

Engine Prices, Specs, Tuneup, & Oil Change

Cars, Station Wagons, Police & Emergency Vehicles, & Couriers

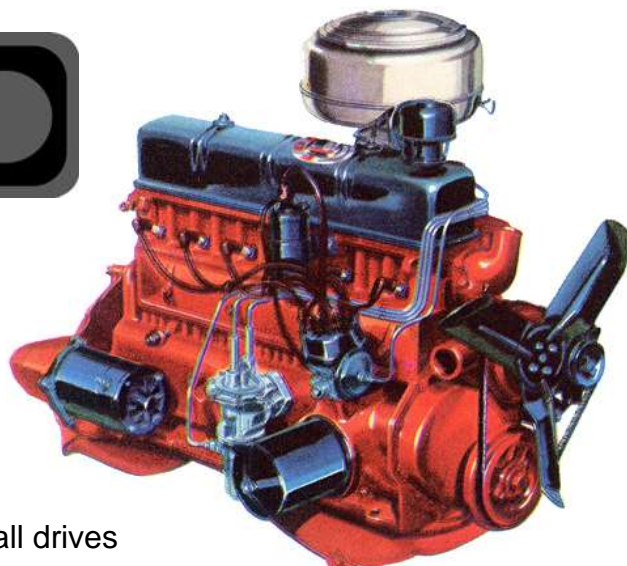
Website 1956-ford.com By Chuck Gardiner



1956 Ford Thunderbird V-8 292-cid 200/202-hp M-code Engine

- Optional **Ford I-6 223-cid 137-hp A-code**
- Standard **Ford V-8 272-cid 173-hp (176-hp w/ Fordomatic Dr) U-code**
- Standard **Thunderbird V-8 292-cid 200-hp (202-hp w/ Fordomatic Dr) M-code**
- Optional **Thunderbird Special V-8 312-cid 225-hp P-code (or S-code*) mid model-year**
* **S-code** in 65 cars w/ Fordomatic Dr & 455 cars w/ Conv Dr in place of *Thunderbird V-8 292-cid M-code*
- **Special Police Y-8 292-cid 200-hp (215-hp w/ Fordomatic Dr) M-code**
(special equipment included)
- **(Police) Interceptor Y-8 312-cid 210-hp (215-hp w/ Fordomatic Dr) P-code mid model-year**
(special equipment included)
- **"312 Cubic Inch High Power Engine Kit" 260-hp July 6, 1956 not factory installed**
special-order HP parts to modify the V-8 312-cid eng for police, NASCAR, Thunderbird, & public

NOTE Brake horsepower (bhp) commonly stated as horsepower (hp) & torque (lb-ft tq) ratings are pre-1972 SAE "gross"



1956 Ford

Ford I-6 223-cid 137-hp A-code, all drives

standard Courier (Sedan Delivery) **(incl'd in I-6 Courier price)**

optional Mainline & Customline **\$93.77 less** than std *Ford V-8* 272-cid 173/176-hp U-code

optional Fairlane & stn wagon **\$93.77 less** than std *Thunderbird V-8* 292-cid 200/202-hp M-code
(not avail Fairlane Fordor Victoria)

