

# 1969 PERFORMANCE BUYER'S DIGEST

*the cars...the engines...the parts... Ford has everything you need to build your kind of machine.*



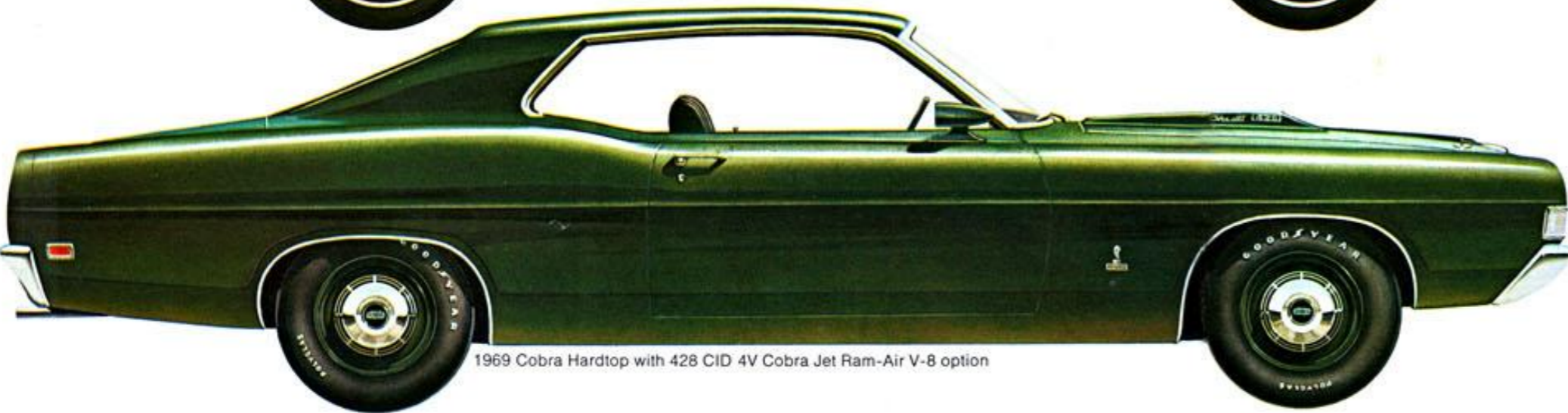
Ever since 1903 when Henry Ford built Old 999 and won his first race, Ford has been building high performance machines. And proving them by winning . . . at Bonneville, Pomona, Indianapolis, Riverside and Le Mans. But there's more to Ford performance than a worldwide winning streak. The same Ford engineers who stretch their minds to win on the tracks are involved in designing performance cars and parts you can buy. And if you don't think that makes for winners on the road, look for this sign which marks your Ford Dealer's Performance Corner and let him prove it. It's the place you've got to go to see what's going on!



**REMOVE THIS HANDY GUIDE  
FOR FUTURE REFERENCE**



1969 Cobra SportsRoof



1969 Cobra Hardtop with 428 CID 4V Cobra Jet Ram-Air V-8 option

**Cobra Specifications—Standard engine:** 428 CID 4V V-8. Bore and stroke, 4.13 x 3.98 in. 10.6:1 compression, premium fuel. 335 hp at 5200 rpm. Torque 440 lbs-ft at 3400 rpm. Ram-Air induction optional. **Transmissions:** 4-speed manual; ratios: 2.72:1, 1.89:1, 1.29:1, 1.00:1. Optional SelectShift (floor shift with optional console), ratios: 2.46:1, 1.46:1, 1.00:1. **Rear Axle** ratio: 3.25:1 standard (3.45, 3.91, 4.30 optional). **Brakes:** 10.0 in. drums, lining area 173.3 sq. in. Optional power front disc brakes, total swept area 232.0 sq. in.

