

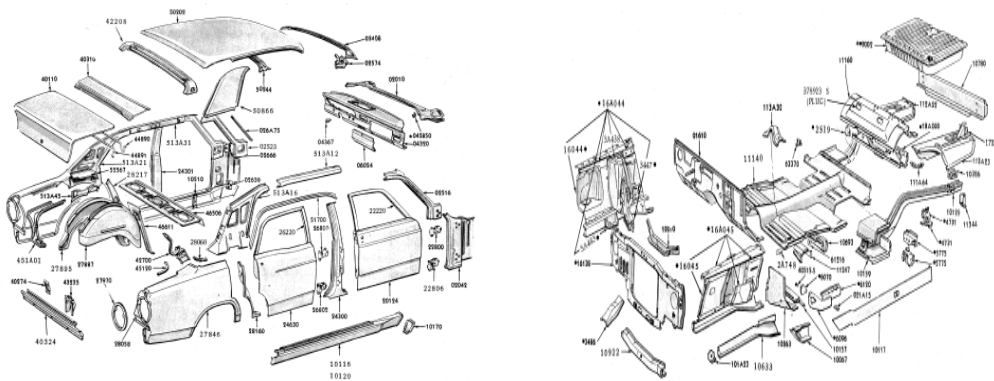
# Fairmont GT Technical Reference

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The Fairmont GT represents a significant development in Ford Australia's history and has suffered due to a lack of quality information and understanding. The following sets out using official documentation a technical reference of the Fairmont GT and the variances to the Australian build GT Falcon.

## Background

Ford Australia acknowledge that XW and XY GT CKD (Complete Knocked Down) kits were exported by ship from the Ford Geelong plant to the Ford Port Elizabeth, RSA (Republic of South Africa) assembly plant in the early 70's. Broadmeadows (JG) and Port Elizabeth (MS) were the only Australian GT 54H assembly plants with other production to Brisbane (JH), Sydney (JK) and Auckland (MA).



*Picture 1. Type 54 illustration of CKD components (XR model depicted)*

These kits represent the same assembly components that were also trucked to the Ford Broadmeadows plant for Australian Falcon GT assembly.

This export program was a joint initiative between Ford Australia and South Africa to provide a more suitable right hand drive full size car to South Africa that would endure long distances and towing requirements on marginal roads similar to Australian conditions. The US Falcon had suffered under road conditions in South Africa in much the same way as US designed XK-XL Falcons suffered in Australia from weak underpinnings and reliability problems. Ford Australia addressed these issues in the XP chassis/suspension redesign so that whilst the Australian Falcon improved in reputation with these amendments the Falcon nameplate became more poorly regarded in RSA.

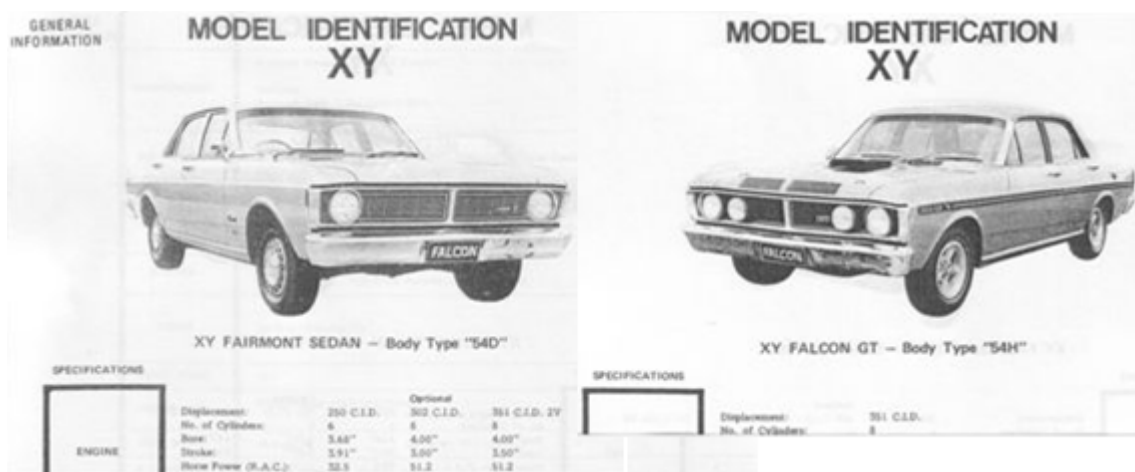
In 1969 exports were commenced with the Australian XT Fairmont, Utility, ZC Fairlane and Fairlane 500 CKD export and assembly program (refer Appendix A – SA Government statistics). These Australian models were rebadged in RSA as the 1969 Model Fairmont, Ranchero, Fairlane and Fairlane 500. The imports required local assembly and content (window glass etc) to ensure the government local content exemptions were maintained. Local assembly continued until the 1976 model Ranchero and Fairlane 500 when parts could no longer be sourced from Australia due to Australian political/union bans. These restrictions eased in the 1990's when fully assembled cars were again imported into RSA.

