

Unsure of the origin of these pages but since they include how many vehicles were corrected it may be Ford of the Federal Government.

FORD MOTOR COMPANY  
CAR FIELD CAMPAIGNS - 1964

ITEM #	NOTIFICATION DATE	MODEL	CAMPAIGN	DESCRIPTION	CAMPAIGN NUMBER*	NUMBER OF VEHICLES**	COMPLETION STATUS
1	9-20-63	Ford	Fender ornament aluminum inserts loose	The assembly plant discovered that the front fender ornaments, installed on 29 vehicles, contained improperly bonded aluminum inserts. To insure customer satisfaction, dealers were advised to replace the fender ornaments on all affected vehicles prior to delivery.	H-52	29	Not Available
2	9-25-63	Thunderbird	Pressure cap causing fuel leaks through carburetor	Engineering performance tests revealed that several units equipped with the released pressure type fuel tank filler cap were experiencing fuel leakage through the carburetor and potential engine crankcase oil dilution. Based on these results, 113 units which had been shipped to dealers were campaigned to change the pressure type cap to preclude customer dissatisfaction. Most units were campaigned prior to customer delivery.	H-47	113	Not Available
3	9-25-63	Thunderbird	High hood opening efforts or hood pop up	The Wixom assembly plant reported that approximately 1211 units were built in which they inadvertently installed the wrong hood lock dowel. This could have caused premature hood pop up and high opening efforts. In order to preclude any customer complaints, these units were reworked to change the present dowel pin to the correct longer pin. Most of these units were corrected prior to introduction to the public.	H-48	1,211	Not Available
4	9-30-63	Lincoln	Rear axle ring gear torque	Engineering tests and quality surveys disclosed that 3823 Lincolns were built with insufficient torque on the rear axle ring gear attaching bolts. This deficiency could result in damage to the rear axle assembly. Some vehicles were campaigned prior to shipment to dealers. Dealers were instructed to campaign all vehicles in dealer stock, and to immediately recall and campaign all vehicles that had been delivered to customers. The campaign procedure was to torque the bolts to specification.	L-64-3	3,823	92%
5	10-4-63	Thunderbird	Retractable type seat belts not installed	The Sales Department had directed that all 1964 Thunderbirds be equipped with the deluxe retractable seat belts as standard equipment. In compliance with this change, 2800 Thunderbirds sent to dealers were campaigned to install the newly released deluxe seat belt assemblies in lieu of the standard belts. Approximately 95% of these units were revised prior to customer delivery.	H-46	2,800	Not Available
6	10-4-63	Thunderbird	Parking brake releases when door is slammed	The Wixom assembly plant reported that 3058 units were produced which conceivably could have an interference condition and misalignment of the sector and pawl of the parking brake control assembly. This condition could result in a disengagement of the parking brake when the pedal is moved in a lateral direction. This prompted the campaign of these units in which a new revised parking brake control assembly was installed on the affected units. 90% of these units were corrected prior to customer delivery.	H-55	3,058	Not Available
7	10-4-63	Thunderbird Lincoln	Poor calibration of low fuel warning relay	The assembly plant discovered that inadequately calibrated low fuel warning relays were installed on 752 vehicles. This could cause starter relay chatter and improper operation of the low fuel warning light resulting in customer dissatisfaction. Most of these units were corrected by the dealers prior to customer delivery by revising the low fuel warning system circuit and installing a new fuel warning relay.	H-49 L-64-2	166 <del>586</del> 752	Not Available 86%