**Wheelbase:** 116". Overall length 201.1". Weights, hardtop 3633, SportsRoof 3689 lb. **Wheels:** 14", 6" rim. F70-14 wide-tread belted tires. **Suspension:** Competition HD. **Cobra Options:** 4V Cobra Jet Ram-Air V-8 with functional hood scoop—\$133.44 over base 428 V-8 • F70 x 14 Wide-Oval Belted Tires, raised letter (required with 428 Cobra Jet Ram-Air)—\$13.05 • Power Front Disc Brakes—\$64.77 • Traction-Lok Differential—\$63.51 • Bucket Seats—\$120.59 • 6000 rpm Tachometer—\$47.92 • SelectShift Cruise-O-Matic—\$37.06.\*

**Torino GT Specifications—Standard engine:** 302 CID 2V V-8. Bore and stroke, 4.00 x 3.00 in. 9.5:1 compression, regular fuel. 220 hp at 4600 rpm. Torque 300 lb. at 2600 rpm. **Optional engines:** 351 CID 2V or 4V V-8 (see page P4), 390 CID 4V V-8 (see page P6), 428 CID V-8 (see Cobra specifications). All 4V optional engines have dual exhausts. **Transmissions:** Std. 3-speed, fully synchronized, ratios: 2.99:1, 1.75:1, 1.00:1. Optional, 4-speed floor shift fully synchronized, ratios: 2.78:1, 1.93:1, 1.36:1, 1.00:1; SelectShift Cruise-O-Matic, ratios 2.46:1, 1.46:1, 1.00:1. Floor shift optional w/console on 3-speed manual and SelectShift. **Brakes:** 10.0 in. drums, lining area 173.3 sq. in., optional power front disc brakes, total swept area 232.0 sq. in. **Wheelbase:** 116". Overall length 201.1". Weights, hardtop 3327, con-

vertible 3510, SportsRoof 3374 lb. **Wheels:** 14" styled steel, 6" rim, E70X14 wide-tread belted with 302 and 351 V-8's; F70X14 with 390 and 428 V-8's. **Suspension:** GT handling. **Torino GT Options:** Extra charge over 302 CID V-8: 351 CID 2V V-8 (250 hp)—\$58.34; 351 CID 4V V-8 (290 hp)—\$84.25; 390 CID 4V V-8 (320 hp) (requires optional transmission at extra cost)—\$163.24; 428 CID 4V V-8 (335 hp)—\$287.53; 428 CID 4V Cobra Jet Ram-Air V-8 (335 hp) (all 428 CID V-8's require Cruise-O-Matic or close ratio 4-speed transmission at extra cost)—\$420.96 • 4-Speed Manual Transmission (not available with 302 CID V-8)—\$194.31 • SelectShift Cruise-O-Matic w/302 & 351 2V or 4V V-8's—\$200.85; 390 & 428 4V V-8's—\$222.08 • Bucket Seats—\$120.59.\*



1969 Torino GT SportsRoof

For a full color Cobra decal, send 25¢ in coin to COBRA, P.O. Box 1000, Dearborn, Mich. 48121



**COBRA**

**COBRA—raised in a tough neighborhood! (Daytona, Riverside, Atlanta)**

Here's the nearest thing to a NASCAR stocker you can bolt a license plate onto. It's got a body frame structure and chassis designed to win time after time under brutal pounding in the bullrings of North Carolina, to outhandle the competition in the tortuous bends of the Riverside 500, and burn the Daytona backstretch at 190. You've never seen so much performance per dollar before. The formula is simple—we put the money in the muscle . . . like a standard 4V 428 CID V-8. It's rated at 335 horsepower . . . conservatively. And there's a chassis to match the engine. All-synchronized 4-speed floor shift, competition suspension with staggered rear shocks, 6-inch rims, belted wide-tread white sidewall F70-14s, exposed hood lock pins and faired side mirrors . . . a complete package, ready to go at only \$3164—2-Door SportsRoof (2-door notchback—\$25.00 additional).\* 1969 Cobra Hardtop with 428 CID 4V Cobra Jet Ram-Air V-8 and F70 x 14 wide-oval belted tires (as illustrated)—\$3335.49.\*

**Torino GT—puts a lot of class in the quarter mile.**

The new 1969 Torino GT SportsRoof, Hardtop and Convertible are designed to cut the big time mustard. Just like the specially modified Torinos that racked up all those points to win the 1968 NASCAR Manufacturer's Championship. The difference is, we've cooled them down for street use and added enough style and comfort to make them America's plushiest performance cars. The standard equipment list starts with Ford's strong, lightweight 302 cube 2V V-8, adds GT handling suspension, air scoop, styled steel wheels, belted wide-oval white sidewall tires, plus stripes and special identification. All these standard goodies come in at \$2823—2-Door SportsRoof (2-Door Hardtop—\$25.00 additional; 2-Door Convertible—\$250 additional).\*



