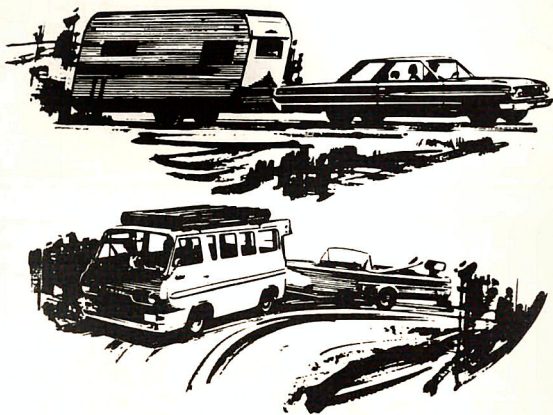


1965



FAMILY OF FINE PRODUCTS

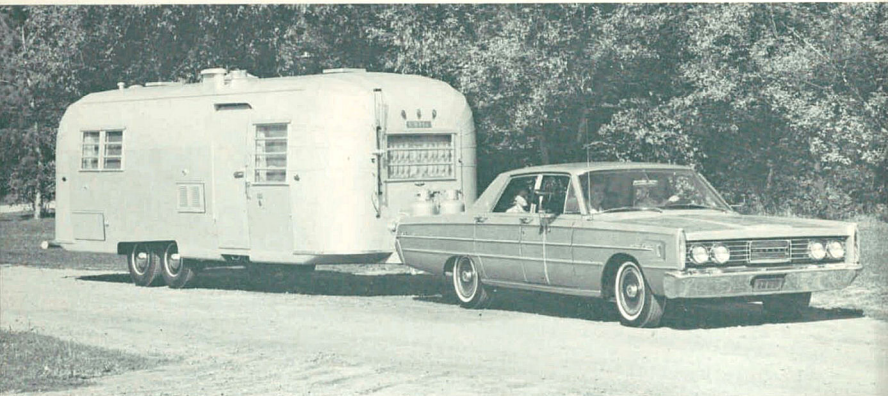
RECREATION VEHICLES



for more outdoor fun the year 'round

Canada's own luxury low-priced car 1965 **METEOR**

Designed for comfort and beauty, the 1965 Meteor gives you something surprisingly new: a luxury car which everyone can afford. It's the biggest car in its price range offering a choice of 11 models. The long 123" wheelbase and wider track gives you smooth riding and handling over the roughest roads. There's a new 240 cu. in. Six for power plus traditional six-cylinder economy or your choice of two powerful V-8's. New all-coil suspension and improved handling characteristics make the Meteor an excellent choice for towing and trailering. It hauls gross trailer weights up to 5,500 lbs with the extra equipment shown on the accompanying chart.



1965 METEOR TOWING RECOMMENDATIONS
(By vehicle towing classifications)

	Classes 1 and 2 Gross trailer weight up to 3,000 lb. Static tongue load up to 300 lb.	Class 3 Gross trailer weight 3,000 to 4,000 lb. Static tongue load 300 to 400 lb.	Class 4 Gross trailer weight 4,000 to 5,500 lb. Static tongue load 400 to 550 lb.
Engine	240 Six, 352 or 390 V-8	352 or 390 V-8	352 or 390 V-8
Transmission	Multi-Drive Merc-O-Matic	Multi-Drive Merc-O-Matic	Multi-Drive Merc-O-Matic
Axle Ratios	3.25: 1 w/240 3.00: 1 with 352 & 390	3.00 to 1	3.00 to 1
Radiator	Standard	Extra Cooling (a)	Extra Cooling (a)
Fan	Standard	Extra Cooling (a)	Power Booster (a)
Wheels	Standard	Standard	6" rim - heavy-duty (b)
Tires	Standard	Standard	8.15 x 15 8-ply rated
Suspension	Adjustable Air Springs*	Adjustable Air Springs*	Adjustable Air Springs* plus heavy-duty front and rear springs and shock absorbers
Power Brakes	Recommended	Recommended	Recommended
Brake Lining	Standard	Heavy Duty	Heavy-Duty
Power Steering	Recommended	Recommended	Recommended
Alternator	Standard	55 amp. Heavy-Duty	55 amp. Heavy-Duty
Battery	70 amp.-hr. Heavy-Duty	70 amp.-hr. Heavy-Duty	70 amp.-hr. Heavy-Duty
Hitch	Load-equalizing type, frame attached, required with tongue loads over 200 lb. Available Ford engineering hitch installation drawings must be followed.		

