



# Midlife Classics

*Classic Auto Restoration, Upgrades, Service & Sales*

*Princeton, TX*

*972-736-3560*

*www.midlifeclassics.com*



## *Galaxie 500*

*19*



*64*

*Restoration Project Portfolio*





# MidLife Classics inc.

*Classic & Exotic Car Restoration and Sales*

2351 CR-447, Princeton, TX 75407

Phone: 972-736-3560

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[www.midlifeclassics.com](http://www.midlifeclassics.com)

Papa Smurf  
1965 Galaxy Way  
Dallas, TX 64352

June 26, 2010

Dear Mr. Smurf,

Now that the date of delivery of your restored Galaxie is finally here, I'd like to take the opportunity to thank you for entrusting your family heirloom to this young upstart company. Your car has the unique distinction of being part of the first batch of restorations to be completed by Midlife Classics, and I hope that you are as happy with what you will be driving home today as I am proud of what we have accomplished.

It has been a long journey for us, but for you the real fun is just about to start. Your patience and financial commitment have resulted in one very fine classic that is destined to pay you back with years of driving pleasure and more "thumbs up" than you'll be able to count.

This portfolio is both a record of the work that has gone into your treasure, and a guide to getting the most out of your investment. I suggest that you review it at your earliest opportunity and keep it in a safe place. If, for any reason, you ever need to take it to another shop, everything a mechanic would need to know about your Galaxie that sets it apart from others is contained within this portfolio. You will also find a CD enclosed. On it you will find a copy of every photo that has been taken of your car along with copies of virtually every document created and every research item collected during the restoration process.

The amount of time we spend on a project like this makes the final "product" seem like a part of the family, and – by extension – so are you. I hope that you can feel free to contact me with any questions you may have and that we will see you periodically over the years as the car needs servicing or when we bump into each other at classic car events. Working with you has been a genuine pleasure.

Warmest regards,

Robert Carroll  
President  
Midlife Classics, Inc.



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for

## Papa Smurf

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## PROJECT PHOTO GALLERY



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## PROJECT PHOTO GALLERY

*< As Received >*







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## Galaxie 500

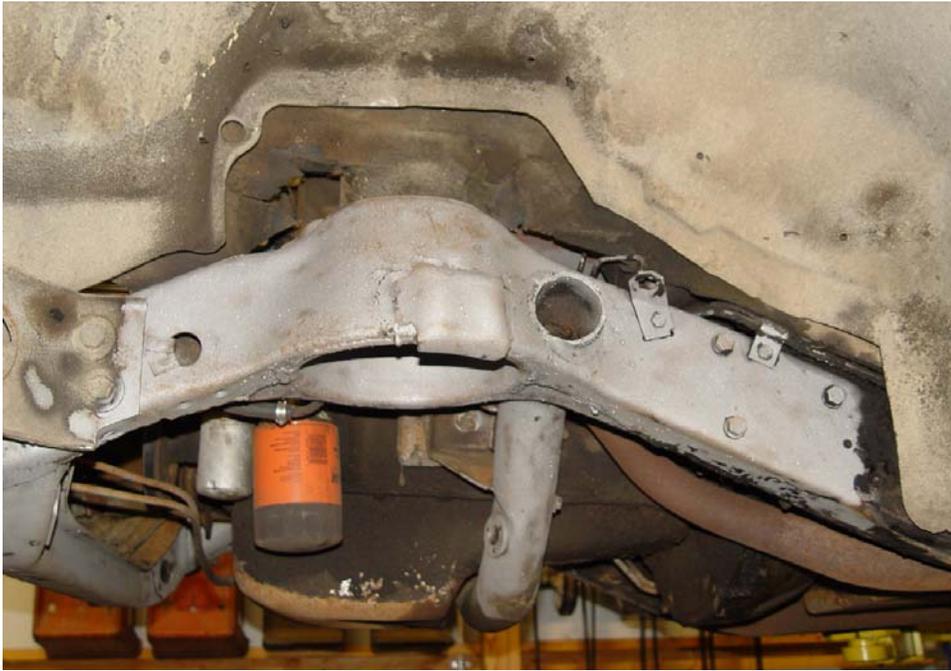
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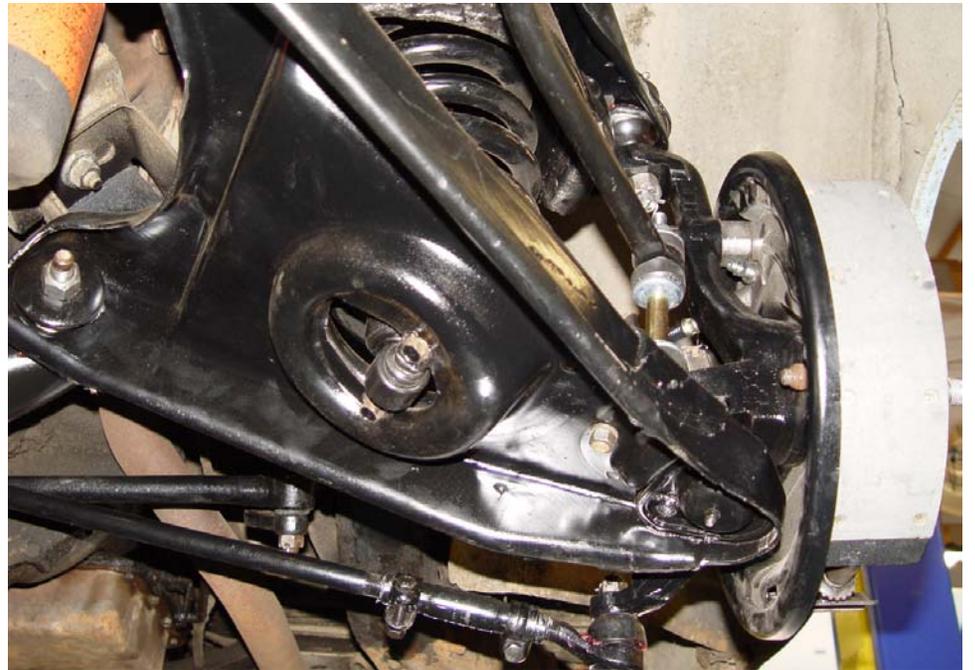
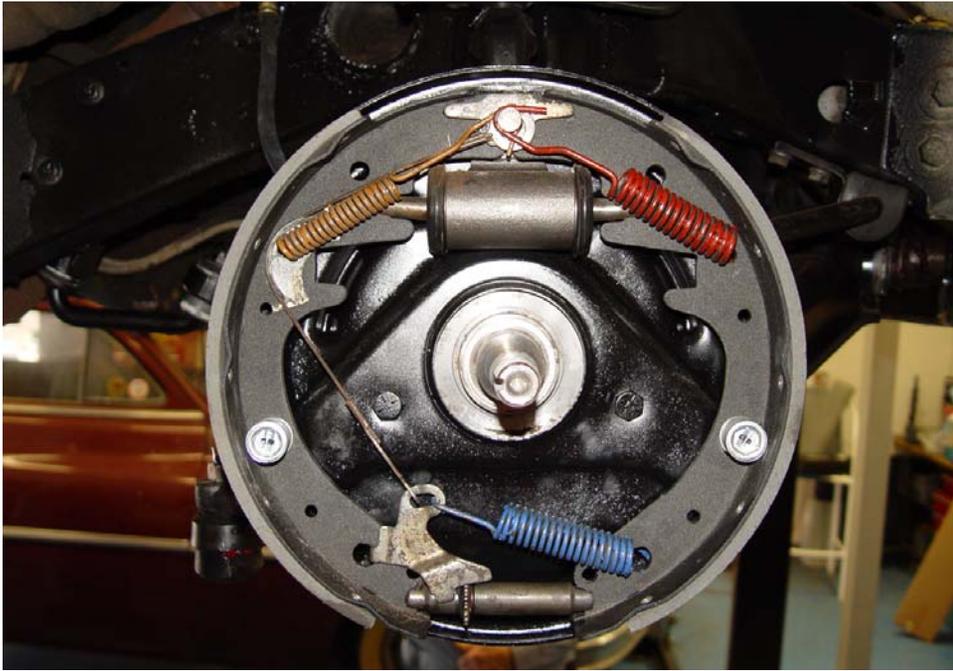


