

Howell, Rosa (NHTSA)

From: Hershman, Larry (NHTSA)
Sent: Tuesday, August 30, 2011 2:11 PM
To: Reid, Randy (NHTSA)
Cc: Howell, Rosa (NHTSA); Yon, Scott (NHTSA)
Subject: DP09005 & PE10031 Jeep Grand Cherokee - Pinto submission
Attachments: PE10-031 Docket Submission

Randy,

Please place the attached email and attachment into the public and private repositories for DP09005 and PE10031. Indicate it is a submission from the petitioner (Clarence Ditlow, CAS). We can discuss when we meet Thursday.

Thanks,
Larry

Larry Hershman
Office of Defects Investigation, NVS-212
Office of Vehicle Safety - Enforcement
National Highway Traffic Safety Administration
U.S. Department of Transportation
Washington, DC 20590
Larry.Hershman@dot.gov
(202) 366-4929

Howell, Rosa (NHTSA)

From: Clarence Ditlow [cmdiii@autosafety.org]
Sent: Tuesday, August 02, 2011 12:30 PM
To: Borris, Frank (NHTSA); Yon, Scott (NHTSA); Hershman, Larry (NHTSA)
Cc: Michael Brooks
Subject: PE10-031 Docket Submission
Attachments: Pinto Recall.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

The Center for Auto Safety cites the Ford Pinto investigation and recall in its defect petition on 1993-2004 Jeep Grand Cherokee and submissions to PE10-031.

The Ford Pinto Part 573 recall report is not available from NHTSA's website as you can see below. The attached scanned report from NHTSA's recall files is submitted to show the recall for this vehicle which met the FMVSS 301 requirements.

Please let me know that this will be added to the PE10-031 docket.

Thank you

Clarence Ditlow
Executive Director
Center for Auto Safety
1825 Connecticut Ave NW
Washington DC 20009

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- ▶ Service Bulletins
- ▶ Resources

Frequently Asked Questions

Get answers to the most frequently asked questions about Safety Ratings ▶



Search Results

Report Date : **August 2, 2011 at 11:19 AM**

NHTSA Campaign ID number : **78V143000**

Vehicle Make / Model:	Model Year
FORD / PINTO	1971-1976
MERCURY / BOBCAT	1975-1976
Manufacturer: FORD MOTOR COMPANY	Mfr's Report
NHTSA CAMPAIGN ID Number: 78V143000	NHTSA Action

Component: FUEL SYSTEM, GASOLINE:STORAGE:TANK ASSEMBLY

Potential Number of Units Affected: 1,400,000

Summary:

IN THE EVENT THE VEHICLE IS STRUCK FROM THE REAR, THE FUEL FROM THE TANK OR THE TANK COULD BE PUNCTURED IN THE FORWARD FUEL LEAKAGE.

Consequence:

Remedy:

THE DEALER WILL INSTALL A LONGER FUEL FILLER PIPE HAVING AN POLYETHYLENE SHIELD WILL BE INSTALLED ON THE FRONT OF THE FUEL

Notes:

VEHICLE DESCRIPTION: PASSENGER VEHICLES.SYSTEM: FUEL; FUEL LEAKAGE, IN THE PRESENCE OF A SOURCE OF IGNITION, COULD CAUSE SERIOUS INJURY TO PASSENGERS.

Document Search

Check to Request Research. Submit below.

Request Research

x

Search Results:

- Documents for this recall will be available soon. This website is updated nightly, so please tomorrow. For documents associated with recalls prior to 1986, contact Technical Informat by clicking on Request Research.
- Please contact NHTSA via email at dataquality@dot.gov for assistance with any matters in missing, unclear, or illegible documents.

Close Window

x



78V-143 (01)

Ford Motor Company

The American Road
Dearborn, Michigan 48121

June 15, 1978

Office of Defects Investigation
National Highway Traffic Safety
Administration
400 Seventh Street, S. W.
Washington, D. C. 20590

Re: 1971-1976 Pinto and 1975-1976 Bobcat
Fuel Systems (Except Station Wagons)
Campaign No. 293

As the Administration is aware, Ford Motor Company has decided to recall 1971-1976 Pinto and 1975-1976 Bobcat sedans and 3-door Runabout models for modification of fuel systems despite our disagreement with the agency's initial determination that there is an unreasonable risk to safety involved in the fuel tank design and structural characteristics of these cars.

The information set forth below is being transmitted in accordance with the requirements of Part 573 of Title 49, Code of Federal Regulations -- Defect Reports.

Campaign 293

Identifying classifications of vehicles

1971-1976 Pinto and 1975-1976 Bobcat sedans and 3-door Runabout models.

Total number of vehicles potentially affected

We have estimated that 1.4 million Pintos and Bobcats are in operation in the United States and other areas covered by the Safety Act. Final numbers will be forwarded when available.

June 15, 1978

Estimated percentage of the potentially affected vehicles

100 percent.

78V-143 (02)

Deputy Administrator's description of defect

In a letter dated May 8, 1978, the Deputy Administrator of the National Highway Traffic Safety Administration informed Ford that "...analysis of information received and developed indicates that the fuel tanks and filler necks installed on these vehicles are subject to failure when the vehicles are struck from the rear. Such failure can result in fuel leakage, which in the presence of external ignition sources can result in fire." and "Based on our investigation, it has been initially determined that a defect which relates to motor vehicle safety exists in these 1971-1976 Ford Pintos and 1975-1976 Mercury Bobcats (except station wagons)."

Chronology of principal events that were the basis for the determination


The principal events leading to the Deputy Administrator's determination are presumably contained in the NHTSA file -- Case Number C7-38.

Repair Measures

Vehicles will be modified by replacement of the existing fuel filler pipe and seal with a longer pipe and an improved seal and by installation of a polyethylene shield on the front of the fuel tank.

Copies of dealer and owner letters will be forwarded when issued by Ford Parts and Service Division.

Very truly yours,


J. C. Eckhold
Director
Automotive Safety Office

78V-143



S. P. Geoffrey
Service Engineering
Office Manager
Ford Parts and Service Division

Ford Motor Company
P.O. Box 3077
Livonia, Michigan 48151

August, 1978

Dear Pinto or Bobcat Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. The National Highway Traffic Safety Administration has determined that a defect which relates to motor vehicle safety exists in 1971-1976 Ford Pinto and 1975-1976 Mercury Bobcat sedan and 3-door Runabout models. The Administration's defect determination does not apply to station wagons or to 1977 and later model Pintos and Bobcats of any model. The Administration concluded that the defect involves an unreasonable risk of substantial fuel leakage in low to moderate speed rear-end collisions as a result of disconnection of the fuel filler pipe from the tank or punctures in the forward face of the fuel tank. In the presence of an ignition source, fuel leakage can, of course, result in a fire that endangers persons in or near the vehicle.

In response to the Administration's determination, Ford Motor Company has decided to offer to owners of the vehicles in question, free of charge, fuel system modifications designed to reduce the possibility of substantial fuel leakage due to fuel filler pipe disconnection or punctures in the forward face of the fuel tank as a result of a low to moderate speed rear-end collision. The principal modifications will consist of replacement of the fuel filler pipe and seal with a longer pipe and an improved seal and the addition of a polyethylene shield in front of the fuel tank. These new components are similar in function to ones developed for installation in 1977 and later-model Pintos and Bobcats to help them meet Federal rear-impact test requirements first applied to 1977-model passenger cars. Although the modifications will not make the earlier-model cars equal to the 1977 and later models in meeting the Federal standard, they will significantly reduce the possibility that a low to moderate speed rear-end collision would

cause the fuel filler pipe to separate from the fuel tank or that the front of the fuel tank would be punctured if pushed against the rear axle.

The fuel filler cap on your car also will be modified to incorporate a new inner assembly, unless you have a locking or aftermarket filler cap. Caps of those types will be replaced with an attractive, non-locking, chrome cap at no charge to you. Your locking or aftermarket filler cap will be returned to you, but we recommend in the interest of your safety that it not be reinstalled on this vehicle.

We urge that you have these important safety modifications made to your car. Please contact an authorized Ford or Lincoln-Mercury dealer of your choice on or after September 11, 1978 to make arrangements for your car to be modified. Although the time required to install the parts will be less than one hour, we suggest that you first contact your dealer to arrange for an appointment.

