

# ThunderEnlightening<sup>T.M.</sup>

Classic Auto Supply Co., Inc.



A NEWSLETTER FOR THE CLASSIC THUNDERBIRD OWNER AND RESTORER

ISSUE NUMBER EIGHT • NOVEMBER 1995



## 1995 CATALOG COVER A HIT!

The photo of the T-Birds and their owners on the cover of our '95 catalog has been very popular. In fact we have had so many requests for a print of the cover photo that we have had a small run produced and have them available for sale.

For those who may be interested the print is exactly like our cover, 11x17 in size, but without the label and other catalog graphics.

Our part number for this limited print is **PHOTO95** and the price is \$10.00 each plus normal shipping.

CTCI



At least once a year we like to encourage all T-Bird owners to become members of the Classic Thunderbird Club International aka CTCI. The club publishes a bimonthly publication "The Early Bird" which alone is worth the \$25.00 annual cost of membership.

CTCI is the parent organization of local Thunderbird clubs with almost 10,000 members and over 100 local chapters. It is the *only* international organization that is 100% dedicated to representing the owners of 1955 - 1957 Classic T-Birds.

Membership applications are available from us. Just ask.

## TECHNICAL ASSISTANCE

Many of our customers have told us how much they appreciate our offer to provide free technical assistance.

For those who don't know we allow our restoration division manager Keith Carnes and his staff of restoration technicians to take time from their regular duties to share their knowledge by answering customers questions.

Although the technical assistance service is free, the phone call is not. This service is not available on our toll free order line. It is important that we keep our 800 line open for the placing of orders only.

Actually our restoration division is in a completely different building from the parts department and our order line doesn't even go to that building.

In fact, if you have questions about what part you may need or how to install it you will likely find it more expedient to call the restoration guys before you call the order line.

We appreciate your understanding when we have to tell you that you will need to call our shop for technical assistance at (614) 622-9700.

## "LEGAL" COLOR COMBINATIONS

We are often asked "What color top was available for my body color?" or "What interior colors were available for my body and top color combination?"

Thanks to Gerald Miller, former CTCI Director, and Toby Gorny, owner of Ford Parts Store in Bryan Ohio, we have been able to get copies of the dealer showroom books which show the standard color and upholstery options for each of the three years.

The chart on the next page is the information from these three books. We wouldn't bet the farm, however, that there were not other "Legal" combinations that were not shown in the showroom books.

We do hope that readers who can document other combinations will bring them to our attention.

<u>YEAR</u>	<u>BODY COLOR</u>	<u>HARDTOP COLORS</u>	<u>SOFTTOP COLORS</u>	<u>UPHOLSTERY OPTIONS**</u>
1955	Raven Black	Black	Black*	B&W, R&W
	Snowshoe White	White	Black*	B&W, R&W, T&W
	Torch Red	Red	Black*	R&W
	Goldenrod Yellow	Yellow	Black*	B&Y
	T-Bird Blue(Turquoise)	Turquoise	Black*	T&W



1956	Raven Black	Black, White	Black, White	B&W, R&W
	Raven Black	Red	Black, White	R&W
	Colonial White	White	Black, White	B&W, R&W, P&W, Br&W, G&W
	Colonial White	Black	Black, White	B&W
	Colonial White	Red	Black, White	R&W
	Colonial White	Peacock	Black, White	P&W
	Colonial White	Green	Black, White	G&W
	Colonial White	Tan	Black, White	Br&W
	Fiesta Red	Red, White	Black, White	R&W
	Navajo Gray	Gray, White	Black, White	B&W, R&W
	Navajo Gray	Black	Black, White	B&W
	Buckskin Tan	Tan, White	Black, White	Br&W
	Peacock Blue	Peacock, White	Black, White	P&W
	Thunderbird Green	Green, White	Black, White	G&W
	Sunset Coral	Coral, Black, White	Black, White	B&W
	Goldenglow Yellow	Yellow, Black, White	Black, White	B&W

