

**The 1970's**



Specifications herein were in effect when this material was approved for printing and are subject to change *without notice*.

## **Ford of Canada presents their better ideas for the Sizzling Seventies!**

The Seventies are here . . . and once again Ford has a better idea for every Canadian motorist. Cars to please every desire, with new built-in comfort and safety benefits and a heady array of better-idea options. And for the performance enthusiast — a full bag of muscle cars and options. New wagons with flip-down, swing-open doorgates. A new and expanded line of trucks that can be designed to meet any demand. Every name in the Ford family stands for better ideas in 1970.

Ford, 'the quiet one' with the highest standard of luxury in its history. Torino, the car that sings of changes in the wind. Thunderbird, the classic with an all-new look of lithe luxury. Mustang, outpacing everything in its class because it's designed for you to design.

Meteor, coming on strong in 1970 and designed to satisfy the most discriminating customer. Marquis displays the lovely, lively lines inspired by the Lincoln Continental. Cougar, the cat with no fat, alive with sheer animal energy. Montego, 1970 - new wherever you look, inside and out.

Falcon, the first and last word in compacts. Maverick, stealing the scene in the economy market.

Standard features throughout the 1970's include column mounted anti-theft ignition, steering and transmission lock and low-profile belted fibreglass tires\*.

Look for more luxury, more features, more options, more that says "this is 1970". You'll find them at your Ford and Mercury Dealers.

\*Available on Mavericks built after October, 1969.





**FORD**

1970 Ford LTD, 2-door Hardtop.

## The 1970 concept of "quiet quality"

Quietness is *designed into* every component of the 1970 Ford to make it one of Canada's great luxury cars, quieter than any other car you've ever driven! Spacecraft styling, with new grille ornamentation and new rear-end design that creates the illusion of a lower line with no sacrifice of comfort. Smart and spacious interiors offer unparalleled elegance. A "coved" instrument cluster and swept-back dash. Optional Select-Aire Air Conditioning that lets you direct air where you want it. An oasis of quiet in a noisy, nerve-racking world—the 1970 Ford.

### 1970 FORD MODEL LINE

#### CUSTOM

4-dr. Sedan

#### CUSTOM 500

4-dr. Sedan—2-dr. Hardtop\*  
\*Available approx. November 1, 1969

#### GALAXIE 500

4-dr. Sedan—2-dr. Hardtop (formal)—  
4-dr. Hardtop—2-dr. Hardtop (Sportsroof)

#### FORDXL

2-dr. Hardtop (Sportsroof)—Convertible

#### FORD LTD

4-dr. Sedan—2-dr. Hardtop (formal)—  
4-dr. Hardtop

#### STATION WAGONS

Ranch Wagon (6-passenger)—Custom  
500 Ranch wagon (6-passenger)—  
Custom 500 Ranch Wagon DFRS\*—  
Country Sedan (6-passenger)—Country  
Sedan Wagon DFRS\*—Country Squire  
(6-passenger)—Country Squire DFRS\*  
\*Dual Facing Rear Seats

#### NEW OPTIONS

• High back bucket seats • Rocker panel  
mouldings (Std. on LTD) • Simulated  
'mag' wheel covers • Vinyl insert body-

side moulding (std. on Galaxie 500) •  
Station Wagon luggage rack • Choice of  
5 vinyl roof colours • Dual racing mirrors  
• Traction-Lok differential • Electric de-  
frost backlite • Automatic seat back  
release • Door edge guards • Special  
2-tone paint for XL Sportsroof • Black  
and red plaid trim for Station Wagons

#### POWER TEAMS

| Engines                   | Transmissions |
|---------------------------|---------------|
| 240 IV Six 150 hp. (Std.) | 3-C           |
| 302 2V V-8 220 hp. (A)    | 3-C           |
| 351 2V V-8 250 hp. (B)    | C             |
| 390 2V V-8 265 hp. (Opt.) | 3-C           |
| 429 2V V-8 320 hp. (Opt.) | 3-C           |
| 429 4V V-8 360 hp. (Opt.) | C             |

#### CODE:

A—1st V-8 option on Custom & Custom  
500.