The enclosed form identifies your vehicle and should be presented to the dealer as it authorizes him to modify your vehicle at no charge to you. The dealer will return the form to us verifying that the modification to your vehicle has been performed.

Should you have any questions relative to this offer, please contact a Ford or Lincoln-Mercury dealer, or the nearest Ford Parts and Service Division District Office, the address of which is available from any Ford or Lincoln-Mercury dealer.

If you are unable to have the modification carried out on a timely basis and without charge, please complete the appropriate area on the enclosed prepaid postcard and mail it to us immediately. If you should find that you are still unable to have the modification completed promptly and without charge, you may wish to report that fact to the Administrator, National Highway Traffic Safety Administration, Washington, D. C. 20590.

If you no longer own the vehicle identified on the form, please fill out the appropriate area on the enclosed prepaid postcard and mail it to us so that we may adjust our records accordingly.

Sincerely,



S. P. Geoffrey
Service Engineering Office Manager

Enclosures



78V-143

SERVICE RECALL BULLETIN

IMPORTANT Ford Parts and Service Division

All Service Personnel Should Read and Initial

Ford No. 293

L/M No. 293

Date August 1978

To: All Ford and Lincoln-Mercury Dealers

Subject: Service Recall 293, Announcement of a Recall of 1971-76 Pinto and 1975-76 Bobcat 2-Door Sedans and 3-Door Runabouts for Fuel System Modifications.

As you were informed in a communication dated June 9, 1978, from Mr. C. V. Barion, General Manager, Ford Parts and Service Division, the National Highway Traffic Safety Administration has determined that a defect which relates to motor vehicle safety exists in 1971-76 Pinto and 1975-76 Bobcat 2-door sedans and 3-door runabouts. The Administration's defect determination does NOT apply to station wagons or to 1977 and later model Pintos and Bobcats. The Administration concluded that the defect involves an unreasonable risk of substantial fuel leakage in low to moderate speed rear-end collisions as a result of disconnection of the fuel filler pipe from the tank, and/or punctures in the forward face of the tank. In the presence of an ignition source fuel leakage can, of course, result in a fire that endangers persons in or near the vehicle.

In response to the Administration's determination, Ford Motor Company will offer to owners of the vehicles in question, free of charge, fuel system modifications designed to reduce the possibility of substantial fuel leakage due to these factors. The modifications will consist of replacement of the fuel filler pipe, filler pipe seal, fuel cap diaphragm and cup assembly, installation of a polyethylene shield assembly in front of the fuel tank and fuel tank mounting strap reinforcements.

It is apparent that the recent adverse publicity surrounding these vehicles has created a great deal of customer concern. Therefore, it is in the customers', dealers' and Company's best interest to meet this concern by completing these modifications as quickly as possible, giving first priority to units in customer service.

To facilitate that effort, the Company will be making direct shipments of parts to you at the outset of the recall as described in the "Parts Availability and Ordering Information" portion of this bulletin. In addition, the listing of units for which

your dealership has completion responsibility will include names of registered owners of older model units believed to be in your vicinity, as described below under "Notification". It is hoped that these actions will enable dealers to more efficiently complete these modifications.

PLEASE READ THIS BULLETIN IN ITS ENTIRETY AND CIRCULATE IT TO YOUR PARTS AND SERVICE PERSONNEL. ANY QUESTIONS REGARDING ITS CONTENT SHOULD BE DIRECTED TO YOUR FORD PARTS AND SERVICE DISTRICT OFFICE.

NOTIFICATION

The owners of vehicles affected by this recall are being notified directly by First Class Mail, a process expected to begin the week of August 21, 1978.

Your follow-up list of owner names and addresses differs from past practice in that it is not solely based on units invoiced to your dealership. It also uses state registration records and established groupings of postal zip codes to produce a listing of units believed to be currently in your immediate vicinity. Because of our need to properly develop the list, you will receive it in two parts.

The first portion includes owner names and addresses for units originally invoiced to your dealership which registration records indicate to be still at the same location. It also includes units which you may not have sold, but which registration records indicate have the same zip code as your dealership. (Registration data from Oklahoma and Arkansas have not been processed at this time).

The second portion, to be mailed to you in about six weeks, will contain units which registration records indicate are close to your dealership, based on proximity of zip codes, and units originally invoiced to your dealership for which no registration records currently exist. (Oklahoma and Arkansas registration data will be included.)

You should use these lists in an active follow-up effort, recording all completions in your Recall Organizer which was mailed to you in June.

Eligible vehicles other than those on the lists provided may be brought to your dealership by their owners for modification. Those units also are to be modified as promptly as possible. If the owner of any eligible vehicle does not have a Customer Notification and Dealer Claim Form (FCS 1864), a blank 1864 should be completed by you and sent in for reimbursement.

Under Federal law owners must be told how to inform the N.E.T.S.A. if the modifications are not accomplished without charge within a reasonable time after the vehicle is brought in. This has been done in the owner letter. Also, you must promptly report to your Zone Manager or District Recall Coordinator any instance of an owner not allowing you to complete this recall due to scheduling or any other reason.

TECHNICAL INSTRUCTIONS

General Safety Instructions

- . Observe proper safety precautions when handling flammable liquids.
- . To drain the fuel tank use a tanker defueler/refueler, such as a Rotunda fuel storage tanker model 340002, or an equivalent.

Modification Instructions

The following procedures are to be used to modify fuel systems on vehicles subject to this recall. The procedures include both installation of, and revisions to, certain fuel system components.

NOTE: FUEL TANKS ARE NOT TO BE LOWERED NOR SUPPORT STRAPS LOOSENED IN PERFORMING THESE MODIFICATIONS.

Component and kit part numbers are listed for reference in Attachment I.

Fuel Tank Shield and Support Bracket Installation:

1. Place the vehicle on a hoist. Drain the fuel tank completely, raise the hoist and remove the left rear tire.
2. Install fuel tank shields (9B007) and support brackets (9B224) as follows:

For 1971-73 vehicles - Install the right hand bracket over the fuel tank strap through the slot in the support member with the bracket on the forward side of the strap. Position the flat fuel tank support bracket shield (9B007-C) on the right hand side only as shown in Attachment II. Install the left hand bracket over the end of the strap with the bracket between the tank and strap. Install the U-bolt through the left hand bracket from the rear of the bracket. Install the formed fuel tank shield (9B007-A) on the left hand U-bolt holes as indicated on the shield. Install plate on left hand U-bolt and thread nuts. Complete the installation as shown in Attachments II, III and IV by installing the U-bolt around the rear of the right hand strap and through the shield and bracket (no plate required for right hand U-bolt).

NOTE: On 1971-72 vehicles bend fuel tube as required for clearance to U-bolt.

For 1974-76 vehicles - Install the right and left hand brackets on the forward side of the strap as shown in Attachment II. The left hand strap must be pushed toward the back of the slot to allow installation of the bracket. Position the fuel tank support bracket shield (9B007-C) on the right hand side only as shown in Attachment II. Install the fuel tank shield (9B007-A) as shown in Attachments II and III, using the left hand holes indicated for 1974-76 (the 9B223 plate is not used for shield installation on these vehicles).

NOTE: 1975 vehicles with dual exhaust require a unique fuel tank shield (9B007-A) as shown in Attachment V. On all 1971-76 vehicles the fuel tank support bracket shield (9B007-C) is installed on the right hand side only and between the fuel tank strap and fuel tank shield (9B007-A).

3. Torque U-bolt nuts to 80-90 in-lbs.

NOTE: Nuts must be bearing against the bracket or plate.

4. Attach bolt service part number (58819-S2), flat washer service part number (382598-S2) and nut service part number (55738-S2) to the strap support member on the left hand side of 1971-73 vehicles. On 1974-76 vehicles the above bolt, washer and nut are attached to both right hand and left hand sides of support member. Refer to Attachment VI.

NOTE: If the existing strap support member attaching bolt is not located at the square end of the slot in the support member, relocate the bolt toward the square end making sure square shoulder of the bolt (58819-S2) is in the slot. Torque to 20-30 ft. lbs.

5. Upon completion of the fuel tank shield and fuel tank mounting strap reinforcement installation, proceed with installation of the fuel tank filler pipe.

