

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 - 1966

ITEM #	NOTIFICATION DATE	MODEL	CAMPAIGN	DESCRIPTION	CAMPAIGN NUMBER #	NUMBER OF VEHICLES **	COMPLETION STATUS
1	9-15-65	Comet	Rear axle campaign	One assembly plant installed the wrong axle assembly on 11 early production units. All vehicles were corrected prior to delivery to customers.	C-6-02	11	100%
2	9-24-65	Mercury	Station wagon bumper jack hook	One assembly plant inserted sedan bumper hooks in 70 station wagon models during the first week of production. These jack hooks could not be attached to station wagon bumpers. Dealers were requested to insert the correct bumper jack hook prior to retail delivery of the vehicles.	M-6-02	70	66%
3	9-24-65	Mercury	Revised tire usage	The actual weight of four-door hardtop models equipped with air conditioning and thermactor exhaust control exceeded the load specifications for this combination and necessitated a revision in the tire size. Nine units were shipped to dealers prior to the revision in tire size and required dealer replacement of tires.	M-6-04	9	100%
4	9-24-65	Comet	Station wagon fuel tank support brackets	A specified reinforcement plate between the fuel tank and a support strap was omitted on 280 station wagons. The absence of this plate permitted the strap to contact the tank, which could cause sufficient wear to produce a leak after extended usage. Reinforcement plates were sent to dealers for correction of the affected vehicles.	C-6-03	280	77%
5	9-24-65	Lincoln	Shock absorber bracket on rear axle housing	Due to a quality problem in the attachment of the lower shock absorber bracket to the rear axle, dealers were to reinforce the weld on the bracket attachment on 31 early production units.	L-6-01	31	61%
6	9-24-65	Lincoln	Engine will not idle properly (thermactor only)	Carburetors on the first 23 production units equipped with thermactor exhaust control systems did not incorporate the correct idle fuel channel. Dealers were required to increase the channel diameter prior to retail vehicle delivery to assure satisfactory engine idle.	L-6-02	23	87%
7	9-24-65	Ford Mercury	Inadequate retention of rear wheel brake tube, retaining clip omitted	The possibility of rear brake line vibration against the track bar, resulting in possible brake line fatigue, was noted at assembly plants prior to the day 1966 models were introduced to the public. Most vehicles were corrected by dealers prior to delivery to customers.	H-52 M-6-01	7,675 5,125 12,800	73% 95%
8	9-24-65	Mercury Lincoln	Power seat switch operated intermittently	In-plant engineering evaluation disclosed 164 early production units equipped with six-way power seat switches subject to intermittent operation. Switches were replaced prior to vehicle retail delivery to prevent customer dissatisfaction.	ML-6-01 ML-6-01	65 99 164	100% 100%
9	9-24-65	Fairlane Comet	Power steering cylinder brackets not properly secured	An assembly plant discovered that 719 units equipped with power steering were shipped with power steering cylinder brackets which were not positively secured to the front structure rail. Dealers were required to weld the power steering bracket fasteners to insure positive retention. Most vehicles were corrected prior to customer delivery.	H-54 C-6-01	79 640 719	99% 74%
10	10-8-65	Ford Mustang Mercury Comet	Self-locking brake linkage pins loose and out of place	Inspections at assembly plants and dealer reports revealed that self-locking pins used to provide positive retention of brake and clutch pedals were not securely in place on some units. To provide for the possibility that pins which were secure initially might later become loose, dealers replaced all of the self-locking pins with cotter keys. Most vehicles were corrected before delivery to customers.	H-57 H-57 MC-6-01 MC-6-01	1,700 16,200 17,982 3,025 38,907	96% 68% 68%

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\*\*The number of vehicles, in many cases, is of the entire block of vehicles to be inspected for possible existence of the condition campaigned although it may occur in only a few vehicles.

4-29-66

Some documents have been altered in size to fit the format. No information was deleted or altered in the process.

