

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

FORD MOTOR COMPANY
CAR FIELD CAMPAIGNS - 1965

ITEM *	NOTIFICATION DATE	MODEL	CAMPAIGN	DESCRIPTION	CAMPAIGN NUMBER *	NUMBER OF VEHICLES **	COMPLETION STATUS
1	9-17-64	Lincoln	Horn switch wire	The assembly plant identified a quality problem in the insulation of the horn wire terminal connectors at the steering wheel spoke casting. A suspected one hundred and seventy-five early production units were built. Dealers were instructed to add tape to the horn wire terminal connectors to preclude a possibility of inoperative horns, instrument panel lamps and stoplights.	L-65-1	175	88%
2	9-17-64	Mercury	Vent window pivot shaft screw	One assembly plant installed an incorrect screw and washer assembly to retain the vent window shaft to the regulator assembly. Correct screw and washer assemblies were installed by the dealers prior to retail delivery on most of the cars involved to eliminate the possibility of the vent window becoming loose in the vent frame.	M-65-3	1,306	90%
3	9-29-64	Mercury	Inadequate grounding of gauges	Engineering evaluation of early production units indicated the use of phosphate coated screws to retain the ammeter/oil pressure gauge to the instrument panel cluster housing resulting in an inadequate ground for the constant voltage regulator which is attached to the ammeter/oil pressure gauge. This condition caused the gauges to read inaccurately. Dealers were instructed to exchange the phosphate coated screws with zinc or cadmium coated screws on 7,670 stock units and to recall 3,609 customer units.	M-65-9	11,279	94%
4	10-2-64	Ford Mercury	Frame rear suspension bracket reinforcement	A proving ground report of rear suspension bracket separation on a 1965 Mercury car at 8,000 miles of rough road durability testing led to an intensive investigation of several thousand vehicles to determine if it was an isolated failure. Results of the investigation and further testing convinced us that the bracket attachment to the frame on all Ford and Mercury cars should be reinforced by adding an interior bracket and several welds. This action precluded any possibility of bracket separation or of brake cable binding under even unusual driving conditions. All field service school instructors were specially trained in a one day school and returned to their districts to conduct dealer mechanic training on this repair prior to public introduction of the 1965 models. Most of the vehicles involved were corrected before release to customers.	H-16 M-65-07	53,054 <u>12,200</u> 65,254	99% 99%
5	12-15-64	Mustang	Alternator wires pinched by improper routing	Alternator wiring damage, caused by engine heat and pinching of the alternator harness between the engine block and the alternator was reported by dealers. Correction consisted of inspecting all units for wiring damage and repositioning the terminal lugs, as required.	H-04	15,950	40%
6	12-15-64	Falcon Comet	Starter cable interference	Improper routing of the starter cable which could result in shorting of the starter cable and damage to the battery, battery cables, and relay was discovered at the assembly plant. No customer failures were reported. Although not all units involved would exhibit this condition, dealers were instructed to examine all units and repair as necessary.	H-24 C-65-02	8,368 <u>10,329</u> 18,697	35% 78%
7	12-23-64	Mustang	Headlamp switch circuit breaker failure	Headlamp switches, purchased from an outside supplier, were found to be subject to a burning through of the neck down portion of the circuit breaker contact. No customer failures were reported. To insure correction, it was necessary that the dealer replace switches on all units suspected of having the potential switch burning condition.	H-97	11,021	40%

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8	12-23-64	Ford Mercury	Air-conditioning hose interference	Engineering tests indicated that the clearance between the air-conditioning discharge hose and the power steering pump was less than prescribed Company standards. Correction was achieved by rerouting the air-conditioning hose to avoid customer dissatisfaction due to an inoperative air-conditioning system.	H-06 M-65-5	833 84 <u>917</u>	31% 71%
9	12-23-64	Ford Mercury	Air conditioning plenum condensation leak	Assembly plant personnel observed that water condensation on cold surfaces of the air conditioning unit could leak into the passenger compartment resulting in customer inconvenience. Suspect units were corrected by additional sealing operations to the plenum chamber to prevent condensation leakage. 40% of the affected units were corrected prior to vehicle sale..	H-08 M-65-6	1,502 938 <u>2,440</u>	77% 91%
10	12-23-64	Falcon Mustang Comet	Air conditioning compressor vibration	Engineering testing revealed a vibration traceable to inadequate rigidity of the air conditioning compressor braces. This vibration could be audible to the customers, thus creating dissatisfaction. Correction consisted of installing two added braces to eliminate the vibration.	H-10 C-65-1	3,129 251 <u>3,380</u>	92% 90%
11	12-30-64	Ford Mercury	Incorrect stabilizer bar installation	Assembly plant personnel advised that they had inadvertently installed sedan stabilizer bars on station wagons. This could result in sub-standard handling characteristics. Units were corrected by installation of the proper stabilizer bar.	H-09 M-65-2	1,605 70 <u>1,675</u>	82% 97%
12	12-30-64	Ford Mercury	Luggage compartment water leak	Engineering tests established a need for improved sealing at the lower rear corner joints of the rear flow through vent chamber to prevent water from dripping into the luggage compartment with resultant customer dissatisfaction. Correction was achieved by installation of two drain troughs in the trunk upper back panel.	H-11 M-65-10	4,709 1,271 <u>5,980</u>	70% 75%
13	12-30-64	Ford Mercury	Improper station wagon load floor fit	Engineering personnel noted deformation of the station wagon auxiliary floor during pre-production assembly plant checks. This deformation could cause improper auxiliary floor fits and result in customer dissatisfaction. Correction was accomplished by replacing the rear seat support brackets. 55% of the affected units were corrected while in dealer stock.	H-13 M-65-4	2,181 428 <u>2,609</u>	77% 95%
14	12-30-64	Ford Mercury	Brake master cylinder push rod retaining pin - poor retention	Engineering development tests indicated a need for improved retention at the retaining clip which secures the brake push rod link pin. Correction involved replacement of the clip. Two cases of clips falling off were reported. No brake failures were reported.	H-15 M-65-1	57,000 4,710 <u>61,710</u>	96% 96%
15	1-6-65	Lincoln	Power window lockout switch	Some power window lockout switches allowed the possibility of short circuiting if metal contact was made between the cover plate and the toggle switch. To prevent customer dissatisfaction, dealers were instructed to replace the lockout switch assemblies on 7,937 early production vehicles.	L-65-4	7,937	73%
16	1-8-65	Ford Mercury	Ignition switch malfunction	Assembly plant investigations revealed that some vehicles would start in any automatic transmission selector position with the ignition key in the "ON" or "ACC." position. No customer failures were reported. Problem was traced to use a defective multiple connector which was a part of the switch wiring. Correction involved reworking the defective connectors and adding an external jumper wire.	H-22 M-65-8	51,885 10,790 <u>62,675</u>	96% 96%

