

# REPRINTED FORD BULLETIN

July 25, 1975

TO: All Ford and Lincoln / Mercury Customers

SUBJECT: Special Obsolescence Data for D16Y 16000 A

The subject item has been obsoleted and its replacement should be ordered by part number as outlined below, in accordance with your specialized requirements:

Obsoleted Part Number	Replacing Part Numbers	Details of Replacement
D16Y 16000A	* D16Y 8190 A D16Y 16005 A—R.H. D16Y 16006 A—L.H. D16Y 16B048 B D16Y 6302228 C	1971 / 72 N before Serial #2729 (exc. 2633, 2720, 2722, 2726) (also used on 2750, 2751, 2752, 2783)
or	D26Y 16005 A—R.H. D26Y 16006 A—L.H. D16Y 16B048 B D16Y 6302228 C D16Y 8190 A	1972 / N from Serial #2729 (also used on 2633, 2720, 2722, 2726) (exc. 2750, 2751, 2752, 2783)

\*Order by Model.

Chicago Parts Distribution Center  
Supply and Distribution  
Ford Parts Division

## PANTERA PRODUCT PROBLEMS

BODY	STATUS
<b>1. Front Hood Latch Pin</b> —The current hood latch pin is welded to a bracket on the hood and may bend under a hard slam condition. A redesigned replaceable hood latch pin effective in production April 6, 1973. The new latch pin is not interchangeable with the earlier design. A service fix for models built prior to April 6, 1973 has been developed. Hood lock mounting bracket reinforced in February, 1972 effective with Chassis No. 02366 to prevent bending and misalignment of the latch and hood pin.	TSB 9 CLOSED
<b>2. Emergency Entry into Front Compartment</b> —Redesigned grille effective in production September 1, 1972 permits access to hood hinges in the event of a release cable failure. Emergency release cable in production April 6, 1973.	TSB 5 CLOSED TSB 9 CLOSED
<b>3. Rear Deck Lid Striker</b> —To eliminate excessive side-to-side movement of the rear deck lid assembly a redesigned deck lid catch was introduced in production February 15, 1973.	TSB 7 CLOSED
<b>4. Deck Lid Cylinder Body Mounting Bracket Breaks</b> —Ghia Engineering indicates the deck lid cylinder support bracket gauge has been increased .035 inches effective with Chassis No. 05268.	CLOSED