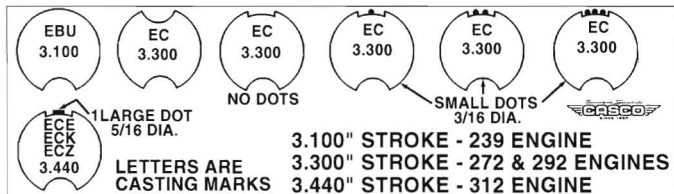


1957	Raven Black	Black, White	Black, White, Tan	B&W, R, Bl, G, W
	Raven Black	Red	Black, White, Tan	B&W, R, W
	Raven Black	Gold, Rose, Coral	Black, White, Tan	B&W, W
	Raven Black	Green	Black, White, Tan	B&W, G, W
	Raven Black	Blue	Black, White, Tan	B&W, Bl, W
	Colonial White	White	Black, White, Tan, Blue	B&W, R, Bl, G, Bz, W
	Colonial White	Black, Gray, Coral,	Black, White, Tan	B&W, W
	Colonial White	Gold, Rose	Black, White, Tan	B&W, W
	Colonial White	Blue	Black, White, Blue	B&W, Bl, W
	Colonial White	Bronze	White, Tan	Bz, W
	Colonial White	Red	Black, White, Tan	R, W
	Colonial White	Green	Black, White, Tan	B&W, G, W
	Flame Red	Red, Black, White	Black, White, Tan	B&W, R, W
	Inca Gold	Gold, White, Black, Gray	Black, White, Tan	B&W, W
	Starmist Blue	Blue, White, Black	Black, White, Blue	B&W, Bl, W
	Willow Green	Green, White, Black	Black, White, Tan	B&W, G, W
	Gunmetal Gray	Gray, White, Black	Black, White, Tan	B&W, R, W
	Gunmetal Gray	Gold	Black, White, Tan	B&W, W
	Coral Sand	Coral, White, Black, Gray	Black, White, Tan	B&W, W
	Thunderbird Bronze	Bronze, White	White, Tan	Bz, W
Dusk Rose	Rose, Black, White	Black, White, Tan	B&W, W	

\* 1955 - One place in book states also available in white vinyl. We believe this is an error.

\*\* Upholstery Key: B-Black, Bl-Blue, Br-Brown, Bz-Bronze, G-Green, P-Peacock, R-Red, T-Turquoise, W-White, Y-Yellow

**Table showing available "Legal" Body, Top & Upholstery options from the dealer showroom books.**



## CRANKSHAFT IDENTIFICATION

Ever wonder how to tell one Y-block crankshaft from another? An article in the *Ford Y-Block Magazine's* Jan - Feb 1995 issue reports that one can differentiate between the various cranks by looking at the rear flange. This chart shows the various options.

Unless your car has an air cooled automatic transmission there's no need to pull the engine either. You can see the rear flange while the engine is still in the car by removing the bellhousing dust cover or inspection cover plate. The air cooled transmission birds with the heavier torque converter mounting plate do not allow you to see the markings.

Most Y-block crankshafts were cast iron but the Y-Block Magazine article reports that there were some heavy duty 292 truck cranks that were forged steel. These highly desirable cranks had a perfectly round flange with no crescents or dots.

The book *Ford Y-Block* by James Eickman (CASCO part # YBLOCK) reports that there were some rare Canadian forged 312 cranks. Anybody know how these cranks were marked?

## A COUPLE OF GOOD PUBLICATIONS

A couple of very good publications that we have found to be both useful and entertaining are *The Ford Y-Block Magazine* and *Skinned Knuckles*.

*Y-Block Magazine's* # 1 issue was dated March-April 1994 and is published bimonthly by Y-Block Auto Parts Company and is edited by Bruce Young. What the publication lacks in slick presentation it more than makes up for in content.

