

*The
Total Performance
1965 FORDS*





*6 Series, 17 Models, These are
The Total Performance '65 Fords:
Solid, Silent, Elegant*



Left: the Country Squire and Galaxie 500/XL Convertible



Symbol of total newness...
Ford's unique reversible key

As remarkable as their looks is the hush in which '65 Fords move. In them is a new body-to-frame relationship that virtually seals off the passenger compartment from road shock and vibration. A new insulating sound package provides luxurious quietness. New suspension with big coil springs at all four wheels further softens Ford's already silken ride and helps take the sag and sway out of curves.

New 15-inch wheels with low-profile tires run cooler, quieter, improve handling. A brand-new Ford 240-cu. in. Big Six engine—the biggest Six for '65—has V-8 quickness and quietness, and a bonus—with *more* power than its predecessor, it can give up to 8% better fuel economy!

The '65 Fords are the most-changed cars you've seen in a decade. A new, wider 62-inch front and rear tread for solid stability in curves. Easier manual steering... new integral power steering* takes less wheel turning, is faster, more precise. A battery-saving alternator. A bigger trunk that carries four 2-suiters standing up—plus your other luggage—and is easier loading over a sill lowered by five inches. The transmission hump is 13% smaller; the instrument panel is moved forward five full inches for more knee room; the redesigned front seat gives rear seat passengers more foot room. A new suspended accelerator pedal *adjusts itself* to your foot. New Silent-Flo Ventilation (on 4-door hardtops) provides a constant stream of fresh air with *all windows closed*. These are just the cream of the many features which make new Fords the newest cars for 1965.

Designed for *total performance*, '65 Fords are also designed for total economy with famous Twice-a-Year Maintenance and Ford-pioneered service-saving features (see back cover). And their quality clearly makes these the best-built Fords yet!

These are the new Fords you must see, sit in and "try on" for size. Drive the '65 Ford of your choice at your first opportunity. In so many ways it is so *much more* car than you've ever seen before at the Ford price. Step into the elegant world at your Ford Dealer's *now!*

*Optional

FORD GALAXIE 500 LTD □ FORD GALAXIE 500/XL
FORD GALAXIE 500 □ FORD CUSTOM 500 □ FORD CUSTOM
FORD WAGONS

*The Ford
Galaxie 500 LTD
4-Door Hardtop*



This is the elegant new Galaxie 500 LTD—an all-new kind of Ford with luxury totally new to Ford's field. Its luxury begins with little details (like Ford's unique new double-sided door-ignition and trunk keys) and includes the most significant new car advances of this or many other years.

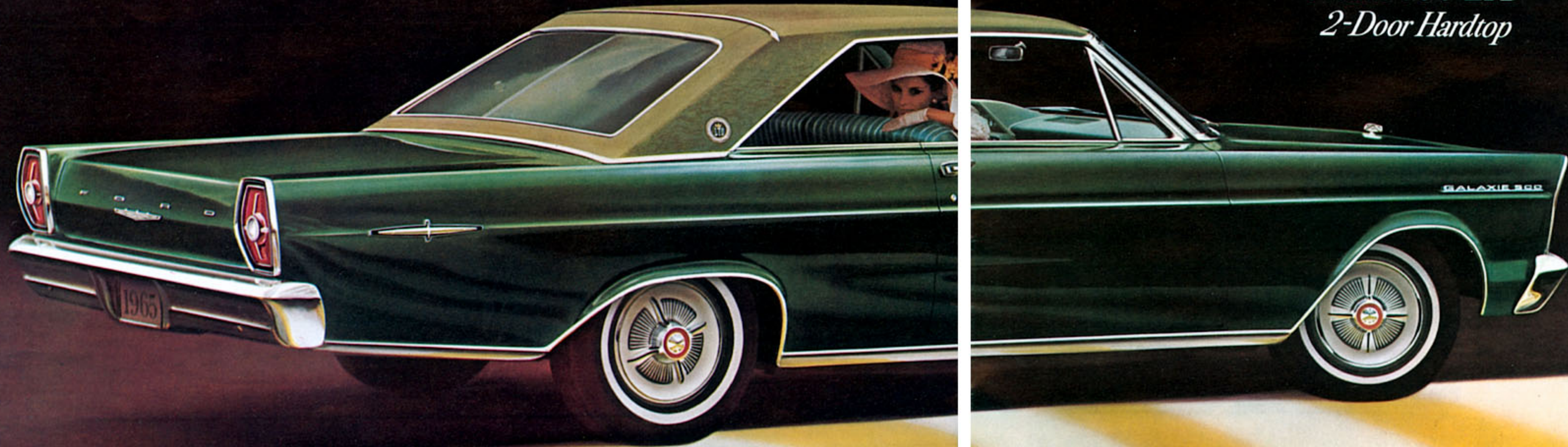
Silent-Flo Ventilation (4-door LTD) is one. Now you can travel with windows up against noise or weather and still enjoy the freshest air. With front air vents open, Silent-Flo sweeps in fresh air—sweeps out stale air, tobacco smoke. Inside air is changed several times each minute.

Levant grain vinyl-covered roof option (shown above) available in choice of five colors on LTD models.

Luxury car performance is standard with LTD. The ride is all new . . . all smoothness and unbelievably quiet. The LTD power team is all action . . . 200-hp Challenger V-8 teamed with ultra-smooth Cruise-O-Matic Drive. (There are three Thunderbird V-8 options of 250, 300 and 425 hp.)

And from the solid sound as doors close, to the custom-crafted look of trim and appointments, LTD's—all new Fords—speak quietly but eloquently of quality. This is without question the finest Ford ever built. To appreciate it fully, see your Ford Dealer for an LTD test drive.

*The Ford
Galaxie 500 LTD
2-Door Hardtop*



If you prefer a 2-door hardtop, this LTD has all you could ask. Inside (see LTD interiors page 10) is luxury you'd expect only in cars costing hundreds more.

The wide, deep, 3-passenger seats are richly foam-padded and upholstered in the finest fabrics (six choices). Under foot is luxurious, color-keyed, cut-pile carpeting exclusive to LTD's.

The instrument cluster is luxuriously hooded and padded. Door panels are elegantly pleated with inserts of simulated wood-grained paneling. The rear seat has a convenient center arm rest. And courtesy lighting serves you all around—when you open a door, or the trunk, when you open the glove box or even the front ash tray.

Things you want larger are larger—like the trunk. The new Ford trunk measures 19 cu. ft. of usable space, tall enough to take four 2-suiters with ease, plus your other luggage. Things you want smaller are smaller—like the front tunnel hump. It's been trimmed a full 13 percent.

Only one thing has been left for you to measure—your driving enjoyment in either the 2- or 4-Door LTD.

Backup lights, distinctive full wheel covers are among many LTD standard equipment items (listed page 11).

XL's are the ultimate in bucket-seat luxury. (New XL interior on page 11.) And for '65, the XL's go their best one better.

There is the unique comfort of "shell-contour" bucket seats, the form-fitting Ford design that means more restful driving for you . . . more individualized comfort for your front seat passenger.

Between the seats, the Command Console puts under your hand the selector lever for standard Cruise-O-Matic. (Standard engine: lively 200-hp Challenger V-8, options up to 425 hp!) The new suspended accelerator pedal adjusts itself to your foot. The new Ford ride carries you over the road in hushed, gliding motion.