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## *PROJECT PHOTO GALLERY*

### *Return To Service Project*









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## *PROJECT PHOTO GALLERY*

### *PHASE I - Disassembly & Strip*















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## Galaxie 500

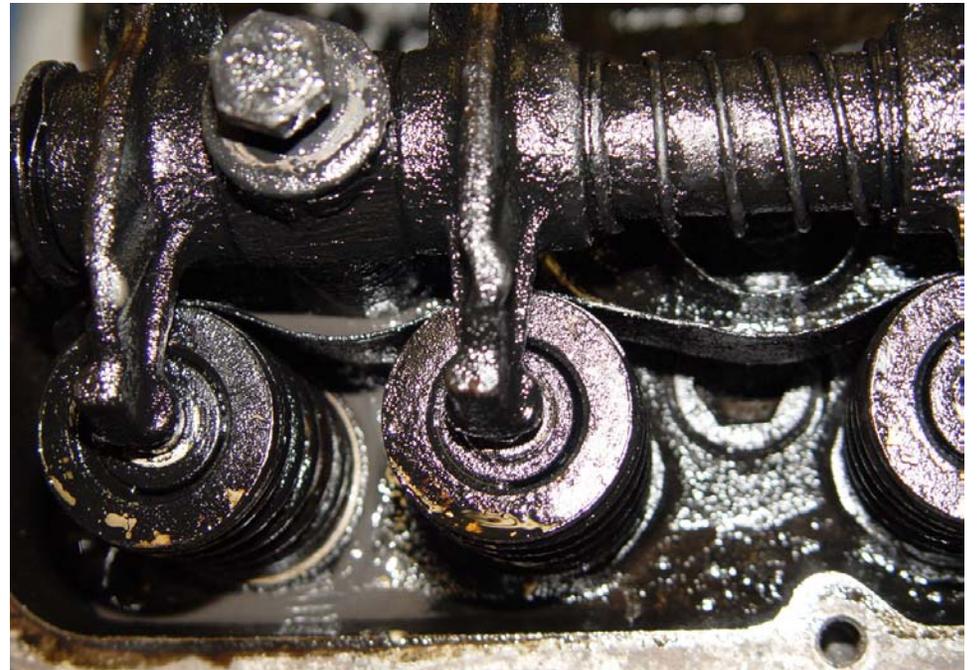
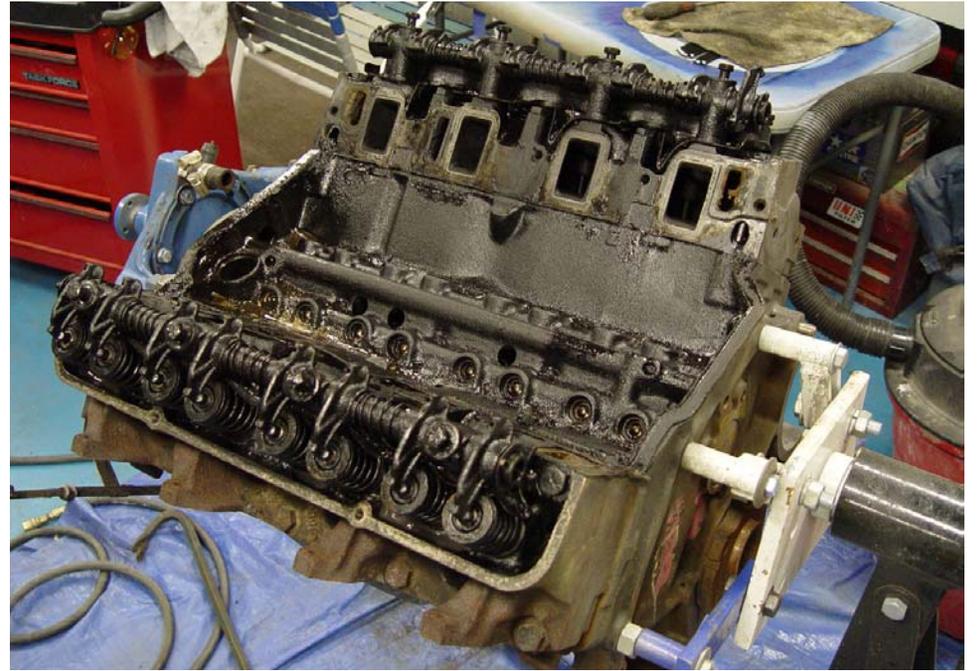
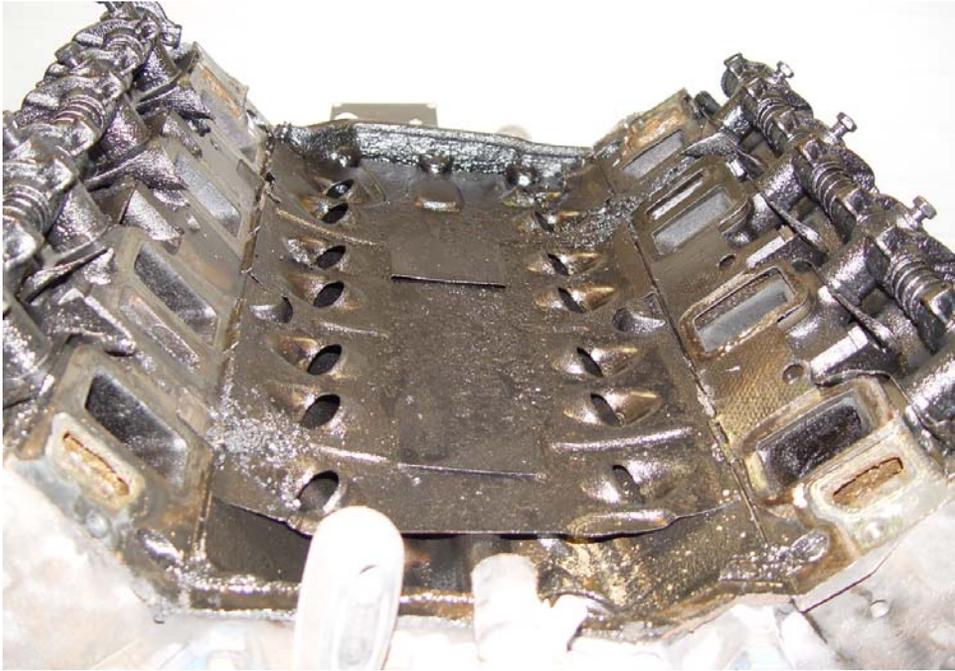
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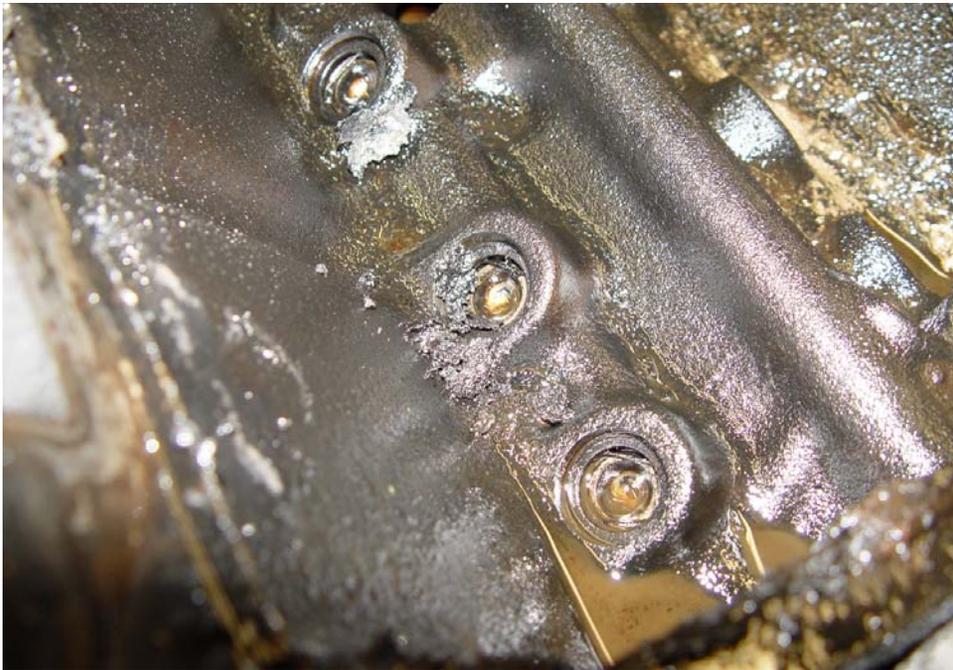


