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TECHNICAL NOTE

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Bureau of Land Management U.S. DEPARTMENT OF THE INTERIOR

FORD TRUCKS - PARTS AND SERVICE RECOMMENDATIONS

PARKING BRAKE LEVER - 1965-68 "C" Series Trucks

Effective September, 1968, the Orscheln parking brake lever on "C" Series trucks was revised by incorporating an additional spacer and rivet in the slot area between the two support bars. This change was made to reduce the possibility of the bars deforming if the parking brake lever is used as a grab handle when entering the cab.

The new lever is available for service under part number C5TZ-2780-B and can be identified by the presence of a rivet and spacer in the hole shown in Figure 1.

Parking brake levers on vehicles in service may be updated by inserting a spacer between bars and installing a 3/8" bolt and nut in place of the rivet used on production assemblies.

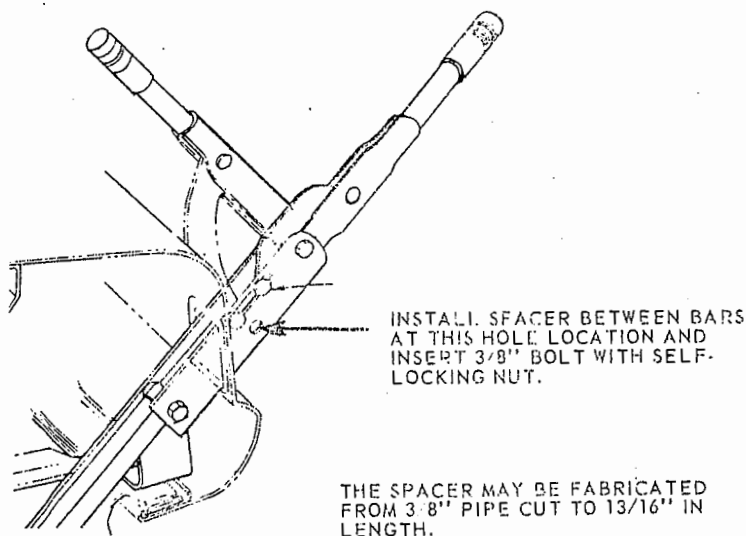
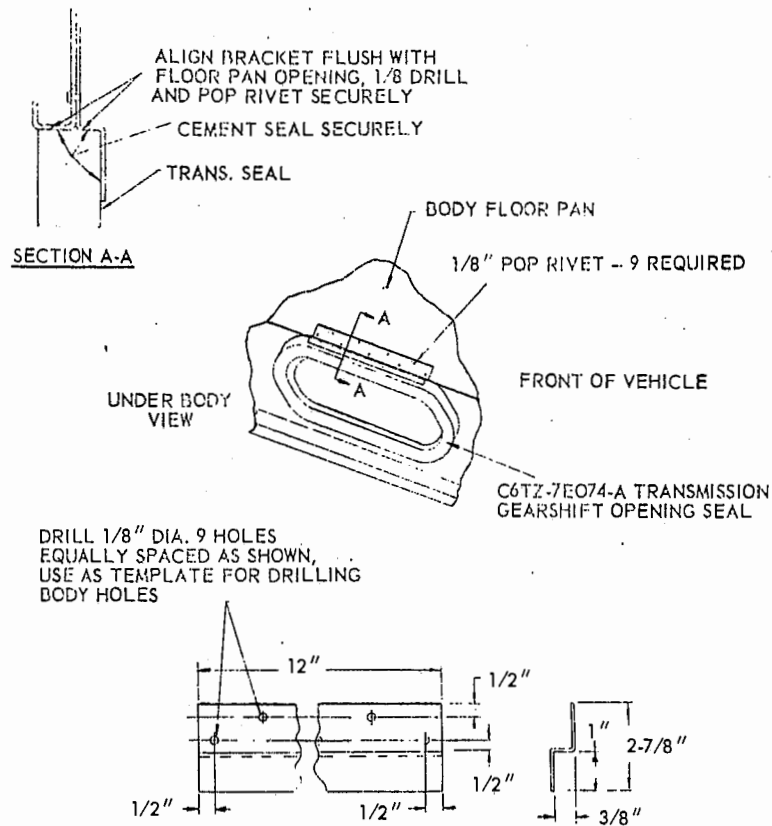


Figure 1 - Parking Brake Lever "C" Series

CAB DIRT ENTRY THRU GEARSHIFT LEVER OPENING - "W" Series Trucks

To correct water and dirt entry into the cab through the transmission gearshift lever opening when the seal is distorted, add a bracket to the underside of the body floor pan to provide additional support for the opening seal. Figure No. 2 includes all necessary information for fabrication and installation of the bracket.