Fuel Tank Filler Pipe Installation:

NOTE: UNDER NO CIRCUMSTANCES ARE FILLER PIPES FOR LEADED FUEL VEHICLES (LACK OF RESTRICTOR) TO BE INSTALLED ON VEHICLES EQUIPPED WITH RESTRICTED FILLER NECKS OR OTHERWISE DESIGNATED AS "UNLEADED FUEL ONLY" VEHICLES.

1. Lower the vehicle for filler pipe installation.
2. Remove filler cap and retain for modification as described below.
3. Remove and retain (3) existing sheet metal screws attaching the fuel filler pipe to the quarter panel. Remove the filler pipe (9034). Remove the fuel tank filler pipe seal (9072) from the fuel tank. Apply a small amount of lubricant (SAE 10W-40 engine oil or petroleum jelly) to the outer diameter of the new seal and install with the small diameter in the tank as shown in Attachment VII. Discard the filler pipe and seal which were removed, but retain the filler cap for modification as described below.
4. To contain fuel vapors and to keep the fuel tank clean, place body tape over the opening in the tank to seal it completely.
5. Align the (2) holes identified with "T" in the reinforcement (9B211) with (2) of the (3) existing holes in the fuel filler pipe opening in the quarter panel. The word "UP" should be visible from outside the vehicle and indexed as indicated in Attachment VIII. Install (2) of the (3) existing 9/32" sheetmetal screws removed in Step 3 above to hold the reinforcement in place.
6. Drill (4) 5/16" diameter holes in the quarter panel using the reinforcement as a template. If fuel vapors are present, DO NOT use electric drill until vapors can be dispersed.
7. Remove and discard the (2) screws attaching the reinforcement to the quarter panel opening, and remove the reinforcement. Remove all metal protruding from the existing mounting holes in the quarter panel opening. The back mounting surface of the quarter panel opening must be free of all burrs.
8. Remove the body tape from the fuel filler pipe opening in the tank. Apply a small amount of lubricant (SAE 10W-40 engine oil or petroleum jelly) to the inside circumference of the seal and insert the new filler pipe (9034) directly into the tank from inside the left rear wheel well. (Do not attempt to install the pipe through the quarter panel opening).
9. Install the new gasket (9076) on the fuel filler pipe flange and rotate the new filler pipe into position so that the opening of the pipe protrudes slightly through the quarter panel opening, and the flange is on the inside of the quarter panel. (Temporarily place tape over filler tube upper end to prevent entrance of dirt during installation of tube).
10. Align the reinforcement (9B211) with the previously drilled 5/16" diameter holes in the quarter panel opening. Refer to Step 6. Be sure that the gasket (9076) and filler pipe flange are also aligned with the drilled holes. Secure the entire assembly to the outside quarter panel opening with (4) screws (388275-S2).

NOTE: Ford Special Service Tool D78P-9002-A supplied with this notification package, or other similar tool, should be used to tighten these 4 screws. Also, alternate screw (55914-S2) as noted in Attachment I may be used.

11. Install the left rear wheel and lower the hoist.

Fuel Filler Pipe Cap Replacement:

For non-locking original equipment fuel filler pipe cap replacements, (see Attachment IX), remove the (2) existing screws which attach the diaphragm and cup assembly, and install the new diaphragm and cup assembly (9B075) in the existing shell using (2) new screws (51755-S36).

If the cap is a locking or other aftermarket cap, it is to be replaced. (See Attachment IX). Remove the cap from the filler pipe and place it in the passenger compartment of the vehicle. Assemble the new diaphragm and cup assembly (9B075) to the new filler cap shell and handle kit (9030).

Carefully replace the fuel removed earlier from the fuel tank.

Install the new or revised filler cap.

At this point the procedure is completed.

NOTE: The filler cap shell and handle kit is not part of the single-pak modification kit. They are available on a "No Charge" basis. See "Special Dealer Instructions" below for suggested ordering procedures.

SPECIAL DEALER INSTRUCTIONS

1. For units that have a locking fuel filler cap or an aftermarket cap of any type, after performing the modification outlined in the "Technical Instructions" above, you should inform the owner that the new cap, as installed, is designed for the fuel system and should not be replaced.

Because of the unknown number of units having locking/aftermarket filler caps (believed to be a small percent of the total), the shell and handle are not included in the individual repair kits. Some dealers, who will be receiving five-pak kits on a direct ship basis during the early stages of the campaign, will have one shell and handle kit (9030) per five-pak. All dealers are encouraged to maintain a stock of these parts to avoid delays in completing the modifications to these units.

2. If you encounter a unit that requires additional repair for satisfactory installation of the modification (e.g. a fuel tank strap, fuel tank or fuel line in need of replacement, or exterior sheetmetal corrosion sufficient to preclude attachment of the new filler pipe to the quarter panel), please contact your District Office for assistance. Under no circumstances are owners to be denied the fuel system modification because of the requirement for additional repairs of this sort.
3. If you encounter a unit with collision damage which interferes with proper installation of the modification components (e.g. a damaged quarter panel), you should have the owner seek repairs to the vehicle prior to undertaking the modification. If the owner refuses, you should return the 1864 Form so noted and signed by authorized dealership personnel. If the owner later has the damage repaired and returns for the modification, you should install the modification and complete a blank 1864 Form for reimbursement. Installation of only part of the fuel system modification is NOT to be done.

PARTS AVAILABILITY AND ORDERING INFORMATION

To permit a rapid launch and sustained effort in performing this recall, the following parts distribution plan has been established:

All parts necessary to perform the modification will be packaged in kit form (except the 9030 shell and handle kit as noted earlier). Two types of kits will be used - single-pak and five-pak with five-pak used only for direct shipment, and not available for dealer order.

Initial Recall emphasis will be on 1971-74 Pintos.

Ford dealers will be sent direct shipments of the D1FZ-9B007-B and BPK kits described below for these vehicles beginning September 6, 1978 and continuing for approximately four weeks. Direct shipments will be billed to the dealer's parts statement, with reimbursement being handled as described below.

Ford and Lincoln-Mercury dealers will receive direct shipments of kits for 1975-76 Pinto and Bobcat vehicles (Part No. D5FZ-9B007-C and CPK) in advance of notification of those owners - expected to be in early October, 1978.

Additional kits that are required beyond these direct shipments should be ordered from your Facing Parts Distribution Center to assure that adequate inventories are maintained.

Lincoln-Mercury dealers who anticipate receiving initial demand for modification of 1971-74 Pintos should order the D1FZ-9B007-B kit now from their Facing Parts Distribution Centers on a "Unit Down" basis.

PARTS

<u>Part Number</u>	<u>Description</u>	<u>Class</u>	<u>Dealer Net</u>	<u>Kit Code</u>
D1FZ-9B007-B	Fuel system modification kit - shield assembly, filler pipe, filler pipe seal, filler cap diaphragm and cup, attaching hardware (1971-76 leaded fuel single exhaust and '76 leaded fuel dual exhaust)	AG	\$22.03	B
D5FZ-9B007-C	Same content - for 1975 unleaded fuel single exhaust and all 1976 unleaded fuel	AG	\$21.83	C
NOTE: Because some 1976 unleaded fuel, V-6 engine units may be equipped with dual exhausts, dealers are advised to examine all these vehicles prior to modification. If these vehicles have dual exhausts, they are to receive kit D5FZ-9B007-D. If they have a single exhaust, they are to receive kit D5FZ-9B007-C.				
D5FZ-9B007-D	Same content - for 1975 unleaded fuel dual exhaust	AG	\$23.78	D
D5FZ-9B007-E	Same content - for 1975 leaded fuel dual exhaust (Canadian & Export)	ZC	\$23.78	E
D1FZ-9B007-BPK	Five-Pak Kit for 1971-76 leaded fuel single exhaust and 1976 leaded fuel dual exhaust	Not Avail. for Dealer Order	\$110.15	B

D5FZ-9B007-CPK	Five-Pak Kit for 1975 Unleaded fuel single exhaust and all 1976 unleaded fuel	Not Avail for Dealer Order	\$109.15	C
D1FZ-9030-B	Fuel tank filler cap shell and handle kit	AG	No Charge	

DISPOSITION OF EXISTING STOCK

Refer to Attachment X for disposition of existing service stock.