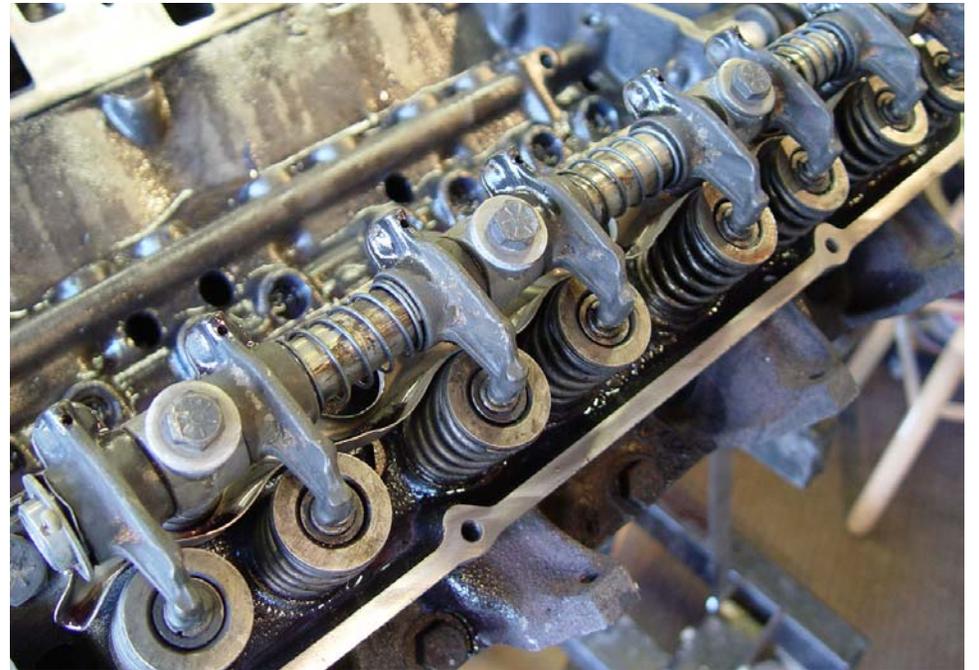
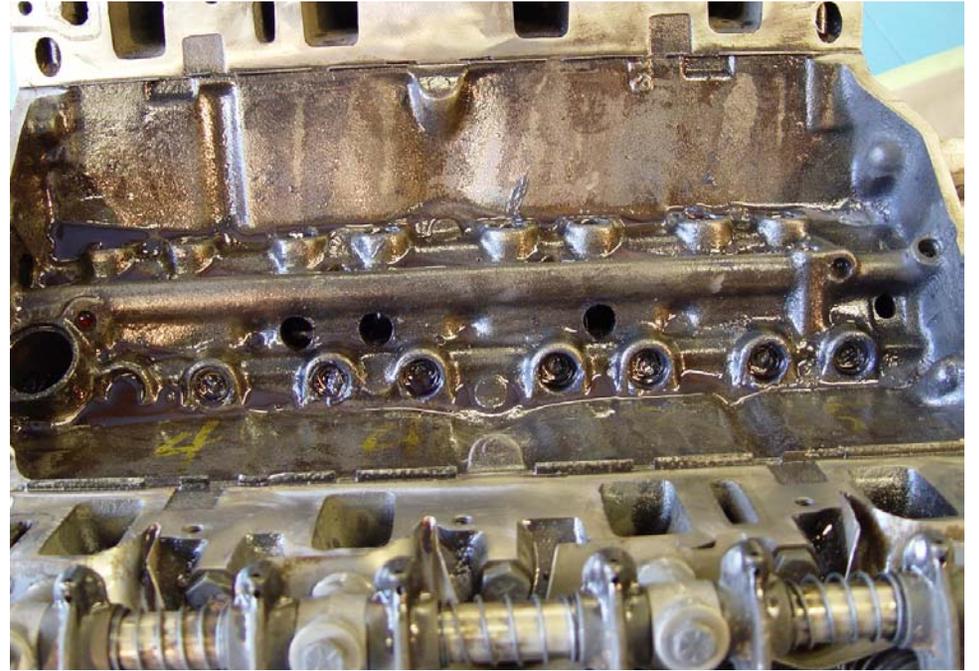
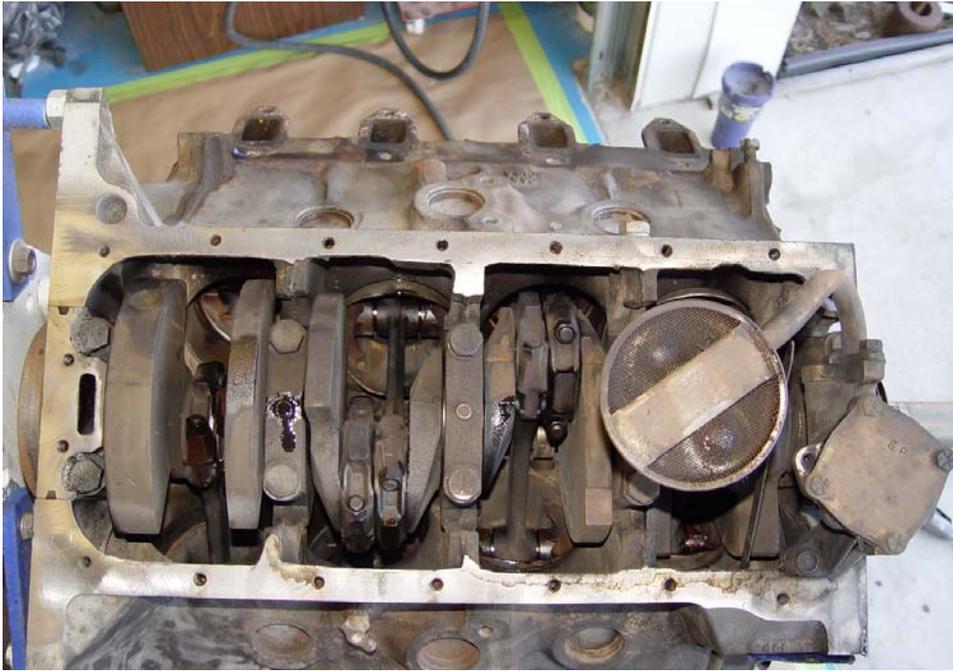
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## PROJECT PHOTO GALLERY

### *PHASE II - Body & Parts Preparation*





























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### *PROJECT PHOTO GALLERY*

### *PHASE III - Reassembly & Testing*



















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## PROJECT PHOTO GALLERY

*< Completed Project >*

























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## *Galaxie 500*

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*Project Summary*



# PROJECT SUMMARY

## 1964 Ford Galaxie 500

for

### Papa Smurf

This was a "frame-on" restoration project of Papa Smurf's 1964 Ford Galaxie 500. The project was started on November 1<sup>st</sup>, 2008 and completed on June 23<sup>rd</sup>, 2010. Delivery to Mr. Smurf took place on June 26<sup>th</sup>, 2010 with an odometer reading of 9708.9 miles.

**OBJECTIVE:** Mr. Smurf's desire was to restore the car to be capable of providing service as a safe and reliable "weekend cruiser" with enough attention to detail to be capable of participating in local car shows without any intention of being competitive, yet still be proud of the car's appearance.

**SCOPE:** This was a bare-metal, "frame-on" restoration. Mechanical restoration had been previously performed by Midlife Classics during the spring of 2008 as part of the car's "Return to Service" project. That project included a rebuild of the car's front and rear suspension, complete brake system and the engine's fuel, cooling and ignition systems. After seeing a summer of road service, it was returned to Midlife Classics in October of 2008 for the rest of the restoration to be completed.

This restoration included the removal of all body panels, lights, glass, rubber weatherstripping, and trim pieces prior to sodablasing the car's body, engine compartment, and trunk down to bare metal. All bodywork was performed over rust-free metal. The interior was removed for replacement of the carpet, the headliner and refurbishing of all painted trim items.

The engine was not rebuilt. However, in order to fix an oil leak, the intake manifold was removed. Once the engine was "opened up", it was found to be caked with excessive amounts of sludge and chunks of carbon. So, the oil pan was removed and the entire engine was cleaned of sludge and debris as well as possible, flushed out with kerosene prior to reassembly and painting. The transmission was not rebuilt, but was externally cleaned and refinished. The rear axle had already received new axle

bearings and seals during the Return to Service project. The rear axle's pinion seal had been a problem, so the yoke was sleeved and the seal replaced.

Due to prior damage history - much of which was hidden by prior repairs - the right side of the car required extensive work. Rust had taken its toll on the metal beneath much of the bodywork. The right front fender was replaced with a salvageable one from a donor car. The right front door was re-skinned with a donor door panel. The right rear door and right rear quarter panel were repaired. Due to extensive rusting at the hinge mounting points, the trunk lid was also replaced with one that was repairable.

A two-stage basecoat/clearcoat urethane paint was applied, then colorsanded and buffed. The level of finish was dictated by the car's primary objective of being a weekend cruiser. The interior was treated to a new headliner and carpet. The seat and door panel upholstery was retained as-is. All remaining interior parts were refinished as appropriate. All weatherstripping and window seals were replaced with new reproduction parts where available.

The engine compartment was painted with POR15 Chassis Black. The car's undercarriage was coated with a rubberized undercoating. All suspension components were painted with POR15 Chassis Black during the previous Return to Service project.

The original front and rear bumpers were re-chromed. The stainless steel trim pieces were refinished as necessary to properly compliment the overall appearance of the car.

Virtually every metal part on the car that was not replaced was stripped of all dirt, grease, paint and rust, and then refinished as appropriate.

**UPGRADES:** The following items/systems were upgraded or modernized to fit the stated project objective.

- **Ignition System: Ignition System:** The points and condenser were replaced with a Pertronix "Ignitor" electronic ignition.

**MAJOR SYSTEMS & COMPONENTS:** The following listing specifies the actions taken or items used to complete the major systems and components:

- **Body & Chassis:** The car's exterior body, trunk and bolt-on body components were sodablasted to bare metal. The underbody was coated with a rubberized undercoating. The engine compartment and suspension components were blasted and refinished using POR15 Chassis Black rust-inhibitive coating (during the Return to Service project). The suspension (front and rear) and brake system were rebuilt during the Return to Service project. Following blasting, the exterior body was acid-washed, then coated with a rust-inhibiting etching primer prior. Following necessary bodywork (using Evercoat brand fillers and PPG K38 Hi-Build primer) the entire body was sprayed with a primer/sealer before receiving its color coat. The prepared body was painted using PPG's two-stage (basecoat/clearcoat) "Omni" paint system. The final finish was colorsanded and buffed for best gloss.

- **Suspension:** During the Return to Service project (spring 2008), the front suspension was rebuilt using all new components except for springs. At that time, the rear suspension received new bushings all around, but retained the original leaf springs. All four shock absorbers were replaced with new units. Following completion and initial test drives, a front end alignment was performed.
- **Steering:** All steering components were replaced with new except for the steering gear box.
- **Brakes:** A full brake system rebuild was performed as part of the Return to Service project in the spring of 2008. All hydraulic components were replaced (master cylinder, wheel cylinders). All four wheels received new brake shoes and freshly turned drums. All rubber hoses were replaced with new.
- **Power Train:** The car's powertrain remains pretty-much unchanged aside from a thorough cleaning-out of the engine and cosmetic refinishing of all the major components.
  - Engine: The original 352 V8 engine has not been rebuilt. The original 4-barrel carburetor was rebuilt. The ignition system retains the original distributor, but it has been upgraded with a Pertronix "Ignitor" electronic ignition system.
  - Transmission: The original C3 automatic transmission remains as it was when originally received by Midlife Classics with the exception of having been properly serviced (filter & fluid) and replacing the rear seal.
  - Rear Axle: The differential was cleaned, but remains otherwise untouched. Rear axle bearings were replaced. The pinion and rear axle seals were also replaced.
  - Cooling System: The heater core is new. All hoses are new.
- **Interior:** The interior was refurbished using a new headliner, carpet and dash pad. The original seat upholstery and door panels were retained without refurbishing. The remaining interior components were stripped and refinished as appropriate.
- **Body Seals / Weatherizing:** All rubber seals, gaskets and weatherstripping were replaced with new reproduction replacements where available.

**FINAL PRODUCT:** The final product of the restoration is ready for the road and should serve its owner well for years to come. The car runs and drives nearly as well as you would have expected it to when new. The overall impression is that the car is very solid and free of all the wear and age related symptoms you would expect of a car of this vintage.