A new opening seal, Part Number C6TZ-7E074-A, may also be required.



MATERIAL: 3-1/4" x 12" x 1/16" STEEL OR ALUMINIM

Figure 2

CONVERSION OF OIL BATH TO DRY TYPE AIR CLEANER SYSTEM - 1966-1/2-7-8 "W" Series Trucks - All Engine Options

As a product improvement, a dry type Donaldson "Cyclopac" air cleaner can be installed to replace the present oil bath air cleaner.

The "Cyclopac" utilizes a two stage filtration principle. The first stage is designed to discharge moisture and large contaminant particles, through an external evacuator valve, before they enter the second stage, which is the actual replaceable air filtration element. Both stages are integrated into a single canister, similar in size to the present oil bath type. Conversion from the present oil bath air cleaner to the "Cyclopac" can be accomplished by using the components listed.

Chart 1 and Figures 3 and 4 list parts required to convert the oil bath air cleaner with minimum rework. The parts listed are DSO or RPO released.

Part numbers preceded with the symbol @ must be ordered via the special order system through parts depot. All clamps are carryover. An air cleaner evacuator protector (rubber hose and clamp) is supplied with each air cleaner assembly.

Chart No. 1 Part Number	Part Name	Usage	Requirements
@C7TS-9600-A	Air Cleaner Assembly	NH, NHC, 6-71, 1673	1
@C7TS-9600-G	Air Cleaner Assembly	8V71, NTC 335	1
@*C8HS-9C681-E	Hose	8V71, NTC 335	1
*Fabricate - See	Sleeve	8V71, NTC 335	1

@ DSO Part (Special Order)

* Parts are required to adopt new cleaner to the existing system. The oil bath cleaner for the 8V71 and NTC 335 engines incorporated a metal elbow. The new dry cleaner does not have the metal elbow and therefore the additional rubber elbow and sleeve are required to complete the installation as shown in Figures 3 & 4. The rubber elbow must be reworked by removing a small section of rubber as shown in Figure 7 to allow the hose to properly fit onto the cleaner outlet.

@ D.S.O. Part.

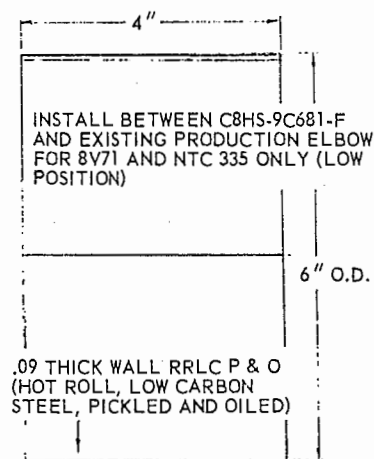


Figure 3

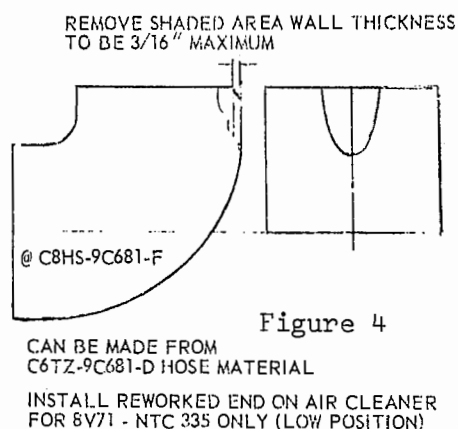


Figure 4

"W" SERIES - DOOR INNER PANEL SHEET METAL REPAIRS - 1967-68 "W" Series Trucks

If sheet metal cracks occur at the front and rear belt relief notches of the door inner panels, the following procedure should be used. The production correction which enlarges the radius in the relief notches by removing metal from the vertical and horizontal trim lines was incorporated during July 1968.

1. Remove the door inner upper panel as described in the 1968 Truck Shop Manual, Volume Three, Page 17-54.
2. Drill a 1/8" diameter hole at the termination point of the sheet metal crack.
3. Enlarge and radius the front and rear belt relief notches on the door as shown in Figure 5.
4. Apply arc weld to the drilled holes and the entire length of the cracks.
5. Metal finish and repaint the repaired area as required.