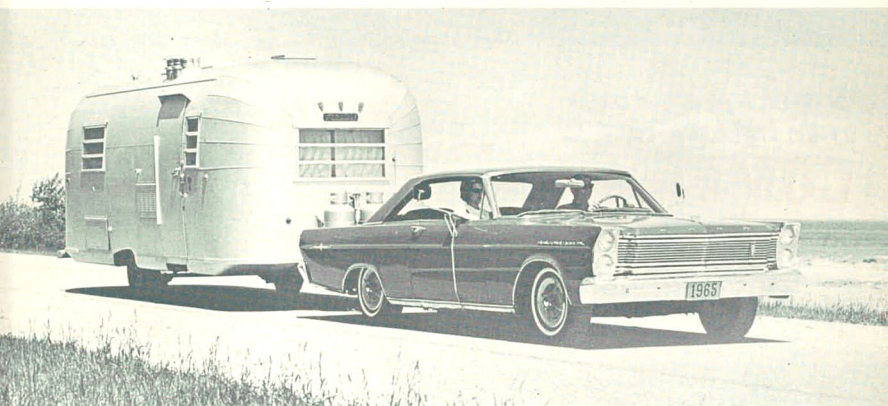
* Adjustable Air Springs are special order equipment and are recommended for all towing with gross trailer weight of 2,000 lbs. or more or with tongue loads of 200 lbs. or more.

(a) Available on Special Order.

(b) 6" rim heavy-duty wheels are special order equipment for all Meteor passenger cars but are standard equipment on all Meteor station wagons.

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 4 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.



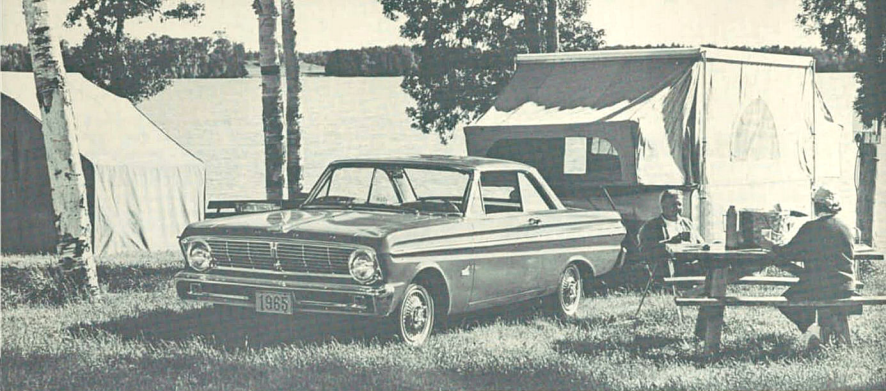
1965 FORD TOWING RECOMMENDATIONS
(By vehicle towing classifications)

	Classes 1 and 2 Gross trailer weight up to 3,000 lb. Static tongue load up to 300 lb.	Class 3 Gross trailer weight 3,000 to 4,000 lb. Static tongue load 300 to 400 lb.	Class 4 Gross trailer weight 4,000 to 5,500 lb. Static tongue load 400 to 550 lb.
Engine	240 Six, 352 or 390 V-8	352 or 390 V-8	352 or 390 V-8
Transmission	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic
Axle Ratios	3.25: 1 with 240 3.00: 1 with 352 and 390	3.00: 1	3.00: 1
Radiator	Standard	Extra Cooling (a)	Extra Cooling (a)
Fan	Standard	Extra Cooling (a)	Power Booster (a)
Wheels	Standard	Standard	6" rim Heavy-Duty (b)
Tires	Standard	Standard	8.15 x 15 8-ply rated
Suspension	Adjustable Air Springs*	Adjustable Air Springs*	Adjustable Air Springs* plus heavy-duty front and rear springs and shock absorbers
Power Brakes	Recommended	Recommended	Recommended
Brake Lining	Standard	Heavy-Duty	Heavy-Duty
Power Steering	Recommended	Recommended	Recommended
Alternator	Standard	55 amp. Heavy-Duty	55 amp. Heavy-Duty
Battery	70 amp.-hr. Heavy-Duty	70 amp.-hr. Heavy-Duty	70 amp.-hr. Heavy-Duty
Hitch	Load-equalizing type, frame attached, required with tongue loads over 200 lb. Installation drawings must be followed.		Available Ford engineering hitch

* Adjustable Air Springs are special order equipment and are recommended for all towing with gross trailer weight of 2,000 lbs. or more, or with tongue loads of 200 lbs. or more.