The XL Convertible brings you, among many advances, a big rear window of clear, scratch-resistant glass. The XL Hardtop has the rakish lines of the most "convertible-looking" hardtop ever built. And throughout these cars, as in all the fine Fords for '65, is quality that you can see and feel. Long-lived Ford quality, which makes possible Ford's Twice-a-Year Maintenance features and the Ford "total car" warranty (back cover).

In the XL's: your choice of seven leather-like all-vinyl trims, plus an additional cloth-vinyl trim selection for the most "convertible-looking" hardtop of them all.

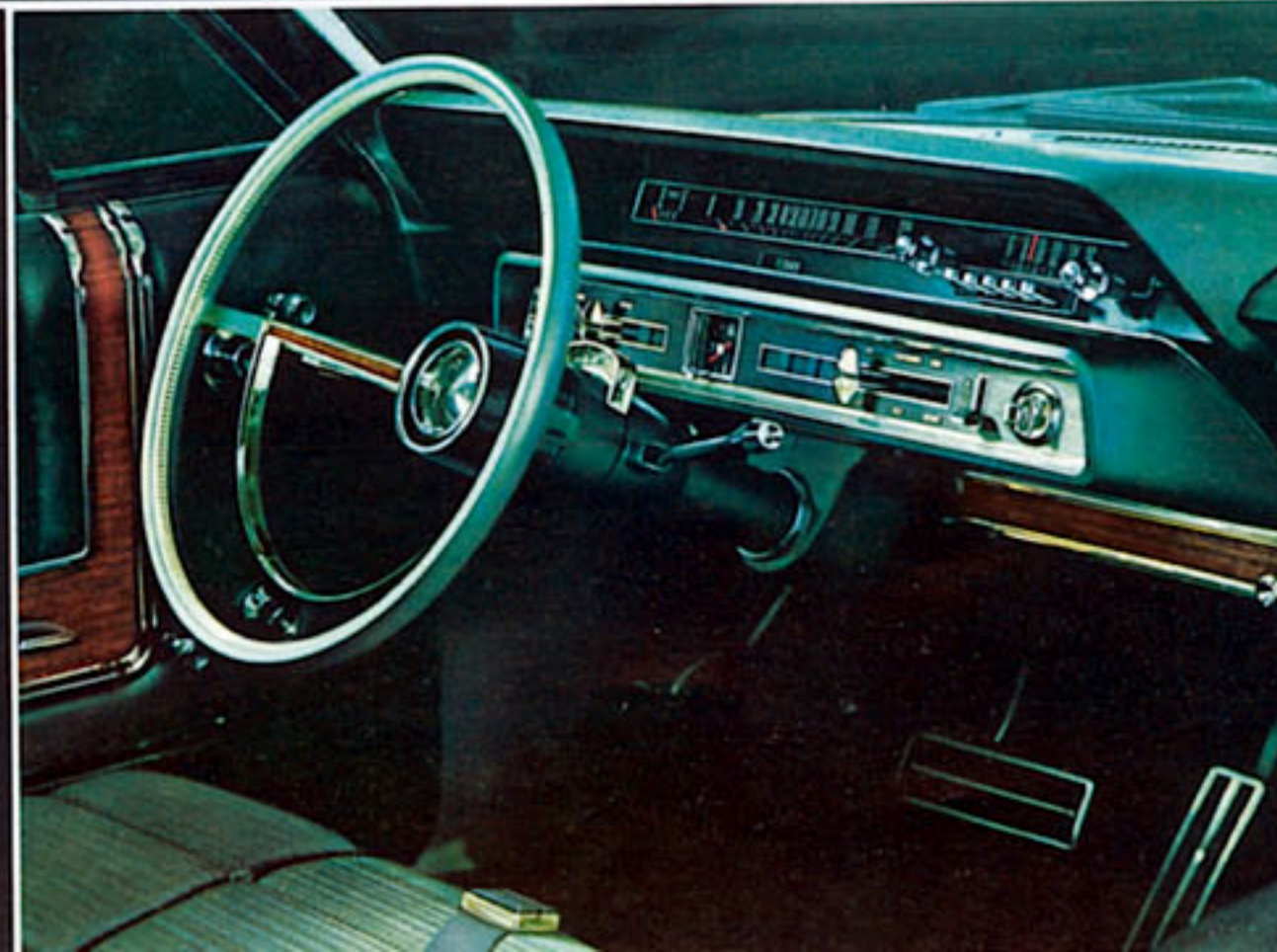


*The Ford
Galaxie 500/XL Convertible &
2-Door Hardtop*





LTD interiors (above) include the fine fabrics and tailoring of far more expensive cars. Luxury appointments include: rear seat center arm rest, safety-courtesy door lights, arm rests with integral lift-tab door handles, exclusive cut-pile carpeting. Instrument panel (right) is deeply hooded and padded, groups instruments in top sector, right-hand ignition, other controls below. Panel is moved forward a full five inches for more knee and leg room. In 4-Door LTD's (left), decorative courtesy light fixtures conceal dual rear seat speakers (with radio option). Silent-Flo Ventilation—standard in 4-door hardtops—draws in stream of fresh air forces out stale air, cigarette smoke, with windows closed.



Standard Equipment

Galaxie 500 LTD's

200-hp Challenger V-8 □ Cruise-O-Matic Drive □ Choice of 15 Diamond Lustre Enamel Colors; 6 New "Limousine-Luxury" Cloth-Vinyl Interiors □ Color-Keyed Headlining □ Unique Cut-Pile Color-Keyed Carpeting □ Rear Seat Center Arm Rest □ Silent-Flo Ventilation System (4-door) □ Bright Seat Side Shields □ Bright Metal-Accented Pedals □ Curved Side Glass □ Padded Instrument Cluster □ Electric Clock □ Lighted Front Ash Tray (with lighter) □ Glove Box Light □ Underpanel and Rear Compartment Courtesy Lights □ Safety-Courtesy Door Lights □ Trunk Light □ Backup Lights □ Full Wheel Covers □ Ford's Twice-a-Year Maintenance.

BASIC SPECIFICATIONS

Galaxie 500 LTD's

Length 210" □ Width 77.4" □ Wheelbase 119" □ Tread (front & rear) 62" □ Curb Weight (approx.)—4-Door Hdtp. 3676 lb., 2-Door Hdtp. 3600 lb. □ Trunk Luggage Volume 19.1 cu. ft.

POPULAR OPTIONS

Galaxie 500 LTD's

Vinyl-Covered Roof in Black, White, Blue, Gold or Beige □ Swing-Away Wheel (only with power steering) □ Power Steering □ Power Brakes □ SelectAire Conditioner □ 6-Way Power Front Seat □ Power Windows □ AM or AM-FM Radio □ Rear Seat Radio Speaker (dual on 4-door) included with radio □ Safety-Convenience Control Panel □ Three Thunderbird V-8's (250, 300 and 425 hp). See also pages 22-23.

