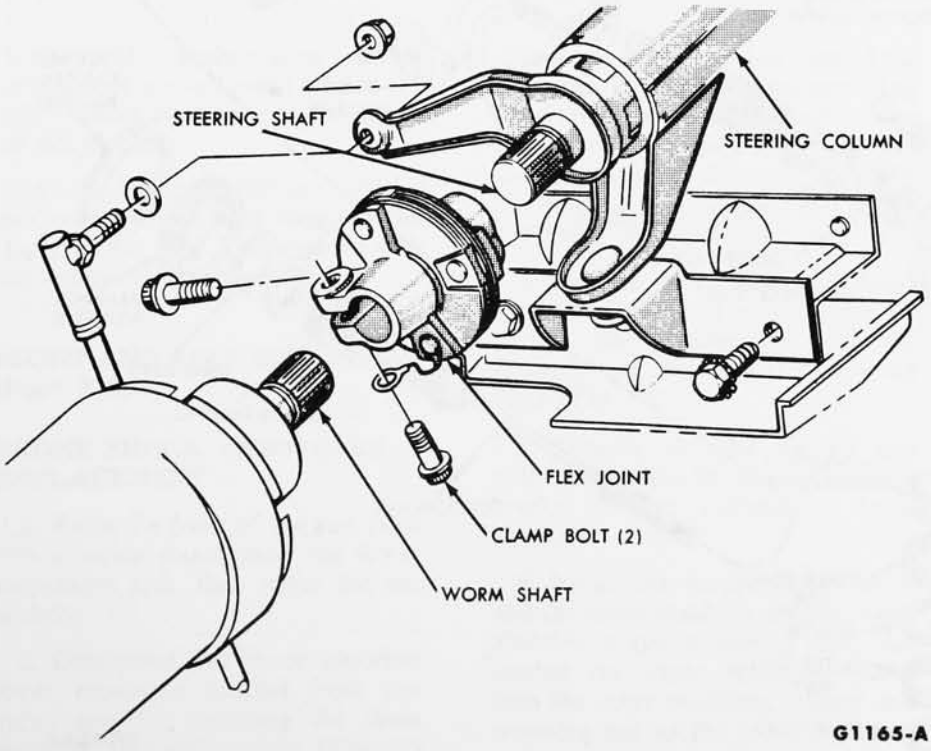



**FIG. 25—Steering Column and Shaft-to-Steering Gear Connections**


**FIG. 26—Sector Shaft Arm Removal**

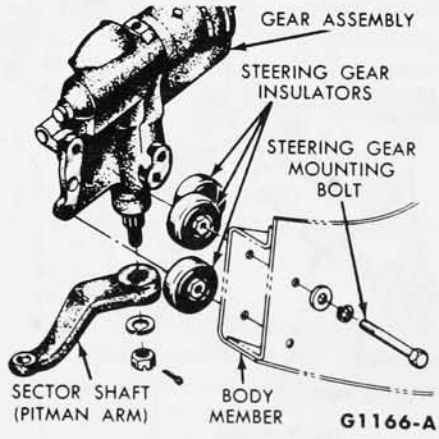



**FIG. 27—Steering Gear Mountings**

# 1962 FORD

*Thunderbird*

# SHOP MANUAL

# 1962

# FORD THUNDERBIRD

# SHOP MANUAL

SERVICE DEPARTMENT
FORD DIVISION
Ford MOTOR COMPANY
FIRST PRINTING—SEPTEMBER, 1961



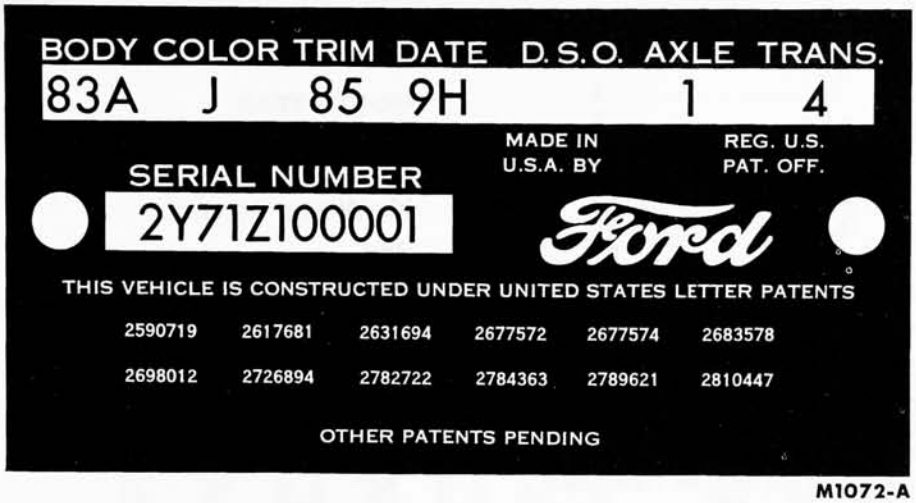
## INDEX

# FOREWORD

*This manual provides information for the proper servicing of the 1962 Thunderbird. The descriptions and specifications contained in this manual were in effect at the time the manual was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation.*

**SERVICE DEPARTMENT**
**FORD DIVISION**
**FORD MOTOR COMPANY**

# THUNDERBIRD IDENTIFICATION




M1072-A

**FIG. 1—Thunderbird Patent Plate**

Fig. 1 illustrates a Thunderbird patent plate and its elements. The patent plate is attached to the left door front pillar.

## VEHICLE DATA

**Example (Fig. 1):**

**63A J 85 9H 1 4**

| | |
|---|---|
| 63A | Tudor Hardtop |
| J | Red |
| 85 | Red Leather |
| 9H | Ninth day of August |
| 1 | 3.00:1 Axle Ratio |
| 4 | Cruise-O-Matic |

### BODY

| | |
|---|---|
| 63A | Tudor Hardtop |
| 76A | Tudor Convertible |

### COLOR

If a special paint is used, the paint color space will not be stamped.

| Code | M30J Number | Color | Sales Name |
|---|---|---|---|
| A | 1724 | Black | Raven Black |
| D | 1070 | Med. Turquoise Metallic | Patrician Green |
| E | 1269 | Med. Blue Metallic | Acapulco Blue |