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4-29-66

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8	10-5-63	Ford Fairlane	Incorrect speedometer drive gear installed	Assembly plants discovered that an incorrect speedometer drive gear was inadvertently installed in 386 vehicles. This could have resulted in possible transmission damage and customer dissatisfaction. Most of these units were corrected by the dealers prior to customer delivery.	H-50	105 281 386	Not Available
9	10-10-63	Thunderbird	A/C condensation leaks in passenger compartment	It was reported by one assembly plant that the plenum chambers on 3100 units were not sealed in accordance with specifications. It was decided that these units be campaigned to preclude water entering the passenger compartment which would cause customer discomfort. These units were corrected by adding additional sealer in the plenum chamber area. A large percentage of these units were corrected prior to customer delivery.	H-58	3,100	Not Available
10	10-14-63	Mercury Lincoln	Seat belts	325 Mercury and 300 Lincoln early production vehicles were built with inboard seat belts that were too short to accommodate all conditions of human proportions and/or seat positions. In order to insure customer satisfaction, dealers were instructed to install longer belts on all vehicles in dealer stock, and to recall and install the longer belts on the vehicles that had been delivered to customers.	L-64-1	325 300 625	69% 69%
11	10-16-63	Fairlane	Six cylinder fan blade bolts	One assembly plant discovered that during a two day production period the incorrect six cylinder engine fan bolts were inadvertently installed which could result in possible fan vibration and looseness. To insure customer satisfaction, dealers were required to install the correct fan bolts.	H-60	350	Not Available
12	10-18-63	Ford	Air conditioning compressor mounting bolts bottom out	Incorrect air conditioning compressor mounting bracket bolts, which could result in A/C noise and vibration, were inadvertently installed on 553 vehicles built at one assembly plant. To insure customer satisfaction, dealers were advised to install the correct bolt assemblies.	H-61	553	Not Available
13	10-21-63	Mercury	Swing-away steering column with air conditioning	Engineering tests and quality surveys disclosed that 45 early production Mercurys equipped with air conditioning and "swing-away" steering column had a deficiency which caused noise and potential damage to an instrument panel cover door when the steering column was moved to the "Park" position. Dealers were instructed to install revised cover door mounting parts on all affected vehicles to preclude customer dissatisfaction.	M-64-1	45	50%
14	10-25-63	Ford	Improper wheel covers installed	During a short production period, the assembly plants inadvertently installed standard hub caps on vehicles ordered with the optional full wheel covers. To insure customer satisfaction, dealers were advised to install the correct wheel covers on these vehicles.	H-56	26,100	Not Available

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15	10-30-63	Mercury Lincoln	Power window switch	Engineering tests revealed that the power window switch on 1338 Mercury and 2215 Lincoln early production vehicles could stick in the circuit closed position, causing the battery to discharge, or result in damage to the power window motor and wiring. Dealers were instructed to replace all potentially defective switches on the affected vehicles to preclude customer dissatisfaction due to inoperative windows. Approximately 30% of these units were corrected prior to customer delivery.	L-64-4	3,553	83%
16	10-31-63	Fairlane	Rear axle noise	Engineering tests indicated that on 217 vehicles equipped with 260 CID engines, 2.80:1 axles, and two speed automatic transmissions, axle noise could be transmitted through the rear spring bushings and into the vehicle. To insure customer satisfaction, dealers were advised to install new softer spring bushings to reduce noise transmission into the vehicle.	H-51	217	Not Available
17	11-4-63	Ford Fairlane	Inadequate choke piston air filter system	The assembly plants discovered that the filtered air tube to the carburetor automatic choke was inadvertently omitted on vehicles equipped with a 289 CID engine. No failures were reported in customer service. This condition could result in possible customer complaints of choke malfunction. The necessary tube was installed on these vehicles by dealers.	H-53	5,441 4 5,445	Not Available
18	11-6-63	Comet	Station wagon bumper jack	Quality surveys disclosed that 751 early production Comet station wagons may have had an improper bumper jack installed at the assembly plant. This jack was 2-1/2 inches too short and did not provide jacking height sufficient to change the tires. On November 6, 1963, dealers were instructed to install the correct jack column and ratchet assembly on all affected vehicles. Approximately 65% of these vehicles were corrected prior to customer delivery.	C-64-1	751	77%
19	11-7-63	Comet	Muffler inlet pipe to brake tube interference	Engineering tests and field reports indicated a possible interference condition between the muffler inlet pipe and the rear axle hydraulic brake tube on all models except station wagons. This could result in brake tube damage and potential loss of brakes. Dealers were instructed to relocate the muffler inlet pipe by reworking the inlet pipe support bracket, and to weld a protective metal bar to the rear axle housing. In addition, on six cylinder models only, a revised brake tube was installed.	C-64-5	65,711	68%
20	11-29-63	Comet	C-4 dual range transmission dipstick	Engineering tests and field reports indicated the transmission dip stick was improperly calibrated on 12,932 Comets. This condition could result in transmission slippage, erratic shifts, and delayed initial engagement due to lack of fluid. To insure customer satisfaction dealers were instructed to replace the incorrect dip sticks. Approximately 60% of these units were corrected prior to customer delivery.	C-64-4	12,932	72%