1969 Mustang Mach I with 428 CID 4V Cobra Jet Ram-Air V-8

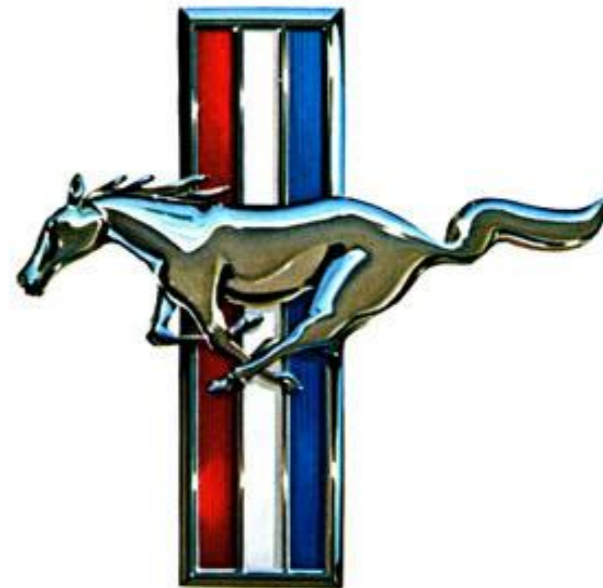


Ford's Exclusive "Shaker" scoop actually protrudes through the hood—rams air directly into the carburetor under full throttle.



**Mach I Specifications—Standard engine:** 351 CID 2V V-8. Bore and stroke, 4.00 x 3.50 in. 9.5:1 compression, regular fuel, 250 hp at 4600 rpm. Torque 355 lbs-ft at 2600 rpm. **Optional engines:** 351 CID 4V V-8, compression 10.7:1, premium fuel, 290 hp at 4800 rpm. Torque 385 lb. at 3200 rpm. 390 CID 4V V-8 (see page P6), 428 CID 4V V-8 (see page P2). All 4V engines have dual exhausts. **Transmissions:** Std. 3-speed fully synchronized floor shift, ratios 2.42:1, 1.61:1, 1.00:1. Optional 4-speed floor shift, ratios 2.78:1, 1.93:1, 1.36:1, 1.00:1. SelectShift, ratios 2.46:1, 1.46:1, 1.00:1. **Brakes:** 10.0 in. drums, lining area 173.3 sq. in. **Wheelbase:** 108.0". Overall length 187.4". Weight 3244 lb. **Wheels:** Styled steel, 14 x 6 with wide-oval belted white sidewall tires. Optional FR70 radial ply. **Suspension:** GT handling with 351 & 390 CID V-8's, competition HD with 428 CID V-8. **Mustang GT Specifications—Standard engine:** 351 2V V-8 (see Mach I specifications). **Optional engines:** 351 4V V-8, 290 hp, 390 CID 4V V-8, 320 hp (see page P6), 428 CID 4V V-8, 335 hp (see page P2), 428 CID Cobra Jet Ram-Air 4V V-8, 335 hp with through-the-hood functional air scoop (see page P2). All 4V engines have dual exhausts. **Transmissions:** Standard 3-speed fully synchronized floor shift. Ratios 2.42:1, 1.61:1,

1.00:1. Optional 4-speed floor shift, ratios 2.78:1, 1.93:1, 1.36:1, 1.00:1. SelectShift, ratio 2.46:1, 1.46:1, 1.00:1. **Brakes:** 10.0 in. drums, lining area 173.3 sq. in. **Wheelbase:** 108.0". Overall length 187.4". **Weights:** Hardtop—3210 lb., SportsRoof—3244 lb., Convertible—3330 lb. **Wheels:** Styled steel, 14 x 6 with wide-tread belted tires. Optional FR70 radial ply. **Suspension:** GT handling with 351 & 390 CID V-8's, competition HD with 428 CID V-8; **Mach I and Mustang GT Options:** Extra charge over 351 CID V-8: 351 CID 4V V-8 (290 hp)—\$25.91; 390 CID 4V V-8 (320 hp)—\$99.74; 428 CID 4V V-8 (335 hp)—\$224.12 (390 and 428 CID require Cruise-O-Matic or 4-speed manual transmission at extra cost); 428 CID 4V Cobra Jet Ram-Air V-8 (335 hp)—\$357.46 (requires Cruise-O-Matic or close ratio 4-speed manual transmission and F70x14 wide-oval belted tires at extra cost) • SelectShift Cruise-O-Matic—351 2V or 4V V-8—\$200.85 • 390 4V, 428 4V or 428 Cobra Jet V-8—\$222.08 • Four-Speed Manual—351 2V or 4V V-8—\$204.64—390, 428 and 428 CID Cobra Jet V-8's (includes tach & trip odometer)—\$253.92 • Power Steering—\$94.95 • Traction-Lok Differential—\$63.51 • Power Front Disc Brakes—\$64.77 • F70x14 Wide-Oval Belted Black Sidewall Tires with raised white letters—\$27.27.\*