6-cyl In-line 2-overhead-valve

Hp 137 @ 4200 rpm Torque 202 lb-ft @ 1600-2600 rpm

CID 223 Bore 3.62" x Stroke 3.60" Main Bearings 4 Counterweights 9

Comp Ratio 8.0 to 1 Comp Press 150 psi sea level @ cranking speed

Carb Single Jet (1-bbl) Holley 1904, manual choke

Air Cleaner oil-bath type

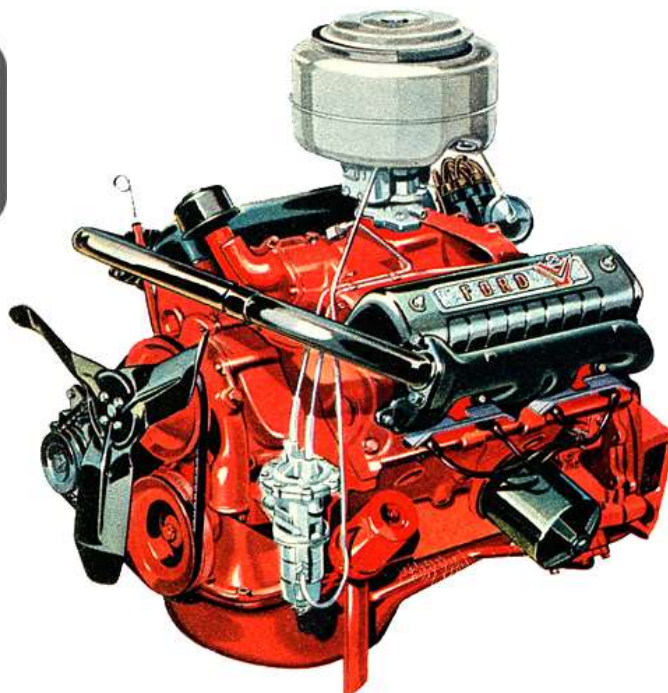
Generator low cut-in 30-amp

Fan 3-blade 18" dia

Exhaust single

Fuel reg

Bore max allow oversize 0.060" + 3.62" = 3.68" bore = 230 CID



1956 Ford

Ford V-8 272-cid 173-hp (176-hp w/ Fordomatic Dr) U-code

all drives

std Mainline & Customline (**incl'd in V-8 vehicle price**)

opt Courier (Sedan Delivery) **\$93.77** over std *Ford I-6* 223-cid 137-hp A-code

(not avail Fairlane & stn wagon)

8-cyl 90°-V 2-overhead-valve (intake 1.78," exh 1.51") Y-Block

Hp 173 @ 4400 rpm **Torque 260** lb-ft @ 2400 rpm CR 8.0 to 1 Comp 160 psi w/ Conv Dr or OD

Hp 176 @ 4400 rpm **Torque 264** lb-ft @ 2400 rpm CR 8.4 to 1 Comp 165 psi w/ Fordomatic Dr

CID 272 Bore 3.62" x Stroke 3.30" Main Bearing 5 Counterweights 8

Carb Twin-Jet (2-bbl) Holley 2110, auto choke

Air Cleaner oil-bath type

Fan 3-blade 18" dia, all except Courier (Sedan Delivery) 4-blade 18-1/2" dia

Generator low cut-in 30-amp

Exhaust single (opt dual)

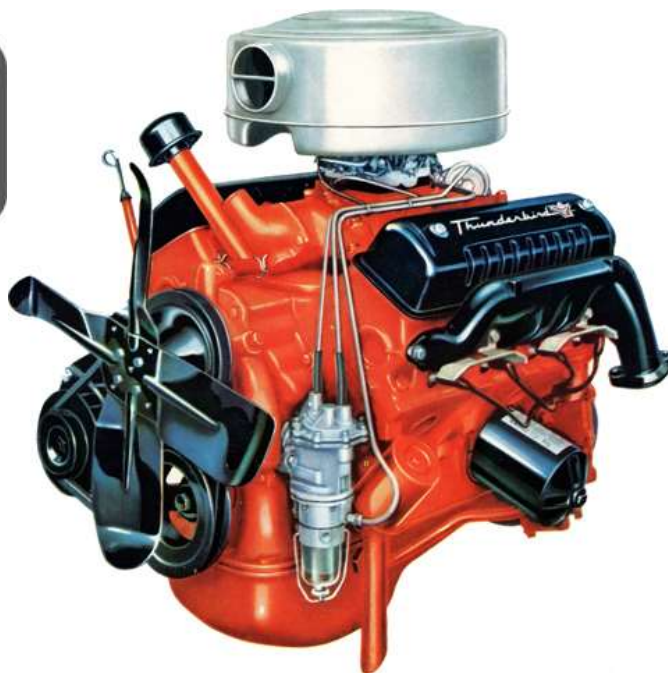
Fuel reg

Block ECG-6015

Heads ECG-6090-H (Conv Dr & OD) or ECG-6090-R (Fordomatic Dr)