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11	10-14-65	Ford Mercury	Front brake hoses contacted front wheel rims (disc brake units)	Reports from district sales offices indicated that contact between brake hoses and front wheel rims was possible on some vehicles equipped with disc brakes. Dealers installed special straps which prevented this contact. Over 75% of the 4,302 units affected were corrected prior to customer delivery.	H-61 M-6-06	3,454 848 <u>4,302</u>	99% 91%
12	10-21-65	Lincoln	Incorrect transmission vacuum control unit installed and transmission control linkage splash shield interference with converter housing	The first 3700 vehicles built were equipped with a transmission vacuum control which was subject to failure, resulting in a deterioration of transmission shift qualities and eventual failure of the transmission. Dealers were requested to install a new vacuum control assembly in addition to reworking a splash shield to preclude vibration against the transmission converter housing.	L-6-03	3,700	64%
13	11-3-65	Thunderbird	Improper parking brake cables installed	Inspection at the assembly plant revealed that parking brake cables of improper length were installed in 28 Thunderbirds. Interference between the short cable and driveshaft joint was possible.	H-66	28	86%
14	11-10-65	Ford Mercury	Improper lube added to differential (equa-lock axles only)	Final inspection at an assembly plant revealed that locking differential axles on some units exhibited an unacceptable amount of noise. To preclude customer dissatisfaction a new lubricant was specified for all locking differential axles. Dealers replaced the lubricant in 65% of the affected units prior to sale.	H-53 M-6-05	295 130 <u>425</u>	88% 66%
15	11-11-65	Fairlane Comet	Improper A/C outlet duct clips installed causing erratic A/C operation	Inspection at the assembly plant revealed that, on vehicles equipped with Selectaire Air Conditioning, the clips which secured the outlet duct to the evaporator assembly were of improper length. These clips interfered with the operation of the damper door, which prevented the air conditioner from operating properly. Dealers replaced the clips to improve customer satisfaction.	H-58 C-6-04	946 471 <u>1,417</u>	30% 38%
16	11-12-65	Fairlane	Engine support roll restrictors omitted in production	Engineering testing revealed that roll restrictors had been omitted from some vehicles. The absence of roll restrictors permitted excessive movement of the engine which occasionally prevented the transmission from shifting properly.	H-64	254	38%
17	11-12-65	Ford Mercury Lincoln	Upper ball joint socket brittle	It was determined by assembly plant inspection that a manufacturing plant had produced a limited number of front suspension upper ball joint sockets from steel that did not meet hardness specifications. No customer failures were reported. In order to locate all parts manufactured from the incorrect material, it was necessary to inspect 46,812 vehicles, although only 2% of these vehicles could have been assembled with ball joints made of this material. Eighty percent of the vehicles involved were inspected, and corrected where necessary, while in assembly plants or dealer stock.	H-68 ML-6-02 ML-6-02	34,198 8,614 <u>4,000</u> 46,812	99% 59% 59%
18	11-26-65	Falcon	Incorrect rear brake hose installed on sedan models	Inspection at the assembly plant disclosed that the longer rear brake hoses specified for use on station wagons had been inadvertently installed on some sedan models. No customer failures were reported. To eliminate the possibility of contact between a brake hose and the axle carrier, dealers replaced the incorrect brake hose with the shorter brake hose specified for sedans. Approximately 30 percent of these units were corrected while in dealer stock.	H-65	2,706	58%

