

FREE SAMPLE

The opening pages of

1963 Ford Falcon Restoration Guide

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Factory-Correct Restoration Reference

1963 Ford Falcon Restoration Guide

Model Years 1963

Model	Ford Falcon, Futura — and the Sprint
Construction	Unibody; 109.5-in wheelbase
Engines	144 / 170 sixes; Sprint: 260 V8 (164 hp) from mid-year
Transmissions	3-speed and 4-speed manuals; Fordomatic (ratio set revised this year)
Production	About 329,000; Sprint about 15,281
Identity	The break year: hardtop and convertible join; first Falcon V8, mid-year

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 1963 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

No other year in this span contains two different Falcons, and the split falls mid-year. Early 1963 continues the six-cylinder line, now with a hardtop and a convertible in the range and a revised Fordomatic ratio set. Then, at mid-year — '1963½' in the hobby's honest shorthand — Ford put the Fairlane's 260 V8 into the Falcon and created the Sprint: 164 hp, bucket seats, a dashboard tachometer, sport steering wheel, chrome engine dress, wire-style wheel covers, stiffened suspension and body, 10-inch drum brakes and five-lug wheels in place of the six-cylinder cars' four-lug pattern.

The Sprint numbers are small and documented: about 15,281 in total across the half-year, divided by marque records into 10,479 hardtops and 4,602 convertibles (the split sums just under the total, as period figures often do — both are printed here rather than reconciled by invention). These cars are the direct ancestors of the Mustang that followed a year later, mechanically near-identical to it in many assemblies. A 1963 guide must therefore serve two restorations: the six-cylinder Falcon, and the first V8 Falcon — with a hard rule between them.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1963 car and a car that merely looks like one from across the street.

Item	1962	This year (1963)
Hardtop / convertible	Not in the early-year range	Join the range for 1963
V8 power	None (1960–62)	260 V8, 164 hp — Sprint, from mid-year (1963½)
Sprint hardware	—	Buckets, tach, sport wheel, stiffened suspension/body, 10-in brakes, 5-lug wheels
Sprint production	—	About 15,281 (10,479 HT / 4,602 conv. recorded)
Fordomatic ratios	1960–62 set	Revised ratio set for 1963
Total production	About 396,000 (1962)	About 329,000



4. Specification table — 1963

Item	Specification
Wheelbase	109.5 in
Sixes	144, 90 hp; 170, 101 hp (gross)
Sprint V8	260 cu in, 164 hp; 10-in drums; 5-lug wheels; 8-in rear axle family
Sprint gearboxes	Fully synchronized 3-speed standard; 4-speed (Borg-Warner pattern in period cars) and automatic optional
Production	About 329,000 total; Sprint about 15,281

5. Numbers, tags and identity

- Sprint identity is a full hardware audit — engine, five-lug hubs, 10-inch brakes, suspension, tach and trim — plus the build timing: a V8 car built before the mid-year launch window is a conversion, whatever its parts list.
- Note the trap this program already carries: earlier Falcon Sprint single-year SKUs for the second-generation cars exist in the store's history as unlisted rows. They are different cars (1964–65 Sprints) from this guide's 1963½ — do not let catalog archaeology confuse a restoration.
- Six-cylinder cars decode exactly as 1960–62: warranty plate first, castings second, stories last.

6. Engines and transmissions

- **260 V8 (Sprint).** 164 hp, two-barrel — the thin-wall small-block that changed the Falcon's life. Period testing: about 9.5 seconds to 60 mph and 105 mph maximum in four-speed form — a different universe from the sixes.
- **144 / 170 sixes.** Unchanged; the volume cars, and the correct content of every non-Sprint 1963 Falcon.
- Gearbox caution from the period record: most Sprint four-speeds are the synchronized unit, but documented cars exist with a non-synchronized-first Borg-Warner T-10 ('Drag Pack' in one owner's account) — verify the box in the car before ordering parts or judging originality either way.
- V8 cars carry the 8-in rear axle family against the sixes' 7.25-in — the axle is a quick Sprint audit point.

7. Paint, trim and finishes

Sprint dress is specific: chrome valve covers and air cleaner, Sprint and V8 fender emblems, rocker trim, wire-style covers. The hardtop's fastback-style roof and the convertible are the year's new silhouettes. Six-cylinder Futura trim continues as before; keep the two ranges' finishes in their own cars.

8. Rust and inspection map

The unibody map applies, doubled: Sprint cars carry V8 torque through structure designed for sixes, and Ford stiffened them for it. Check a Sprint's torque boxes and spring hangers as if the car's performance history is written there — it is.

- 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.