**SUGGESTED IMPROVEMENTS:** While the restoration work that has been performed has resulted in a high quality final product, there are a couple of items that Midlife Classics suggests be considered to improve the overall drivability of this car:

- **Carburetor:** The original carburetor was rebuilt during the Return to Service project back in spring of 2008. The amount of tar-like fuel residue that was in the carburetor made a proper rebuild nearly impossible. The effects of residual contaminants were evident when the engine was first brought back to life after this restoration. The problem was resolved (for now) by removing the carburetor and clearing out all the internal passages. However, the engine still retains a bad hesitation or "stumbling" just off of idle - which makes taking off from standing starts without stalling somewhat challenging. This is due to the carburetor being jetted for the fuel blends sold back in the 1960s. Today's fuels burn much leaner and the best way to compensate for this is to replace the existing carburetor with a more modern unit that can be properly jetted to burn fuel at the proper mixture.
- **Tires:** The tires currently on the car have exceptionally weak sidewalls. This results in very poor responsiveness and seriously reduced "road feel". Higher grade tires with greater sidewall support will significantly improve overall handling, feel and safety. Wider wheels may also be worth considering.

**MIDLIFE CLASSICS COMMITMENT:** At Midlife Classics, once we've restored a car, we are committed to seeing that the car and owner enjoy a long and pleasure-filled relationship. We are committed to helping the owner keep the car in top condition throughout its life and welcome every opportunity to perform maintenance and repairs when necessary. If, at any time, there is a question about the operation or condition of any part of the car, we are here to answer any questions and provide whatever assistance is necessary. All parts used in the restoration are covered by the manufacturers' warranties. Furthermore, Midlife Classics warrants its workmanship for a period of 12 months or 12,000 miles (whichever comes first). This includes any labor related to the replacement of any failed parts covered by manufacturers' warranties during this 12-month/12,000 mile period. Subcontracted services are covered by the subcontracted companies for a period not to exceed Midlife Classics' 12 month / 12,000 mile coverage. Any and all warrantee services are to be performed by Midlife Classics at its facility and/or its subcontractors.



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## *Galaxie 500*

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*Project Worksheets*

# Papa Smurf

## 1964 Ford Galaxie

### Restoration Project

<b>PROJECT SUMMARY</b>		
	<b>Job Start:</b>	11/1/2008
<b>CHARGES</b>		
SHOP LABOR (by job)		
PHASE I	\$	2,775.00
PHASE II	\$	4,812.50
PHASE III	\$	4,250.00
	0 \$	-
PENDING	\$	162.50
SUBLET	\$	3,514.50
	TOTAL:	\$ 15,514.50
PARTS	\$	5,275.73
MILEAGE		
SHIPPING	\$	197.12
SALES TAX	\$	326.59
	TOTAL:	\$ 21,313.94
<b>PAYMENTS RECEIVED</b>		
10/31/08 Check #4591	\$	2,000.00
04/08/09 Check #4659	\$	3,000.00
07/25/09 Check #7407	\$	7,000.00
09/29/09 Check #4752	\$	3,000.00
03/26/10 Check #4860	\$	1,000.00
06/26/10 Check #4907	\$	5,313.94
	TOTAL:	\$ 21,313.94
<b>CREDITS ISSUED</b>		
	TOTAL:	\$ -
<b>BALANCE DUE</b>		\$ 0.00

**LABOR**  
**Papa Smurf**  
**1964 Ford Galaxie**

LABOR RATE:												
DESCRIPTION	HOURS				PRICE	J	JOB APPLICATION					SUBLET
	BOB	GLENN	CHRIS	TOTAL			PHASE I	PHASE II	PHASE III		PENDING	
Remove Bumpers, Lights Misc Trim		7.00		7.00	\$350.00	1	\$ 350.00					
Remove Windshield & Backlight Trim		3.00		3.00	\$150.00	1	\$ 150.00					
Remove Interior Panels and Dash Pad		8.50		8.50	\$425.00	1	\$ 425.00					
Remove Seats, Carpet, Headliner		3.00		3.00	\$150.00	1	\$ 150.00					
Remove Engine & Transmission		7.00		7.00	\$350.00	1	\$ 350.00					
Sodablast/Strip Body & Engine Bay		27.00		27.00	\$1,350.00	1	\$ 1,350.00					
Degrease & Clean Transmission		2.00		2.00	\$100.00	2		\$ 100.00				
Disassemble/Clean/Paint/Reassemble Eng		52.50		52.50	\$1,312.50	2		\$ 1,312.50				
Paint Engine Bay		4.00		4.00	\$200.00	2		\$ 200.00				
Undercoat Chassis		4.00		4.00	\$200.00	2		\$ 200.00				
Primer/Sand/Prep Body for Paint		267.50		267.50	\$3,000.00	2		\$ 3,000.00				
Sublet on RH Doors, Fender & Decklid				0.00	\$1,000.00	O						\$ 1,000.00
Load & Transport to/from Paint Shop			2.00	2.00	\$100.00							
Paint Finish Coat (sublet)				0.00	\$2,500.00	O						\$ 2,500.00
Re-Hang & Adjust Doors	2.00		4.00	6.00	\$300.00	3			\$ 300.00			
Replace Door/Side Window Rubber			8.00	8.00	\$400.00	3			\$ 400.00			
Replace Windshield/Rear Glass Rubber			4.00	4.00	\$200.00	3			\$ 200.00			
Install Engine & Transmission			3.00	3.00	\$150.00	3			\$ 150.00			
Repair Misc Trim Dents & Dings			15.00	15.00	\$750.00	3			\$ 750.00			
Steam Clean OR Replace Carpet			1.50	1.50	\$75.00	3			\$ 75.00			
Install Exhaust System			1.00	1.00	\$50.00	3			\$ 50.00			
Reinstall Bumpers & Brackets			4.00	4.00	\$200.00	3			\$ 200.00			
Reinstall Front Grill & Lights			1.00	1.00	\$50.00	3			\$ 50.00			
Reinstall Front Clip			3.00	3.00	\$150.00	3			\$ 150.00			
Refinish Interior Trim Items			10.00	10.00	\$500.00	3			\$ 500.00			
Install New Headliner	4.00		1.00	5.00	\$250.00	3			\$ 250.00			
Reinstall Interior			5.00	5.00	\$250.00	3			\$ 250.00			
Reinstall Trim & Lights			5.00	5.00	\$250.00	3			\$ 250.00			
Replace Carpet Underlayment			1.00	1.00	\$50.00	3			\$ 50.00			
Misc. Components Refinishing			10.00	10.00	\$500.00	3			\$ 500.00			
Refinish Trunk, Install Liner & Sideboards	1.50			1.50	\$75.00	3			\$ 75.00			
Paint & Install New Dashboard	2.50			2.50	\$125.00	5					\$ 125.00	
Install Glove Box Liner	0.25			0.25	\$12.50	5					\$ 12.50	
Replace Trunk Lock Bezel	0.50			0.50	\$25.00	5					\$ 25.00	
TX Safety Inspection - Labor	1.00			1.00	\$50.00	3			\$ 50.00			
TX Safety Inspection				0.00	\$14.50	O						\$ 14.50
<b>TOTAL:</b>	<b>11.75</b>	<b>385.50</b>	<b>78.50</b>	<b>90.25</b>								