Galaxie 500/XL's

200-hp Challenger V-8 □ Cruise-O-Matic Drive (with T-handle selector) □ Command Console □ Choice of 14 Diamond Lustre Enamel Colors; 7 Pleated All-Vinyl Interiors, plus 1 Pleated Cloth-Vinyl Interior (hardtop) □ White Vinyl Headlining □ Loop-Pile Color-Keyed Carpeting □ Shell-Contour Front Bucket Seats—"Bucket-Styled" Rear Seat □ Console Courtesy Light □ Rear Pillar Courtesy Lights (hardtop) □ Plus all equipment after "Silent-Flo Ventilation" listed for LTD's at left. Convertible: 5-Ply Vinyl Top in Black, White, Blue or Tan □ Clear Glass Rear Window □ Padded "Stretch-Taut" Boot with Hidden Fasteners □ New Easy-Action Top Latches.

BASIC SPECIFICATIONS

Galaxie 500/XL's

Length 210" □ Width 77.4" □ Wheelbase 119" □ Tread (front & rear) 62" □ Curb Weight (approx.)—Hdtp. 3608 lb., Conv. 3763 lb. □ Trunk Luggage Vol.—Hdtp. 19.1 cu. ft., Conv. 18 cu. ft.

POPULAR OPTIONS

Galaxie 500/XL's

Reclining Passenger Seat with Movable Headrest (shown above) □ 4-Way Power Seat (driver's side) □ Automatic Speed Control □ SelectAire Conditioner □ AM or AM-FM Radio □ Rear Seat Radio Speaker □ Swing-Away Wheel* □ Power Steering □ Power Brakes □ Power Windows □ Three Thunderbird V-8's (250, 300 and 425 hp) □ 4-Spd. Man. Trans. See also pages 22-23. *In combination with power steering and column-control Cruise-O-Matic



Distinctive "shell-contour" bucket seats (above) set the XL's apart from all other cars. Form-fitted, deep-foam padded and individually adjusted, here is supreme comfort for driver and passenger. (Rear seat is full width, "bucket-styled" and foam-cushioned.) The Command Console with T-handle selector for Cruise-O-Matic (the super-smooth, 3-speed automatic that's standard), full carpeting, courtesy lighting, eight "sports-flair" interior trim selections all add to XL distinction. For spirit to match, select Thunderbird V-8 options up to 425 horsepower!

*The Ford
Galaxie 500 2-Door &
4-Door Hardtops*

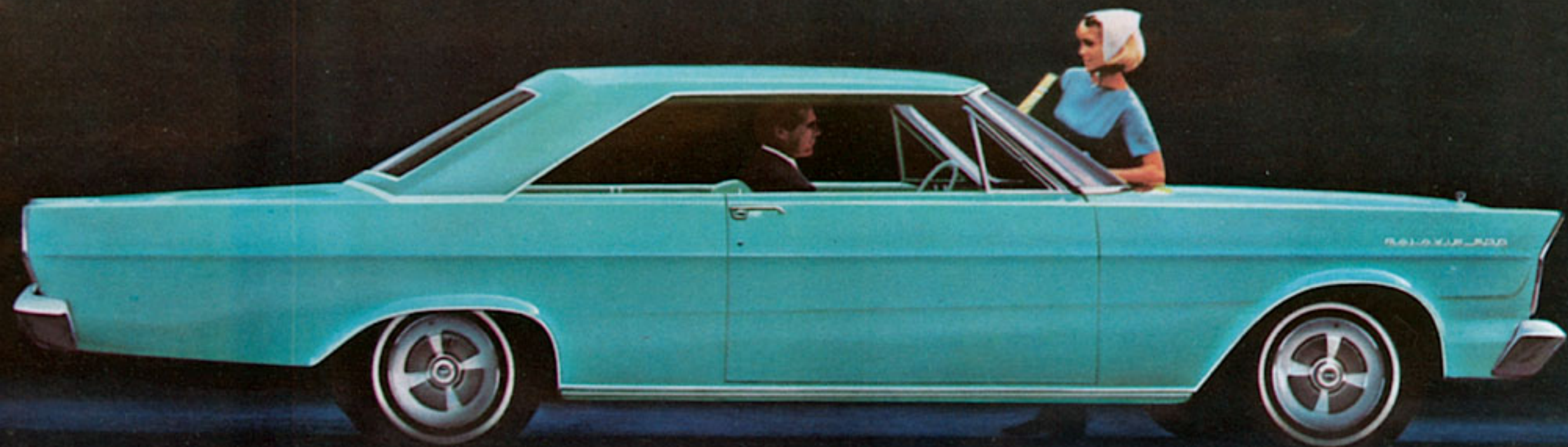


No hardtops combine the luxurious with the practical like these '65 Galaxie 500 2-Door and 4-Door Hardtops.

Luxuries like: a reversible door-ignition key and "keyless" locking of all doors; Silent-Flo Ventilation* which pulls in fresh air with windows closed; an accelerator pedal that *adjusts itself* to your foot. Beautiful luxuries like—curved

side glass, padded instrument cluster, full carpeting, courtesy lighting, your choice of five cloth-vinyl trims (or five leather-soft all-vinyl options, if you prefer).

Ford's all-new ride—cushioned by giant coil springs, hushed by the science of harmonics—is one luxury you can enjoy any time. Get the feel of it in a test drive. *4-door model



Galaxie 500 Hardtops: under the smart styling and luxurious details, solid quality and everyday practicality.

As for the practical, there's Ford's new Big Six engine . . . so smooth and strong (150 hp) you'll think it's a V-8. Teamed with it is Synchro-Smooth Drive, so quick and smooth you can downshift to low under way without gear-clash. These 500's have big, wide doors to help you in and out . . . full-width, comfort-height seats to help you shrug

off long-trip fatigue. The '65 Ford trunk now takes four 2-suiters standing upright plus your other luggage, and with the new low sill it's easier loading in the bargain. There's a longer-lived battery . . . an alternator to add to its life . . . new front inner wheelhousings to combat corrosion and so *many* more they make a list longer than that on page 18!

*The Ford
Galaxie 500 4-Door Sedan
& Convertible*



These '65 Galaxie 500's exemplify the solid, fine-car quality which is so much a part of all new Fords.

Typically, in the big, roomy 500 Sedan, you'll see new Ford quality in the deep brilliance of paint and chrome . . . finely tailored interior trim fabrics . . . snug-fitting windows and doors. You'll hear it as doors close easily and solidly on exclusive Ford Safety-Yoke latches. You'll

sense it in the quiet of Ford's plush new ride and quiet power, whether you choose the new Big Six or a V-8 option.

