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Shop Tips FROM FORD

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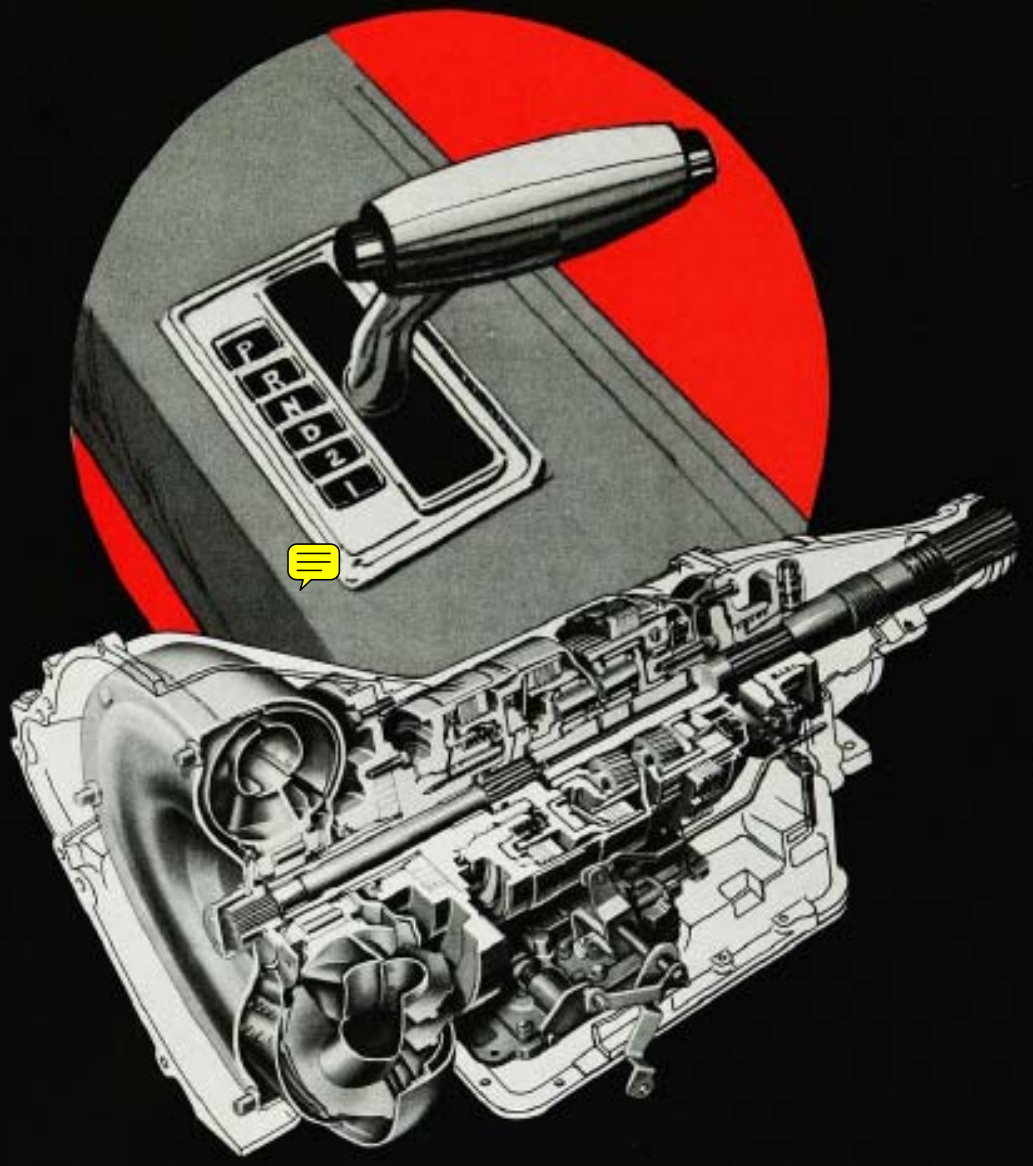
Technical parts and service information published by Ford Division to assist servicemen in Service Stations, Independent Garages and Fleets.

featuring...

