

# 1964-66 TECHNICAL INDEX

The following is a chronological listing of articles that have appeared in the Thunderbird Scoop relating to 1964-66 Thunderbirds. Articles first began to appear on the fourth-generation `Birds in January of 1978 and continue to this day.

Items with (Query) indicate questions not answered in article: these are included to spur responses with answers from members to "fill in the gaps."

Items that relate to prior generation `Birds ('58-'60 and '61-'63) as well as the '64-'66s are indicated by a "G" (General) before the article date/page(s). Items that no longer apply due to improved repair techniques, parts, or unavailability of items are indicated by an "O" (Obsolete).

## 1978, Volume 10

- Transmission-Replacing Automatic Transmission Fluid G Jan-Feb 78 p.28
- Brakes-Brake Light Switch Checks and Replacement G BB Mar-Apr 78 p. (Also Nov-Dec 80 p.27)
- Transmission-Servo Band Adjustment G Mar-Apr 78 p.25
- Transmission-Vacuum Modulator G May-Jun 78 p.25
- Promotion/Collectibles-Model Kits, 58-66 G Jul-Aug 78 pp.19-21
- Promotion/Collectibles-Sales Brochure Listing, 55-77 G Jul-Aug 78 p.22
- Wheels-Tires-Vibration and Balance Cures, by Walter Banes G BB Jul-Aug 78 p.23-4
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- Interior-Headliner Fix/Replacement, 66 Town Landau/Hardtop AE Nov-Dec 78 p.28
- Exhaust-Mufflers-Replacement from Midas with Lifetime Guarantee (problems in securing obsolete muffler) G BB Nov-Dec 78 p.29

## ARTICLE TYPES

Preceding many dates are a two-letter code which indicates under which column the article appeared in.

- AD Magazine Ad Reprint
- AE Answers from the Experts
- BB Bumper to Bumper
- ED From the Editor's Desk
- FA From The Archives
- LE Letters to the Editor
- MM Modified Musings
- ND Notes From The Driver's Seat
- PM Photo of the Month
- TT Tech Talk

## 1979, Volume 11

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- Windows-Power Window Gear Repair AE Mar-Apr 79 p.31b
- Cooling-Hose Clamps-Difference between Tangential and Corbin G AE Mar-Apr 79 p.31b
- Convertible Top-Repair Manual, 64-66 May-Jun 79 pp.23-31
- \*Body-Trunk Leak, 64-66 AE Jul-Aug 79 p.29
- Convertible Top-"Tips on Tops" by Walter Banes, Jr. Jul-Aug 79 p.29 (Also May-Jun 82, p.14-5)
- Body-Weatherstripping-Availability and Preservation G AE Jul-Aug 79 p.31
- Maintenance-Storage Tips G BB Sep-Oct 79 p.25 (Reprint from Jan-Feb 74)
- Fuel-Carburetor-"Tips for Prolonged Overhooking" (Reprinted from Jan-Feb 74) G BB Sep-Oct 79 p.26
- Exhaust-Homemade Tool for Separating Pipes . . . Exhaust Pipe Separation Made Easy" by Elmer Knitter (Reprint from

## REPRINTS / ORDERING INFORMATION

Reprints of articles listed can be obtained by writing the complete description of the ones wanted, or photocopying the index and circling those desired. Please enclose \$1 for each reprint, with checks payable to VTCL-Reprints. Send to: VTCL-Reprints, c/o Alan H. Tast, Rt. 1, Box 102, Yutan, NE 68073.

- Sep-Oct 73) G BB Sep-Oct 79 pp.26-7
- Fuel-Unleaded Fuel/Low Octane Leaded Fuel-Precautions for Use G BB Sep-Oct 79 p.26
- Restoration-Engine/Chassis Detail Tips G Sep-Oct 79 pp.29-30 (Also Jan-Feb 77, Mar-Apr 82 pp.22-5)
- History-Production Figures, 58-66 G Nov-Dec 79 p.29 (Superseded by Aug-Sep 90, p.21)
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Suspension-Wheels, Wire-Flats-Suggest replacing tubes and cleaning inner rim annually G LE May-Jun 91 p.14a  
Identification-Documentation-"Paper Work" Pt. 1: Factory Invoices Explained: No Invoices Retained for '58-'61s or '62-3 Hardtops/Landaus G May-Jun 91 pp.26-7  
Miscellaneous-"How To Be A Movie Star Without Really Trying" by Alan Tasi: Experience and Suggestions on Using Car as Extra in Movies G May-Jun 91 pp.38-43  
Accessories-Air Conditioning-Tom Bellows Between Dash and A/C Unit, '62: Suggest Repair With Inner Tube AE Apr 91 pp.44-5  
Revised July 5, 1991 -AT

**BUMPER**  
**TO**  
**BUMPER**

ORIGINAL FACTORY INVOICES  
STILL AVAILABLE !!

