

1955 FORD

Engine Prices, Specs, Tuneup, & Oil Change

Cars, Station Wagons, Police & Emergency Vehicles, & Courier

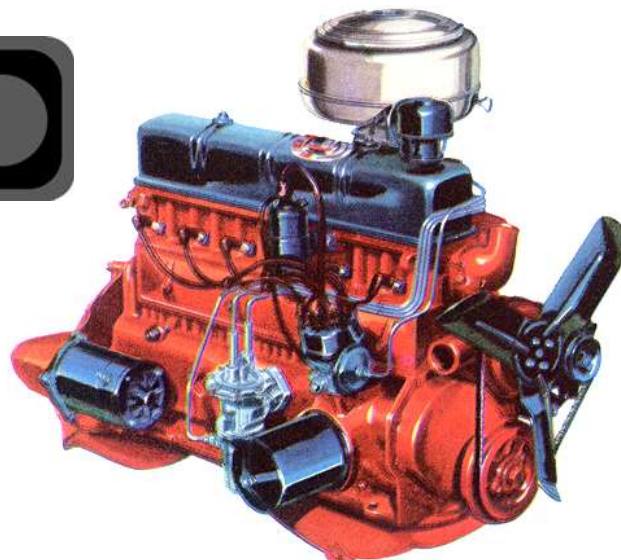
Website 1955-ford.com By Chuck Gardiner



1955 Ford Y-block V-8 272-cid 162-hp U-code Engine w/ Dual Exhaust

- **Standard Ford I-block Six 223-cid 120-hp A-code**
- **Standard Ford Y-block V-8 272-cid 162-hp U-code**
- **Optional Ford Y-block "Special V-8" 272-cid 182-hp M-code (Fordomatic Dr only)**
("Power Pack," Holley's name for the 4-bbl carb & a common name for the engine)
- **Optional Thunderbird Special V-8 292-cid 193-hp (198-hp w/ Fordomatic Dr) P-code**
few installed
- **Optional Ford (Police) Interceptor Y-8 292-cid 188-hp P-code** (special equip includ)
late model-year

NOTE Brake horsepower (bhp) commonly stated as horsepower (hp) & torque (lb-ft tq) ratings are pre-1972 SAE "gross"



1955 Ford

Ford I-block Six 223-cid 120-hp A-code, all drives

std all models (incl in I-6 vehicle price)

6-cyl In-line 2-overhead-valve

Hp 120 @ 4000 rpm Torque 195 lb-ft @ 1200-2400 rpm

CID 223 Bore 3.62" x Stroke 3.60" Main Bearings 4 Counterweights 9

Comp Ratio 7.5 to 1 Comp Press 125 psi sea level @ cranking speed

Carb Single-Jet (1-bbl) Holley 1904, manual choke

Air Cleaner dry-type (oil-bath type in dust areas)

