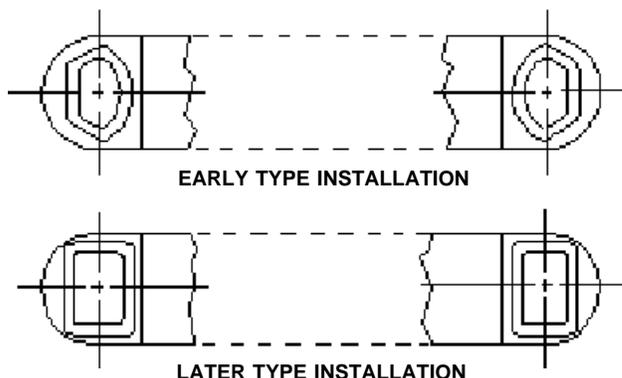


Correct installation of 289 High Performance connecting rod bolt

10/21/63 Ford TSB, Section 6004, Article #12
1/24/64 Mercury 1964 TSB #19

Ford and Mercury emphasized that the flat side of the rod bolt must face outward. Ford went on to say, "If the flat is installed to the inside of the rod, the bolt will not be properly seated and will cause the bolt to loosen and eventually fail." Mercury indicated there were two different types of rod bolts. The earlier type had the flat side. The later type was rectangular. (Author's note: See Volume I, Chapter 3, Section A, page 3-11, photo 3A10 for pictures of each type HiPo bolt.)



Engine tags

4/20/64 Ford TSB, Section 1900, Article #1

"An aluminum change level identification tag has been incorporated on all production engines, effective on January 2, 1964. The tag for 260 C.I.D. or 289 C.I.D. engine is located under the bulb of the coolant temperature indicator sending unit." (Author's note: See Volume I, Chapter 4, Section A, page 4-7, photo 4A5 and page 4-8, photo 4A6.)

Revised 289 piston to cylinder bore clearance

6/26/64 Mercury 1964 TSB #48
5/16/66 Mercury 1966 TSB #44

Mercury's 1964 TSB #48 stated, "The service specifications for piston to cylinder bore clearance have been revised to minimize the possibility of piston slap on a cold engine start-up. The piston to bore clearance, specified on page 8-75 of the 1964 Comet Shop Manual, should be changed from .0020"-.0038" to .0014"-.0022", deleting the .006" wear limit." The 1966 TSB #44 revised the specification to .0018"-.0026". "The piston to cylinder bore clearance has been increased .0004" to minimize the possibility of piston scuffing."

Crankshaft damper timing mark

10/16/64 Mercury 1965 TSB #9

"If complaints of poor performance or excessive spark knock cannot be corrected by following the procedures contained in the appropriate shop manual, check the accuracy of the T.D.C. mark on the crankshaft damper." For the 260/289, the mark was supposed to be 40 degrees clockwise from the center of the woodruff key slot. If the error was greater than five degrees, Mercury recommended replacing the damper.

New design pistons for the 289 2V

4/23/65 Mercury 1965 TSB #40
6/14/65 Ford TSB #17, Article 325

"A new design piston has been released that has valve clearance recesses cast in the dome (eyebrows). The new design pistons will not affect compression ratio. Some 289 C.I.D. engines will have mixed sets of pistons in them (some with the 'eyebrow' and others without). The new piston and pin assemblies can be used in past model engines and can be intermixed with the old pistons in the same engine." (Author's note: See Volume I, Chapter 5, Section A, page 5-11, photo 5A9 for comparison pictures of the two types of pistons.)