

MOVE OUT FRONT WITH
Mustang-bred
FALCON





Illustrated above: Falcon 500 Sedan

MOVE OUT FRONT WITH
Mustang-bred
FALCON

THE ONLY THING IT SHARES WITH OTHER CARS, IS THE ROAD

Whatever you've dreamed of in an automobile is delivered right here, in one long, low, wide, beautiful package. The new Mustang-bred Falcon . . . an entirely new breed of car. A car that's commandingly big, more exciting to drive, magnificently rugged, more luxurious and powerful than anything you have been offered before in this price range. The new Falcon is hard-muscled, fast-moving, sure-footed. It brings new advances to handling-ease, stability and riding smoothness with the longest wheelbase and widest track ever built into a car, anywhere, in this class.

One step inside puts you in the widest, roomiest, most luxurious interior. New power is yours with Falcon's new line-up of engines. You can choose from two famous "sixes" . . . the "Pursuit 170" and the "Super Pursuit 200", or if you prefer, the new ultra-high performing 200-horsepower "Mustang 289" V8. The new Falcon is also extremely rugged. Engineered throughout the whole design are the extra margins of strength required to handle the optional V8 power . . . and you get them with every Falcon. The brakes are a giant 10-inches in diameter. The suspension

system, transmission, clutch, and rear-axle are all extra-heavy-duty. Falcon's exclusive "Torque-Box" chassis construction is even stronger . . . now includes extra cross-members . . . and there's a new "deep-section backbone" running the length of the underbody. The boot holds 25% more luggage. There are new longer-lasting upholsteries for interiors, and a new "Super Diamond Lustre" outer finish. Discover all the excitement of this new Mustang-bred Falcon for yourself. Get behind the wheel. Turn the key. And take it from there. At your Ford Dealer's.

MOVE OUT FRONT WITH
Mustang-bred
FALCON

MOVE OUT FRONT WITH ROOM TO SPARE . . . LUXURY TO PLEASE!

Step inside the new Falcon 500 and you are surrounded by exciting new dimensions of s-p-a-c-e. A new world where there's more room, more luxury, more comfort, more features.

Door-openings are wider and deeper for easier entry and exit. The front seat is wider for more spacious comfort — and as it is moved forward, for a shorter person, it automatically moves higher to provide better vision. New seat-springing and deep foam-cushioning provide the utmost for relaxation, with firm support. There's more leg room in the front, more knee room in the back. More head room, hip room, shoulder room . . . front and rear. And all around is the most lavish use of sound-deadening materials ever used in a car at this price — thick insulation overhead, beneath, in front and at the rear of the passenger compartment. In fact, this is the roomiest — and quietest — passenger compartment of any car in Falcon's class.

The new instrument panel is completely padded right across, and features a new "swept-away" design — packed with eye appeal. A full range of instruments is neatly grouped within twin circular dials in a recessed panel in the dash — all are fully illuminated and individually marked for easy reading.

Within easy reach of the driver are the controls for Falcon's new dust-free "Select-Air" fresh-air ventilation system. Steering is light, easy, yet more precise with Falcon's new high-efficiency needle roller bearing design.

Elegant appointments and convenience items are all around.

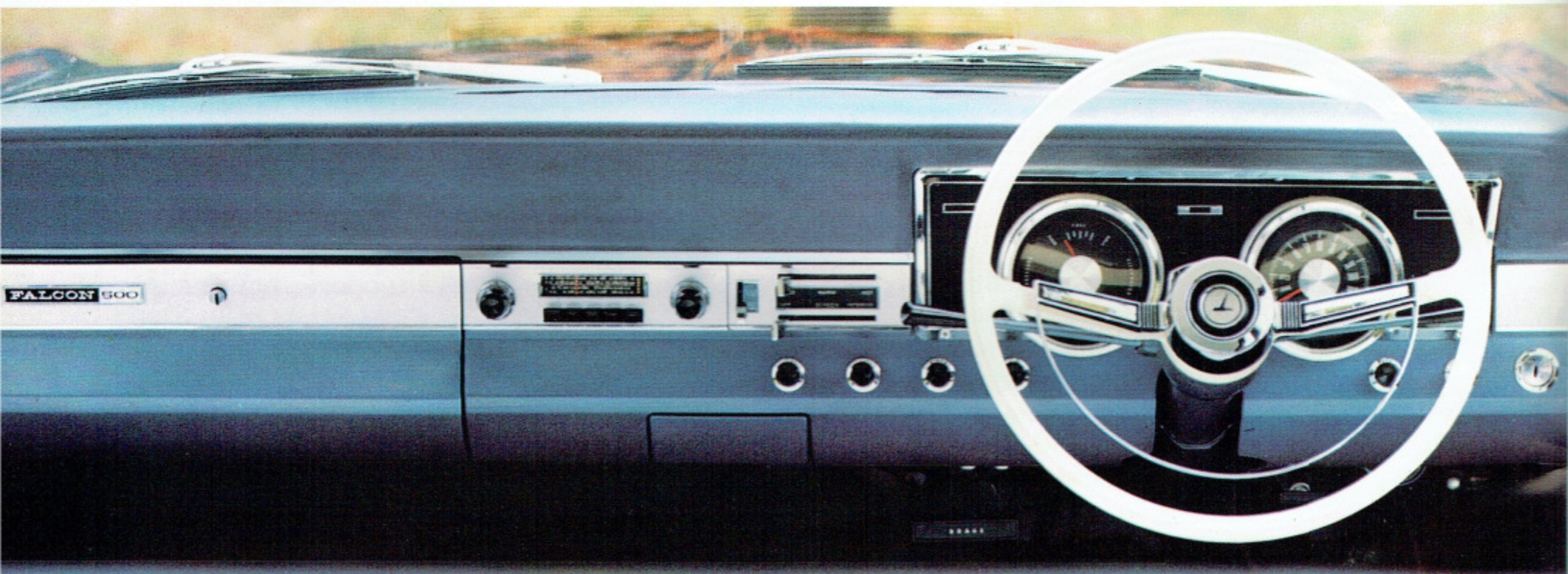
New, long-lasting "Glove-Grain" vinyls come in five single-tone colours, enhanced by a new "sewn-pleat" design. There are padded armrests on all four doors . . . foot-operated windshield washers . . . suspended accelerator pedal (it adjusts automatically to any type of shoe) . . . interior bonnet-lock control . . . bigger glove box . . . white, safety-design deep-centre steering wheel and new "Bear Hug" double-grip safety door latches.

In the Falcon you move out front — silently — luxuriously — into a new era of travel.