Main Bearing Caps **EBU**

Bore max allow oversize 0.060" + 3.62" = 3.68" bore = 281 CID



1956 Ford

Thunderbird V-8 292-cid 200-hp (202-hp w/ Fordomatic Dr)

M-Code, all drives

std Fairlane & stn wagon **(incl'd in V-8 vehicle price)**

opt Mainline & Customline **\$50** over std *Ford V-8* 272-cid 173/176-hp U-code

(not avail Courier)

8-cyl 90°-V 2-overhead-valve (intake 1.78," exh 1.51") Y-Block

Hp 200 @ 4600 rpm **Torque 285** lb-ft @ 2600 rpm CR 8.0 to 1 Comp 155 psi w/ Conv Dr or OD

Hp 202 @ 4600 rpm **Torque 289** lb-ft @ 2600 rpm CR 8.4 to 1 Comp 160 psi w/ Fordomatic Dr

CID 292 Bore 3.75" x Stroke 3.30" Main Bearings 5 Counterweights 8

Carb Double Twin-Jet (4-bbl) Holley 4000, auto choke (**NOTE** Holley 4000 carbs for 1956

Ford, Thunderbird, & Mercury V-8 292-cid or 312-cid will interchange)

Air Cleaner large low-restriction oil-bath

Generator low cut-in 30-amp

Fan 3-blade 18" dia

Exhaust dual

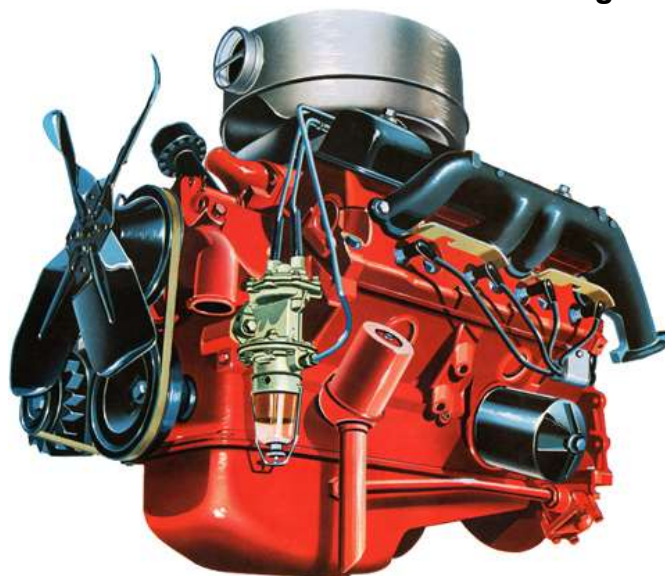
Fuel reg (prem for max performance)

Blocks ECK-6015 or EDB-6015-A (Dearborn foundry), ECZ-6015-A or ECZ-6015-B

Heads EDB-6090-B or ECZ-6090-B (Conv Dr & OD), ECZ-6090-C (Fordomatic Dr)

Main Bearing Caps **EBU**

Bore max allow oversize 0.040" + 3.75" = 3.79" bore = 298 CID



1956 Ford

Thunderbird Special V-8 312-cid 225-hp P-code (or S-code*) (Fordomatic Dr only) *mid model-year*

(NOTE Thunderbird model V-8 has 215-hp w/ Overdrive or 225-hp w/ Fordomatic Dr)

*An anomaly—an S-code eng in some 1956 Fairlane, Customline, and Mainline, (65 w/ Fordomatic Dr and 455 w/ Conv Dr), in place of the *Thunderbird V-8* 292-cid M-code eng. Rocker covers incorrectly state "*Thunderbird V-8*" (instead of "*Thunderbird Special V-8*"). Identification is by an "S" (instead of a "P") as the 1st letter of the serial number and a 2-inch-square daub of yellow heat resisting paint on the eng front.