THE 1966 FAIRLANE GTA SPORTS-SHIFT and C6 TRANSMISSION



Plus...

Valuable information on other 1966 features

See Index Page 2

From Your Ford Dealer

Be sure to file this and future bulletins for ready reference. If you have any suggestions for additional information that you would like to see included in this publication please write to: Ford Division of Ford Motor Company, Parts and Service Promotion and Training Dept., P.O. Box 658, Dearborn, Michigan, 48121.

FoMoCo GENUINE PARTS

ROTUNDA

The 1966 Fairlane GTA Sports-Shift And C6 Transmission

DESCRIPTION

In order to more effectively match transmissions and engines to the wide range of options available on 1966 models, an all new C6 Cruise-O-Matic transmission is used with 390 and 428 CID engines.

The C6 is essentially a larger version of the C4 Cruise-O-Matic used in 1965. The gear trains are the same design, and so are the clutch and band combinations with one exception. The C6 has a low-reverse clutch pack in place of the C4 low-reverse band. Figure 1.

In the hydraulic control system, the principal valves perform identical functions, though there are some minor differences in design. Also there are some new valves in the C6 to help assure a good shift quality.

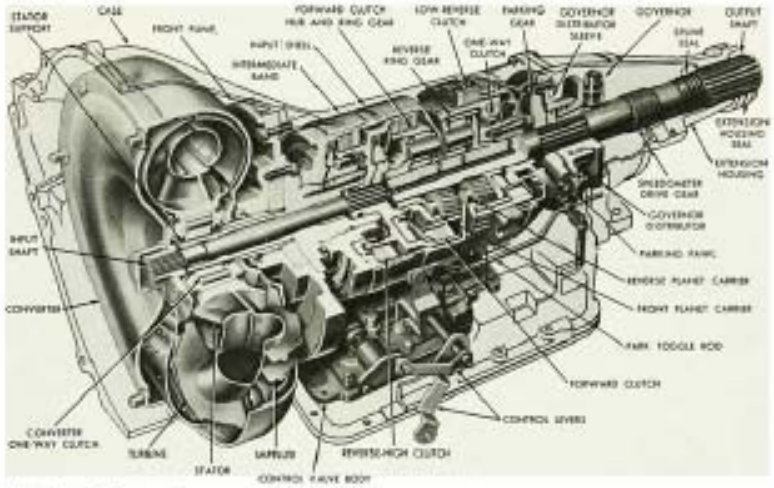


Figure 1–1966 C6 Transmission Schematic

"SPORTS-SHIFT" CRUISE-O-MATIC

The big news in automatic transmissions for 1966 is the "Sports-Shift" Cruise-O-Matic that is available on the high performance Fairlane GTA hardtop and convertible.

This unique concept in automatic transmissions permits the driver to manually shift through the three gears, or provide fully automatic operation as with the conventional Cruise-O-Matic. It enables the driver to shift independently of engine or car speed on both upshifts and downshifts, with the added benefit of torque convertor starts, and fully automatic operation if desired.

The shift pattern is as follows: P (park), R (reverse), N (neutral), D (drive), 2 (second gear), 1 (low gear). See Figure 2.

In the 1 position, the transmission is in low gear and will remain there until shifted to 2 or D positions. In the 2 position, the transmission is in second gear and will remain there until shifted to D or 1 positions. In D position, the transmission is fully automatic, starting in low gear and shifting into second, and then into high gear. With this shifting arrangement the driver can start in 1 (low), then shift to 2 (second) at any speed or peak RPM, and then into D (drive). Or he can elect to start in D (drive) and have fully automatic shifting.

The driver can also downshift from D to 2 or 1 for purposes of deceleration or acceleration with complete engine-transmission protection. Shifting from D to 2 will immediately downshift the transmission to second gear, providing an increased margin of safety as a braking or passing assist. Shifting from D to 1 will also downshift the transmission to second gear, and when road speed is decreased to a safe level, the transmission will downshift to low.