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21	11-29-63	Ford Mercury	Engine vibration - 352 & 390 CID Engine	Engineering evaluation indicated that some of the 352-390 CID front engine mounts were not to specification and could result in front end vibration and customer dissatisfaction. It was determined that subject mounts were installed on approximately 1,900 of the 3,831 suspected vehicles. Dealers were advised to recall all of these units delivered to customers and to inspect and replace, as required, all mounts not to specifications.	H-57 M-64-2	3,200 <u>631</u> 3,831	Not Available 75%
22	1-24-64	Falcon Comet	Incorrect rear brake wheel cylinders installed.	A brake assembly supplier discovered that their manufacturing plants had inadvertently installed the improper size wheel cylinders on rear wheel brake assemblies destined for vehicle assembly plants. These assemblies were subsequently installed on vehicles and could have resulted in brake fluid leakage. The dealers were required to inspect 17,726 units to locate a possible 9,000 potentially defective units.	H-62 C-64-3	15,500 <u>2,226</u> 17,726	Not Available 74%
23	3-16-64	Lincoln	Fuel tank support bracket	Engineering tests disclosed that 1,109 Lincolns had insufficient reinforcement of the fuel tank support bracket. As a result, the fuel tank straps could pull loose from the bracket after high mileage allowing the fuel tank to loosen. Dealers were instructed to install reinforcements to the fuel tank support bracket on all affected vehicles.	L-64-5	1,109	63%
24	3-16-64	Lincoln	Convertible rocker panel welds	Quality surveys disclosed that 155 convertibles could have spot welds omitted in a rocker panel flange on the right side of the vehicle. This deficiency could result in a metal to metal noise. Dealers were instructed to repair the affected vehicles by arc welding to preclude customer dissatisfaction.	L-64-6	155	58%
25	3-31-64	Thunderbird	Convertible top soiled	The assembly plant reported that due to early non-availability of the spare wheel tire cover assembly 575 Thunderbird Convertibles were shipped without them. In order to preclude convertible top staining and to maintain customer satisfaction, these units were campaigned. The cover assemblies were installed on the affected units by the dealers at the convenience of the customer.	H-65	575	Not Available
26	3-31-64	Thunderbird	Fuel and/or brake line	It was reported by the Wixom Assembly Plant that possible damage to the rear brake and gas tubes could have resulted when drilling the hole for the rear seat attaching screw and/or drilling the hole in the rear seat area for an electrical wiring clip attaching screw. No failures were reported. Based on this report, 5,600 Thunderbirds were inspected for possible damage and to insure that adequate clearance was maintained between the affected gas and brake tubes and the attaching screws by rerouting and re-positioning the clips where appropriate. These units were inspected and affected units corrected by the dealers.	H-66	5,600	Not Available
27	3-31-64	Thunderbird	Shock absorber bushings causing harsh ride	Engineering durability tests results initiated the installation of new softer durometer front shock absorber upper insulators and revised upper stud attaching nuts to eliminate shock absorber chuckle. The dealers were directed to correct 5,600 Thunderbirds to preclude customer dissatisfaction and to improve durability of the shock absorbers.	H-67	5,600	Not Available

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28	3-31-64	Thunderbird	Brakes noisy	Field reports indicated that a brake groan or squeal was resulting in customer annoyance. No safety implications were involved. Correction was achieved by reworking the brakes to incorporate a revised brake shoe hold down spring to eliminate the noise	H-75	25,000	Not Available
29	3-31-64	Thunderbird	Incorrect stoplamp switch installed	It was reported by the Wixom Assembly Plant that they inadvertently installed an unknown number of wrong stoplamp switches. The switch installed was not designed to carry the extra current required by the six rear lamps used on these units. To preclude premature failure of these switches dealers were to inspect 25,000 suspect switches and replace, when required, with the proper switch designed to carry the extra current.	H-63	25,000	Not Available
30	3-31-64	Thunderbird	Parking brake releases when transmission selector lever is moved	It was reported by the Resident Engineering Office at the Wixom Assembly Plant that approximately 200 units equipped with air conditioning may have been built with the parking brake vacuum release connections incorrectly assembled. This could cause the parking brake to disengage. As a result, dealers were asked to inspect 300 units to insure correct vacuum hose routings and that the air conditioning reservoir check valve was properly located.	H-64	300	Not Available
31	4-9-64	Mustang	Three-speed transmission low and reverse gear hang-up	Engineering tests revealed that approximately 600 units built with three-speed transmissions could experience hard engagement or disengagement of gears due to installation of oversized low and reverse sliding gears. Although no failures were reported, to preclude customer dissatisfaction dealers were asked to inspect these units and on those affected replace the transmission.	H-85	600	Not Available
32	4-10-64	Mustang	Improper steering idler arm attaching bracket bolt and nut	Engineering tests revealed that an undetermined number of Mustangs were built with an improper steering idler arm bolt and nut. To preclude potential failures dealers were instructed to inspect 9,100 units in order to correct the improper bolt and washer on affected units.	H-84	9,100	Not Available
33	4-10-64	Ford Mercury	Manual steering pitman arms develop cracks	The assembly plants discovered that the manual steering pitman arms used on some vehicles during a short build period were not to specification. Although no failures were reported, dealers were advised to recall all customer vehicles built during the period and replace the pitman arms with certified parts.	H-81 M-64-3	54,000 1,400 <u>55,400</u>	Not Available 75%
34	5-21-64	Ford	Porous 260/289 aluminum water pump coolant contamination of engine lubrication	Engineering tests indicated that engine damage could occur on approximately 1,200 vehicles equipped with the 240 and 289 CID police engines with the aluminum water pump cover. After an extended period of use, the engine coolant could cause the aluminum water pump covers to erode, allowing coolant to contaminate the engine lubrication system. To eliminate the possibility of engine damage and to insure customer satisfaction, dealers were advised to replace the aluminum component with a cast iron water pump.	H-76	1,200	Not Available
35	6-3-64	Lincoln	Clock reset cable	Field reports indicated that the clock reset cable cores were binding in the cable housing. This resulted in the clock hands remaining disengaged from the mechanism and, in some cases, damage to the mechanism. Dealers were instructed to install an improved cable on all affected vehicles to insure customer satisfaction.	L-64-7	6,886	43%

