

1965  
**Ford** CAR &  
**TRUCK**  
RECREATIONAL BROCHURE





# FUN UNLIMITED WITH A **Total Performance '65 FORD**

Like to really get out of the old routine? You can do it with any of the built-for-fun-and-freedom '65 Fords. They offer you: power in 5 sizes—bigger, 150-hp Six engine up to the 300-hp Thunderbird Special V-8; wider 62-inch front and rear tread for greater stability; easier manual steering, optional power steering; Ford-pioneered service-saving features; more room for more riding comfort; higher quality for greater safety and strength. The new Ford coil spring suspension, in particular, has passed rigorous tests for handling and hitch adaptability in towing larger than average trailers. Fords can tow up to 5,500 pounds of gross trailer weight with up to a 550-pound tongue load. See table of readily available optional equipment for recommended options for all towing classes.

**1965 FORD TOWING RECOMMENDATIONS**  
(By vehicle towing classifications)

	<b>Classes 1 and 2</b> Gross trailer weight up to 3,000 lb. Static tongue load up to 300 lb.	<b>Class 3</b> Gross trailer weight 3,000 to 4,000 lb. Static tongue load 300 to 400 lb.	<b>Class 4</b> Gross trailer weight 4,000 to 5,500 lb. Static tongue load 400 to 550 lb.
<b>Engine</b> <b>Transmission</b> <b>Axle Ratio</b>	240 Six, 289, 352 or 390 V-8 Cruise-O-Matic 3.50 to 1 w/240 Six 3.50 to 1 w/289 V-8 3.00 to 1 w/352 & 390 V-8	289, 352 or 390 V-8 Cruise-O-Matic 3.50 to 1 w/289 V-8 3.00 to 1 w/352 & 390 V-8	352 or 390 V-8 Cruise-O-Matic 3.00 to 1 w/352 & 390 V-8
<b>Cooling System</b> <b>Wheels</b> <b>Tires†: Station Wagon</b> <b>All Others</b>	Standard Standard Standard Standard	Extra Cooling Package** 6" Rim—Heavy Duty†† 8.15 x 15 8-Ply 7.75 x 15 4-Ply Heavy Duty, Riveted Linings** Heavy Duty, Front and Rear air bag rear spring assists***	Extra Cooling Package** 6" Rim—Heavy Duty†† 8.15 x 15 8-Ply 8.15 x 15 4-Ply Heavy Duty, Riveted Linings** Heavy Duty, Front and Rear air bag rear spring assists ***
<b>Brakes*</b> <b>Springs</b>	Standard Standard	Heavy Duty** Heavy Duty, Front and Rear air bag rear spring assists***	Heavy Duty, Riveted Linings** Heavy Duty, Front and Rear air bag rear spring assists ***
<b>Shock Absorbers (rear)</b> <b>Power Brakes</b> <b>Power Steering</b> <b>Alternator</b> <b>Battery#</b>	Standard Recommended Recommended Standard Standard	Heavy Duty** Recommended Recommended 52-Amp. Alternator Heavy Duty	Heavy Duty** Recommended Recommended 52-Amp. Alternator Heavy Duty
<b>Hitch</b>	Load-equalizing type, frame attached, required with tongue loads over 200 lb. Available Ford engineering hitch installation drawings must be followed.		
<b>MAXIMUM PERFORMANCE POWER TRAIN: 390 V-8, Cruise-O-Matic, 3.50 to 1 rear axle</b>			

\*Most states require trailer brakes over 1,500 lb. Some states over 1,200 lb.

†See Owner's Manual for vehicle load ratings

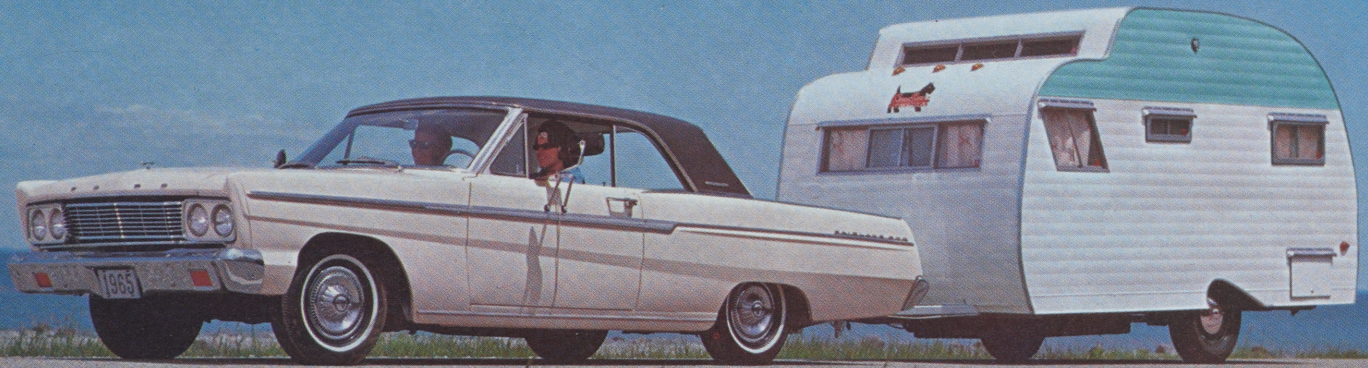
#Use heavy-duty battery with added electrical equipment: running lights, etc.

\*\*Tow package w/352 or 390 V-8 & Cruise-O-Matic—SEDANS \$31.60; STATION WAGONS \$22.30

\*\*\*Mandatory option on station wagons, available for other cars

††Standard equipment on station wagons

**NOTE:** Use of a bumper or axle hitch is not recommended. Cars equipped with air conditioner have extra cooling options included



# BIG, BOLD, BEAUTIFUL 1965 FAIRLANE

*...great for the  
great outdoors*

This is the best year yet to go places with a Fairlane . . . it measures up to more of everything that increases pleasure in outdoor living. Power comes in three sizes . . . from a 120-hp Six up to 225 hp in a Challenger Special V-8. Choice of three nimble transmissions: 3- or 4-speed fully synchronized manual (depending on engine), and a 3-speed Cruise-O-Matic. Smoother, cooler-running, low-profile tires. New "Sta-Ful" battery and alternator join other famous Ford maintenance-savings features. Steering and braking are easier. The Fairlane ride is pure luxury in motion. Fairlane hardtops, sedans or wagons can tow a gross trailer weight up to 3,000 pounds with a tongue load up to 300 pounds with readily available optional equipment. See table.

**1965 FAIRLANE TOWING RECOMMENDATIONS**  
(By vehicle towing classifications)

	<b>Class 1</b> Gross trailer weight up to 2,000 lb. Static tongue load up to 200 lb.	<b>Class 2</b> Gross trailer weight 2,000 to 3,000 lb. Static tongue load 200 to 300 lb.
<b>Engine</b>	200 Six 289 V-8 (2V), (4V)	289 V-8 (2V), (4V)
<b>Transmission</b>	Cruise-O-Matic	Cruise-O-Matic
<b>Axle Ratio</b>	3.25 to 1 w/200 Six 3.00 to 1 w/289 V-8's	3.00 to 1 w/289 V-8's
<b>Cooling System</b>	Standard	Extra Cooling Package
<b>Wheels and Tires†</b>	Standard	7.35 x 14 4-Ply (8-ply rating)
<b>Brakes*</b>	Standard	Heavy Duty, Riveted Lining
<b>Springs</b>	Standard	Heavy Duty, Front and Rear
<b>Shock Absorbers (rear)</b>	Standard	Heavy Duty
<b>Power Steering</b>		Recommended
<b>Power Brakes</b>		Recommended
<b>Alternator</b>	Standard	55-Amp. Alternator
<b>Battery#</b>	Standard	Heavy Duty
<b>Hitch</b>	Load-equalizing type, frame attached, required with tongue loads over 200 lb. Available Ford engineering hitch installation drawings must be followed.	