When shifting from Neutral to Reverse or Park it's necessary to depress the control button on the side of the selector lever just as with the conventional floor mounted Cruise-O-Matic. It is also necessary to depress the control button when downshifting from "D" to "2" or to "1" position.

STANDARD CRUISE-O-MATIC

The C6 also has a standard Cruise-O-Matic shift quadrant—Park, Reverse, Neutral, D2 (small dot) D1 (circle) and L (Manual Low) Figure 2.

In the normal driving range (D1), the car starts in low gear, and vacuum-controlled automatic shifting provides smooth gear changes to second and third as road speed increases. The transmission will downshift from high to low at about 10 mph, if the throttle is closed.

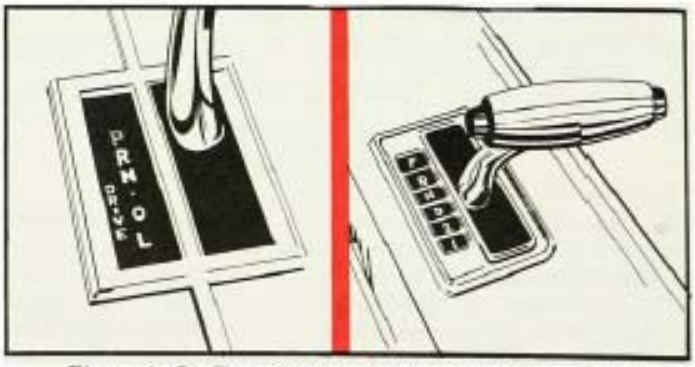
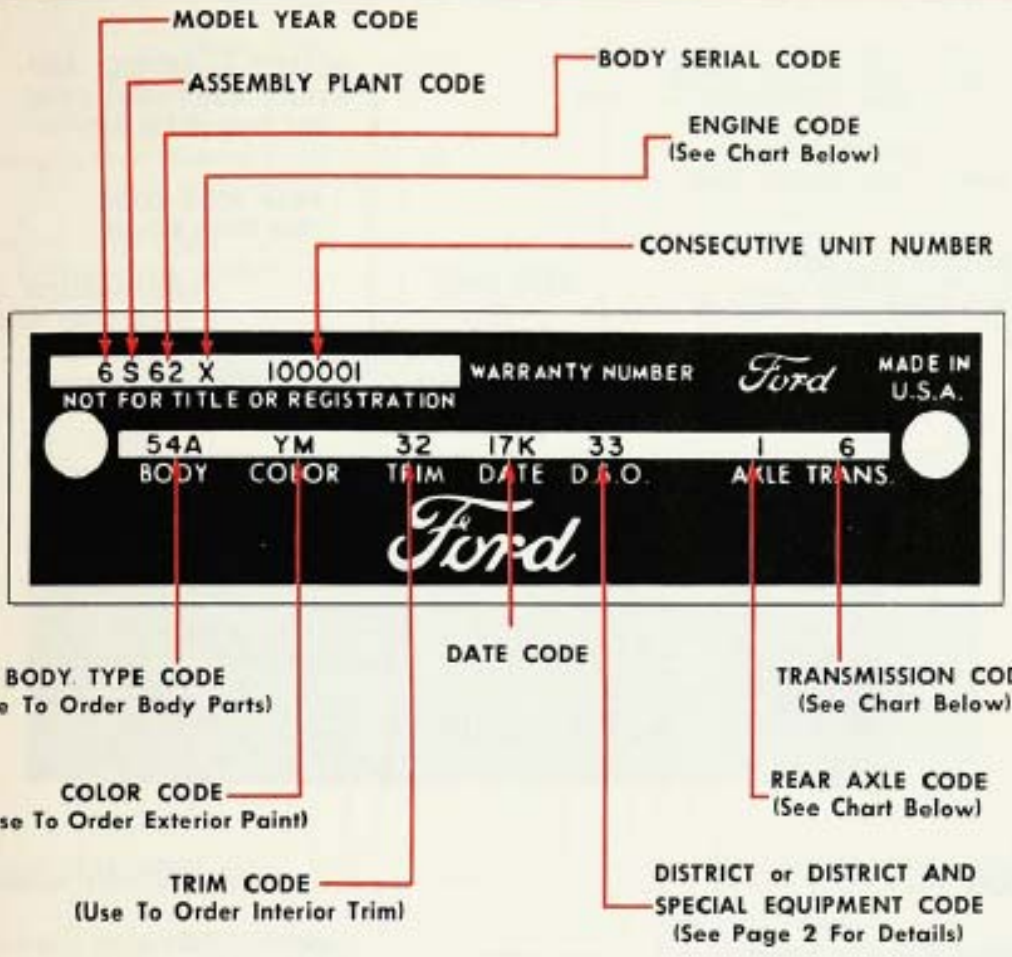