\$100 over std *Thunderbird V-8* 292-cid 200/202-hp M-code

opt Fairlane Club & Town Sedan, Ranch Wgn, Custom Ranch Wgn, Parklane, & 6-Pass Country Sedan

plus required Fordomatic Dr **\$178.20** + 7.10 x 15" tires **\$20** = **\$298.20 Total**

opt Fairlane Vic, Fordor Vic, Crown Vic, Crown Vic Skyliner, 8-Pass Country Sedan, & Country Squire

plus required Fordomatic Dr **\$178.20** = **\$278.20 Total** (7.10 x 15" tires incld)

(not avail Mainline, Customline, or Courier)

8-cyl 90°-V 2-overhead-valve (intake 1.78," exh 1.51") Y-Block

Hp 215 @ 4600 rpm **Torque 317** lb-ft @ 2600 rpm CR 8.4 to 1 Comp 160 psi w/ OD (T-Bird only)

Hp 225 @ 4600 rpm **Torque 324** lb-ft @ 2600 rpm CR 9.0 to 1 Comp 165 psi w/ Fordomatic Dr

CID 312 Bore 3.80" x Stroke 3.44" Main Bearings 5 Counterweights 8

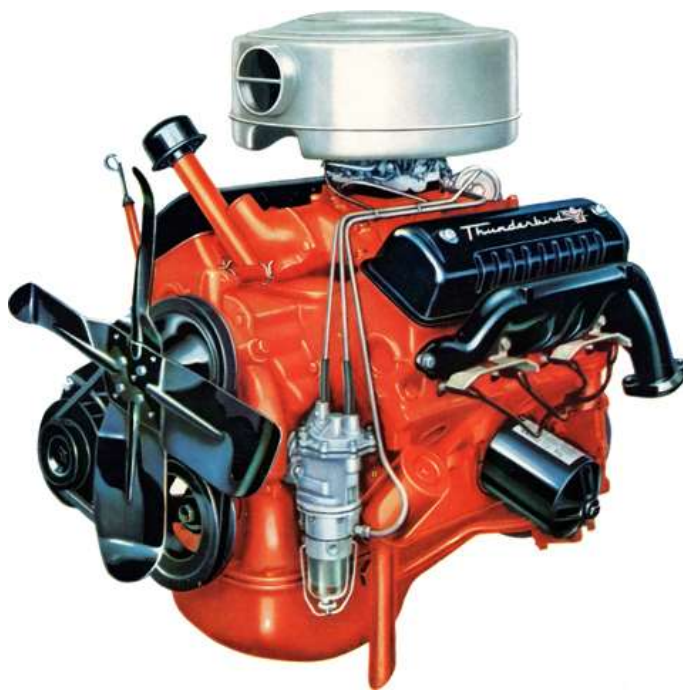
Carb Double Twin-Jet (4-bbl) Holley 4000, auto choke Air Cleaner large low-restriction oil-bath

Generator low cut-in 30-amp Fan 4-blade 18.5" dia Exhaust dual Fuel prem

Block ECZ-6015-A or ECZ-6015-B

Heads ECZ-6090-B (Conv Dr & OD) or ECZ-6090-C (Fordomatic Dr)

Main Bearing Caps **ECZ** Bore max allow oversize bore 0.040" + 3.80" = 3.84" bore = 319 CID



1956 Ford

Special Police Y-8 292-cid 200-hp (202-hp w/ Fordomatic Dr)

M-code, all drives

opt Police & Emerg stn wagon **\$50** [est] over std *Thunderbird V-8* 292-cid 200/202-hp M-code

opt Police & Emerg Mainline & Customline **\$100** [est] over std *Ford V-8* 272-cid 173/176-hp U-code
(not avail Fairlane, not offered to public)

8 cyl 90°-V 2-overhead-valve (intake 1.78," exh 1.51") Y-Block

Hp 200 @ 4600 rpm **Torque 285** lb-ft @ 2600 rpm CR 8.0 to 1 Comp 155 psi w/ Conv Dr or OD

Hp 202 @ 4600 rpm **Torque 289** lb-ft @ 2600 rpm CR 8.4 to 1 Comp 160 psi w/ Fordomatic Dr