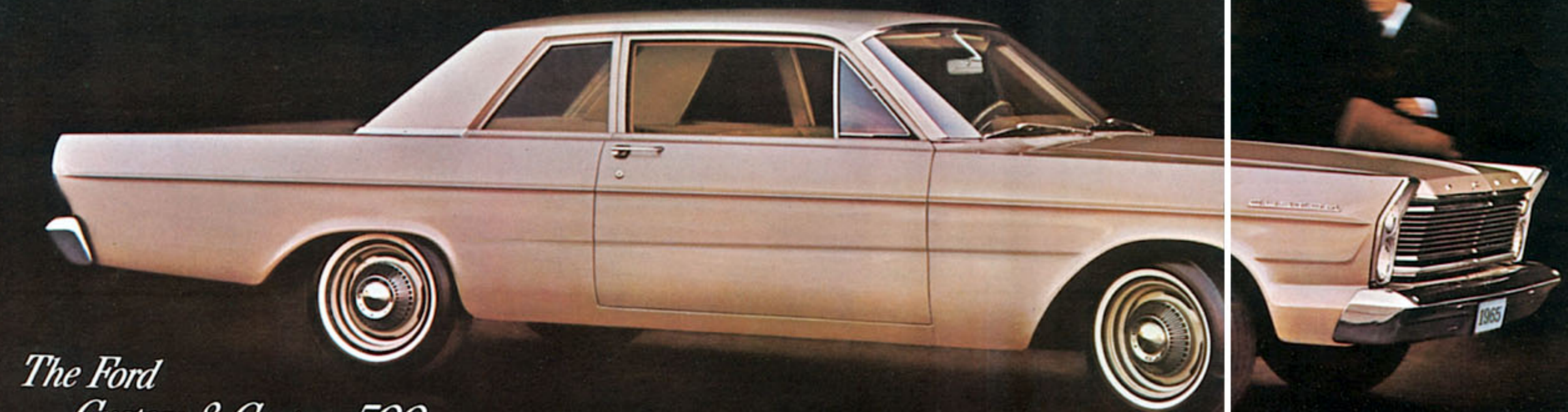
In the 500 Convertible (as in the XL) you'll appreciate quality that makes Ford convertibles finer. A clear *glass* rear window that won't scratch or discolor like plastic . . . that zips out and lays flat for straight-through ventilation. Side-mounted top latches, easy enough for the most petite



Scratch-resistant, clear glass rear window (above), a Ford convertible "first," is but one example of '65 Ford quality.

woman driver to operate. A "push-button" power top that stacks low and flat under a padded, taut, color-keyed boot.

In all new Fords you'll appreciate many miles from now the extra quality of famous Twice-a-Year Maintenance plus self-adjusting brakes, galvanized vital underbody parts, aluminized muffler and all the service-saving features pioneered by Ford (see back cover)!



*The Ford
Custom & Custom 500
Sedans*



Custom 2-Door and Custom 500 4-Door: their styling, ride, features and low Ford prices make them the value cars of '65! Test-drive one and see.

No one who looks first for value can afford to overlook the four models in Ford's new Custom and Custom 500 series. Add up all your new car dollar buys in these fine 2- and 4-door sedans.

The smoothness, quiet and control of the new Ford ride. Ford's new Big Six . . . *real* power (150 hp) with *real* economy. Synchro-Smooth Drive . . . *fully* synchronized 3-speed transmission to make shifting easier than ever.

Count Ford features: suspended accelerator pedal adjusts itself to your foot, curved side glass, padded instrument cluster, foam-padded seat cushions front and rear, color-keyed wall-to-wall carpeting, courtesy lighting, cigarette lighter, sun visors, arm rests and ash trays.

And add in these Ford features: 15-inch wheels, low-profile tires, larger 16-inch electric windshield wipers, a trunk that's bigger (19 cu. ft.) and easier to load over a low, low sill.

Count Ford savings: new longer-lived "Sta-Ful" battery, new battery-saving alternator, famous Twice-a-Year Maintenance and Ford service-savers like self-adjusting brakes, aluminized muffler, galvanized vital underbody parts and all the others (back cover).

And the low price tags of these four value-packed '65 Fords even *include* heater-defroster and front seat belts as *standard equipment!**

*See "Prices" on back cover



Folding rear seat (4-door sedan option) nearly doubles luggage capacity of new Ford. Provides 3 x 5-ft. flat, level space conveniently behind front seat. Ideal for families or businessmen who want extra-generous loadspace. (Also available in Galaxie 500 4-Door.)



Standard Equipment

Galaxie 500 Hardtops, Convertibles and Sedans

150-hp Big Six Synchro-Smooth Drive (fully synchronized 3-spd. man. trans.) Choice of 14 Diamond Lustre Enamel Colors; 6 Color-Keyed Cloth-Vinyl Interiors Silent-Flo Ventilation (4-door hardtop) White Vinyl Headlining Full Carpeting Full-Width, 3-Passenger Seats with Foam-Padded Cushions Padded Instrument Cluster Electric Clock Ash Trays and Arm Rests, Front and Rear Lighted Glove Box Lighted Front Ash Tray with Cigarette Lighter Courtesy Lighting: Dome Light (4-dr. hardtop, sedan), Rear Pillar Lights (2-dr. hardtop), Underpanel Light (2-dr. hardtop, convertible) Backup Lights Trunk Light Curved Side Glass Ford's Twice-a-Year Maintenance Features (back cover) *Convertible Equipment:* Choice of 6 All-Vinyl Interiors 5-Ply Vinyl Top in Black, White, Blue or Tan Clear Glass Rear Window Padded "Stretch-Taut" Boot with Hidden Fasteners Easy-Action Top Latches.

BASIC SPECIFICATIONS

Galaxie 500's

Length 210" Width 77.4" Wheelbase 119" Tread (front & rear) 62" Curb Weight (approx.)—4-dr. Hdtp. 3547 lb., 2-dr. Hdtp. 3471 lb., 4-dr. Sedan 3531 lb., Conv. 3626 lb. Trunk Luggage Vol.—Hdtps., Sedans 19.1 cu. ft., Conv. 18 cu. ft.

POPULAR OPTIONS

Galaxie 500's

Choice of Four V-8's (up to 425 hp) Cruise-O-Matic Drive 4-Speed Manual Transmission SelectAire Conditioner Power Steering Swing-Away Wheel (with power steering, Cruise-O-Matic) Power Brakes Power Windows 6-Way Power Seat Convertible Tonneau Cover. See also pages 22-23.

Galaxie 500 4-Door Sedan interior (left) illustrates the smart upholstery pattern of the six standard cloth-vinyl trim selections for 500 sedans and hardtops. (Six all-vinyl trims, standard in convertibles, are offered as options in the other 500 models.) For complete comfort, *all* Ford seats have foam-padded cushions. There's more stretch-out room up front with the swept-forward instrument panel and greatly reduced (by 13%!) transmission hump. *The '65 Ford Trunk* (left) is bigger—19.1 cu. ft. of *usable* space—and easier to load over a low, low sill. Four 2-suiters stand upright with room all around to spare. (And there's illumination for nighttime convenience.) *Gracefully curved side window glass* complements '65 Ford styling.





Standard Equipment

Custom and Custom 500 Sedans

150-hp Big Six □ Synchro-Smooth Drive (fully synchronized 3-spd. man. trans.) □ Choice of Diamond Lustre Enamel Colors: 14 (Custom 500), 13 (Custom) □ Choice of Cloth-Vinyl Interiors: 3 Trims (Custom), 4 Trims (Custom 500) □ Full-Width, 3-Passenger Seats with Foam-Padded Cushions □ White Vinyl Headlining □ Plus this basic equipment which all '65 Fords share: Full Carpeting □ Courtesy Lighting □ Padded Instrument Cluster □ Dual Sun Visors □ Heater-Defroster* □ Front Seat Belts* □ Ash Trays, Arm Rests □ Cigarette Lighter □ 2-Spoke Deep-Dish Steering Wheel with Chrome Horn Ring □ Curved Side Glass □ Crank-Adjusted Vent Windows □ Suspended Accelerator Pedal □ Electric Windshield Wipers (16-in. blades) □ Alternator □ "Sta-Ful" Battery □ Safety-Yoke Door Latches □ Reversible Keys □ "Keyless" Locking System (all doors) □ 15-Inch Low-Profile Tires □ Ford's Twice-a-Year Maintenance Features (back cover).