B—Std. on XL, LTD & Wagons—1st V-8  
option on Galaxie 500

3—3-speed manual (fully synchronized)

3—Cruise-O-Matic (3-speed automatic)





# TORINO

1970 Torino Brougham, 4-door Hardtop.

*Drive it...and sense that change is in the wind*

Torino for 1970 is the silken sound of precision, the new-horizons look of tomorrow. A full five inches longer than '69 on a 117" wheelbase it's new from every angle, presenting a strikingly beautiful silhouette. Performance for the perfectionist—Torino Cobra, a Torino GT and a full selection of muscle engines & options, like the ferocious 429-4V Cobra Jet RamAir. And 1970 brings you the brilliant new Torino Brougham in 2-door and 4-door hardtop models, with concealed headlamps, column-locking steering wheel, ventless curved side windows. DirectAire ventilation is standard on all 2-door hardtops and convertibles. With Cobra Jet V-8 power under the hood, the road belongs to you!

## 1970 TORINO MODEL LINE

### FAIRLANE 500

4-dr. Sedan—2-dr. Hardtop (formal)

### TORINO

4-dr. Sedan—2-dr. Hardtop (formal)—  
4-dr. Hardtop

### TORINO GT

2-dr. Sportsroof—2-dr. Convertible

### TORINO BROUGHAM

2-dr. Hardtop (formal)—4-dr. Hardtop

### TORINO COBRA

2-dr. Sportsroof

### STATION WAGONS

Fairlane 500 Wagon—Torino Wagon—  
Torino Squire

### NEW PERFORMANCE FEATURES

- Four 429 CID-4V Engines • Improved 351-2V engine and a completely redesigned 351-4V engine • Hurst Shifter on all 4-speed manual transmissions
- Drag pack • Functional Shaker Hood Scoop

### NEW OPTIONS

- Choice of vinyl roof colours • Hidden headlamps • Visibility group • Black watch plaid seat trim • blazer stripe upholstery • Laser stripe for Torino GT only
- Magnum 500 wheels • High back bucket seats • Automatic seat back release • Sports slats for sportsroof only • Hub cap & trim rings • Traction-Lok differential

- Shaker hood scoop • Sporty wheel covers • Deluxe seat belts and automatic seat back release • Trailer towing package • Taxi package • Police package

### POWER TEAMS

| Engines                                   | Transmissions |
|---|---------------|
| 250 IV Six 155 hp. (A) . . . . .          | 3-C           |
| 302 2V V-8 220 hp. (B) . . . . .          | 3-C           |
| 351 2V V-8 250 hp. (Opt.) . . . . .       | 3-4-C         |
| 351 4V V-8 300 hp. (Opt.) . . . . .       | 3-4-C         |
| 429 4V Thunder Jet 360 hp. (D) . . . . .  | 4-C           |
| 429 4V Cobra V-8 370 hp. (Opt.) . . . . . | 4-C           |
| (non-ram-air)                             |               |
| 429 4V Cobra Jet 370 hp. (E) . . . . .    | 4-C           |
| (ram-air)                                 |               |
| 429 4V HO BOSS 375 hp. (Opt.) . . . . .   | 4             |

### CODE:

A—Std.—N.A. on GT and Cobra models  
B—Std. on Torino GT  
D—Std. on Torino Cobra  
E—N.A. on Station Wagons  
3—3-speed manual (fully synchronized)  
4—4-speed manual (fully synchronized)  
C—Cruise-O-Matic (3-speed automatic)





# MUSTANG

1970 Mustang Mach 1 Sportsroof.

*The car you make your very own!*

Mustang for 1970 is in the paddock and ready to run—ready to change your way of life! Mustang's the car that's designed for *you* to design—with options galore to fashion transportation the way you *like* it. 1970 models include the luxury-loaded "Grandé", the Hot "Mach 1" and the Sporty "BOSS 302". Innovations for '70: a new horizontal-bar grille theme and a completely redesigned rear end with larger recessed tail-lights. And options? We'd need a whole book to list 'em. Mustang's Number One because it's built for Number One—YOU!