Figure 2–C6 Transmission Selectors: Automatic (L) Fairlane Sports-Shift (R)

1966 CAR IDENTIFICATION PLATE



ENGINE CODES

CODE	CYL.	CID.	CARB. VENTURI
A	8	289	4V (Premium)
B	6	240	1V (Police)
C	8	289	2V
E	6	240	1V (Taxi)
H	8	390	2V (Auto. Trans.)
K	8	289	4V (High Perf.)
P	8	428	4V (Police)
Q	8	428	4V
R	8	427	8V (High Perf.)
S	8	390	4V
T	6	200	1V
U	6	170	1V
V	6	240	1V
W	8	427	4V (High Perf.)
X	8	352	4V (Power Option)
Y	8	390	2V (3-Speed Man. Trans.)
Z	8	390	4V

TRANSMISSION CODES

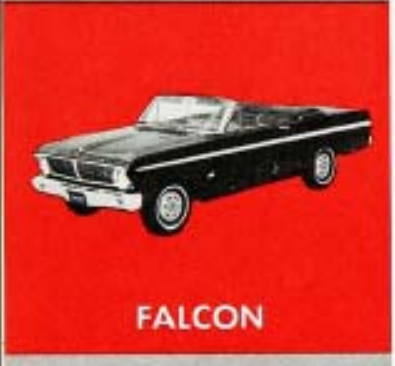
CODE	TRANSMISSION TYPE
1	3-Speed Manual
2	Overdrive
4	C6 Dual Range Auto. (XPL)
5	4-Speed Manual
6	C4 Dual Range Auto. (XP)
7	Cruise-O-Matic (FX)
8	Cruise-O-Matic (MX)