\*Most states require trailer brakes for trailers over 1,500 lb. Some states for over 1,200 lb.

†See Owner's Manual for vehicle load ratings

#Use heavy-duty battery with added electrical equipment: running lights, etc.

**NOTE:** Use of a bumper or axle hitch is not recommended

BUDGET PLEASING '65

# FALCON

*...now up to 15%  
greater fuel economy*

Have your fun, save money *compact style!* The 1965 Falcon now gives you *up to 15% greater fuel economy* —with a more efficient 105-hp Six plus the optional 3-speed Cruise-O-Matic transmission. A 120-hp Six and a 200-hp V-8 are optional. Choice of three transmissions. The '65 Falcon has a plushier ride and steers easier than ever. Brakes are self-adjusting. Tows a gross trailer weight up to 2,000 pounds with a tongue load up to 200 pounds with readily available optional equipment.

1965 FALCON TOWING RECOMMENDATIONS (By vehicle towing classification)		
	Class 1 Gross trailer weight up to 2,000 lb. Static tongue load up to 200 lb.	
	Minimum Requirements	Recommended
Engine	200 Six or 289 V-8	289 V-8
Transmission	Cruise-O-Matic	Cruise-O-Matic
Rear Axle	Standard	Limited-Slip Differential‡
Axle Ratio	2.83 to 1 w/200 Six 2.80 to 1 w/289 V-8	2.80 to 1
Cooling System	Standard	Extra Cooling Package
Wheels and Tires†	6.45 x 14 4-Ply	6.95 x 14 4-Ply
Steering	Standard	Power Steering
Springs	Standard	Heavy Duty, Rear
Shock Absorbers (rear)	Standard	Load Leveling Type
Brakes*	Standard	Heavy-Duty Lining
Alternator	Standard	Heavy Duty, 42 Amp.
Battery#	Standard	Heavy Duty
Hitch	Rotunda	Frame-Mounted Load-Equalizing Type

\*Most states require trailer brakes for trailers over 1,500 lb. Some states for over 1,200 lb.

†See Owner's Manual for vehicle load ratings

#Use heavy-duty battery with added electrical equipment: running lights, etc.

‡Limited-Slip differential not available with convertibles or station wagons

NOTE: Use of a bumper or axle hitch is not recommended



## ENTER THE PRIVATE WORLD OF THUNDERBIRD

This is the car that captured the heart of all America . . . became America's most-wanted car. The '65 Thunderbird, pure excitement in motion . . . represents to many the ultimate in driving and adventuring pleasure. Among the many luxury items standard are: 300-hp Thunderbird Special V-8, Cruise-O-Matic Drive, Retractable Front Seat Belts, Automatic Parking Brake Release, Power Brakes (disc in front) and Power Steering, Swing-Away Steering Wheel, low-profile tires on 5½" safety rims. The Thunderbird can tow a gross trailer weight up to 5,500 pounds with a tongue load up to 550 pounds with readily available equipment.

1965 THUNDERBIRD TOWING RECOMMENDATIONS (By vehicle towing classification)		
	Classes 1, 2, 3 Gross trailer weight up to 4,000 lb. Static tongue load up to 400 lb.	Class 4 Gross trailer weight 4,000 to 5,500 lb. Static tongue load 400 to 550 lb.
Engine	390 V-8 (4V)	390 V-8 (4V)
Transmission	Cruise-O-Matic	Cruise-O-Matic
Axle Ratio	3.25 to 1	3.25 to 1
Cooling System	Standard	Extra Cooling Package
Wheels and Tires†	Standard	6-Ply
Brakes*	Standard	Standard
Suspensions	Standard	Heavy Duty
Power Steering	Standard	Standard
Battery #	80 amp-hr Heavy Duty	80 amp-hr Heavy Duty
Alternator	Standard	Standard

HITCH—Load-equalizing type hitch, frame attached, required with tongue loads in excess of 200 lb. Available Ford engineering hitch installation drawings must be followed

†See Owner's Manual for vehicle load ratings

\*Most states require trailer brakes for trailers over 1,500 lb. Some states for over 1,200 lb.

#Use heavy-duty battery with added electrical equipment: running lights, etc.

NOTE: Use of a bumper or axle hitch is not recommended



...America's most exciting new car

## TOTAL PERFORMANCE '65 MUSTANG

Mustang surpassed every new-car introduction sales record ever made. It gives you a wide range of power from a nimble 120-hp Six to the sizzling 225-hp Challenger Special V-8. And you can choose from three able transmissions. Mustang's low price includes individually adjustable, deep-foam bucket seats, all-vinyl interiors, sports steering wheel, curved side glass, and many other luxury features—all standard. There are 70 options available which, for remarkably low cost, enable you to convert your Mustang into a sports car, luxury car, or anything in between. Mustangs can tow a gross trailer weight up to 2,000 pounds with a tongue load up to 200 pounds with readily available optional equipment.

### 1965 MUSTANG TOWING RECOMMENDATIONS (By vehicle towing classification)

	Class 1 Gross trailer weight up to 2,000 lb. Static tongue load up to 200 lb.	
	Minimum Requirements	Recommended
<b>Engine</b>	200 Six 289 V-8's (2V)	289 V-8's (2V), (4V)
<b>Transmission</b>	Cruise-O-Matic	Cruise-O-Matic
<b>Rear Axle</b>	Standard	Limited-Slip Differential†
<b>Axle Ratio</b>	2.83 to 1 w/200 Six 2.80 to 1 w/289 V-8 (2V)	2.80 to 1 w/289 V-8 (2V) 3.00 to 1 w/289 V-8 (4V)
<b>Cooling System</b>	Standard	Extra Cooling Package
<b>Wheels and Tires‡</b>	6.95 x 14 4-Ply	6.95 x 14 4-Ply
<b>Brakes*</b>	Standard	Power Brakes and Heavy-Duty Lining
<b>Steering</b>	Standard	Power Steering
<b>Alternator</b>	Standard	Heavy Duty
<b>Battery#</b>	Standard	Heavy Duty
<b>Hitch</b>	Rotunda, Frame-Mounted (only)	

\*Most states require trailer brakes for trailers over 1,500 lb. Some states for over 1,200 lb.

†See Owner's Manual for vehicle load ratings

#Use heavy-duty battery with added electrical equipment: running lights, etc.

‡Limited-Slip differential not available with convertibles

**NOTE:** Use of a bumper or axle hitch is not recommended





## 1965 FORD PICKUPS...

# F-100, F-250 CAMPER SPECIALS

Every day more outdoor enthusiasts discover that the new 1965 Ford Pickup Camper Specials are the best way to camp out. These versatile vehicles provide easy handling and reliable transportation for your home-on-wheels.

Both the sleek Ford F-100 and F-250 pickups, with 129-inch wheelbase, are ideal for up to 8- or 10-foot cab-over-camper coaches. The center of gravity is located forward of the rear axle. More weight is distributed to the new Twin-I-Beam front suspension. Result? Smoothness and comfort of a passenger car coupled with truck durability.