# PARTS INFORMATION LETTER NUMBER 992

July 25, 1975

PART NUMBER	SERIAL NUMBER	TYPE OF CHANGE	REPLACING PART NO.	SERIAL NUMBER
6 DAT	619259	Not replaced		
6 DATW	619260	Not replaced		
D5DZ 1007 A	006309	Replaced by	D5DZ 1007 C	006314
D2SZ 1102 A	009070	Replaced by	D2SZ 1102 B	009071
D3TZ 1118 B	010778	Not replaced		
D5DZ 1130 K	013567	Mix and sell as	D5DZ 1130 B	013592
SW 1317	448786	Replaced by	SW 944	448820
D3TZ 2128 B	044322	Replaced by	D30Z 2128 A	044314
C70Z 2149 A	045783	Replaced by	D5AZ 2149 A	045804
D3TZ 2221 A	050033	Replaced by	D3TZ 2221 B	050034
D3UZ 2221 A	050036	Replaced by	D3TZ 2221 C	050035
DOHZ 2225 C	050720	Replaced by	D4HZ 2225 K	050731
AE60 3067 A	071457	Not replaced		
D4RY 3504 A	086243	Reinstated		
M4J 4009 S	100861	Not replaced		
M4J 4015 S	102301	Replaced by	M4J 4015 P	102300
M4J 4046 S	104367	Replaced by	M4J 4046 P	104366
M4J 4057 S	104805	Replaced by	M4J 4057 P	104804
D5TZ 5230 BZ	154883	Replaced by	D5TZ 5230 BY	154882
D5VY 5230 G	154804	Mix and sell as	D5VY 5230 C	154802
CSAZ 5560 J	182021	Not replaced		
D1AZ 6008 B	192551	Replaced by	See details below No. Mult.	
D4DZ 6038 D	198759	Replaced by	D5OZ 6038 E	198312
DOOZ 6079 B	203178	Replaced by	D4OZ 6079 A	203037
D1TZ 6108 BG	207454	Replaced by	See details below No. Mult.	
C7TZ 6505 B	232225	Reinstated		
C7TZ 6505 E	232231	Mix and sell as	D4TZ 6505 D	232470
D1TZ 7210 C	282627	Replaced by	D3TZ 7210 B	282696
C6TZ 7212 B	283725	Replaced by	See details below No. Mult.	
D5HZ 7563 W	302634	Mix and sell as	D5HZ 7563 V	302633
D0AZ 8501 D	336185	Replaced by	D4TZ 8501 J	336374
D6DZ 9030 B	354391	Replaced by	D6DZ 9030 A	354390
D6TZ 11572 A	448786	Replaced by	D0TZ 11572 A	448820
D3DZ 13341 A	486726	Replaced by	D4DZ 13341 A	486754
DORY 13833 A	506368	Replaced by	D5RY 13833 A	INACT
D5RY 17682 C	575298	Not replaced		
D6FZ 17906 A	590353	Replaced by	D5FZ 17906 A	590295
D6FZ 17906 B	590354	Replaced by	D5FZ 17906 B	590296
D4OZ3A635B	668981	Replaced by	Service details	
B4TZ 3A733 A	671612	Not replaced		
D2HZ 4A216A	680941	Replaced by	9264 RA1	INACT
D2HZ 4A216 B	680942	Replaced by	9264 RA1A	INACT
D2HZ 4A216 C	680943	Replaced by	9264 RA50A	INACT
D2HZ 4A216 D	680944	Replaced by	9264 RA18	INACT
D2HZ 4A216 E	680945	Replaced by	9264 RA9RC	INACT
D2HZ 4A216 G	680947	Replaced by	9264 RA9FE	INACT
D2HZ 4A216 J	680949	Replaced by	9264 RA93	INACT
D4HZ 4A216 A	680953	Replaced by	9264 RA9F	INACT

## PANTERA PRODUCT PROBLEMS

### BODY

### STATUS

- Spare Wheel Loose in Trunk**—Effective in production May 21, 1972 the trunk liner spare tire well was increased in size and a positive tie-down provided. TSB 7  
CLOSED
- Engine Front Access Cover**—Engine front access cover cannot be removed easily as the heads of the retaining bolts are drawn into the metal cover due to the gauge of the sheet metal and thickness of the rubber gasket.  
Effective in production October 20, 1972, "D"-shaped washers installed under the bolt heads.  
Effective in production March 1, 1973, cover with 0.080-inch reinforcing plate installed at the front of each securing bolt hole. TSB 6  
CLOSED
- Tire to Fender Clearance—Front**—Under some conditions, such as sharp turns while ascending driveway grades, the front tires may rub against the front fender wheel opening flanges. Effective in production September 5, 1973, front fender flange angle reduced from 90° to 45° for a distance of four inches either side of the wheel center line. TSB 9  
CLOSED