## Body Types

Body types create quite a bit of confusion but are well understood by all Ford plants. They represent a designation for a set of component assembly parts well before the assembled car is driven away from the quality control checkpoint for delivery to the dealer. The two body types sent to Ford RSA were designated as type 54 (4 door sedan) and type 66 (2 door utility). Within these designations are categories for the required assembly component sets.

The body type categories of interest are :

- 54C – Futura 4 door sedan
- 54D – Fairmont 4 door sedan
- 54H – GT 4 door sedan
- 54F – Fairlane Standard/Custom 4 door sedan
- 54G – Fairlane 500 4 door sedan
- 66A – Standard 2 door utility



Picture 2. 54D Body Type  
(source: Ford Aust Parts Book)

Picture 3. 54H Body Type

The main point to note is that a 54D is a "Fairmont" body shell component set that is standard with 6 cylinder engine and column shift. It could be customer optioned in Australia with dual exhaust, sport suspension, 351 engine and GS pack that could make it similar but never the same as a 54H "GT" body type. Refer picture 2 and 3 for the exterior differences.

## Model Codes

The model code for an Australian XW GT is 18938 but in RSA an XW GT is referred to as a 1970 GT in the same way US models are designated by year. The XY GT (18038/18138) is referred to as a 1972 GT model regardless of the actual year of production. For ease of understanding the Australian XW/XY model names are used here.

## Baseline

The baselines for the export cars are set out by the Australian Ford parts manual as variances to the standard XW/XY 54H model specification. Each amendment to the Australian model is defined by a “South Africa 54H” designation on each part listing. Refer to Appendix B – Parts Book detail for the complete part variance details for XW and XY GT.

The vast majority of parts are identical to the Australian GT specification for 54H including body shell, suspension, bonnet and air scoops, grille, spotlights and badge, differential, drivers mirror, dual exhaust, external boot trims and blackouts.

The variances in Australian parts set out in the Ford Parts book can be summarised as:-

### All SA 54H

- XT GT or XW/XY GS Rally Pack wheels, wheel nuts and stainless steel hubcaps
- 54C (Futura) trim specification in black or red with no woodgrain or glovebox padding
- 54D (Fairmont) white perforated roof liner and visors

### XW SA 54H

- GS Rally Pack stripes with GT guard badge relocated to rear quarters in lieu of GS sticker
- GT boot badge (grille type) in lieu of Australian XW GT boot badge (fender type)
- Boot double sided taped Fairmont letters in lieu of Falcon
- No stainless rear window surround - 54C type rear window seal and trim in lieu
- Small fuel tank, boot mat and sender without vented filler neck (no GT cap)
- US 351 2V imported engine with C4 automatic transmission designated as CK610A1