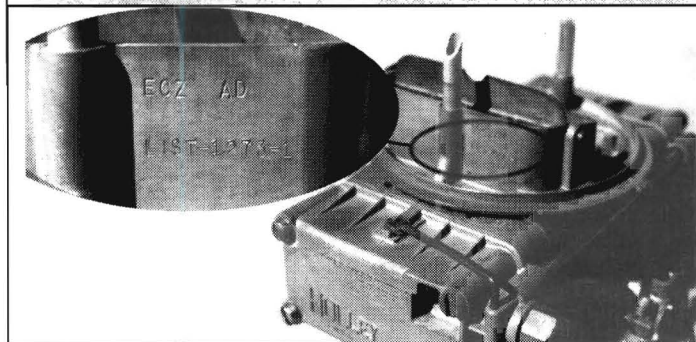
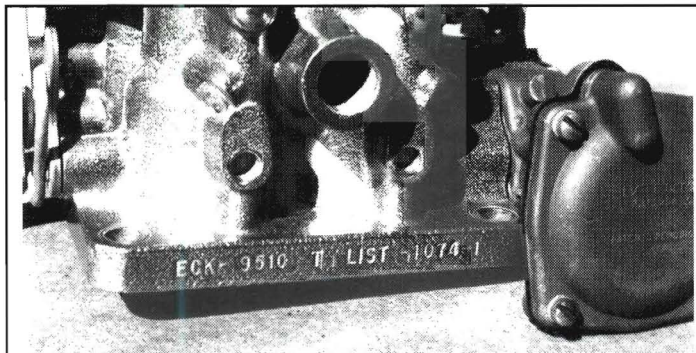
As you would suspect each issue is devoted entirely to the Y-Block engines and the vehicles in which they were used. History, rumors, myths, hop up information, and specifications are all explored. It seems that any Y-Block related information is fair game. We also enjoy the excellent letters written by it's readers.

Back issues are available. For further information contact Bruce M. Young Box 1005 Ottawa, IL 61350.

*Skinned Knuckles* refers to itself as "A journal of car restoration." Readers will find the articles to be very technical in nature but don't let this put you off - they are also very readable. It is, they claim, written by restorers for restorers. One example, in 1993 there was an article on silicone brake fluid that covered more than twelve pages over two issues.

Any subject that would be of interest to an automotive restorer is fair game for the SK pages. Great shop tips too.

SK is published monthly and has been around for almost 20 years. Most of the recent back issues are available. For additional information contact *Skinned Knuckles* at 175 May Ave. Monrovia, CA 91016.



Photos showing the location of the LIST numbers. Upper photo shows location on 55 & 56 carbs - lower photo shows location on 57 carbs.

## FINDING THOSE LIST NUMBERS

Having trouble locating the list number on your carburetor? The photos above should help.

As you can see from the photos the list number on the 55/56 carbs is on the base in the rear and the 57 is on the forward surface of the topmost casting.

There are two sets of characters in each case. One set is the Ford engineering designation and everything after the word LIST is the list number. In the above photos, for example, the list numbers are 1074-1 and 1273-1.

## SHOP TIP

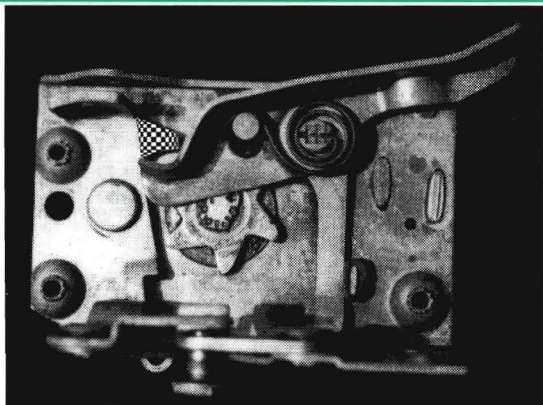
The tachometer repair guys advise that to remove your tach needle you should grasp the needle with your fingers firmly at the center of the needle at the same time lifting and twisting counterclockwise.