Obsolete filler pipes can be returned for credit to your facing Parts Distribution Center. Identify each returned filler pipe with an FP-718 tag, and forward an FPS-340 Claim with the parts using Code 7B-"other". The FP-718 tag and FPS-340 Claim must include the following" "Obsolete Filler Pipes - Service Recall 293".

LABOR

<u>Operation</u>	<u>Time</u>	<u>Insert on 1864 Claim in Box</u>
Perform Fuel System Modification	0.8 Hr.	B
Administrative Allowance	0.1 Hr.	

The 0.1 hour administrative allowance must be added to the appropriate labor allowance before entering the total labor time in the correct box.

NOTE: RETURN COMPANY CLAIM COPY NO. 2 FOR REIMBURSEMENT.

REPORTING

Upon completion of the required modification, please return the second copy of the Form 1864 completely filled out and signed by authorized dealer personnel. Only the Form 1864 will be accepted for claims on this recall. Any problems encountered with this recall should be discussed with your Parts and Service Zone Manager.

We appreciate your cooperation in completing this recall as quickly as possible.


 S. P. Geoffrey
 Service Engineering Office Manager

Attachments
Enclosures

1971-76 PINTO/BOBCAT FUEL SYSTEM REPLACEMENT COMPONENTS

Component Part Name	Part Number	1971-76 Leaded Sng. & 76 Leaded Dual Exh. (D1FZ-9B007-B)	1975 Single Exh. All 1976 Unleaded (D5FZ-9B007-C)	1975 Dual Exhaust Unleaded (D5FZ-9B007-D)	1975 Dual Exhaust Leaded 240 Units (D5FZ-9B007-E)
Pipe Assembly - Fuel Tank Filler	D5FZ-9034-E D5FZ-9034-F	1	1	1	1
Reinforcement - Fuel Tank Filler Pipe Flange	D1FZ-9B211-A	1	1	1	1
Shield - Fuel Tank Formed	D1FZ-9B007-A D5FZ-9B007-A	1	1	1	1
Bracket - Fuel Tank Shield Support	D1FZ-9B224-A	2	2	2	2
Plate - Fuel Tank Shield Support Bracket	D1FZ-9B223-A	1			
Seal - Fuel Tank Filler Pipe	D7DZ-9072-A	1	1	1	1
Gasket - Fuel Filler Pipe to Panel	D7FZ-9076-A	1	1	1	1
**Screw - Pan Head 1/4" - 14x3/4"	388275-S2	4	4	4	4
Bolt - "U" 1/4" - 20x1-3/4"	D1FZ-9A010-A	2	2	2	2
Nut - Hex 1/4" - 20	33777-S8	4	4	4	4
Diaphragm & Cup Assembly - Fuel tank Filler Cap	D80C-9B075-AA	1	1	1	1
Screw - #8 - 32x3/8 pan head	51755-S36	2	2	2	2
*Fuel Tank Filler Cap Shell and Handle Kit	D1FZ-9030-B	***			
Bolt - Carriage 3/8" - 16x1"	58819-S2	2	2	2	2
Washer - flat 1/2 ID x 1-1/2 OD	382598-S2	2	2	2	2
Nut - Hex Locking	55738-S2	2	2	2	2
Shield - Fuel Tank Flat Support Bracket	D1FZ-9B007-C	1	1	1	1

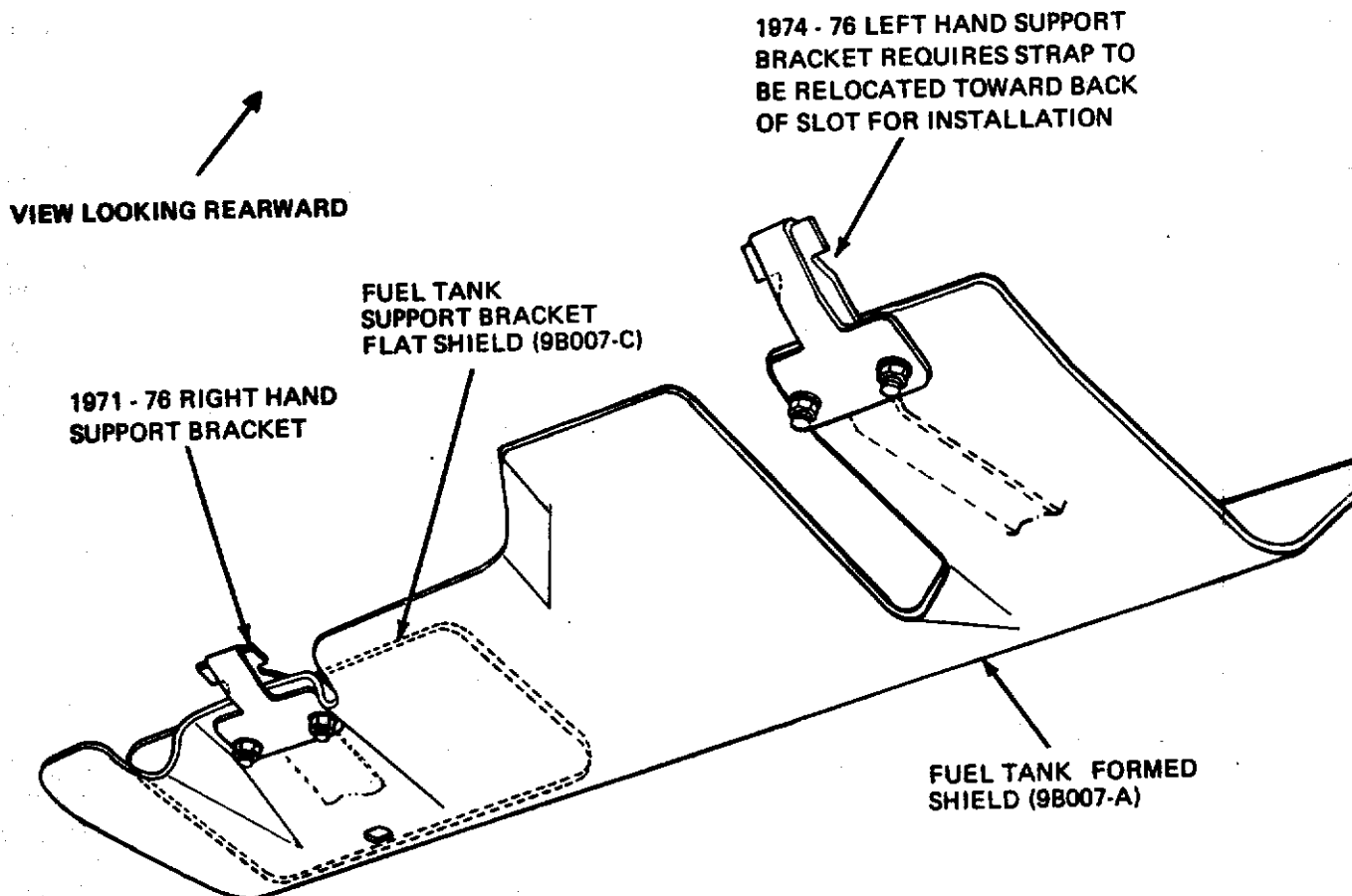
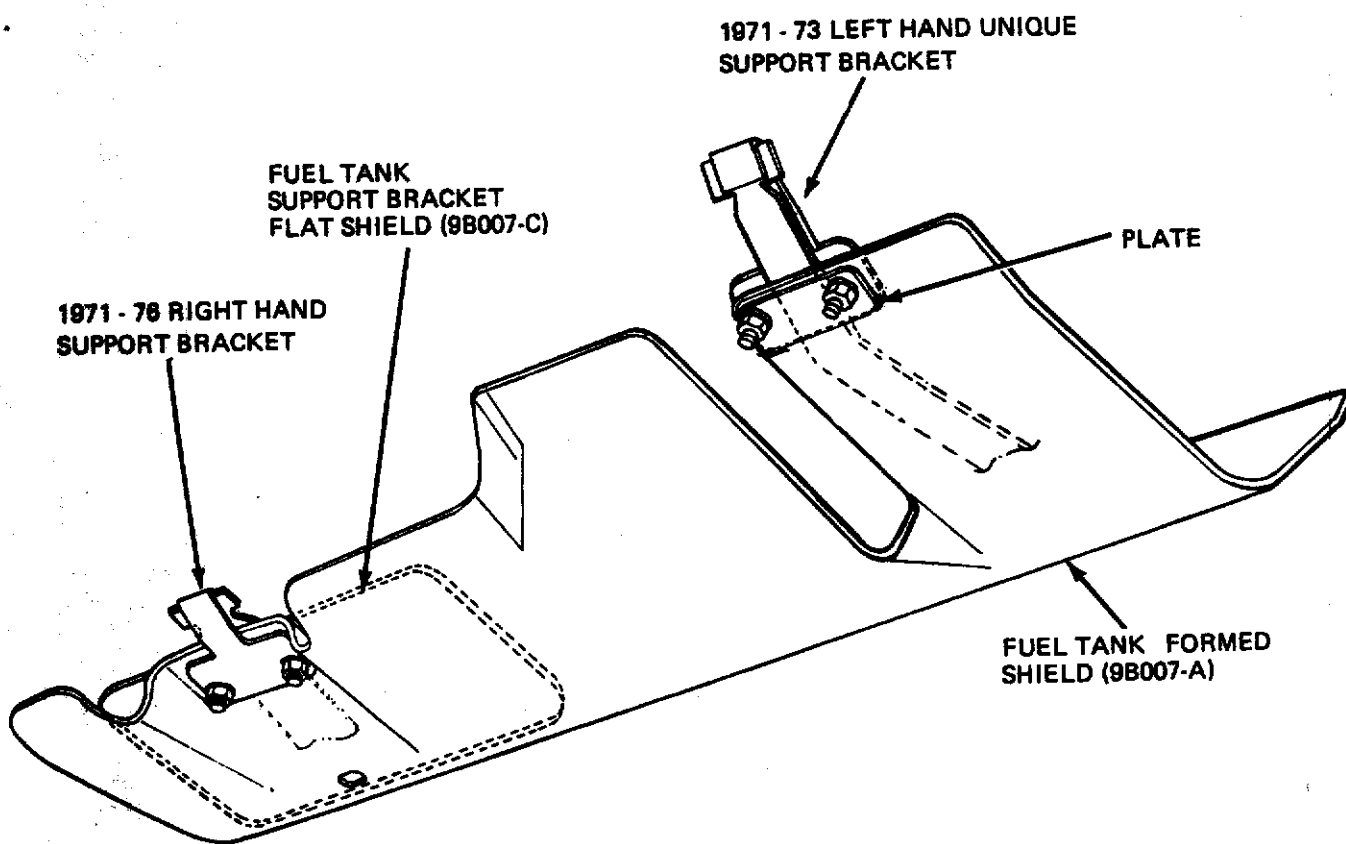
* To replace locking and after market cap as required.