Ford's Twin-I-Beam front end features two rugged I-beam axles that anchor alignment solidly and reduce routine front end maintenance and tire wear. Also, you enjoy improved stability no matter where you drive.

Completely new engines provide more muscle. The new 240-cubic-inch economy Six is standard. The new 300-cubic-inch Big Six, and the powerful new 352-cubic-inch V-8 are optional.

Ford cab features also add to your traveling pleasure. Wide, deep-cushioned seats provide ample room, doors open wide, and a handy inboard step eases entry and exit. An optional Custom Cab offers 5-inch-thick foam seat padding, bright-metal trim and grille, dual sun visors, arm rests, and many other features.

RANGER interior styling, optional in F-100 and F-250 with Custom Cab, combines tasteful sports flair with even more comfort. Items: new RANGER bucket seats (with or without console); plush carpeting; gas tank fabric cover; bright interior trim.

### FORD F-100 AND F-250 OPTIONAL EQUIPMENT PACKAGES FOR USE WITH CAMPER COACH BODIES

#### CAMPER SPECIAL PACKAGE NO. 1 (In addition to or in place of standard equipment)

TRUCK AND BODY	129" wb. F-100 for 8-ft. Camper Coach	129" wb. F-250 for up to 10-ft. Cab-Over Coach
RECOMMENDED MAX. BODY AND PAYLOAD WEIGHT	Up to 1,200 lb.—Styleside Pickup Up to 1,225 lb.—Flareside Pickup Up to 1,650 lb.—Chassis-Cab	Up to 2,625 lb.—Styleside Pickup Up to 3,400 lb.—Flareside Pickup† Up to 3,825 lb.—Chassis-Cab‡
REAR AXLE: STD. (RATIO) OPT. LIMITED-SLIP (RATIO)	3.70 (Six), 3.50 (V-8) 3.54#	4.10 4.10
FRONT SPRINGS, HEAVY DUTY	1,125-lb. (Six) 1,250-lb. (V-8)	1,125-lb. (Six) 1,250-lb. (V-8)
REAR SPRINGS	1,250-lb. Main	2,400-lb. Main
ALTERNATOR	55-Amp.	55-Amp.
RADIATOR	Extra Cooling	Extra Cooling

**IN ADDITION:** Camper Special ornament, heavy-duty 70 amp-hr battery, dual Western-type mirrors, extended tailpipe, oil pressure gauge and ammeter

**MINIMUM REQUIREMENTS:** Engine—300 Six or 352 V-8. Transmission—Cruise-O-Matic or 4-spd. manual. Tires—(F-100) 5-7.00 x 15 6PR. (F-250) 2-7.50 x 16 6 PR (front) and 3-7.50 x 16 8 PR (rear & spare) Incl. 5.50F split-rim type wheels.  
‡With 7.50 x 17 8 PR tires #3.73 with 300 Six and Cruise-O-Matic

#### CUSTOM CAMPER PACKAGE NO. 2 FOR F-250 (INCLUDES PACKAGE NO. 1)

Custom Cab  
Deluxe Fresh Air Heater  
ICC Emergency Flasher  
Windshield Washers, 2-Speed Windshield Wipers  
Left-Hand Door Stowage Compartment  
Dual Horns

#### DELUXE CAMPER PACKAGE NO. 3 FOR F-250 STYLESIDE PICKUP (INCLUDES PACKAGES NO. 1 & 2)

Padded Dash and Visors  
Seat Belts  
Chrome Front Bumper  
Deluxe Two-Tone Paint and Body Side Moldings  
Right-Hand Tool Stowage Compartment

### TOWING TRAILERS WITH PICKUP CAMPERS

If you wish to tow a boat or luggage trailer—or even a house trailer with a pickup camper, here are some important things to keep in mind:

- (1) Gross trailer weight should not exceed the truck's Gross Vehicle Weight (GVW).
- (2) An equalizing frame-type hitch should be used for towing trailers heavier than 1,500 pounds.
- (3) Electric trailer brakes are recommended if combined gross trailer weight plus total truck weight exceeds truck's maximum GVW. (Check local authorities for latest brake laws.)
- (4) Twice the trailer tongue load added to the actual vehicle payload must not exceed the maximum allowable vehicle payload (the vehicle payload should be determined by the combined basic vehicle plus the actual optional equipment load specifications).

### FORD LIGHT-DUTY TRUCK TRAILER TOWING SELECTOR CHART

Gross Trailer Weight	Max. Gross Vehicle Weight	Model Recommended w/Max. Vehicle Payload	Max. Combined Wt. of Truck & Trailer
Up to 1,200 lb.	4,200 lb. (Std. GVW)	F-100 Styleside—700 lb. F-100 Flareside—740 lb.	5,600 lb. 5,600 lb.
1,200 to 2,000 lb.	5,000 lb. (Max. GVW)	F-100 Styleside—1,425 lb. F-100 Flareside—1,450 lb.	7,000 lb. 7,000 lb.
1,200 to 2,000 lb. (w/trailer brakes)	5,600 lb. (Max. GVW)	F-100 4x4 Flareside—1,550 lb. F-100 4x4 Flareside—1,600 lb.	7,600 lb. 7,600 lb.
2,000 to 3,300 lb. (w/trailer brakes)	6,700 lb. (Max. GVW)	F-250 Styleside—2,875 lb.*	10,000 lb.
2,000 to 3,300 lb. (w/trailer brakes)	7,500 lb. (Max. GVW)	F-250 Flareside—3,625 lb.*	10,800 lb.
2,000 to 3,300 lb. (w/trailer brakes)	7,700 lb. (Max. GVW)	F-250 4x4 Styleside—3,300 lb.*	11,000 lb.
3,300 to 5,200 lb. (w/trailer brakes)	10,000 lb. (Max. GVW)†	F-250 4x4 Flareside—3,325 lb.* F-350 Chassis-Cab—6,225 lb.†	11,000 lb. 15,200 lb.

\*Limited-Slip differential rear axles available for trailer towing †With dual rear tires



# FORD F-350 STYLESIDE OR CHASSIS-CAB MODELS

If you are considering a heavier 10-foot camper coach with a body and payload range up to 6,225 pounds, choose a Ford F-350 Pickup or Chassis-Cab model. The 132-inch wheelbase is ideal, and the rugged chassis and power train are engineered for smooth, reliable travel.

Extra comfort and convenience features in the cab make every trip relaxing—regardless of distance. Seats are extra wide, deeply cushioned, properly angled for driving ease. Interiors of attractive trim and upholstery come in a wide choice of colors, keyed to exterior shades. You enjoy more than ample visibility from 18 square feet of all-around

glass, a good safety feature. An optional Custom Cab with even more luxuries is available.

Illustrated above is a cab-over camper that can accommodate a family of six. You also can order a camper coach mounted directly to the truck chassis for optimum strength, stability, and handling ease.

Let your Ford Dealer show you how much pleasure any Ford camper combination can bring you . . . and how easily it can be yours.