(a) Available on Special Order.

(b) 6" rim, heavy-duty wheels are special order equipment on all Ford passenger cars but are standard equipment on all Ford wagons.



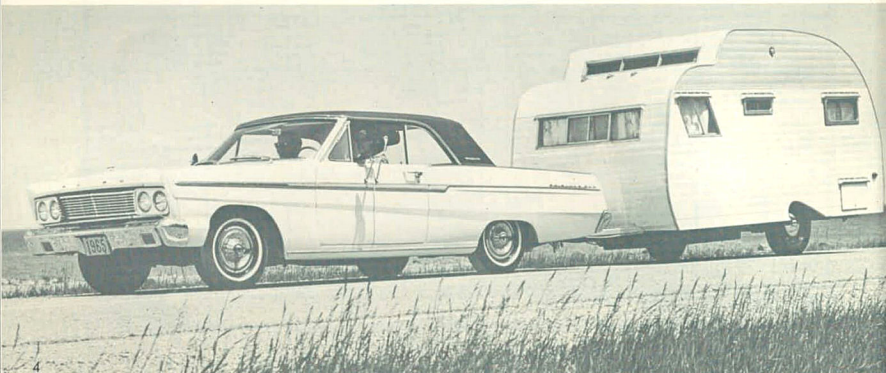
*For spirit, style and economy
try the bright new '65*

COMET

Here's the car that gives you compact power, economy plus beauty. The 1965 Comet has as much spirit in its performance as it has in its appearance . . . up to 225-hp with the optional 289 cu. in. V-8. Multi-Drive Merc-O-Matic 3-speed transmission is available with all three engines as well as optional power steering with pressure-balanced hydraulic pump. Brakes are self-adjusting and there's a new high-performance cooling system. Any '65 Comet will pull a trailer of up to 1,000 lbs gross weight or of 100 lbs static tongue load without extra equipment.

1965 COMET TOWING RECOMMENDATIONS (By vehicle towing classifications)		
	Class 1 Gross trailer weight 1,000 to 2,000 lb. Static tongue load 100 to 200 lb.	Class 2 Gross trailer weight 2,000 to 3,000 lb. Static tongue load 200 to 300 lb.
Engine	200 Six 289 V-8	289 V-8
Transmission	Multi-Drive Merc-O-Matic 3.20: 1 Six 3.00: 1 V-8	Multi-Drive Merc-O-Matic
Axle Ratio		3.00 to 1
Radiator	Standard	Extra Cooling (a)
Fan	Standard	Extra Cooling (a)
Tires	Standard	7.35 x 14 4-Ply
Brakes	Standard	Power Brakes with Heavy-Duty linings (a)
Suspension	Standard	Heavy-Duty front and rear springs and shock absorbers
Steering	Standard	Power Steering
Battery	55 amp.-hr. Heavy-Duty	55 amp.-hr. Heavy-Duty
Hitch	Load-equalizing type, frame attached, required with tongue loads over 200 lb. Available Ford engineering hitch installation drawings must be followed.	

(a) Equipment available on Special Order.



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 V-8's up to 225-hp are optional. Choice of three transmissions. The '65 Falcon has a plusher ride and steers easier than ever. Brakes are self-adjusting. Tows a gross trailer weight up to 2,000 pounds tongue load up to 200 pounds with 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 (a)
Wheels and Tires	6.45 x 14 4-Ply	6.95 x 14 4-Ply
Steering	Standard	Power Steering
Springs	Standard	Heavy Duty
Shock Absorbers (rear)	Standard	Load Leveling Type#
Brakes	Standard	Heavy-Duty Lining (a)
Battery	Standard	Heavy Duty
Hitch	Rotunda	Frame-Mounted Load-Equalizing Type

† Limited-Slip differential not available with convertibles or station wagons.
(a) Equipment available on Special Order.

