

FREE SAMPLE

The opening pages of

1960 Ford Falcon Restoration Guide

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Factory-Correct Restoration Reference

1960 Ford Falcon Restoration Guide

Model Years 1960

Model	Ford Falcon — Ford's first modern compact
Construction	Unibody; 109.5-in wheelbase
Engines	144 six (90 hp) standard; 170 six (101 hp) optional
Transmissions	3-speed manual; 2-speed Fordomatic automatic
Production	About 435,000
Identity	The launch year: sedans, wagons, Ranchero, sedan delivery — sixes only

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor vehicles. Where sources disagree or the record is silent, this guide says so rather than guessing.

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1. What this guide is — and is not

This is a single-year guide. It covers model year 1960 only. Where a neighbouring year differs, the difference is stated as a difference — the other year's parts, ratings and trim are never silently borrowed. Shared platform engineering is shared honestly; the specification table, the year-change register and the finishes in this guide are this year's own.

2. The year in brief

The Falcon was Ford's answer to the imports and to its own size problem: a compact, unibody, six-passenger American car that seated six, sipped fuel and cost from about \$1,912. It arrived for 1960 as two- and four-door sedans, two- and four-door wagons, the Ranchero pickup and the sedan delivery, all on a 109.5-inch wheelbase, all six-cylinder — the new Thriftpower (Mileage Maker) family in 144 cubic inches (90 hp) as standard and the 170 (101 hp) as the performance option of a very economy-minded sheet.

Period testing tells the launch story honestly: a 144 with the three-speed manual needed about 18–20 seconds to reach 60 mph, and the Fordomatic car about 25. The Falcon was not fast; it was right — roughly 435,000 buyers in the first year proved the formula. For the restorer, 1960 is the purest Falcon: smallest engine choice, simplest trim, and the only year of the first palette documented colour-by-colour in this program's references (Belmont Blue, Monte Carlo Red, Corinthian White and their companions, each a letter code that later years reused for different colours — decode by year, always).

3. Year-change register

Read this register before ordering anything. It is the difference between a 1960 car and a car that merely looks like one from across the street.

Item	No prior year	This year (1960)
Model range	New model — no prior Falcon	2-dr and 4-dr sedans; 2-dr and 4-dr wagons; Ranchero; sedan delivery
Standard engine	—	144 cu in six, 90 hp
Optional engine	—	170 cu in six, 101 hp
Automatic	—	Fordomatic 2-speed
V8	—	None — no V8 Falcon until 1963½
Production	—	About 435,000



4. Specification table — 1960

Item	Specification
Wheelbase	109.5 in
Length	About 181 in
Engines	144 six, 90 hp; 170 six, 101 hp (SAE gross)
Transmissions	3-speed manual; Fordomatic 2-speed automatic; 4-speed manual offered on sixes in period listings
Brakes	9-in drums; six-cylinder cars: 4-lug 13-in wheels
Fuel tank	16 gallons
Production	About 435,000

5. Numbers, tags and identity

- The warranty plate is the car's identity document: body, colour, trim, date, district and axle/transmission codes. Decode it against 1960 data specifically — Ford reused code letters across years with different meanings.
- Paint codes are year-specific by design (see Sources): code M is Corinthian White in 1960 and Wimbledon White in the mid-1960s charts. Order paint by year, code and colour name together.
- Engine identity on sixes is casting and date codes; the 144 and 170 share architecture, so a later 170 or 200 found in a 1960 car is a swap to document, not a discovery to celebrate silently.

6. Engines and transmissions

- **144 Thriftpower six.** 90 hp — the launch standard. Four main bearings and modest everything; rebuild it to specification and it will outlive us all.
- **170 Thriftpower six.** 101 hp — the 1960 upgrade and the better driving car by a wide margin.
- Rear axle: the light 7.25-in unit behind sixes; brakes are 9-in drums on four-lug hubs — the hardware baseline the 1963½ Sprint would have to replace wholesale to take a V8.
- Fordomatic gearing used a torque-converter first with an effective overall reduction near 4.20:1 in 1960–62 per period compilations — automatic cars are geared for economy, and restoration should keep them that way.

7. Paint, trim and finishes

Launch trim is simple and specific: decode the plate's trim code and rebuild to it, resisting Futura-era brightwork that did not exist yet. The documented 1960 palette (letter codes E, F, J, K, M, T, W, Z in the period references) is the year's colour authority; any colour not on the 1960 chart is a repaint story to be told honestly.

8. Rust and inspection map

A launch-year unibody has had the longest exposure of any car in this span. Inspect structure before cosmetics in the order given — torque boxes and rockers decide whether the car is a restoration or a parts source.

- Front torque boxes and the front subframe rails — the unibody's structural heart; rot here is a rebuild decision, not a patch.