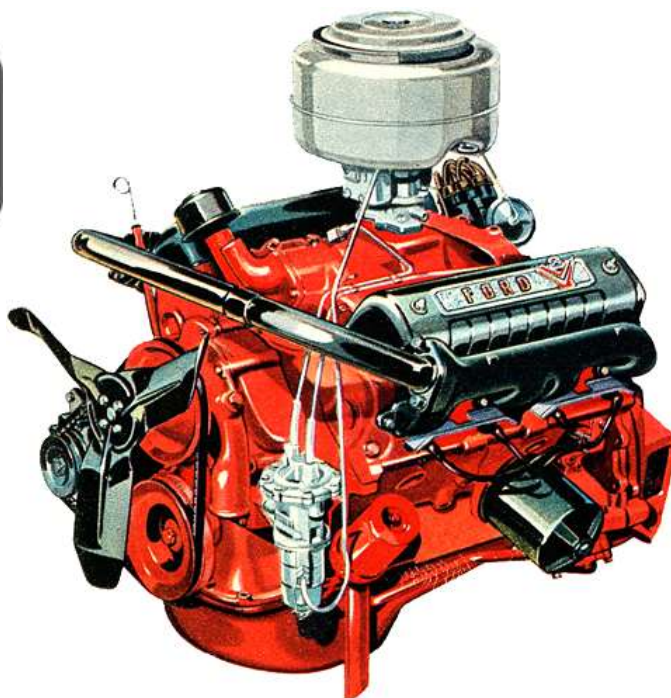
Generator low cut-in 35-amp

Fan 3-blade 18" dia

Exhaust single

Fuel reg

Bore max allow oversize $0.060" + 3.62" = 3.68"$ bore = 230 CID



1955 Ford

Ford Y-block V-8 272-cid 162-hp U-code, all drives

std all models (**\$120.77 incld in V-8 vehicle price**) over std *Ford I-block Six* 223-cid 120-hp A-code
8-cyl 90°-V 2-overhead-valve (intake 1.78," exh 1.51")

Hp 162 @ 4400 rpm Torque 258 lb-ft @ 2200 rpm

CID 272 Bore 3.62" x Stroke 3.30" Main Bearings 5 Counterweights 8

Comp Ratio 7.6 to 1 Comp Press 130 psi sea level @ cranking speed

Carb Twin-Jet (2-bbl) Holley 2110, manual choke

Air Cleaner dry-type (oil-bath type in dust areas)

Generator low cut-in 35-amp

Fan 3-blade 18" dia, all except Courier (Sedan Delivery) 3-blade 18-1/2" dia

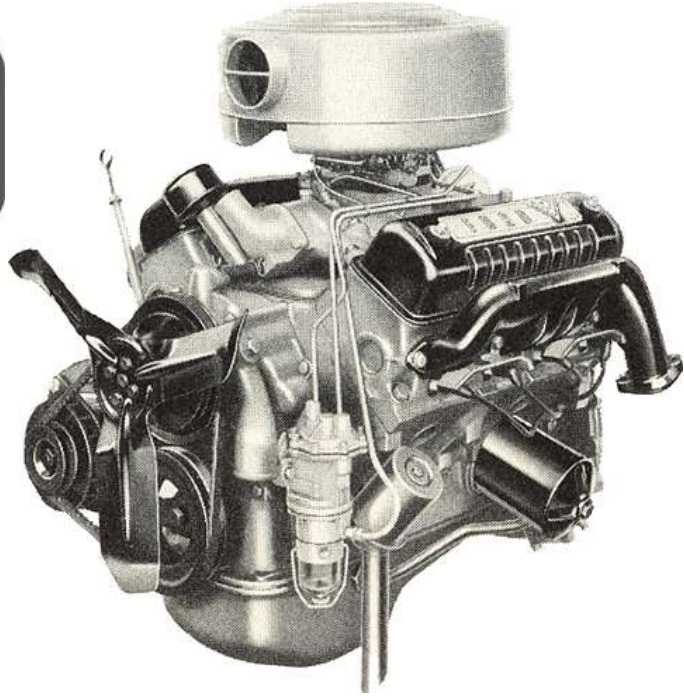
Exhaust single on Mainline, Customline, & Courier (opt dual), dual on Fairlane & stn wagon

Fuel reg

Block ECG-6015

Heads ECL-6090-A, ECG-6090-B, or ECG-6090-D

Bore max allow oversize 0.060" + 3.62" = 3.68" bore = 281-CID



1955 Ford

Ford Y-block "Special V-8" 272-cid 182-hp M-Code

("Power Pack," Holley's name for the 4-bbl carb & a common name for the engine)

\$14.70 over std *Ford Y-block V-8* 272-cid 162-hp U-code

opt Fairlane Club Sedan & Town Sedan

plus required Fordomatic Dr **\$178.20** + 7.10 x 15" tires **\$20 = \$212.90 Total**

opt Fairlane Victoria, Crown Victoria, Crown Victoria T/T, & Sunliner; & stn wagon

plus required Fordomatic Dr **\$178.20 = \$192.90 Total** (7.10 x 15" tires incld)