Falcon 500 Sedan — Standard Feature Highlights:

- Foot-operated windscreen washers
- 2-speed electric windshield wipers
- Zone-toughened windshield
- Dome light in centre of roof
- Interior bonnet lock (operated from driver's seat)
- Courtesy lights on front doors
- Padded door-pull/armrests on all doors
- Cigar lighter
- Suspended accelerator pedal
- New, easy-to-clean, long-lasting floor mats
- Reversible keys (work either side up)
- Safety-design steering wheel
- "Bear-Hug" safety design doorlocks
- Fully padded instrument panel
- Safety sun-visors
- Self-adjusting V8 size (10 inch) brakes with thicker, bonded linings for longer life
- 14" wheels with safety-type rims
- Extra-low-profile 6.45 x 14" tyres
- New "Select Air" ventilation system
- "Pursuit 170" engine
- Alternator
- Undercoating of all vital underbody parts
- "Torque-Box" chassis construction
- Choice of 5 all-vinyl colour-keyed interiors.

Illustrated right and below: Falcon 500 Sedan





Illustrated above: Falcon 500 Sedan

MOVE OUT FRONT FOR PERFORMANCE

Take your pick of 3 great engines — all proven, all lively, all with the reserves of power you need for long journeys and safe highway passing.

You can go all out for economy and select the standard "Pursuit 170", or get an extra helping of power (and still good economy) with Falcon's low-cost optional "Super Pursuit 200". Both have improved carburation and stepped-up torque for brisker acceleration in the lower speed ranges. The "Mustang 289" V8 moves you out front anytime, any place. Every engine is electronically balanced to give smooth and quiet operation, is run for quality-testing, in the factory, before being installed. And all Falcon engines feature an alternator as standard equipment.

"Pursuit 170" (111 BHP-170 CID) — a superlative petrol-saver with plenty of power for all-day driving. Proven, reliable overhead-valve, short-stroke design. Now featuring a rugged seven bearing crankshaft and hydraulic valve lifters for added quietness and smoothness. Standard on all models (except Fairmont) and available with either manual or "Fordomatic 3S" automatic transmission.

"Super Pursuit 200" (121 BHP-200 CID) — Falcon's highly responsive, highest performing "six". Like the "Pursuit 170" it features overhead-valve, short-stroke design, seven bearing crankshaft and hydraulic valve lifters, and increased torque for greater flexibility. Now available with manual transmission as well as with either of Falcon's 2 automatics. Standard on Fairmont, optional on other models.

The "Mustang 289" V8 (200 BHP-289 CID) — combines rocketing power with luxurious smoothness to please the

most exacting performance enthusiast. Provides unmatched power, acceleration and high-speed cruising. Features overhead-valve, short-stroke design, hydraulic valve lifters and 2-barrel carburettor.

More good news: You now have the choice of two automatic transmissions from Ford — the world's No. 1 producer of the smoothest and most reliable automatic transmissions. Choose "Fordomatic 3S" 3-speed for either of Falcon's "sixes", or dual-range "Cruise-O-Matic" (which allows you to select either 2-speed or 3-speed automatic driving) with the "Super Pursuit 200" or "Mustang 289" V8 engines. Both automatics provide silken-smooth performance, feature a triggered "kick-down" for split-second response and passing . . . and may be "locked" into lower gears for heavy hauling, trailing, and extra-steep down-grades.

FALCON'S SPECIAL HANDLING PACKAGE:

All over the world, automotive engineers agree on one thing: The wider the track, and the longer the wheelbase, the smoother and more stable is a car's ride.

The new Falcon gives you by far the widest track, and the longest wheelbase, of any car in its class. Track, front and rear, is 58 inches. The wheelbase is 111 inches. This wider, longer stance makes a tremendous difference to your driving. You'll notice how the new Falcon clings to the road and takes corners effortlessly...even under the most tortuous conditions.

There are other important reasons why Falcon brings you the most sure-footed handling. Bigger 14" wheels and extra-low-profile tyres give better traction . . . extra-heavy-duty front coil springs and longer, wider rear springs soak up road shocks and give better road adhesion . . . Falcon's unique "Torque-Box" chassis construction also absorbs road "forces" for more controlled cornering. New brakes are designed to handle V8 power. They are bigger — 10" in diameter, with bigger lining area and solid cast front drums to dissipate heat faster for "fade-free" stops time after time . . . and they're standard on every Falcon.

Add Falcon's new, more positive steering and you have all of the reasons for Falcon's better roadability, steadier control and a new feeling of security on curves.



Falcon now brings you its own kind of road-hugging ride with its new *Wide-Track-Design* . . . you'll feel the benefit from behind Falcon's wheel.



Illustrated above and below: Falcon 500 Station Wagon

THE "NEW DIMENSION" STATION WAGON . . . THE FALCON 500

Think of any wagon in Falcon's class; now make it longer, wider, sleeker, stronger, and more powerful, and you've just described the Falcon 500 Station Wagon.

A wagon that's as tough as they come, and packs a load that's bigger than any other. Loadspace dimensions are longer, wider and higher. The tailgate opening is wider and deeper. There's over seven feet of usable load-floor length with the front seat in a drivable position.

There's also more room all round for everyone. More shoulder room, hip room, leg room and knee room. The rear seat has been widened by 4 inches and has a deeper seat-back to give full sedan-type comfort. Generous insulation gives sedan-type quietness. Conversion from passenger seating to

flat cargo floor is the easiest of all . . . now needs only a single action, using one hand.

The wide 58-inch track, the long 111-inch wheelbase, bigger 7.35 x 14" extra-low-profile tyres, the improved "Torque-Box" chassis construction with the new full-length steel "back-bone" is only the beginning of the extra-muscle that's packed into this wagon for you. That's because the body, chassis and suspension are built throughout to take optional V8 power. Transmissions, clutch and rear axle are also extra-heavy-duty.

And, naturally, the power comes to match the muscle, with engine choices all the way up to the "Mustang 289" V8 to whisk away loads with ease. Standard equipment includes all items listed for Falcon 500 Sedan on Page 4, plus 7.35 x 14" tyres.