## PARTS LISTING

### Papa Smurf 1964 Ford Galaxie

QTY	DESCRIPTION	ITEM NO.	VENDOR	PRICE	SHIP	TOTAL
1.00	Drivers Armrest	AR12LB	Dearborn	\$39.95		\$39.95
1.00	Lower Radiator Air Deflector Seal	C4AZ-8349A	Autokrafters	\$19.95		\$19.95
1.00	Hood-to-Cowl Seal	C3AZ-16740A	Autokrafters	\$7.95		\$7.95
1.00	Windshield Weatherstrip	C2AZ-6203110A	Autokrafters	\$79.95		\$79.95
1.00	Beltline Weatherstrip	FD120	Autokrafters	\$109.95		\$109.95
1.00	Door Weatherstrip - Front	C3AZ-5420530PR	Autokrafters	\$99.95		\$99.95
1.00	Door Weatherstrip - Rear	C4AZ-5425324	Autokrafters	\$99.95		\$99.95
1.00	Vent Window Weatherstrip	WE63A	Dearborn	\$119.95		\$119.95
1.00	Vent Window Vertical Seal	WE60AV	Dearborn	\$24.95		\$24.95
1.00	Lower Front Vent Seals	C3AZ-65222A78A	Autokrafters	\$2.95		\$2.95
1.00	Back Edge Vent Seals	C3AZ-6220568-9A	Autokrafters	\$24.95		\$24.95
1.00	Door Glass Run Weatherstrip - Lock Side	C3AZ-6221550PR	Autokrafters	\$39.95		\$39.95
2.00	Door Glass Run Weatherstrip - Div Bar Side	C3AZ-7621538	Autokrafters	\$23.95		\$47.90
1.00	Trunk Weatherstrip	C3AZ-6243720L	Autokrafters	\$22.95		\$22.95
1.00	Door Bumpers - Rear	RDB101A	Dearborn	\$4.95		\$4.95
1.00	Door Bumpers - Front	RDB101B	Dearborn	\$4.95		\$4.95
1.00	Rear Window Weatherstrip	WE15E	Dearborn	\$79.95		\$79.95
1.00	Gas Pedal Rod Seal	GPS12	Dearborn	\$2.95		\$2.95
1.00	Heater Seal Kit	WE29	Dearborn	\$24.95		\$24.95
1.00	Hood Bumper - Rear to Fender Top	HB13	Dearborn	\$5.95		\$5.95
1.00	Hood Bumper - Side of Hood	C3AZ-16758A	Autokrafters	\$5.95		\$5.95
1.00	Replacement Dash Pad (paint req.)	DP63A	Dearborn	\$299.95		\$299.95
6.00	Colormatch Interior Paint - lt/drk turquoise	PA106O/PA106O2 "O" n	Dearborn	\$14.95	\$33.95	\$123.65
1.00	Vynl Prep Spray	PA107	Dearborn	\$9.95		\$9.95
1.00	Carpet Kit (aqua? Blue?)	CA63A4 (color code)	Dearborn	\$199.95		\$199.95
1.00	Trunk Mat (Plaid - Basket Weave on B/O)	TMA63-PL	Dearborn	\$114.95		\$114.95
1.00	Battery Tray	BT10	Dearborn	\$25.95		\$25.95
1.00	Radio Antenna	AW-US13	Autozone	\$19.99		\$19.99
1.00	Transmission Vacuum Modulator	Check C4 or FX/MX	Autozone	\$19.99		\$19.99
1.00	Headliner (Parchment) (lt blue per cust)	HK63C-PA	Dearborn	\$124.94		\$124.94
35.00	Windlace (35 ft. required)	WL100-AQ (aqua Cloth)	Dearborn	\$3.75	\$49.95	\$181.20
12.00	Windlace Retainer	BMC76	Dearborn	\$4.95		\$59.40
1.00	Wiring Straps	AK114B	Autokrafters	\$10.00		\$10.00
1.00	Windo-Weld Sealer	3M08606	Autokrafters	\$24.94	\$9.95	\$34.89
2.00	Roof Rail Weatherstrip Screws	PE766	Mustangs Unit'd	\$8.69	\$8.96	\$26.34
2.00	Door Handle Gaskets (pr)	DHG10	Dearborn	\$12.44		\$24.88
15.00	Sodablasting Media		Stripco	\$27.50		\$412.50
1.00	Carburetor Mounting Gasket	60091	Big G	\$4.95		\$4.95
1.00	Easy-Off Oven Cleaner			\$5.49		\$5.49
2.00	Hi Build Primer		English	\$217.00		\$434.00
1.00	Catalyst - Hi Build Primer		English	\$24.38		\$24.38
1.00	Etch Primer		English	\$53.25		\$53.25
1.00	Z-Grip Body Filler		English	\$25.81		\$25.81
6.00	Hi Build Primer - Aerosol Can		English	\$24.38		\$146.28
2.00	Seam Sealer	MMM-08505	Big G	\$20.84		\$41.68
1.00	Undercoating			\$59.95		\$59.95
2.00	POR15 Chassis Paint			\$55.00		\$110.00
1.00	POR15 Engine Paint			\$27.50	\$20.00	\$47.50
2.00	Primer Serfacer Catalyst	K201	English	\$88.63		\$177.26
1.00	Self-Etch Primer (spray can)	5111	English	\$18.56		\$18.56
0.00	Extender	DX87	English	\$61.78		
1.00	Fender Moulding - Right Front		eBay	\$51.24	\$15.52	\$66.76
1.00	Engine Gasket Set	FS8554PT	Autozone	\$92.84		\$92.84
1.00	Valve Lifter	JB-2083	Autozone	\$5.28		\$5.28
1.00	Yoke Sleeve	Nat'l Redi-Sleeve #99181	Hire's Automotive	\$35.69	\$5.44	\$41.13
1.00	Oil Seal (Diff Yoke)	NAT7044NA	Big G	\$13.49		\$13.49
1.00	6x9 Speaker	AW-699SP	Autozone	\$19.99		\$19.99
1.00	Wagner H5001 Sealed Beam Headlight	H5001	Big G	\$13.23		\$13.23
1.00	Transmission Rear Seal	7692S	Autozone	\$13.32		\$13.32
8.00	Instrument Panel Bulbs	1895	Big G	\$0.89		\$7.12
1.00	Firewall Insulation Set	ICP15/FD108	Dearborn/AK	\$69.95		\$69.95
1.00	Mirror Gasket	MG102	Dearborn	\$4.94		\$4.94
5.00	Emblem Barrel Clips 1/16"	EBC100 / 378362S	Dearborn/AK	\$1.19		\$5.95
5.00	Emblem Barrel Clips 3/16"	EBC101 / AV11293	Dearborn/AK	\$1.19		\$5.95
4.00	Emblem Barrel Clips 1/8"	EBC102 / AV8405	Dearborn/AK	\$1.19		\$4.76
6.00	Plastic Windlace Med/Drk Blue 2.00/1.60	WL101-MB/WLV-08	Dearborn/AK	\$2.50	\$17.95	\$32.95
1.00	Door Glass Run Weatherstrip - Lock Side	C3AZ-6221550PR	Autokrafters	\$39.95	\$9.95	\$49.90
5.00	Rear Door & Quarter Panel Retainer Clip	C4AZ-6229120A	Autokrafters	\$2.50		\$12.50
2.00	Exhaust Pipe Gaskets		Big G	\$3.03		\$6.06

**PARTS LISTING**  
**Papa Smurf**  
**1964 Ford Galaxie**

2.00	Bumpers - Rechromed		Best Bumper	\$350.00		\$700.00
2.00	Bumpers - Environmental Fee		Best Bumper	\$10.50		\$21.00
5.00	Gasoline		Allsupps	\$3.56		\$17.80
10.00	Gasoline		Allsupps	\$3.25		\$32.50
1.00	Seafoam Fuel Treatment		Big G	\$9.99		\$9.99
1.00	Glove Box Insert	GBL11	Dearborn	\$16.19		\$16.19
3.00	Vacuum Tubing - Windshield Washer		Big G	\$0.55		\$1.65
1.00	Windshield Washer Pump	C1AZ-1766A	Autokrafter	\$57.07		\$57.07
1.00	Windshield Washer Reservoir Bag	C4AZ-17618US	Autokrafter	\$42.79		\$42.79
1.00	Trunk Lock Bezel	C4AZ-6243603	Autokrafter	\$74.94		\$74.94
1.00	Trunk Filler Boards	FD105	Autokrafter	\$57.44	\$25.45	\$82.89
4.00	Trunk Spatter Paint	DM100	Autozone	\$10.49		\$41.96
1.00	Horn Relay	STDHR119	Big G	\$16.28		\$16.28
1.00	Skylight Blue Basecoat - pint for touch-up	MBCAMIX	English	\$37.75		\$37.75
1.00	License Plate Lamp Bulb	WAG90	Inventory	\$0.99		\$0.99
3.00	Clear Tubing - Coolant Overflow		Inventory	\$0.79		\$2.37
1.00	Headliner Insulation		Inventory	\$29.95		\$29.95
5.00	Shell Rotella T Motor Oil		Inventory	\$5.62		\$28.10
2.00	Antifreeze		Inventory	\$12.49		\$24.98
9.00	Transmission Fluid		Inventory	\$5.44		\$48.96
6.00	SS Pan Screws - Trunk Filler Boards	#12 x 3/4" - P/N 2-1532	Inventory	\$0.45		\$2.70
9.00	SS Oval Head Screws - Dash Pad Retainer	#8 x 1 1/2" - P/N 2-1468	Inventory	\$0.75		\$6.75
2.00	SS Oval Head Screws - Side View Mirror	#8 x 3/4" - P/N 2-1418	Inventory	\$0.29		\$0.58
				\$0.00		
				\$0.00		
<b>TOTAL:</b>						



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## Galaxie 500

19



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*Project Checklists*

# CHECKLISTS

## Papa Smurf

### 1964 Ford Galaxie

SYSTEM	ITEM	TEST	PASS	FAIL	BY	NOTES
<b>SUSPENSION &amp; STEERING</b>						
	Ball Joints	Check Bolts Tight & Lubed	X		CS	
	Tie Rod Ends	Check Tight & Lubed	X		CS	
	Control Arm Pivots	Check Tight & Lubed	X		CS	
	Steering Rack/Box	Check All Tight & Lubed	X		RC	
	Axle Bearings & Nuts	Check Adj & Grease. Rotates Freely	X		RC	
	Rear Springs	Check Bolts & Seats	X		RC	
	Shocks	Check Bolts Tight	X		CS	
	Steering Wheel	Check Attach & Centered	X		CS	
	Power Steering	Check Leaks, Belt, Fluid	N/A			
	Suspension Action	Check Range & Damping	X		RC	
	Steering Action	Check Lock-to-Lock	X		RC	
<b>BRAKES</b>						
	Front Pads/Shoes	Check Wear, Fittment, Adjustment	X		RC	
	Rear Pads/Shoes	Check Wear, Fittment, Adjustment	X		RC	
	Front Rotors/Drums	Check Wear & Secure	X		RC	
	Rear Rotors/Drums	Check Wear & Secure	X		RC	
	Reservoir	Check Fluid Level	X		CS	
	Booster	Check Vacuum Connections	N/A			
	Warning System	Check Switch Connected & Centered	X		CS	
	Pedal	Check Pedal Travel & Feel	X		CS	
	Emergency/Parking	Check if Holds Vehicle & Releases	X		RC	
	Braking Action	Road Test, Check for Pull & Locking	X		RC	
<b>COOLING SYSTEM</b>						
	Hoses	Check for Aging, Splits & Clamps	X		CS	
	Routing	Verify Hose Routing is Correct	X		CS	
	Coolant	Check Radiator Full & Proper Mix	X		CS	
	Leaks	Inspect for Leaks	X		CS	
	Radiator Cap	Verify Cap Secure & Proper Press.	X		CS	
	Overflow	Verify Hose/Container in Place	X		CS	
	Monitoring	Verify Any Gauges/Lights Connected	X		CS	
	Pressure Test	Inspect for Leaks	X		CS	