## 1970 MUSTANG MODEL LINE

2-dr. Hardtop—2-dr. Sportsroof—2-dr. Convertible—2-dr. Hardtop "Grandé"  
2-dr. Sportsroof "Mach 1"  
—2-dr. Sportsroof "BOSS 302"

## POWER TEAMS

| Engines  | Transmissions |
|--|---------------|
| 200 IV Six 120 hp. Std.                        | 3-C           |
| 250 IV Six 155 hp. Opt.                        | 3-C           |
| 302 2V V-8 220 hp. Opt.                        | 3-4-C         |
| 351 2V V-8 250 hp. Opt. (A)                    | 3-4-C         |
| 351 4V V-8 300 hp. Opt.                        | 3-4-C         |
| 302 4V HO "BOSS" 290 hp. Opt. (B)              | 4             |
| 428 4V Non-Ram 335 hp. Opt.                    | 4-C           |
| 428 4V Cobra Jet 335 hp. Opt. (D)<br>(Ram-Air) | 4-C           |
| 429 4V HO "BOSS" 375 hp.<br>Opt. (D)           | 4             |

## CODE:

A—Std. on Mach 1  
B—Std. on BOSS 302—available on Sportsroof only  
D—Available only on Sportsroof  
3—3-speed manual (fully synchronized)

4—4-speed manual (fully synchronized)  
C—Cruise-O-Matic (3-speed automatic)

## NEW OPTIONS

- 302 4V HO BOSS V-8 • 429 4V BOSS HO V-8 • New 351 CID 4V V-8 engine • Rear mounted adjustable spoiler and sports slats on sportsroof models • Competition suspension • Drag Pack • Quick ratio manual steering • Extra cooling package • Traction-Lok differential • Tachometer and reset odometer on V-8 engine only • Shaker "air scoop" for 351 2V, 351 4V and BOSS 302 HO engine • Flair group—Houndstooth vinyl roof in 2-colours • Kiwi vinyl roof saddle colour • Levant vinyl roof in 6 colours • Automatic seat back release • Rear window defogger for hardtops only • Collapsible spare tire—std. on BOSS 302





# THUNDERBIRD

1970 Thunderbird, 2-door Hardtop.

*A new flight of Thunderbirds  
for a totally new way of life*

The 1970 Thunderbird retains the identity of its famous forebearers, while projecting the exciting image of the Seventies. Longer, lower and wider than last year, this new bird is styled for an extra-long front-end appearance with a totally new look in 1970. 429 cu. in. Thunder Jet V-8 power takes courteous command of the road. New interior features, including Selectaire with automatic Climate Control, high-back bucket seats, hopsack cloth and vinyl seat trim and cut pile carpeting, offer a degree of luxury never before known—even in this prince of personal cars!

## 1970 THUNDERBIRD MODEL LINE

2-dr. Hardtop—2-dr. Hardtop Landau—  
4-dr. Sedan Landau

## POWER TEAM

Thunder Jet 429 4V V-8 360 hp . . . with  
Select-Shift Cruise-O-Matic standard

## NEW STANDARD FEATURES

• Extruded aluminum grille—Concealed windshield wipers • Externally adjustable headlamps • Side-marker lights that flash with turn signals • Parking lights with

standard cornering lamps • Hidden radio antenna

## NEW OPTIONS

• High back bucket seats—Split bench front seats on 4-dr. Landau • Brougham interior trim • Intermittent windshield wiper • 4 new Glamour Metallic Paints—Green Fire, Olive Fire, Bronze Fire and Burgundy Fire • Automatic seat back release • Traction-Lok differential • Special Brougham Option • Protection group • Convenience check group • Rear window electric defroster • Sure track brake control system





# COUGAR

1970 Cougar XR7, 2-door Hardtop.

*No fat on this cat!*

1970 Cougar has the lithe, lean look and feel of harnessed power. It's a jungle cat with all the taut sinew and instant reflex of its savage namesake. Master it from a high-back bucket seat, control it with a newly designed steering wheel. Unleash its velvet V-8 power with any one of five lusty engines, including the incomparable 429 BOSS 4V V-8. Survey its sleek silhouette from every angle—modified hood and front bumper, new radiator grille with headlamp covers, new door handles, new tail and marker lamps. There's a new growl from a fierce new cat, the Cougar Eliminator. The strongest of them all. C'mon into Cougar country—a great place to be in 1970!

