

MUSTANG



FALCON



FORD SALESMAN'S

'65

TOTAL PERFORMANCE

FACTS

FAIRLANE



A QUICK REFERENCE TO:

- SERIES & MODELS
- TOTAL PERFORMANCE
- SALES FEATURES
- SPECIFICATIONS

FOR ALL PASSENGER VEHICLES...
AND—FORD LIGHT DUTY TRUCKS... 

THUNDERBIRD



RANCHERO



FORD



ECONOLINE



F-100, F-250

PICKUPS



SEDANS

HARDTOPS

MUSTANG

2-Door Hardtop
2-Door (2+2) Fastback

FALCON

STANDARD SERIES

2-Door Sedan
4-Door Sedan

FUTURA SERIES

2-Door Sedan
4-Door Sedan

FUTURA SERIES

2-Door Hardtop

FAIRLANE

FAIRLANE SERIES

2-Door Sedan
4-Door Sedan

FAIRLANE 500 SERIES

2-Door Sedan
4-Door Sedan

FAIRLANE 500 SERIES

2-Door Hardtop
2-Door Sports Coupe

FORD

CUSTOM SERIES

2-Door Sedan
4-Door Sedan

CUSTOM 500 SERIES

2-Door Sedan
4-Door Sedan

GALAXIE 500 SERIES

4-Door Sedan

GALAXIE 500 SERIES

2-Door Hardtop
4-Door Hardtop

GALAXIE 500/XL SERIES

2-Door Hardtop

GALAXIE 500 LTD SERIES

2-Door Hardtop
4-Door Hardtop

THUNDERBIRD

2-Door Hardtop
Landa 2-Door Hardtop

PERFORMANCE MODELS FOR '65

CONVERTIBLES	WAGONS	SERIES AND MODELS	PRICES IN QUOTED DETAIL BASE PRICE	
			STD. EQUIP.	BASE V-8
2-Door Convertible		MUSTANG (289 cu. in. std. all models)	\$	\$
		2-Door Hardtop 2-Door (2+2) Fastback 2-Door Convertible		
FUTURA SERIES 2-Door Convertible	Standard 2-Door Station Wagon Standard 4-Door Station Wagon Futura 4-Door Station Wagon Squire 4-Door Station Wagon	FALCON (270 cu. in. std. all models except those indicated)		
		STANDARD 2-Door Sedan 4-Door Sedan Alloys models w/ convenience pkg.—add \$.		
	STATION BUS CLUB WAGON DELUXE CLUB WAGON	FUTURA 2-Door Sedan 4-Door Sedan 2-Door Hardtop 2-Door Convertible		
		WAGONS Std. 2-Door Station Wagon Std. 4-Door Station Wagon Futura 4-Door Station Wagon (289 CID Std.) Squire 4-Door Station Wagon (289 CID Std.) Station Bus Club Wagon Deluxe Club Wagon		
	Fairlane 4-Door Station Wagon Fairlane 500 4-Door Station Wagon	FAIRLANE (289 cu. in. std. all models)		
		FAIRLANE 2-Door Sedan 4-Door Sedan FAIRLANE 500 2-Door Sedan 4-Door Sedan 2-Door Hardtop Sports Coupe		
		WAGONS Fairlane 4-Door Station Wagon Fairlane 500 4-Door Station Wagon		
GALAXIE 500 SERIES 2-Door Convertible	4-Door Ranch Wagon 2-Seat 4-Door Country Sedan 2-Seat 4-Door Country Sedan 4-Seat 4-Door Country Squire 2-Seat 4-Door Country Squire 4-Seat	FORD (289 cu. in. std. all models except where indicated)		
		CUSTOM 2-Door Hardtop 4-Door Sedan CUSTOM 500 2-Door Sedan 4-Door Sedan GALAXIE 500 4-Door Sedan 2-Door Hardtop 4-Door Hardtop Convertible		
GALAXIE 500/XL SERIES Convertible		GALAXIE 500/XL 2-Door Hardtop (289 cu. in. 2-W std.) Convertible (289 cu. in. 2-W std.)		
		GALAXIE 500 LTD 2-Door Hardtop (289 cu. in. 2-W std.) 4-Door Hardtop (289 cu. in. 2-W std.)		
		WAGONS 4-Door Ranch Wagon—2-Seat 4-Door Country Sedan—2-Seat 4-Door Country Sedan—4-Seat 4-Door Country Squire—2-Seat 4-Door Country Squire—4-Seat		
2-Door Convertible		THUNDERBIRD (289 cu. in. 4-W std.)		
		2-Door Hardtop Landau 2-Door Hardtop 2-Door Convertible		

MUSTANG

TOTAL PERFORMANCE SALES FEATURES

THE NEW MUSTANG 2+2 FASTBACK

Exterior Features of "Mustang 2+2"

- *Sleek aerodynamic fastback lines* with large rear window of tinted glass to reduce sun glare in rear compartment.
- *High style functional air louvers* located in roof to rear quarter panels.
- *Distinctive model identification* at front fender: "Mustang 2+2" in block letters.

Interior Features of "Mustang 2+2"

Front Compartment—Standard Luxury Features

- *Bucket seats* are standard and both driver and passenger seats are fully adjustable.
- *Interior appointments* are all color-keyed including headlining and padded sun visors as standard equipment.
- *Six all-vinyl trims* and two cloth and vinyl trims available.

Rear Compartment—Standard Luxury Features

- *Rear seat* styled with appearance of individual bucket seats.
- *Courtesy lights* located in rear seat side panels illuminate the interior when door is opened.
- *Color-keyed upholstery* with luxurious seams in pleats.

Convenience and Comfort Features of "Mustang 2+2"

Converting Rear Compartment to Load Floor

- *Rear seat* can be folded to convert rear compartment into storage area with a fully carpeted flat load floor.
- *Partition* between rear compartment and trunk can be swung upward and fastened, allowing a longer flat load floor extending from the front seat backs to the rear of the trunk. Long items such as skis can then be conveniently loaded from the trunk area.

Flow-Through Ventilation

- *Vents in each roof to rear quarter panel* can be manually controlled from the interior to provide quiet air circulation, drawing stale air and smoke from the passenger compartment and defogging rear window.

PERFORMANCE—ALL MUSTANG MODELS

- *The 200 cubic inch 4-cylinder engine* is Mustang's standard engine. This 816 rated at 120 horsepower incorporates seven main bearings to provide exceptionally smooth performance and extended engine life.

- *The higher horsepower optional base V-8 for Mustang* is the 300 horsepower Challenger V-8, 289 cubic inch with 3-barrel carburetor.
- *Greater horsepower* in Mustang's second optional V-8! Challenger Special V-8, 289 cubic inch with 4-barrel carburetor is rated at 225 horsepower—a desirable choice for those who want higher performance to match Mustang's styling.
- *Challenger High Performance V-8* especially designed for rallies and other competitive events features low maintenance intake and exhaust systems, high lift cam, solid valve lifters and high compression. Rated at 251 horsepower.
- *Ten power train combinations* with optional rear axle ratios are available to satisfy the needs of a Mustang buyer.
- *All Mustang transmissions* are of the floor-mounted shift lever type for maximum performance in shifting and convenience.
- *Fully synchronized 3-speed manual transmission* is standard with all regular V-8 engines for smooth, fast shifting and low gear engine braking.
- *Cruise-O-Matic*, available with all engines except the Challenger High Performance V-8, provides fast acceleration and smooth controlled automatic shifts. *New easy-to-read shift lever* adds to the convenience of operation.
- *Four-speed manual transmission—fully synchronized* in all forward gears, provides close-spaced gear ratios for maximum performance shifting.
- *Optional front disc brakes* provide positive, straight line stops at high speeds. Brake fade is substantially reduced even with repeated panic stops. Brakes are self-adjusting.
- *Low-profile tires* provide greater traction, better stability in cornering, with longer tire life—Standard on models equipped with either "Challenger" or "Challenger Special" V-8 engine. Dual Red Band Performance tires standard on models with "Challenger High Performance" V-8, and optional on models with other V-8 engines.
- *Alternator is standard* on all Mustangs for highest charging rate at idle speeds and improved electrical performance. Unit is completely sealed and lubricated for life.
- *Improved battery* with inner cell connectors, greater electrolyte capacity and larger plates means low battery maintenance and better electrical performance.