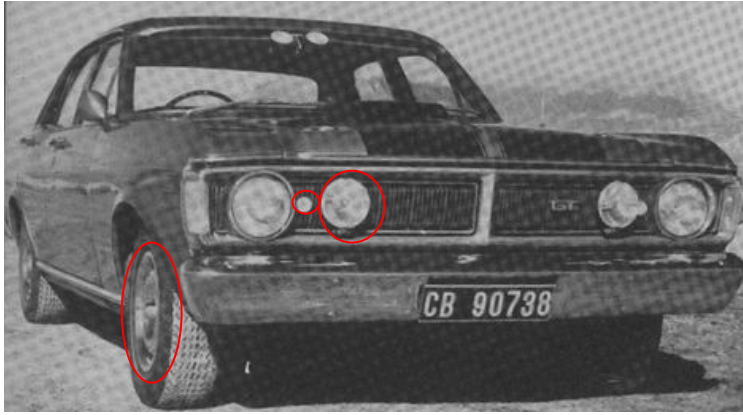
Picture 4. XW GT Variations

<b>IMPORTANT</b> THIS COOLING SYSTEM MUST BE KEPT FREE OF RUST. LEAKS WILL MAINTAIN MAXIMUM PERFORMANCE. SYSTEM SHOULD BE INSPECTED AND FLUSHED EVERY 3000 MILES OR TWICE A YEAR. SEE WORKSHOP MANUAL FOR MORE DETAILS. PART NO. 3-1000-A RARE LEAKS COOLING SYSTEM PROTECTANT.	<b>Ford</b>	<b>BELANGRIK</b> HIERDIE VERKOOPSTELSEL MOET DEWAT-TEER WERK VAN HOOR. OORSAK: OORPAAK. SEERSTYPERING. ONWETTIGHEID TOEGESTELDE VAN PARTS VERKOOPSTELSEL. HIERVOORSTELSEL: HOU STILLES NIET AANWENDE IN OTTOSPEL WOOD. OORSAK: OORPAAK. SEERSTYPERING. HOU STILLES NIET AANWENDE IN OTTOSPEL WOOD. PART NO. 3-1000-A RARE LEAKS VERKOOLINGSTELSEL BESKERMING.
<b>IMPORTANT   BELANGRIK</b> THIS VEHICLE THIS WIRED <b>NEGATIVE EARTH</b> SEE HAND BOOK	<b>HIERDIE VOERTUIG IS NEGATIEF GEAARD</b> SIEN HANDBOEK	
<b>DANGER</b> USE ONLY FORD DISC BRAKE FLUID SPECIFICATION L188-MSC-1881-L BRAKING POINT EXCESS SOFT USE OF ANY OTHER TYPE COULD RESULT IN BRAKE FAILURE OBTAINABLE FROM ALL FORD DEALERS	<b>GEVAAR</b> GEBRUIK BLESSE FORD SKYFREMVOESTOP SPECIFIKASIE L188-MSC-1881-A KODKUNST BOKANT SOFT GEBRUIK VAN ANDER TYPES LEAN VERKOORBAAR OOR DIE REMME NIE FUNKSIONEER NIE BY ALLE FORD HANDELAARS. VERKRYGEBAAAR	
<b>CAUTION:</b> THIS VEHICLE IS FITTED WITH A LIMITED-SLIP DIFFERENTIAL. POSITIVE POWER WILL BE DELIVERED TO A REAR WHEEL ON THE GROUND EVEN THOUGH THE OPPOSITE WHEEL IS RAISED. PLACE TRANSMISSION IN NEUTRAL OR PARK BEFORE STARTING ENGINE WITH VEHICLE ON A JACK. USE ONLY ESW-MSC-109-A LUBRICANT		

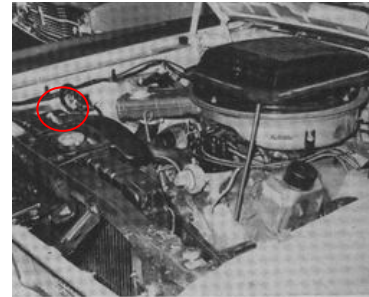
### Engine Bay Decals

## XY SA 54H

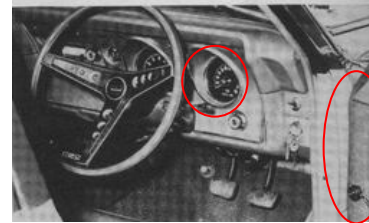
- Metric gauges (240kmh speedo, Temp in degrees C, Oil pressure in Bar)
- Optional Black Bonnet/Black GT stripe without super roo decals
- No GT351 side identification on no stripe cars (Australian GT 351 metal badge not used)
- Fairmont GT Boot appliqué in lieu of Falcon GT
- a/c fan spacer on all engines
- alternative Hella Australia one piece lens driving lights or normal GT Hella two piece lens units
- no exterior stainless door top trims but includes GT type qtr vent interior striker plates



Source: 1972 RSA Car Magazine XY GT road test



Huge induction/aircleaner unit peeps through bonnet, and hides the big V8 engine.