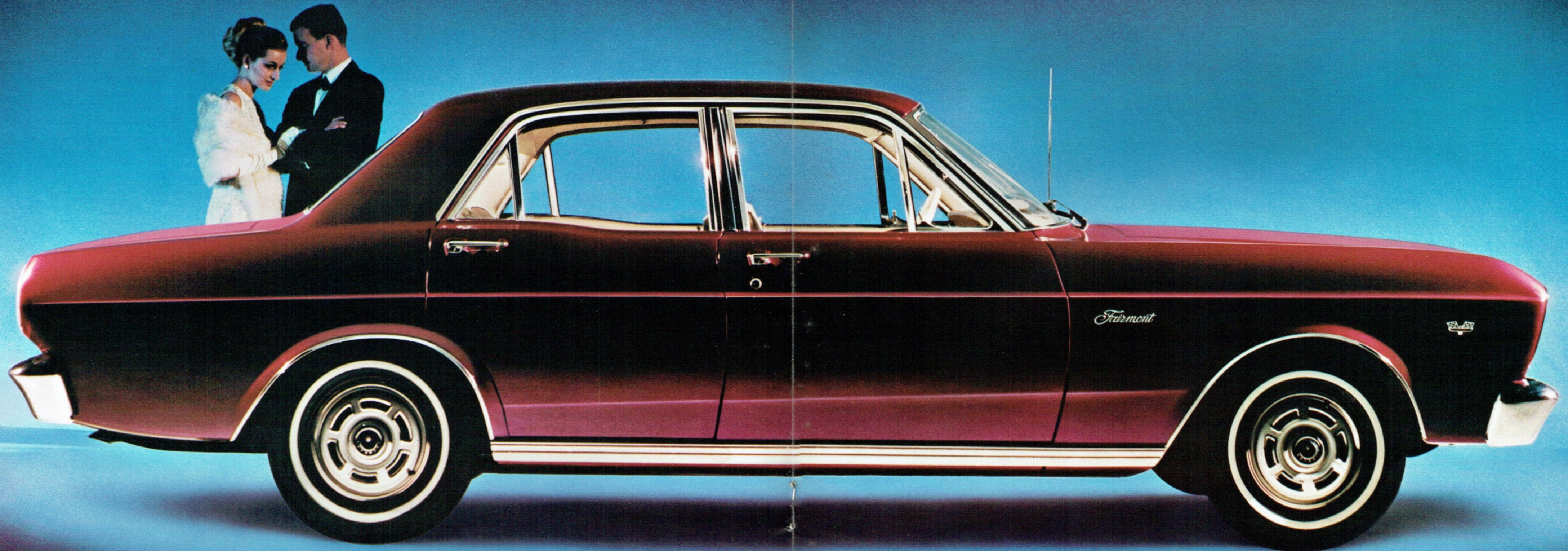
The rear seat is wider, deeper . . . and conversion to a flat floor is a simple one-handed operation.



Loadspace dimensions are biggest in its class . . . and the tailgate is counter-balanced for effortless operation.

MOVE OUT FRONT WITH
Mustang-bred
FAIRMONT

The private world of the Fairmont by Ford encompasses the ultimate in luxury, with high-stepping performance and elegance. The classic lines of its Mustang-bred styling set it apart from other cars . . . and the special, but discreet, ornamentation distinguishes it from other Falcons: It has distinctive chrome side mouldings . . . bright metal window surrounds, wheel openings and drip mouldings on the roof . . . high-fashion wheel covers . . . extra-low-profile tyres . . . "Fairmont" script on the side and in block letters at the rear. Every luxury and convenience item is included, as standard equipment, for your comfort and enjoyment. Its interior is even richer. There are 10 "Super Diamond Lustre" exterior colour choices, including 8 lustrous metallics. And Fairmont performs in a way all its own — Ford's "Super Pursuit 200" engine, "Fordomatic 3S" automatic transmission and power disc brakes are all standard equipment.



MOVE OUT FRONT . . . IN THE LUXURIOUS FAIRMONT

Enter through Fairmont's wider-than-ever door openings and you enter an apartment of infinite luxury and tasteful design . . . commencing with the form-fitting comfort of contour-cushioned front seats that recline to any position you desire. Underfoot there is deep, cut-pile, wall to wall carpeting. Extravagant use of special sound-deadening materials provide you with a remarkably hushed ride. There are rich "Doeskin" vinyl upholsteries — the softest and most supple in the world. The fully-padded instrument panel is accentuated by a walnut wood-grained finish. Interior lighting is very special indeed — the whole car floor is flooded with light as you open any door. And all the items you'd normally expect to be optional are standard equipment, at no extra cost . . . including heater/demister, padded sun-visors with vanity mirror on the passenger side, windscreen washers and reversing lights. Out on the road, Fairmont performs with effortless grace. The "Super Pursuit 200" engine is teamed with "Fordomatic 3S" 3-speed automatic transmission . . . and there are power disc brakes

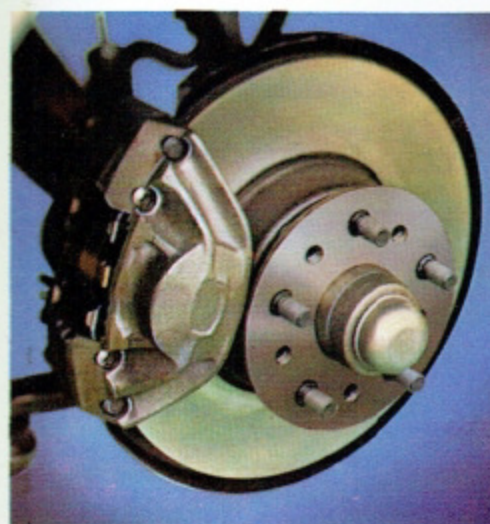
at the front and balanced power assisted brakes at the rear — *all standard!* (You can also endow your Fairmont with the absolute authority of the "Mustang 289" V8 and dual-range "Cruise-O-Matic" drive as options.) With the Fairmont Station Wagon, standard equipment includes a power-operated rear window which can be raised or lowered by pressing a switch from the driver's seat, or by turning a key in the tailgate. The deep-pile carpeting also extends the entire length of the load area.

Fairmont Standard Feature Highlights: All features mentioned on pages 10 to 13 . . . plus Handbrake warning light Extra-low-profile tyres Suspended accelerator pedal (adjusts automatically to any type of shoe) Padded door-pull/armrests Reversible keys (work either side up) Safety-design deep-centre steering wheel "Bear-Hug" safety-type door locks Undercoating Alternator Cigar lighter Interior bonnet lock (operated from driver's seat) Dome light in centre of roof Rear compartment lights in rear pillars (Sedan) Load area light (Wagon) plus many other features your Ford Dealer will detail for you.



Illustrated above: Fairmont Station Wagon

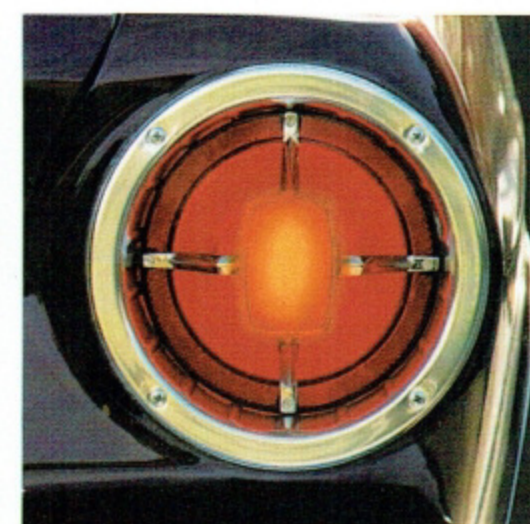
Deep, foam-cushioned individual front seats in rich "Doe Skin" sponge vinyls