1965 MUSTANG STANDARD EQUIPMENT FEATURES

Accelerator Pedal—Suspended type
Alternator
Arm Rests—Front
Ash Tray—Front
Body—Paintless-entire, rust-resistant,
fully insulated
Brakes—Self-adjusting
Bucket Seats, Front—Foam-padded
Carpet, Front and Rear—Molded
cotton-wool
Cigarette Lighter
Cush Hoods
Convertible Top—Manual, easy-action
latches
Coolant—34,000-mile or two-year
Courtesy Light—Door activation
Curved Side Glass
Door Closures—Two-stage
Door Latches—Rear-fing safety-type

Engine—Six (200 cubic inch)
Flow-Through Ventilation System
(2 + 2 Model)
Fold-Down Rear Seat (2 + 2 Model)
Front Fenders—Built-in
Fuel Filter—34,000-mile
Fuel Tank—30-gallon
Glove Box Light
Headlining—All-vinyl (Color-keyed on
2 + 2 Model)
Hinter and Defogger—Push-Air
Hood and Rear Deck Lid—Counter-
balanced hinges
Hood Latch—Single-action, safety-type
Jack, Screw-Type—Body side jacking
Lamp Bulbs—Extended life
Lubrication, Chassis—34,000-mile or
3-year

Maintenance—Twice-a-Year or 4,000-
miles
Mirror—Rear view
Molding, Windshield and Backline—
Full bright-metal
Padded Instrument Panel
Seat Pivots—Aluminum
Seat Rails, Front—Metal-to-metal
Steering Wheel—Deep-dish, safety-type
Sun Visors—Dual (Driver and out on 2 + 2)
Transmission Lever—Floor-mounted
Turn Signal—Amber front
Upholstery—All-vinyl (2 cloth-and-vinyl
options available for R.T. and 2 + 2
models)
Wheel Cover—Stainless steel full bright-
metal
Windshield Wipers—Extra-wide parallel
action, electric

MUSTANG

SPECIFICATIONS

	HARDTOP	2+2 FASTBACK
EXTERIOR DIMENSIONS (5 Cyl.)		
Wheelbase	108.0	108.0
Tread—Front	55.4	55.4
—Rear	56.0	56.0
Overall Length	181.6	181.6
Overall Width	68.2	68.2
Overall Height	51.1	51.2
INTERIOR DIMENSIONS		
Front Compartment		
Head Room	37.4	37.3
Leg Room (Max.)	41.8	41.8
Shoulder Room	53.8	53.8
Hip Room	54.7	54.7
Rear Compartment		
Head Room	35.6	*
Leg Room (Min.)	28.8	*
Shoulder Room	53.9	*
Hip Room	50.9	*
Luggage Compartment		
Usable Luggage Capacity (cu. ft.)	9.0	5.5
CURB WEIGHT (LBS.)	2556	2606

*Not Applicable

ENGINES AND TRANSMISSIONS

ENGINES	SIZE (200 CU. IN.) (120 H.P.)	CHALLENGER V-8	CHALLENGER SPECIAL V-8	CHALLENGER HIGH PERFORMANCE V-8
Displacement	300 cu. in.	289 cu. in.	289 cu. in.	289 cu. in.
Bore & Stroke	3.68" x 3.18"	4.00" x 2.87"	4.00" x 2.87"	4.00" x 2.87"
Compression Ratio	9.2 to 1	9.8 to 1	10.0 to 1	10.5 to 1
Horsepower (BHP @ rpm.)	130 @ 4400	300 @ 4400	225 @ 4800	271 @ 6000
Max. Torque (lbs. ft.)	190 @ 2400	282 @ 2400	305 @ 3200	312 @ 3400
Carburetor	1-1/2"	2-1/2"	4-1/2"	4-1/2"
Fuel (grade)	Regular	Regular	Premium	Super Premium
TRANSMISSION AVAILABILITY	3-spd. Manual 4-spd. Manual Cruise-O-Matic	3-spd. Manual (Fully Synch.) Cruise-O-Matic	4-spd. Manual Cruise-O-Matic	4-spd. Manual

FALCON

TOTAL PERFORMANCE SALES FEATURES

ECONOMY

- *Falcon's traditional economy begins with its low initial price!*
- *Falcon's new standard engine, the Falcon Six, with 170 cubic inch displacement, newly designed from the cylinder head down through the connecting rods and with higher compression ratio, produces gasoline economy comparable to Falcon's original, smaller, standard engine—yet produces higher horsepower!*
- *The three-speed Cruise-O-Matic replaces the two-speed Fordomatic as Falcon's automatic transmission. With three forward-speed gears, this highly efficient transmission provides a very noticeable gain in Falcon's fuel economy. Tests prove that the new Falcon Six with Cruise-O-Matic delivers an increase of up to 15% in fuel economy over last year's 170 cubic inch Six with Fordomatic.*
- *Lower rear axle ratios play an important part in Falcon's fuel economy improvements and result in less engine revolutions per mile for less engine wear.*
- *Falcon's new larger transverse-mounted muffler decreases engine back pressure, cutting power losses, resulting in greater fuel economy. Also reduces exhaust noise.*
- *Fuel economy is a design feature of all Falcon engines. The Falcon Six, Fairlane Six, and Challenger V-8 all operate on a regular grade of fuel for a substantial savings to the '65 Falcon owner.*
- *All '65 Falcons require only a minimum of normal maintenance for carefree driving—no 1,000-mile inspections and only twice-a-year or 5,000-mile maintenance intervals are recommended. And steering gear, transmission, and rear axle lubricants normally never require replacement for the life of the car.*
- *Economy through design and durability benefits all Falcon owners—all Falcon engines feature hydraulic valve lifters with no adjustment required, brakes are self-adjusting, no automatic transmission throttle linkage to adjust—and with Diamond Lustre body finish, rust-resistant galvanized rocker panels and aluminumized muffler make Falcon the Only rust, smoother Compact on the Road!*

PERFORMANCE

- *For '65, Falcon offers higher performance in both standard and optional engines. The Falcon Six, the standard engine, with standard 3-speed manual transmission, will accelerate to 437 feet in 16 seconds, compared with only 364 feet with the '64 Falcon.*
- *Falcon's new optional 300 cubic inch Fairlane Six, completely re-engineered, provides a big step-up in performance for those who desire the additional power yet the economy of a Six. Its seven main bearings assure smooth, vibration-free operation and extended engine life.*
- *Challenger V-8 with 280 cubic inch displacement is the new V-8 for Falcon, replacing the 260 cubic inch V-8 of 1964. Falcon's Challenger V-8, rated at 206 horse-*

power, produces 36 more horsepower than Falcon's base optional V-8 of 1964. And standard with the Challenger V-8 is Falcon's fully synchronized 3-speed manual transmission, allowing smooth fast shifting, plus the advantage of engine braking in low gear. For top performance, the 4-speed manual transmission is available with the Challenger V-8.