**When special driver (such as: Ford Special Tool No. D78P-9002-A) is not available, use 55914-S2 screw - hex head 1/4" - 14x 3/4".

*** One Per Five-Pak version of this kit

FUEL TANK SHIELD SUPPORT BRACKET LOCATIONS

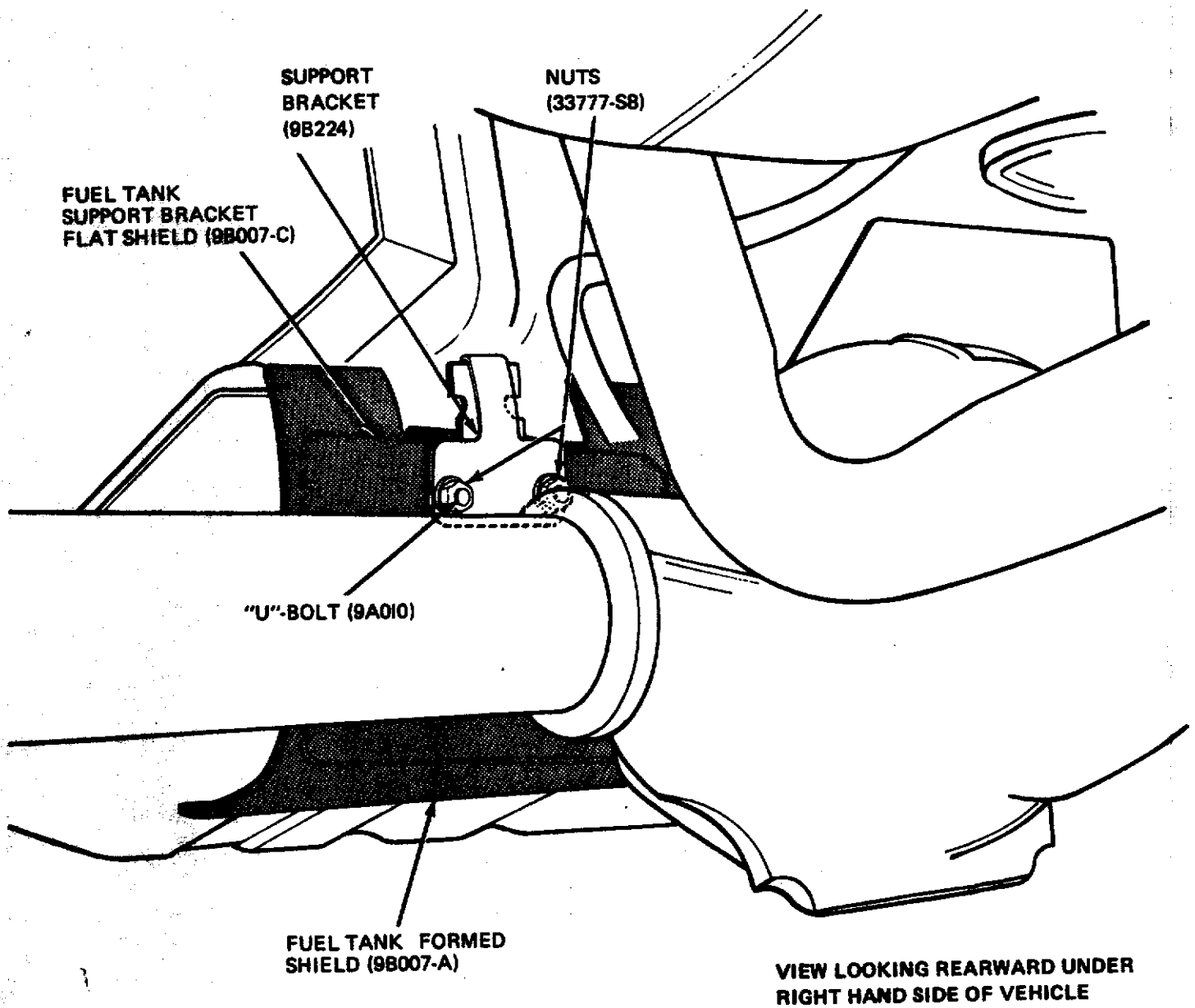
ATTACHMENT II
RECALL 293



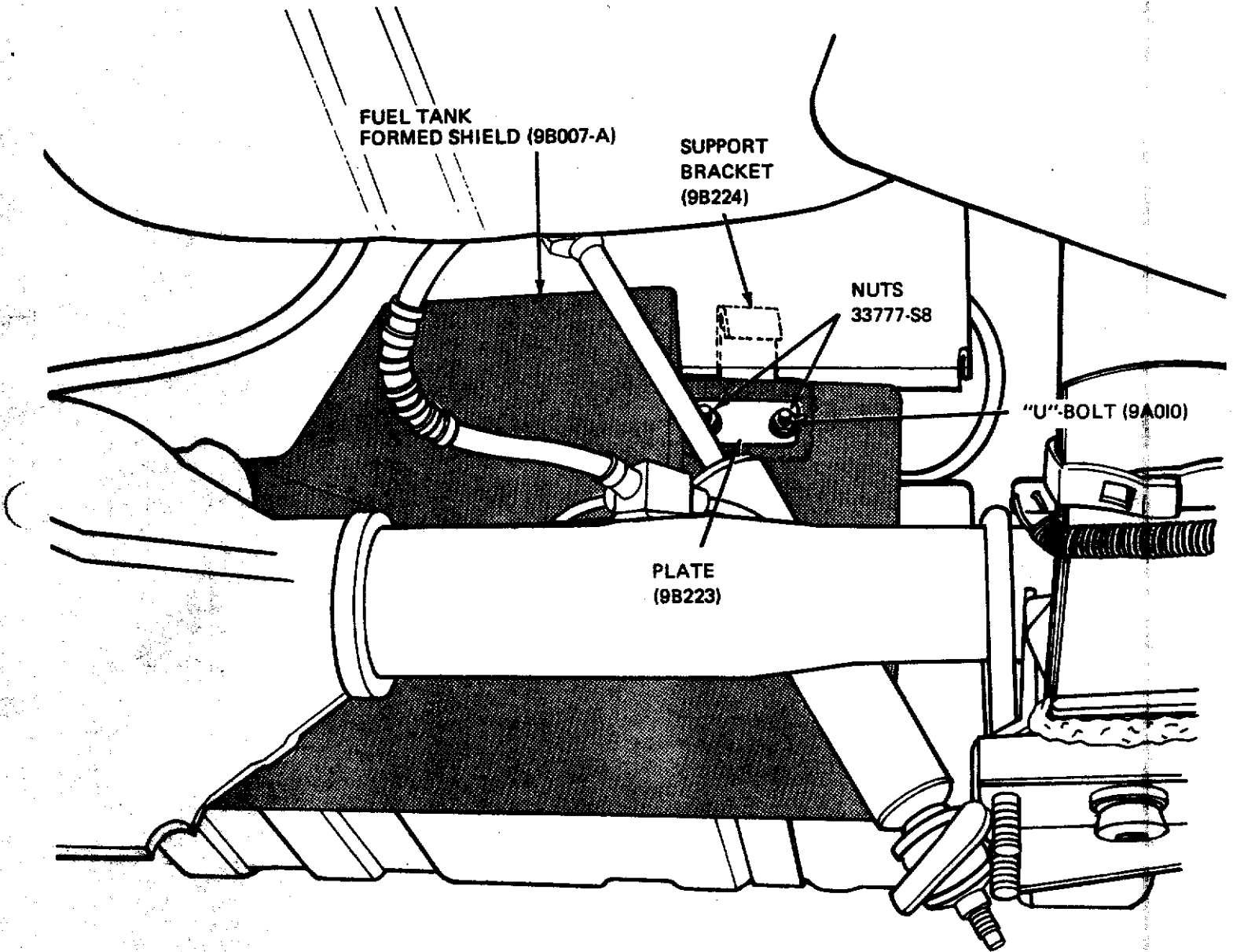
NOTE: PROPER LOCATIONS OF BRACKETS ON SHIELD AFTER SHIELD IS INSTALLED
(FOR REFERENCE ONLY)