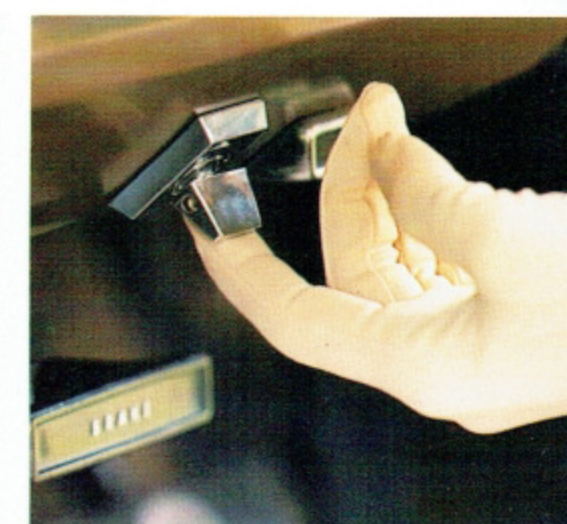
Power Disc Brakes



"Super Pursuit 200" Engine



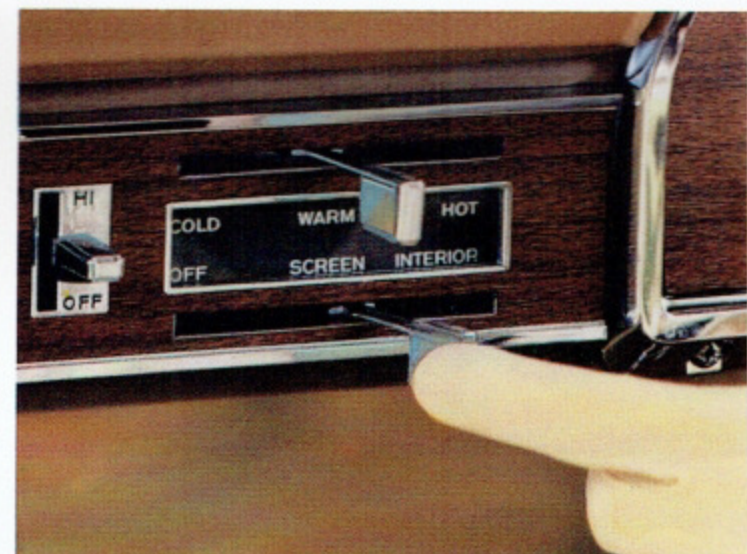
Reversing Lights



Power Operated Rear Window (Wagon)



Centre armrest in rear seat



"Silentflo" Heater/Demister



Fully-reclining front seats



Special interior floor lighting



Fully-cushioned Instrument Panel with distinctive walnut wood-grain finish

MOVE OUT FRONT WITH
Mustang-bred
FALCON

TESTED! RE-TESTED! TESTED AGAIN!

When you take the wheel of your new Falcon and head for the highway, you have the assurance of knowing that it has passed and repassed every test known in the automotive world — right here in Australia.

As far back as June 1964, Ford-Australia's engineers commenced their round-the-clock program.

First, in the laboratories, every individual part was tested, and retested, by itself. Not only main components such as engines, transmissions, suspensions and steering — but every small part as well, such as light switches, windscreen wipers, door-handles, seat-

cushions, shock absorbers, alternators . . . nothing was spared.

Next, test cars were built. And the vast Ford Proving Ground facilities and personnel went into methodical and brutal action.

Tests were conducted in every kind of weather. Over bitumen roads . . . unimproved and gravel circuits . . . pot-hole roads . . . dust-bowls . . . roads which represent every kind of terrain found in Australia. Included were "40,000-mile Durability" runs and "10,000-mile Nightmare" runs. For mile after mile, month after month, the sleek, new prototype cars were put to the toughest torture tests ever devised for a car in Australia.

Result: The new Falcon. Proved and approved right the way through. Every single part signed "Tested and Passed" by Ford-Australia engineers, who worked to standards even higher than the standards set for the previous XP Falcon—which earned the title "Australia's Durability Champion".

Made in Australia. The new Falcon is engineered and built in Australia, for Australian conditions. But there ends its similarity with any other Australian car. It is a car so sleek, so rugged, so roomy, and so beautiful to handle, it stands apart from all other cars on the Australian road . . . and this extra value means you'll find it a better car to trade when resale time comes.



C-a-r---thumper! "Chuck Hole Road" contains man-made holes and bumps of every shape and size . . . varying depths and heights. As one wheel slams into a bump, the other thumps into a hole . . . inflicting bone-jarring jounce and rebound

tests to Falcon's body structure, suspension and steering. This kind of punishment is dealt out once every few feet of the 240 feet long "Chuck Hole Road", and each test Falcon made 2,000 runs over this surface.