To install you start with the needle straight up and press and turn counterclockwise until the needle aligns with the zeroing line on the face.

## QUESTIONS? SHOP TIPS?

Do you have a question you'd like to see answered in "TE"? Drop us a line and ask. If we can answer the question and if it's of sufficient general interest we'll include it in some future issue.

Have a good T-Bird oriented shop or restoration tip that you'd be willing to share? We'd love to pass it along. Each one used will get you a \$30.00 gift certificate from us as well as the appreciation of T-Bird restorers worldwide.



## DOOR LATCH MODIFICATION

The Classic T-Birds as supplied from the factory can only be locked from the outside with a key. This is great for keeping us from locking ourselves out but if you would like to update your Bird so that you can simply push the lock button down and shut the door here's how to do it.

First you must remove the lock mechanism. Not an easy job but if you have it out for repair or some other reason that's the time to do this modification.

Once you have the lock assembly out you simply remove the portion of the locking pawl that is shown checkered in the photo above using a Dremel cutter or similar tool.

Another benefit of this modification is that with the lock button down you can't open the door from the inside until the lock button is raised. This makes your T-Bird safer for children who may accidentally lift the handle while the car is in motion.

# ThunderEnlightening™

Classic Auto Supply Co., Inc. *Thunderbird Specialists*



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795 High Street, P.O. Box 850 Coshocton, Ohio 43812

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This publication is prepared and published by Classic Auto Supply Co. Inc. for the owners of 1955, 1956, & 1957 Ford Thunderbird automobiles. It is provided without cost to its current active customers.

Readers are encouraged to submit shop tips and articles for publication. Each submission printed will earn for its author the gratitude of Classic T-Bird owners around the world and a \$30.00 gift certificate from Classic Auto Supply Co. We reserve the right to edit any submission.

Permission to reprint articles from *ThunderEnlightening* in any noncommercial Classic Thunderbird publication (such as club newsletters) is granted providing that *ThunderEnlightening* and Classic Auto Supply Co. (CASCO) are given credit.

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## UNADVERTIZED SPECIAL

### A Winter Project Special

Brake lines usually rust from the inside out. If your T-Bird has its original brake lines, a smart winter project would be to replace them with new.

We will help by making our Brake Line Kits an even better bargain. These special prices good through 1/31/96.

#### Complete Set of Steel Brake lines

This kit contains all seven of the custom formed steel brake lines needed for your T-Bird. Lines are pre-bent like original with steel and/or spring and/or braided protectors with double flares on all ends.

#### SAVINGS TO \$41.65

<b>BLK5P</b>	Steel Brake Lines-55-With Power Brakes	\$100.00
<b>BLK5S</b>	Steel Brake Lines-55-With Std. Brakes	\$100.00
<b>BLK6P</b>	Steel Brake Lines-56-With Power Brakes	\$100.00
<b>BLK6S</b>	Steel Brake Lines-56-With Std. Brakes	\$100.00
<b>BLK7P</b>	Steel Brake Lines-57-With Power Brakes	\$100.00
<b>BLK7S</b>	Steel Brake Lines-57-With Std. Brakes	\$100.00

Same kit as above but made with 304 stainless steel tubing.

#### SAVINGS TO \$62.51

<b>BLK5PS</b>	Stnls. Brake Lines-55-With Power Brakes	\$150.00
<b>BLK5SS</b>	Stnls. Brake Lines-55-With Std. Brakes	\$150.00
<b>BLK6PS</b>	Stnls. Brake Lines-56-With Power Brakes	\$150.00
<b>BLK6SS</b>	Stnls. Brake Lines-56-With Std. Brakes	\$150.00
<b>BLK7PS</b>	Stnls. Brake Lines-57-With Power Brakes	\$150.00
<b>BLK7SS</b>	Stnls. Brake Lines-57-With Std. Brakes	\$150.00

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