CID 292 Bore 3.75" x Stroke 3.30" Main Bearings 5 Counterweights 8

Carb Double Twin-Jet (4-bbl) Holley 4000, auto choke

Air Cleaner large low-restriction oil-bath

Exhaust dual (stn wagon)

Block ECK-6015 or EDB-6015-A (Dearborn foundry), ECZ-6015-A or ECZ-6015-B

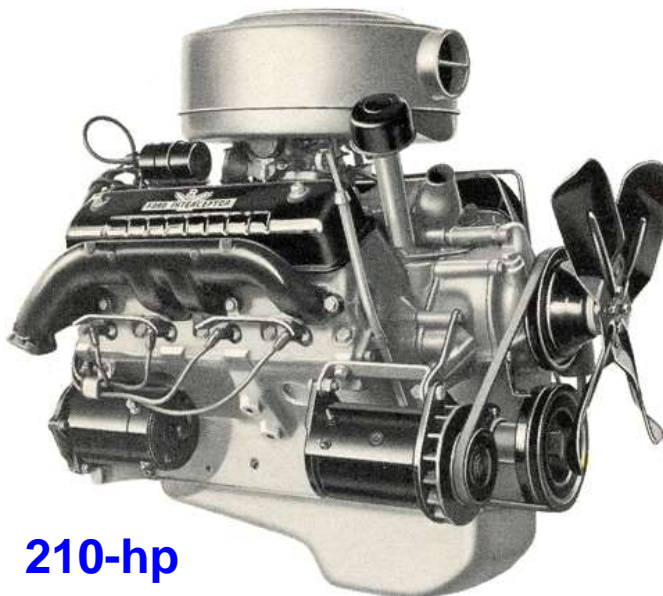
Heads EDB-6090-B or ECZ-6090-B (Conv Dr & OD), ECZ-6090-C (Fordomatic Dr)

Main Bearing Caps **EBU**

Bore max allow oversize 0.040" + 3.75" bore = 3.79" bore = 298 CID

SPECIAL EQUIP INCLD

- 4-blade 18.5" dia fan
- dual exhaust (Mainline & Customline)
- reg fuel use



1956 Ford

(Police) Interceptor Y-8 312-cid 210-hp

(215-hp w/ Fordomatic Dr) P-code, all drives *mid model-year*

opt Police & Emerg stn wagon **\$200** [est] over std *Thunderbird V-8* 292-cid 200/202-hp M-code

opt Police & Emerg Mainline & Customline **\$250** [est] over std *Ford V-8* 272-cid 173/176-hp U-code

(not offered to public)

8 cyl 90°-V 2-overhead-valve (int 1.78," exh 1.51") Y-Block

Hp 210 @ 4600 rpm **Torque 312** lb-ft @ 2600 rpm CR 8.0 to 1 Comp 155 psi w/ Conv Dr or OD

Hp 215 @ 4600 rpm **Torque 317** lb-ft @ 2600 rpm CR 8.4 to 1 Comp 160 psi w/ Fordomatic Dr

CID 312 Bore 3.80" x Stroke 3.44" Main Bearings 5 Counterweights 8

Carb Double Twin-Jet (4-bbl) Holley 4000, auto choke

Air Cleaner large low-restriction oil-bath

Fan 3-blade 18" high-speed Exhaust dual (stn wagon)

Block ECZ-6015-A or ECZ-6015-B

Heads ECZ-6090-B (Conv Dr & OD) or ECZ-6090-C (Fordomatic Dr)

Main Bearing Caps **ECZ**

Bore max allow oversize 0.040" + 3.80" bore = 3.84" bore = 319 CID

SPECIAL EQUIP INCLD

- heavy-duty rad w/ large coolant capacity 20 qt US (21 qt US w/ heater)
- extra-cooling high-speed fan • diaphragm-type mech fuel pump w/ vac-booster for wipers
- heavy-duty 11" clutch (Conv Dr & OD) • generator low-cut-in 40-amp
- Fordomatic Dr large fluid capacity 10.25 qt US • reg fuel use