### Mustang Mach I—Holder of 295 land speed records.

This is the one that Mickey Thompson started with. From its wide-tread, belted radials to its wind tunnel designed SportsRoof, the word is go. There's just one body—the same wind-splitting sheetmetal as the specially modified Mach I that screamed around Bonneville, clocking over 155, hour after hour, to break some 295 USAC speed and endurance records. Underneath that sleek, new shape is more Mustang than ever before. Standard are a new lightweight, free-breathing 2V 351 CID V-8, rated at 250 hp; competition handling suspension, hood scoop, exposed lock pins and matte black hood, chrome styled steel wheels, and white sidewall belted tires. In the high back, bucket seat you sit behind a three-spoke sports steering wheel with integral horn rim switch, and look in dual, color-keyed racing mirrors. Check the complete instrument cluster mounted in the simulated teakwood-grained panel. Shift the fully synchronized manual transmission from the center console. Then and only then, you'll begin to realize what kind of great machine you got for \$3122. 1969 Mustang Mach I with 428 CID 4V Cobra Jet Ram-Air V-8, F70 x 14 wide-oval belted tires and 4-speed manual transmission, tach and trip odometer (as illustrated)—\$3746.43.\*

### Mustang GT—Stack extra performance on the Mustang you fancy.

Mustang's all-new GT's come in three sporty shapes—hardtop, convertible and SportsRoof. And all of them have a big slice of the all-out performance that has made our specially prepared Mustangs the big Trans Am gun over many a rough road course. The GT Equipment Group includes styled steel wheels, wide-tread belted white sidewall tires, hood scoop and locking pins, special handling package, racing stripes, and more. Performance comes on strong with the new, lightweight 351 CID 2V 250-hp V-8. And price comes on cool at only \$2928.05 Hardtop or SportsRoof GT. (Convertible GT—\$214 additional).\*



1969 Mustang GT Hardtop

# FORD



1969 Ford XL GT SportsRoof



**Ford XL GT Specifications—Required engine:** 390 CID 2V V-8, bore and stroke 4.05 x 3.78 in., compression ratio 9.5:1, regular fuel, 265 horsepower at 4400 rpm, 390 lbs-ft torque at 2600 rpm. Single exhaust. **Optional engines:** 429 CID 2V Thunder Jet V-8. Bore and stroke 4.36 x 3.59 in. 10.5:1 compression ratio, premium fuel. 320 hp at 4400 rpm. Torque 460 lbs-ft at 2200 rpm. Single exhaust. 429 CID Thunder Jet V-8, 4V carburetor. Bore and stroke 4.36 x 3.59 in. 10.5:1 compression ratio, premium fuel. 360 hp at 4600 rpm. Torque 480 lbs-ft at 2800 rpm. Dual exhausts. **Transmission:** 3-speed manual fully synchronized, ratios 2.42:1, 1.61:1, 1.00:1. Optional SelectShift Cruise-O-Matic, ratios 2.46:1, 1.46:1, 1.00:1. "U" handle selector on optional center con-

sole with SelectShift. Rear axle ratio 3.25:1. **Brakes:** Power front disc, swept area 217.3 sq. in. **Wheelbase:** 121", overall length 216". **Weights:** SportsRoof—4135 lb., Convertible—4285 lb. **Suspension:** Maximum handling package. **XL GT options:** Extra charge over 390 CID V-8: 429 CID 2V Thunder Jet V-8 (320 hp) (requires Cruise-O-Matic transmission at extra cost) — \$163.24; 429 CID 4V Thunder Jet V-8 (360 hp) (requires Cruise-O-Matic or 4-speed manual transmission at extra cost)—\$237.07 • SelectShift Cruise-O-Matic with 390 2V V-8 — \$200.85; with 429 2V or 4V V-8 — \$220.08 • 4-Speed Manual Transmission—\$194.31 • Power Steering — \$100.26 • Limited-Slip Differential—\$41.60 • Bucket Seats and Console—\$168.62.\*

**IMPORTANT NOTICE—All prices shown are manufacturer's suggested retail prices, F.O.B. Detroit. Optional equipment prices are based on factory installation. Transportation charges, gasoline, license and title fees, and state and local taxes are not included. At the time of printing this guide (10/14/68), prices, product information, and specifications were in effect and correct. Ford Division of Ford Motor Company reserves the right to change prices, product specifications and designs at any time, without notice and without incurring obligation.**

Products used in Racing Competition are specifically excluded from any Warranty or Guarantee, expressed or implied. Products utilized for Racing Competition shall be deemed "subjected to abnormal use" and do not qualify for Warranty protection.

