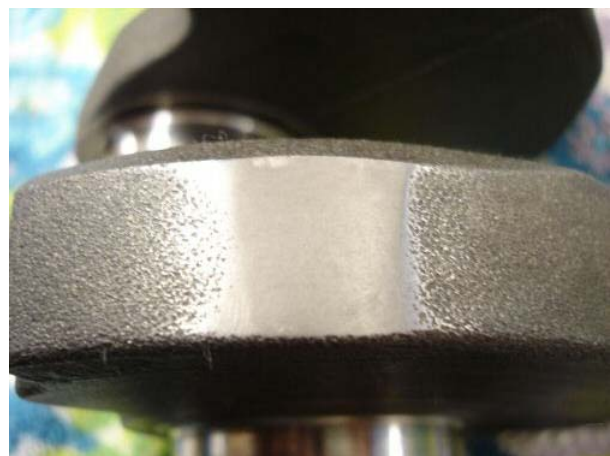


289 HiPo Crank Markings

All 289 cranks had the marked "1M" to designate a 289. Of these "1M" cranks, some were Brinnell tested for strength. Although some of these cranks were tested, NOT ALL cranks received the coveted Brinnell "triangle" and signature "AAA" upside down, as passing the test.

The shaved spot with the little punched area for the test should be present, and most importantly the triangle with the hardness number inside, as well as the "AAA" upside down, and two "X"s, marking 'passed'.

Casting number C3AE-N. There are many arguments to the meaning of this casting number, some saying "N" stands for Nodular iron, like the "N" case 9" case. Others say it is just the correct part for a 289 Hi Po crank. (See scan below of Page 14 of Ford Parts Interchange Manual.)





Crankshafts

Model Identification

289ci	Interchange Number
1962-68, except 271hp	1
1962-68 271hp	2
302ci	Interchange Number
1968-70, except Boss	3
1968-70 Boss	4
351ci	Interchange Number
1969-70 Windsor	5
1969-70 Cleveland	6
352ci	Interchange Number
1959-61, all	7
390ci	Interchange Number
1961-62, all except high-performance	8, 9
1961-62 high-performance	10
1966-70, all	11
427ci	Interchange Number
1962-63	12, 13
1964-67	14, 15
1968, all	16
428ci	Interchange Number
1968-70, except Super Cobra Jet	14, 18
1968-70 Super Cobra Jet	19, 20
429ci	Interchange Number
1970, except Boss	22
1970 Boss	23, 24

Interchange

Interchange Number: 1

Part Number(s): C3AZ6303F
 Type: Iron
 Casting Numbers: C3A2 or C303-F
 Usage: 1962-68 289ci (except 271hp version) and 1962-66 260ci and 221ci engines
 Note(s): Interchange Number 2 will fit and is better for performance.

Interchange Number: 2

Part Number(s): C30Z6303B
 Type: Steel
 Casting Numbers: C3AE-D, C3AF-F, or C3AE-N C308E-B
 Usage: 1963-67 289ci, 271hp engine
 Note(s): Can be used in lesser-power engines, but castings C3A2 or C303-F (iron cranks) should *never* be used in place of a steel crank.