1982 Ford V8 Tune-Up

TUNE-UP

ENGINE IDENTIFICATION

Engine can be identified by the eighth digit of Vehicle Identification Number. Number is stamped on a metal plate, which is riveted to upper left corner of instrument panel and visible through left side of windshield.

VIN ENGINE CODE

Application	Code
4.2L (255") 2-Bbl.	D
5.0L (302") 2-Bbl.	F
5.8L (351") 2-Bbl.	W
6.6L (400") 2-Bbl.	Z
7.5L (460") 4-Bbl.	L

TUNE-UP NOTES

NOTE: In some applications within this article it will be necessary to refer to the engine calibration number. Most numbers for V8 engines are located on an identification label on front of right valve cover.

NOTE: For Tune-Up purposes, "Light Duty" refers to vehicles up to 8500 lbs. GVW. "Heavy Duty" refers to vehicles exceeding 8500 lbs. GVW.

NOTE: When connecting a tachometer to SSI coil, install the alligator clip on tachometer into the "DEC" (TACH TEST) cavity.

NOTE: For other items affecting Tune-Up, see FUEL SYSTEMS Section or EMISSION CONTROL Section.

NOTE: Due to production changes, always refer to Engine Tune-Up Decal in engine compartment before attempting tune-up. In the event of a conflict between specifications given in this manual and decal specifications, use the decal specifications.

CAUTION: When performing tune-up on vehicles equipped with a catalytic converter, do not allow or create a condition of engine misfire in one or more cylinders for an extended period of time. Damage to converter from overheating may occur due to loading with unburned fuel.

ENGINE COMPRESSION

Test compression with all spark plugs removed and engine at normal operating temperature. Crank engine through at least five compression strokes before recording reading. Maximum compression variation should not exceed 25% between highest and lowest cylinder.

VALVE CLEARANCE

All engines are equipped with hydraulic lifters. Adjust all valves to zero lash.

VALVE ARRANGEMENT

All Models
E-I-E-I-E-I-E-I (Left bank, front to rear)
I-E-I-E-I-E-I-E (Right bank, front to rear)

SPARK PLUGS

SPARK PLUG SPECIFICATIONS

Application	Gap In. (mm)	Torque Ft. Lbs. (N.m)
4.2L	.050 (1.3)	10-15 (14-20)
All Other Engines	.044 (1.1)	10-15 (14-20)[1]

[1] — Except 7.5L. Torque for 7.5L is 5-10 ft. lbs. (7-14 N.m).

SPARK PLUG TYPE

Application	Motorcraft No.
6.6L	ASF-52
All Other Engines	ASF-42

HIGH TENSION WIRE RESISTANCE

1) Loosen wires from spark plugs by twisting spark plug boot carefully to loosen seal on spark plug. Remove wires by pulling on plug boot. Remove distributor cap from distributor, leaving wires connected to cap.

NOTE: DO NOT disconnect wires from distributor cap unless replacement is necessary.

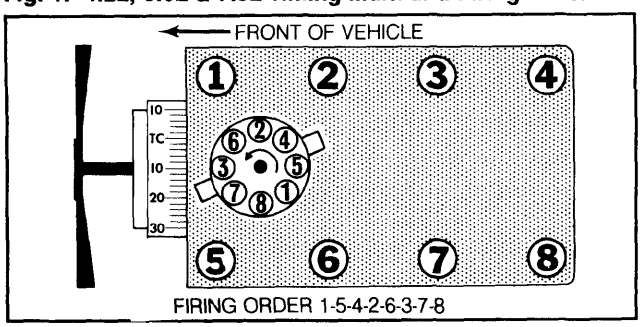
2) Using an ohmmeter, check resistance of each wire by connecting one ohmmeter lead to spark plug terminal and other lead to distributor cap insert. Replace any wire with over 5,000 ohms resistance per inch.

NOTE: Whenever a high tension wire is disconnected, the interior of spark plug terminal boot must be coated with dielectric silicone grease before connection.

DISTRIBUTOR

Calif. 5.0L and 5.8L models are equipped with Motorcraft Dura-Spark III ignition system. All other models are equipped with Motorcraft Dura-Spark II ignition system. No adjustments are required.