See your Ford Dealer for a complete list of options and prices.

## Ford XL GT— the Michigan Strong Boy.

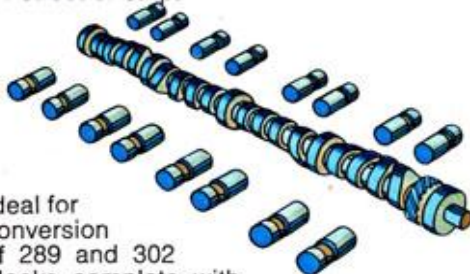
It's the big one. Sleek, solid, and silent—until you crack the throttle on 360 horses in that new 4V Thunder Jet 429 CID V-8. With 480 pounds of torque this optional muscle machine could move a mountain . . . what it does for these sport luxury XL GT's is completely up to your imagination. (If your performance requirements are a shade less than all-out, order your XL GT with the 2V 390 CID V-8 of 265 hp, or the 2V 429 CID V-8 of 320 hp.) With any of these three great engines you get the glued-to-the-ground roadability of Ford's low, wide-tread all-coil spring chassis. And every XL GT, whether SportsRoof or Convertible, carries power front discs, heavy-duty shocks, mag-type wheel covers, extra heavy-duty coil springs front and rear, high-rate front stabilizer bar, H70-15 belted wide-tread white stripe boots, GT stripe and ornamentation. Only Ford could give you this much moving luxury for **\$3474.43** — 2-Door SportsRoof. (XL GT Convertible—\$228 additional.)\*

# Every Ford can be a winner with Ford performance parts



If you've already got a Ford, Torino, Fairlane, Cobra, Mustang, or Falcon, and you want to add to its muscle and maneuverability, come to the Performance Corner at your Ford Dealer's. Don't worry about fit or fitness, this is the same parts bin that Dan Gurney, A. J. Foyt, and Dave Pearson use. We don't have nearly enough space to show you all the high performance parts Ford makes, but here are a few of the most wanted items. If you don't see what you need, look in the Parts Catalog at your Ford Dealer's. He'll be glad to help you select the right pieces for your engine.

**Cam and Lifter Kit.** A relatively mild grind for street or strip.

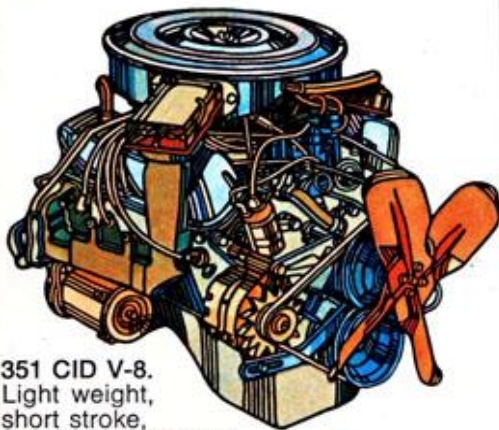


Ideal for conversion of 289 and 302 blocks complete with hydraulic lifters. C8DZ-6A257-A.

**Distributor Kit.** Dual point centrifugal advance unit giving high efficiency at high rpm operation. Fits 260, 289, 302. C4DZ-12050-A.

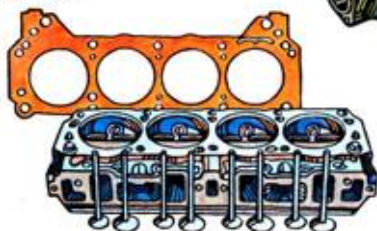
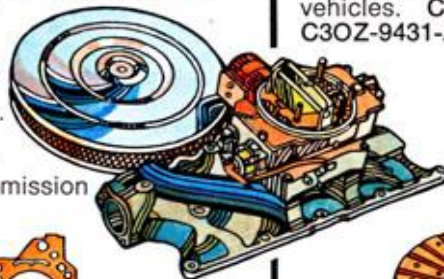
**Connecting Rod.** This is the forged, spot-faced rod used in the 289 high performance engine. Recommended for high rpm operation on 260 and 289 engines. C3OZ-6200-C.