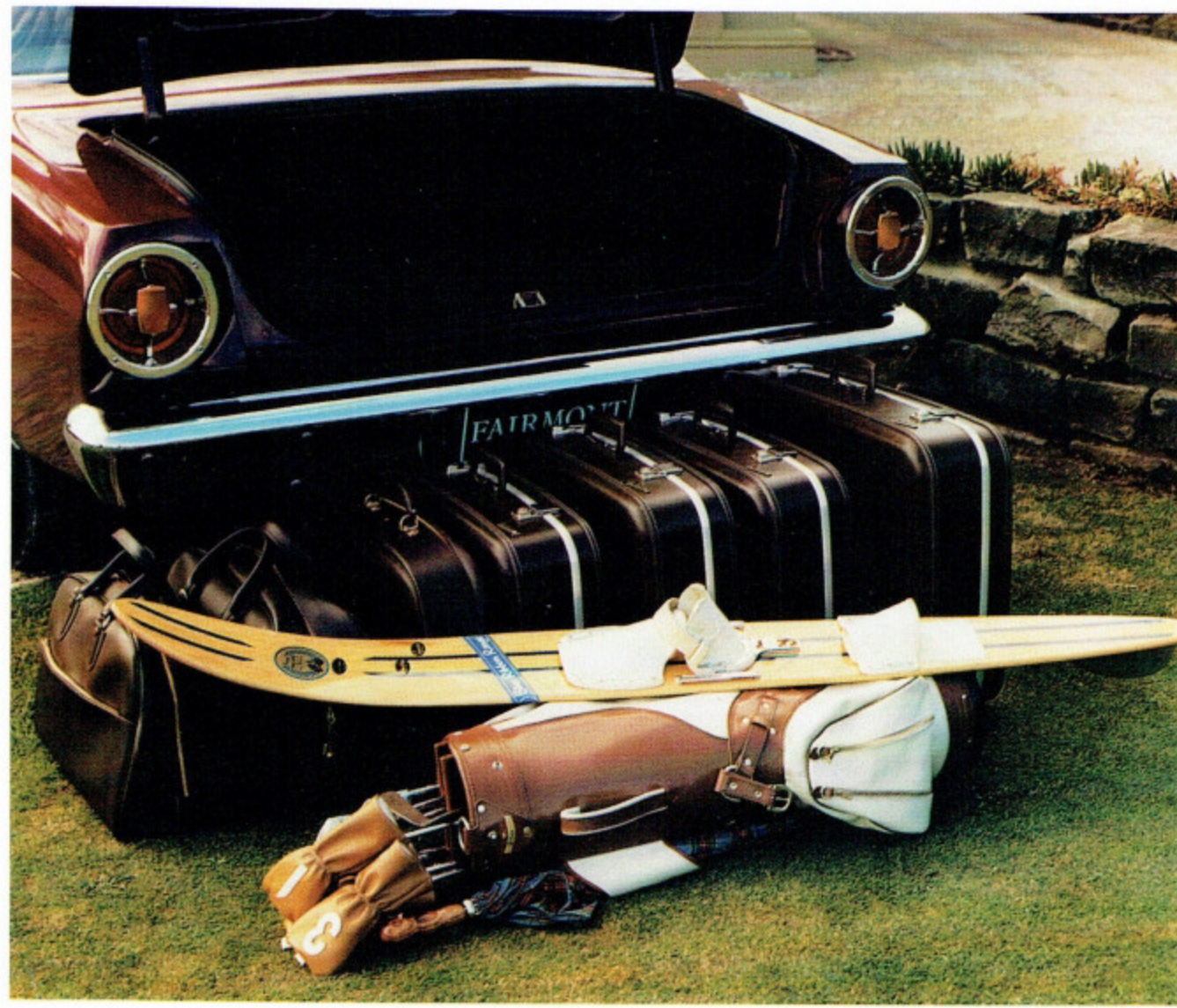


"Water Bath Road"! Each test Falcon was driven through "Water Bath Road" — 175 feet long, with water and mud up to 17 inches deep . . . hundreds of times . . . at speeds up to 50 miles an hour. Rust-resistance, water-sealing and electrical sys-

tems got the acid test. Other "nightmare" surfaces (not shown) include "Body Twist Road," "Belgian Block Road," and "Wheel Fight Road" . . . all specially designed by Ford engineers to accelerate wear-and-tear of vital components of the whole car.

Falcons flying over one of the "nightmare" stretches (left): At the Ford Proving Grounds in the You Yang Mountains, Victoria, each test Falcon pounded over "Cobblestone Road" at varying speeds . . . up to 50 miles an hour . . . over 2,000 times. There

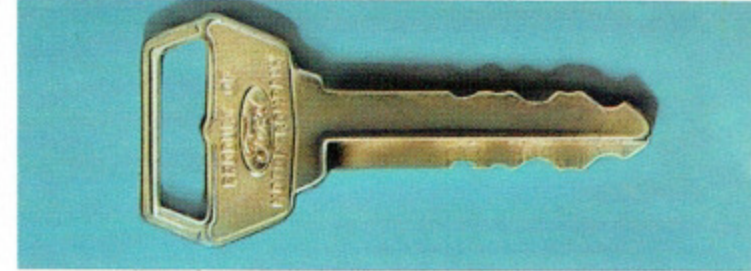
are over 4,000 concrete "stones", of all shapes and sizes. Durability of body-structure, suspension components, steering gear and linkage, and shock absorbers never got a better test — and the Falcon prototype models came through with flying colours.



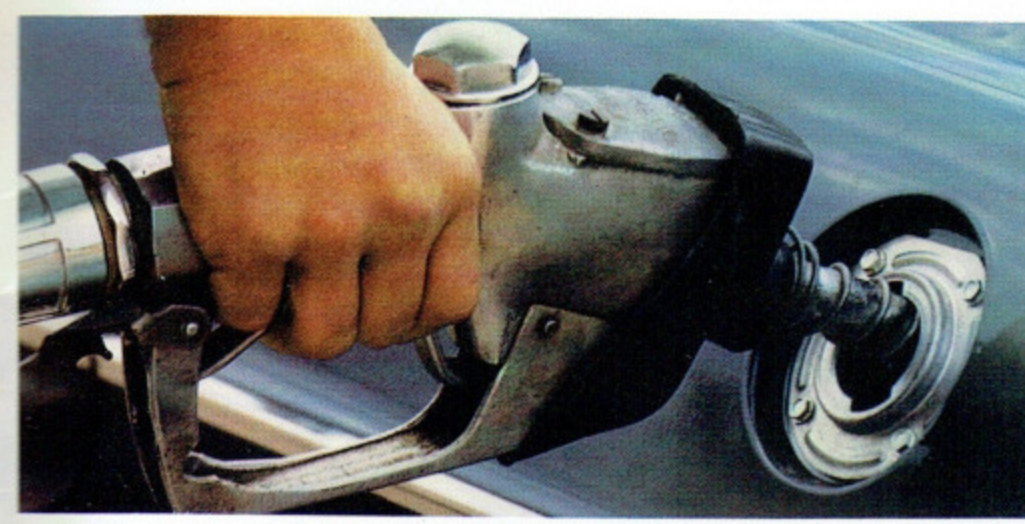
You can stow 25% more luggage in the boot: New wider, deeper and higher dimensions mean you can load 25% more luggage aboard . . . everything shown in the illustration on the left is easily stowed in Falcon's boot. And, notice the low loading height — it's now at a convenient bumper-bar level.



Interior bonnet release: The only person who can release the lock for Falcon's engine bonnet is *you* . . . and the release handle is conveniently placed on the instrument panel.



Reversible keys fit into the locks either side up . . . all doors, too, can now be locked from outside the car without using the key.



Money-saving economy: The Mobilgas Economy Run, the most authoritative and exacting economy test devised in Australia, has proved Falcon's petrol economy. Falcon's 6-cylinder engines, teamed with both manual and automatic transmissions, have constantly taken class honours, for most miles per gallon . . . even took *outright* honours in the last Run for the best blend of performance and economy. But Falcon's proven economy goes even further than petrol savings . . .

- You travel up to 6,000 miles between oil changes . . .
- Chassis lubrications are needed only each 36,000 miles . . .
- Falcon's 10" diameter brakes have bigger, thicker linings, are bonded to the shoes for longer lining life . . .
- Extra-low-profile tyres have a longer tread life . . .
- Low-cost, fixed price FoMoCo parts and specialised service are readily available at over 400 Ford Dealers throughout the length and breadth of Australia.

**ONLY CAR IN ITS CLASS
WITH SO MANY SAFETY FEATURES:**

Ford have long been pioneers in the field of safety in automotive design — have a continuous program of car-safety research and testing. The new Falcon comes to you with all the following safety-features, which are in addition to the basic element of Falcon's safety story — *the way it handles under all conditions.*

- **Seat Belts.** Front seat lap belts (colour-keyed) are fitted to Falcon before delivery. These belts are easily converted to combination lap-sash belts by the addition of a low-cost sash. A sash anchorage point on the centre pillar is standard on every Falcon. Ford seat belts are manufactured to strict ASA safety standards and feature an exclusive push button release.
- **Safety-padded instrument panel** cushioned with shock-absorbent foam
- **Safety Sun-visors**
- **"Bear Hug" double-grip doorlocks** reduce possibility of doors opening in event of impact
- **Deep-centre safety steering wheel** affords driver greater protection in event of impact
- **Safety wheel rims** keep the tyre on the rim in the event of a blow-out
- **10" diameter (V8 size) brakes** with bigger drum area dissipate heat faster for constant fade-free stops
- **Safety glass all-round** plus a special zone-toughened area in the windscreen in front of the driver which prevents a complete loss of vision in the event of breakage
- **Anti-glare rear vision mirror**
- **Foot-operated windscreen washers** with interlinked wiper control and longer 16" wiper blades provide 10% greater area of clear vision in bad weather conditions
- **Anti-glare windscreen wiper-arms.**

