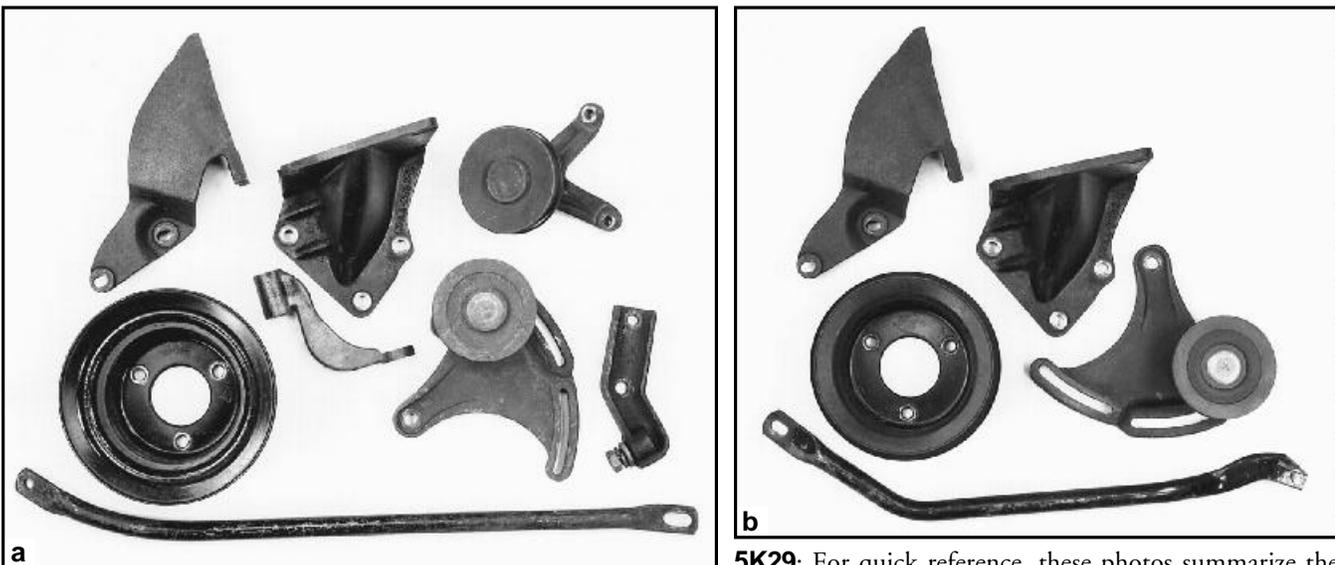


5K28: A multitude of different bolt hardware was used to attach the accessories to the engine and much of it was new for 1965. A sampling is shown here. One bolt type used extensively in

1965 was the self-locking, grade 8 bolt (a) shown on the left. It replaced the more conventional lock washer/bolt combination shown on the right. In different lengths, this bolt was used for mounting P/S pumps and A/C compressors. It was also used on the alternator adjustment bracket and to attach crankshaft pulleys to the harmonic dampers. Part of the reason for its popularity was that no washer was required and its torque capability was twice that of a non-graded bolt. The grade 8 bolt, which had six radial depressions, also found use around the water pump (b). Note that the grade 8 bolts matched the lengths of their conventional counterparts. The bolts shown on the left half of the photo were used without accessories. Those on the right half were about 1/4" longer to pass through the P/S bracket. Grade 8 bolts were also mixed with Rockford bolts (c). These were also used to attach accessory brackets to the water pump. Rockford bolts were generally grade 5, having three radial lines on the bolt head, and could handle 65 percent more torque than a similar sized, non-graded bolt. Another bolt worthy of mention was one that incorporated an integral washer and star lock washer (d), shown on the left. Replacing the conventional type bolt shown on the right, this bolt was used in 1965 to attach the lateral bracket to the A/C compressor. However, other bolts may have also been used. All original bolts used on Ford engine accessories carried some type of anti-corrosion coating.



5K29: For quick reference, these photos summarize the brackets used with 1965 A/C systems. Shown first are components used on the full-sized Ford with Selectaire (a). All other vehicles used the components shown in the second photo (b). Note the difference in crankshaft pulleys between the two systems.

A - Engine Core
F - Ventilation

B - Valve Train
G - Cooling

C - Induction
H - Ignition

D - Exhaust
J - Generator/Alternator

E - Lubrication
K - Accessories