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



big, bold, beautiful 1965

FAIRLANE

...great for the great outdoors

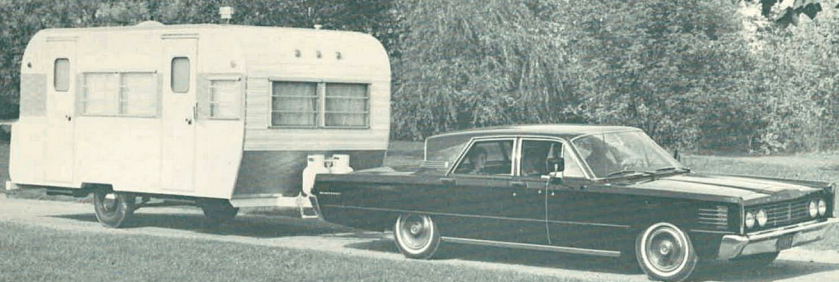
This is the best year yet to go places with a Fairlane . . . Power comes in three sizes . . . from a 120-hp Six up to 225-hp in a Challenger Special V-8. Choice of three nimble transmissions: 3- or 4-speed fully synchronized manual (depending on engine), and a 3-speed Cruise-O-Matic. Steering and braking 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 optional equipment.

1965 FAIRLANE TOWING RECOMMENDATIONS
(By vehicle towing classifications)

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

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

(a) Equipment available on Special Order.



Canada'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.

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
Engine	200 Six 289 V-8's (2V)	289 V-8's (2V), (4V)
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 (2V)
	2.80 to 1 w/289 V-8 (2V)	3.00 to 1 w/289 V-8 (4V)
Cooling System	Standard	Extra Cooling Package
Wheels and Tires	6.95 x 14 4-Ply	6.95 x 14 4-Ply
Brakes	Standard	Power Brakes and Heavy-Duty Lining
Steering	Standard	Power Steering
Alternator	Standard	Heavy Duty
Battery#	Standard	Heavy Duty
Hitch	Round, Frame-Mounted (only)	

#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.



For elegance and comfort
see the 1965

MERCURY

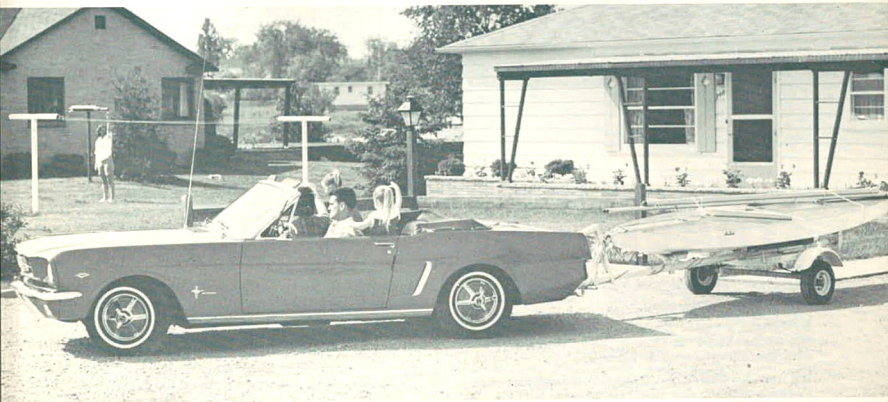
Few cars can equal the '65 Mercury for pure elegance in motion. Yet, it also offers many practical features including exclusive Breeze-way roofline and power-operated rear-window. Mercury's new frame construction soaks up road shock to give a smooth and restful ride. The body has been repositioned to improve balance, on a new longer 123" wheelbase. New larger 15" wheels and wider tires make Mercury a more stable and efficient towing vehicle.

1965 MERCURY TOWING RECOMMENDATIONS (By vehicle towing classifications)		
	Class 1 and 2 Gross trailer weight up to 3,000 lb. Static tongue load up to 300 lb.	Class 3 and 4 Gross trailer weight 3,000 to 5,500 lb. Static tongue load 300 to 550 lb.
Engine	352, 390 V-8's	390 V-8
Transmission	Multi-Drive Merc-O-Matic	Multi-Drive Merc-O-Matic
Axle Ratio	3.00: 1	3.00 to 1
Radiator	Standard	Extra Cooling (a)
Fan	Standard	Power Booster (a)
Tires	Standard	8.15 x 15 B-Ply rated
Wheels	Standard	6" rim - Heavy-Duty (b)
Suspension	Adjustable Air Springs*	Adjustable Air Springs* plus heavy-duty front and rear springs and shock absorbers
Power Brakes	Recommended	Recommended
Brake Lining	Standard	Heavy Duty
Power Steering	Recommended	Recommended
Alternator	Standard	55 amp. Heavy-Duty
Battery	70 amp.-hr. Heavy-Duty	70 amp.-hr. Heavy-Duty
Hitch	Load-equalizing type, frame attached, required with tongue loads over 200 lb. Available Ford engineering hitch installation drawings must be followed.	