- *Cruise-O-Matic, available with all Falcon engines, provides increased acceleration, greater pulling power and two driving ranges allowing either 1st or 2nd gear starts for best traction on either dry or wet roads.*

RIDE AND HANDLING

- *Falcons equipped with new low-profile tires on 14" wheels have better traction, better stability in cornering, and a smoother, quieter ride. Standard on all station wagons, V-8 engine or Cruise-O-Matic equipped models.*
- *Improved V-8 Steering provides easier steering and reduces road shock transmitted to the passenger compartment.*
- *Improved Power Steering—new, faster 22 to 1 steering ratio plus a new power steering pump provides easier and more responsive steering action with less wheel turning, requiring less steering effort.*

RELIABILITY

- *Traditional with Falcon is reliability and for '65 this reliability has been further improved. For greater electrical reliability, a 42-ampere alternator replaces the generator providing a higher rate of charge to the battery at idle speeds, thus maintaining a more constant degree of full charge to the battery, greatly extending the life of the battery.*
- *A new, higher capacity, 44-ampere-hour battery with molded cover anchoring the intercell connectors provides greater reliability for starting, for lights and use of electrical accessories. The molded cover inhibits battery corrosion.*
- *For greater reliability in engine starting—all Falcon engines are equipped with an automatic choke.*

SAFETY

- *Falcon's new, more powerful engines not only add to the enjoyment of driving, but also result in faster, safer passing on the highway!*
- *Greater safety too, with Falcon Cruise-O-Matic transmissions providing effective acceleration when required for passing and more effective down-hill engine braking.*
- *Headlamps and tailight circuits are protected by circuit breakers. Should trouble occur in either circuit, lights will operate intermittently providing emergency lighting.*
- *Door-lag door latches, self-adjusting brakes, tandem-action, electric-powered windshield wipers, and excellent all-around driver visibility make Falcon a safer compact car.*

FALCON

SPECIFICATIONS

EXTERIOR DIMENSIONS (4-Door—6 Cyl.)

	SEDANS
Wheelbase.....	109.5
Tread—Front.....	55.0
—Rear.....	56.0
Overall Length.....	181.6
Overall Width.....	71.6
Overall Height.....	54.5

STATION WAGONS (4-Door)

109.5
55.0
56.0
190.0
71.6
54.9

STATION BUS & CLUB WAGONS

90.0
60.0
60.0
168.3
75.8
74.4

INTERIOR DIMENSIONS

Front Compartment	
Head Room.....	38.4
Leg Room (Max.).....	41.8
Hip Room.....	57.1
Shoulder Room.....	55.4

38.3
41.8
57.1
55.4

40.1
37.7
51.5
62.8

Rear Compartment	
Head Room.....	37.1
Leg Room.....	34.1
Hip Room.....	56.6
Shoulder Room.....	55.0

36.8
35.5
56.5
54.9

Second Seat	Third Seat
40.3	39.7
39.8	40.7
67.3	65.0
62.4	63.5

Luggage Compartment	
Usable Luggage Capacity (cu. ft.).....	12.2

Cargo Compartment	
Cargo Volume (cu. ft.).....	77.4
Load Floor Length*.....	85.8
Max. Rear Opening Width.....	45.5
Max. Rear Opening Height.....	27.9
CURB WEIGHT (LBS.).....	2507

77.4
85.8
45.5
27.9
2605

204.0
89.3
49.4
48.8
2630

ENGINES AND TRANSMISSIONS

ENGINES	FALCON SIX	FAIRLANE SIX	CHALLENGER V-8
Displacement	170 cu. in.	200 cu. in.	289 cu. in.
Bore and Stroke	3.90" x 3.94"	3.68" x 3.13"	4.00" x 2.87"
Compression Ratio	9.1 to 1	9.2 to 1	9.3 to 1
Horsepower (BHP @ RPM)	105 @ 4400	120 @ 4400	200 @ 4400
Max. Torque @ rpm (lbs. ft.)	158 @ 2400	190 @ 2400	282 @ 2400
Carburetor	1-V	1-V	2-V
Fuel (grade)	Regular	Regular	Regular
Transmission Availability	Std. 3-spd. Manual Cruise-O-Matic	Std. 3-spd. Manual Cruise-O-Matic	Std. 3-spd. Manual (fully synchronized) 4-spd. Manual** Cruise-O-Matic

Bus and Club Wagons— Engines, Transmissions

- Falcon Six with 3-speed manual transmission, standard. Cruise-O-Matic optional with Falcon Six.
 - Big Six (240 cu. in.) engine with fully synchronized 3-speed manual transmission, optional.
- Note: See page 11 for Big Six engine specifications under heading "Engines and Transmissions."

ENGINE RATINGS '65 vs. '64

DISPLACEMENT	HORSEPOWER		TORQUE		COMPRESSION RATIO		FUEL	
	1965	1964	1965	1964	1965	1964	1965	1964
170 1-V	105 @ 4400	101 @ 4400	158 @ 2400	156 @ 2400	9.1	8.7	Reg.	Reg.
200 1-V	120 @ 4400	118 @ 4400	190 @ 2400	175 @ 2400	9.2	8.7	Reg.	Reg.
289 2-V	200 @ 4400	195 @ 4400	282 @ 2400	282 @ 2400	9.3	9.0	Reg.	Reg.

**4-speed manual transmission not available on Falcon station wagons.

*Measured from back of front seat to closed tailgate.

FAIRLANE

TOTAL PERFORMANCE SALES FEATURES

The '85 Fairlane, distinctively new in appearance, with a wider, more massive big-car look, offers new features that make it America's value leader in family-size transportation.

COMFORT AND CONVENIENCE

- New highly effective sound insulation package is built into every '85 Fairlane body, providing a new measure of comfort and relaxation unmatched by any car in Fairlane's class.
- New rear arm rests, ash trays and cigarette lighter provide a new measure of convenience for Fairlane's rear seat passengers.
- Ignition switch is located at right of steering column for greater convenience.
- Increased luggage capacity - Fairlane's trunk now holds an additional 2.4 cubic feet of luggage, equal to an additional overnight case.
- Fairlane's heater controls are now illuminated for greater convenience in adjusting the heater controls at night.
- New 16-inch 3-spoke design steering wheel adds to Fairlane's sports-car flavor and allows better visibility of instruments.
- New horizontal-design instrument cluster with all new instruments and gauges for improved visibility and control identification.
- New for Fairlane Sports Coupe—remote-mounted shift lever for both Cruise-O-Matic and 4-speed manual transmission.
- New single-motion hood release on all Fairlans makes raising the hood a simple and convenient operation.
- New improved load floor covering in all Fairlane station wagons—now in square-patterned textured steel with vinyl coating—no mats to slip with the load and more resistant to scuffing and scratching.
- Fuse block now located on the brake pedal support bracket for easier accessibility to fuses.

PERFORMANCE

- New 268 cubic inch, 125 horsepower Fairlane Six replaces the former 170 cubic inch Six, as Fairlane's standard engine. Greater horsepower and smoother performance with a seven-main-bearing crankshaft which also extends engine life. Although higher horsepower, gasoline economy with standard axle ratios is comparable to the 170 Six of 1984. Automatic choice is standard on Fairlane's new 268 cubic inch Six.
- Greater horsepower for Fairlane's base V-8. The Challenger V-8 289 cubic inch, 190 horsepower engine replaces the 268 cubic inch, 125 horsepower V-8, and features a higher compression ratio of 8.5 to 1 for a greater power thrust from each drop of fuel.

- Greater horsepower in Fairlane's second V-8 option. Fairlane's Challenger Special V-8—with 4-barrel carburetor, offers 30 more horsepower than last year's second V-8 option and with higher compression of 10 to 1.
- Fairlane's Challenger High Performance V-8 complete with chrome dress-up kit and 4-speed manual transmission satisfies even the most critical of performance enthusiasts.
- Cruise-O-Matic replaces the Fordomatic as Fairlane's optional automatic transmission. Smoother starts, better acceleration with its 3 forward-speed gears—and better gas economy.

RIDE AND HANDLING

- All '85 Fairlans feature new low-profile tires providing better traction, greater stability on turns and a finer ride.
- New 28 to 1 power steering ratio requires fewer turns of the wheel and more responsive steering. New power steering pump requires less power to operate and is more durable.
- Improved manual steering reduces steering effort and provides a more precise steering control.

ECONOMY AND RELIABILITY

- Alternator now standard on all Fairlans providing more positive battery charging at low and idle speeds.
- Improved battery features intercell connectors for durability, additional electrolyte capacity for less service and longer plates for superior starting.
- Fairlane's durable body is fully protected against rust and corrosion by extensive use of galvanized steel in all critical areas such as rocker panels and underbody structure. Entire body undergoes a 6-step rustproofing process before the protective double coat of Diamond Lustre Enamel is applied.
- Aluminized mufflers with greatly extended life over conventional mufflers mean extra savings for every Fairlane owner.
- Long-life battery and extended life light bulbs assure longer trouble-free service.
- Economy through reduced maintenance with Fairlane's Twice-a-Year, or every 6,000-mile, maintenance intervals. No 1,000-mile inspection or oil change is required. Oil and filter change at 6 months or 6,000 miles and major chassis lubrication, fuel filter, and coolant change at 30,000 miles or 3 years.
- Fairlane's quality results in economy for every Fairlane owner—quality backed by a full two-year, or 24,000-mile, warranty* on all but normal service parts and tires.