Australian XY GT delete stripe badge not used

## Local Parts and variations (*observed across all examples*)

- Seatbelts are lap only front in red or black
- all window glass is RSA sourced – no date codes evident
- battery terminals and no battery retaining Z clamp
- black sidewall tyres
- Hella South Africa Reflectors: two white front and two red rear
- Body is fully undercoated in red oxide prior to painting
- Paint Colours have no Australian basis
- Additional welds to front shock towers
- Inside boot paint on Fuel filler neck and XY tail light bulb guards are in body colour
- Dual language warning stickers in Afrikaans and English (refer picture 5)
- Local owners manual and maintenance manual in Afrikaans and English



## Factory Options

The export CKD kits had a much more restricted range of options compared to Australian delivered cars for customers to specify their individual requirements.

Individual Ford South Africa assembly records no longer exist however these details are readily available on the floor plates with sufficient decoding records to provide a comprehensive guide.

Floor plate records observed to date (eg. picture 5) indicate the following factory options were available on Fairmont GT:-

<i>XW SA 54H</i>	<i>XY SA 54H (F.MONT.GT.)</i>	<i>Plate Codes</i>
Choice of local colours	Choice of local colours	See Table 3.
Black or Red trim	Black or Red trim	BLACK. Or RED.
Automatic Transmission Only	Manual Toploader 4 speed or Automatic FMX	F/S. Or AUTO.
Integrated Air Conditioning	Integrated Air Conditioning	AIR.CON.
Power Steering	Power Steering	PS.
Black Vinyl Roof	Black Vinyl Roof	V.TOP.BLK.
	Black GT 351 Side Stripes	STRIPE.BLK
	Black GT 351 Side Stripes and Bonnet Stripes	STRIPE.BLK.HOOD

*Table 1. Factory options*



*Picture 5. XY SIDO Floor plate with order options Ermine White Paint with Red trim, Black Vinyl Roof. Fairmont GT with 4 speed and Steer SIDO 665739.*

## Excluded Options

The following factory installed Broadmeadows options were not available on Port Elizabeth assembled cars on all examples to date.

- 36 Gallon fuel tank
- Radio or 8 Track player
- HO engine, suspension and spoilers
- Left hand mirror
- Windback Sunroof
- Sports Option or Globe Road wheels
- Lap/sash or rear seat belts

## Model Plate



Picture 6. XY Model VIN Plate build detail

VIN MS33MK98187 SIDO 665730

351 4V 4 Speed 3:1 Blk Vinyl Roof/Red Trim, single colour Ermine White

The Radiator Support model plate (e.g Picture 6) is of the same type as the pre 1970 model plate used in Australia in English/Afrikaans and contains the full ID on line 1 and the following line 2 codes:

### Drivetrain Codes

	<i>XW SA 54H Auto</i>	<i>XY SA 54H 4 Speed</i>	<i>XY SA 54H Auto</i>
<b>Engine</b>	Y – 351 2V (CK610A1)	Y – 351 4V (US CK608A1 or CK617J1)	Y – 351 4V (US CK609A1 or CK616J1/3)
<b>Trans</b>	B – C4 Automatic	N – Toploader 4 speed	B – FMX Automatic
<b>R.Axle</b>	3 – 2.75:1	4 – 3.00:1 (2.75 Optional)	3 – 2.75:1 (3.00 Optional)

Table 2. Model plate Drivetrain Codes (source: Ford SA Fiche)

### Paint Codes - all prefixed by 0 (single colour) or tutone roof colour

<i>Metallic M32J</i>	<i>Non-metallic M30J</i>
1 - ?	A - Raven Black
2 - Tawny	B - Wimbledon White
3 - Pearl Grey	C - ?
4 - Amber Gold	D - Platinum Grey
5 - Fern	<b>K - Ermine White</b>
6 - Silver Fox	L - Light Beige
7 - ?	M - Candy Apple Red
8 - Everglade	P - Diamond Blue
9 - Sapphire	T - Maize
	W - Peri Peri
	? - Sunset Red

Table 3. Local Colour Codes (source: Ford SA Fiche)

### XY GT Trim Codes. (source: Ford SA Fiche) prefixed by vinyl roof colour if applicable

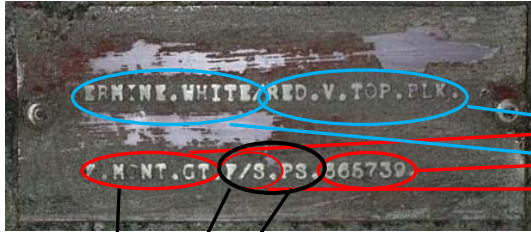
<i>Code</i>	<i>Vinyl Roof Colour</i>	<i>Interior Colour</i>
<b>AD</b>	A – Black Vinyl Roof	<b>D</b> – Red
D1	Painted Roof	D – Red
A2/AA	A – Black Vinyl Roof	A – Black
A1	Painted Roof	A – Black

XW GT is as above but includes code S – Red trim.