**Exhaust Manifold.** Header type, high efficiency cast iron manifolds effectively relieve back pressure in high performance applications. Fit most Fairlane and Mustang 260 and 289 equipped vehicles. C5ZZ-9430-B (right hand), C3OZ-9431-A (left hand).

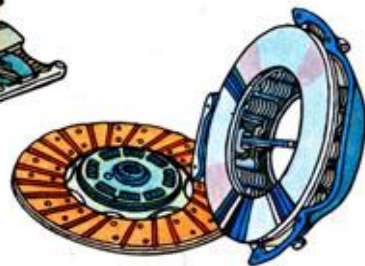


**351 CID V-8.** Light weight, short stroke, precision cast. Bore and stroke—4.00" x 3.50". 250 hp at 4600 rpm and 355 torque at 2600 with 2V carb and 9.5:1 compression. 290 hp at 4800 rpm, and 385 torque at 3200 with 4V carb and 10.7:1 compression. See your Ford Dealer for the proper parts number to fit your model and transmission.

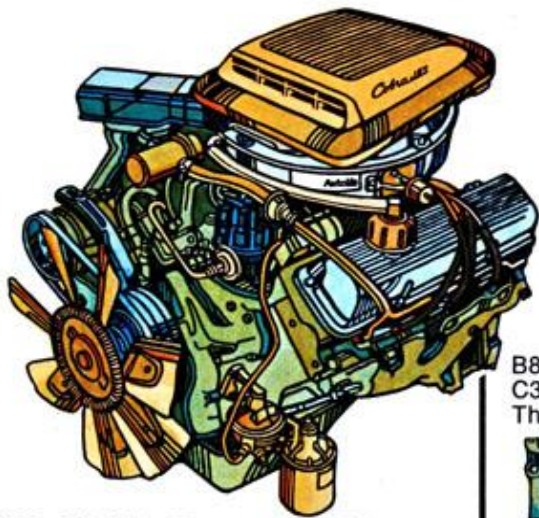
**Induction Kit 4V.** Includes 4V carburetor and intake manifold. Fits all 260, 289, 302 CID V-8's. Carburetor, low restriction air cleaner. C6AZ-6B068-A or C8DZ-6B068-A for 1968 models with emission control.



**289 CID High Performance Cylinder Head & Gasket.** This head utilizes screw-in valve studs and includes eight heavy-duty springs with damper, eight valve spring retainers and seals. C7OZ-6049-E.



**Clutch Kit.** Especially engineered for high performance engines. Consists of clutch disc with heavy-duty facing, and pressure plate with heavy-duty springs. Will fit 1963 through 1968 Fairlane, Falcon, Mustang with 3- or 4-speed or overdrive transmissions. C8DZ-7A537-A.



**428 CID V-8.** The standard Cobra engine. Bore and stroke 4.13 x 3.98, 428 cu. in. 10.6:1 compression, premium fuel. 4V carburetor. 335 hp at 5200 rpm. Torque 440 lbs-ft at 3400. Ram-Air feature optional. This is the hauler that took the 1968 Winternationals at Pomona, winning both SS/E and Super Stock Eliminator Classes. It is the most powerful engine available from Ford for 1969.



**Cylinder Head w/Gasket.** The Cobra Jet head is recommended for everything short of all-out competition on strip or track. C8OZ-6049-F.

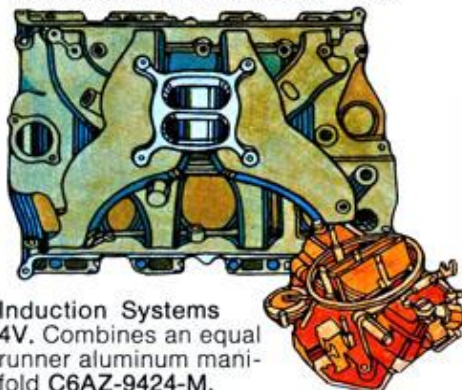
**Chromed-Stemmed Valves.** Intake (2.09 in.) C3AZ-6507-AJ, exhaust (1.65 in.) C3AZ-6505-E.