*90 days or 4,000 miles, whichever comes first, for the Challenger High Performance V-8 and related power train components.

FAIRLANE

SPECIFICATIONS

EXTERIOR DIMENSIONS (4-Door—6 Cyl.)

	SEDANS	STATION WAGONS
Wheelbase.....	118.0	118.0
Tread—Front.....	57.0	57.0
—Rear.....	56.0	56.0
Overall Length.....	198.4	203.2
Overall Width.....	73.8	73.8
Overall Height.....	55.8	56.6

INTERIOR DIMENSIONS

Front Compartment		
Head Room.....	38.1	38.4
Leg Room (Max.).....	42.2	42.2
Hip Room.....	58.4	58.4
Shoulder Room.....	56.8	56.8

Rear Compartment		
Head Room.....	37.9	37.6
Leg Room (Min.).....	37.5	36.7
Hip Room.....	58.6	58.6
Shoulder Room.....	56.8	56.8

Luggage Compartment		
Usable Luggage Capacity (cu. ft.).....	15.0	

Cargo Compartment		
Cargo Volume, Total (cu. ft.).....		91.9 plus 6.7 (under floor)

Load Floor Length*		95.2
Max. Rear Opening Width.....		49.2
Max. Rear Opening Height.....		29.3

CURB WEIGHT (lbs.).....	2945	3340
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ENGINES AND TRANSMISSIONS

ENGINES	FAIRLANE SIX	CHALLENGER V-8	CHALLENGER SPECIAL V-8	CHALLENGER HIGH PERFORMANCE V-8
Displacement	200 cu. in.	289 cu. in.	289 cu. in.	289 cu. in.
Bore & Stroke	3.68" x 3.13"	4.00" x 2.87"	4.00" x 2.87"	4.00" x 2.87"
Compression Ratio	9.2 to 1	9.3 to 1	10.0 to 1	10.5 to 1
Horsepower (BHP @ rpm)	120 @ 4400	200 @ 4400	225 @ 4800	271 @ 6000
Max. Torque @ rpm (lbs. ft.)	190 @ 2400	282 @ 2400	305 @ 3200	312 @ 3400
Carburetor	1-V	2-V	4-V	4-V
Fuel (grade)	Regular	Regular	Premium	Super Premium
Transmission Availability	3-spd. Manual Cruise-O-Matic	3-spd. Manual (Fully Synchron.) Overdrive Cruise-O-Matic	3-spd. Manual (Fully Synchron.) 4-spd. Manual Cruise-O-Matic	4-spd. Manual Cruise-O-Matic

ENGINE RATINGS '65 vs. '64

DISPLACEMENT	HORSEPOWER		TORQUE		COMPRESSION RATIO		FUEL	
	1965	1964	1965	1964	1965	1964	1965	1964
200-FI	120 @ 4400	115 @ 4400	190 @ 2400	175 @ 2400	9.2	8.7	Reg.	Reg.
289-FI	200 @ 4400	195 @ 4400	282 @ 2400	265 @ 2200	9.3	9.0	Reg.	Reg.
289-4E	225 @ 4800	210 @ 4400	305 @ 3200	280 @ 2400	10.0	9.0	Prem.	Reg.
289-4E	271 @ 6000	271 @ 6000	312 @ 3400	312 @ 3400	10.5	11.8	Super Prem.	Prem.

*Measured from back of front seat in normal position to closed tailgate.

TOTAL PERFORMANCE SALES FEATURES

The all-new Ford for '85, in addition to all-new styling, offers outstanding major customer benefits in performance, ride, handling, comfort, convenience and economy.

PERFORMANCE

- Ford's wide range of power in five engines and four transmissions provides customers with a choice of performance with maximum economy up to super-high performance.
- New for '85 is Ford's completely new 240 cubic inch, 150 horsepower Six. This new standard Ford engine, the Big Six, is equipped with automatic choke for easier starting. With higher horsepower and better performance, this new more efficient Six also provides greater economy than last year's Six.
- The Big Six incorporates a 7-main-bearing crankshaft, providing extremely smooth operation from idle through maximum speed, and results in extended engine life.
- Ford's 1903 210 horsepower Challenger 289 V-8 features new valve timing and intake manifold improvements, resulting in smoother operation, more power and, yet, greater economy of operation.
- Ford's fully synchronized, 3-speed manual transmission is standard even on the latest grand Ford; this standard transmission provides complete driving flexibility, allowing the driver to downshift to "low" without coming to a full stop.
- New Ford-designed alternator is standard on all '85 Ford engines. It maintains a high battery charge even at idle speeds, helping to insure positive starts in any weather. Sealed against dust and dirt and lubricated for life assures its reliability.
- New Positive Engagement Starter—assures more positive engine starting.
- Cosair-O-Matic transmission with 3 forward-speed gears and two drive ranges provides excellent acceleration, smooth automatic shifts.

RIDE

- The 1985 Ford is the smoothest riding, greatest comfort car in its price class with a ride actually comparable to the highest priced cars on the road.
- Ford's new, vibration-absorbing "bridge-type" body and frame construction features eight new body member bolts mounted, strategically located so that the body is mounted to the frame like a sturdy suspension bridge. There is no metal-to-metal contact between frame and body, thus no sensation of road shock in the passenger compartment.
- New front coil suspension, similar to the Lincoln Continental's, allows a slight rearward movement of the front wheels so that they "roll with the punch," absorbing road shocks.
- Ford's new 2-link rear suspension incorporates full-action soft coil springs which serve only to cushion the ride.
- New larger shock absorbers provide superb ride control over all types of road surfaces.
- Ford's new suspension provides greater stability. Unlike other full-coil suspensions, Ford's design offers a soft ride with no objectional "wallow and sway." Even station wagons, with their heavier rear ends, handle and ride like sedans.

HANDLING

- Manual steering redesigned for less steering effort.
- New integral, power steering system provides a faster, 20 to 1 steering ratio requiring fewer turns of the steering wheel from lock to lock.
- Low-profile tires and fifteen-inch wheels standard on all '85 Fords, provide better ride stability, better traction.
- Fifteen-inch wheels allow more cooling air circulation around the brake drums providing better braking action and longer brake lining life.
- Ford's wider track, now a full 62 inches, front and rear, provides an extra measure of stability to the '85 Ford on turns, as well as on the straightaway.

COMFORT

- Ford offers a luxury level of comfort for driver and passengers.
- Both front and rear seat cushions are foam padded in every model.
- More front knee room due to the design of Ford's new swept-away instrument panel.
- More front leg and foot room with Ford's 20% smaller front tunnel.
- A new suspended accelerator pedal offers comfortable foot positioning regardless of the type of shoe worn, a special advantage to women drivers.
- Curved side glass in the '85 Ford provides greater shoulder room for increased comfort.
- '85 Ford 4-door Hardtops feature Silent-Flo Ventilation which provides a continual removal of stale air even with the windows closed, for greater comfort in any weather.
- Superior insulation in 13 vital areas surrounds the passenger compartment, providing relaxation and comfort of quiet travel.
- Wiper and heater motors are located outside the passenger compartment to maintain a low noise level.

CONVENIENCE

- Ford keys are reversible, fitting into the locks with either side up, for "humble-free" operation.
- All '85 Ford doors can be locked from the outside without using the key—for greater convenience.
- Ford luggage compartment is 3 cubic feet larger and is deeper than last year. Now over 19 cubic feet of luggage can be stored. Trunk sill is lower.
- The Ford convertible's safety glass headlites are more durable, resist scratching and fogging.