# CHECKLISTS

## Papa Smurf

### 1964 Ford Galaxie

SYSTEM	ITEM	TEST	PASS	FAIL	BY	NOTES
<b>FLUIDS</b>						
	Engine Oil	Check Level & Correct Fluid	X		CS	
	Transmission Fluid	Check Level & Correct Fluid	X		CS	
	Power Steering Fluid	Check Level & Correct Fluid	N/A			
	Coolant	Check Level & Correct Fluid	X		CS	
	Brake Fluid	Check Level & Correct Fluid	X		CS	
	Rear Axle Gear Oil	Check Level & Correct Fluid	X		CS	
	Windshield Washer	Check Level & Correct Fluid	X		RC	
	Fuel	Add 5+ Gallons for Testing	X		CS	
<b>ELECTRICAL SYSTEM</b>						
	<b>Pre-Powered Overview</b>	Verify Connections Match Diagrams	X		CS	
	- Alternator	Verify Connections Correct	X		CS	
	- Ignition Coil	Verify Connections Correct	X		CS	
	- Spark Plug Wires	Verify Connections Correct	X		CS	
	- Horn(s)	Verify Connections Correct	X		CS	
	- Oil Pressure Sensor	Verify Connections Correct	X		CS	
	- Water Temp Sensor	Verify Connections Correct	X		CS	
	- Heat & A/C	Verify Connections Correct	X		CS	
	- Exterior Lighting	Verify Connections Correct	X		CS	
	- Gauge Cluster	Verify Connections Correct	X		CS	
	- Accessories	Verify Connections Correct	X		CS	
	- Fuse Box/Panel	Verify Fuses Installed & Correct	X		CS	
	<b>CONNECT BATTERY</b>	<b>CHECK FOR SMOKE!</b>	X		CS	
	<b>KEY OFF Testing</b>					
	- Parking Lights	Check Proper Operation	X		CS	
	- Headlights Low	Check Proper Operation	X		CS	
	- Headlights High	Check Proper Operation	X		CS	
	- Tail Lights	Check Proper Operation	X		CS	
	- Brake Lights	Check Proper Operation	X		CS	
	- License Plate Lamp	Check Proper Operation	X		RC	
	- Hazard Flashers	Check Proper Operation	N/A			
	- Panel Lights	Check Proper Operation	X		CS	
	- Horn(s)	Check Proper Operation	X		CS	
	- Clock	Check Proper Operation		X	CS	
	- Interior Lighting	Check Proper Operation	X		CS	
	- Cigarette Lighter	Check Proper Operation	X			

# CHECKLISTS

## Papa Smurf

### 1964 Ford Galaxie

SYSTEM	ITEM	TEST	PASS	FAIL	BY	NOTES
<b>ELECTRICAL SYSTEM (Continued)</b>						
	<b>KEY ON Testing</b>					
	- Check Above Items	Check Op of Any Failed Key Off Items	N/A		CS	
	- Turn Signals	Check Proper Operation	X		CS	
	- Backup Light(s)	Check Proper Operation	X		CS	
	- Parking Brake Warn	Check Proper Operation	N/A			
	- Charge Gauge/Light	Check Proper Operation	X		CS	
	- Temp Gauge/Light	Check Proper Operation	X		CS	
	- Oil Press Gauge/Light	Check Proper Operation	X		CS	
	- Fuel Gauge	Check Proper Operation	X		CS	
	- Windshield Wiper	Check Proper Operation	X		CS	
	- Windshield Washer	Check Proper Operation	X		RC	Added aft. initial chk
	- Heater Blower Fan	Check Proper Operation	X		CS	
	- Heater Valve (if elect.)	Check Proper Operation	N/A			
	- A/C Clutch	Check Proper Operation	N/A			
	- A/C Fan (if separate)	Check Proper Operation	N/A			
	- Radio & Access	Check Proper Operation		X	CS	
	- Ignition Power to Coil	Check Proper Operation	X		CS	
	- Electric Choke	Check Proper Operation	N/A			
	- Starter Engage	Check Proper Operation	X		CS	DISCONNECT COIL
	- Neutral Safety Switch	Check Proper Operation	X		CS	Intermittent Problem
<b>ENGINE</b>						
	Electrical Verified	Verify Electrical Checklist Completed	X	CS		
	Fluids Verified	Verify Fluids Checklist Completed	X	CS		
	Cooling System Verified	Verify Cooling Sys Chklist Completed	X	CS		
	Distributor Timing	Verify Static Timing - #1 TDC	N/A			Pertronix
	Accelerator Linkage	Verify Carburetor Opens/Closes	X	CS		
	Cold Start System	Verify Choke Function & Fast Idle	X	CS		
	Prime Fuel Pump	Open Fuel Line at Pump Inlet to Prime	X	CS		
	Secure For Start	Set Trans to Neutral or Park. Set Brake	X	CS		
	<b>Start Engine</b>	<b>30-SECOND RUN LIMIT</b>	X	CS		<b>NO REVING!</b>
		<b>&lt; CHECK OIL PRESSURE &gt;</b>	X	CS		<b>STOP if Not Good</b>
	<b>Check Fluids</b>					
	- Engine Oil	Top Off as Needed	X	CS		
	- Transmission Fluid	Top Off as Needed	X	CS		
	- Power Steering Fluid	Top Off as Needed	N/A			
	- Coolant	Top Off as Needed	X	CS		

# CHECKLISTS

## Papa Smurf

### 1964 Ford Galaxie

SYSTEM	ITEM	TEST	PASS	FAIL	BY	NOTES
<b>ENGINE (Continued)</b>						
	<b>Restart Engine</b>					
	- Check Oil Pressure	Verify Oil Pressure Good	X		CS	<b>STOP if Not Good</b>
	- Rough Check Timing	Verify Near Timing (given fast idle)	X		RC	
	- Check Trans Fluid	Add Fluid As Needed	X		RC	
	- Warm to Op Temp	Use Laser Temp Gauge	X		RC	
	- Verify Cooling Fan	Check Elect Cooling Fan Function	N/A			
	- Verify Choke Opens	Check Choke Flap and Normal Idle	X		RC	
	- Set Ignition Timing	Adjust As Per Timing Specifications	X		RC	
	- Set Idle	Adjust As Per Specifications	X		RC	
	- Recheck Timing	Adjust Per Specs with Proper Idle	X		RC	
	- Verify Coolant Temp	Confirm Temp Maintained w/in Spec.	X		RC	
	- <b>Shutdown</b>	Turn Off Engine	X		RC	
	- Check for Leaks	Check Engine & Cooling Sys for Leaks	X		CS	
	<b>Recheck Fluids</b>					
	- Engine Oil	Top Off as Needed	X		CS	
	- Transmission Fluid	Top Off as Needed	X		RC	
	- Power Steering Fluid	Top Off as Needed	N/A			
	- Coolant	Top Off as Needed	X		CS	
	<b>Restart Engine</b>					
	- Check Oil Pressure	Verify Oil Pressure Good	X		RC	<b>STOP if Not Good</b>
	- Warm to Op Temp	Use Laser Temp Gauge	X		RC	
	- Verify Cooling Fan	Check Elect Cooling Fan Function	N/A			
	- Verify Choke Opens	Check Choke Flap and Normal Idle	X		RC	
	- Verify Idle Speed	Adjust As Per Specifications	X		RC	
	- Verify Ignition Timing	Adjust As Per Timing Specifications	X		RC	
	- Recheck Idle Speed	Adjust As Per Specifications	X		RC	
	- Adjust Idle Mixture	Adjust Per Specs with Proper Idle	X		RC	
	- Recheck Idle Speed	Adjust As Per Specifications	X		RC	
	- Verify Coolant Temp	Confirm Temp Maintained w/in Spec.	X		RC	
	- Cycle Transmission	Move Through Gears to Circulate Fluid	X		RC	
	- Check Trans Fluid	Add Fluid As Needed	X		RC	
	- <b>Shutdown</b>	Turn Off Engine	X		RC	

#### ENGINE RUN COMMENTS

Fuel pump required disassembly and cleaning before it would operate.

# CHECKLISTS

## Papa Smurf

### 1964 Ford Galaxie

SYSTEM	ITEM	TEST	PASS	FAIL	BY	NOTES
<b>SAFETY &amp; CONVENIENCE</b>						
	Seat Belts	Check Secure & Functional	X		CS	
	Seats	Secure & Move Fore/Aft Freely	X		CS	
	Mirrors	Verify Secure & Proper View	X		RC	
	Sun Visors	Check Secure & Functional	X		CS	
	Spare Tire & Tools	Check Present & Secured	X		RC	
	Headlight Alignment	Align High and Low Beams	X		RC	
<b>BODY &amp; TRIM</b>						
	Doors	Check Movement, Latches & Locks	X		RC	
	Side Windows	Check Up/Down Movement	X		RC	
	Vent Windows	Check Open/Close Movement & Latch	X		RC	
	Windshield	Check Clean & Leak Free	X		RC	
	Rear Window	Check Clean & Leak Free	X		RC	
	Trunk/Boot	Check Open/Close & Latch/Lock	X		RC	
	Hood/Bonnet	Check Open/Close & Latch/Lock	X		RC	
	Convertible Top	Check Open/Close, Latch & Leaks	N/A			
	Trim & Badges	Check Installed, Correct & Secure	X		RC	
	Body Panel Alignment	Check & Adjust as Needed	X		RC	
	Paint	Touch Up As Needed, Buff to Shine	X		RC	
	Headliner	Secure & Taut	X		RC	As taut as possible
	Carpet	Secure & Free of Interference	X		RC	
	Interior Side Panels	Secure & Free of Interference	X		RC	
	Door Weatherstripping	Check secure	X		RC	