## 1970 COUGAR MODEL LINE

### COUGAR

2-dr. Hardtop—2-dr. Convertible

### COUGAR XR-7

2-dr. Hardtop—2-dr. Convertible

### COUGAR ELIMINATOR

2-dr. Hardtop

### POWER TEAMS

| Engines                              | Transmissions |
|--------------------------------------|---------------|
| 351 2V V-8 250 hp. (A) . . . . .     | 3-4-M         |
| 320 BOSS 4V HO V-8 290 hp. (Opt.)    | 4             |
| 351 4V V-8 300 hp. (B) . . . . .     | 3-4-M         |
| 428 4V CJ V8 335 hp. (C) . . . . .   | 4-M           |
| 429 4V BOSS 375 hp. (Opt.) . . . . . | 4             |

### CODE:

- A—Std. on all models except Eliminator
- B—Std. on Eliminator
- C—Ram Air Optional
- 3—3-speed manual (fully synchronized)

- 4—4-speed manual (fully synchronized)
- M—Merc-O-Matic (3-speed automatic)

### NEW OPTIONS

- 302 BOSS HO 4V V-8 • 429-4V BOSS V-8 • Decor group on hardtops includes: Comfort weave high back bucket seats, door courtesy lights, rear quarter arm rests, rim blow steering wheel, wheel covers, curb moulding (wheel covers & curb mouldings not supplied on Eliminator) • New Houndstooth cloth and vinyl trim patterns • Hurst Shifter added to all 4-speed manual transmissions • Appearance Protection Group—Front bumper guards, door edge guards, front and rear floor mats • Automatic seat back release
- Choice of black, parchment, blue, brown, green, black houndstooth or ginger houndstooth vinyl roof





# MONTEGO

## All things to all people

New inside and out . . . new under the roof and under the hood . . . new models, new styling, new power-plants—that's the Montego saga for the Seventies! Three new performance models, including Cyclone Spoiler plus a MX Brougham 4-door hardtop and the MX wood-side Wagon. Eight engines, from the rugged 250 CID Six to the awesome 429 BOSS 4V V-8. Wider tread and longer wheelbase, lower hardtop height, tone-on-tone body-side paint, new instrument cluster, High Level ventilation on all 2-door Hardtops and convertibles, interior trim schemes, ornamentation, new arm rests. Here is transportation for the Jet Age, styling for the space-minded, performance for the perfectionist. Montego, *the name for new* in 1970!

### 1970 MONTEGO MODEL LINE

#### MONTEGO

4-dr. Sedan—2-dr. Hardtop (formal)

#### MONTEGO MX

4-dr. Sedan—2-dr. Hardtop (formal)

#### MONTEGO MX BROUGHAM

4-dr. Sedan—2-dr. Hardtop (formal)—  
4-dr. Hardtop

#### CYCLONE

2-dr. Hardtop (formal)

#### CYCLONE GT

2-dr. Hardtop (Sportsroof)

#### CYCLONE SPOILER

2-dr. Hardtop (Sportsroof)

#### STATION WAGONS

Montego MX—Montego "VILLAGER"  
(wood-side)

#### POWER TEAMS

| Engines                                | Transmissions |
|--|---------------|
| 250 IV Six 155 hp (A) . . . . .        | 3-M           |
| 302 2V V-8 220 hp. (Opt.) . . . . .    | 3-M           |
| 351 2V V-8 250 hp. (B) . . . . .       | 3-4-M         |
| 351 4V V-8 300 hp. (Opt.) . . . . .    | 3-4-M         |
| 429 4V Thunder Jet V-8 360 hp. (C) .   | 4-M           |
| 429 non-ram air 4V "C" V-8 370 hp..    | 4-M           |
| 429 4V Cobra Jet V-8 370 hp. (D) . . . | 4-M           |
| ram air                                |               |
| 429 4V HO BOSS 375 hp. (Opt.) . . .    | 4             |
| CODE:                                  |               |
| A—Std. on Montego, Montego MX and      |               |

1970 Montego MX Brougham, 4-door Hardtop.

Montego MX Brougham—N.A. on Cyclone, Cyclone GT & Cyclone Spoiler B—Std. on Cyclone GT, opt. on other models except Cyclone & Cyclone Spoiler C—Std. on Cyclone—opt. on other models—N.A. on Cyclone Spoiler D—Std. on Cyclone Spoiler—opt. on other models except Wagons  
3—3-speed manual (fully synchronized)  
4—4-speed manual Hurst Shifter  
M—Merc-O-Matic (3-speed automatic)