While at this year's Eastern Regional Meet, I learned of a Lois Eminger in Detroit from Paul Connolly. I was told by Paul that Lois has original factory invoices for our Thunderbirds.

After returning to Detroit I wrote Lois and found that although she doesn't have all of the years of invoices, she does have many. She has 1962 and 1963 convertibles and Roadsters for \$1025 each and all 1964 thru 1966 Thunderbirds for \$925 each. She also has all 1969 Mustang and Cougars for \$409 each and the 1969 Boss 429 Mustangs for \$15. each. The difference in prices reflects the number of pages in the invoices. Some are several pages long.

When I wrote Lois, I asked for the invoices for my 1960 Coupe and my 1966 convertible. She wrote back that due to lack of space, she didn't keep the invoices for 1958 thru 1961 and Ford scrapped what they had. She did however, send me the invoice for my convertible, placed in a clear plastic loose leaf protector to keep it neat and clean.

Lois indicated that she would be happy to send any of our members their invoices for the prices listed above. When writing also include year, make, model and serial number from the data plate.

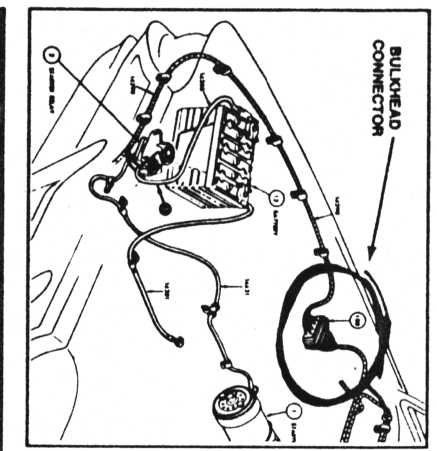
Send to: Lois Eminger  
Box 0220  
Dearborn, MI  
48121

*Invoices now  
\$25 ea / 5-18-92*

**QUESTION:** Why do my lights flicker and the ammeter gauge fluctuates on my '64?

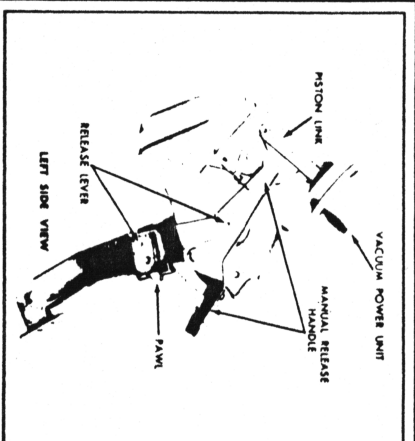
**ANSWER:** There can be two reasons for this to happen. The first is when the engine is removed and replaced or electrical work is done in the engine compartment, the ground strap from the firewall to the engine has not been reinstalled, especially when some time has passed since the ground strap was disconnected. It is very easy to forget to connect it again.

The second reason is heavy corrosion of the main harness connection under the dash on the right side where the fuse box is. This



causes a large amount of resistance which shows as fluctuations of the ammeter and lights.

(The last item, corrosion at the bulkhead terminal, is also a favorite place for electrical fires to start on the '64 and, to an extent, other Birds with such a connector, due to the increased electrical resistance and the heat which is a byproduct. Clean these terminals with electrical contact terminal cleaner, which can be found at electrical stores such as Radio Shack, and lubricate with a light coating of electrical-conducting oil.—Ed.)