| F | 1226 | Lt. Blue | Skymist Blue |
| G | 1446 | Silver Blue Metallic | Silver Mink |
| H | 1544 | Dark Blue Metallic | Caspian Blue |
| J | 1515 | Red | Rangoon Red |
| K | 1452 | Lt. Turquoise | Chalfonte Blue |
| L | 1458 | Pink | Sahara Rose |
| M | 1238 | White | Corinthian White |
| N | 921 | Diamond Blue | Diamond Blue |
| R | 1456 | Yellow | Tucson Yellow |
| T | 1543 | Lt. Beige | Sandshell Beige |
| U | 1450 | Dark Turquoise Metallic | Deep Sea Blue |
| V | 1470 | Chestnut Metallic | Chestnut |
| X | 1444 | Maroon Metallic | Heritage Burgundy |
| Z | 1427 | Beige Metallic | Fieldstone Tan |

### TRIM

Deviation trim sets will use existing trim codes plus a suffix. A trim code with a numerical suffix is not serviced, while a trim code with an alphabetical suffix is serviced.

| Code | Color and Material |
|---|---|
| 50 | Lt. Silver Blue Met. Vinyl |
| 52 | Light Blue Metallic Vinyl |
| 54 | Lt. Pearl Beige Vinyl |
| 55 | Red Vinyl |
| 56 | Black Vinyl |
| 57 | Light Turquoise Metallic Vinyl |
| 59 | Med. Chestnut Vinyl |
| 70 | Lt. Silver Blue Met. Vinyl & Med. Silver Blue Bedford Cloth |
| 72 | Lt. Blue Met. Vinyl & Med. Blue Bedford Cloth |
| 74 | Lt. Pearl Beige Vinyl & Med. Beige Bedford Cloth |
| 76 | Black Vinyl & Med. Gray Bedford Cloth |
| 77 | Lt. Turquoise Met. Vinyl & Med. Turquoise Bedford Cloth |
| 80 | Lt. Silver Blue Met. Leather |
| 82 | Med. Blue Leather |
| 84 | Lt. Pearlescent Beige Leather |
| 85 | Red Leather |
| 86 | Black Leather |
| 87 | Lt. Turquoise Metallic Leather |
| 89 | Med. Chestnut Metallic Leather |