#### NEW OPTIONS

• 429-4V Thunder Jet V-8 • 429-4V "C" V-8 • 429 4V CJ V-8 Ram Air • 429-4V BOSS • Hurst Shifter • High back bucket seats • Protective bodyside moulding with colour-keyed vinyl insert • All new wheel covers • Styled steel wheels • High level ventilation (on 4-dr. Sedans & 4-dr. hardtops and station wagons without air conditioning) • Trailer towing package • Traction-Lok differential • Deluxe luggage rack with air deflector • Concealed headlamps optional on Cyclone & Cyclone Spoiler • Competition suspension • Sport appearance group





# METEOR

1970 Meteor Rideau 500, 2-door Hardtop.

## Canada's own car comes of age in 1970

For two decades Meteor has represented Canada's best car value in its field, winning more enthusiasts year after year! In 1970 Meteor offers a comprehensive choice of 15 models, including the new, excitingly modern S-33 hardtop and convertible. All models feature intriguing new trims and mouldings. There are 13 new colours, including three "grabber colours" on the S-33—Competition Blue, Competition Gold and Competition Green. Vinyl roofs now come in five colours, including dark brown and green. There is a new steering wheel design, with anti-theft steering-column locking mechanism. And V-8 power is now *standard* on all Meteor models!

### 1970 METEOR MODEL LINE

#### RIDEAU

4-dr. Sedan

#### RIDEAU 500

4-dr. Sedan—2-dr. Hardtop

#### MONTCALM

4-dr. Sedan—2-dr. Hardtop—  
4-dr. Hardtop—2-dr. Convertible

#### MONTCALM S-33

2-dr. Hardtop—2-dr. Convertible

#### LEMOYNE

2-dr. Hardtop—4-dr. Hardtop

#### STATION WAGONS

Rideau 500

4-dr. 6-pass.

4-dr. 8-pass.

Montcalm

4-dr. 6-pass.

4-dr. 8-pass.

#### POWER TEAMS

Engines

302 2V V-8 220 hp. (A)..... 3-M

351 2V V-8 250 hp. (B)..... 3-M

390 2V V-8 265 hp. (Opt.)..... 3-M

429 2V V-8 320 hp. (Opt.)..... M

429 4V V-8 360 hp. (Opt.)..... M

Transmissions

CODE:

A—Std. on Rideau & Rideau 500—available as credit option on Rideau 500 Wagons

B—Std. on Montcalm, S-33 & LeMoyné & all Wagons

3—3-speed manual (fully synchronized)  
M—Merc-O-Matic (3-speed automatic)

#### NEW OPTIONS

- High back bucket seats w/console (Montcalm & S-33 2-dr. hardtops & convertibles only)
- Automatic seat back release
- Rear window defogger
- Electric rear window defroster
- Deluxe luggage rack with integral air deflector
- Door-edge guards
- Full length body-side moulding with vinyl insert (Rideau & Rideau 500)
- Top two-tone paint (except convertibles)
- Full wheel covers w/gold maple leaf insert
- Plaid trim (Station Wagons only)
- New package options:

- Visibility group
- Convenience Check group
- S-33 Sports group
- Appearance protection group
- Heavy-duty suspension
- Trailer towing package
- Taxi package—standard
- Taxi package—expanded





# MAVERICK

Join the Maverick Clan

1970 Maverick, Palm Beach, Florida

Not a hint of austerity in this economy car despite its practical price. Pioneered by Ford in '68, the Maverick is the switch-over car of the Seventies. A quiet, tough little car that's meticulously put together, it's fun to drive, simple to service, surprisingly luxurious to ride in. Sportroof base with easy-roller\* tying at the rear - 106-hp easy horsepower that covers 471 bet in less seconds than a standing start. Maverick... "a little gas"!

### 1970 MAVERICK MODEL LINE

Side, Sedan Sportroof

#### POWER TEAMS

| Engines                    | Transmissions |
|----------------------------|---------------|
| 170 (V Six 106 hp. (Std.)) | 3-SA-C        |
| 200 (V Six 128 hp. (opt.)) | 3-C           |

#### CODE:

- 3 - 3-speed manual (fully synchronized)
- SA - Semi-automatic 3-speed

C - Select Shift Cruise-O-Matic;  
 Deluxe Shift (3-speed automatic)

#### OPTIONS

- Include • All vinyl interior trim • Disc Accrnt. group - bright door mouldings, bright window frames, colour-keyed carpets, wheel covers • Wheel covers • Air-conditioning • Tinted glass all round • Engine immersion heater • 55 mph. safety.