I.S. NO. 4762

1971 - 1976 RIGHT HAND FUEL TANK SHIELD
SUPPORT INSTALLATION

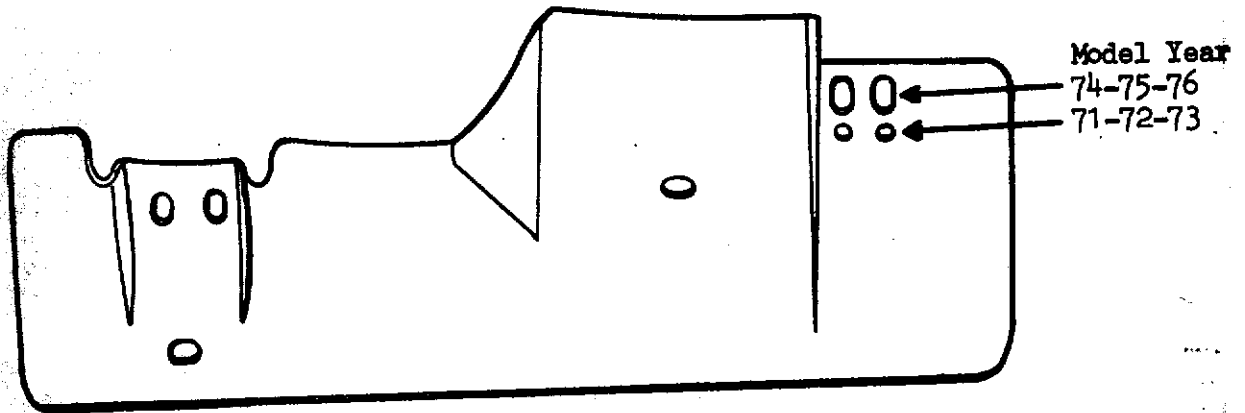


1971 - 1973 LEFT-HAND FUEL TANK
SHIELD SUPPORT INSTALLATION

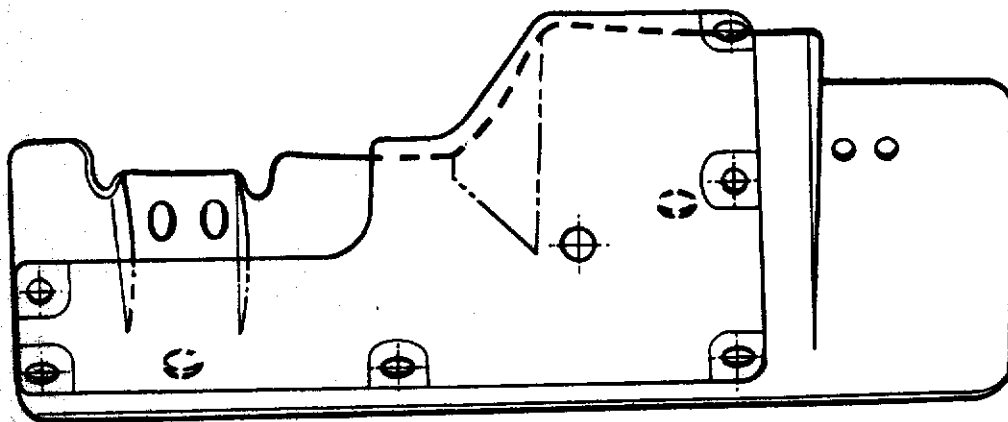


VIEW LOOKING REARWARD UNDER
LEFT HAND SIDE OF VEHICLE

SHIELD INSTALLATION

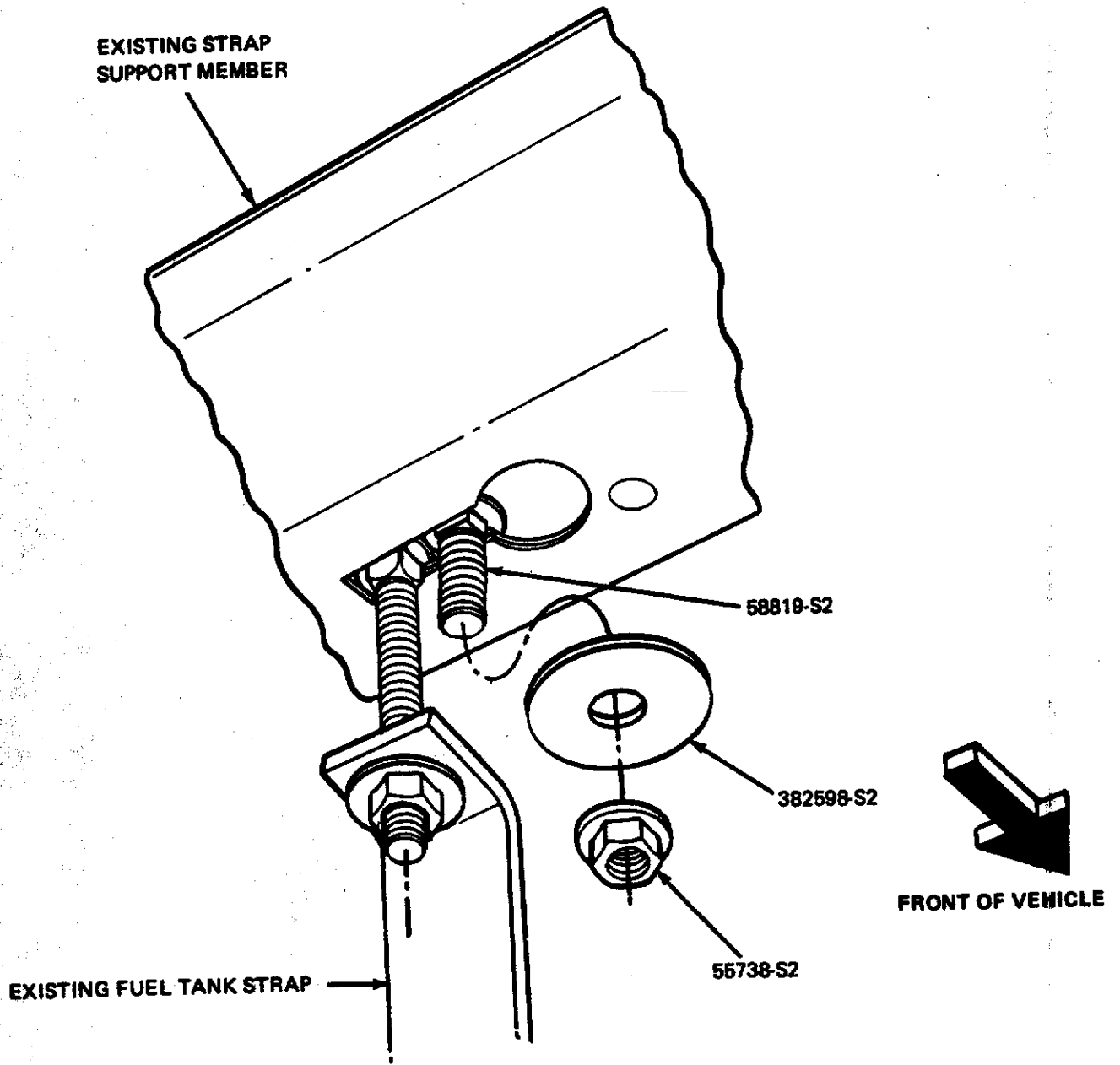


COMMON 1971-76 FUEL TANK SHIELD
9B007



UNIQUE 1975 DUAL EXHAUST SHIELD
9B007

**ATTACHMENT VI
RECALL 293**



L.H. SHOWN 1971 - 73

**VIEW LOOKING FORWARD ON
LEFT HAND SIDE OF VEHICLE**

