

FREE SAMPLE

The opening pages of

1964 Ford Falcon Restoration Guide

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Factory-Correct Restoration Reference

1964 Ford Falcon Restoration Guide

Model Years 1964

Model	Ford Falcon, Futura and Sprint — second generation
Construction	Unibody; 109.5-in wheelbase; squared-off redesign
Engines	170 six; 200 six; 260 V8 (164 hp); 289 V8 (late year)
Transmissions	3-speed and 4-speed manuals; Fordomatic automatic
Production	About 265,000; Sprint 18,108 hardtops recorded
Identity	The redesign year — and the year the Mustang arrived on Falcon bones

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 1964 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 1964 Falcon is a redesign: squared-off, more formal styling on the same 109.5-inch unibody, with the Sprint now a formal package built around the Fairlane's 260 V8, stiffer suspension and louder exhaust. In the middle of its year, history walked in: the Mustang, launched in April 1964 on heavily Falcon-derived underpinnings, took the youth market the Sprint had been built for. The Sprint's specification even improved in reply — the 289 V8 arrived late in the model year — without changing the outcome.

The six-cylinder story moved too: the 200 joined the 170 in the range (the 144's era was ending), giving the economy cars a stronger standard bearer. Sprint production is recorded at 18,108 hardtops in marque compilations — the volume V8 Falcon year — within a total of about 265,000. For the restorer, 1964 is a one-year styling exercise on a two-year shell (1964–65), and its paint chart is documented separately in this program's references precisely because its code letters differ from both 1960's and 1965's.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1964 car and a car that merely looks like one from across the street.

Item	1963	This year (1964)
Styling	1960–63 rounded design	Squared-off second-generation redesign
Sprint status	Mid-year special (1963½)	Formal Sprint package on the 260 V8
289 V8	Not offered	Arrives late in the 1964 model year
Sixes	144 / 170	170 standard fare; 200 six joins the range
Mustang	Does not exist	Launches April 1964 on Falcon-derived structure
Sprint production	About 15,281 (1963½)	18,108 hardtops recorded

4. Specification table — 1964

Item	Specification
Wheelbase	109.5 in
Length	181.6 in
Sixes	170 (101 hp); 200 six in range
V8s	260, 164 hp; 289 (late-year arrival)
Wheels	Sixes: 4-lug 13-in; V8s: 5-lug
Production	About 265,000; Sprint 18,108 (hardtops)



5. Numbers, tags and identity

- Redesign-year identity is panel-deep: 1964 pressings differ from both neighbours', so a Falcon's year is read from its shell and plate together, not from its drivetrain.
- Late-year 289 cars: build date is the whole claim. An early-build '289 car' is a swap; a late-build car is a documented transition piece — the plate and castings decide.
- Paint: use the documented 1964 chart (Raven Black A, Wimbledon White M, Rangoon Red J, Guardsman Blue F, Poppy Red 3, and companions). The same letters mean other colours in 1960 and 1965 — the standing trap of this entire span.

6. Engines and transmissions

- **260 V8.** 164 hp — the Sprint's standard engine and the year's volume V8.
- **289 V8.** The late-year arrival that would headline 1965; in 1964 it is a build-date story (see Chapter 5).
- **170 / 200 sixes.** The 200's arrival gives six-cylinder buyers real torque; verify which six a car carries by casting, as the two are routinely confused and more routinely swapped.
- Sprint chassis specification (stiffer suspension, five-lug, bigger brakes) carries from 1963½ as the package's definition.

7. Paint, trim and finishes

Second-generation trim is its own vocabulary: anodized aluminium side trim on the deluxe cars (1965 switched the Futura to stainless — a one-year material difference visible at polishing time), and the documented 1964 palette. Sprint dress continues the 1963½ pattern in the new shell.

8. Rust and inspection map

Same unibody, new panels: the redesign changed where the shell traps water at the cowl and quarters. Inspect the 1964 car on the standard map, with the redesign's seams added.

- 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

- Read the year from the shell: 1964 sheet metal is a one-redesign, two-year proposition — and 1965 trim differences still apply within it.
- 289 claims live on build dates; file the evidence with the car.
- Buy paint from the 1964 chart by letter, name and year together.