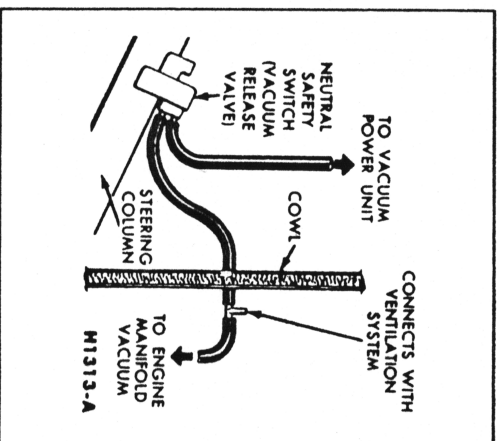


**Problem:** Your '64-'66 emergency brake does not release automatically when the transmission is put in gear.

**Solution:** This is caused by a vacuum diaphragm leak. Use the manual release temporarily and plug the vacuum leak.

The manual release is located in front of the emergency brake pedal under the lower edge of the dash.

The vacuum leak will affect the timing advance, transmission shifting, operation of vacuum door locks, rear vent, and the air conditioner so it is best to replace the diaphragm in the vacuum release as soon as possible.



Mag - Jun 84, p. 30-31  
(1 of 2)

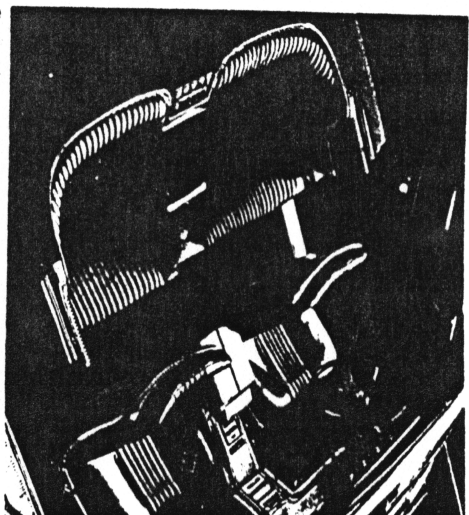
FROM THE ARCHIVES

## THUNDERBIRD

### Convertible

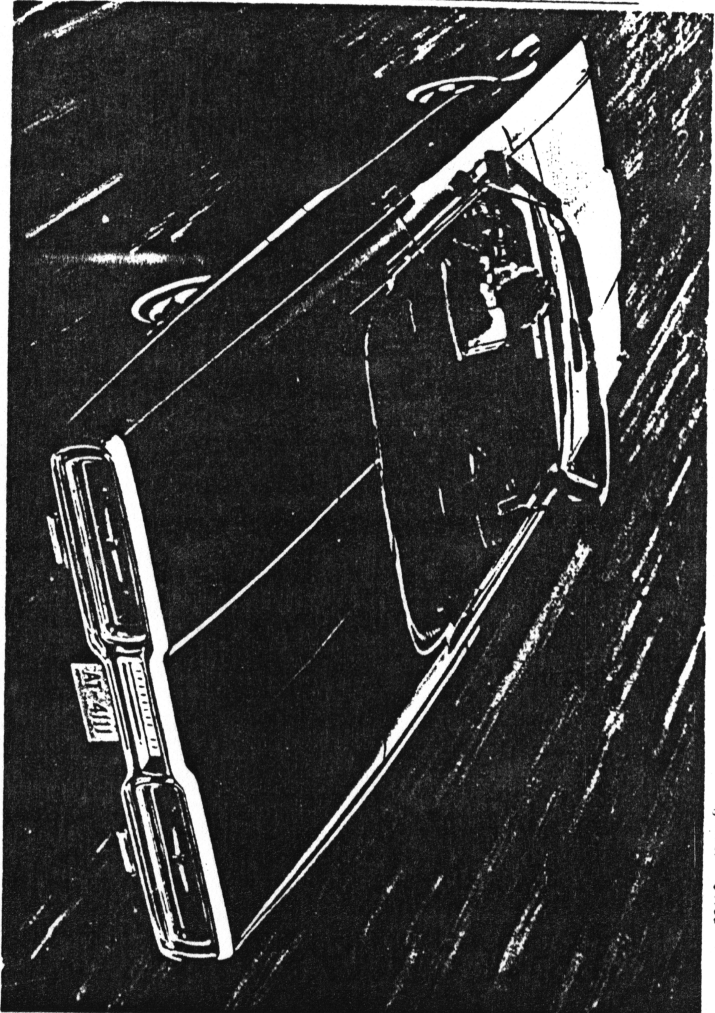
From the door-tops down, Convertibles are like other Thunderbirds. But what a difference up above! The vinyl soft-top is something very special. When you flick the switch it lowers automatically and stows completely out of sight in a hidden compartment back aft under the rear deck. No top boots to snap. No unsightly bulges. Not a hint that there ever even was a top. And if you want to be sportier still, there's an optional molded tonneau cover which fits over the rear seat and converts the Convertible to a snappy roadster (see next page).