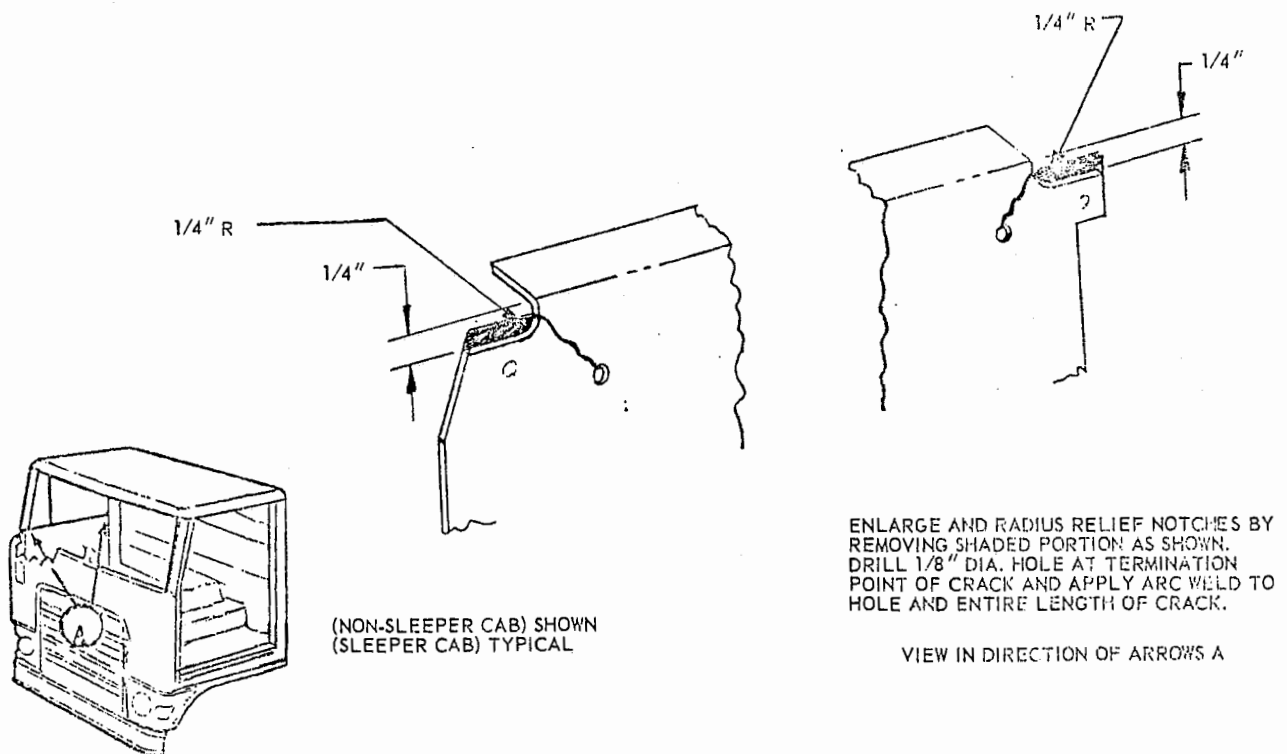


Figure 5

MANUAL TRANSMISSION CLUTCH ADJUSTMENT - 1968-69 F-100/250/350

The clutch pedal "free travel" at the release rod "bullet" has been revised to .200 inch. To correctly adjust "free travel" follow this procedure:

1. Make sure the retracting spring is attached to the clutch release lever.
2. Loosen jam nut and back off five (5) or more turns.
3. Turn release rod "bullet" lightly against the clutch release lever facing. Use caution not to force "bullet" against the clutch release lever causing it to move against the retracting spring.
4. Place .200" gauge between the release rod "bullet" face and jam nut.
5. Return jam nut against gauge.
6. Remove gauge.
7. Hold jam nut in this position and rotate release rod "bullet" against the jam nut and tighten. (Torque specification is 12/18 ft.lbs.)

NOTE: The clutch pedal height dimension remains at 7.38" - 7.75". Free travel at pedal pad is 1-1/8 to 1-3/8 inches.