Fig. 1: 4.2L, 5.0L & 7.5L Timing Mark and Firing Order



Magnetic probe located at 135° ATDC.

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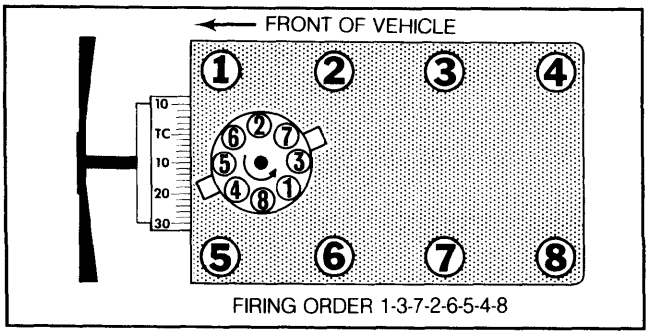
TUNE-UP (Cont.)

Fig. 2: 5.8L & 6.6L Timing Mark & Firing Order



Magnetic probe located at 135° ATDC.

IGNITION TIMING

NOTE: Magnetic probe timing device may be used if instrument is available and engine is so equipped. Timing probe offset is 135° ATDC on all V8 engines.

1) Determine specified timing and mark degree line on damper (some vehicles mark both pointer and damper notch). Disconnect vacuum line(s) at distributor and plug.

2) Connect tachometer. Connect timing light to No. 1 spark plug wire. Set timing to specifications if more than 2° variation is found.

3) To adjust, loosen distributor hold-down bolt and rotate distributor to align marks in step **1)**. Tighten hold-down bolt and recheck timing.

TIMING SPECIFICATIONS (Degrees BTDC@RPM)

Application	Man. Trans.	Auto. Trans.
4.2L	8@800	8@800
5.0L		
Calif.	[1]	[1]
High Altitude	12@800	12@800
All Other Models	8@800	8@800
5.8L		
Calif.	[1]	[1]
Light Duty	14@800	14@800
Heavy Duty	[2] 6@800	[3] 6@800
6.6L	6@800	[4] 6@800
7.5L	8@800	8@800

[1] — Calif. 5.0L & 5.8L engines are equipped with Electronic Engine Control (EEC III) system and no adjustment is required.
[2] — Set calibration numbers 2-76J-R18 to 5@800, 2-76J-R20 to 8@800.
[3] — Set calibration numbers 2-75J-R18 to 5@700, 2-75J-R20 to 8@700.
[4] — Set calibration number 2-9-74J-R13 to 3@800.

HOT (SLOW) IDLE RPM

NOTE: Calif. 5.0L & 5.8L engines are equipped with Motorcraft 7200VV 2-Bbl. carburetor and the Electronic Engine Control (EEC III) system. Most adjustments are computer-controlled.

NOTE: On engines that idle smoothly but become rough at 1000-2000 RPM, check for crossed orange and purple primary ignition wires between distributor and module. To check, turn ignition key off and set engine at initial timing mark firing point. One spoke of distributor armature should be opposite stator pole. If pole is between spokes, primary wires are probably crossed.

4.2L & 5.0L ENGINES FEDERAL VEHICLES

Curb Idle & A/C "OFF" RPM

1) With transmission in neutral or in "PARK", start engine and let it run until it reaches normal operating temperature. Place air conditioning and heater in "OFF" position.

2) Disconnect and plug vacuum hose at thermactor air by-pass valve. Check curb idle RPM. If adjustment is necessary, adjust to specification by turning saddle bracket adjusting screw on 5.0L models with automatic overdrive transmisson.

3) Adjust with curb idle speed screw on all other models. Place transmission in neutral or "PARK" and increase engine speed momentarily. Recheck curb idle RPM. Readjust if necessary. Unplug and reconnect vacuum hose at thermactor air by-pass valve.

Kicker RPM

1) With engine at normal operating temperature, place A/C in maximum cooling position and blower in high position. Disconnect A/C compressor clutch wire. Place transmission in neutral or "PARK".

2) Check and or adjust A/C "ON" (A/C-On) RPM. Adjust by turning nut behind dashpot housing on 5.0L models with automatic overdrive transmission. Adjust by turning saddle bracket adjusting screw on all other models. Reconnect A/C compressor clutch wire.