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19	12-28-65	Fairlane Comet (Station wagon)	Marginal clearance between exhaust pipe and rear brake hose	Inspection at the Los Angeles railhead revealed one vehicle with an interference condition between the exhaust pipe and the rear brake hose when the vehicle was in a full jounce condition. Investigation indicated that the left rear exhaust pipe hanger bracket could interfere with the rear brake hose on Fairlane units which were equipped with a 390 CID engine and a dual exhaust system when these vehicles were fully loaded and in a full jounce position. All units which could possibly have this interference condition were to be inspected. The exhaust pipe bracket was relocated on those units displaying a marginal condition.	H-56 C-6-05	1,842 <u>946</u> 2,788	42% 65%
20	1-6-66	Ford	Transmission cooler lines cracked at radiator connection	A problem of transmission heat exchanger fatigue due to relative motion between the engine and radiator was discovered on New York taxi cabs equipped with 240 CID engines and automatic transmissions. This condition was caused by the method of attaching the solid fluid cooler line to the radiator. Though no failures were encountered outside the New York taxi fleet, dealers were instructed to correct all units of this type by incorporating a new retaining clip to preclude customer dissatisfaction.	H-71	14,620	31%
21	1-7-66	Fairlane Comet	Improper tires installed	Assembly plant inspection revealed that 335 GT models had been assembled with the rayon tires specified for other models rather than the special nylon tires specified for this model. No customer failures were reported. The necessary exchange of tires was made at assembly plants for some units and at dealerships for others.	H-72 C-6-08	34 <u>301</u> 335	66% 56%
22	1-14-66	Fairlane Comet (Sedans)	Marginal clearance between rear brake tube and exhaust pipe	Early production models of the 1966 Fairlane and Comet equipped with 390 CID engines and dual exhaust systems were suspected of having a possible interference condition between the rear brake hose and the exhaust system on the right side.	H-70 C-6-06	32 <u>430</u> 462	83% 63%
23	1-15-66	Fairlane Comet	Brake fluid contaminated	Engineering tests determined that an incorrect fluid had been used to replenish brake fluid in the pre-conditioning area of one assembly plant. This fluid was found to be chemically incompatible with the rubber components in the brake system. Although only a small number of vehicles were believed to contain contaminated brake fluid, dealers were required to inspect all of the 1186 vehicles which had passed through the pre-conditioning area during the period in which incorrect fluid had been used. Thirty-eight percent were inspected prior to delivery to customers.	H-69 C-6-07	259 <u>927</u> 1,186	37% 79%
24	2-22-66	Fairlane Comet	Closed emission system inadvertently omitted	One assembly plant inadvertently assembled 410 GT models scheduled for sale in California without the closed emission system required by California state law. Dealers were to install the closed emission system on affected units.	H-74 C-6-09	111 <u>299</u> 410	94% 60%

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25	3-10-66	Lincoln	Transistorized ignition	Road splash can enter an access hole in the fender apron and contaminate the transistorized ignition relay resulting in ignition malfunction. In addition intermittent grounding of the transistorized ignition primary circuit could occur due to a quality problem in the insulation of the harness. Dealers were requested to seal the access hole and add insulating tape to the terminals on 750 units to prevent customer dissatisfaction due to intermittent engine operation.	L-6-04	750	13%
26	3-29-66	Lincoln Limousine	Brake system	Brake system components including power brake boosters, disc brake pads, rear wheel cylinders and the pressure control valve were revised on 150 units to accommodate driving conditions on chauffeur driven limousines in heavy traffic and/or metropolitan areas. These revisions were made to achieve increased brake lining life through improved brake system balance, and additional protection against chauffeurs riding the brake pedal.	LL-6-01	150	53%
27	4-11-66	Ford Mercury	Marginal clearance between exhaust pipe and rear brake line	A condition of marginal clearance between the exhaust pipe and rear brake line was discovered on units as they were being removed from railroad cars. Under conditions of severe jounce or "tie-down" in transit it was possible for the brake line to come into contact with the exhaust pipe. No customer failures were reported. Over 30% of units affected were corrected at dealerships prior to delivery.	H-77 M-6-07	48,432 <u>13,500</u> 61,932	59% 22%
28	4-30-66	Ford Mercury	Inspect or replace front to rear brake tube. Disc brake vehicles only	Inadequate clearance of the front to rear brake tube at the forward end of the tube may result in contact with the rocker panel flange or the forward torque box. Abrasion of the brake line might eventually result in loss of hydraulic fluid. Dealers are requested to inspect every vehicle in the affected production block and to replace brake tubes showing abrasion.	H-78 M-6-08	6,500 <u>229</u> 6,729	- -

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