(not avail Mainline, Customline, or Courier)

8-cyl 90°-V 2-overhead-valve (intake 1.78," exh 1.51")

Hp 182 @ 4400 rpm Torque 268 lb-ft @ 2600 rpm

CID 272 Bore 3.62" x Stroke 3.30" Main Bearings 5 Counterweights 8

Comp Ratio 8.5 to 1 Comp Press 140 psi sea level @ cranking speed

Carb Double Twin-Jet (4-bbl) Holley 4000, vacuum secondaries, auto choke

Air Cleaner large low-restriction oil-bath type

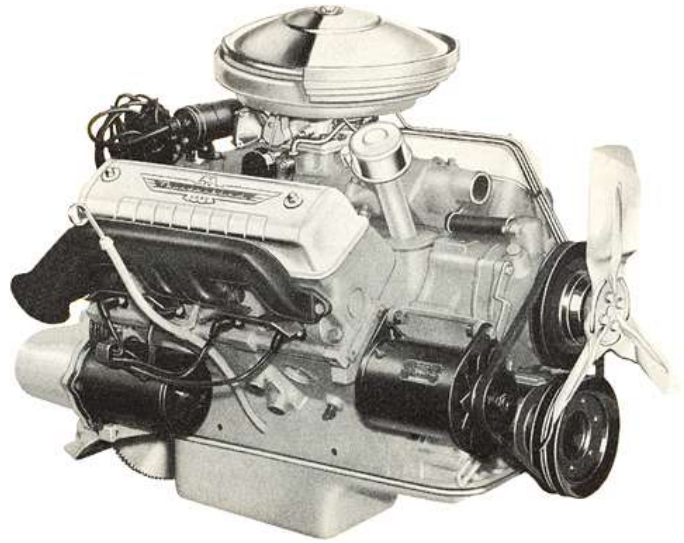
Generator low cut-in 35-amp

Fan 3-blade 18" dia Exhaust dual Fuel prem

Block ECG-6015

Heads ECL-6090-B (early-year), ECG-6090-A, or ECG-6090-C

Bore max allow oversize 0.060" + 3.62" = 3.68" bore = 281 CID



1955 Ford

Thunderbird Special V-8 292-cid 193-hp

(198-hp w/ Fordomatic Dr) P-code, all drives

few installed

opt Fairlane & stn wagon **\$100** over std *Ford Y-block V-8 272-cid 162-hp U-code*

(not avail Mainline, Customline, or Courier)

8-cyl 90°-V 2-overhead-valve (intake 1.78," exh 1.51") Y-Block

Hp 193 @ 4400 rpm Torque 280 lb-ft @ 2600 rpm CR 8.1 to 1 Comp 135 psi w/ Conv Dr & OD

Hp 198 @ 4400 rpm Torque 286 lb-ft @ 2500 rpm CR 8.5 to 1 Comp 140 psi w/ Fordomatic Dr