MAINLINE & CUSTONLINE

- heavy-duty front coil & rear leaf springs • special brake linings • dual exhaust
- rear gear rations (to 1) Conv Dr 3.73, Overdrive 3.92, & Fordomatic Dr 3.54 (opt 3.31)

"312 CUBIC INCH HIGH POWER ENGINE KIT" 260-hp Page 8 of 11

Commonly called "**Race Kit**," or incorrectly "Power Pack"

Released by Production Service Letter P-311a, [Jul 6, 1956](#) (*late model-year*)

Special-order HP parts to modify the V-8 312-cid eng for police, NASCAR, Thunderbird, & public 210/215/225-hp to **260-hp** 317/324 lb-ft torque to **344 lb-ft torque**

Production **103 kits** supplied in wooden crates *not factory installed*



1956 Ford Kit (not incld T-Bird valve covers)



1956 Ford Thunderbird Kits

1956 Ford #B6A-9000-B K3 (Conv Dr or Overdrive)

Price **\$315** [Jul 6, 1956](#); surplus reduced to **\$100** [Feb 4, 1957](#), as is, subject to prior sale

- **2 unique Holley 4000 (4-bbl) Carburetors**, #R-1268
- **1 2x4 aluminum Intake Manifold** EDB-9425-C
- **2 high-compression Cylinder Heads** ECZ-C, milled 0.060"
- **1 special-grind Camshaft** EDB-6250-B, part #B6A-6250-E, stamped "E"
- **unique Valve Springs & Lifters** • **2 Auto Choke Hot Air Tube Systems**
- **1 Distributor Re-curve Kit** • **Linkages, Brackets, Lines, Hardware, & Gaskets**
- **1 large round red Air Cleaner**, covers both carbs, 2 studs w/ wingnuts, right side decal w/ "PUROLATOR DRY TYPE *Micronic* AIR FILTER" script
- **1 large round Purolator Dry Type Micronic Air Filter** • **Instructions**

1956 Ford Thunderbird #B6A-9000-B K3 plus #B6A-9000-B K4 (both required) (Overdrive)

Price [not found by editor]

- **1 Shaft Assy** AH-9725-F • **1 Hanger Assy** AH-99830-C
- **1 oval Argent (Silver) painted Air Cleaner** EDB-9600-B, part #B6A-9600-H, covers both carbs, 2 studs w/ wingnuts, (**NOTE** a chrome finish was *not* produced by Ford)
- **1 oval Air Filter** Ford EXP, dry-type

- **Ford I-6 223-cid 137-hp A-code**

Elec System 12-volt Negative Ground Cyl Front to Rear 1-2-3-4-5-6 Firing Order 1-5-3-6-2-4
 Distributor Holley/Ford #B5A-12127-6CYL, full vacuum
 Repair Kit #A7A-12000-B incld Contact Breaker, Rotor #12200-A, & Condenser #12300-A
 Cap #7HA-12106 Contact Breaker Gap 0.024-0.026" Dwell Angle 35-38°
 Vacuum Control #7RA-12370-B
 Ignition Timing 4° BTDC (Conv Dr & OD), 6° BTDC (Fordomatic Dr), max 8° BTDC
 w/ distributor vac hose disconnected Advance counter-clockwise
 Idle Speed 475-500 rpm (Conv Dr & OD), 450-475 rpm (Fordomatic Dr, 425-450 rpm in "DR")
 Eng Oil Capacity 4 qt US (I-6) + 1 qt US (filter) = 5 qt (1 qt US = 0.95 liter)
 Oil Viscosity Grade 20W above +30°F, 10W from +32°F to -10°F, 5w below -10°F
 Oil Press 45-50 psi, hot @ 2000 rpm
 Oil Drain Plug & Gasket #8A-6730-A
 Oil Filter Element & Gasket #B2A-6731-20, "can type"
 Oil Filler Breather Cap #B2A-6766-A, wash in solvent, oil element w/ light eng oil
 Crankcase Screen & Gaskets Kit #6631-K Screen #B2TZ-6A631-B Gaskets #B4A-6870-A & #6872
 Air Cleaner Oil Capacity 1 pint US Oil Viscosity Grade 30W above +32°F, 10W below +32°F
 Coolant Capacity 14.5 qt US (rad) + 1 qt US (heater) = 15.5 qt US, all except
 Courier (Sedan Delivery) 15 gal US (rad) + 1 gal US = 16 gal US
 Rad Cap #8100, 13 psi System Pressurized 6-1/4 to 7-3/4 lb
 Carb Holley 1904 (1-bbl) #1904-F R-800-A (Conv Dr & OD), R-826-A (Fordomatic Dr), manual choke
 Fuel Level 11/16" below Power Valve mounting surface +/-1/32"
 Float Setting (dry) .306" from roof of float chamber to lowest point of float (carb inverted)
 Accelerator Pump Adjustment pump link in throttle lever hole nearest to throttle shaft, pump link
 in other hole (richer) for extreme cold weather
 Dash Pot Adjustment clearance 0.045-0.064" (Fordomatic Dr)
 Fuel Pump #4208-9350 Fuel & Vacuum Pump #4708-9350 Filter & Gasket #8A-9365
 Valve Lash 0.015" (intake), 0.019" (exh), (hot) Comp Press 150 psi, sea level @ cranking speed
 Fordomatic Dr Fluid Capacity 9.25 qt US (I-6), Type A, modern replacement Dextron® III