# CHECKLISTS

## Papa Smurf

### 1964 Ford Galaxie

SYSTEM	ITEM	TEST	PASS	FAIL	BY	NOTES
<b>ROAD TEST</b>						
	Verify All Secure	Check for Loose & Missing Parts/Tools	X		RC	
	Verify Documents	Registration & Insurance on Board?	X		RC	
	License Plates	Verify Properly Secured Front & Rear	X		RC	
	Document Mileage	Indicate Odometer Miles in Notes -->	X		RC	<b>9648.5</b>
	Start/Warm Engine	Allow to Reach Operating Temp	X		RC	
	Check Tire Pressured	Verify Pressures to Specifications	X		RC	
	Inspect Everything	Visually Inspect for Leaks & Problems	X		RC	
	Check Transmission	Circulate Through Gears Verify Ops	X		RC	
	Check Brakes Hold	Verify Brakes Hold and Stop Rolls	X		RC	
	Check Parking Brake	Verify Holds at Idle When In Drive	X		RC	
	Electrical Load	Check Idles With Full Electrical Load	X		RC	
	<b>First Drive</b>	<b>45 MPH MAXIMUM</b>				
	- Engine	Noises, Smoothness, Misses, Power?	X		RC	
	- Transmission	Shifts Through Gears & Reverse	X		RC	
	- Brakes	Light - Feel, Straight, Predictable	X		RC	
	- Carburetion	Hesitation, Stumbling, Backfires?		X	RC	Rough runng. Bkfire
	- Steering	Correct, Precise, Sloppy, Chatter?	X		RC	Slow to respond
	- Suspension	Smooth, Noisy, Bottoming, Wallowing?	X		RC	
	- Noises	Rattles, Knocks, Squeaks, Squeals?	X		RC	
	- Gauge Readings	Temp, Oil Pressure, Charging, Etc.	X		RC	
	- Post Drive Inspection	Check for Leaks & Loose Items	X		RC	
	<b>Second Drive</b>	<b>60 MPH MAXIMUM</b>				
	- Engine	Noises, Smoothness, Misses, Power?	X		RC	
	- Transmission	Shifts Through Gears & Reverse	X		RC	
	- Brakes	Light - Feel, Straight, Predictable	X		RC	
	- Carburetion	Hesitation, Stumbling, Backfires?		X	RC	Off-Idle Hesitation
	- Steering	Correct, Precise, Sloppy, Chatter?	X		RC	
	- Suspension	Smooth, Noisy, Bottoming, Wallowing?	X		RC	
	- Noises	Rattles, Knocks, Squeaks, Squeals?	X		RC	
	- Gauge Readings	Temp, Oil Pressure, Charging, Etc.	X		RC	
	- Post Drive Inspection	Check for Leaks & Loose Items	X		RC	
<b>TEST DRIVE COMMENTS</b>						
<p>First test drive - very low on power and rough running with lots of backfiring. Cylinders fed by driver's side of carburetor running weak. Disassembled carburetor and cleaned out passages. Much better on second drive, but still has a lean-hesitation just off of idle due to carburetor being jetted too lean. Suggest new (modern) carburetor that can be jetted for today's fuel blends.</p> <p>Steering is very sluggish due to lack of power steering and tires with mushy sidewalls. Will improve iff/when better tires with stiffer sidewalls are installed.</p>						

# CHECKLISTS

## Papa Smurf

### 1964 Ford Galaxie

SYSTEM	ITEM	TEST	PASS	FAIL	BY	NOTES
<b>PRE-DELIVERY DETAILING</b>						
	Wash Exterior	Wash As Needed	X		RC	
	Wax/Polish Exterior	Wax/Polish As Needed	X		RC	
	Polish Brightwork	Polish All Chrome & Stainless Trim	X		RC	
	Armorall Tires	Tire-Black or Similar Tire Treatment	X		RC	
	Vacuum Interior	Vacuum Carpet Etc.	X		RC	
	Armorall Interior	Armorall Dash, Seats, Side Panels Etc.	X		RC	
	Clean Windows	Clean Inside/Outside All Windows	X		RC	
	Detail Engine Bay	Clean as Necessary	X		RC	
	Clean/Organize Trunk	Clean & Secure Spare/Tools Etc.	X		RC	
	Detail Undercarriage	Clean Underneath & Check for Leaks	X		RC	
	Check All Fluids	Verify Fluid Levels	X		RC	
	Verify Documents	Registration & Insurance on Board?	X		RC	
	Document Odometer	Record Total Miles at Delivery	X		RC	9708.9
	Starting Odometer	As Documented Pre-Test Drive	X		RC	9648.5
	Miles Driven	Calculate Miles Driven Since Restored	X		RC	60.4

DELIVERY NOTES & COMMENTS
<p>Original model carburetor cannot be adjusted to match the mixture required by modern fuel blends. This is resulting in a significant hesitation - or stumbling - just off of idle. This makes it difficult to take off from a standing start without stalling the engine unless you "massage" the accelerator. "Seafoam" fuel treatment was added to the fuel tank (roughly 12 gallons in tank) to see if it will improve the condition since the original carburetor had been seriously clogged by old fuel residue in the past. If the condition does not improve after running a couple of tanks of fuel (with Seafoam) through the carburetor, it is suggested that the carburetor be replaced with a more modern unit (Holley, Edelbrock or Demon) that is easy to re-jet as necessary.</p> <p>The tires on the car have very weak sidewalls that cause steering to be sluggish. Braking is also degraded by these tires. Better tires with stiffer sidewalls are suggested.</p> <p>The neutral safety switch is worn and causes intermittent problems with engaging the starter. This switch has been disassembled and cleaned, but it still doesn't function perfectly. Replacement switches are unavailable. If the starter fails to engage, move the shifter lever slightly (when in PARK) to engage the starter, or shift the transmission to NEUTRAL. This safety switch can be bypassed if it fails completely, but it is not recommended.</p> <p>The windshield wiper switch's "OFF" position does not function properly. Replacement switches are not available. The existing switch has been disassembled and cleaned, but it is still problematic. To turn the wipers off, locate the point between the two left-most detents where the wipers stop. The wipers must be manually "parked" in their bottom-most position when not in use.</p>



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## *Galaxie 500*

*19*



*64*

*Operations Guide*



# OPERATIONS GUIDE

## 1964 Ford Galaxie 500

for

### Papa Smurf

This is a supplement to the original Ford owner's manual for the 1964 Galaxie 500. It is not intended to be a comprehensive manual. This is to be used as a guide to those items, systems and/or procedures that may differ from the original car as delivered when new.

**ENGINE START:** It is important to note that this car's fuel system is managed via a mechanical carburetor – as opposed to most modern vehicles which utilize computer-controlled fuel injection. Therefore, it is not a simple matter of “start-and-go”.

When the engine is cold, the carburetor's electrically-controlled choke mechanism enriches the fuel/air mixture to allow the engine to operate until it reaches normal operating temperature. This results in a period of time where the engine will be sluggish and overly sensitive to operator input via the accelerator pedal. It will also idle at a higher-than-normal RPM while the choke is active.

**Cold Start:** When starting the engine cold, the following procedure should be observed:

- Insert the key in the ignition and rotate it clockwise to the “RUN” position.
- Pump the accelerator 2 – 3 times.
- Rotate the ignition key clockwise to the “START” position to engage the starter.
- If the engine does not start immediately, pump the accelerator a couple more times while the starter is engaged.
- Once the engine starts, disengage the starter and allow the ignition key to return to the “RUN” position.
- Note that when cold, some “finessing” of the accelerator may be necessary to keep the engine running for the first 15 – 30 seconds before it can be allowed to idle on its own.

- When cold, it is not at all uncommon to have to start the engine 2 – 3 times before it will idle on its own.
- **IMPORTANT:** Do not keep the starter engaged (cranking the engine) for more than 15 seconds at a time or the starter may overheat. Allow sufficient time to pass between starting attempts so that the starter can cool down.
- Once started, allow the engine to run for 30 – 60 seconds before attempting to drive.
- Note that the engine will continue to run at a high idle for several minutes to prevent stalling until the engine reaches operating temperature. Keep this in mind as it will require increased braking pressure to keep the car from creeping when stopped.

**Warm Start:** When re-starting the engine after it has already warmed up, the following procedure should be observed:

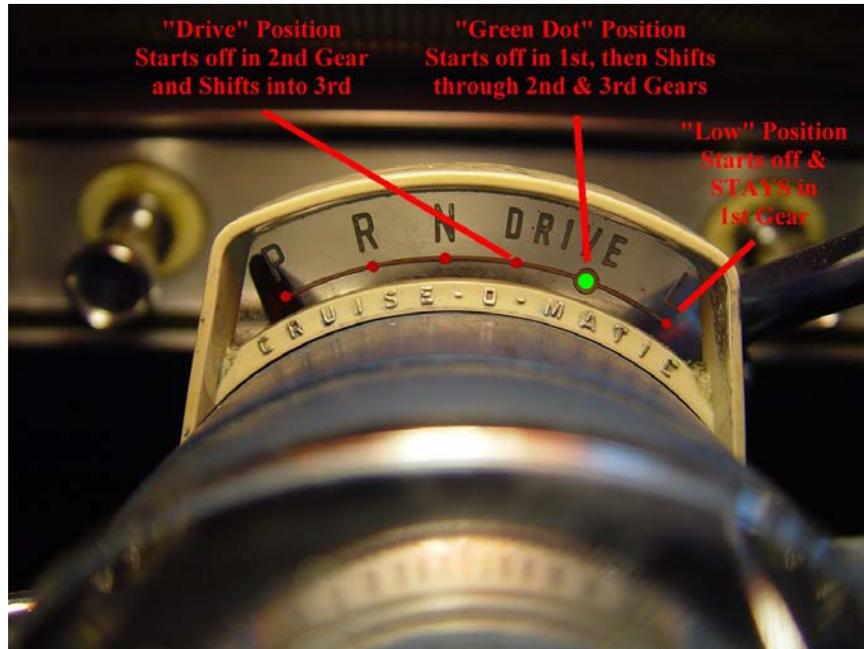
- Insert the key in the ignition and rotate it clockwise to the “RUN” position. *Without pumping the accelerator*, continue past the “RUN” position to the “START” position to engage the starter.
- If the engine starts immediately, release the ignition key and allow it to return to the “RUN” position. Once the engine stabilizes into a smooth idle, you are ready to go.
- If the engine does not start immediately, pump the accelerator lightly a few times to enrich the fuel/air mixture and once the engine starts, release the ignition key and allow it to return to the “RUN” position. Note that this may cause the choke to re-engage – resulting in the same high idle as when the engine is cold. This will resolve itself to a normal idle once the choke has heated up.