CID 292 Bore 3.75" x Stroke 3.30" Main Bearings 5 Counterweights 8

Carb Double Twin-Jet (4-bbl) Holley 4000, vacuum secondaries, auto choke

Air Cleaner low-restriction oil-bath type

Generator low cut-in 35-amp

Fan 3-blade 18" dia

Exhaust dual

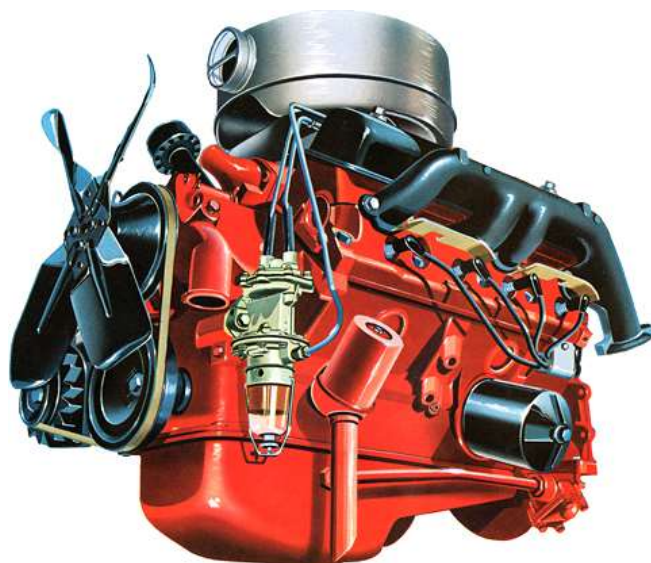
Fuel prem

Block ECH-6015, ECJ-6015, ECL-6015, or ECK-6015

Heads ECK-6090-B (Conv Dr & Overdrive), or

ECK-6090-C, ECL-6090-B, or ECL-6090-C (Fordomatic Dr)

Bore max allow oversize 0.040" + 3.75" = 3.79" bore = 298-CID



1955 Ford

Ford (Police) Interceptor Y-8 292-cid 188-hp P-code, all drives

late model-year

opt all Police & Emerg car & stn wagon **\$250** [est] over std *Ford Y-block V-8 272-cid 162-hp U-code*
(not avail Fairlane, not offered to public)

8-cyl 90°-V 2-overhead-valve (intake 1.78," exh 1.51") Y-Block

Hp 188 @ 4400 rpm **Torque 274** lb-ft @ 2500 rpm

CID 292 Bore 3.75" x Stroke 3.30" Main Bearings 5 Counterweights 8

Comp Ratio 7.6 to 1 Comp Press 130 psi sea level @ cranking speed

Carb Double Twin-Jet (4-bbl) Holley 4000, List ECK-T 1074-1, vacuum secondaries, auto choke

Block ECH-6015, ECJ-6015, ECL-6015, or ECK-6015

Heads ECL-6090-B (mid-year), ECK-6090-B (late-year), or ECK-6090-C

Bore max allow oversize 0.040" + 3.75" = 3.79" bore = 298-CID

SPECIAL EQUIPMENT INCLUDED, ALL

- large low-restriction oil-bath air cleaner
- extra-cooling high-speed 3-blade 18" dia fan
- heavy-duty rad w/ 20 qt US coolant capacity (21 qt US w/ heater)
- diaphragm-type mech fuel pump w/ vacuum-boost to wipers
- low cut-in 40 amp generator
- heavy-duty 11" clutch (Conv Dr or OD)
- Fordomatic Dr large fluid capacity 10.25 qt US
- dual exhaust
- reg fuel use

MAINLINE & CUSTOMLINE

- heavy-duty front coil & rear leaf springs
- heavy-duty brake linings
- composite-type rear axle housing (as stn wagon)
- rear gear ratios (to 1) Conv Dr 3.73, Overdrive 3.92, & Fordomatic Dr 3.54 (opt 3.31)

- **Ford I-block Six 223-cid 120-hp A-code**

Elec System 6-volt Positive Ground Cyl Front to Rear 1-2-3-4-5-6 Firing Order 1-5-3-6-2-4

Distributor #B5A-12127-6CYL, full vacuum

Repair Kit #A7A-12000-BK incld Contact Breaker, Rotor #12200-A, & Condenser #12300-A

Cap #7HA-12106 Contact Breaker Gap 0.024-0.026" Dwell Angle 35-38° (idle)

Vacuum Control #7RA-12370-B

Ignition Timing 3° BTDC w/ distributor vac hose disconnected Advance counter-clockwise

Idle Speed 475-500 rpm (Conv Dr & OD), 475-500 rpm (Fordomatic Dr, 425-450 rpm in "DR")