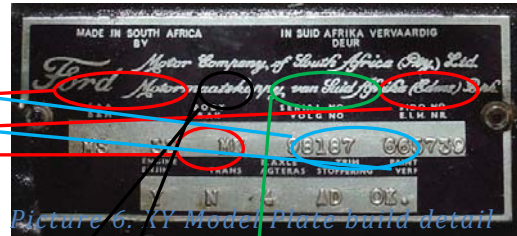
## Matching Numbers

The Port Elizabeth plant use a four way matching process that starts with the floor SIDO plate (picture 5) usually riveted under the drivers seat (sometimes passenger). It begins with the customer order or Single Item Dealer Order (SIDO) number **665739** that identifies the customer order on a rolling sequence. This number must match the vehicle build VIN plate (picture 6) SIDO number **665739**.

The vehicle build plate (picture 6) has the vehicle identification number (VIN). The VIN is made of a prefix **MS** (Australian export to Port Elizabeth plant), **33** (54H GT body type), Build year/month see Table 4. below (**MK** = June 1972) and the Serial Number **98187**.



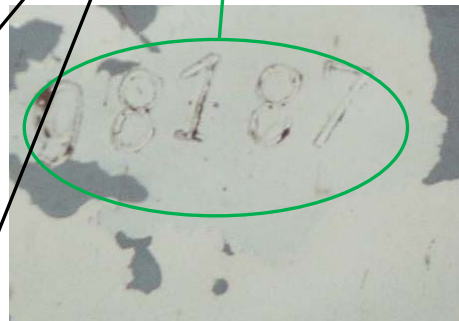
Picture 5. XY Floor plate order options



Picture 6. XY Model Plate band detail



Picture 7. XY Engine Number



Picture 8. XY Chassis Number

YEAR CODE		JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.
1965—E	1969—J	J	U	M	P	B	R	A	G	C	K	D	E
1966—F	1970—K	L	Y	S	T	J	U	M	P	B	R	A	G
1967—G	1971—L	C	K	D	E	L	Y	S	T	J	U	M	P
1968—H	1972—M	B	R	A	G	C	<b>K</b>	D	E	L	Y	S	T
1973—N	1977—T	J	U	M	P	B	R	A	G	C	K	D	E

Table 4. Production Month (source: Ford Motor Company)

The chassis number is stamped on the passenger shock tower e.g. **98187** in picture 6. and matches the last 5 numbers of the VIN or the serial number on the model plate in picture 6.

The engine number e.g. **FU191X** in picture 7. can be decoded by the RSA Government details

71	Fairmont GT Std	⋮	<b>FU</b>	4	syfers	⋮	Table 5. Govt Engine Codes Extract 72 Fairmont GT Std Power Steering 351 V8
72	Kragstuur 351 CID V8						
	Sedan 4 Vergassers						

Sedan 4 Venturi

FU and 4 Syfers (numerals) made up of sequence number 191 (4V manual power steering Fairmont GT) followed by X denoting Imported engine (England, Germany, Canada or Australia).