*See "Prices" on back cover

BASIC SPECIFICATIONS

Custom and Custom 500's

Length 210" □ Width 77.4" □ Wheelbase 119" □ Tread (front and rear) 62" □ Curb Weight (approx.)—4-dr. Sedans 3488 lb., 2-dr. Sedans 3408 lb. □ Trunk Luggage Volume 19.1 cu. ft.

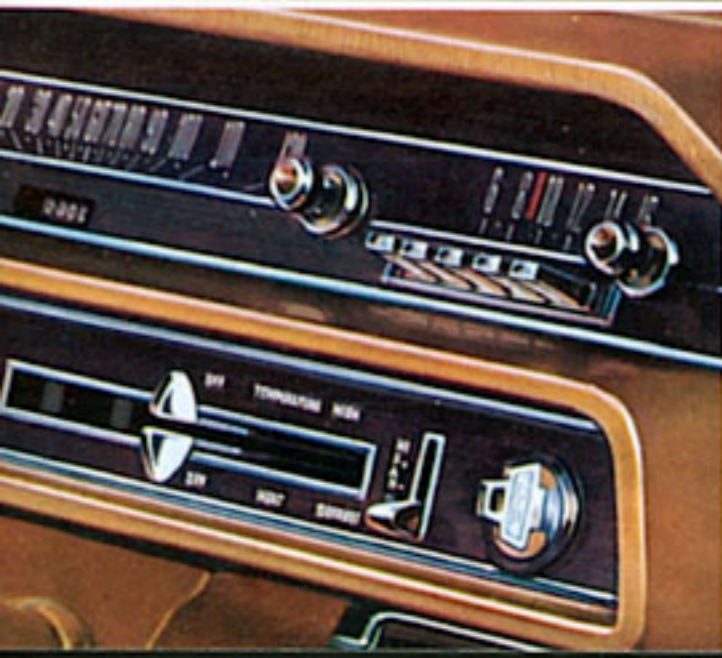
POPULAR OPTIONS

Custom and Custom 500's

AM or AM-FM Radio □ White Sidewall Tires □ Deluxe Wheel Covers □ Sideview Mirror □ Power Steering □ Power Brakes □ Ford Air Conditioner □ Backup Lights □ 6-Way Power Seat □ Swing-Away Wheel (with power steering, Cruise-O-Matic) □ Cruise-O-Matic Drive □ 4-Speed Manual Transmission □ Four V-8 Options. See also pages 22-23.

Custom 2-Door Sedan interior (left) indicates all the space, comfort, convenience and style that are yours in the lowest-priced '65 Ford. Carpeted floors, courtesy lighting, arm rests, sun visors, foam-cushioned seats—all are standard equipment. And the Custom's low Ford price even includes front seat belts and heater-defroster! The new Ford suspended accelerator pedal (left), standard in all models from Custom to LTD, adjusts itself to your foot. You drive more relaxed . . . nothing to catch heels or collect dirt. New Ford instrument panel places heater-defroster controls, right-hand ignition and optional radio in a convenient group at the driver's fingertips.*

*See "Prices" on back cover



5 All-New Ford Wagons



Above: Country Sedan—one of five new Ford wagons for '65.

The newest ideas in station wagons are right here—in the '65 Ford wagons. Different ideas, practical ideas . . . wonderful wagon ideas you've come to expect from Ford, America's station wagon specialist. Built-in air deflectors that help keep the rear window clean. In place of the third seat, a Ford exclusive: *dual facing rear seats*. Now two Ford wagons can each carry a family of 10! An all-new wagon ride so smooth, controlled and quiet it can only be compared to other '65 Fords. A brand-new model for '65—Ford Ranch Wagon—priced so low it puts a full size wagon within reach of nearly every new wagon buyer! So many new wagon ideas and features they fill a book: the "1965 Ford Wagons" catalog. Ask for a copy from your Ford Dealer.



Country Squire with dual facing rear seats—seating for a family of 10!



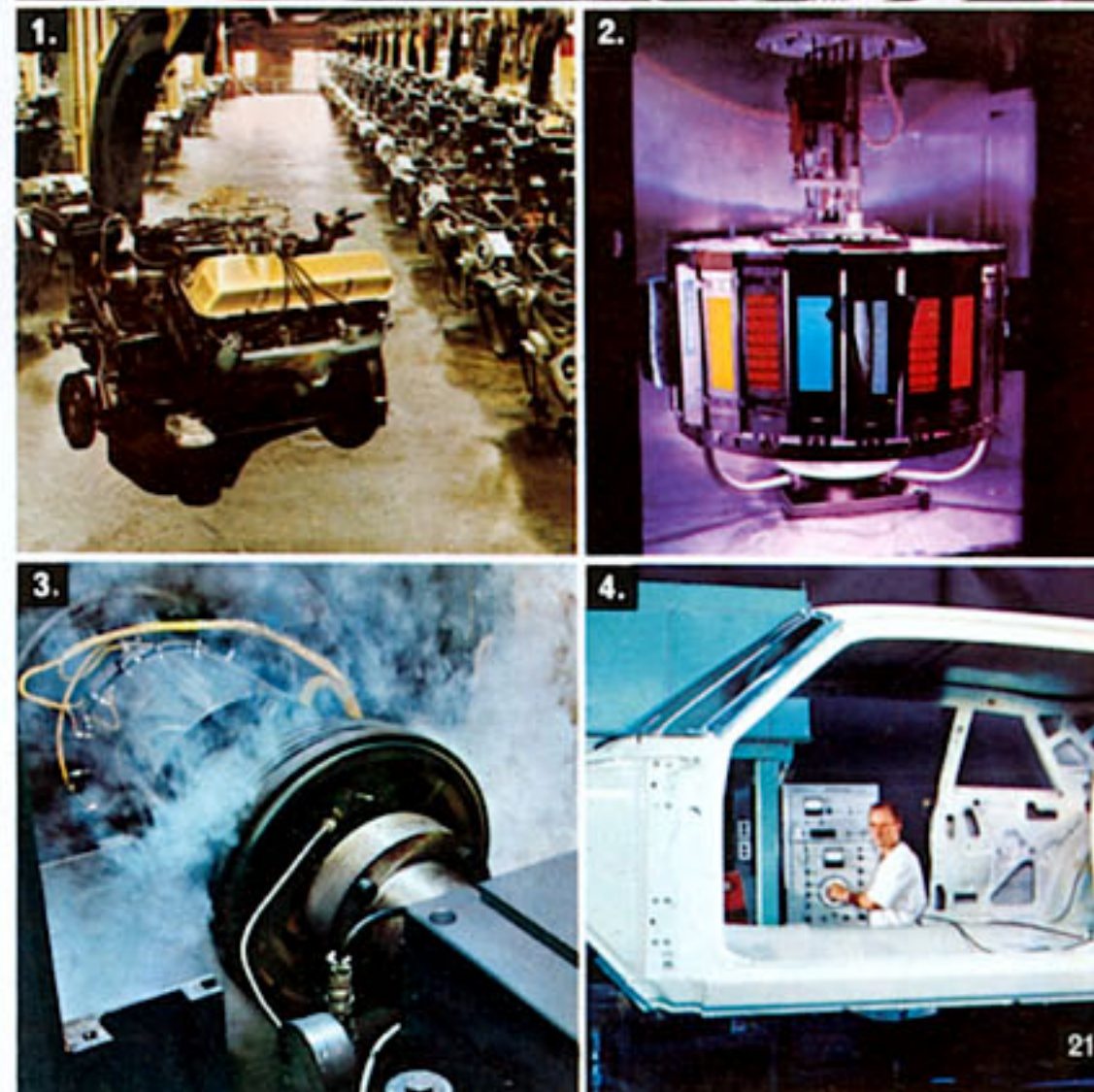
New low-priced Ford Ranch Wagon is the biggest value among full-size wagons.