Eng Oil Capacity 4 qt US (I-6) + 1 qt US (filter) = 5 qt US (1 qt US = 0.95 liter)

Oil Viscosity Grade 20W above 30°F, 10W from 32°F to -10°F, 5W below -10°F

Oil Press 45-50 psi, hot @ 2000 rpm

Oil Drain Plug & Gasket #8A-6730-A

Oil Filter Element & Gasket #B2A-6731-20 "can type"

Oil Filler Breather Cap #B2A-6766-A, wash in solvent, oil element w/ light eng oil

Crankcase Screen & Gaskets Kit #6631-K Screen #B2TZ-6A631-B Gaskets #B4A-6870-A & #6872

Air Cleaner Oil Capacity 1 pint US

Oil Viscosity Grade 30W above +32°F, 10W below +32°F

Coolant Capacity 15 qt US (rad) + 1 qt US (heater) = 16 qt US

Rad Cap #8100, 13 psi System Pressurized 6-1/4 to 7-3/4 lb

Carb Holley 1904 (1-bbl) #1904-F R-800-A (Conv Dr or OD) or R826-A (Fordomatic Dr), manual choke

Fuel Level 11/16" below Power Valve mounting surface +/-1/32"

Float Setting (dry) .306 from roof of float chamber to lowest point of float (carb inverted)

Accelerator Pump Adjustment pump link in throttle lever hole nearest to throttle shaft, pump link in other hole (richer) for extreme cold weather

Dash Pot Adjustment (Fordomatic Dr) clearance 0.045-0.064"

Fuel Pump #4208-9350 Fuel & Vacuum Pump #4708-9350 Filter & Gasket #8A-9365

Valve Lash 0.015" (intake), 0.019" (exh), (hot)

Comp Press 125 psi, sea level @ cranking speed

Fordomatic Dr Fluid Capacity 9.25 qt US (I-6), Type A, modern replacement Dextron® III

- **Ford Y-block V-8 272-cid 162-hp U-code**
- **Ford Y-block "Special V-8" 272-cid 182-hp M-code (Fordomatic Dr only)** ("Power Pack")
- **Thunderbird Special V-8 292-cid 193-hp (198-hp w/ Fordomatic Dr) P-code** *few installed*
- **Ford (Police) Interceptor Y-8 292-cid 188-hp P-code** (special equip incld) *late model-year*

Elec Sys 6-volt Pos Ground Cyl F to R right 1-2-3-4, left 5-6-7-8 Firing Order 1-5-4-8-6-3-7-2
Distributor) Holley/Ford #B5A-12127-REB, full vacuum, (specify year & eng)

Repair Kit #12000-AK incld Contact Breaker, Rotor #12200-A, & Condenser #12300-A

Cap #FAB-12106-A Contact Breaker Gap .024-.025" Dwell Angle 26-28.5° (idle)

Vacuum Control (2V carb) #FAB-12370-A, (4V carb) #B5A-12370-4V (double type)

Ignition Timing 3° BTDC (Conv Dr & OD), 6° BTDC (Fordomatic Dr), max 10° BTDC

w/ distributor vac hose disconnected Advance clockwise

Idle Speed 475-500 rpm (Conv Dr & OD), 475-500 rpm (Fordomatic Dr, 425-450 rpm in "DR")

Eng Oil Capacity 5 qt US (eng) + 1 qt US (filter) = 6 qt US (1 qt US = 0.95 liter)

Oil Viscosity grade 20W above 30°, 10W from 32°F to -10°F, 5W below -10°F

Oil Press 45-50 psi @ 2000 rpm (hot)

Oil Drain Plug & Gasket #8A-6730-A

Oil Filter Element & Gasket #B2A-6731-20 "can type"

Oil Filler Breather Cap #B5A-6766-C, wash in solvent, oil element w/ light eng oil