## RECOMMENDED CHASSIS COMPONENTS FOR F-350 PICKUPS AND CHASSIS-CAB MODELS HAULING CAMPER COACHES

Truck and Body	Styleside or Flareside Pickup	Chassis-Cab
Recommended Max. Body and Payload	Up to 3,800 lb.	Up to 6,225 lb. (with dual rear tires)
Engine Clutch, Dia. Alternator Battery Transmission Axle, Front Axle, Rear Brakes, Service Shock Absorbers Springs, Front Springs, Rear Wheels, 6-hole Disc Tires, Tube-Type Radiator	300-cu. in. Six or 352-cu. in. V-8 Heavy Duty 11-inch (standard) 55 Amp.—825 Watt 66 Plate—70 Amp-hr 4-Speed Manual (standard) or Cruise-O-Matic* 3,800-lb. (standard) 7,400-lb. (standard) Vacuum Booster Front and Rear 1,350-lb. 3,200-lb. Single-Stage 17 x 5.5 with single rear tires 16 x 5.50F with dual rear tires (chassis-cab only) 7.50 x 17 8PR with single rear tires 7.50 x 16 8PR with dual rear tires (chassis-cab only) Extra Cooling†	

\*Cruise-O-Matic w/300 Six only

†Included with Cruise-O-Matic, dual rear tires or V-8 engine



## CONVERSIONS FOR **FORD ECONOLINES,** **FALCON STATION BUS** and **FALCON CLUB WAGON**

Nearly everything you need to enjoy outdoor living can be contained neatly in a Ford Econoline, Falcon Station Bus or Club Wagon converted to camping use. It provides a highly practical, compact living unit for two adults plus two or three children . . . and even more with optional side tents or cabanas.

Big news for 1965 is that up to 23% more horsepower is available with the new standard 170-cubic-inch Six. And the new optional 240-cubic-inch Six is the biggest, most powerful engine in any Ford compact recreation vehicle. It provides up to 48% more horsepower than the previous 170 Six. Result? Outstanding performance with full loads . . . powerful hill-climbing ability . . . nimbleness in heavy traffic. Both new engines are engineered to give you maximum durability and economy.

In the example illustrated, there are beds, sink, draperies, icebox, portable toilet, cupboards, and wardrobe.

With many conversions, the camping units can be removed and stored within minutes—permitting use of the vehicle for other bulky hauling. It is economical to operate, has a 90-inch wheelbase, and cab-forward design with control-tower visibility that makes driving and handling remarkably easy.

Your Ford Dealer will be glad to help you secure a compact camper. Why not have a talk with him?

### RECOMMENDED CHASSIS COMPONENTS—ECONOLINE, FALCON STATION BUS AND CLUB WAGON CAMPERS

Recommended Max. Payload	2,100 lb.
4930-lb. GVW Package	
	Includes: 2780-lb. rear axle 10" x 2½" rear brakes Heavy-duty shock absorbers 955-lb. front springs 1230-lb. rear springs Stabilizer bar Heavy-duty underbody structure 7.35 x 14 8 PR tires
Engine	170 Six (standard)
Alternator	55 Amp.—825 Watt
Battery	55 Amp-hr—66 Plates
Transmission	3-Speed Fully Synchronized (standard)
Rear Axle	Limited-Slip Differential

### TRAVEL COACHES WITH CHASSIS BY FORD

Now the ultimate in luxurious mobile living can be yours in a Travel Coach on a strong, reliable chassis by Ford. This type of land yacht can sleep up to eight and provides every home convenience imaginable.

Driver and passenger sit in plush, deep-foam padded bucket seats. Behind them are sofas which convert to beds, a dining area, bathroom with shower, ultramodern kitchen. Gas furnace and air conditioner are available options.

Power from Ford's powerful new 352-cubic-inch V-8 engine through the proven Cruise-O-Matic transmission provides economy and torque when needed. And despite its size, a Travel Coach is surprisingly easy to handle on or off the road.

You can order units with interiors to suit your specific needs, whether for travel or business use as mobile display rooms, showroom or laboratory; dental or medical office—and many more. Your Ford Dealer will help locate a source near you.



VERSATILE

# FORD STATION WAGONS

Owners of Ford station wagons have long known that they had ample room (with center seat down) to sleep two adults comfortably and possibly a child or two. With some kind of mattress, curtains, and window screens, many have enjoyed "station wagon living" for many years. Now makers of outdoor equipment offer new accessories that accommodate families of four or more.

Ford—America's station wagon specialist—caters to campers with 14 new 1965 models: five all-new Fords—Ranch Wagon, Country Sedan, Country Squire, plus Country Sedan and Country Squire with dual facing rear seats; two new Fairlanes—Fairlane Wagon, Fairlane 500 Wagon; four Falcons—Falcon 2-Door, Falcon 4-Door, Futura Wagon, and Falcon Squire; three Falcon Club

Wagon models—Station Bus, Club Wagon, and Deluxe Club Wagon. All lend themselves to versatile utility with special emphasis on outdoor enjoyment.

The model shown is the total performance '65 Ford with typical camp gear available. Standard power is Ford's quick, strong 240-cu. in. Big Six. Options include: three V-8 engines, 3-speed Cruise-O-Matic, gas-saving Overdrive transmissions.

In luxury, comfort and ride, travel in *any* Ford wagon is better than ever before, and each one is a most practical buy. You can test-drive the total performance wagon of your choice at your Ford Dealer's now. He can advise you, too, on camping gear to suit your special needs.



# tips on towing trailers

**ANYONE CAN DO IT!**

There is nothing really complicated about towing a trailer, or even parking it. Anyone can do it—including women and youngsters of driving age—after just a short period of practice.

Here, for your guidance, are the basic trailer towing pointers to keep in mind . . .

**STARTING.** Before pulling out from the curb, be sure you have ample traffic clearance. Become familiar with your span of vision in *side* mirrors. Apply power slowly, evenly. Avoid overacceleration when getting under way.

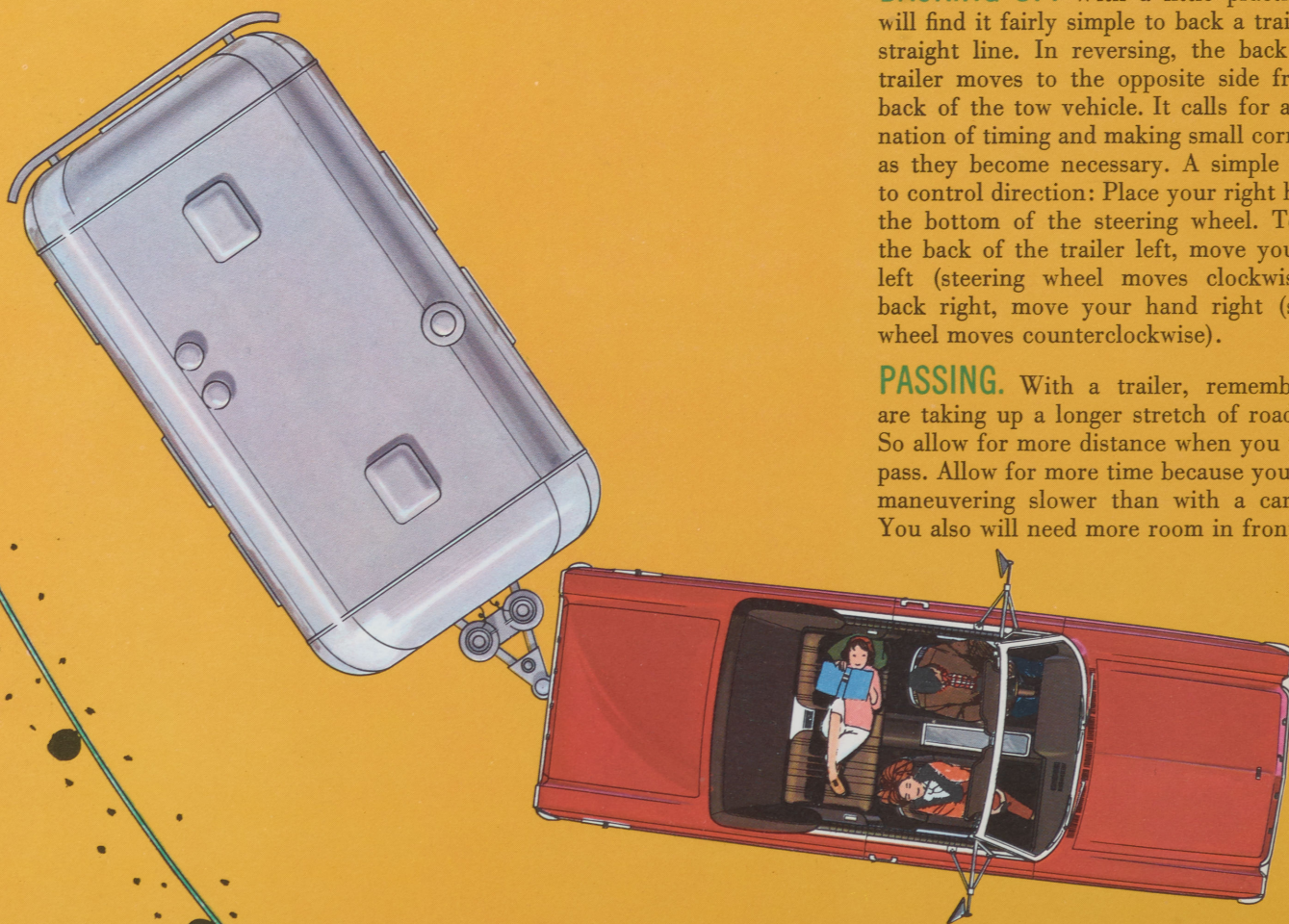
**FLAT STARTS WHEN HAULING A HEAVY TRAILER.** When making flat starts with Cruise-O-Matic, shift selector lever to "L" (low). After reaching 25 to 30 mph, shift manually to "DRIVE" position so that second and high gear can come into action. When hauling a light trailer, simply leave the transmission lever in normal drive position.

