

FORD 390 ENGINES
1966

390-CUBIC-INCH 4v ThUNDERBIRD SPECIAL V-8

GENERAL SPECIFICATIONS

8-cylinder, 90-V, overhead valve
Bore and Stroke (inches) 4.05 x 3.78
Displacement (cubic inches). 390
Compression Ratio 10.5 to 1
Brake Horsepower 315 at 4600rpm
335 at 4800 rpm *

Maximum Torque (lbs. -ft. 427 at 2800 rpm
427 at 3200 rpm *
Valve Lifters = Hydraulic

Carburetor = Automatic choke, 4-venturi
Fuel = Premium
Exhaust = Dual

* Engines used with Fairlane only.

390-CUBIC-INCH 4v THUNDERBIRD SPECIAL V-8

The 315 hp version is standard equipment on:

Thunderbird,

And available as optional equipment on:

·All Fords except the 7 Litre Model.

The 335 hp version is standard equipment on:

·Fairlane GT and GT/A,

And available as optional equipment on:

·All other Fairlanes.

Completely re-engineered for 1966, the Thunderbird "390" 4v V-B is now offered in the Fairlane line. Un-excelled for performance and economy, this engine has been refined through the redesign of the 4,- carburetor, completely new cylinder heads, a modified intake manifold that features an exhaust heated chamber for smooth warm-up and operation, and a modified cam and recalibrated valve springs. An in - line fuel filter now provides fuji-flow protection for the engine. A redesigned crankcase features a four-quart capacity and baffles, to give cooler oil for longer en -gine life. When used with the Fairlane, the 390-cubic-inch 4v Thunderbird Special V-B is equipped with a modified cam, redesigned valve springs, special carburetor, and a special distributor, boosting the horsepower to 335-a new high in Fairlane performance. A chrome dress-up kit featuring chrome-plated air cleaner, valve covers, oil filler, dipstick, and radiator cap is furnished with each Fairlane GT and GTA installation.

FEATURES OF THE 390-CUBIC-INCH 4v THUNDERBIRD SPECIAL V-8
NEW OIL SUMP 4-quart design gives better circulation and cooling

NEW CYLINDER HEADS Better economy on premium fuel.

NEW INTAKE MANIFOLD - Smoother porting for higher volumetric efficiency.

RECALIBRATED VALVE SPRINGS - Greater resistance to fatigue and wear.

FULL-FLOW FUEL FILTER - New in-line design gives greater protection.

6000-MILE OR 6-MONTH OIL FILTER-Maximum filtration and long maintenance interval.

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1967

390-CUBIC-INCH 4V THUNDERBIRD SPECIAL V-8

GENERAL SPECIFICATIONS

8-cylinder, 90 degree V, overhead valve
Displacement (cubic inches) 390
Bore and Stroke (inches) 4.05 x 3.78
Compression Ratio 10.5 to 1
Brake Horsepower 315 at 4600 rpm
320 at 4800 rpm *

Maximum Torque (lbs.-ft.). 427 at 2800 rpm
Valve Lifters Hydraulic
Carburetor Automatic choke, 4-venturi

Fuel Premium
Exhaust Dual

* Engines used with Mustang and Fairlone GT.

390-CUBIC-INCH 4v THUNDERBIRD SPECIAL V-8
The 315 horsepower version is standard equipment on:

Thunderbird

It is optional equipment on:

Fords

The 320 horsepower version is optional equipment on:

Fairlanes

Mustangs

For 1967 on the 315 horsepower version, a revised distributor calibration and the addition of the new Autolite Air-Valve carburetor gives increased volumetric efficiency and smoother, more economical operation throughout the entire speed range. The 320 horsepower version gets its extra power from a new high speed camshaft, modified valve springs, a larger carburetor, a special distributor and a low restriction, racing-type air filter. For 1967, carburetor refinements will provide greater economy and improved cold engine operation.

QUICK FACTS

CHROME DRESS-UP KIT

Standard on 320 horsepower version. Chrome-plated air cleaner, valve covers, oil filler, dipstick and radiator cap.

FULL-FLOW FUEL FILTER -

In-line design to provide maximum filtration.

HIGH-PERFORMANCE VALVE SPRINGS AND DAMPER ASSEMBLY .

Greater resistance to fatigue and wear.

6000-MILE OR 6-MONTH OIL FILTER .

Reduced maintenance and improved filtering.

10.5 TO 1 COMPRESSION RATIO .

Maximum power from premium fuels.

NEW CAMSHAFT LOBE PROFILE .

More usable torque with a smooth idle.

DUAL ADVANCE DISTRIBUTOR.

Correct spark advance for all driving conditions.

LIGHTWEIGHT CAST IRON CONSTRUCTION ...

Uses advanced, thin-wall casting techniques.

ALTERNATE VALVE SPACING ...

Higher volumetric efficiency. Elimination of 'hot spots' in cylinder block and head.

FREE-FLOW EXHAUST SYSTEM . .

Large exhaust passages. Individual exhaust headers to minimize exhaust pressure. Twin pipes and mufflers.

SHORT STROKE DESIGN . .

Less friction. Longer engine life.

LOW-CAPACITY OIL SUMP

Four quart design gives better circulation and cooling.

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