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The opening pages of

1962 Ford Falcon Restoration Guide

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Factory-Correct Restoration Reference

1962 Ford Falcon Restoration Guide

Model Years 1962

Model	Ford Falcon and Futura
Construction	Unibody; 109.5-in wheelbase
Engines	144 six (90 hp); 170 six (101 hp)
Transmissions	3-speed manual; 4-speed manual (six); 2-speed Fordomatic
Production	About 396,000
Identity	The Futura line grows up: four-door and Squire wagon join

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 1962 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

For 1962 the Falcon's centre of gravity moved upmarket. The Futura grew from a single dressed sedan into a small range of its own — four-door sedan and the Squire wagon with its simulated woodgrain among them — while the standard cars continued as America's default compact. Production settled to about 396,000 as the novelty faded and the goodness remained: same 109.5-inch unibody, same 144 and 170 sixes, same honest specification.

The restorer's 1962 is therefore a trim-and-body restoration. The Squire's woodgrain treatment (decals and mouldings over painted steel, in period practice) is the year's finish challenge and its scarcest survivor feature; the Futura sedans carry the bucket-seat specification forward; and the whole line stands one year before the hardtop, the convertible and the V8 rewrote the Falcon story. A correct 1962 car is all six-cylinder — any V8 in one is a later transplant, full stop.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1962 car and a car that merely looks like one from across the street.

Item	1961	This year (1962)
Futura range	2-dr sedan	Expands: 4-dr sedan and Squire wagon join
Squire wagon	Not offered	Woodgrain-trimmed top wagon
Production	About 489,000 (1961)	About 396,000
Engines	144 / 170	144 (90 hp) / 170 (101 hp) — unchanged
V8	None	None — still a six-only line (V8 arrives 1963½)

4. Specification table — 1962

Item	Specification
Wheelbase	109.5 in
Engines	144 six, 90 hp; 170 six, 101 hp (gross)
Transmissions	3-speed manual; 4-speed manual (six-cylinder cars); Fordomatic automatic
Brakes / wheels	9-in drums; 4-lug 13-in wheels
Production	About 396,000



5. Numbers, tags and identity

- Squire identity is trim and body code together: the woodgrain specification belongs to the wagon body it was built on, and its mouldings are the physical evidence.
- Futura verification follows the 1961 rule — plate trim code plus bucket-seat hardware.
- A 1962 car with V8 hardware is a documented conversion or an undocumented one; either way the warranty plate says six, and the restoration plan must say so too.

6. Engines and transmissions

- **144 / 170 sixes.** The line's third year on the same two engines; casting-date discipline is the whole engine-identity brief.
- The four-speed manual behind the 170 (period ratio set 3.16/2.21/1.41/1.00 in marque compilations) is the driver's specification of the six-cylinder years — verify the box by its codes, as swaps abound.
- Fordomatic ratios carried the launch pattern through 1962; the automatic's ratio set changed for 1963, which makes gearbox identity a year fact, not a family assumption.

7. Paint, trim and finishes

The Squire's woodgrain is a finish system — grain decals, moulding frames and paint — and it must be restored as a system from documented cars. Futura brightwork continues as the sedan line's top specification. Standard cars remain proudly plain, and their plainness is correct.

8. Rust and inspection map

Wagon load floors and the Squire's rear quarters join the standard unibody map this year; woodgrain cars hide rust behind their own decoration, so inspect a Squire harder, not gentler.

- Front torque boxes and the front subframe rails — the unibody's structural heart; rot here is a rebuild decision, not a patch.
- Floor pans front and rear, and the toe boards at the cowl.
- Rocker panels, inner and outer — they are structure on a unibody car, not trim.
- Rear spring hangers and the rear rails around them; check shackle mounts with the car on a lift.
- Trunk floor and drop-offs, rear quarter lowers and wheel-arch lips.
- Cowl vent area and windshield frame — the leak that fills the front floors.
- Convertible top wells on open cars, and the reinforced convertible sills — the rarest structure to replace.

9. Restoration priorities for this year

- Restore the Squire's woodgrain as a documented system — it is the year's signature and its most faked finish.
- Six-cylinder correctness is total this year: no V8 belongs, in the car or in the story told about it.
- Four-speed/170 cars: verify the gearbox codes during inspection; it is the year's performance specification.
- Keep 1962 trim on 1962 cars — the 1963 restyle makes wrong-year panels both available and obvious.