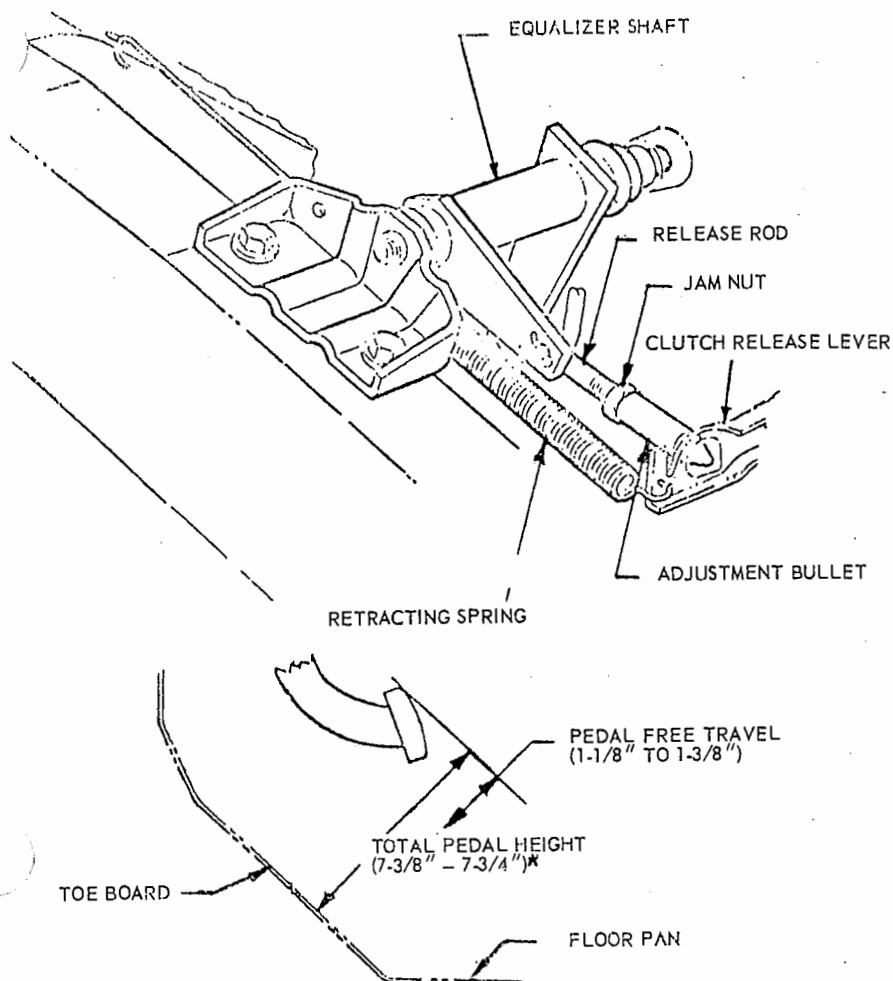


Figure 6

* Mat/Carpet and/or Insulation must be folded out of way. Measure to sheet metal, perpendicular to toe board.

CARGO DOOR OPENING AND CLOSING SEQUENCE - 1969 Econoline - All Models

To prevent Econoline cargo door damage from improper closing or opening practices when operating both side or both rear cargo doors, the front side and right rear cargo door (that with the outside handle) must always be opened first and closed last.

PICK-UP BOX TILT OR VEHICLE LEAN - 1968 F100/250 4 x 2

Cab to pick-up box tilt or objectionable vehicle lean can be corrected by adding shim (Part No. C5TZ-5355-A) under the front coil spring lower seat 5A307. Refer to Figure 12, Page 3-20, Group 3, 1968 Ford Truck Shop Manual. The shim is positioned over the radius arm bolt and lock nut with the narrow "tang" rearward. No more than two (2) shims should be installed per side.

DANA POWER-LOK AXLE CHATTER - 1967-68 F-100, 250 & 350, F-100 & 250 4 x 4; P-350, 3500, 400 and 4000 U-100 and 1969 E-300

Driving front and/or rear axle chatter on the subject vehicles equipped with Dana Power-Lok differentials can be corrected by adding friction modifier, EST-M2C118-A (C8AZ-19B546-A), D.A. Stuart Oil Company No. FM-333, to the axle lubricant. Under no condition should ESW-M-2C58-A (Claa-19B546-A) be used.

Listed are the axle applications and the amount of C8AZ-19B546-A required. (Supplied in 4 ounce container)

Dana Power-Lok Equipped	Quantity C8AZ-19B546-A
All Rear	4 oz. (entire amount of container)
All Front	2 oz. (1/2 amount of container)

NOTE: Under no circumstances should this additive C8AZ-19B546-A be added to the Ford Equi-Lok or Trac-Lok differentials currently used in the F-100 and Passenger Car.

HORN BUTTON EXCESSIVE EFFORT - 1968 F, N, B, C 500-1000 and "W" Series Trucks

To correct complaints of high efforts to actuate the horn button on subject vehicles, horn button spring CODF-13A807-B, a 5-7 lb. can be used to replace the present 19-22 lb. one.

STEERING COLUMN UPPER BEARING RETAINING SCREWS - 1967-68 F-B-500-750 Series Trucks

Loose screws in the upper bearing retainer will permit slight up and down motion of the steering wheel. In such cases replace the screw 382394-S100 and install clip C1TF-13377 AP over the screws.