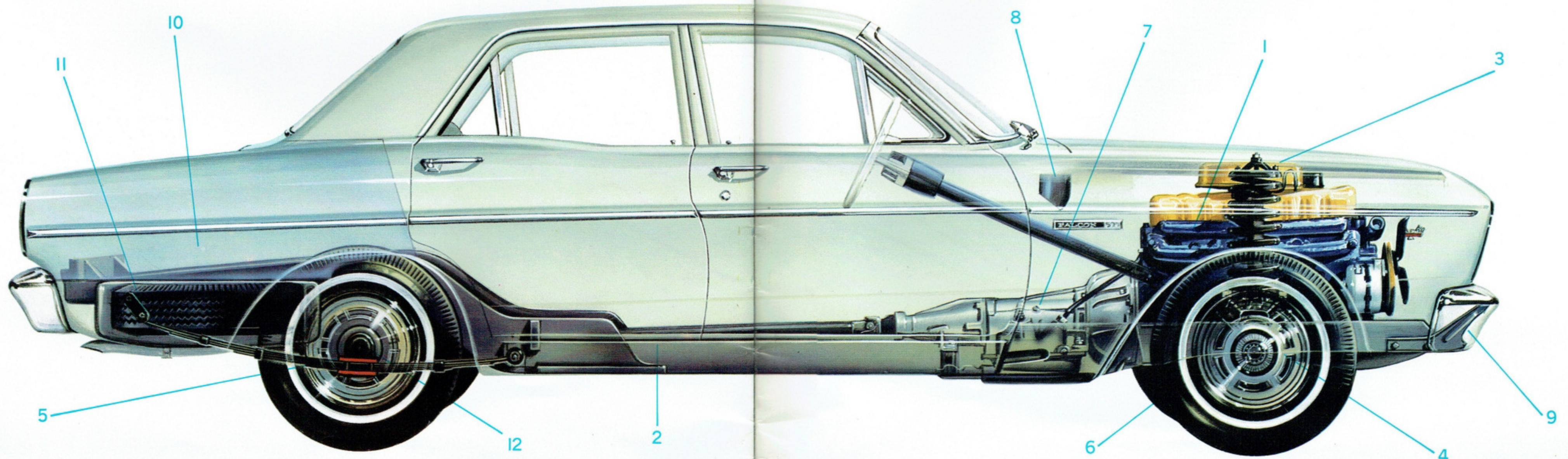
EXTRA VALUE BY DESIGN — the new Falcon is built to last longer — built to give you more enjoyment behind the wheel.

- 1.** Improved 6-cylinder engine design . . . features seven main bearings, hydraulic valve lifters for smoother, quieter operation . . . increased torque output for increased performance and flexibility . . . all-new carburettor, larger muffler and exhaust pipes for economy.
- 2.** Exclusive "Torque-Box" chassis construction provides shock-absorbing steel boxes situated near each wheel, and isolated from the passenger compartment.

They absorb and deflect road-shocks and vibration away from the body. **3.** Extra-heavy-duty front coil suspension is backed up with big, box section apron reinforcements . . . provide immense strength and ruggedness. **4.** New, larger drum brakes are designed to handle V8 power. 10" diameter, with bigger lining area and solid-cast drums, they are also standard on 6-cylinder Falcons. **5.** Longer and wider rear springs for better traction and handling . . . new "Iso-Clamp" axle-to-spring mountings mean no metal-to-metal contact between the axle and body — isolate the passenger

compartment from road noises and vibrations. **6.** Bigger 14 inch safety-wheels and extra-low-profile tyres give better handling and cornering qualities. **7.** Three transmissions to choose from — "Fordomatic 3S" 3-speed, and dual-range "Cruise-O-Matic" (it allows you to pre-select 2-speed or 3-speed driving) automatic transmissions . . . more rugged and smoother operating manual transmission (featuring larger gears, wider gear-faces, bigger bearings, heavier casing), and a massive 9 1/4" diameter hydraulically-operated clutch. **8.** New, dust-free "Select-Air" fresh-air ventilation system . . . in-

creases comfort . . . driver-operated controls are conveniently located on the instrument panel. **9.** Massive, one-piece, heavily-chromed steel bumpers protect body front and rear. **10.** You can carry 25% more luggage in the boot, and for those rare occasions when a spare is needed, it's stowed compactly under the floor. **11.** Bigger fuel tank, now holds 16.4 gallons . . . combined with Falcon's unmatched petrol economy provides you with the longest cruising range in Falcon's class. **12.** New extra-heavy-duty rear axle . . . is more rugged . . . has bigger power and load rating.



FALCON OPTIONS

Falcon is designed to be designed by you: You can equip your new Falcon to be the exact kind of personalized car you want. You can add extra touches of luxury . . . extra touches of performance . . . extra touches of distinction . . . distinction that makes your Falcon reflect your own individuality. Your Ford Dealer will be happy to assist you in selecting the right options for your motoring requirements.

Engines:

- "Super Pursuit 200" optional on all models*.
- "Mustang 289" V8 optional on Falcon 500 and Fairmont series when teamed with "Cruise-O-Matic" transmission.

Transmissions:

- "Fordomatic 3S" 3-speed automatic* optional on all models with "Pursuit

- 170" and "Super Pursuit 200" engines.
- Dual-Range "Cruise-O-Matic" optional with "Super Pursuit 200" and "Mustang 289" engines.
- Manual transmission with synchromesh on all forward gears.

Power Equipment:

- Power disc brakes*.
- Power steering.
- Power-operated rear window on wagons*.

Luxury and Convenience:

- "Fashion-Pak" interior. Consists of combination fabric/vinyl seat trim, deep-pile carpet, padded sun-visors with passenger vanity mirror, and rear-door courtesy-light switches. (Available on Falcon 500 Sedans and Wagons.)
- Graduated tint laminated windscreen.

- All transistor AM push-button radio.
- 2-speed "Silentflo" heater/demister*.

Others:

- Deluxe wheel covers* Deluxe padded sun-visors with passenger vanity mirror*
- Sash to convert colour-keyed lap seatbelts to combination type Deep-pile carpet* Fabric seat trim Whitewall tyres Larger size extra-low-profile tyres (sedans), radial-ply tyres (all models).
- Vinyl roof (Sedans) Two-tone paint — white roof.

*Standard equipment on Fairmont

Other FoMoCo accessories available from your Ford Dealer include: Exterior sunvisor Rear venetian shade Weather shield Reversing lights Radio extension speaker Roof luggage carrier Tow bar Petrol locking cap Exterior rear vision mirrors Fender and bonnet ornaments Dust deflector (station wagons) Electric clock.