THE BIGGEST SIX FOR '65!

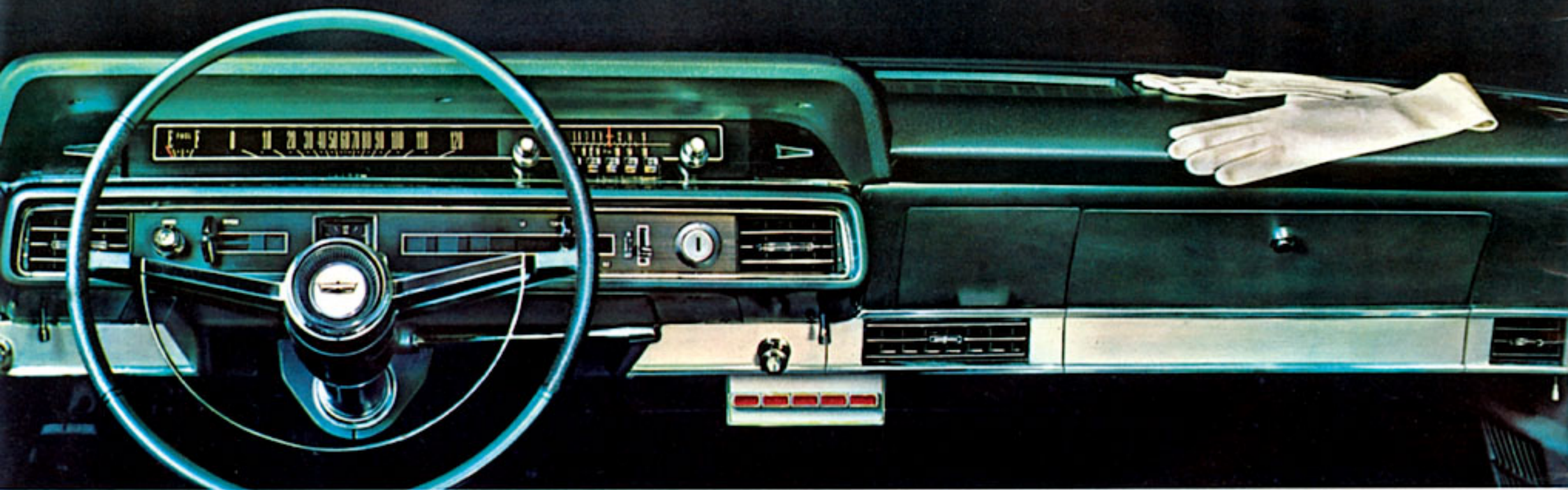
Ford's new 240-cu. in. Big Six is not only the biggest Ford Six ever, but the biggest in any '65 car! It packs a 150-hp punch with such V-8 smoothness you'll find yourself counting the spark plugs. A 7-main-bearing crankshaft adds to the smoothness; hydraulic valve lifters add quiet. Ford's pace-setting light-weight casting techniques save some 50 pounds of engine weight compared with the previous Ford Six. Thus more powerful, yet lighter and more efficient than its predecessor, the Big Six can give you up to 8% better gas economy!

QUALITY TESTS MAKE '65s BEST-BUILT FORDS YET!

Millions of miles on the test track . . . thousands of man-hours in the laboratory. All the skills and tools of this electronics era make Fords better cars before the first of a new model is ever built! This quality-testing and quality-proving goes on continuously while new Fords are *being* built . . . even after they're built. Four typical examples (right): (1) Following hundreds of close-tolerance inspections, Ford engines undergo rigorous proof tests before they get final OK. (2) Fadeometer speeds up nature; its "manufactured sunlight" in hours (instead of weeks) singles out most fade-resistant paints and fabrics (3) Brake lining test. Hundreds of "panic stops" rolled into one prove Ford brake linings before they go on cars. (4) Giant "shaker" tests new Ford body structure. Engineer studies gauges which register even the slightest vibration.



Options & Accessories



Illustrated above—**PADDED INSTRUMENT PANEL**: luxurious cushioning topped by color-keyed vinyl surrounds the standard padded instrument cluster. **PADDED SUN VISORS** (not shown) are white vinyl-trimmed in all models, except color-keyed in LTD's and convertibles. **SELECTAIRE CONDITIONER** is best answer yet to summer heat, humidity. New unit is built into instrument panel. Four easily adjustable outlets, 3-speed blower provide continuous cool air circulation through the car. **FORD AIR CONDITIONER** (not shown) moderately priced unit also available. **SAFETY-CONVENIENCE CONTROL PANEL** includes: (1) Switch and warning

light for automatic door locks; (2) "Door Ajar" warning light; (3) Seat belt reminder light; (4) "Low Fuel" warning light; (5) Safety flasher switch (parking and taillights) and indicator light.

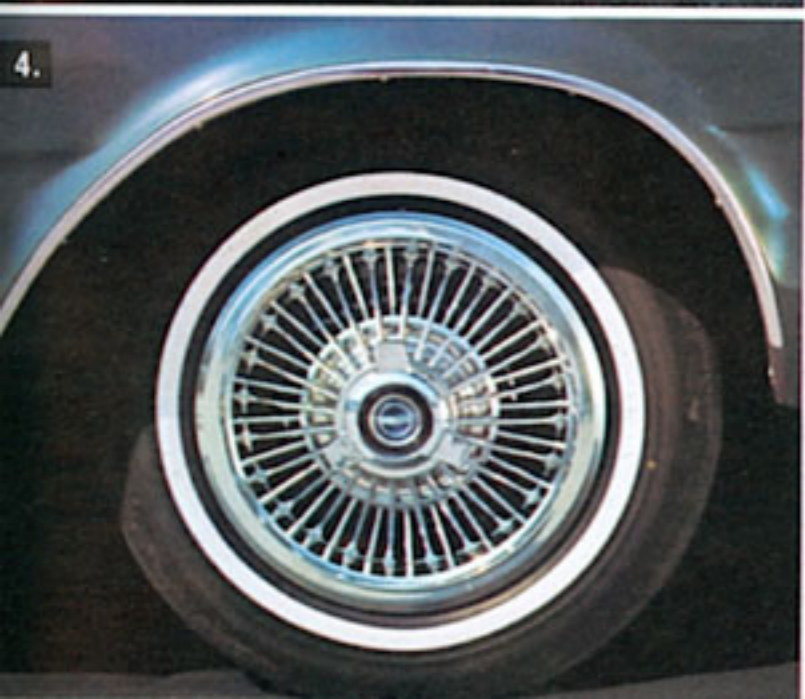
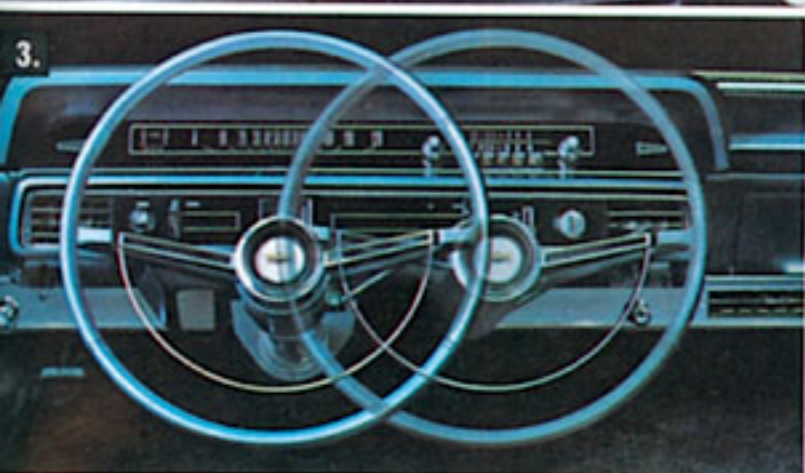
RADIOS (AM and AM-FM models). All-transistor, push-button tuning. Controls located in the instrument cluster for driver's convenience. Speaker mounted in top center of instrument panel. **REAR SEAT SPEAKER** (dual speakers in LTD 4-Door) provides volume control to please all passengers. **STUDIOSONIC SOUND SYSTEM** is a special dual-speaker system which adds "concert hall" effect for increased listening pleasure.