## Appendix A – NAAMSA SA Government statistics

Body Type	Model	Engine	Trans	Year	no options	a/c	p/s	p/s + a/c	Num
S.A. 54H* GT F'mont	XW GT	351C 2V	Auto	70/71	FT	FX	FV	FZ	715
	XY GT	351C 4V	Manual Auto	71/72 71/72	FJ FTA	FW FXA	FU FVA	FY FZA	1109
S.A. 54D Fairmont	XT	221 1V	Manual	69	20PA				1204
			Auto	69	21PA				
	XW	188 1V	Manual	70	FGS				4929
		221 1V	Manual Auto	70/71 70/71	FG FH				
	XY	200 1V	Manual Auto	71/72 71/72	FGT FHT				
		250 1V	Manual Auto	71/72 71/72	FGA FHA				
S.A. 54G Fairlane 500	ZC	351C 2V	Auto	69/71			FE	FP	990
	ZD	351C 2V	Auto	71/72			FE	FP	1457
	ZF	351C 2V	Auto	73/74				FP	2164
	ZG	351C 2V	Auto	75/76				FP	486
S.A. 54E Fairlane	ZB	221 1V	Manual	68/69	19P				927
		302W 2V	Manual Auto	68/69 68/69	17P 18P				
	ZC	302W 2V	Manual Auto	70/71 69/71	FA FC	FK FM		FL FN	2937
	ZD	302W 2V	Auto	71/73	FC	FM		FN	1662
	ZF	302C 2V	Auto	73/74	FD			FN	1022
S.A. 66A Utility Std Ranchero	XT	221 1V	Manual	68/69	20P				
	XW	221 1V	Manual	69/71	FF				
		302W 2V	Manual Auto	70/71 70/71	FR FS				
	XY	250 1V	Manual	71/73	FFA				
		302W 2V	Manual Auto	72/73 72/73	FR FS				
	XA	250 1V	Manual	74/75	FFB				
		302C 2V	Auto	73/75	FS				
XB	250 1V	Manual	75/76	FFA					

*Table 6.* Source : Garry Connacher translated from SA Govt NAAMSA publications, annual build numbers from Auto Data Digest. These major options were captured by the RSA statistics department on new car production/sales and match the floor plate as shown in picture 5. NB. The annual sales numbers set out in the table are a rough representation of the model splits but do not directly equate due to part year model releases etc. ie. XW/XY

### Translations:

*Kragstuur* = power steering

*Lugverkoeling* = air conditioning

*Vergassers* = carburetor/venturis

*Syfers* = numerals

## Appendix B - Parts Book detail

### Wheels – Wheel, Nuts, Hubcap

Part	Model	Body	Description	Qty	Prefix	P/num	R	Comment
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1007			WHEEL ASSY. — WELDED					
	XY/ZD	54, 66, 71	14" x 6J.J.	5	XW	1007		same as
	XW/Y	54H	14" x 6J.J. — South Africa	5	XW	1007		same as
	XW	54H	14" x 6.00 — to 1/5/70	5	C8OZ	1007		Aus 54H 12 slot
	XW/Y	54H	14" x 6J.J. — from 1/5/70	5	DOZZ	1007		Aus 54H 5 slot
1012			NUT—WHEEL BOLT					
			1/2" — 20 x 1.13/16" chrome plated					
	XT	54H	from 12/8/68	20	C6AZ	1012		same as
	XW/Y	54A/B/CD	Rally pack	20	C6AZ	1012		same as
	XW/Y	54H	South Africa	20	C6AZ	1012		SAGT
1130			CAP—WHEEL HUB					
	XW/XY	54H	South Africa	2	C4GY	1130	C	SAGT
	XW	54A/B/C/D	With rally pack — front wheel	2	C4GY	1130	C	same as
	XY	All	With rally pack — front wheel	2	C4GY	1130	C	same as
	XW/Y	54H	South Africa	2	C4GY	1130	D	SAGT
	XW	54A/B/C/D	With rally pack — rear wheel	2	C4GY	1130	D	same as
	XY	All	With rally pack — rear wheel	2	C4GY	1130	D	same as
	XW/Y	54H		4	C8OZ	1130	G	Aus 54H
	XW/Y	54H	Trim ring	4	C8ZZ	1210	B	Aus 54H



Picture SAGT XT GT Front and Rear Hubcap

## Appendix B – continued in supplement

### Acknowledgements

[Ford Motor Company Australia Parts Catalogue – XR-XY Cat 79C 11/1972 edition](#)

[Ford South Africa Fairmont/Fairlane/Ranchero Parts Fiche 1969-72 edition](#)

[Auto Data Digest, Randburg RSA. 1984-5 10<sup>th</sup> Edition](#)

[NAAMSA South Africa Government Statistics](#)

[Websites - FairmontGt.com.au, Fomoco.com.au, Aussieexport.com, Aus-ford-uk.co.uk](#)

[Garry Connacher – Port Elizabeth](#)

[Adrian Ryan – Ford Australia Archives](#)