All the Thunderbird specialties are here too. Three years or 100,000 miles between major chassis lubrications. Aluminized and stainless steel mufflers. A battery-saving alternator. You name it, Thunderbird's got it.



Convertible interiors offer a choice of 18 trims—five of them are leather, optional at extra cost. Notice the wrap-around rear seat, a feature of all '64 Thunderbirds.

*Thunderbird Convertible* in Raven Black. Pick a pleasant day, push the switch, and watch your troubles disappear with the top. Then write back and set this Thunderbird in motion. You'll find it a most rewarding ride. \$4953\*





1964-JUN 07 pp 50-51  
(2 of 2)

# THUNDERBIRD Features & Options

## STANDARD EQUIPMENT HIGHLIGHTS

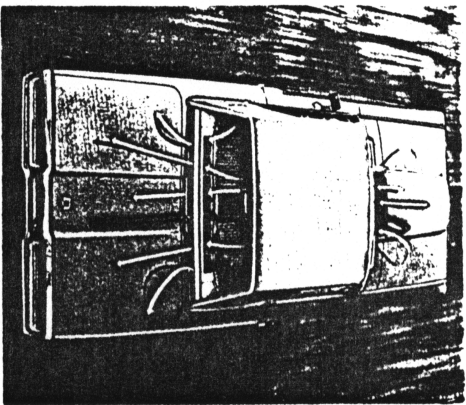
300-hp Thunderbird V-8 Engine • Cruise-O-Matic Drive • Swing Steering Wheel • Power Brakes • Over Steering • All-Transistor AM Radio • Remote Control Outside Rearview Mirror • Foam-Cushioned Instrument Panel and Padded Sun Visors • Electric Clock • Windshield Washer and Hydraulic Wipers • Automatic Parking Brake Release • Full Wheel Covers • Underbody Soundcoating • Courtesy Light • Map Light • Glove Box and Ash Tray Lights • Luggage Compartment Light • Backup Lights • Heater • Retractable Seat Belts with Reminder Light

## BASIC SPECIFICATIONS

Length—205.4"  
Width—77.1"  
Height—Hardtop 52.5"; Landau 52.6"; Convertible 52.3"  
Wheelbase—113.2"  
Curb Weight (approx.) Hardtop 4626 lb.; Landau 4634 lb.; Convertible 4721 lb.

## THUNDERBIRD COLOR SELECTIONS

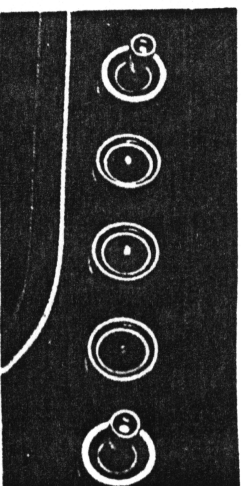
Raven Black, Wimbledon White, Rangoon Red, Silver Mink, Diamond Blue, Arcadian Blue, Britany Blue, Caspian Blue, Patricia Green, Pagoda Green, Cascade Green, Navajo Beige, Chantilly Beige, Rose Beige, Vintage Burgundy, Phoenix Tan, Faded Blue, Lime Green, Sarnoon Coral, Fenne Bronze. See Color-Upholstery pages in back of book.



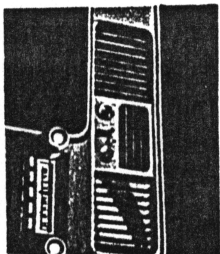
**Silent-Flo Ventilation** is standard on the Hardtop and Landau. Outside air is drawn in through vents forward of the windshield and flows out through louvers behind the rear window. A lever on the console controls the air flow. You can enjoy flow-through ventilation even with the windows closed.

## POPULAR THUNDERBIRD OPTIONS

A more complete listing may be found on page 89.