BODY	STATUS
<p>8. <b>Poor Paint Quality</b>—Humidity blisters resulted from mineral content of water used to rinse bodies during painting operation.</p> <ul style="list-style-type: none"> <li>• Phosphate dip to remove grease, acids and prevent rust—February, 1972.</li> <li>• Deionizing system installed to remove impurities from water—October, 1972.</li> <li>• Fixtures revised to assure that wash drippings were eliminated from body panels prior to prime and paint—March, 1973.</li> </ul>	CLOSED
<p>9. <b>Premature Body Rusting</b></p> <ul style="list-style-type: none"> <li>• Prior to prime, new rust inhibitor is applied to all joints and areas susceptible to rust—March, 1973.</li> <li>• After prime, vinyl sealers are used in every flange area from the belt area down—March, 1973.</li> </ul>	CLOSED
<p>10. <b>Front Bumper Alignment</b>—The left side outboard bumper bolt is pulling away from the bumper apparently due to overtightening of the nut in an effort to make the bumper fit flush to the body. A bumper mold change has been made which results in better bumper conformation to the body.</p>	CLOSED
<p>11. <b>Seat Back Vinyl Splitting at Seat Back Frame</b>—A chaffing strip covering the seat back frame raw metal edge effective in production July 13, 1973.</p>	TSB 9 CLOSED
<p>12. <b>"Chalking"—Door Trim Panels and/or Seat Cover Material</b>—If premature "chalking" of the door trim panels and/or seat cover material should occur, this condition can be corrected by applying a light coat of Vaseline, using a soft cloth.</p>	TSB 6 CLOSED

CHASSIS	STATUS
<p>1. <b>Uneven Tire Wear</b>—Rapid wear of the inside treads on the front tires is in most instances due to suspension alignment. Assembly plant procedures have been reviewed to ensure that the suspension settings are to specification.</p> <p>Dealers must check suspension alignment at predelivery and again at 4,000 miles.</p>	TSB 2 & 5 CLOSED
<p>2. <b>Tire Replacement</b>—Lack of care in removing or replacing tires on wheels can nick or gouge the rim resulting in subsequent cracking. Proper procedure recommended in TSB article.</p>	TSB 5 CLOSED
<p>3. <b>Magnesium Wheels</b>—Galvanic action between balance weight and magnesium wheel causes unsightly corrosion. Application of water repellent grease between balance weight and wheel rim and to inside faces of wheels and hubs in production June 25, 1973.</p> <p>Bonded wheel weights applicable for service.</p>	TSB 7 CLOSED TSB 9 CLOSED
<p>4. <b>Wheel Bearings</b>—Front wheel bearings are now lubricated in a pressure-operated system which replaces the former hand procedure. A secondary metallic shield has been installed to deflect dust and water from the bearing, effective in production June 12, 1973.</p> <p>Redesigned spindles, identified by Yellow paint markings on R.H. threads and white paint markings on L.H. threads, incorporated new adjustment nuts, with the spindles drilled for use with Ford locking cap and cotter key effective in production April 26, 1973.</p> <p>Common spindles with R.H. threads effective in production with MSN 4500.</p>	TSB 9 CLOSED TSB 9 CLOSED
<p>5. <b>Rear Wheel Bearings</b>—Inner and outer rear bearing dust shield released in production April 4, 1973 to better protect the bearings from dust and water entry.</p>	TSB 9 CLOSED
<p>6. <b>Improved Accelerator Pedal Performance</b>—Redesigned accelerator cable introduced in production June, 1972. Available for installation on prior models.</p> <p>As a further improvement the accelerator pedal casting was revised July 1, 1972 by increasing the section.</p>	TSB 5 CLOSED TSB 5 CLOSED