FALCON SPECIFICATIONS

| Engines | Pursuit 170 | Super Pursuit 200 | Mustang 289 V8 |
|------------------------|----------------|-------------------|----------------|
| Cylinders/Valves | 6/OHV | 6/OHV | 8/OHV |
| Displacement | 170 cu. in. | 200 cu. in. | 289 cu. in. |
| Bore/Stroke | 3.50/2.94" | 3.68/3.12" | 4.00/2.87" |
| Comp. Ratio (to 1) | 9.2 | 9.2 | 9.3 |
| Max. B.H.P. | 111 @ 4400 RPM | 121 @ 4400 RPM | 200 @ 4400 RPM |
| Max. Torque (lbs. ft.) | 158 @ 2400 RPM | 190 @ 2400 RPM | 282 @ 2400 RPM |

6 cylinder engines feature 7 main bearing crankshaft — all engines hydraulic valve lifters.

Engine Features. Up to 3,000 mile oil changes; 36,000 mile fuel filter; 12-volt electrical system; 54 plate 40 amp/hour battery; 35 amp heavy duty alternator; corrosion resistant muffler with 2" diam. exhaust pipe.

Clutch (Manual Transmission). Single cushion disc, dry plate, hydraulically operated. Face diam. 9 1/4" — friction area 77.8 sq. ins.

Manual Transmission. 3 forward speeds—1 reverse. Steering column change. Synchromesh 2nd & 3rd gears (synchro available 1st gear as extra cost option). Ratios (to 1): 1st—2.95, 2nd—1.68, top—1.00, reverse—3.80.

Fordomatic 3S Automatic Transmission. Three forward gear ratios, one reverse. Ratios (to 1): Low—2.39, inter—1.45, top—1.00, reverse—2.09.

Cruise-o-matic Transmission. Three speed automatic with two selective drive ranges—3 speed range starting in low, 2 speed range starting in intermediate. Ratios same as Fordomatic 3S.

Rear Axle. Ratios: Manual trans. and Pursuit 170 or Super Pursuit 200—3.50:1. Auto. trans. and Pursuit 170 or Super Pursuit 200—3.23:1. Mustang 289 V8 with auto. trans.—2.93:1.

Front Suspension. Angle-poised ball-joint type.

Heavy duty coil springs with internally mounted hydraulic double acting shock absorbers. Torsion bar ride stabilizer.

Rear Suspension. Semi-elliptic asymmetrical, variable rate leaf springs. Four leaves on sedans, six on wagons. Diagonally mounted hydraulic double-acting shock absorbers. Iso-Clamp axle mounting. Rubber bushed shackles.

Steering. Recirculating ball type. Steering gear ratio 20:1. Steering wheel 16 in. diam. Turning circle 36.6 ft.

Brakes. Self-adjusting hydraulic, 10" diam. front and rear. Solid cast front drums. Bonded linings—area 154.4 sq. in. Power disc front brakes and power assisted rear drum brakes optional.

Wheels & Tyres. Wheels: 14" x 5J pressed steel, ventilated disc, safety rims. Tyres: 6.45 x 14 std. on all 6 cyl. sedans; 6.95 x 14 std. on 8 cyl. sedans and optional on 6 cyl. sedans; 7.35 x 14 std. on 6 cyl. & 8 cyl. wagons optional on 8 cyl. sedans. All tyres extra low profile, tubeless, black sidewall. White sidewall optional. 1.75 x 14 radial ply optional all sedans. 1.85 x 14 radial ply optional all wagons.

Weights. Approximate kerb weight with 170 man. trans.: Sedan—2,938 lbs., wagon—3,147 lbs. Add 40 lb. for automatic.

Fuel Tank Capacities. Sedans 16.4 imp. gals. Station Wagons 13 imp. gals.

Dimensions. Overall length, sedans—184.6", wagons—190.3". Overall width, sedans & wagons—73.8". Overall height, sedans—54.7", wagons—55.2". Wheelbase sedans & wagons—111". Track front & rear, sedans & wagons—58". Ground Clearance—7".

Warranty. Falcon gives you warranty protection for 12,000 miles or 12 months whichever comes first, excluding tyres and tubes which are warranted by their manufacturer. Every Falcon is warranted against defects in materials and workmanship for this period. Owners are responsible only for normal maintenance and routine replacement of maintenance items.

LOW-COST DEALER SERVICE & PARTS SUPPLY

Your Ford Falcon is backed by over 400 Ford Dealers' low-cost specialised service, and the ready supply of genuine low-cost FoMoCo parts

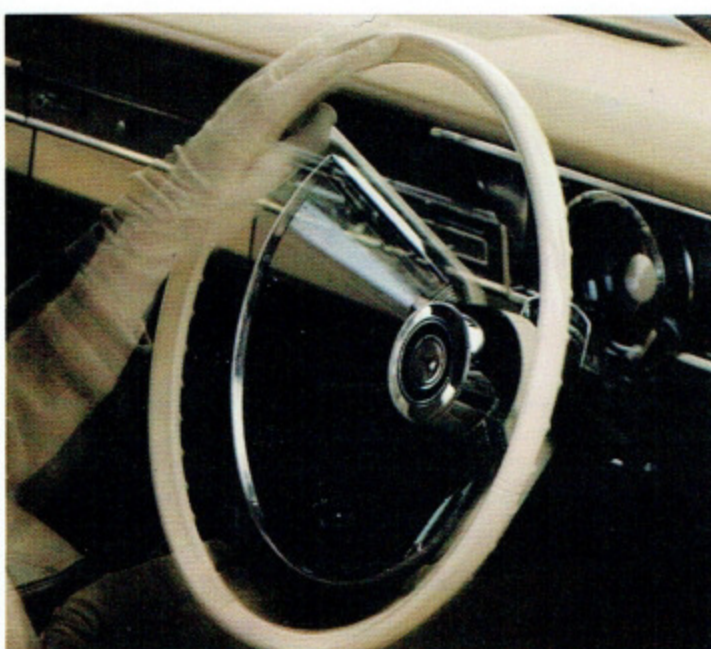


The specifications referred to above were in effect at the time this publication was approved for printing; however, Ford Motor Company of Australia Limited and/or Ford Sales Company of Australia Limited, reserve the right, subject to the laws of any state or territory and the regulations of any competent authority which may be applicable at the time, at its discretion and without notice, to change specifications and prices of the products referred to herein at any time and without incurring any liability whatsoever to any purchaser thereof.