ECONOMY

- Ford's proven Twice-a-Year (or every 5,000-mile) Maintenance contribution greatly to Ford's overall economy of ownership, as well as its owner convenience. The '85 Ford also offers economy through quality backed by the Best Warranty in the industry—covering two full years or 24,000 miles, whichever comes first.

STATION WAGON FEATURES

- Air cramps built into the rear pillars of the big Ford wagons blow a stream of air across the rear window, reducing the accumulation of dust and dirt for better visibility.
- Space between wheelwings has been increased to over 48 inches, and accommodates a 4' x 8' sheet of plywood flat on cargo floor. And a convenient lockable storage compartment is located beneath the load floor.
- 4-seat models, with side-folding rear seats, are offered in the Country Sedan and Country Squire series. Four bumper steps for easier entrance are optional.

FORD

SPECIFICATIONS

EXTERIOR DIMENSIONS (4-Door-8 Cyl.)

Wheelbase	119.0
Tread—Front	62.0
—Rear	62.0
Overall Length	210.0
Overall Width	77.3
Overall Height	56.6

SEDANS

119.0
62.0
62.0
210.0
77.3
56.6

STATION WAGONS (2-Door)

119.0
62.0
62.0
210.0
77.3
56.7

INTERIOR DIMENSIONS

Front Compartment	
Head Room	38.6
Leg Room (Max.)	41.4
Hip Room	62.6
Shoulder Room	60.0
Rear Compartment	
Head Room	37.7
Leg Room (Min.)	37.8
Hip Room	62.7
Shoulder Room	59.9

38.6
41.4
62.6
60.0
37.7
37.8
62.7
59.9

38.6
41.4
62.6
60.0
40.0
37.3
62.7
59.9

Luggage Compartment	
Usable Luggage Capacity (cu. ft.)	19.1

19.1

Cargo Compartment	
Cargo Volume, Total (cu. ft.)	91.3**
Load Floor Length*	90.0
Max. Rear Opening Width	54.3
Max. Rear Opening Height	29.9

91.3**
90.0
54.3
29.9

CURB WEIGHT (lbs.)

3581

3939

ENGINES AND TRANSMISSIONS

ENGINES	Big Six	Challenger V-8	Thunderbird V-8	Thunderbird Special V-8	Thunderbird High Performance V-8
Displacement	340 cu. in.	289 cu. in.	382 cu. in.	390 cu. in.	427 cu. in.
Bore and Stroke	4.00" x 3.18"	4.00" x 2.87"	4.00" x 3.50"	4.05" x 3.78"	4.25" x 3.78"
Compression Ratio	9.2 to 1	9.3 to 1	9.3 to 1	10 to 1	11 to 1
Horsepower (BHP @ rpm)	190 @ 4000	200 @ 4400	250 @ 4400	300 @ 4600	425 @ 6000
Max. Torque @ rpm (lbs. ft.)	234 @ 2200	282 @ 2400	352 @ 2800	427 @ 2900	480 @ 3700
Carburetor	1-1/2	2-1/2	4-V	4-V	8-V
Fuel (grade)	Regular	Regular	Regular	Premium	Super Premium
Transmission Availability	3-spd. Manual (Fully Synch.) Overdrive Cruise-O-Matic	3-spd. Manual (Fully Synch.) Overdrive Cruise-O-Matic	3-spd. Manual (Fully Synch.) Overdrive Cruise-O-Matic	3-spd. Manual (Fully Synch.) Overdrive 4-spd. Manual Cruise-O-Matic	4-spd. Manual

ENGINE RATINGS '65 vs. '64.

DISPLACEMENT	HORSEPOWER		TORQUE		COMPRESSION RATIO		FUEL	
	1965	1964	1965	1964	1965	1964	1965	1964
240-1V (includes 323-1V)	190 @ 4000	188 @ 4200	234 @ 2200	203 @ 2200	9.2	8.5	Reg.	Reg.
289-2V	200 @ 4400	196 @ 4400	282 @ 2400	283 @ 2400	9.3	9.3	Reg.	Reg.
360-4V	250 @ 4400	253 @ 4400	352 @ 2800	352 @ 2800	9.3	9.3	Reg.	Reg.
390-4V	300 @ 4600	303 @ 4600	427 @ 2900	427 @ 2900	10.1	10.1	Prem.	Prem.
427-8V	425 @ 6000	425 @ 6000	480 @ 3700	480 @ 3700	11.1	11.2	Super Prem.	Super Prem.

*Measured from back of front seat to closed tailgate.

**Additional 11.7 cu. ft. storage area under load floor (3-seat wagon).

THUNDERBIRD

TOTAL PERFORMANCE SALES FEATURES

The traditional unique Thunderbird styling has an added touch of distinction in its new sequential turn signal tail-lights. A new touch of interior elegance plus other important new features make the '86 Thunderbird the unrivaled personal car of the world.

COMFORT AND CONVENIENCE

- **Retractable seat belt for the driver** features a *remotely-mounted safety belt* saving light—called the "Fasten Seat Belt Light." When ignition switch is on the light gives a steady red glow until the driver's seat belt is fastened.
- **Spring-Away Steering Column**—Standard on all Thunderbirds, swings a full 8 inches out of the driver's way for greater ease of entry and exit.
- **Dual Courtesy Light Panel** located at the bottom of both the driver and passenger side door panels provides a white light for entry and exit and a red light to alert passing cars. Now standard on all Thunderbird models.
- **Exclusive, pedestal-type, bucket front seats** are luxuriously comfortable and are standard on all Thunderbird models. Each seat is individually adjustable and because of the unique design of the seats—rear seat passengers enjoy more knee and foot room than possible with conventional front bucket seats.
- **Silent-Fit Ventilation**—introduced by Thunderbird allows draft-free fresh air to circulate throughout the car interior with the windows closed. Air is drawn in through the forward air vent expelling stale air, cigarette smoke and moisture through the rear vent grille below the rear window.
- **Reclining front passenger seat back and headrest** continue as an option—providing the ultimate in comfort, particularly desirable for long trips.
- **Thunderbird's unique and luxurious covered rear seats** provide the ultimate in comfort with comfortable back support. The rear seat center arm rest provides easy-chair comfort.
- **New keyless door locking**—for added convenience, Thunderbird's doors can now be locked without the use of a key! To lock the door only requires that the interior lock button be depressed then holding in the push button of the exterior door handle as the door is closed.
- **New reversible keys**—for all locks including ignition switch—eliminate fumbling in the dark to insert the key right side up in the lock. Thunderbird's new keys have identical bits on both sides and can be inserted into the locks either side up.
- **Automatic parking brake release**—releases the parking brake automatically when the transmission is shifted to either drive range or with the engine running.
- **Power steering and power brakes**—standard on every Thunderbird, make driving a pleasure, requiring but a minimum of effort for more relaxed driving.
- **New convertible dome light**—at the rear roof bow, provides interior illumination for entry and exit, actuated by the door courtesy light switches or may be lighted by turning the headlamp switch to the left for general illumination when car doors are closed.

PERFORMANCE AND HANDLING

- **Thunderbird's Special V-6 engine**—equipped with 4-barrel carburetor, delivers smooth responsive power and lightning fast passing speeds with smooth controlled shifting through the Cruise-O-Matic.
- **New super-efficient engine air cleaner** provides even greater protection to the precision parts of the Thunderbird engine, trapping dust and dirt before it can enter the carburetor and intake manifold.
- **New, completely sealed alternator** assures greater reliability in performance. Lubricated for the life of the unit, the new alternator increases the dependability of the electrical system.
- **Now on all Thunderbirds—front disc brakes**. Power-assisted front disc brakes are standard on all Thunderbirds—providing smoother straighter stops at high speeds—keep the driver in command of the road. Brake fade is virtually eliminated. Protective shields seal out water or dust when circulating the usual wet weather brake failures. Brakes have automatic take-up to maintain required brake adjustment.