CURB IDLE & A/C "ON" RPM

Application	A/C-On	Curb Idle (A/C-Off)
4.2L		
Man. Trans.	750	750
Auto. Trans.	625	625
5.0L		
Man. Trans.	700	700
Auto. Trans. [1]	575	575

[1] — Calibration No. 2-54G-R0 A/C-On RPM 650, A/C-Off RPM 575.

5.0L ENGINES CALIFORNIA VEHICLES

Curb Idle and VOTM RPM

1) Place transmission in neutral or "PARK". With engine at normal operating temperature, disconnect EVAP purge solenoid connector. Disconnect and plug vacuum line to VOTM kicker. Check curb idle. If adjust-

TUNE-UP (Cont.)

ment is necessary, use curb idle screw. *See Emission Control Decal for specification.*

2) Increase engine speed momentarily. Recheck curb idle. Adjust if required. Connect a slave vacuum hose to manifold vacuum and VOTM. Check VOTM-On RPM. Remove slave vacuum hose and check VOTM-Off RPM. If necessary, adjust with adjusting nut on VOTM.

VOTM RPM

Application	VOTM-On	VOTM-Off
5.0L	650	575

FEDERAL 5.8L ENGINES LIGHT DUTY VEHICLES

Curb Idle

1) With transmission in neutral or "PARK", start engine and let run until it reaches normal operating temperature. Check purge hose for vacuum on canister side of evaporator purge solenoid and reconnect hose.

2) Check curb idle RPM. If equipped with A/C, check with A/C both on and off. If RPM is not to specification, adjust by turning curb idle screw. Increase engine speed momentarily. Recheck curb idle. Readjust if necessary.

CURB IDLE (RPM)

Application	A/C-On	A/C-Off
All Models	625	550

5.8L & 6.6L ENGINES HEAVY DUTY VEHICLES

Curb Idle and Decel Throttle Control Speed

1) With transmission in neutral or "PARK", start engine and let run until it reaches normal operating temperature.

2) Place A/C and heater switch in "OFF" position. Disconnect and plug vacuum hose from throttle kicker or from throttle kicker portion of TSP (Throttle Solenoid Positioner).

3) Install a slave vacuum hose from throttle kicker portion of TSP to intake manifold vacuum. Speed up engine momentarily. Check and adjust the decel throttle kicker RPM to specification by turning throttle kicker screw located in mounting bracket.

4) Disconnect slave vacuum hose from throttle kicker and intake manifold vacuum source. On automatic transmsisson models, increase engine speed momentarily and check and adjust curb idle speed (TSP-On) by adjusting bolt sticking on TSP.

5) Disconnect Blue electrical wiring clip connecting TSP to engine wiring harness. Using curb idle set screw, check and adjust TSP-Off RPM on automatic transmission models, and check and adjust curb idle RPM to specifications on manual transmission models.

6) Remove plug and reconnect vacuum hose to throttle kicker or throttle kicker portion of TSP. Reconnect Blue electrical clip to TSP wire (if necessary).

CURB IDLE (RPM)

Application	Curb Idle TSP-On	TSP-Off
5.8L	650	525
6.6L	600	500

DECEL THROTTLE KICKER RPM

5.8L	1750-1950
6.6L	1700-1800

7.5L ENGINES

Curb Idle and Decel Throttle Control Speed

1) With transmission in neutral or "PARK", and A/C in "OFF" position, start engine and let it run until it reaches normal operating temperature.

2) Remove air cleaner. Disconnect and plug decel throttle control kicker diaphragm vacuum hose. Connect a slave vacuum hose from intake manifold vacuum to decel throttle control kicker.

3) Run engine at 2500 RPM for 15 seconds, and then release throttle. If decel throttle control RPM is not within 50 RPM of specified RPM, adjust decel throttle control kicker until specified RPM is reached.

4) Disconnect slave vacuum hose and allow engine to return to idle. Check and adjust idle if necessary using idle speed adjusting screw. Unplug and reconnect vacuum hose to decel throttle control kicker diaphragm and reinstall air cleaner.

CURB IDLE (RPM)

All Models	650

DECEL THROTTLE KICKER RPM

All Models	1800

ALL MODELS

NOTE: If specified idle speed cannot be obtained by normal adjustment on vehicles with cruise control, disconnect accelerator cable at carburetor throttle lever. If specified idle speed can now be obtained with linkage disconnected, check cruise control installation.