1956 Ford V-8 Tuneup & Oil Change

- **Ford V-8 272-cid 173-hp (176-hp w/ Fordomatic Dr) U-code**
- **Thunderbird V-8 292-cid 200-hp (202-hp w/ Fordomatic Dr) M-code**
- **Thunderbird Special V-8 312-cid 225-hp P-code (Fordomatic only) (or S-code) *mid model-year***
- **Special Police Y-8 292-cid 200-hp (202-hp w/ Fordomatic Dr) M-code**
- **(Police) Interceptor Y-8 312-cid 210-hp (215-hp w/ Fordomatic Dr) P-code *mid model-year***

continued

Elec Sys 12-volt Neg Ground Cyl F to R, right 1-2-3-4, left 5-6-7-8 Firing Order 1-5-4-8-6-3-7-2

Distributor Holley/Ford #B5A-12127, full vacuum, (specify year & eng)

Repair Kit #12000-AK incld Contact Breaker, Rotor #12200-A, & Condenser #12300-A

Cap #FAB-12106-A Contact Breaker Gap 0.014-0.016" Dwell Angle 26-28.5°

Vacuum Control (2-bbl) #FAB-12370-A, (4-bbl) #12370-B (double type)

Ignition Timing 3° BTDC (Conv Dr & OD), 6° BTDC (Fordomatic Dr), max 10° BTDC

w/ distributor vac hose disconnected Advance clockwise

Idle Speed 475-500 rpm (Conv Dr & OD), 450-475 rpm (Fordomatic Dr, 425-450 rpm in "DR")

Eng Oil Capacity 5 qt US (V-8) + 1 qt US (filter) = 6 qt US (1 qt US = 0.95 liter)

Oil Viscosity Grade 20W above +30°F, 10W from +32°F to -10°F, 5W below -10°F

Oil Press 45-50 psi @ 2000 rpm, (hot)

Oil Drain Plug & Gasket #8A-6730-A

Oil Filter Element & Gasket #B2A-6731-20, "can type"

Oil Filler Breather Cap #B5A-6766-C, wash in solvent, oil element w/ light eng oil

Crankcase Breather Screen & Gasket Kit #6631-K

Screen #B2TZ-6A631-B Gaskets #B4A-6870-A & #6872

Air Cleaner Oil Capacity 1 pint US Oil Viscosity Grade 30W above +32°F, 10W below +32°F

Coolant Capacity 19 qt US (rad) + 1 qt US (heater) = 20 qt US, V-8 all except

(Police) Interceptor Y-8 312-cid 19.5 qt US (rad) + 1 qt US (heater) = 20.5 qt US

Courier (Sedan Delivery) 20 qt US (rad) + 1 qt US (heater) = 21 qt US

Rad Cap #8100, 13 psi System Pressurized 6-1/4 to 7-3/4 lb

Carburetor (V-8 272-cid)

