

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 - 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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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 <u>281</u> 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 <u>300</u> 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	3,200 631 <u>3,831</u>	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 2,226 <u>17,726</u>	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 55,400	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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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 1 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 15,000 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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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 <u>5,125</u> 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 <u>99</u> 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 <u>640</u> 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 <u>16,200</u> 17,982 <u>3,025</u> 38,907	96% 68% 68%

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4-29-66

FORD MOTOR COMPANY  
CAR FIELD CAMPAIGNS - 1966

ITEM *	NOTIFICATION DATE	MODEL	CAMPAIGN	DESCRIPTION	CAMPAIGN NUMBER *	NUMBER OF VEHICLES**	COMPLETION STATUS
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 4,000 <u>46,812</u>	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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FORD MOTOR COMPANY  
CAR FIELD CAMPAIGNS - 1966

ITEM*	NOTIFICATION DATE	MODEL	CAMPAIGN	DESCRIPTION	CAMPAIGN NUMBER *	NUMBER OF VEHICLES**	COMPLETION STATUS
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	1,842 946 <u>2,788</u>	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	34 301 <u>335</u>	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	32 430 <u>462</u>	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	259 927 <u>1,186</u>	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	111 299 <u>410</u>	94% 60%

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CAR FIELD CAMPAIGNS - 1966

ITEM *	NOTIFICATION DATE	MODEL	CAMPAIGN	DESCRIPTION	CAMPAIGN NUMBER *	NUMBER OF VEHICLES **	COMPLETION STATUS
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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