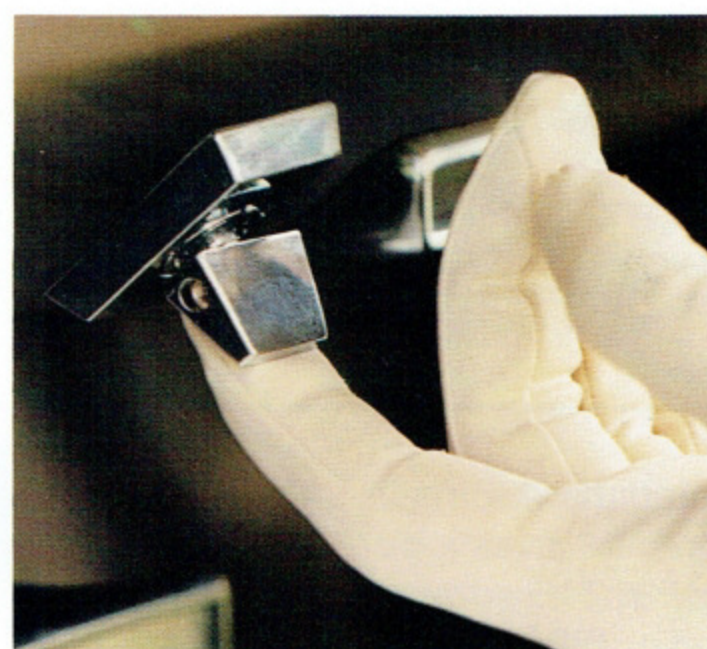
Some of the items illustrated or referred to in this publication are optional at extra cost.

FORD SALES COMPANY OF AUSTRALIA LIMITED — Reg. Office:

1735 Sydney Road, Campbellfield, Vic.



Power Steering



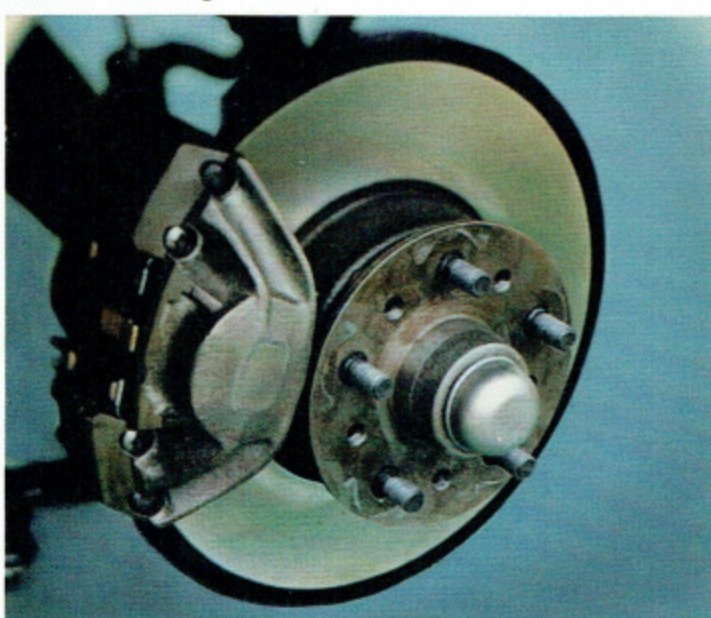
Power-operated Rear Window (Wagons)



"Mustang 289" V8 Engine



"Super Pursuit 200" Engine



Power Disc Brakes



Wheel Covers and Whitewall Tyres



"Cruise-O-Matic" Dual Range Automatic



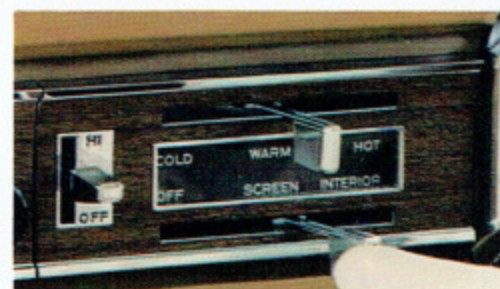
"Fordomatic 3S" Automatic



Graduated Tint Laminated Windscreen



Push-button Radio



"Silentflo" Heater/Demister



Woven Fabric Seat Trim



Shining example of Falcon's exclusive 9-stage paint process . . .

The finish you see on Falcon is a finer, deeper, more durable finish. That showroom shine is eight coats deep . . . three of them tough "Super Diamond Lustre" acrylic baked enamel (not just lacquer) to stay newer longer . . . never needs waxing.

Triple-Rust-Protection

Beneath that beauty, too, is Ford's unique triple-

rust-protection comprising Zinc Primer and Underbody Dip that lock out rust from the body metal and a special "spray-on" Undercoating on all vital underbody parts providing complete protection underneath. The result: In the years to come this exclusive Ford processing means a car that will last longer, need less care and keep its value better.



Stage 1. Metal sanded, degreased.



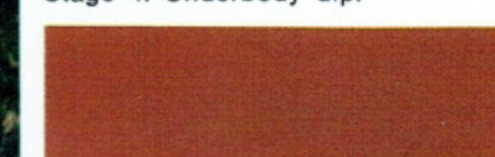
Stage 2. Hot phosphate spray.



Stage 3. Zinc primer.



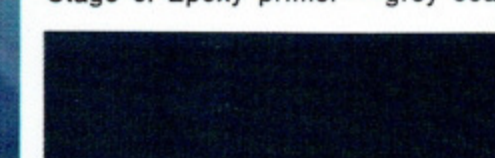
Stage 4. Underbody dip.



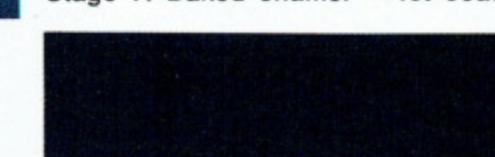
Stage 5. Epoxy primer — red coat.



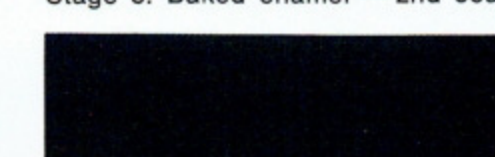
Stage 6. Epoxy primer — grey coat.



Stage 7. Baked enamel — 1st coat.



Stage 8. Baked enamel — 2nd coat.



Stage 9. Baked enamel — 3rd coat.



FALCON SEDAN. The Falcon Sedan brings you all of Falcon's new style, ride and engineering features . . . at Falcon's lowest price. It is endowed with its own generous share of luxury. Standard items to please driver and family include □ Foam-cushioned front seat □ Foot-operated windshield washers □ "Select-

Air" ventilation system □ Strategically placed insulation and sound-proofing materials □ Undercoating of all vital underbody parts □ Big, 10-inch brakes □ Long-lasting "Ripple Weave" vinyl upholsteries □ Long-life, easy-to-take-care-of rubber floor mats □ "Pursuit 170" engine □ 6.45 x 14 inch extra-low-profile tyres.



FALCON STATION WAGON. The Falcon Station Wagon offers you top-of-the-class style, room and loadspace . . . and is designed and priced to make your budget go further □ Cargo dimensions are bigger than in any competitive wagon □ The rear seat folds flat in the

simplest, single-handed motion □ The roll-down rear window makes loading and unloading of smaller items easy □ The tailgate is counter-balanced. Other standard equipment items include those listed above for the Sedan, plus 7.35 x 14" extra-low-profile tyres.