

# Preface

---

Two-barreled, four-barreled, high performance, Shelby modified, tri-powered, dual quad carbureted, Weber fed, turbo charged, and electronic fuel injected—the Ford small block V8 engine experienced them all! This revolutionary engine, first introduced more than three decades ago, was an instant hit with customer and customizer alike. The economical yet powerful little power plant was built with room to grow. Displacement increases moved the peppy little 221 V8 through 260, 289 and on to the 302. Later it climbed to 351, then down-sized to 255. Resurrected as the “BOSS” of the 1980s and “Cobra” of the 1990s, this versatile and ever more powerful small block engine refused to die for more than three decades. Birthed in 1962 Fairlanes and Meteors, it quickly found its way into just about everything Ford had, including Comets, Falcons, full-sized Fords, Mustangs, Cougars, Broncos, trucks and a host of others including Cobras and Sunbeam Tigers. Literally millions of engines were produced over the years, accounting for their abundance and popularity today.

This book starts at the beginning of that revolution and traces the 221, 260, 289 and 302 V8 engine series through the years 1962 to 1969. Why these years? Because these were the engine’s initial glory years, when small blocks powered compact and intermediate cars, giving drivers the thrill of a V8 without emptying their pockets of all loose change. For many of these cars, this engine was the top-of-the-line power plant, reliable and fun to drive. Fairlanes, Meteors, Comets, Falcons, Mustangs—who could forget them?

In recent years, these early cars have developed a considerable following, and numerous clubs support this enthusiasm. Of all engines, it’s the small block V8 that gets the most attention. More and more of these cars are being restored for show, or are just being driven for the fun of it. Wherever enthusiasts gather, up go the hoods, and with just one look at the beaming face of the owner, you know without another glance that a small block V8 engine lurks inside.

Years cloud memories, and as time goes by it becomes increasingly difficult to remember just how these engines looked the day they left the factory. Several owners pass, repairs are made, pieces are replaced, and suddenly you are not sure just what is residing between those two front shock towers anymore. A reference indicating the way these engines looked in the 1960s is needed, and that, in a nutshell, is what this book is all about.

Beginning with the 1962 model year, this book will step through the first eight years describing and showing how these engines looked and matured. Most of this will be accomplished through photographs of actual original engine parts and assemblies. Additional information is also provided, such as, selected casting numbers, distributor numbers, carburetor numbers, and a great deal more.

So as not to detract from the central theme of this book, only 1962/69 American passenger car production engines will be covered. Not covered are variations in engines shipped to other countries, modifications for 1966/69 Broncos, and Carroll Shelby modified V8s. These are all important and interesting areas, but fall outside the scope of this book.

Variations, even within production engines, were almost inevitable. Keeping in mind that Ford and Mercury were in the business of selling cars, and considering that four million 289 V8s were produced between 1963 and 1969, even small chances for a variation make the odds very favorable for occurrences. Variations were particularly prevalent in pre-production cars—the very same ones often extensively photographed by road test magazines. In this book, known pre-production and production variations will be documented; however, many more may exist.

As a general note, most of the photos shown in this book were taken of mock-up engines. Though a few of the parts were painted, most were stripped of all paint to show better detail. Colors of all engine parts are covered in great depth in Volume II, Appendix A. Also, all mock-ups lack decals, and use Motorcraft spark plug wires and oil filter. However, the subject of original decals, plug wires, and oil filters will be covered in the appropriate sections for each year.

Although the utmost care has been taken, this author holds no exclusive license to knowledge, and encourages readers to respond where errors are perceived or additional information is known. These issues can then be addressed in any future editions.

In summary, the objective of this book is to enable restorers and hobbyists to understand and faithfully reproduce the original appearance of their engines. The intent is to provide a single source reference with accurate and documented information. The hope is that it will also be interesting, useful, and enjoyable to the reader.