

FREE SAMPLE

The opening pages of

1972 Ford Maverick Grabber Restoration Guide

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Factory-Correct Restoration Reference

1972 Ford Maverick Grabber Restoration Guide

Model Years 1972

Model	Ford Maverick Grabber (two-door)
Construction	Falcon-family unibody; 103-in wheelbase (coupe)
Engines	170 / 200 / 250 sixes; 302 V8 (143 hp net)
Transmissions	3-speed manual; SelectShift automatic — no factory 4-speed
Identity	The net-rating year: same car, new arithmetic; dual-dome hood's last 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 1972 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 1972 Grabber is mechanically the 1971 car and numerically a different one, and understanding why is the whole restoration brief. The industry switched from gross to net horsepower ratings for 1972 — measured with accessories, air cleaner and exhaust fitted — so the 302 falls on paper from 210 hp to 143 hp. Part of the fall is arithmetic; part is real: Ford also cut the 302's compression from 9.0:1 to 8.5:1. A correct 1972 restoration keeps both truths in view and rebuilds the engine to its 1972 specification, not to a 1971 specification wearing 1972 badges.

Two range changes matter. The 302 spread across the whole Maverick line for 1972 rather than being a Grabber-associated engine, which makes the VIN-versus-package discipline of the 1971 guide even more important. And front disc brakes became optional in the Maverick range from 1972 per the range documentation — a factory-option question to settle from the car's build record. The dual-dome hood served its final year; new seat choices and interior options were the year's trim news. Otherwise the Grabber carried over, which is precisely why its year-specific details must be guarded: a carryover car invites parts from both neighbours.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1972 car and a car that merely looks like one from across the street.

Item	1971	This year (1972)
Horsepower basis	SAE gross	SAE net — 302 rated 143 hp net
302 compression	9.0:1	8.5:1
302 availability	Grabber-associated	Offered across all Maverick models
Front discs	Not a Maverick option	Optional in the range from 1972
Dual-dome hood	Current	Final year
Interior	1971 choices	New seat choices and interior options

4. Specification table — 1972

Item	Specification
Wheelbase	103 in (two-door)
Engines	170 six; 200 six; 250 six; 302 V8, 143 hp (net)
302 specification	2-bbl; 8.5:1 compression; VIN engine code F
Transmissions	3-speed manual; SelectShift automatic
Brakes	Drums standard; front discs optional



5. Numbers, tags and identity

- The F-code rule is unchanged — fifth digit F for a factory 302 — and so is the Marti rule for the package. The 1972 complication is engine specification, not identity: verify the engine's year by its codes before assuming 1971 internals.
- A 1972 car restored with a 9.0:1 engine has been modified toward 1971, not restored toward correctness. Record any such build honestly in the car's file.
- Disc-brake originality is a build-record question from this year onward; settle it with the Marti Report, not with the presence of the hardware.

6. Engines and transmissions

- **302 V8.** 143 hp net at 8.5:1. Judge it against net-rated 1972 rivals — period quarter-mile testing of the 1972 Grabber returned about 17.2 seconds, within a step of the gross-era car.
- **Sixes.** 170/200/250 continue; their ratings also restate in net terms for 1972 in factory listings — quote the year's own figures for the car in front of you.
- Transmissions and axles carry over: 3-speed manual or SelectShift; 8-in axle behind the 302.
- Emissions-era detailing (hoses, canisters, labels) is 1972 specification. Removing it makes the car earlier, not better.

7. Paint, trim and finishes

New seat choices and interior options are the year's trim delta — order upholstery from the car's trim code, not from a 1971 car's photograph. The dual-dome hood is in its final year; its hardware and stripes restore exactly as 1971, and its scarcity clock starts now.

8. Rust and inspection map

The Grabber rust surcharge applies with interest: scoop and spoiler piercings are now a year older. The standard Falcon-family map governs the rest.

- 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.
- Grabber-specific: the decklid spoiler mounts and hood scoop openings (1971–72) — dress-up hardware that drills holes in panels and invites rust around every one.

9. Restoration priorities for this year

- Rebuild the 302 to 8.5:1 1972 specification and say so in the documentation — the net-era car, honestly kept, is the collectible one.
- Settle the disc question from the build record before paying a factory-disc premium.
- Source dual-dome hood hardware during the build, not after: 1973 deleted it, and the supply is finite.
- Keep 1972 emissions detailing intact; it is this year's factory finish under the bonnet.