

FREE SAMPLE

The opening pages of

1971 Ford Maverick Grabber Restoration Guide

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Factory-Correct Restoration Reference

1971 Ford Maverick Grabber Restoration Guide

Model Years 1971

Model	Ford Maverick Grabber (two-door)
Construction	Falcon-family unibody; 103-in wheelbase (coupe)
Engines	170 / 200 / 250 sixes; 302 V8 (210 hp gross) — new this year
Transmissions	3-speed manual (column); SelectShift 3-speed automatic — no factory 4-speed
Production	271,697 Mavericks; 38,963 Grabbers
Identity	The Grabber's V8 year: dual-dome hood, grille lamps, and the 302 arrives

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.

Published by RestorationEssentials



1. What this guide is — and is not

This is a single-year guide. It covers model year 1971 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 Maverick itself was Ford's 1969 economy answer — Falcon-based, \$1,995, and a runaway seller. The Grabber dress-up package gave it muscle-car manners, but the performance story starts in earnest for 1971, when the 302 V8 joined the sheet: a two-barrel small-block at 210 hp gross on 9.0:1 compression, good for quarter-miles in the high 16s in period testing and a genuine giant-killer at the price. The 1971 Grabber wore the full costume — dual-dome hood with dummy scoops in Mach 1 fashion, grille road lamps, side stripes, a decklid spoiler and racing mirrors.

Hold the two facts apart, because everything in Grabber restoration depends on it: the Grabber package could be ordered on six-cylinder cars (170, 200 or 250), and the 302 could be ordered in Mavericks that were not Grabbers. The VIN's fifth digit is the engine verdict — F means a factory 302; anything else was born a six. A six-cylinder Grabber is authentic; a V8-swapped Grabber is a conversion. This guide restores the 1971 Grabber as Ford built it, in both its honest forms. The Maverick line also gained a four-door sedan for 1971 (73,208 sold) — not a Grabber body, and not this guide's car.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1971 car and a car that merely looks like one from across the street.

Item	1970 Maverick	This year (1971)
302 V8	Not offered (1970)	Joins the sheet: 210 hp gross, 9.0:1 compression
Grabber hood	Dress-up hood (1970 package)	Dual-dome hood with scoops; grille road lamps
Four-door Maverick	Not offered	Joins the line (73,208) — never a Grabber body in this span
Grabber production	Package's first season (1970)	38,963 of 271,697 Mavericks
250 six	In range	145 hp — the top six



4. Specification table — 1971

Item	Specification
Wheelbase	103 in (two-door)
Engines	170 six 105 hp; 200 six 120 hp; 250 six 145 hp; 302 V8 210 hp (gross)
302 specification	2-bbl; 9.0:1 compression; VIN engine code F
Transmissions	3-speed manual; SelectShift automatic; no 4-speed offered
Axles	Light axle (sixes); 8-in (302); ratios about 2.79–3.25
Brakes	Four-wheel drums standard

5. Numbers, tags and identity

- VIN fifth digit F = factory 302. It is the same code on Grabber and non-Grabber V8 cars — the VIN proves the engine, the Marti Report proves the package; a Grabber restoration needs both documents, each for its own fact.
- Grabber body code: the standard Maverick coupe carries a 91-series body code in period decoding references; a Grabber claim should reconcile body, trim and the Marti record together.
- Six-cylinder Grabbers are documented factory cars. Their engine codes (six codes, not F) are their authenticity, not their apology.

6. Engines and transmissions

- **302 V8.** 210 hp gross, 9.0:1 — the strongest Maverick engine ever fitted in this span, before the net era and the compression slide. Period figures: 0–60 in the mid-9s, quarter-mile under 17 seconds.
- **250 six.** 145 hp — the top six and a genuinely pleasant Grabber specification in its own right.
- **200 / 170 sixes.** 120 and 105 hp; the 170 is a four-main-bearing engine, the 200 a seven-main design — the sixes are not interchangeable in detail.
- No four-speed was offered in any Maverick. A four-speed car is a conversion, however period its parts look.

7. Paint, trim and finishes

The dual-dome hood and its scoops, the grille lamps, stripes, spoiler and racing mirrors are the 1971 Grabber's dress — restore them as a set from documented 1971 cars. Stripe colours coordinate with paint by the factory chart; the warranty plate's codes and the Marti record govern, as ever.

8. Rust and inspection map

The Maverick rust map carries a Grabber surcharge: every piece of dress-up hardware pierces a panel. Inspect around the spoiler mounts and scoop openings first on any Grabber, before the standard unibody tour.

- Front torque boxes and frame-rail ends — the Falcon-family unibody's structural core.
- Floor pans, especially the front pans under a leaking cowl vent — the Maverick's classic wet-carpet rot.
- Cowl vent and plenum: leaves and water sit here and rust the structure that feeds the floors.
- Rear quarter lowers, wheel-arch lips and the trunk drop-offs.
- Battery tray and the apron beneath it; shock-tower seams on V8 cars, which carry real torque.