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1962 Ford Fairlane Restoration Guide

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RESTORATIONESSENTIALS

1962 Ford Fairlane

Factory-Correct Restoration Guide

Key facts at a glance

Base engine	221 V8, 145 hp Top engine 260 V8, 164 hp (mid-year)
Production	297,116 (reported) Single-year coverage. Factory-correct specifications. No guesswork — where sources conflict, this guide says so.

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Single-year coverage. Factory-correct specifications. No guesswork.

SAMPLE EXCERPT — full guide available at the link on the cover sheet



About This Guide

This is the RestorationEssentials factory-correct restoration guide for the 1962 Ford Fairlane — one model, one year, nothing else. Every specification in this guide was checked against marque references, factory literature excerpts, and enthusiast documentation before it was written.

Our operating ethic is simple: we don't lie and we don't steal, we offer value. That means three things for this guide. First, no invented specifications — every number has a source. Second, where reputable sources disagree, the disagreement is disclosed in the text and in the Sources, Conflicts & Omissions section rather than papered over. Third, where a detail could not be verified, it is omitted and the omission is recorded — an honest gap beats a confident fabrication.

How to use this guide: start with the VIN and fender-tag (or door data plate) decoding sections to establish exactly what your car was when it left the factory. Use the engine, transmission, axle, paint, and casting sections to verify that what is on the car today matches what should be there. Use the rust and restoration-sequence sections to plan the work. And keep this guide in the shop — it is a working document, not a coffee-table book.

A final note: these cars are sixty years old. Parts have been swapped, tags have been lost, and memories have faded. Trust

the metal — casting numbers, date codes, and stampings — over stories. When in doubt, photograph everything and verify

against the factory service manual for your year.

1. Manufacturer History: Ford

Ford Motor Company was founded in 1903 by Henry Ford, and within a decade the Model T and the moving assembly line had put the world on wheels — and made Ford the defining industrial company of the twentieth century. Through the Depression and the war years Ford remained one of the Big Three, and by the 1960s it was a company with the engineering depth and the racing ambition to take on the world. The 1960s were Ford's Total Performance decade. The 1964½ Mustang created the pony-car segment overnight. The 427-powered Galaxies and Fairlans dominated stock-car and drag racing. The GT40 won Le Mans four straight years (1966-1969). And the intermediate Fairlane/Torino line became Ford's muscle-car home — from the 1966 GTA to the aero-warrior Talladega and the 429-powered Cobra Jets. Ford's engineering culture shaped every car in this wave: the Windsor small-block V8 family, the FE big-block family, the 385-series (429/460) big-blocks, the Toploader four-speed, the C4/C6 automatics, and the 9-inch rear axle — arguably the strongest production rear axle ever built. For the restorer, the Ford corporate parts bin is deep, and Kevin Marti's licensed access to Ford's production database (the Marti Report) makes documentation unusually solid.

The 1970s brought emissions controls and the end of the high-compression era, and Ford pivoted to the Mustang II, compacts, and trucks. But the 1963-1973 performance cars — Falcon Sprint, Mustang, Fairlane/Torino, and the Shelby and Boss specials — remain cornerstone collector cars with one of the deepest reproduction ecosystems in the hobby.

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2. Model History: Ford Fairlane

Ford created the mid-size Fairlane for 1962 — a clean-sheet intermediate that slotted between the compact Falcon and the full-size Galaxie, and became the test bed for the small-block V8: the 221, 260, and 289 were all designed for the Fairlane first, built only at Cleveland from 1962-1965. The 1963 Sports Coupe gave the line its style; the 1964 Thunderbolt (100 factory drag cars with the 427) gave it legend



The 1966 redesign made the Fairlane genuinely beautiful — and genuinely fast. The GT and GTA (GT with automatic) packed the 390 (335 hp), with the 427 available for the serious: 57 R-code cars in 1966, 229 in 1967. These are the peak collectible Fairlanes alongside the Thunderbolt and the K-code Sports Coupes (about 277 K-code 1963s).

For 1968 Ford split the intermediate line: Torino became the upscale series name and Fairlane continued as the base series — the cars share bodies, drivetrains, and VIN logic. The 1968-1970 Fairlanes are the affordable way into the Torino-generation cars, with engines from the 200 six to the 428 Cobra Jet (1968-69) and the 429 (1970).

1970 was the last year for the Fairlane name — from 1971 the entire intermediate line was Torino. The Fairlane's legacy is the small-block V8 itself: the Windsor family that powered everything from work trucks to Shelby Cobras started life in a 1962 Fairlane engine bay.

For the restorer, the Fairlane rewards Ford-system knowledge: the VIN's fifth character is the engine code, the door data plate carries body/paint/trim/date/axle/trans codes, and Kevin Marti's licensed Ford production database (the Marti Report, 1967-up) settles disputes the metal can't. Reproduction support is deep for 1966-67 GTs and Thunderbolt tribute parts; early (1962-65) trim is the sourcing challenge.

3. What Makes the 1962 Unique

The 1962 Fairlane is the debut year of Ford's intermediate — and the birthplace of the small-block V8. The 221 (145 hp) and the mid-year 260 (164 hp) were designed specifically for the Fairlane and built only at Cleveland through 1965. 297,116 were built in year one: a smash hit that proved the mid-size market was real.

The 260's mid-1962 introduction matters for restorers: early 1962 cars are 221-only, and the F-code 260 cars are the desirable debut-year performance option. The 1962-only details — grille, trim, interior — separate these cars from the 1963s.

VIN coding for 1962: 2 = year, plant code, two-digit body code, engine code (L = 221 2V, F = 260 2V), then the sequence. The fifth character (engine code) is the key: L-code 221 vs. F-code 260.

Body styles for 1962: 2-door sedan, 4-door sedan, 2-door hardtop, 4-door wagon, and the Fairlane 500 trim series. The 500 added bright trim and upgraded interiors — the trim code on the door plate tells the story.

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The 1962 Fairlane's market position deserves a note: these are still the affordable early Fairlanes. The 1963-64 Sports Coupes and K-code cars get the attention, the 1966-67 GTs get the money, and the debut-year 1962s sit quietly underneath — which is exactly why they're the buy for the enthusiast who wants the small-block origin story without the premium. A clean, honest 1962 260 car is a piece of Ford engineering history: the first car ever sold with a small-block Ford V8. Buy on condition and documentation, not on the engine's size — a straight, complete 221 car beats a rusty 260 project every time.

Restoration notes specific to 1962: the 1962-only trim and the early small-block details (5-bolt bellhousing, generator charging on early cars) are the correctness checkpoints. The 221/260-specific parts — intakes, exhaust manifolds, brackets — are early-small-block only; verify casting numbers against 1962 references. As the debut year, the 1962 Fairlane also carries the 'first-year' premium in survivor condition — but only with documentation, because the 1962-only parts make a pieced-together car easy to spot and hard to finish.

Year-to-year changes at a glance.

■ All-new mid-size Fairlane — debut year (297,116 built).