Engine Service After Speed Checks

1) Reconnect all vacuum lines or hoses to their original positions. Reinstall air cleaner assembly. Run engine at 2500 RPM for 15 seconds and recheck curb idle speed.

2) Final curb idle speed check must be made with air cleaner installed. Adjust as necessary and recheck dashpot clearance.

COLD (FAST) IDLE RPM

NOTE: Before adjusting Cold (Fast) Idle RPM, perform Hot (Slow) Idle RPM preliminary adjustments.

4.2L & 5.0L ENGINES

1) With transmission in neutral or "PARK", start engine and let run until it reaches normal operating temperature.

2) Disconnect and plug hoses at both EGR valve and thermactor air by-pass valve. Disconnect vacuum hose and electrical connector on EVAP purge solenoid.

3) On Federal models, place fast idle adjusting screw on top step of fast idle cam. On Calif. models, place fast idle adjusting screw on third step of fast idle cam. Check and adjust (if necessary) fast idle by turning fast idle adjusting screw.

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TUNE-UP (Cont.)

4) Reconnect vacuum hoses and electrical connector removed in step **2)**.

5.8L ENGINES LIGHT DUTY VEHICLES

1) With transmission in neutral or "PARK", start engine and let run until it reaches normal operating temperature.

2) On California models, disconnect purge hose on canister and ensure that purge vacuum is present. Reconnect hose.

3) On all models, disconnect and plug vacuum hose at EGR valve and purge valve. Place fast idle adjusting screw on first step of fast idle cam.

4) Check and adjust (if necessary) fast idle by turning fast idle adjusting screw. Unplug and reconnect vacuum hoses removed in step **3)**.

5.8L & 6.6L ENGINES HEAVY DUTY VEHICLES

1) With transmission in neutral or "PARK", start engine and let it run until it reaches normal operating temperature.

2) On California 6.6L models, disconnect and plug vacuum hose that connects carburetor spacer plate to purge valve. Plug nipple on carburetor spacer plate.

3) On all models, disconnect and plug vacuum hose at EGR valve. Disconnect and plug vacuum hose at throttle kicker or at throttle kicker portion of TSP.

4) Place fast idle adjusting screw on first step of fast idle cam and adjust fast idle to specified RPM by turning fast idle adjusting screw.

5) Unplug and reconnect all vacuum hoses removed in steps **2)** and **3)**.

7.5L ENGINES

1) With transmission in neutral or "PARK" and A/C in "OFF" position, start engine and let run until it reaches normal operating temperature. Remove the air cleaner.

2) Disconnect and plug throttle decel control diaphragm vacuum hose and EGR valve vacuum hose.

3) Depress throttle lever and turn fast idle cam, by hand, until fast idle adjusting screw sets on first step of fast idle cam. Adjust fast idle to specified RPM by turning fast idle adjusting screw.

4) Unplug and reconnect all vacuum hoses removed in step **2)**. Reinstall air cleaner.

FAST IDLE SPEED (RPM)

Application	Man. Trans.	Auto. Trans.
4.2L	2200	2000
5.0L		
Federal	2200	2000
Calif.		1350
5.8L		
Light Duty		
Federal	1700	1600
Calif.	1650	[1] 1650
High Alt.	[2] 1650	[2] 1650
Heavy Duty	[3] 1500	1700
6.6L	1750	2000
7.5	1600	1700

[1] — Set 1-64T-R0 to 1650 RPM.
[2] — Set 2-63Y-R10 and 2-63Y-R11 to 1700 RPM. Set 2-64X-R0 to 2000 RPM.
[3] — Set 2-76J-R18 and 2-76J-R20 to 1500 RPM.

IDLE MIXTURE

NOTE: No idle mixture adjustment is possible on vehicles with 7200VV 2-Bbl. carburetors. If engine performance is unsatisfactory, see Ford Electronic Engine Control in EMISSION CONTROL Section.

NOTE: If adjustments to the air/fuel mixture are made that require removing the idle limiter caps, BLUE Service Limiter Caps must be installed. Idle mixture should be adjusted only during carburetor repair or when necessary as a result of government inspection law.