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17	1-26-65	Mercury	Alternator wiring	Field reports indicated that variations in the assembly processing of the alternator wiring harness routing and retention allowed for possible contact of the alternator harness with the engine exhaust manifold on some units. Dealers were supplied with instructions and improved retainer clips to relocate the alternator wires to preclude short circuiting of the charging system and ultimate damage to the alternator and/or regulator.	M-65-11	49,284	83%
18	1-30-65	T-Bird	Inadequate capacity battery installed	Engineering testing established that the batteries installed on some units were marginal in capacity for the accessory loads which could be imposed. Use of these batteries could result in premature battery failure and resultant customer dissatisfaction. Correction involved replacement of the battery with the proper size.	H-12	1,859	98%
19	2-9-65	T-Bird Mustang Lincoln	Master cylinder casting problem	A single brake failure was reported while performing pre-delivery inspection. The failure was caused by wall thickness variations on the brake master cylinder. Corrective action consisted of inspecting and replacing master cylinders as required on all suspect vehicles for thin master cylinder walls. Less than 20% of the inspected units were out of specification.	H-26 L-65-5	27,992 <u>15,000</u> 42,992	92% 82%
20	3-20-65	Ford	Fuel tank support strap loosened	Rough road durability tests indicated that the fuel tank support strap could become loose due to bending of the fuel tank flange. To eliminate this problem dealers installed a reinforced support between the fuel tank and strap and a reinforced wheelhouse retainer.	H-27	153	78%
21	4-29-65	Mercury	Speed control cable	Engineering inspection of production vehicles disclosed some 800 vehicles with speed controls which were suspected of having a possible interference condition that could allow the speed control cable to rub on the brake tube. Dealers were instructed to recall customer units, rework stock units and to review dealer installation of speed control kits. A rubber insulator was installed on the speed control cable to eliminate contact of the cable with the brake tube to preclude a possible brake malfunction.	M-65-12	800	76%
22	4-30-65	Ford	Front brake hose chafing	One assembly plant advised that 82 vehicles were built with front brake hoses of excessive length. Investigation showed that the longer hose could contact the steering stop when the front wheel is in a full turn and in a jounce position. Dealers were required to replace the front brake hoses on all units affected. No failures were reported.	H-29	82	87%
23	7-7-65	T-Bird	Improper transmission control insert installation	Extensive engineering tests revealed that some 1965 Thunderbirds were produced with the improper transmission control insert. A false start could possibly be experienced resulting from this incorrect part. 1,229 vehicles which could experience the above condition were involved in this campaign. Dealers were instructed to replace the transmission control insert with the proper part to preclude a possible false start. Dealers serviced 25% of the vehicles prior to sale.	H-32	1,229	40%
24	7-16-65	Comet	Brake Tube	Field reports indicated that marginal clearances existed between the left rocker arm cover and the brake tube on 8-cylinder power brake equipped vehicles. This condition could result in brake tube abrasion during engine roll. To prevent brake tube wear, dealers were instructed to inspect 5,500 affected vehicles for this condition and to reroute and/or replace brake tubes on affected units.	C-65-03	5,500	63%

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25	7-20-65	Ford	Improper rear axle	The assembly plant noted that 20 units were assembled with improper axles. Dealers were required to replace the axles. All units were corrected prior to customer sale.	H-31	20	100%
26	8-30-65	Mustang	Automatic transmission oil cooler line failure	Automatic transmission fluid cooler lines were found improperly installed at one assembly plant. Use of these lines could result in fatigue failures with normal vibration of the engine. Dealer correction required rework of the cooler line attachment to insure more freedom. One-third of the vehicles were corrected prior to sale.	H-35	355	64%
27	8-31-65	Mustang	Rear brake hose interference	The assembly plant observed that an incorrect rear brake hose was inadvertently used which resulted in insufficient clearance to the left rear shock absorber. No failures were reported in customer usage. Dealer correction was achieved by replacing the incorrect brake hose with the proper part.	H-33	3,450	92%
28	9-3-65	Lincoln	Brake System	Field reports disclosed brake problems of system overheating due to driver abusive habit of riding the brake pedal. A new, higher boiling point brake fluid became available and other new brake system components were developed to permit additional tolerance of heat build-up in the brake system. Kits incorporating the revised brake system components were shipped to the dealers for installation in the affected vehicles.	L-65-7	40,180	84%
29	9-10-65	Mustang	Rear brake hose interference	Assembly plant checks established a need for increased clearance between the parking brake cable and the rear brake hose on 1,387 units. No customer failures were reported. Correction involved replacement of the brake hose.	H-36	1,387	20%

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