I.S. NO. 4762

LEFT REAR QUARTER PANEL

NOTE: IF BODY QUARTER PANEL AREA
NEEDS SHEET METAL WORK - PRIOR
DISTRICT APPROVAL IS REQUIRED

BE SURE THE WORD
"UP" IS ORIENTED AS
SHOWN.

5/16" DIAMETER HOLE -
4 PLACES AS SHOWN

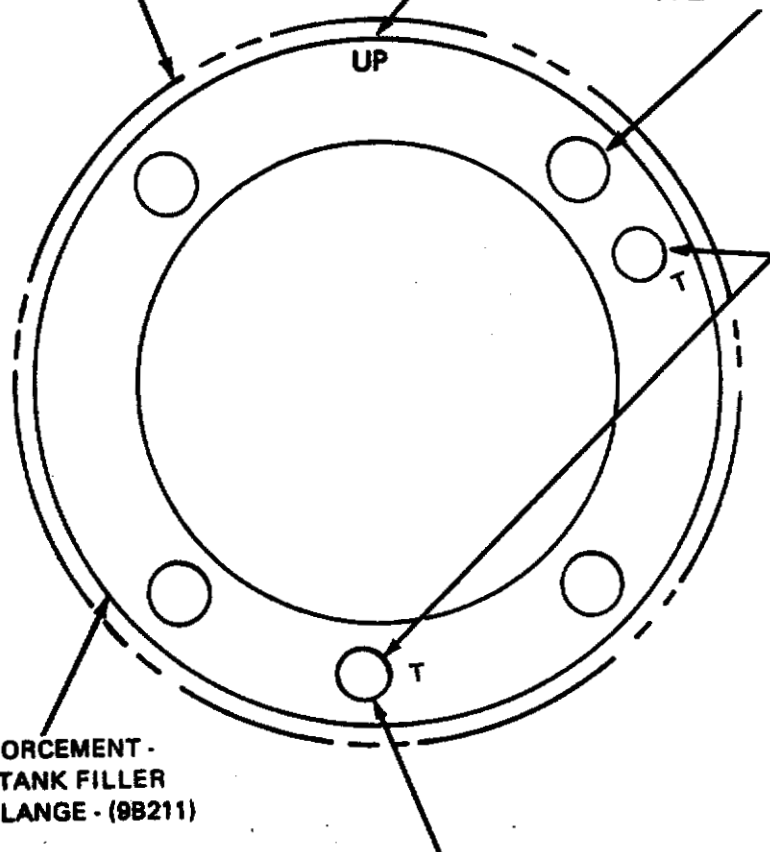
EXISTING HOLES
IN QUARTER PANEL
OPENING

REINFORCEMENT -
FUEL TANK FILLER
PIPE FLANGE - (9B211)

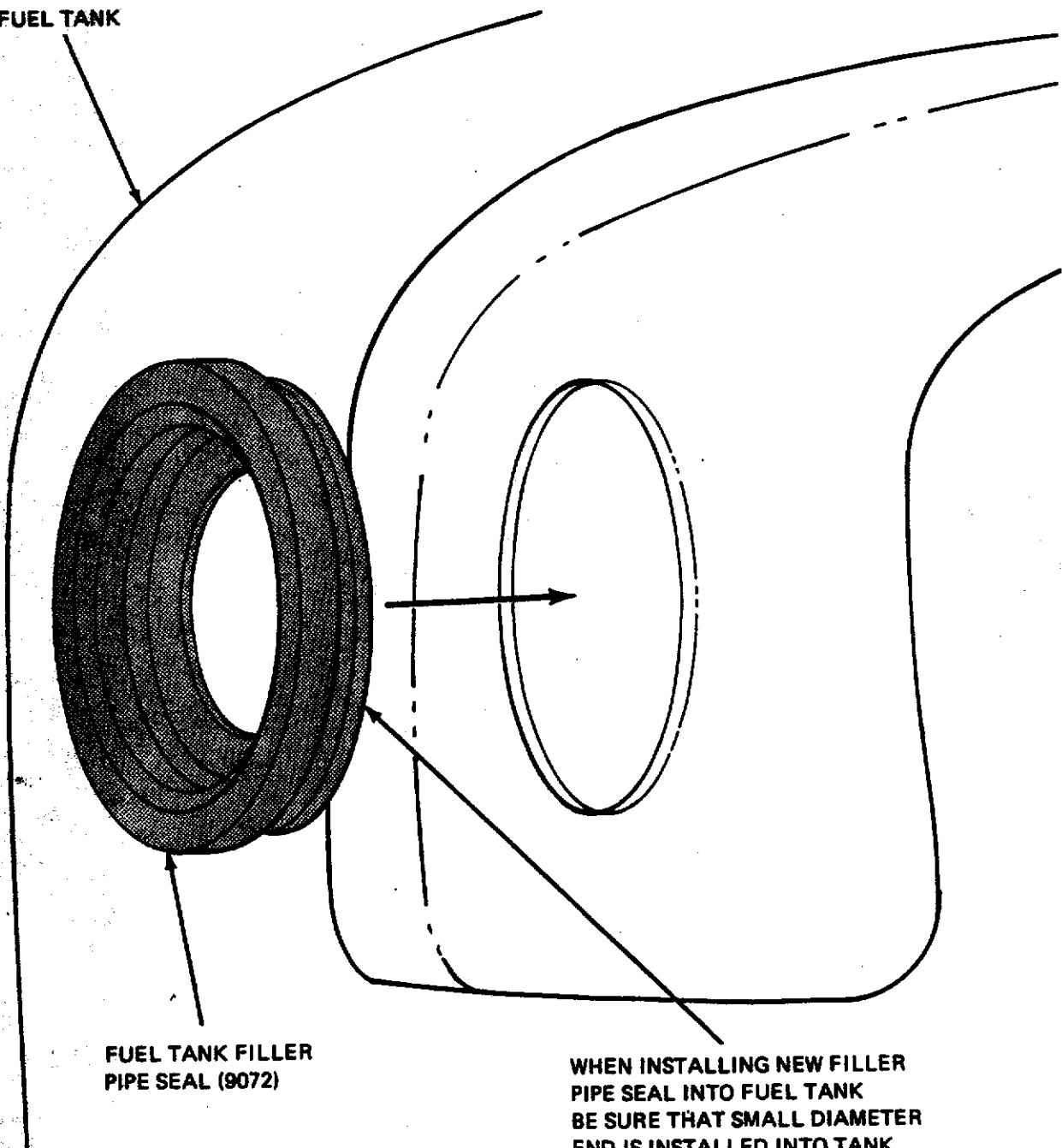
ATTACH REINFORCEMENT
(9B211) TO QUARTER PANEL
OPENING WITH EXISTING
SCREWS AT HOLES
MARKED "T" - 2 PLACES.