**Select Fit Pistons:** (.003 in.) Standard Cobra C8OZ-6108-G (red—high side), C8OZ-6108-H (blue—low side).



**Camshaft—High performance street and strip mechanical lifter.** Fits 352 CID V-8 (1958-60); 390 CID V-8, 406 CID V-8 and 428 CID V-8. C2AZ-6250-A. Requires following additional parts: Mechanical Tappets C4AZ-6500-B. Push Rods B8AZ-6565-C. Adjustable Rocker Arm

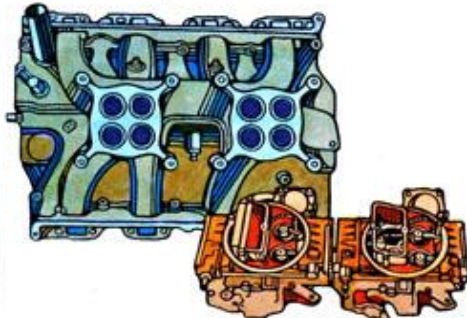
**B8A-6564-B. Rocker Arm Shaft**  
**C3AZ-6563-A. 2 required per engine.**  
These items fit all 390 CID V-8's.



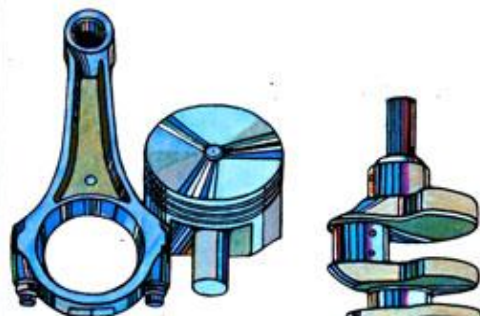
#### Induction Systems

**4V.** Combines an equal runner aluminum manifold C6AZ-9424-M, with a center pivot float 4V carburetor C8OZ-9510-AA. This manifold fits all late 390, 406, and 428 heads and 427 heads except low rise, high rise and tunnel port. Off-set carburetor location gives equal runner length for tuned induction, better high speed flow, plus good low end torque. Carburetor is rated at 735 cu. ft. per min., has air flow controlled secondary barrels.

**Induction System 8V.** Combines a medium riser manifold C5AZ-9424-G, with 2 4V carburetors C6AZ-9510-AH. Manifold is an aluminum, dual plane type with large, rectangular runners. Low end torque remains strong while high flow capacity gives good breathing at high rpm. A variety of jet sizes is available to allow for fine tuning for different altitudes and track requirements.

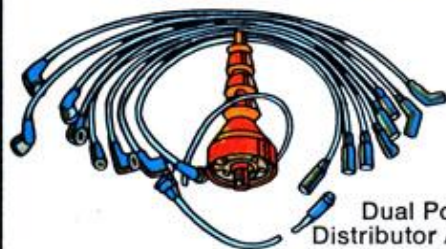


**Piston with Pin, Rod.** Flat-top high compression piston C2AZ-6108-B, raises compression on 406 blocks to 11.5:1 with the standard head. Cobra Jet Rod C6AZ-6200-C provides good low end strength for most high output engine applications.



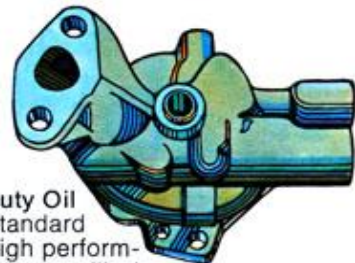
#### Crankshaft.

For those desiring added beef for drag, track or street use, Ford offers an improved cast iron crankshaft. This unit is cast of high nodular iron to achieve significantly greater low end strength. Crank fits 390 and 428 CID blocks. C8AZ-6303-B.



#### Dual Point Distributor Assembly.

Two sets of points increase the effective cam dwell from 27° to 34°, giving high efficiency at high rpm. Points have high pressure springs which help prevent bounce. C5AZ-12127-E. Used with steel core Wire Set C5AZ-12259-C.



#### Heavy-Duty Oil Pump.

Standard on 427 high performance engines, will also fit all 390, 406 and 428 blocks. Pumps 22 gallons per minute at 70-80 psi at 4000 rpm. C3AZ-6600-B.

**Speed belongs on the track or the strip, not on the street. Your Ford Dealer urges you to drive safely.**

FORD



It's the going thing!