Crankcase Breather Screen & Gasket Kit #6631-K

Screen #B2TZ-6A631-B Gaskets #B4A-6870-A & #6872

Air Cleaner Oil Capacity 1 pint US Oil Viscosity Grade 30W above +32°F, 10W below +32°F

Coolant Capacity 19 qt US (rad) + 1 qt US (heater) = 20 qt US, all except

Ford (Police) Interceptor V-8 292-cid 20 qt US (rad) + 1 qt US (heater) = 21 qt US

Courier (Sedan Delivery) 20 qt US (rad) + 1 qt US (heater) = 21 qt US

Rad Cap #8100, 13 psi System Pressurized 6-1/4 lb to 7-3/4 lb

(272) Carb Holley 2110 (2-bbl) #B5A-9510-J or #B5A-9510-A, fuel level 5/8" below top of float bowl

(292) Carb Holley 4000 (4-bbl), fuel level 1/2" below top of float bowl +/- 1/32"

Dash Pot Adjustment 0.045-0.064"

Fuel Pump #6523-9350 Fuel & Vacuum Pump #4206-9350

Mounting Gasket #9417 Filter & Gasket #8A-9365

Capacity 1 pint US or over in 45 sec, pressure 4-5 lb

Vacuum Test 10" hg min @ 120 rpm, 12" hg max @ 1800 rpm

Valve Lash 0.018" (intake), 0.018" (exh), (hot)

Compression Pressure, sea level @ cranking speed

- **Ford Y-block V-8 272-cid** 162-hp - 130 psi

- **Ford Y-block "Special V-8" 272-cid** 182-hp - 140 psi (common name "Power Pack")

- **Thunderbird Special V-8 292-cid** 193-hp - 135 psi (std), 198-hp - 140 psi (auto) *few installed*

- **Ford (Police) Interceptor V-8 292-cid** 188-hp - 130 psi *late model-year*

Fordomatic Dr Fluid Capacity 9.75 qt US, V-8 all except

Ford (Police) Interceptor Y-8 292-cid 10.25 qt US

Type A, modern Dextron® III

Battery #B4A-10655-2N-SP

Spark Plugs #12405, Champion #870, Autolite #2954, 18 mm, (no gasket)

Gap 0.032-0.036" Torque 15-20 lb-ft

Generator #B4A-10002-6V

Voltage Regulator #B5A-10505-A

Coil #8A-12029-A

Starter #B5A-11002-6V Drive #B4A-11350, Bendix #A-3257 Seal #B4A-6436-BR

Starter w/ Drive #B5A-1100-6B

Solenoid #11450-A & Screws (2) #APK-208

Crankcase Breather Screen & Gaskets Kit #6631-K incld

Screen #B2TZ-6A631-B Gaskets #B4A-6870-A & #6872

Brake Master Cylinder #B5A-2140 Heavy-Duty Brake Fluid 1A-19542A or B

Filler Cap #B2A-2162 Gasket #8M-2167

Power Steering Oil Reservoir Filter Element #3538-K incld Gasket #3583

Thermostat 160°F (std) #8575-A, 180°F (high temp) #8575-B

Conv Dr & Overdrive Fluid add Multipurpose-Type Gear Lubricant, 90W above -10°F, 80W below -10°F

Rear Axle Fluid #M-4642, add Multipurpose-Type Gear Lubricant 80W

Gas Cap #AB-9030-C (car), #9030-CR (stn wagon & Courier)

Clutch Pedal Free Travel 1-1/8" to 1-3/8"

Brake Pedal Free Travel 5/16" to 7/16"

Fuel Tank Capacity 17 gal US (car), 19 gal US (stn wagon & Courier)

1955 Ford Wheel Alignment, All

Caster **+1°** (1/2° to 1-1/2°)

Camber **+3/4°** (1/4° to 1-1/4°)

Toe-in (positive) **3/32"** (1/16" to 1/8")