## CORTINA

*Cortina Deluxe 4-door Sedan*

*Deep inside Cortina lives a big car*

Cortina, big with the things that make big cars popular. Big with the things that make smaller cars practical. Much more than just economical transportation, Cortina offers a choice of seven models in three series, all with handsome vinyl interiors, 4-speed sports-type fully synchronized transmission, front disc brakes and a Special Canadian Winter Driving Package. Aeroflow Ventilation with extractors, one of the best things that ever happened to car comfort, is built into every Cortina.

Cortina GT won its stripes by winning over 500 races and rallies around the world. And its winning new supporters every day with its high performance 93 hp GT engine, tuned headers, radial ply tires and power brakes are standard equipment.

Cortina also has a member on the Wagonmaster team. This wagon has a cargo capacity of 70.5 cu. ft., power brakes as standard equipment and like

Cortina and Cortina Deluxe models you have the choice of the standard 4-speed transmission or a fully automatic transmission that most of the ladies prefer. Deep inside Cortina lives a big car; just about the biggest car value on four wheels to-day.

### 1969 CORTINA MODEL LINE

#### CORTINA

2-door Sedan—4-door Sedan

#### CORTINA DELUXE

2-door Sedan—4-door Sedan

4-door Station Wagon

#### CORTINA GT

2-door Sedan—4-door Sedan

#### POWER TEAMS

1300 cc 61.5 hp. Std. on 2-door Cortina and Cortina Deluxe models

1600 cc 75 hp. Std. on 4-door Cortina/Cortina Deluxe and Station Wagon models. (opt. on 2-door Sedan)

1600 GT 93 hp. Std. on GT models. All engines utilise Bowl-in-Piston design combustion chambers for better breathing, better acceleration and higher top speeds with no increase in gas consumption.

- 4-speed fully synchronized transmission standard with all engines
- Fully Automatic transmission optional except on GT models

#### BIG STANDARD FEATURES

- North American Safety Package including padded instrument panel and sun visors, head restraints, windshield washers, L.H. outside mirror
- Special Canadian Winter Package with heavy duty battery and generator, pre-engaged starter and high output heater and defroster
- Aeroflow Ventilation with extractor vents
- Disc brakes front, drum rear (power assisted on GT and Wagon)
- Foam padded bucket seats





## Ford Pickups work like trucks . . . ride like cars!

**1970 Ford Pickups** give you the roomiest cab in the industry in your choice of *four* levels of luxury: Custom, Sport Custom, Ranger or the Ranger XLT models all feature exclusive Twin-I-Beam front suspension for really smooth going; Flex-O-Matic rear suspension (Opt. F-100 Std. F-250) automatically adjusts to varying loads and roads. Styleside or Flareside pickups with choice of economical 240/300 cu. in. sixes or 302, 360 or 390 cu. in. V-8's. Plus a wide range of job-tailoring options. F-100—250—350 series offer maximum GVW ratings of 5000, 7500 and 10000 pounds respectively.

**Ranchero**—New ultimate in personal pickup luxury, the all-new Ranchero Squire heads a longer, livelier, more luxurious line of Rancheros. The Squire's handsome contoured wood grain panels say "Luxury Leader". The Ranchero GT is the model for sports enthusiasts. Ranchero 500 and standard model Ranchero are sound, sensible workers—you can pick your power from a choice of seven lively engines—250 Six, 302 V-8, 351 V-8, 351 V-8 (4V), 429 V-8 Thunder Jet, 429 V-8 Cobra or the Cobra Jet with Ram-Air induction. A complete range of luxury and performance options are available.



## Hard Working Ford "Specials"

**Contractor Special**—Features contractor boxes with key-lock, fold-down doors, rear step-up bumper. 6" x 10" dual chrome western mirrors. *Farm & Ranch* and *Heavy Duty Special* Option packages also available.

**Six-Man Crew Cabs** accommodate 6 big men in roomy comfort—bring men and tools to the job site in a single vehicle. Offered on F-250 (4 x 2 and 4 x 4) F-350 and F-600 models.

**Camper Special**—F-250—350 pickups and chassis-cab models. Option package includes basic components necessary for reliable transportation. Features new sliding rear window and special 12 Volt wiring harness with 7-wire sealed cable for lighting system. Big range of options, including power steering, power front disc brakes, and 2500 Watt/110 Volt Electric Power Pak.