1. POWER STEERING. New integral-type unit, completely sealed and contained in engine compartment. Steering effort is reduced up to 85%; wheel turns (lock to lock) are reduced also. In addition, new unit requires less engine horsepower.

2. POWER WINDOWS. Control all four windows from the driver's seat as easily as pointing your finger. Individual passenger window controls. Driver's master control panel has fifth button to "lock out" these if desired.

3. SWING-AWAY STEERING WHEEL moves over out of the way to give you generous extra space whenever you enter or leave the driver's seat. A Ford convenience "first," Swing-Away Wheel has many imitators but no equal. Available on any Ford model equipped with power steering and Cruise-O-Matic Drive.

4. WHEEL COVERS. All the sporty look of the real thing at a small fraction of the cost. In addition to wire-style covers illustrated, also available are the deluxe wheel covers shown on Galaxie 500, Custom 500 and wagon models in the preceding pages of this catalog.



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5. POWER BRAKES cut braking effort in half. Precise full-stop control with low-pedal position for convenience. Next to power steering, Ford's most popular power option.

6. POWER FRONT SEATS. Quick, effortless adjustment to your favorite driving position. Two types: 4-way seat (XL's—driver's seat only) and new 6-way seat (all except XL's), which provides tilting adjustment as well as up, down, forward and back.

7. DELUXE SEAT BELTS. Automatic retractors roll up belts neatly, conveniently at seatside when not in use. Available in 7 colors keyed to interior trim; color-keyed vinyl-covered buckles to blend with upholstery fabrics.

8. AUTOMATIC SPEED CONTROL. † Ideal for turnpike cruising. Dial speed you desire (28-80 mph) and control does the rest. Engages when you reach preset speed; holds speed until you disengage with touch of brake.

†With V-8 and Cruise-O-Matic only

9. REMOTE-CONTROL OUTSIDE MIRROR. Precise adjustment from *inside* the car with toggle-type control. Greater convenience, safety for all-weather driving. (One of several mirror styles available.)

PLUS: Vinyl Roof Covering (LTD, XL hardtops) □ Reclining Passenger Seat with Adjustable Headrest (XL's) □ Folding Rear Seat (4-door sedans) □ Convertible Tonneau Cover □ Vinyl Trim (sedans and hardtops) □ White Sidewall Tires □ Tinted Glass □ Two-Tone Paint □ Courtesy Light Group* □ Windshield Washer and 2-Speed Electric Wipers □ Spotlight with Mirror □ Remote-Control Trunk Lid Release □ MagicAire Heater** □ Front Seat Belts** □ Electric Clock, Backup Lights, Rocker Panel Moldings (Custom and Custom 500) and many others.

**Includes lights for ash tray, glove box, trunk, parking "brake on" light, backup lights, front and rear door courtesy switches. Items also available separately.*

***Deletion—see "Prices" on back cover*

1965 Ford Specifications*

COLOR AND UPHOLSTERY SELECTIONS: Pick your favorite color from 15 brilliant Diamond Lustre Enamel single tones, or 19 two-tone combinations (single tones only on Convertibles and Country Squires). You have a total of 43 Ford upholstery choices of rich fabrics or handsome vinyls or combinations of the two. Counting standard trims and options, you have 24 choices in new Ford hardtops, 21 choices in Ford sedans, 13 in wagons and 13 in convertibles. (In some cases a trim is offered on more than one model.) Your Ford Dealer will be happy to show you actual samples of new Ford colors and upholstery.

FORD DESIGN: The Fords for 1965 are completely new from top to tires with an all-new body, frame, and full coil spring suspension to give an ultra-smooth ride with new handling ease and improved roadability. Feature highlights include: advanced frame design with strategically placed body mounts to "tune out" vibration and noise; protective wheelhousings under front fenders; crank-adjusted vent windows; Silent-Flo ventilation system (4-door hardtops); curved side glass; new reversible keys, right-hand ignition, and keyless door locking; suspended accelerator, clutch and brake pedals; step-on parking brake.

ENGINES: New 150-hp Ford Big Six (std. on all except 500/XL & LTD)—240 cu. in. displ.; 4.00" bore x 3.18" stroke; 9.2 to 1 comp. ratio; 7 main bearings; reg. fuel; auto. choke; self-adj. valves; oil cap'y, incl. filter, 5 qt.

200-hp Challenger V-8 (std. on 500/XL & LTD, opt. on other series)—269 cu. in. displ.; 4.00" bore x 2.87" stroke; 9.3 to 1 comp. ratio; reg. fuel; 2-barrel carb.; auto. choke; self-adj. valves; oil cap'y, incl. filter, 5 qt.

250-hp Thunderbird V-8 (opt.)—352 cu. in. displ.; 4.00" bore x 3.50" stroke; 9.3 to 1 comp. ratio; reg. fuel; 4-barrel carb.; auto. choke; self-adj. valves; dual exhaust; oil cap'y, incl. filter, 6 qt.

300-hp Thunderbird Special V-8 (opt.)—390 cu. in. displ.; 4.05" bore x 3.78" stroke; 10.1 to 1 comp. ratio; prem. fuel; 4-barrel carb.; auto. choke; self-adj. valves; dual exhaust; oil cap'y, incl. filter, 6 qt.

425-hp Thunderbird High Performance V-8 (opt.)—427 cu. in. displ.; 11.1 to 1 comp. ratio; dual 4-barrel carbs, available for all models except wagons. Included in equipment package with this engine: 42-amp. alternator; 70 amp-hr battery; heavy-duty brakes; 8.15 x 15 4 ply blackwall tubeless tires; streamlining glass headlamp covers; heavy-duty springs, shock absorbers and rear axle. Options: chrome engine dress-up kit; transistorized ignition system, "power pipes" (exhaust bypass). Your Ford Dealer has complete details.

