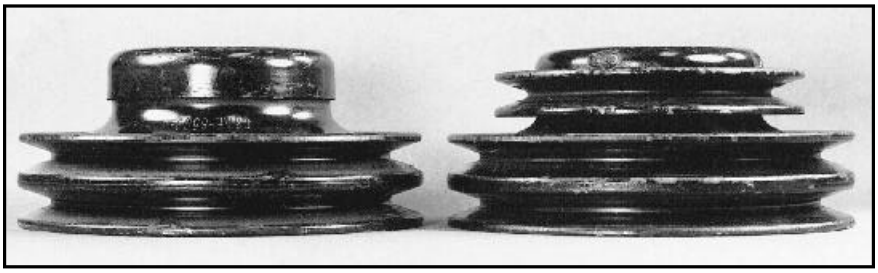
Water Pump Pulleys

1962/64

Part Number	No. of Grooves	Diameter	Year	Marking	Notes
C2OZ-8509-A	1	5.8	62/64	None	1
C2OZ-8509-B	2	5.4	62/64	C2OE-8509-D	2
C2OZ-8509-D	3	5.4 & 5.9	62	C2OE-8509-F	3
C2OZ-8509-F	3	5.4 & 5.9	62	C2OE-8509-H	4

1965/69

Part Number	No. of Grooves	Diameter	Year	Marking	Notes
C5AZ-8509-E	1	6.1	65/67	C5AE-8509-B	5
C5AZ-8509-J	1	6.1	65/66	C5OE-8509-A	6
C8OZ-8509-A	1	6.4	68/69	C8AE-8A528-F	
C5AZ-8509-D	2	5.8	65	C5AE-8509-A	7
C6AZ-8509-A	2	5.8	66/69	C6AE-8509-A	8, 9
C6AZ-8509-F	2	5.3	66/67	C6OE-8509-B	8, 10
C6TZ-8509-C	2	6.1	68/69	C6TE-8509-C	8, 11
C8OZ-8509-B	2	6.4	68/69	C7OE-8509-D	8, 12
C6AZ-8509-E	3	5.8 & 4.4	66/67	C6OE-8509-A	13, 14, 15
C7AZ-8509-B	3	6.1 & 4.4	67	C7OE-8509-A	13, 15, 16
C7AZ-8509-E	3	6.4	67/68	C7OE-8509-B	15, 17



In 1966, Ford devised an innovative method for combining 2 and 3 groove pulley designs. By using a common 2-groove sub-pulley, Ford was able to create either pulley by simply tack-welding on an additional component—either another pulley (*top right*) or a spacer cap (*top left*). Only the California T/E engines (without air conditioning) used the 3-groove design, with the extra groove driving the T/E air pump. The spacer cap used on the common 2-groove pulley design was simply intended to maintain the correct groove positions relative to the engine. Since the sub-pulley carried a stamped engineering number indented directly into the steel, the T/E pulley was stamped with another number in yellow ink (*bottom*).