Holley 2110 (2-bbl) #2110-EEC R-1156A (Conv Dr & OD), R-1159A (Fordomatic Dr)

Fuel Level 11/16" below top surface of float bowl +/-1/32"

Float Setting (dry) 1.437-1.500" from Air Horn gasket surface to float bottom (Air Horn inverted)

Carburetor (V-8 292- & 312-cid)

Holley 4000 (4-bbl) #B6A-9510-B R-1162A (Conv Dr & OD), R-1161A (Fordomatic Dr)

Fuel Level 1/2" below top surface of float bowl +/-1/32"

Float Setting (dry) 1/4" below top surface of float bowl

Dash Pot Adjustment clearance 0.045-0.064" (Fordomatic Dr)

Fuel Pump #6523-9350 Fuel & Vacuum Pump #4206-9350

Mounting Gasket #9417 Filter & Gasket #8A-9365

Capacity 1 pint US or over in 45 sec, pressure 4-5 lb

Vacuum Test 10" hg min @ 120 rpm, 12" hg max @ 1800 rpm

Valve Lash 0.019" (intake), 0.019" (exh), (hot)

Compression Pressure, sea level @ cranking speed

- *Ford V-8 272-cid* - 160 psi (Conv Dr & OD) - 165 psi (Fordomatic Dr)
- *Thunderbird V-8 292-cid* - 155 psi (Conv Dr & OD) - 160 psi (Fordomatic Dr)
- *Thunderbird Special V-8 312-cid* - 160 psi (OD Thunderbird only) - 165 psi (Fordomatic Dr)
- *Special Police Y-8 292-cid* - 155 psi (Conv Dr & OD) - 160 psi (Fordomatic Dr)
- *(Police) Interceptor Y-8 312-cid* - 155 psi (Conv Dr & OD) - 160 psi (Fordomatic Dr)

Fordomatic Dr Fluid Capacity 9.75 qt US, V-8 all except

(Police) Interceptor Y-8 312-cid 10.25 qt US

Type A, modern Dextron® III

Battery 55-amp-hr #B6A-10655-29N-SP

Spark Plugs #12405, Champion #870, Autolite #2954, 18 mm, (no gasket)

Gap 0.032 to 0.036" Torque 15-20 lb-ft

Generator 30-amp #B6A-10001-BK

Voltage Regulator 30-amp #B6A-10505-BF

Coil #B6A-12029-B

Resistor #B6A-12250-R

Starter #B7A-11002-12V Drive #B4A-11350, Bendix #A-3257 Seal #B4A-6436-B

Starter w/ Drive #B7A-11002-12B

Solenoid #B6A-11450-C (brown body, "FoMoCo" script) & Screws (2) #APK-208

Crankcase Breather Screen & Gaskets Kit #6631-K incld

Screen #B2TZ-6A631-B Gaskets #B4A-6870-A & #6872

Brake Master Cylinder #B5A-2140 Heavy-Duty Brake Fluid #1A-19542A or B

Filler Cap #B2A-2162 Gasket #8M-2167

Power Steering Oil Reservoir Filter Element #3538-K incld Gasket #3642

Thermostat 160°F (std) #8575-A, 180°F (high temp) #8575-B

Conv Dr & Overdrive Fluid add Multipurpose-Type Gear Lubricant, 90W above -10°F, 80W below -10°F

Rear Axle Fluid #M-4642, add Multipurpose-Type Gear Lubricant 80W

Gas Cap #AB-9030-C (car), #9030-CR (stn wagon & Courier)

Clutch Pedal Free Travel 1-1/8" to 1-3/8"

Brake Pedal Free Travel 1/4" to 7/16"

Fuel Tank Capacity 17 gal US (car), 19 gal US (stn wagon & Courier)

1956 Ford Wheel Alignment, All

Caster **+1°** (1/2° to 1-1/2°)

Camber **+3/4°** (1/4° to 1-1/4°)

Toe-in (positive) **3/32"** (1/16" to 1/8")