**STOPPING.** Safe stops depend on road surface, speed, tire condition, brakes, weather, etc. Pump the brakes lightly to avoid full-pedal action that may tend to lock brakes. If you "keep your distance," you will have little trouble stopping safely. Normally, a properly balanced trailering rig can stop easier and in a shorter distance than a car can alone.

**TURNING.** When turning, rear wheels do not quite follow the path of the front wheels on a vehicle. With a trailer, allow for additional clearance by driving slightly beyond the turning point before making the turn. Also, slow down well before reaching any turn. This saves gas, plus wear and tear on brake linings. Also, it helps the trailer to track around the curve with minimum of steering.

**BACKING UP.** With a little practice, you will find it fairly simple to back a trailer in a straight line. In reversing, the back of the trailer moves to the opposite side from the back of the tow vehicle. It calls for a combination of timing and making small corrections as they become necessary. A simple method to control direction: Place your right hand on the bottom of the steering wheel. To move the back of the trailer left, move your hand left (steering wheel moves clockwise). To back right, move your hand right (steering wheel moves counterclockwise).

**PASSING.** With a trailer, remember you are taking up a longer stretch of road space. So allow for more distance when you want to pass. Allow for more time because you will be maneuvering slower than with a car alone. You also will need more room in front of the



vehicle you are passing, and you will have to travel farther before moving back into your traffic lane.

**FOLLOWING.** Keep as much space ahead of you as the total length of your car and trailer combined for each 10 mph of speed. That gives you a safe stopping distance even in an emergency.

**SIGNAL YOUR INTENTIONS.** Use turn signals to let others know your intentions.

You can counteract skids by turning front wheels in the direction of the skid. If the car's rear wheels skid to the right, turn the steering wheel to the right (clockwise). Also, apply trailer brakes independently. Don't apply vehicle brakes until the skid is sharply reduced, then pump the brakes lightly.

**BEING PASSED.** When a large bus or truck passes, you may feel a rush of air against the side of your rig. This might tend to make the car and trailer swerve. If it does, avoid applying your brakes. Instead, accelerate slightly and apply steady offsetting steering pressure. Use normal driving courtesy when another vehicle on your side passes. Yield space ahead to permit reentry into your lane.

**STEEP GRADES.** In hilly or mountainous terrain, avoid engine lugging or engine and transmission overheating during long climbing periods. With Ford's 3-speed Cruise-O-Matic transmission, shift into low ("L" position on the quadrant), which puts the transmission into intermediate gear. This may be done at any speed. The transmission "locks" into the intermediate ratio unless vehicle speed drops below approximately 20 mph. When speed drops below 20 mph, the transmission automatically will shift into low gear where it will stay until the shift lever is placed in a *Drive* position, at which time the shift sequence begins again. **NOTE:** To use the transmission for braking assistance, shift into "L" as above. On steep downhill grades, however, it also will be necessary to apply brakes to slow the vehicle below 20 mph to allow the transmission automatically to shift into low gear after which you can regulate speed with the accelerator. With a manual transmission, merely shift to the next lower gear if your speed drops off going uphill, or if engine braking is needed going downhill.

**CAUTION:** If overheating does occur, simply pull over and stop, but do not stop the engine. Shift the transmission into **PARK OR NEUTRAL AND RUN THE ENGINE AT FAST IDLE UNTIL ENGINE TEMPERATURE RETURNS TO NORMAL! DO NOT REMOVE THE RADIATOR CAP UNTIL THE COOLING SYSTEM HAS RETURNED TO NORMAL!**

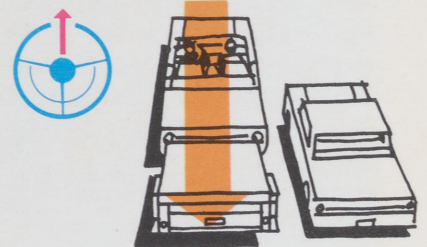
# TRAILERING TIPS

## HOW TO PARK IN TRAFFIC

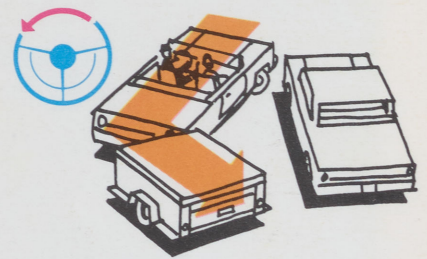
A little parking practice with a trailer will go a long way. Some trailer owners find it easy to get permission to use supermarket parking lots on Sundays or holidays. Others tow their trailers out from town and practice parking on little-used side roads.

### TRY THESE SIX SIMPLE STEPS

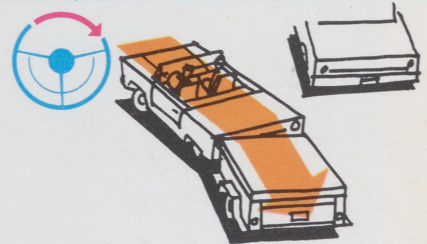
To park on the side of a street, pull ahead of the space in which you want to park, just as you normally would. If a vehicle is parked at this spot, stop with the rear of the trailer even with the parked vehicle. Keep your car (or truck) and trailer in a straight line.