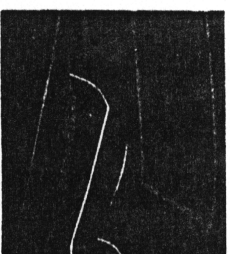
**Safety and Convenience Control Panel.** Switch at left locks both doors. Switch at right actuates emergency flashing of both parking and stop lights. Red warning lights indicate (1) door ajar; (2) low fuel level; and (3) emergency flashing system operating. \$45.10\*



**Select-Aire Conditioner with Heater.** Here is complete climate control in one central unit. During cold weather, Select-Aire provides heating and defrosting. During warm weather, it comforts with cooling, ventilation, dehumidifying and deplumizing. \$415.10\*



**Wire Wheels.** These are the real thing, not just snap-on covers. They're entirely chrome-plated and have a simulated "knock-off" race-type hub. Price includes 8.00 x 14 white sidewall rayon tires. Available on all models. These are attractive sporty additions. \$415.20\*



**Tonneau Cover.** Makes a roadster out of a convertible. It's of lightweight, molded fiberglass. Goes on and off quickly, easily. Provides considerable extra storage space underneath. Convertible top may be raised or lowered with the tonneau cover in place. \$269.00\*

\***PRICE EXPLANATION** Prices shown are manufacturer's suggested retail prices. They do not include accessories and options such as white sidewall tires. Nor do they include transportation charges, gasoline, license and title fees, or state and local taxes. Reimbursement for federal excise tax is included. For more complete list of optional equipment and prices, see page 89.

The prices, specifications and standard or optional equipment shown were in effect at the time of printing. Ford Division of Ford Motor Company reserves the right to change prices, specifications, standard or optional equipment, or discontinue models at any time without notice and without incurring obligation.

This month's entry is taken from the "Buyer's Digest of New Car Facts for 1964" published by Ford Motor Company. Thanks goes to Bill Shilo of Northumberland, Pennsylvania for passing this publication on to us so that we can share it with you!

Jul-Aug 79 1-2910

Jul-Aug 79 P.29

DOES YOUR TRUNK LEAK ?

In the May-June Scoop John Draxler was asking for a solution to stopping the moisture problem in the trunks of 64-66 hardtops. The only answer John has been able to come up with so far has been from a member who wrote that he replaced all the weather stripping around the lid and it did the job. If you suspect the weather stripping to be your problem, replacement may be the answer for you too. Before going to the expense of replacement though, you might try using a silicone spray on it. Silicone will help soften and preserve the weather stripping allowing it to make a better seal. This solution also helps quiet wind noises around windows.

~~Letter~~

1142-44-20 P 14

MORE LEAKY TRUNKS

By Willard Lang  
V.T.C.A. Tx. Rep.

Several of us in San Antonio have been following with interest the solutions, corrections and/or fixes for water in the trunk of the 64-66 Birds. This condition is similar to going to a doctor that may help one will not help another. In the event there is water in the trunk, Carroll Brown and Steve Hall have found it entering through the grill below the rear window and leaking through the drain tubes on back side of the spare tire. They have found the drain tubes either stopped up and water overflows into the trunk or the tubes deteriorate and leak directly. My '65 had water in the trunk, only it was caused by condensation on the inside of the trunk lid. When I opened the lid the moister would run down on the trunk mats. I corrected this condition by drilling a 3/8" hole about 2" from the side and about 1/2" from the rear of the lid on back side where the trunk lid is sealed off from the weatherstrip. When the lid is closed no water can enter the holes because of the weatherstrip but enough air can enter the inside of the lid so it can breath. Hope this will help someone else.

14 Willard Lang

Jan-Feb 80 p 6

### Leaky Trunks

Water leaking into the trunk is a problem that many 64-66 Thunderbird owners have experienced and one that many people have offered solutions to. Up until now all solutions have been to either replace the trunk lid seal or soften it with a silicone based lubricant. Although this may be the solution for you, Todd Hutchinson from Federal Way, Washington has found that this wasn't the problem at all on his 1964 Coupe. Todd, after a lot of looking, found that water was entering through cracks where the rear deck sheet metal meets the rear roof supports on both sides of the "silent flo" air vent. The solution? Todd injected a silicone sealant into the cracks which stopped about 75% of the water leaking in. Although this wasn't a 100% fix for Todd, it may be for you. Todd is still looking for the other 25% and would appreciate any possible solutions you may have. One place Todd has looked that he suggests you don't bother with is behind the chrome strips at the base of the rear roof supports. He claims there is no place for a potential leak in this location and to get the chrome strip off you must remove the entire rear seat and the vent cowlings. Solutions for Todd may be sent to:

Todd Hutchinson  
31526 S.W. 41 Ave.  
Federal Way, WA. 98003

We would also like to hear about any additional solutions at the V.T.C.A. office for publication in a future Scoop.