ENGINE FEATURES: Ford engine economy and durability are results of modern, efficient design, high quality materials, and painstaking manufacture. Other contributing features are: 6000-mile (or 6-month) full-flow oil filter, 36,000-mile (or 3-year) fuel filter; dry-type air cleaner; year round 190° thermostat; 12-volt electrical system; 42-amp. alternator; 54-plate, 45 amp-hr battery (56-plate, 55 amp-hr with 250- and 300-hp V-8's with automatic transmission); weatherproof ignition with constant-resistance wiring and air-cooled breaker points; fully aluminized muffler (dual mufflers of aluminized and stainless steel).

CLUTCH AND MANUAL TRANSMISSION: Semi-centrifugal clutch with weighted levers for more positive engagement. Face diameter 10" with Big Six and Challenger V-8, 11" with Thunderbird V-8's. **Synchro-Smooth Drive Manual Transmission** (std. except 500/XL's, LTD's and 425-hp V-8)—provides smooth, fully synchronized shifting in all three forward speeds.

4-Speed Manual Transmission (avail. with 300- and 425-hp V-8's)—fully synchronized with console-mounted stick shift on 500/XL models; floor-mounted on others. **Overdrive** (avail. with Big Six, Challenger V-8 and Thunderbird Special V-8)—conventional 3-speed manual transmission plus automatic 4th gear which cuts in above 28 mph, cuts out below 21 mph (approx.). Downshift to direct by flooring accelerator.

CRUISE-O-MATIC DRIVE (std. on 500/XL's and LTD's with Challenger V-8, opt. on others except with 425-hp V-8)—Features lightweight construction with cast aluminum converter housing. Three forward ratios, one reverse. Two selective drive ranges provide a choice of starts: 3-speed range starting in low for all normal driving, or 2-speed range starting in intermediate for more surefooted driving on slippery surfaces. Effective engine braking in low range for better control on grades and hilly driving.

REAR AXLE: Semi-floating type with deep-offset hypoid gears. Straddle-mounted drive pinion with 3 roller bearings. Optional heavy-duty axle (std. with 300- and 425-hp V-8's) with higher capacity wheel bearings, larger diameter axle shafts. 425-hp V-8 axle has 4-pinion differential.

NEW DESIGN FRAME: More efficient, torque-box type frame with node-point body mount locations for high combined body-frame strength with superior noise and vibration suppression characteristics.

FRONT SUSPENSION: Wider 62" tread; new drag strut, ball-joint type suspension members with mounting feature that allows slight rearward movement of front wheels to reduce the effects of bumps and road faults. Ball joints packed with special 36,000-mile lubricant retained by full-life seals. Rubber-bushed stabilizer helps to control roll on turns. Tapered roller wheel bearings with 30,000-mile check interval (repack as required). Specially calibrated shock absorbers with all-weather fluid.

REAR SUSPENSION: Wider 62" tread. Three-link, coil spring system with long and short mounting-link arrangement to control dive and squat tendencies in braking and acceleration. Lateral track bar centers axle, resists body sway and roll in turns. All links and track bar rubber-bushed for smooth, quiet operation. Shock absorbers sea-leg mounted to resist body side movement, have all-weather fluid.

STEERING: Recirculating-ball type steering gear with antifriction bearings throughout, plus high numerical ratio for easier steering. Flexible coupling in shaft helps insulate steering column and wheel from road shock. Improved nylon bearings in tie rod and pitman arm pivots reduce steering effort; packed with special 36,000-mile lubricant retained by full-life seals. Overall steering ratio 30.9 to 1; with power steering 23 to 1. Turning diameter, approximately 41 ft. **New Integral Power Steering** locates hydraulic mechanism in engine compartment; has improved pump, longer-lived seals and more compact design.

BRAKES: Self-adjusting, self-energizing design. Brakes adjust automatically when applied while car is moving backwards. Easy-operating suspended pedal, dash-mounted master cylinder, 11-inch composite drums, grooved for better cooling. Total lining area 212 sq. in. Foot-operated parking brake. Optional power brakes have special low pedal position.

TIRES: New low-profile design, 4-ply rating black tubeless tires with Tyrex rayon cord. Safety-type rims. Basic size: 7.35 x 15. Optional: 7.75 x 15 and 8.15 x 15. Tire sizes are determined in part by engine choice and special equipment such as air conditioning. See your Ford Dealer for complete details.

DIMENSIONS AND CAPACITIES: Overall length 210"; width 77.4"; height 55.6" (sedans), 54.7" (hardtops), 54.8" (convertibles); wheelbase 119"; treads 62" (front/rear); fuel 20 gal.; oil 5 qt. (Six, Challenger V-8), 6 qt. (Thunderbird V-8's); cooling system (with heater) 16 qt. (Six and Challenger V-8), 21.5 qt. (other V-8's).

*For all models except wagons. Complete specifications and other special wagon information is included in the 1965 Ford Wagons Catalog. Ask your Ford Dealer for a copy.

| 13 FORD POWER TEAMS | | |
|----------------------------------|----------------|------------------|
| ENGINES | TRANSMISSIONS | |
| | 500/XL and LTD | All Other Models |
| Ford Big Six* | | A†, B, C |
| Challenger V-8** | B† | A†, B, C |
| Thunderbird V-8 | B† | A†, B |
| Thunderbird Special V-8 | B†, D | A†, B, C, D |
| Thunderbird High Performance V-8 | D | D |

Standard Equipment Key: *All models except XL's, LTD's; †Transmissions (as indicated); **XL's, LTD's; opt. all others.

A—Synchro-Smooth Drive (fully synchronized 3-speed manual)

B—Cruise-O-Matic Drive C—Overdrive D—4-speed manual

PRICES: Front seat belts, heater and defroster are included as standard equipment on all models. However, heater and/or seat belts may be deleted on car order if desired at an appropriate price reduction. All power assists, optional equipment and accessories as well as some items illustrated or referred to as options, optional or available are at extra cost. For the price of the model with the equipment you desire, consult your Ford Dealer.

TWICE-A-YEAR MAINTENANCE: '65 Fords are designed to go 6,000 miles (or 6 months) between oil changes and minor chassis lubrications; 36,000 miles (or 3 years, whichever comes first) between major chassis lubs. Other '65 Ford service-savers include: 36,000-mile (or 2-year) engine coolant-antifreeze, self-adjusting brakes, long-life Sta-Ful battery, sealed alternator, rust- and corrosion-resistant aluminized muffler and galvanized underbody parts. The '65 Ford needs so little service it's just good sense to see that it gets the best—at your Ford Dealer's. His factory-trained mechanics and special tools add up to a great service combination you can get nowhere else!

NEW CAR WARRANTY: Ford total-car quality makes this total-car warranty possible: Ford Motor Company warrants to owners as follows: That for 24 months or for 24,000 miles (3 months or 4,000 miles on Thunderbird High Performance V-8 engine and related power train components), whichever comes first, free replacement, including related labor, will be made by Ford Dealers of any part with a defect in workmanship or material. Tires are not covered by the warranty; appropriate adjustments will be made by tire companies. Owners will remain responsible for normal maintenance services, routine replacement of parts such as filters, spark plugs, ignition points, wiper blades, brake and clutch linings, and normal deterioration of soft trim and appearance items. The warranty referred to herein is applicable to products sold in the U.S.A. and in certain neighboring areas.

Comparative information in this catalog was obtained from authoritative sources, but is not guaranteed. The specifications contained herein were in effect at the time this catalog was approved for printing. Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change prices, specifications or designs without notice and without incurring obligation.

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