PROPANE ENRICHMENT PROCEDURE

NOTE: This procedure is for light duty vehicles only. For adjustments for heavy duty vehicles, see Emission Control Tune-Up Decal.

1) Leave all vacuum signal hoses attached to air cleaner assembly when relocating air cleaner for carburetor adjustments. Air cleaner MUST be installed for engine speed checks.

CAUTION: Do not let engine idle for extended periods, as catalyst overheating may cause excessive underbody temperatures.

2) Apply parking brake and block wheels. Disconnect automatic brake release, and plug vacuum connection. Connect tachometer.

3) Disconnect and plug fuel evaporative purge valve signal hose at engine. Disconnect purge hose at air cleaner and plug nipple.

4) Disconnect flexible fresh air tube from air cleaner duct or adapter. Insert hose from propane enrichment tool (Rotunda T75L-9600-A) about ¾ of the way into duct or fresh air tube. Disconnect PCV valve from grommet, and allow valve to draw underhood air during adjustment.

5) For vehicles equipped with thermactor, disconnect and plug hoses of dump valves equipped with 2 fittings. If valves have one fitting, remove and plug hose at valve. Connect slave hose to dump valve and intake manifold vacuum source.

6) Verify ignition timing is set to specification and adjust if necessary. With engine at normal operating temperature, check curb idle speed or A/C-Off RPM. Adjust as necessary. Run engine at 2500 RPM for 15 seconds before each mixture check.

7) With engine idling in neutral, gradually open propane tool valve and watch for engine speed gain on tachometer. When speed reaches maximum and begins to drop off, note amount of speed gain.

NOTE: Propane cartridge must be in vertical position. If engine speed will not drop off, check bottle gas supply. If necessary, repeat test with new bottle.

8) Compare measured speed gain with specifications. If mixture adjustment is necessary, adjust so gain is within "Reset RPM" specifications. If propane enrichment speed gain is within "RPM Gain" specifications, proceed to step **11)**.

TUNE-UP (Cont.)

9) If measured speed gain is greater than specification, turn mixture screws counterclockwise in equal amounts, and recheck until measured speed rise is within "Reset RPM" specifications. Then proceed to step **11)**.

10) If measured speed gain is less than specification, turn mixture screws clockwise in equal amounts, and recheck until measured speed rise is within "Reset RPM" specifications. Then proceed to step **11)**.

11) Check curb idle, and remove all test equipment. Reconnect hoses in original positions, and connect PCV valve.

IDLE MIXTURE SPECIFICATIONS (PROPANE ENRICHMENT)

Application	RPM Gain (Check)	Reset RPM (Adjust)
4.2L & 5.0L		
Man. Trans.	10-50	30
Auto. Trans.	20-100	60
5.8L	[1]	[1]

[1] — Information not available from manufacturer.

DASHPOT ADJUSTMENT

With idle speed and mixture properly adjusted, remove air cleaner and loosen dashpot lock nut. With choke open, hold throttle plate closed (idle position), and check clearance between throttle lever pad and dashpot plunger tip. Plunger MUST be completely collapsed to check clearance. Turn dashpot in or out to obtain .090-.140" (2.3-3.6 mm) clearance. Tighten lock nut.

SOLENOID BOWL VENT VALVE TEST

California 5.0 & 5.8L Models

1) Remove air cleaner; then turn ignition on and off. A "click" should be heard if solenoid is operating properly.

2) If not, disconnect electrical lead, and connect a voltmeter between lead and ground. Turn ignition on and check for battery voltage. If not present, repair wiring as required.

3) If 12 volts are present at lead connector, check valve for binding and/or plugged condition. Repair as required. If valve is not binding and/or plugged, replace solenoid valve assembly. Reinstall air cleaner.

AUTOMATIC CHOKE ADJUSTMENT

Loosen choke thermostat cover screws and turn choke cover in direction indicated on cover to specified setting.

AUTOMATIC CHOKE SPECIFICATIONS

Application	Setting
4.2L	"V" notch
5.0L	
All Except Calif. Auto. Trans.	"V" notch
Calif. Auto. Trans.	2 Rich [1]
5.8L	
Light Duty Models	Index [2]
Heavy Duty Models	"V" notch
6.6L	"V" notch
7.5L	2 Rich

[1] — Calibration Nos. 2-54P-R0 and 2-54R-R0 adjust to index.