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36	6-12-64	Mustang	Upper shock absorber bushings cause harsh ride. Convertible top top holddown bracket ineffective. Exhaust system noise	Engineering tests indicated that 20 Mustang convertibles built early in the model year had shock absorber bushings which were incorrect and likely to be noisy, top holddown brackets which may not engage properly and an exhaust system likely to be noisy. All of the units were at the dealership and available to be corrected, by replacing shock absorber bushings, installing new top down brackets to insure positive engagement and installing a new exhaust system proven by test to be acceptable.	H-83	20	100%
37	7-3-64	Thunderbird	Inadequate wiring circuit protection of stoplamp switch	District and Field Representatives reported stoplight switch failures. 85,858 Thunderbirds were campaigned to replace the stoplight switch and revise the wiring circuitry to the switch. A new relay was added to reduce the high load on the stoplight switch, and the wiring circuitry revised to make the switch operative only when the ignition key is in the "ON" or "ACC" position.	H-88	85,858	Not Available
38	7-10-64	Mustang	Cooling package inadequate on 6 cylinder A/C units	Wind tunnel tests indicated that the cooling package on Mustangs equipped with 6 cylinder engines and air conditioners may not meet the cooling requirements in certain areas of the country. To meet these requirements, a new six (6) blade fan replacing the four (4) blade fan and a fan shroud was installed to preclude potential customer dissatisfaction.	H-86	245	Not Available
39	7-15-64	Lincoln	Alternator	Field reports indicated the insulation on the radio noise suppression condenser pigtail, which is connected to the battery terminal of the alternator could on some vehicles be abraded against the alternator frame. This resulted in a ground and subsequent damage to the ammeter and associated wiring. Dealers were instructed to inspect 35,713 vehicles and to bend the eyelet terminal of the radio noise suppressor pigtail to a 90 degree angle to assure clearance between the wire and alternator frame.	L-64-8	35,713	56%
40	7-29-64	Ford Mercury	Valve spring retainer keys defective	Field service reports on the 390 CID police interceptor engine indicated that valve spring key and retainer problems were being encountered during high speed operation. An investigation revealed that engine failure could occur on 1,501 vehicles in which the incorrect valve keys were inadvertently installed. To preclude failure, dealers were instructed to replace the valve spring key and retainers.	H-89 M-64-4	1,425 76 <u>1,501</u>	Not Available 83%
41	8-20-64	Comet	Stoplight switch	Engineering discovered that an incorrect stoplamp switch may have been installed on approximately 286 vehicles produced at one assembly plant. The incorrect switches were not rated for the electrical load imposed by four stoplamps. Dealers were instructed to replace the stoplamp switch on all affected vehicles.	C-64-6	286	100%
42	8-28-64	Mustang	Tie rod ball joint	Testing at the Proving Ground indicated a need to improve the wear characteristics of the ball joint of the tie rod end assembly. Approximately 90% of the 3,150 units were still in dealer hands.	H-93	3,150	Not Available
43	11-30-64	Ford	Standard transmission steering column shift linkage	Durability tests indicate that excessive looseness and play in the shift lever hub could result from constant shifting encountered in city police and taxi vehicles equipped with the standard transmission steering column. To eliminate the potential problem and to insure customer satisfaction, dealers were advised to recall 212 affected vehicles and equip them with a heavy-duty shift column.	H-91	212	Not Available
44	5-25-65	Falcon Comet	4-speed transmission first gear lock-up	The vendor supplying the four-speed transmission assembly discovered that a first gear lock-up condition could be encountered due to seizure of the first gear bushing on the transmission main shaft. To eliminate the possibility of this condition occurring during customer usage, dealers were to recall all customer vehicles equipped with the four-speed transmission, to install a new main shaft assembly and inspect related transmission components for possible damage.	H-92 C-62-63	18,000 5,353 <u>23,353</u>	52% 40%

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