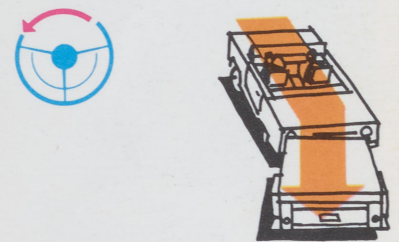
Back up slowly. Use some object behind you as a point of reference. To turn the trailer toward the right curb, turn the steering wheel counterclockwise (top of wheel goes to the left, not to the right as you park with a car only). Turn slowly to avoid under or oversteering. Drive slowly until you are sure of yourself.



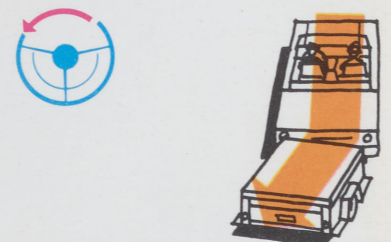
When trailer is about halfway into the space at about a 45° angle, turn the steering wheel clockwise (top of wheel goes right). This moves the trailer more parallel with the curb.



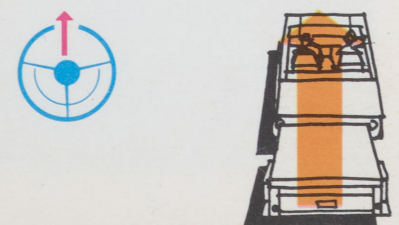
Move your car (or truck) toward parking position as you normally would. Keep the steering wheel turned toward the curb until the right rear wheel of your vehicle is near the curb.



Now turn the steering wheel counterclockwise to straighten the car. Because of the reverse effect on the trailer, the rear of the car (or truck) will move slightly away from the curb.



Then drive the car (or truck) ahead to get both it and trailer parallel with the curb. You will get the knack of it after just a few trials. The important thing to keep in mind is: **DON'T BE IN A HURRY!**



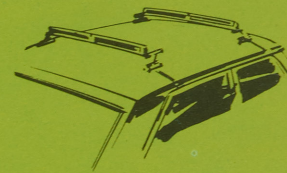
# add more fun, safety and convenience with these 1965 Ford quality

For greater driving comfort, convenience, and safety, have Ford quality options and accessories installed by your Ford Dealer—an expert in these important matters. All items listed on these pages are competitively priced and are manufactured to the highest quality standards. In general, you will find that they cost less to buy, less to operate . . . and are a lot more rewarding to you in the long run!

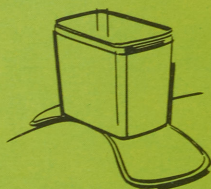
## CAR



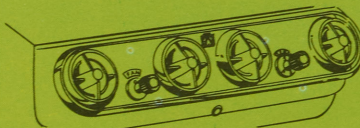
**Luggage rack**—Rugged, low-silhouette roof rack of chromed steel. Securely holds plenty of extra cargo. Black vinyl-coated "zipper bag" cover also available.



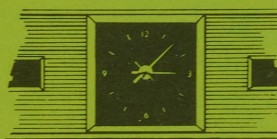
**Ski racks**—Attractive roof- or deck-mounted rack of two curved metal frames with rubber guards to protect paint. Holds four sets of skis and has tumbler locks to guard against theft.



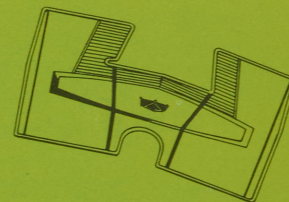
**Litter basket**—Black vinyl, silver-trimmed basket with weighted base stays in place. Use for litter or extra storage.



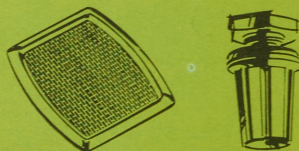
**Air conditioner**—Travel in cool, relaxed comfort. SelectAire Conditioner (Fairlane, Ford, Thunderbird) and Ford Air Conditioner (Falcon, Fairlane, Ford) give you precise control over inside temperatures.



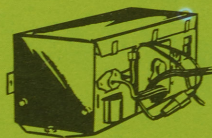
**Electric clocks**—Stylish, dependable, all-electric, self-regulating, night-illuminated. Some types are pedestal-mounted atop dash, or instrument-panel mounted.



**Floor mats, front and rear**—Add extra protection with durable, easy-to-clean floor mats. Choice of colors. Clear vinyl mats also available.



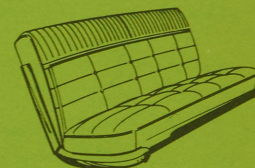
**Rear seat speaker**—Enjoy true hi-fi sound dimension with your radio. Rear speaker easily controlled by radio volume knob. May be used alone, or with front seat speaker. Ideal for keeping children happy—front seat adults do not have to listen to juvenile programs.



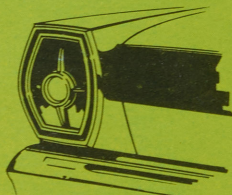
**StudioSonic sound system**—Reproduce music with the full fidelity of concert hall listening with Ford's StudioSonic sound system. Rear speaker reverberator delays sound waves a fraction of a second and blends them with front speaker for rich consonance.



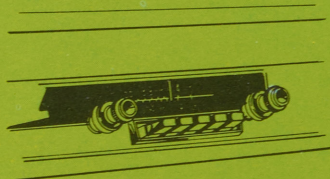
**Trunk lid release**—Lets you unlock trunk without leaving the driver's seat. Handy remote control lever pops the lid open.



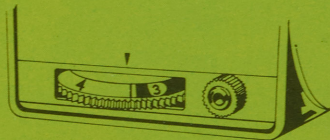
**Seat covers, vented cushions**—Clear plastic seat covers, front and rear, glamorize while they guard against stains. Ventilated seat cushions keep you "sitting pretty" on even the hottest days.



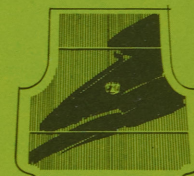
**Backup lights**—Powerful backup lights, beautifully integrated in taillamps, illuminate area behind car whenever you shift into reverse. Twin beams help you back up safely at night; also warn others.



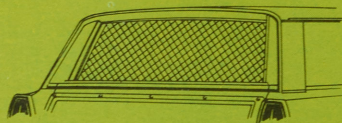
**AM/FM radio**—Choose genuine Ford quality AM/FM or AM radio for instant response, static-free listening enjoyment.



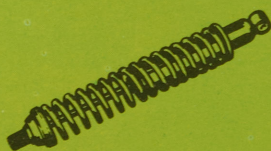
**Automatic speed control, Fords and Thunderbirds**—Just set the dial to the speed you want. Then relax and let this accessory keep you traveling constantly at the prescribed speed without having your foot on the accelerator! (Automatically cuts off when brakes are applied.)



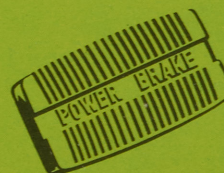
**Rear deck cargo mat (station wagons)**—Gives extra protection. Durable, easy to clean. Choice of colors.



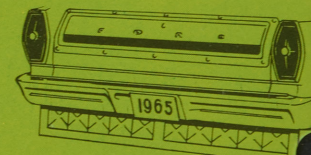
**Rear window screen (station wagons)**—Ideal for campers. Mesh screen is reinforced with heavy screen set in aluminum frame. Provides worry-free parking and full ventilation.



**Shock absorbers, Load-Leveler, rear**—Help avoid rear-end sag and bottoming with unusually heavy loads. Consists of two heavy-duty rear shock absorbers with large, sturdy coil springs.