[2] — Calibration Nos. 1-64H-R2 and 2-64X-R0 adjust to "V" notch.

FUEL PUMP

Check mechanical fuel pump at curb idle RPM with engine at normal operating temperature and transmission in neutral.

FUEL PUMP SPECIFICATIONS

Application	Pressure psi (kg/cm²)	Volume Pints (Liters)
All Models	6.0-8.0 (.45-.56)	1 in 20 sec. (.47 in 20 sec.)

EMISSION CONTROL

NOTE: See appropriate article in EMISSION CONTROL Section.

GENERAL SERVICING

IGNITION

DISTRIBUTORS

Calif. 5.0L and 5.8L models are equipped with Motorcraft Dura-Spark III ignition system. All other models are equipped with Motorcraft Dura-Spark II ignition system. No adjustments are required.

DISTRIBUTOR PICK-UP COIL RESISTANCE (Ohms)

All Models	400-1000 ohms

IGNITION COIL

COIL RESISTANCE (Ohms)

Application	Primary	Secondary
All Models	0.8-1.6	7700-10,500

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GENERAL SERVICING (Cont.)

TOTAL SPARK ADVANCE@2500 RPM

Application	W/O Vacuum Advance	W/Vacuum Advance
4.2L		
Man. Trans.	12-17°	37-48°
Auto. Trans.	14-20°	27-39°
5.0L		
Man. Trans.	[1] 8-14°	[1] 33-44°
Auto. Trans.	[2] 13-18°	[2] 38-51°
5.8L Light Duty		
Calib. No. 1-64H-R2	10-15°	35-46°
Calib. No. 2-64X-R0	14-19°	39-50°
All Others		
5.8L Heavy Duty.	[3] 8-12°	[3] 13-23°
6.6L		
Man. Trans.		
Federal	12-17°	37-48°
Calif.	12-17°	22-32°
Auto.Trans.		
Federal	[4] 17-22°	[4] 45-53°
Calif.	12-17°	22-32°
7.5L	18-24°	36-46°

[1] — Calibration No. 2-53K-R0 15-20° W/O, 36-46° with vacuum advance.
[2] — Calibration Nos. 2-54D-R0 & R10 13-18° W/O, 26-37° with vacuum advance. Nos. 2-54X-R1 17-22° W/O, 42-53° with vacuum advance.
[3] — Calibration Nos. 2-75 & 76J-R18 9-15° W/O, 14-26° with vacuum advance. Nos. 2-75 & 76J-R20 12-18° W/O, 17-29° with vacuum advance.

FUEL SYSTEMS

CARBURETORS

Application	Model
All 4.2L, 6.6L & Federal 5.0L & 5.8L	Motorcraft 2150 2-Bbl.
Calif. 5.0L & 5.8L	Motorcraft 7200VV 2-Bbl.
7.5L	Holley 4180-C 4-Bbl.

ELECTRICAL

BATTERY

BATTERY SPECIFICATIONS

Application	Capacity (Amp. Hours)	Discharge Rate (Amps.)
Standard		
Federal	36	155
California	45	190
Optional	54, 63, 81	225, 260, 175

STARTER

All models use Motorcraft positive engagement type starters with either a 4" or 4½" armature.

STARTER SPECIFICATIONS

Application	Volts	Amps.	Test RPM
4" Armature	12	70	6700 Min.
4½" Armature	12	80	7380-9356

ALTERNATORS

All models use Motorcraft alternators.

ALTERNATOR SPECIFICATIONS

I.D. Tag Color	Rated Amp. Output
Rear Terminal	
Orange	40
Green	60
Side Terminal	
Black	70
Red	100
Field Current Draw@12 Volts	
All Models	4.0 Amps.

ALTERNATOR REGULATORS

Two Motorcraft electronic voltage regulators are used. Although both look alike, they are not interchangeable.

