

Original Ford Wheel Weights

1965 to 1973

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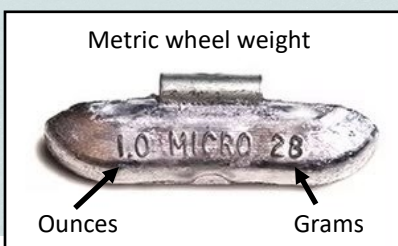


Wheel weights and wheel balancing has been common practice on all cars and trucks and has been an industry standard since the 1940s especially since vehicle speeds have increased. Manufacturers need to balance the wheel and tire combination because tire imbalance will cause excessive vibrations – especially at those higher speeds. Tire imbalance can cause uneven tread wear on the tires and also strain the wheel bearings and suspension. Balancing helps ensure weight is evenly distributed around the entire circumference of the wheel and tire.

Wheel balancing requires putting a mounted wheel and tire on a balancing machine which spins the wheel to determine where the weights should go. Every time a wheel is first mounted on a car with a new tire it needs to be balanced. The goal is to make sure the weight is evenly distributed throughout each wheel and tire on the car. The process evens out heavy and light spots in a wheel so it rotates smoothly.

Lead Weights Wheel weights made of lead were the industry standard in the 1960's and 1970's. The main reason for the use of lead is its weight, price, resistance to salt and water, and most importantly malleability. Lead weights can easily conform to the shape of the rim making them easier to install and typically do not cause staining or discoloration of the wheel as other metals can. In the last 20 years there has been a gradual push to ban lead weights and replace them with steel or zinc. There are claims that wheel weights that fall off cars and get run over create dust and this can be toxic on the roadways leading industry away from their use.

Metric System All wheel weights being manufactured and used in the USA until about 1976 were only embossed or stamped with ounce weights and not with grams. The main reason for this is because the metric system was not adopted or used in this industry before that. An immediate indicator of an original period correct wheel weight is to see the weights only in ounces. If grams are on the wheel weight its not original for the time period we are discussing here.



Photos of the wheel weights shown here are representative of what current wheel weights look like today. Both the ounce weight and gram weight are on stamped in each weight. One ounce equals about 28 grams. None of the weights used for the first generation Mustangs would have had these.

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Generalizations on Ford wheel weights used:

- Ford used several suppliers because of the vast number of wheel weights they needed for all the production lines and assembly lines. Three known examples are marked Excel, Micro and LH. Photos and examples shown below.
- .All the wheels on a car may or may not have the same manufacturer wheel weight
- All wheels including the spare were balanced from the factory. This includes Spacesavers.
- Weights were installed on the front and back of the wheel for balancing
- It is unlikely, but possible, a wheel would have no weights on it. It is highly unlikely all 5 wheels have no weights on them.
- Weights over 2.5 ounces were most likely not used and a total of about 5 ounces per wheel would be unlikely.

Excel



Micro (Manufactured by BADA Company)



LH