REAR AXLE CODES

REGULAR	RATIO	LOCKING
1	3.00:1	A
2	2.83:1	B
3	3.20:1	C
4	3.25:1	D
5	3.50:1	E
6	2.80:1	F
8	3.89:1	H
9	4.11:1	I

FORD

FAIRLANE



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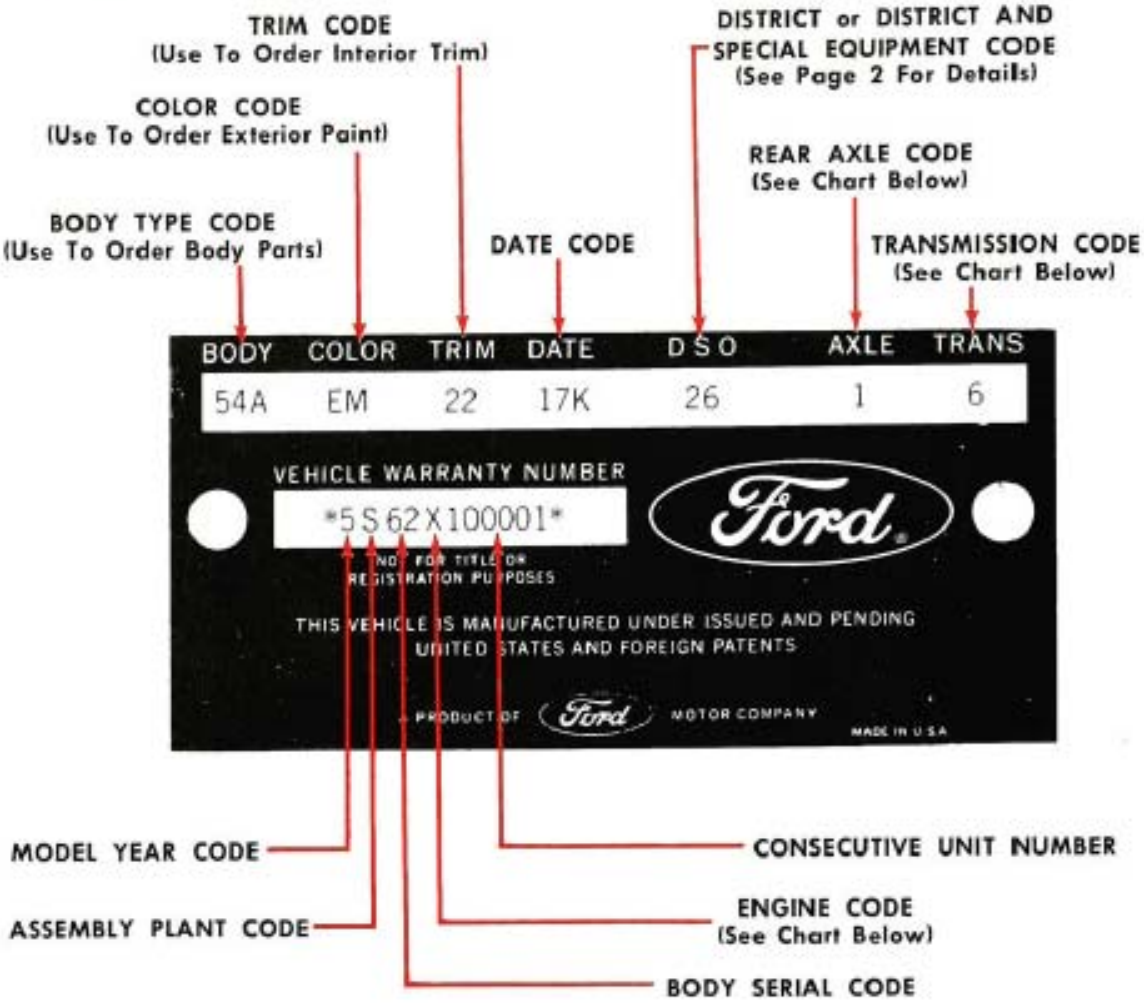
1965 CAR IDENTIFICATION PLATE



ENGINE CODES

CODE	CYL.	CID.	CARB. VENTURI
A	8	289	4V (Premium)
B	6	240	1V (Police)
C	8	289	2V
E	6	240	1V (Taxi)
K	8	289	4V (High Perf.)
P	8	390	4V (Police)
R	8	427	8V (High Perf.)
T	6	200	1V
U	6	170	1V
V	6	240	1V
X	8	352	4V (Power Opt.)
Z	8	390	4V

TRANSMISSION CODES

CODE	TRANSMISSION TYPE
1	3-Speed Manual
2	Overdrive
4	Cruise-O-Matic
5	4-Speed Manual
6	C4 Dual Range Automatic

REAR AXLE CODES

REGULAR	RATIO	LOCKING
1	3.00:1	A
2	2.83:1	B
3	3.20:1	C
4	3.25:1	D
5	3.50:1	E
6	2.80:1	F
7	3.80:1	G
8	3.89:1	H
9 (Falcon Only)	4.00:1	I
9	4.11:1	I

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