REGULATOR IDENTIFICATION

Application	Color Coding
Used with Ammeter	Blue label
Used with Indicator Lamp	Black label

ADJUSTMENTS

BELT ADJUSTMENT

Tension Using Strand Tension Gauge

Application	Lbs. (Kg)
New Belt	
¼" Belt	50-80 (23-36)
Air Conditioning	135-145 (61-66)
Alternator	120-160 (54-72)
All Others	120-130 (54-59)
Used Belt [1]	
¼" Belt	40-60 (18-27)
Air Conditioning	90-100 (41-45)
Alternator	90-120 (41-54)
All Others	70-80 (32-36)

[1] — Any belt that has been operated 10 minutes or more.

SERVICE INTERVALS

REPLACEMENT INTERVALS

Component	Interval (Miles)
Oil Filter	
"F" & "E" Models	10,000
Bronco	7500
Air Filter	30,000
Fuel Filter	15,000
PCV Valve	30,000
Spark Plugs	30,000

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GENERAL SERVICING (Cont.)

CAPACITIES

FLUID CAPACITIES (Except Cooling)

Application	Quantity
Crankcase (including filter)	
All Engines	6.0 qts. (5.6L)
Man. Trans. (SAE 80W-90)	
3.03 3-Speed	3.5 pts. (1.6L)
New Process 435 4-Speed	
W/Extension	7.0 pts. (3.3L)
W/O Extension	6.5 pts. (3.0L)
T-18 4-Speed	7.0 pts. (3.3L)
4-Speed Overdrive	4.5 pts. (2.1L)
Auto. Trans. (Dexron II Series D)	
C-5 3-Speed	22.0 pts. (10.4L)
AOD 4-Speed	24.0 pts. (11.4L)
C-6 3-Speed	
2-WD	23.8 pts. (11.2L)
4-WD	26.8 pts. (12.7L)
Rear Axle (Hypoid Gear Lube)	
Ford Standard & Traction-Lok	6.5 pts. (3.0L)
Dana 60	5.0 pts. (2.4L)
Dana 61-1	6.0 pts. (2.8L)
Dana 61-2	6.0 pts. (2.8L)
Dana 70	
Standard	6.5 pts. (3.0L)
Heavy Duty	7.4 pts. (3.5L)
Front Axle (Hypoid Gear Lube)	
Dana 44-IFS	
F150 & Bronco	3.9 pts. (1.8L)
F250	3.8 pts. (1.8L)
Dana IFS	4.1 pts. (1.9L)
Transfer Case (Dexron II Series D)	
Warner 1345	6.5 pts. (3.0L)
New Process 208	7.0 pts. (3.3L)
Fuel Tank	
F100/150 & F150/250 Super Cab	
Short Wheel Base	
Standard	16.5 gal. (62.5L)
Auxiliary	19.0 gal. (71.9L)
All Other "F" Models	
Standard	19.0 gal. (71.9L)
Auxiliary	19.0 gal. (71.9L)
Bronco	
Standard	25.0 gal. (94.6L)
Auxiliary	32.0 gal. (121.1L)
E100 Van & Club Wagon,	
E150 Van (W/124" W.B.)	
Standard	18.0 gal.(68.1L)
Auxilary	18.0 gal. (68.1L)
All Other "E" Models	
Standard	22.1 gal. (83.6L)
Auxiliary	18.0 gal. (68.1L)

COOLING SYSTEM CAPACITIES

Application	Quantity
4.2L	
F100	
Standard or Extra Cooling	13.0 qts. (12.3L)
Super Cooling	14.0 qts. (13.2L)
5.0L	
F150/350 & Bronco	
Standard or Extra Cooling	13.0 qts. (12.3L)
Super Cooling	14.0 qts. (13.2L)
E100/250 Federal	
Standard Cooling	15.0 qts. (14.2L)
Extra Cooling	17.5 qts. (16.6L)
Super Cooling	18.5 qts. (17.5L)
5.8L	
E100/250 Calif. Only	
Standard or Extra Cooling	20.0 qts. (19.2L)
Super Cooling	21.0 qts. (19.9L)
5.8L	
F150/350 & Bronco	
Standard or Extra Cooling	15.0 qts. (14.2L)
Super Cooling	16.0 qts. (15.1L)
6.6L	
F250/350 & Bronco	
Standard Cooling	15.0 qts. (14.2L)
Super Cooling	16.0 qts. (15.1L)
7.5L	
E350	
All Models	28.0 qts. (26.5L)