**Power brakes**—Swift, sure, straight-line stops with just the touch of your toe!



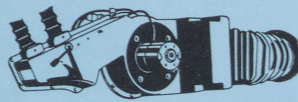
**Mud and stone deflectors**—All-new, tire-type rubber assures tough, long-wearing quality. Strong reinforcing rib section, molded into deflector, keeps stones from chipping away trailer's exterior finish.

# Options & accessories

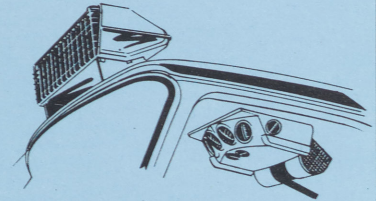
## TRUCK



**Tool storage compartment**—Lockable, hinged-lid box ideal for storing small tools, sundry items. Installed under floor of pickup box at side ahead of right rear wheel opening.



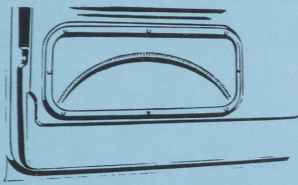
**Fresh air heater**—Outside air is supplied from Hi-Dri ventilation system. The air is warmed as it passes through heater core.



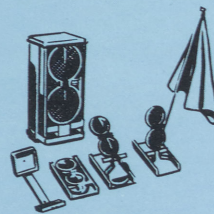
**Air conditioner**—Travel in cool, dust-free comfort with Ford's air conditioner in the cab.



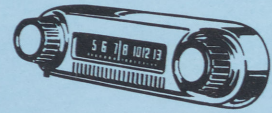
**Air lifts (Ford models only)**—An inflatable air bag added to rear coil spring suspension gives extra support for heavy rear loads. Varying the air pressure either stiffens or softens rear suspension for proper support and ride.



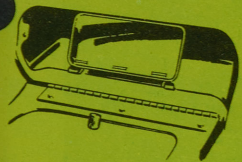
**Door storage compartment**—Vinyl covered with zipper opening and bright plastic molding frame—available all F-Series models as optional. Left-hand included in Custom Camper Special; right-hand included in Deluxe Camper Special.



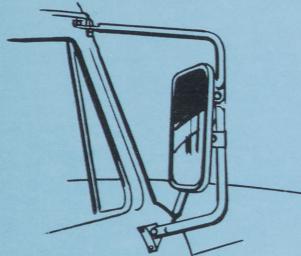
**Reflector flare kit**—Provides the extra safety and warning to protect you during roadside emergencies.



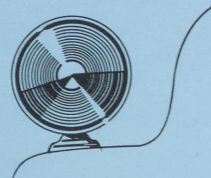
**AM radio**—Superb reception for favorite programs. Keep posted on news, weather, and road condition reports as you travel.



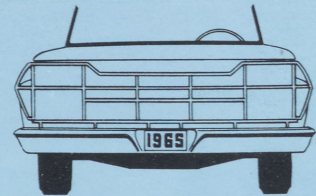
**Glove box vanity mirror**—Good grooming extra that pleases any woman. Large rectangular mirror mounted in glove box swings aside when not in use.



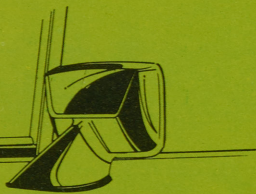
**Outside rearview mirrors**—Western-type for extra safety and driving ease, right-hand and left-hand.



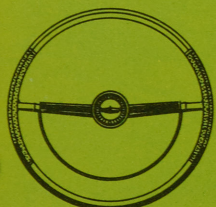
**Emergency lamp flasher**—A flip of the switch warns highway travelers with the blinking turn signals and rear stoplights that you are there. Best safety device when pulling off to the side of the road night or day.



**Brush-type grille guard**—For roughing it in the woods, protect radiator and grille with this sturdy grille guard!

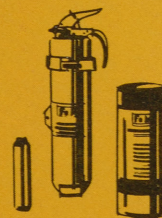


**Sideview mirrors**—Wide variety of sizes, shapes . . . heavily chromed to give bright, true images . . . positive-friction mountings. Right-hand companion mirrors for "all around" viewing.

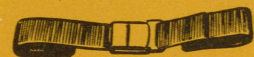


**Power steering**—Only fingertip effort, yet you retain complete control. Makes parking easier than ever!

## CAR & TRUCK



**Fire extinguisher**—Dry chemical type, 2 $\frac{3}{4}$ - or 5-pound size, effectively puts out flammable liquid and electrical fires.



**Seat belts**—Stylish, strong nylon belts with vinyl-clad "color-keyed" metal-to-metal buckles come in ten interior-harmonized colors. Easily released with one hand, yet they can withstand 5,000 pounds of sudden pressure. Meet all SAE and CSA standards.



**Spotlight**—Ideal for reading road signs, spotting vehicle at campsite. Easy to operate from inside the cab.



**Compass**—Ford precision compass mounts easily on windshield, dash or garnish molding. Penlight cell provides illumination for night readings.



HOW TO CHOOSE THE  
**RECREATIONAL  
VEHICLE  
BEST FOR YOU**

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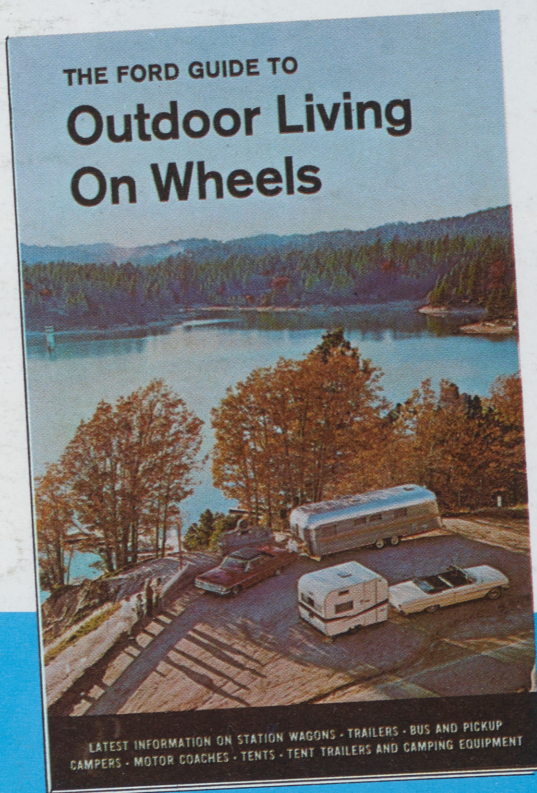
Makers of outdoor equipment now have a variety of camping vehicles and accessories available. What you select to suit your needs (and budget) will depend largely on these factors:

- number and ages of persons using the unit
- kind of recreation planned

- where the vehicle will be used most of the time
- how you intend to camp

To help you select the recreation vehicle most appropriate for your needs, this table lists types of recreation units, their approximate price ranges, some advantages and some disadvantages to keep in mind.