SAFETY

- **New sequential rear turn-signal indicators** and **lender top turn-signal indicators**. For greater safety—the sequential rear turn signals impart a directional effect. When a turn is signalled, three bulbs inside the lens illuminate in sequence beginning with the inboard bulb and progressing to the outboard bulb. This directional sequence of lighting continues until the signal is cancelled. Additional safety is provided by the **lender top turn-signal indicators**.
- **Thunderbird's front disc brakes** provide an added measure of safety, particularly at highway speeds where positive straight line stops are vital.
- **Patented instrument panel and color-keyed podded air vents** are standard on all Thunderbirds to provide that extra measure of safety in case of an accident.
- **Optional Safety Convenience Package includes:**
 - Vacuum Door Locks
 - Door-Ajar Warning Light
 - Low Fuel Warning Light
 - Emergency Flasher Light Control and Indicator Light

LUXURY OPTIONS

- **New optional power radio antenna**—can be retracted flush with the fender top when not in use.
- **New Thunderbird AM/FM radio** features 5-station selection push buttons that can all be pre-set to AM stations—or all FM stations or in any combination on all five buttons.
- **New power-operated rear window**—with convenient controls located at the front of the control arm rest.
- **Automatic speed control**—enables the driver to maintain a constant speed over any type of terrain. Can be pre-set from 30 to 85 miles per hour speed.
- **New remote deck lid release control**—located in the second storage compartment.
- **Reclining seat back and headrest** for front passenger seat provides the ultimate in comfort, particularly for long trips.

THUNDERBIRD

SPECIFICATIONS

EXTERIOR DIMENSIONS

Wheelbase	113.2
Tread—Front	61.0
.....Rear	60.0
Overall Length	208.4
Overall Width	77.3
Overall Height	52.5

HARDTOP

113.2
61.0
60.0
208.4
77.3
52.5

INTERIOR DIMENSIONS

Front Compartment

Head Room	37.3
Leg Room (Max.)	39.7
Hip Room	59.7
Shoulder Room	57.0

Rear Compartment

Head Room	37.6
Leg Room (Min.)	33.2
Hip Room	49.7
Shoulder Room	54.0

Luggage Compartment

Usable Luggage Capacity (cu. ft.)	11.5
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CURB WEIGHT (lbs.) Hardtop

4593

STANDARD EQUIPMENT ON ALL THUNDERBIRD MODELS

300 H.P. 390 CID 4V Engine
 Cruise-O-Matic Transmission
 Power Brakes/Disc Type (Front)
 Power Steering
 Swing-Away Steering Column
 Padded Instrument Panel and Doors
 and Steering Wheel Hub
 Electric Clock
 Radio—AM Push-Button and Antenna
 MagicAire Heater
 Windshield Washer and Hydraulic
 Wipers
 Full Wheel Covers
 Underbody Soundsooting
 Back-Up Lights
 Map Lights and Ignition Switch Light
 Glove Box and Ash Tray Lights
 Courtesy Lights
 Luggage Compartment Light
 Mirror—Remote Control, Side View
 Mirror—Windshield-Mounted,
 Day-Nite Rear View
 Turn Signals
 Automatic Parking Brake Release
 Alternator
 Long-Life Battery
 100% Foam-Padded Seats
 Aluminum Stainless Steel Mufflers
 Silent-Flo Ventilation System
 Front Retractable Seat Belts
 with Warning Light
 Sequential Rear Turn Signals
 Low-Profile 8.15 X 15 Tires

ENGINES AND TRANSMISSIONS

ENGINE	Thunderbird Special V-8
Displacement	390 cu. in.
Bore and Stroke	4.05" x 3.79"
Compression Ratio	10.1 to 1
Horsepower (SHP @ rpm)	300 @ 4600
Max. Torque @ rpm (lbs. ft.)	427 @ 2800
Carburetor	4-V
Fuel (grade)	Premium
Transmission Availability	Cruise-O-Matic

FALCON RANCHERO-SEDAN DELIVERY

TOTAL PERFORMANCE SALES FEATURES

RIDE AND HANDLING

- For 1965, the *Falcon Ranchero* is the prestige pickup for town and country . . . handles and drives like a *Falcon* car for work or pleasure.
- The *Falcon Sedan Delivery* has all of the prestige, car-like styling, comfort and driving ease of the *Falcon Ranchero* plus a weatherproof, lockable cargo area.
- For 1965, steering is easier on V-8 models as a result of improved steering linkage. Also, a faster steering gear ratio with power steering gives quicker response.

PERFORMANCE

- Four new engines ranging from 105 to 225 horsepower are available for '65. Matched with a 3- or 4-speed transmission including the all-new 3-speed dual-range Cruise-O-Matic, there's a performance choice from smooth and eager to sizzling hot.
- The popular 170 cubic inch Six has been vastly improved and is now standard instead of optional—develops 20 horsepower more than former standard engine.
- For Six buyers who want something extra under the hood, the optional 200 cubic inch Six has 4 more horsepower and is extra rugged for '65.
- The sizzling new 289 V-8's are now optional with either 2-barrel (2-V) or 4-barrel (4-V) carburetion . . . develop from 38 to 61 horsepower more than last year's V-8's . . . provide a choice of hot performance for prestige buyers and sportsmen.

ECONOMY

- The *Falcon Ranchero* and *Sedan Delivery* models are budget-priced like their cousin, and built to save down through the miles.
- New improvements in volumetric efficiency make the new standard 170 cubic inch Six as easy on gas as the former 144 cubic inch Six.
- The new improved 200 cubic inch Six and big new 289 cubic inch V-8's are not only more powerful but are more economical than last year's engines.
- New, faster axle ratios teamed up with new power combinations further increase economy for '65.

RELIABILITY AND DURABILITY

- The 170 cubic inch Six includes such significant improvements as increased compression, improved carburetion, larger valves and a new high-RPM camshaft that not only increase efficiency but add to durability.
- The new improved 200 cubic inch Six now features a big, rugged 7-bearing cylinder block and crankshaft for greater strength and smoother, quieter operation.
- The all-new 289 V-8's also offer such long-life quality features as integral valve guides, aluminum intake and automatic exhaust valves, plus quiet-running hydraulic valve lifters for less maintenance.
- A new Ford 38-ampere alternator is now standard—charges battery even at idle, has greater output and is far more reliable and durable than former standard 25-ampere generator. Batteries are also built to last longer for '65.
- Cargo floors are constructed of steel and weather-sealed plywood with longitudinal steel skid strips. All main underbody structural members are heavily galvanized for protection against rust and corrosion.

COMFORT AND CONVENIENCE

- For 1965, the traditional beauty of the *Ranchero* and *Sedan Delivery* models has been enhanced by a new grille, new headlight styling, new side moldings, new taillight treatment, and crisp new interiors with added comfort.
- For added touches of luxury on the *Falcon Ranchero*, there is a Special Deluxe Trim Package, a Futura Ornamentation Package and a Futura Sports Package together with a special Futura Console.
- Ford's *Falcon Ranchero* is the first and only truck of its size to combine the load-hauling ability of a light pickup with the performance, handling and styling of a passenger car. Easy to load and unload, it hauls up to 800 pounds payload.
- With the *Sedan Delivery*, up to 700 pounds of cargo can be carried protected from the weather—accessible from the front seat or tailgate. The tailgate window can be lowered manually or electrically (optional) for ventilation or access to the tailgate latch.