* Adjustable Air Springs are special order equipment and are recommended for all towing with gross trailer weight of 2,000 lbs. or more or with tongue loads of 200 lbs. or more.

(a) Equipment Available on Special Orders.

(b) 6" rim heavy-duty wheels and tires are standard equipment for all Mercury passenger cars but are standard equipment on all Mercury station wagons.



enter the private world of

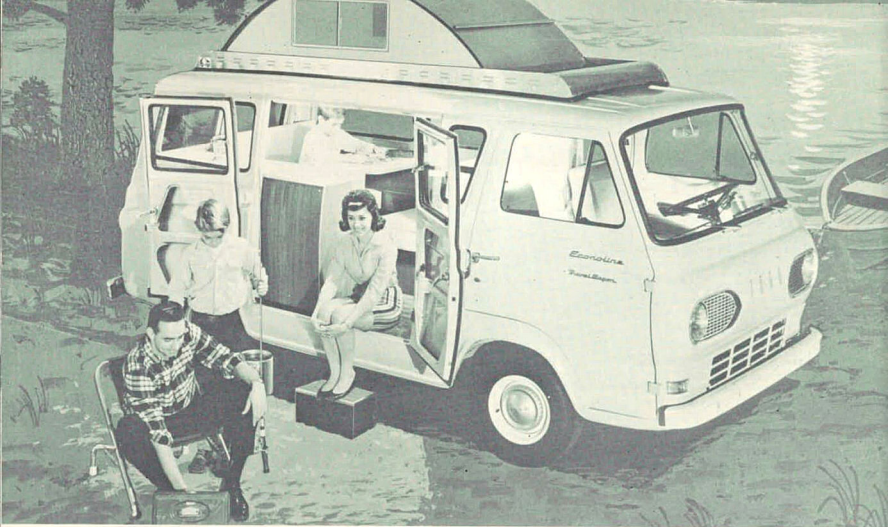
THUNDERBIRD

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.

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.	

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

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



ECONOLINE TRAVEL WAGON CAMPER

Nearly everything you need to enjoy outdoor living can be contained neatly in a Ford or Mercury Econoline 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 or Mercury 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, cupboards, and wardrobe. Many other camper

convenience items can be ordered. The camping units can be removed and stored within minutes—permitting use of the vehicle as a wagon or for bulk hauling.

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

RECOMMENDED CHASSIS COMPONENTS - ECONOLINE STATION BUS AND CLUB WAGON CAMPERS

Recommended	
Max. Payload	1520 lbs.*
Engine	170 Six (standard)
Alternator	45 Amp. - 675 Watt
Battery	55 Amp.-hr.
Transmission	3-Speed Fully Synchronized (standard)
Tires	6.95 x 14 8-ply
Recommended	Stabilizer bar

* For extreme operations, a 2,100 optional payload package is available. Consult your dealer.