**Flooded Start:** If the engine does not start and you smell gasoline fumes, follow the procedure below:

- Insert the key in the ignition and rotate it clockwise to the “RUN” position. *Hold the accelerator to the floor* as you continue past the “RUN” position to the “START” position to engage the starter.
- If the engine starts immediately, release the ignition key and allow it to return to the “RUN” position while *simultaneously* releasing the accelerator. Once the engine stabilizes into a smooth idle, you are ready to go. Note that this may cause the choke to re-engage – resulting in the same high idle as when the engine is cold. This will resolve itself to a normal idle once the choke has heated up.

**IMPORTANT NOTE:** Do not leave the key in the “RUN” position for an extended period without the engine running. Doing so will damage the electric choke mechanism and the electronic ignition.

**TRANSMISSION:** Your car is equipped with an early version of the Ford FMX “Cruise-O-Matic” automatic transmission. It is also called the “Green Dot Transmission” because shifter mechanism on the floorboard differs somewhat from the later model transmissions in that it has a “green dot” position just below the “Drive” position.



The illustration above shows the functions of each of the forward gear positions of the shifter. The function of each of the shifter positions are as follows:

- **“P” – PARK:** Used to secure the car when parked. This engages a parking “pawl” that prevents the car from rolling. However, it is *strongly* recommended that the parking position be augmented by using the parking brake. These C4 transmissions are notorious for having their parking pawls fail – resulting in driverless coaster cars. Shifting into *and* out of PARK requires pressing the detent knob on the left side of the shifter handle.
- **“R” – REVERSE:** This position is used for driving backwards – or “in reverse”. Use appropriate caution. Shifting into REVERSE requires pressing the detent knob on the left side of the shifter handle.
- **“N” – NEUTRAL:** This position disengages the engine’s rotational force from the driveline. There is little reason for using this position other than for pushing/towing the vehicle.
- **“DRIVE”:** Back when the car was manufactured, this was considered the normal driving position for the transmission’s shifter. However, that was based on the concept that drivers preferred to reduce the number of transmission shifts to improve overall comfort. This was done by forcing the transmission to start the car out from a standing start in *second* gear – thus resulting in just one shift from

second to third gear during acceleration. ***This is not recommended for normal driving as it increases wear on the transmission's clutch.***

- **“GREEN DOT”**: This position is the only one where the transmission will shift through all of its forward speeds during acceleration – thus providing maximum performance and reduced clutch wear. This is the recommended position for normal driving. It is easily reached without looking at the shifter since you can pull the shifter all the way back with the detent knob released and it will stop in this position.
- **“LOW”**: This position is for *first* gear operation only. In this position, the transmission starts out and stays in first gear unless the shifter's position is changed. You can shift into LOW while moving, but caution is advised because the change into first gear can be sudden and when “downshifting” into this gear, the difference in gearing can cause engine over-revving and/or damage to the transmission. Shifting into LOW requires pressing the detent knob on the left side of the shifter handle. Shifting out of LOW does can be done without pressing the detent knob.



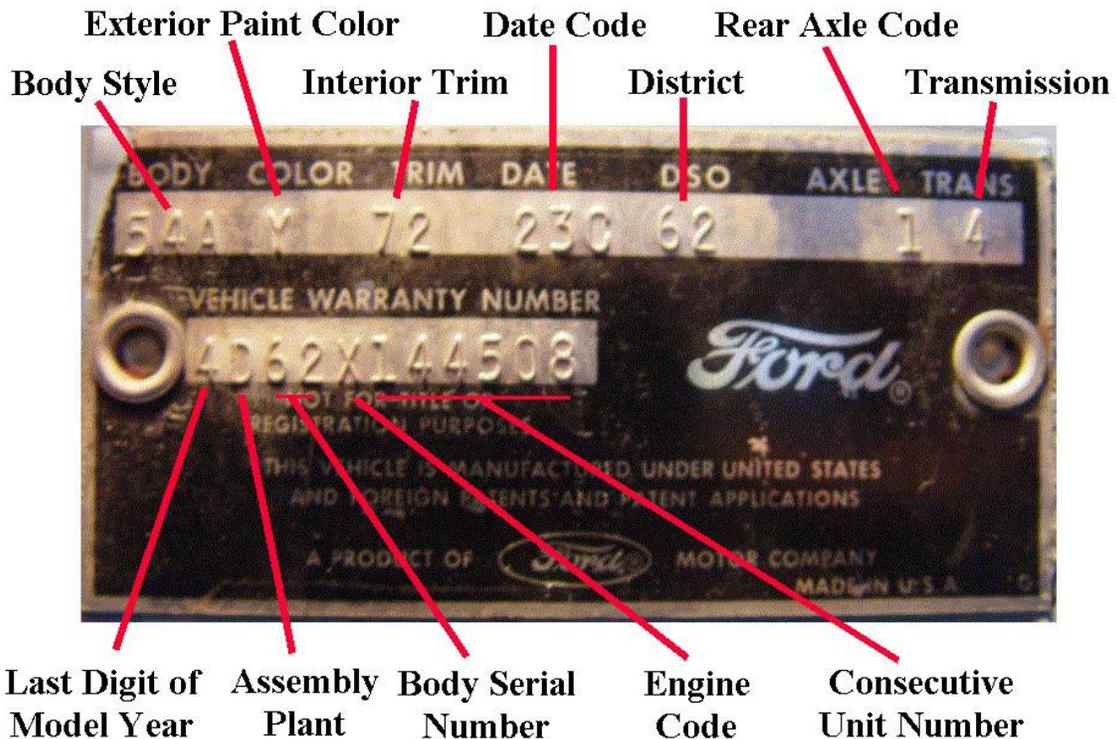
# SPECIFICATIONS & MAINTENANCE

## 1964 Ford Galaxie 500

for  
**Papa Smurf**

This document is intended to provide the specifications that are specific to this particular vehicle and is not all-inclusive. Consider it a supplement to the manufacturer's Owners Manual that was provided with the car when new.

**VEHICLE IDENTIFICATION NUMBER (VIN) AND DATA PLATE:** On the back edge of the driver's door, a data plate is affixed which specifies the vehicle's unique identification number (VIN) and other information related to the configuration of this particular example of a 1964 Ford Galaxie 500. Below is an image of this car's data plate with the specific information items illustrated.



The codes used on this particular vehicle decode as follows:

- **VIN:** 4D62X144508
  - Model Year: “4” = 1964
  - Assembly Plant: “D” = Dallas, Texas
  - Body Serial Number: “62” = 4-Door Sedan
  - Engine Code: “X” = 352 Cubic Inch (4-barrel)
  - Consecutive Unit Number: “144508”
- **Body Style:** “54” = 4-Door Sedan
- **Exterior Paint:** “Y” = “Skylight Blue” (code 1623)
- **Interior Trim:** “72” = Med. Blue Diamond Luster & Lt. Blue Diamond Luster
- **Date Code:** “23C” = March 23, 1964
- **District:** “62” = Houston, Texas
- **Rear Axle:** “1” = 3.00:1
- **Transmission:** “4” = Cruise-O-Matic

#### **MAINTENANCE SPECIFICATIONS:**

- **Ignition System:**
  - Spark Plugs: Autolight 45
  - Spark Plug Gap: 0.32” - 0.36”
  - Ignition Timing: 6 Degrees BTDC
- **Engine Oil:**
  - Oil Brand/Type: Shell Rotella T (or other with ZDDP additive)
  - Oil Viscosity: 15W40
  - Oil Capacity (w/filter change): 5 quarts
  - Oil Filter: WIX 51515 or Fram PH8A
- **Air Filter:** WIX 42061, Fram CA184, or STP SA184
- **Transmission Fluid:**
  - Type: Mercon/Dextron III
  - Capacity: 8-9 quarts

- **Engine Coolant:**
  - Type: Any aluminum-compatible antifreeze.
  - Capacity: Approximately 8 quarts.
  - Mixture: 50/50 antifreeze/water recommended
  - Thermostat: 180 Degrees (F)
  
- **Tires:**
  - Size: 205/75R-14
  - Recommended Inflation (cold):
    - *Front*: 35 psi
    - *Rear*: 32 psi
  
- **Brake Fluid**: Valvoline Synthetic Brake Fluid (NOT DOT3)
  
- **Differential Fluid**: 80W-90W Gear Oil

**SERVICE INTERVALS:** The following service intervals are recommended by Midlife Classics to keep your car in top condition:

- **Oil & Filter Change:** Every 3,000 miles or 12 months (whichever comes first)
- **Transmission Fluid & Filter Service:** Every 15,000 miles or 3 years (whichever comes first)
- **Air Filter:** Every 15,000 miles. More frequently in dusty conditions
- **Coolant (antifreeze):** Change every 2 years
- **Brake Fluid:** Change every 2 years.
- **Tire Rotation & Balancing:** Every 5,000 miles
- **Differential (rear axle) Fluid:** Every 15,000 miles
- **Replace Fuel Filter:** Every 15,000 miles (inside the fuel pump)



# MidLife Classics

*Classic Auto Restoration, Upgrades, Service & Sales*

Princeton, TX  
972-736-3560  
www.midlifeclassics.com



## MAINTENANCE LOG

1964 Ford Galaxie 500

for

Papa Smurf

Indicate the actual odometer reading when each service is performed under the appropriate mileage interval.

MAINTENANCE ITEM	INTERVAL		3,000	6,000	9,000	12,000	15,000	18,000	21,000	24,000	27,000	30,000
	MILES	MONTHS										
Engine Oil & Filter Change	3,000	12										
Transmission Fluid & Filter	15,000	36										
Air Filter Replacement	15,000	36										
Coolant Change		24										
Brake Fluid		24										
Tire Rotation & Balancing	5,000											
Differential Fluid Change	15,000	48										
Replace Fuel Filters	15,000											

**NOTE:** Odometer reading at the end of the restoration was 9,648.5 miles. This should be used as the new "zero miles" point when referencing maintenance intervals

**IMPORTANT:** An engine oil and filter change should be performed after the first 500 miles (at 10,148.5 miles).