CHASSIS	STATUS
<p>7. <b>Heat Entry into Passenger Compartment</b>—Effective February 11, 1971 the hot coolant tubes were relocated from inside the tunnel to below the floor plan.</p> <p>Effective September 1, 1972 a gearshift lever boot was introduced in production.</p>	TSB 5 CLOSED
8. <b>Exhaust Chrome Extension</b> —The exhaust chrome extensions are corroding in service. P.D.G. and Ghia Engineering investigating the possibility of a chrome wrapper for installation on the muffler outlet.	OPEN
9. <b>Fuel Tank Corrosion</b> —Clogging of the fuel filter and/or fuel pump with white zinc deposits was the result of an incorrect welding procedure. Welding procedures corrected and flushing procedure improved at the vendor during May, 1972.	CLOSED
ELECTRICAL	STATUS
1. <b>Battery Venting</b> —Positive external battery venting system effective in production July 13, 1973.	
Information to incorporate the venting system for 94 AH service replacement battery will be issued when parts available.	TSB 9 CLOSED
2. <b>Inadequate Battery Capacity</b> —72 A.H. Battery replaced by 90 A.H. battery effective in production May 14, 1973.	TSB 9 CLOSED
3. <b>Windshield Wiper Motor</b> —A new windshield wiper motor shield was released in production effective May, 1972 to better protect the motor from water and dust entry.	TSB 6
New windshield wiper with positive seal for limiting switch and internal sealing for wiring connection effective in production February 15, 1973.	TSB 9 CLOSED
4. <b>Windshield Washer Reservoir Spillage</b> —Effective April 18, 1973, the windshield washer reservoir has been mounted vertically with the filler cap facing rear. This position eliminates possible fluid spillage on braking.	TSB 6 CLOSED
5. <b>Windshield Wiper Blade</b> —The right windshield wiper blade contacts the windshield lower moulding and top of "A" pillar. Ghia Engineering investigating the replacement of the 117° gear with a 105° gear.	OPEN
6. <b>Heater Water Temperature Control Valve</b> —The Italian reworked plunger-type valve has been replaced by a rotary-type valve, requiring no rework, effective in production April 17, 1973. Temperature modulation and positive shut-off is superior on the new valve.	TSB 9 CLOSED
7. <b>Heater Water Tubes</b> —Heater water tubes leak due to damage from drilling to install air conditioning hose clamps during assembly. Relocation of air conditioning hose clamps and process change eliminates need for drilling in the area of the heater tubes.	CLOSED
8. <b>Burst Freon Hoses, Blown Fuses</b> —New icing switch incorporated in production September 1, 1972 will permit condensor fan to continue operating after compressor clutch has cut out thus maintaining cooling effect and eliminate heat and pressure buildup and circuit overload.	TSB 9 CLOSED
9. <b>Condensate Leaks</b> —New evaporator case with revised flange design and a moulded rubber drain hose effective in production October 19, 1972. New tube provides positive and continuous drain.	TSB 7 CLOSED
10. <b>Insufficient A/C Cooling</b> —Evaporator coil icing and determination of optimum icing switch sensor position evaluation tests to determine the optimum icing switch sensor position in the evaporator assembly to eliminate the possibility of evaporator coil icing currently in hand. The fitting of the new rotary hot water valve (in production April 17, 1973) will improve efficiency by providing positive shutoff of hot water flow through heater core.	OPEN
11. <b>A/C Compressor Drive Belt</b> —The A/C compressor drive belt cannot be adjusted more than once. After first adjustment belt must be replaced.	

## ELECTRICAL

## STATUS

- P.D.G. and Ghia Engineering investigating revision to the existing adjustment procedure. OPEN
12. **Climate Control System**—The addition of a fresh air duct between the heater blower and the right hand plenum chamber is scheduled for production October 30, 1973. (Engineering Action Completed) OPEN
13. **Road Splash—Headlamp and Horn Areas**—Effective in production in April, 1972 with Chassis No. 02880, an aluminum shield was fitted under both front wheel arches to better protect the horns and headlamps from possible road splash. Shield extended to completely seal wheel area effective with Chassis No. 05133. TSB 6  
CLOSED
14. **Shorter Speedometer Cable**—A shorter speedometer cable was introduced in production November 30, 1972. This cable eliminates unnecessary bends in routing. TSB 5  
CLOSED
15. **Fuse Holders Loosing Tension**—Removal and replacement of fuses may result in some loss of spring tension in the fuse holders. The tension should be checked and restored as necessary by gently pressing the two holders inward. TSB 6  
CLOSED
16. **License Plate Light Wiring Damage**—Installation of cups around Dzus fasteners to prevent water entry into trunk has provided added protection to rear wiring loom by preventing loom damage from retaining screws. Effective in production April 16, 1973. TSB 7  
CLOSED

## RESTORATIONS

Auto Exotica, Inc. is a total restoration facility. Handling from minor repairs to complete reconstruction of your Pantera. Our services include:

**INNER WHEEL WELL REPLACEMENT** - Using a jig to insure correct location and proper suspension alignment.

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**POWERTRAIN****STATUS**

- 1. Lack of Engine Cooling at Idle**—Customer complaints can generally be classified into two categories: high temperature reading, or loss of coolant.