DRILL (4) 5/16" DIAMETER
HOLES USING REINFORCE-
MENT AS A TEMPLATE

FRONT OF CAR
←

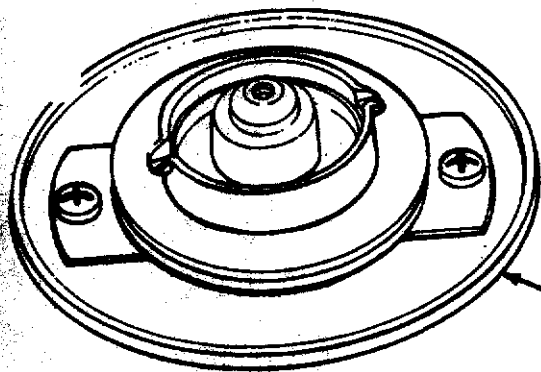


FUEL TANK



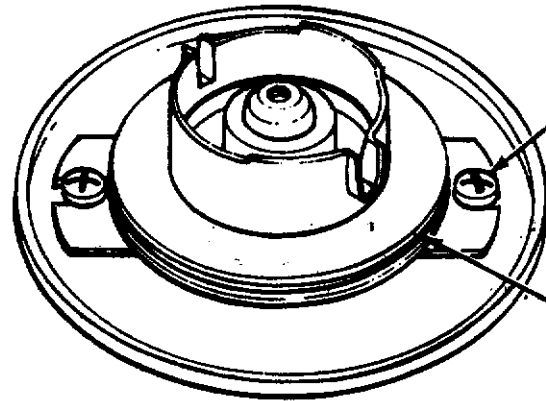
FUEL TANK FILLER
PIPE SEAL (9072)

WHEN INSTALLING NEW FILLER
PIPE SEAL INTO FUEL TANK
BE SURE THAT SMALL DIAMETER
END IS INSTALLED INTO TANK.



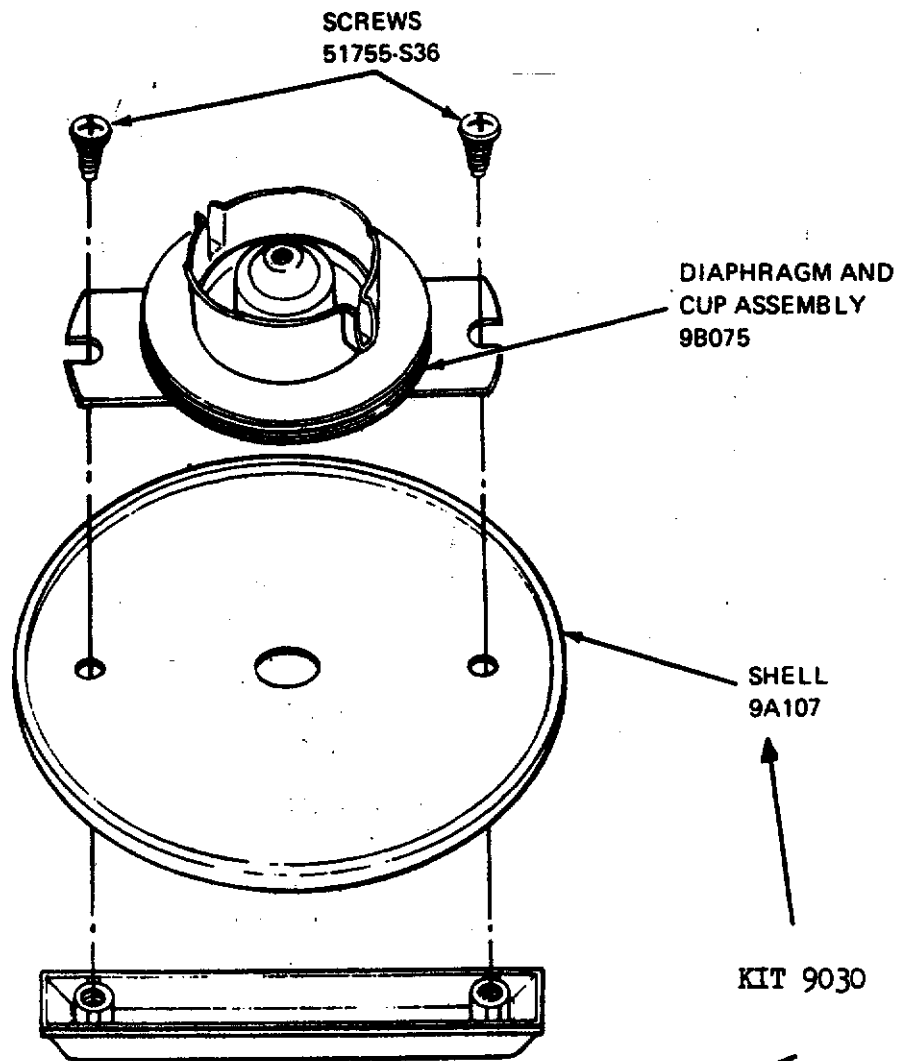
SHELL

OLD ASSEMBLY



TWO SCREWS
51755-S36

NEW DIAPHRAGM
AND CUP ASSEMBLY
9B075



SCREWS
51755-S36

DIAPHRAGM AND
CUP ASSEMBLY
9B075

SHELL
9A107

KIT 9030

HANDLE
9K001

1971/76 PINTO/BOBCAT FUEL SYSTEM MODIFICATION
RECALL NO. 293

<u>Part Name</u>	<u>Previous or Existing Service Part Number</u>	<u>Recall Level * Or Replacing Service Part No.</u>	<u>Disposition</u>
Cap (fuel tank filler)	D1FZ-9030-A (Prime-non-locking)	D1FZ-9030-C	Continue use of either part on Pinto S/W, Mustang and Ranchero
		D80Z-9030-A*	Current production part specified for Pinto/Bobcat Sedans and Runabouts
	D1PZ-9030-J (Chrome non-locking-Accy.)	D1PZ-9030-JA	Continue use of either part on Pinto S/W and Ranchero
		D1PZ-9030-M*	New chrome plated non-locking cap released for Pinto/Bobcat Sedans and Runabouts
	D5PZ-9030-A (Chrome non-locking-Accy.)	D5PZ-9030-AA	Continue use of either part on Pinto/Bobcat S/W, Mustang and Ranchero
		D1PZ-9030-M*	New chrome plated non-locking cap released for Pinto/Bobcat Sedans and Runabouts
		D1PZ-9030-G (Locking-Accy.)	Obsolete, D1PZ-9030-G replaced by D5FZ-9030-C on 3-18-74, form FPS 8181 issued on 5-5-78
Pipe (fuel tank filler)	D5FZ-9030-C (Locking-Accy.)		Continue for service use only on Pinto/Bobcat S/W, Mustang, Ranchero and Granada
	D6FZ-9030-B (Locking-Accy.)		Continue for service use only on Pinto/Bobcat S/W, Mustang, Ranchero, Granada, Maverick and Comet
	D1FZ-9034-A	D5FZ-9034-E *	Return prior level parts for credit (Form 340)
(fuel tank filler to tank)	D5FZ-9034-A	D5FZ-9034-F *	Return prior level parts for credit (Form 340)
	D5FZ-9034-D	D5FZ-9034-E *	Return prior level parts for credit (Form 340)
	C7AZ-9072-A	D7DZ-9072-A * D7DZ-9072-A	Obsolete, C7AZ-9072-A replaced by D7DZ-9072-A on 10-18-76, form FPS-8181 issued on 8-20-77.
Gasket (fuel tank filler pipe to quarter panel)	D1FZ-9076-B	D1FZ-9076-BA	Continue use of either part on Pinto/Bobcat S/W
		D7FZ-9076-A *	Current production part specified for Pinto/Bobcat Sedans and Runabouts

Memo: 1973/79 Ford Car and Lincoln-Mercury catalogs included these changes in September, 1978 publications which were forwarded to dealers mid-August.

1965/72 Ford Car catalog is a Final Issue; therefore, a Special Supplement will be issued in Early September to reflect part number and illustration changes.