FALCON RANCHERO—SEDAN DELIVERY

SPECIFICATIONS

FALCON RANCHERO—SEDAN DELIVERY

GVW RATING (G.) MAX.		3,640
AXLE, FRONT—Cap'y (G.)		1,650*
AXLE, REAR—Cap'y (G.) Std.		2,000†
Opt.		2,450†
ENGINE	Std.	170 cu. in. Six
Opt.		200 cu. in. Six
		289 cu. in. V-6 (2V)
		289 cu. in. V-6 (4V)
CLUTCH (Dia. in.)	Std.	8.5 (w/5speed)
		10.5 (w/V-6)
TRANSMISSIONS	Std.	3-Speed (D)
Opt.		4-Speed (D)
		Cruise-O-Matic
POWER STEERING		Opt.
TIRES (Tubeless)	Std.	6.95 x 14—4-PR
Max. Rear	Opt.	7.35 x 14—4-PR

*Rating for Front Angle Poles, Ball-Joint Suspension
(D) Street Drive Available w/Limited-Slip Differential

FALCON RANCHERO

Maximum Inside Body Width	56.5"
Inside Body Width at Wheelhousing	42.6"
Tailgate Opening Width	45.5"
Maximum Inside Body Height	14.5"
Maximum Inside Body Length at Floor	72.0"
Loading Height—Tailgate	22.9"
Loading Height—Side	38.2"
Cubic Foot Capacity	39.0
Maximum Payload (G.)	800

SEDAN DELIVERY

Load Length at Floor	85.6"
Maximum Inside Height	32.1"
Maximum Width at Floor	57.1"
Width Between Wheelhousings	42.6"
Door Opening Width (Max.)	45.5"
Door Opening Height (Max.)	25.4"
Cubic Foot Capacity	76.0
Maximum Payload (G.)	700

ENGINES

	170 Six	200 Six	289 V-6 (2-V)	289 V-6 (4-V)
Displacement	170	200	289	289
Bore and Stroke	3.90 x 2.94	3.68 x 3.13	4.0 x 2.87	4.0 x 2.87
Compression Ratio	9.1	9.2	9.3	10.0
Horsepower (BHP @ RPM)	150 @ 4400	120 @ 4400	200 @ 4400	225 @ 4800
Maximum Torque @ RPM (Lbs.-Ft.)	158 @ 2400	190 @ 2400	282 @ 2400	305 @ 3200

WRITE IN SUGGESTED RETAIL DELIVERED PRICE

	STANDARD VEHICLE	OPT.	OPT.	OPT.	OPT.
FALCON RANCHERO	\$	\$	\$	\$	\$
SEDAN DELIVERY	\$	\$	\$	\$	\$

ECONOLINE VAN AND PICKUP

TOTAL PERFORMANCE SALES FEATURES

RIDE AND HANDLING

- *Owner-proved by 4 years of use*, the Econoline Van is by far the most popular closed body truck sold anywhere—the perfect answer for maximum protected loadspace at minimum cost.
- The Econoline Pickup—a lightweight truck with integral cab and box design—has also proven itself as the finest, most accepted pickup in its class.
- *Short overall length* means Econoline Vans and Pickups turn and park in less space. For example, the turning diameter for the Van is only about 35 feet—up to 8 feet less than conventional $\frac{1}{2}$ -ton panel delivery trucks.
- *Strong I-beam front axle*, long leaf springs and telescopic shock absorbers give big-truck stability, provide easy steering and a comfortable ride.

PERFORMANCE

- *Previously an extra-cost engine*, the popular 170 cubic inch Six is now standard and has been redesigned to provide top efficiency—gives 20 horsepower more than the former standard 144 cubic inch Six—in the right engine for most economy buyers.
- *New, big 150 horsepower 240 cubic inch Six*—the largest, most powerful Six in the economy field—is optional on Econoline for buyers who need extra acceleration and top performance.
- A 3-speed fully synchronized transmission permits downshifting while moving forward—gives better all-around performance without clashing gears. A 3-speed Cruise-O-Matic transmission is also available for extra convenience.

ECONOMY

- Econoline Vans are priced well below old-style panels, and the low initial cost for both Vans and Pickups is just a start as they save as they work—give more for the money.
- *Certified tests show* that Econolines go as far on three gallons of gas as conventional panels go on four and the new 170 and 240 cubic inch Sixes will go even farther for less in '85.
- *Service-saving features*, such as self-adjusting brakes, lubrication-free or sealed-in bearings and 6000-mile oil changes, reduce cost of ownership.

RELIABILITY AND DURABILITY

- For 1985, greater durability and extra load-carrying capacity have been added by strengthening the underbody structure with thicker side rails and front extension members. Stronger weld joints, tougher engine mountings and rear spring brackets also add to durability.
- Major structural components of the underbody, such as the wheelhouse area and the front steps, are galvanized for maximum resistance to corro-

sion. Zinc-rich primer is applied to critical areas for further protection.

- A heavy-duty 8 $\frac{1}{2}$ -inch clutch is included with the new standard 170 cubic inch Six—lasts longer than the former standard clutch. A big 10-inch clutch is included with the optional 240 cubic inch Six for even greater durability.
- The 170 cubic inch Six has redesigned manifolding for greater power and efficiency. Intake manifold is cast within the cylinder head, thus eliminating gaskets, studs and possible leaks. Lightweight aluminum pistons are tin-plated to resist scuffing. Cast-in steel struts maintain piston concentricity and long cylinder bore life.
- All-new 240 cubic inch Six has a seven-main-bearing crankshaft for long life and smooth operation. Chrome-faced top piston rings reduce ring wear, scuffing and engine break-in time—retain compression longer for continued high efficiency.
- New 38-ampere alternator is standard . . . charges battery even at idle . . . has higher output and lasts longer than former standard 30-ampere generator.
- New stronger, more massive bumpers are standard, front and rear, on Vans—standard on front only for Econoline Pickups.

COMFORT AND CONVENIENCE

- The Econoline Van offers up to 50% more loadspace than old-style panels. The low cargo floor is flat with no rear engine hump to steel space. Up to eight big doors open wide for easy access. Camper conversions are readily available.
- The Panel Van has rear cargo doors only. Optional outside or street-side doors provide up to 8 big doors all around. The Display Van has fixed windows on the right side, while the Window Van provides fixed windows all around for better vision. New vent-type windows on the rear and right side doors are optional.
- Econoline Vans have heavy-duty options which permit payloads up to 2100 lbs. (Pickups 2125 lbs.). Cubic capacity of the Econoline Pickup is 20%, greater than other types of $\frac{1}{2}$ -ton pickups. Cabs are full-sized—have plenty of stretch-out comfort.
- New for '85 on both Econoline Vans and Pickups are lower, more comfortable seats plus improved steering column angle for a more car-like feel. A new handy package tray on the steering column is standard.
- A new, more efficient heater with controls on the instrument panel is installed under the cost permitting more foot room.
- New ammeter and oil pressure gauges are now optional in place of warning lights. Also optional on Econoline Vans is a new tilting back driver's seat for even greater comfort.

ECONOLINE VAN AND PICKUP

SPECIFICATIONS

ECONOLINE

	Std.	1-Ton (Opt.)
GVM RATING (lb.) MAX.	4,300*	4,900
AXLE, FRONT—Cap'y (lb.)	2,150	2,150
AXLE, REAR—Cap'y (lb.) Std. Opt.	2,900 2,780†	2,780†
ENGINE	Std.	170 cu. in. Six Opt. 240 cu. in. Six
CLUTCH (Dia. in.)	Std.	8.5 (w/170 Six) HD 10 (w/240 Six)
TRANSMISSIONS	Std.	3-Speed (D) Opt. Cruise-O-Matic
POWER STEERING		N.A.

TIRES

(Tubeless) Std., 6.50 x 13—4 PR 7.35 x 14—8 PR
Max. Rear, Opt. 7.35 x 14—8 PR 7.00 x 14—8 PR TT

*Regulation 6.95 x 14—8 PR tires. TT Truck Type
DD Direct Drive †Available w/Limited Slip differential.