A new gauge with an expanded scale reading to 260° F with color segments to identify "Cold" and "Hot" operating ranges, 10 OHM. ½ watt in line resistor and recalibrated sender unit effective in production July 16, 1973.

All water hoses and clamps upgraded in February, 1973.

Improved finish on the supply tank neck incorporated in February, 1973. Motocraft RS40 closed, system pressure cap installed as part of Port of Entry check.

Radiator bleed hose rerouted August 27, 1973 to improve system bleed.

Electric ported vacuum switch effective in production with M.S.N. 04510, to reduce engine idle speeds.

Radiator flow revised April 5, 1973. On vehicles built prior to April 5, radiator end tank baffle positioned vertically. New radiator uses horizontal baffle and shortened inlet pipe to improve purge and cooling.

TSB 8 & 9  
CLOSED
- 2. Engine Oil Level Readings**—An incorrect oil level reading (approximately two quarts low) may be the result of the dipstick being approximately one-inch too long. This was corrected in production effective December 18, 1972. All port stock and depot stocks have been reworked where necessary. Corrected dipsticks can be identified by their yellow painted handles.

TSB 5  
CLOSED
- 3. Engine Cutting Out**—Effective in production January 2, 1973, the air cleaner inlet was rotated through 180° and a zip tube attached which prevents road wheel splash from entering the air cleaner. Left rear wheel splash shield introduced in production mid 1972 effective with Chassis No. 03623 was insufficient. Splash shield with extended coverage effective in production March 16, 1973.

TSB 9  
CLOSED
- 4. Water in Engine**—New grille with plain section in center which covers the air cleaner effective in production January 2, 1973.

Prior models can be modified by installing a square aluminum panel (0.018" / 0.20") measuring 20" x 20" to the inside of the grille.

TSB 6  
CLOSED
- 5. Transaxle Assembly**—Premature wear of the second gear synchromesh blocker ring under investigation by Ghia Operations and ZF.

OPEN
- 6. Difficult 1st and 3rd Gear Engagement**—P.D.G. and Ghia Operations investigating more positive means of locking the universal joints to selector shafts.

TSB 9  
OPEN
- 7. Gearshift Grunting Sound, Usually 3rd Gear**—Incorrect positioning of the control support bearing can cause contact between the selector shaft and axle shaft.

P.D.G. and Ghia Engineering investigating a method of restricting the gear shift control shaft/ axle clearance to a minimum dimension to preclude interference.

OPEN
- 8. Worn Gear Shift Lever**—Attributed to setting of gearshift selector rod. Since mid-1972, the assembly plant is checking to assure settings are to specification. Tumbling operation added to remove burrs and sharp edges from gate effective May 15, 1973. TSB's provide correct procedure.

TSB 2 & 6  
CLOSED
- 9. Drive Shaft**—Redesigned drive shaft with improved universal joint effective in production June 12, 1973.

TSB 9  
CLOSED
- 10. High Clutch Pedal Effort**—A redesigned linkage was introduced in production September 1, 1972. Initial pedal effort remains the same but the effort reduces progressively and significantly as the pedal is depressed.

TSB 6  
CLOSED
- 11. Premature Clutch Wear/Chatter**—Rework of U.S. original equipment clutch disc in Italy primary factor. Effective in production February 15, 1973 the U.S. service clutch disc was used.

New Borg & Beck clutch assembly proposed as a running change for January, 1974.  
(Engineering Action Complete)

OPEN