TYPE OF UNIT	ADVANTAGES	LIMITATIONS
<p><b>STATION WAGON CAMPING EQUIPMENT UNITS</b></p> <p>Platform pop-up tent carried on station wagon top. Other types serve as canopy over rear of wagon or truck, with bunk space on rear deck or truck bed. Also, may be used on other sedans.</p> <p><b>Approx. Price Range: \$150 to \$650</b></p>	<ul style="list-style-type: none"> <li>• Can be taken anywhere a car can go</li> <li>• Minimal investment</li> <li>• Useful for overnight camping with tent</li> <li>• Makes wider use of family vehicle</li> <li>• About the usual maintenance involved in normal car care</li> <li>• Can tow a boat behind car</li> </ul>	<ul style="list-style-type: none"> <li>• Equipment can limit number of passengers</li> <li>• Camp must be set up—usually by daylight</li> <li>• Requires use of primitive, or public toilet and bath facilities</li> <li>• Tents must be put away dry (avoid mildew)</li> <li>• Cannot carry car-top boat</li> </ul>
<p><b>CAMPING TRAILERS</b></p> <p>Compact units towable by any size car or truck. At camp they fold out and expand into living quarters, or telescope over car and trailer for moderate-sized living-eating-sleeping tent.</p> <p><b>Approx. Price Range: \$450 to \$850</b></p>	<ul style="list-style-type: none"> <li>• Highly maneuverable, goes anywhere a car can go</li> <li>• Low investment</li> <li>• Light weight makes hauling, maneuvering simple</li> <li>• Easy detachment at campsite</li> <li>• Car can be used for side trips</li> <li>• Tent or living quarters quickly erected</li> <li>• Most or all equipment carried in trailer to allow more room for passengers</li> <li>• Easily stored when not in use</li> <li>• Low maintenance cost, very little demand on towing car</li> </ul>	<ul style="list-style-type: none"> <li>• Types that fold out into tents still are basically tents</li> <li>• Units that extend are somewhat restrictive in space</li> <li>• Only four persons can sleep in bunks</li> <li>• Extra provision must be made for others</li> <li>• Requires use of public toilets and bathing facilities</li> <li>• May have no built-in cooking or cold storage facilities</li> <li>• Limited storage space, sometimes space is not too accessible</li> <li>• Canvas must be put away while dry to avoid mildew</li> <li>• Cannot tow a boat</li> </ul>
<p><b>CONVERSIONS FOR ECONOLINE VAN</b></p> <p>Compact vehicles like the Ford Econoline, Falcon Station Bus and Club Wagons—modified for compact camping facilities.</p> <p><b>Approx. Price Range: \$2,200 to \$2,900 complete</b></p>	<ul style="list-style-type: none"> <li>• Highly maneuverable</li> <li>• Passengers can use space en route</li> <li>• Sleeping facilities for two adults, 2 to 4 children</li> <li>• Top can be used for storage, canoe or light-boat carrier</li> <li>• Usable as family bus</li> <li>• Extremely economical to operate and to maintain</li> <li>• Only one license, one insurance policy required</li> <li>• Can be used to tow light trailer or boat</li> </ul>	<ul style="list-style-type: none"> <li>• Space somewhat limited unless pop-up roof modification added</li> <li>• Comfort requires use of canopied area outside vehicle</li> <li>• Requires extra facilities for others</li> </ul>
<p><b>TRAVEL TRAILERS</b></p> <p>Trailers with facilities contained inside the unit and hauled by automobile.</p> <p><b>Approx. Price Range: \$1,200 to \$6,600</b></p>	<ul style="list-style-type: none"> <li>• Maneuverable in all but the most rugged country</li> <li>• Driver travels in the comfort and luxury of a passenger car</li> <li>• Car is easily unhitched for side trips</li> <li>• Persons (usually 4 to 6) can sleep inside</li> <li>• Many trailers have electricity, water, toilet, bath, modern cooking and kitchen facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Although lightweight, it still must be towed</li> <li>• Investment can be substantial as trailer is primarily a travel, camping vehicle</li> <li>• Restrictions in some states cover parking, traveling</li> <li>• Passengers cannot ride in trailer when in motion (in most states due to safety factors)</li> <li>• Requires car</li> <li>• Storage, or special parking area needed when not in use</li> <li>• Special driving techniques must be learned</li> <li>• Cannot be used to tow a boat</li> </ul>
<p><b>PICKUP AND CHASSIS CAMPERS</b></p> <p>Pickup trucks with camping unit that slides into box, or unit mounted directly to truck chassis. Some have extensions over truck cab.</p> <p><b>Approx. Price Range: \$2,200 to \$5,500</b></p>	<ul style="list-style-type: none"> <li>• Maneuverable even in back country</li> <li>• Rugged construction for even unimproved roads</li> <li>• Passengers can ride in unit</li> <li>• Direct contact (via walk-through or intercom) with passengers</li> <li>• Entire unit can be used for side trips</li> <li>• Powerful enough to haul unit and trailer</li> <li>• Owner can remove slide-in type for other truck uses when not camping</li> <li>• Many owners use as second family car for shopping, etc.</li> <li>• Ready to go anywhere on land with the addition of food and clothing</li> </ul>	<ul style="list-style-type: none"> <li>• Enclosed area has fairly limited floor space</li> <li>• Investment can be substantial unless used for other purposes</li> <li>• Removing camper sometimes inconvenient and unwieldy</li> </ul>
<p><b>TRAVEL COACH</b></p> <p>A self-contained unit on a truck or special chassis that is easy to drive.</p> <p><b>Approx. Price Range: \$9,000 to \$12,000</b></p>	<ul style="list-style-type: none"> <li>• Excellent maneuverability on highways and improved roads</li> <li>• Completely modern, self-contained living facilities</li> <li>• Sleeps 4 to 8 comfortably</li> <li>• Has all conveniences</li> <li>• With options, can operate independently in any area—on or off the road</li> <li>• Ideal for extended travel, long trips, for sports club purchase</li> <li>• Has many commercial applications</li> </ul>	<ul style="list-style-type: none"> <li>• Less maneuverable for use on back country roads, not too easy to park</li> <li>• A sizable investment</li> <li>• Fairly heavy unit not permitted on some residential roads</li> <li>• Entire unit must be taken on side trips</li> <li>• Requires large shelter or parking area when not in use</li> <li>• Requires expert maintenance</li> <li>• Seldom can be used to tow a boat</li> </ul>



Whether you're an experienced camper or a beginner just looking into the possibilities of tent and trailer life, **THE FORD GUIDE TO OUTDOOR LIVING ON WHEELS** is just right for you. This remarkable, 248-page full-color publication has the latest information on tents, tent trailers, travel trailers, pickup campers and related items, such as stoves, furniture, beach and water gadgetry. What's more . . . there are over 200 pictures to help you select the outdoor gear that suits your needs the best.

For your copy of this helpful guidebook, just send your check or money order for \$1.95 to:

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**P. O. Box 5510 (Dept. B)**  
**Fenkell Station**  
**Detroit, Michigan 48238**

**WARRANTY ON CARS USED FOR TRAILER TOWING**

When the recommendations for special equipment are followed for the indicated utilization, the usual new-car warranty would apply for a Ford, Fairlane, Falcon, Mustang or Thunderbird used for towing. However, should any part or parts of the vehicle be damaged as a result of abnormal trailer towing operation during the warranty period, repairs to such damaged part or parts would be considered the owner's responsibility.

Recreation-type models and equipment illustrated in this booklet are only representative of many available to you from individual manufacturers and through your Ford Dealer. Mention of these models and related equipment, other than Ford components, does not constitute an endorsement or guarantee by the Ford Motor Company. Information and specifications published were in effect at the time of approval for printing. Models or equipment may be discontinued, or prices, specifications, or

designs changed at any time without notice and without incurring obligation. Optional equipment and accessories, illustrated or referred to as options, optional or available in this booklet are extra cost. For the price of a Mustang, Falcon, Fairlane, Ford, Thunderbird or Ford Truck with the optional equipment and accessories you desire, see your Ford Dealer.

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