ECONOLINE PICKUP

Maximum Inside Width	71.5"
Inside Width Between Wheelhousings	48.2"
Maximum Inside Length at Top	84.8"
Height to Top of Sides	22.4"
Cubic Foot Capacity	73.0
Maximum Payload (lb.)	2125

ECONOLINE VAN

Maximum Width at Floor Line (Load Area)	67.3"
Maximum Width Between Wheelhousings	48.2"
Load Length to Back of Engine Compartment	84.4"
Maximum Inside Height	54.3"
Rear Door Opening Width	49.2"
Rear Door Opening Height	44.8"
Side Door Opening Width	49.2"
Side Door Opening Height	47.7"
Cubic Foot Capacity	204.4
Maximum Payload (lb.)	2100

ENGINES

	170 Six	240 Six
Displacement	170	240
Bore and Stroke	3.50 x 2.94	4.0 x 3.18
Compression Ratio	9.1	9.2
Horsepower (BHP @ RPM)	105 @ 4400	150 @ 4000
Max. Torque @ RPM (lbs.-ft.)	158 @ 2400	234 @ 3200

WRITE IN SUGGESTED RETAIL DELIVERED PRICE

	STANDARD VEHICLE	OPT.	OPT.	OPT.	OPT.
ECONOLINE PICKUP	\$	\$	\$	\$	\$
ECONOLINE VAN	\$	\$	\$	\$	\$

TOTAL PERFORMANCE SALES FEATURES

RIDE AND HANDLING

- *New exclusive Ford Twin-I-Beam* independent front end suspension on F-100 and F-250 has two front axles, plus coil springs and radius rods—gives the best ride and handling of any full-size pickup on the road today.
- *Ford's Twin-I-Beam* design provides improved lateral stability as compared with ordinary independent suspensions. "Front-end-dive" or "mush-out" on curves when steering control is needed most is substantially less than most other types of suspensions.
- *New flex-joint steering column* minimizes the transfer of road shock to the steering wheel.
- *New "Center of Permission" engine mountings*, similar to fine passenger cars, are located at either side of engine, plus one at rear of transmission... help isolate cab from drive line noise and road shocks.

PERFORMANCE

- *Ford light trucks* have an all-new line of engines for 1965 that range from powerful, economical Sixes to an extra high-performance V-8.
- *The big new standard 150 horsepower 240 cubic inch Six* provides 15 horsepower more than the former standard Six.
- *Big new optional 170 horsepower 300 cubic inch Six* is the largest straight Six in light trucks—provides 18 more horsepower than the former optional Six.
- *Big new optional 208 horsepower 302 cubic inch V-8* is the largest most powerful regular production light truck engine—provides 48 horsepower more than the former optional V-8.
- *A New Power 4-speed transmission* is now optional—gives extra performance—is built to take the higher torque of the new engines. Two new 3-speed Cruise-O-Matic transmissions also complement the new engines.

ECONOMY

- *Ford's new engines* are so big and powerful they can cruise at low rpm's—use less fuel than former engines—give extra-long life and less downtime.
- *New Twin-I-Beam* design eliminates need for center and corner adjustments—in so simple that the suspension and steering systems have only half as many lubrication points.
- *Brakes* are self-adjusting. Also, oil change and chassis lubrication intervals have been extended to 6,000 miles or 6 months, whichever comes first. Result: less truck downtime and lower maintenance costs.

RELIABILITY AND DURABILITY

- *Twin-I-Beams* and radius rods are of tough forged steel—have big-truck durability. The superb cushioning reduces chassis-rattling jolts—prolongs chassis and body life.
- *The new steering linkage* is located behind the Twin-I-Beam axles—is protected from road bumps and dirt.
- *New ladder-type frames* minimize the possibility of vibration and give the F-100 and F-250 substantially greater durability.
- *New 240 cubic inch Six* features 7-bearing crankshaft, rotor-type oil pump, positive engagement starting motor and 28-amp. alternator standard.
- *New optional 300 cubic inch Six* has the same features as the 240 Six along with a big 11-inch clutch—heavy duty built for long life.
- *The new 302 cubic inch V-8* also has similar quality and durability features to the Sixes plus a deep-skirt cylinder block, two-turn valves and a silenced oil bath air cleaner.
- *Other durability improvements* include a new, more accessible fuse panel in the cab plus a new wiring harness which eliminates loose wires for greater reliability.

COMFORT AND CONVENIENCE

- *For 1965, Ford cabs* are more spacious and offer greater comfort. The smart new front-end styling provides better engine cooling and has higher mounted parking lights for better visibility.
- *The interior appointments* include lower seats for greater head room. The floor hump has been lowered for more comfortable foot room. An improved steering column angle provides extra leg room and a car-like "feel" to the steering wheel.
- *Ford F-100 pickups* are available with either 6 $\frac{1}{2}$ - or 8-foot Styleside and Flareside bodies. The 8-foot pickup bodies are also available on the F-250.
- *Styleside pickup body* features include smart, rugged double-wall construction, one-hand operated tailgate latch, flat top wheelhouse, and fold-in type tailgate steps. A handy, lockable storage compartment below the pickup box floor is optional.
- *Flareside pickup body* features include running boards for easier side loading. Re-seasoned wood floorboards have steel skid strips. Side panels are heavy gauge steel with wide flares and rolled edges for extra rigidity.
- *"Comper Special" equipment package* options make F-100 and F-250 pickups or chassis cabs ideal recreational vehicles.

F-100, F-250 CONVENTIONAL LIGHT TRUCK

SPECIFICATIONS

F-100, F-250 CONVENTIONAL LIGHT TRUCK

SERIES		F-100	F-250
GWR RATING (G.S.) MAX.		5,000	7,500
AXLE, FRONT—Cap'y (G.S.)		Std. 2,600 (T18)	3,000 (T18)
AXLE, REAR—Cap'y		Std. 3,900†	5,200†
ENGINE	Std.		240 cu. in. 5in
	Opt.		300 cu. in. 5in 352 cu. in. V-8
CLUTCH (Dls. in.)	Std.	10	10
	Opt.	HQ 11	HQ 11
TRANSMISSIONS	Std.	3-Speed (D)	3-Speed (D)
	Opt.	3-Speed (D) 4-Speed (D) Cruise-O-Matic	4-Speed (D) Cruise-O-Matic
FRAME	Wheelbases (in.)	115	129
	Section Modulus: Std.	2.98	2.58
TIRES (Tubeless*)	Std.	7.75 x 15 4PR (PT)	8.50 x 16 4PR (PT)
	Max. Rear Opt.	7-17.5 6PR	8-17.5 6PR

(D) Direct Drive

(O) Overdrive

(T18) Twin-Beam

*Comparable tube-type available

PT—Passenger-Type

PAYLOAD AND DIMENSIONS	STYLESIDE PICKUP			FLARESIDE PICKUP		
	F-100	F-200	F-250	F-100	F-200	F-250
Wheelbase (in.)	115	129	129	115	129	129
Nominal Body Length (ft.)	6½	8	8	6½	8	8
Max. Inside Length (in.)	78.7	98.7	98.7	77.9	96.0	96.0
Max. Inside Width (in.)	70.0	70.0	70.0	49.0	54.0	54.0
Width Between Wheelhousings	49.0	49.0	49.0	49.0	48.4	48.4
Tailgate Opening (in.)	65.0	65.0	65.0	49.0	54.0	54.0
Height (in.) (Floor to Top of Sides)	19.2	19.2	19.2	20.3	22.1	22.1
Capacity (cu. ft.)	60.3*	76.4*	76.4*	45.0	65.4*	65.4*
Maximum Recommended Payload (G.S.)	1550	1425	2875	1600	1450	3825

*Allowance made for wheelhousings.

ENGINES	240 5in	300 5in	352 V-8
Displacement	240 Cu. in.	300 Cu. in.	352 Cu. in.
Bore and Stroke	4.0" x 3.18"	4.0" x 3.18"	4.0" x 3.50"
Compression Ratio	9.2	8.0	7.9
Horsepower (BHP @ 3400)	150 @ 4000	170 @ 3500	208 @ 4400
Maximum Torque @ RPM (G.S.-ft.)	234 @ 2200	283 @ 14-2400	311 @ 2400

	STANDARD VEHICLE	OPT.	OPT.	OPT.	OPT.
F-100 STYLESIDE (6½')	\$	\$	\$	\$	\$
F-100 STYLESIDE (8')	\$	\$	\$	\$	\$
F-250 STYLESIDE (8')	\$	\$	\$	\$	\$
F-100 FLARESIDE (6½')	\$	\$	\$	\$	\$
F-100 FLARESIDE (8')	\$	\$	\$	\$	\$
F-250 FLARESIDE (8')	\$	\$	\$	\$	\$

TEST DRIVE

*—Prove Ford's Greater
TOTAL PERFORMANCE*

for '65

Specifications herein have been obtained from authoritative sources available at the time of printing; however, their continuing accuracy cannot be guaranteed.