## Ford's go-anywhere 4-wheel-drives!

Full-size 4 x 4 Pickups tackle any unusual jobs or rugged country. Single-speed transfer case with a 4-spd. transmission for the F-100, and a 2-spd. transfer case with a 3-spd. transmission for the F-250, provide proper gearing for on and off-road work. Shifting from two- to four-wheel direct can be done without stopping or using the clutch. Optional free-running front hubs eliminate gear drag when operating in two-wheel drive. Styleside and Flareside pickups in 6½-ft. and 8-ft. box lengths—chassis-cabs—7½-ft. stake body available with F-250.

Spirited Broncos take you where the fun begins after the roads quit. Exclusive Mono-Beam front suspension makes Bronco smooth riding and easy handling. Choice of 170 cu. in. Six or 302 cu. in. V-8 engines provides the power. Wide-track axles and steering linkage shock absorber give trail-hugging stability . . . sharp 33.6-foot turning circle. Bronco's a real workhorse, too! Hook up a power take-off and front winch, snowplow or rotary broom and the job's done fast. Ford Bronco Wagons and Pickups are also offered in Sports models.



## Ford's better idea Vans and Club Wagons

Econoline Vans are the best sellers because better ideas make them the best value. You get 23% *more* cargo floor area, up to 3,590 lbs. payload capacity—650 pounds *more* payload than any other van! Econoline vans are offered in three job-tailored series on either 105.5-in. or 123.5-in. wheelbase. Maximum GVW ratings of 4500, 5400 and 7600 pounds. Exclusive features include Twin-I-Beam front suspension, for smooth ride, wide track for road stability, outside service centre, engine choice includes economy 170 cu. in. Six, 240 Six, or 302 V-8. A wide range of options and custom-designed interior storage components are also available.

Ford Club Wagons offer more seating capacity in a greater variety of "room plans" than any other make of wagon. The 5—8—9 or 12 passenger models are available in three distinct levels of luxury, the Standard Club Wagon, Custom Club Wagon or top-of-the-line Chateau Club Wagon. Choice of Six or V-8 power, manual or automatic transmission. All models, including Econoline Window Vans, can be converted for special purposes: School Bus, Airport/Hotel Station Bus and Recreational camper conversions are available.





## Go Ford conventionals—full cab economy—shortcab maneuverability

Ford Conventional—Medium/Heavy—preferred by the professional driver! Big cabs provide plenty of growler room for those busy men. Many with available big 33" x 8" clearing wheel, fully equipped instrument dash make driving easier on busy roads. Deep engine compartment gives you room for more working tools. Wide track front axle let you turn as sharp as 45 degrees. Frame rails have straight through design for greater strength and stable body mounting. Wheel

bases range from 130 to 212 inches, for truck or tractor service. GVW's from 20,000 to 25,000 lbs. GCW's from 25,000 to 30,000 lbs. Every component—from long life sub frames to just adjusting brakes—is built for longer life life and lower operating cost. Four power windows to help with Ford Galaxie, Greas and 411's and other new Ford V-Series Diesels, built for right Ford specifications by Caterpillar.



## C- & CT-Series Tilt Cabs

Ford's highly maneuverable tilt cabs with set back front axle and shock absorber control payload distribution and longer bottom flange wheelbase. Tilt cabs tilt the same over all heights. Cabs tilt 45 degrees to provide wide open access to the full range of engine, transmission and rear axle products. Choice of cab or Diesel engine in single or dual models. Ford's new axle models are joined by Ford's proven V-Series GVW ratings from 15,000 lbs. to 21,000 lbs. and 11,000 lbs. to 18,000 lbs.



## W- & WT-Series Highway Diesels

W-Series structures are designed and built to reduce operating costs. Standard aluminum cabs or a sturdy aluminum cab which, together with high weight chassis options, can support maximum payloads over 100,000 lbs. W-Series tractors are available as single or tandem axle models with 101's, 1000 standard cabs or 1014, 1000 sleepers. You can choose from the trucking industry's best sources of engines, transmissions and axles... Cummins, Caterpillar, Detroit, Diesel, Fuller, Spicer, Eaton and Haldex... & hundreds of power take combinations. W-Series, GCW ratings range from 20,000 lbs. to 30,000 lbs.





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