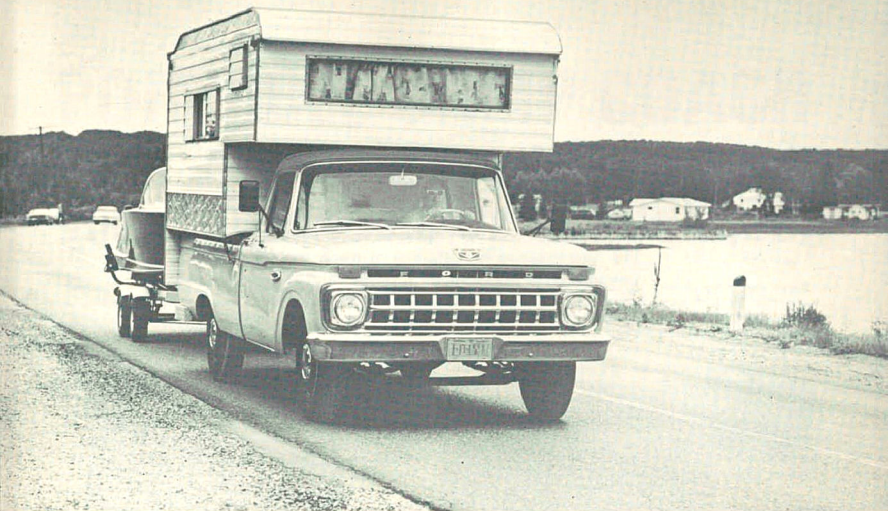
TRAVEL COACHES WITH CHASSIS BY FORD

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.

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 Dealer will be glad to help.



FORD and MERCURY 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-built 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 or Mercury Dealer show you how much pleasure this camper combination can bring you . . . and how easily it can be yours.

Recommended Chassis Components for Series-350 Styleside Pickup, or Chassis-Cab Models hauling 10-ft. Camper Installations

CAMPER BODY AND PAYLOAD	Up to 3800-lb. (Pickup) 6,225-lb. (Chassis-Cab)
ENGINE	300 Six or 352 V-8
CLUTCH-DIA.	HD, 11-inch
TRANSMISSION	HD Cruise-O-Matic (N.A. 352 V-8) or 4-Speed Manual
AXLE, FRONT	3800-lb.
AXLE, REAR	7400-lb. 5.13 w/Six, 4.88 w/V-8
SHOCK ABSORBERS	Rear
SPRINGS, FRONT	1150-lb. (Pickup) 1350-lb. (Chassis-Cab)
SPRINGS, REAR	3200-lb. main w/600-lb. auxiliary
TIRES, TRUCK-TYPE	7.50 x 17, 8PR-Tube-type or 7.50 x 16, 6PR with dual rear wheel (Chassis-Cab)
WHEELS: DISC-TYPE	17 x 5.5 or 16 x 5.5
ALTERNATOR	55-Amp. 825-Watt
BATTERY	66-Plate, 70 Amp.-HR.
RADIATOR	Extra Cooling*

*Incl. w/V-8 Engine and Automatic Transmission.



SERIES 350

**10' Chassis Mounted Camper
with Chassis Cab Model**

1965 Ford and Mercury Pickups

100, 250 Ensure Carefree Camping

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

Both the sleek series 100 and 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-built 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-built 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.

Recommended Chassis Components for Series-100 Styleside Pickup with 129-inch wheelbase for 8-ft. Cab-over-Camper Installations

CAMPER BODY AND PAYLOAD	1200-lb.
ENGINE	240 Six (standard) 300 Six or 352 V-8 (Optional)
CLUTCH-DIA.	HD, 11-inch
TRANSMISSION	4-Speed Manual, or HD Cruise-O-Matic
AXLE, FRONT	2600-lb.
AXLE, REAR	3300-lb. 3.70 w/Six, 3.25 w/V-8
SHOCK ABSORBERS	HD Front and Rear
SPRINGS, FRONT	1125-lb. w/Six, 1250-lb. w/V-8
SPRINGS, REAR	950-lb. main w/450-lb. Aux.
TAILPIPE	Full length
TIRES: TRUCK-TYPE	7.00 x 15, 6PR tube type
WHEELS: DISC-TYPE	15 x 5.5F
ALTERNATOR	55-Amp. 825-Watt
BATTERY	66-Plate, 70 Amp.-HR.
RADIATOR	Extra cooling*

*Incl. w/V-8 Engine and Automatic Transmission.

Recommended Chassis Components for Series-250 Styleside Pickup with 129-inch wheelbase for up to 10-ft. Cab-over-Camper Installations

CAMPER BODY AND PAYLOAD	Up to 2600-lb.
ENGINE	300 Six or 352 V-8
CLUTCH-DIA.	HD, 11-inch
TRANSMISSION	4-Speed Manual or HD Cruise-O-Matic
AXLE, FRONT	3000-lb.
AXLE, REAR	5200-lb. 4.56 w/Six, 4.10 w/V-8
SHOCK ABSORBERS	HD Front and Rear
SPRINGS, FRONT	1125-lb. (Six) or 1250-lb. (V-8)
SPRINGS, REAR	1950-lb. main w/550-lb. Aux.
TAILPIPE	Full length
TIRES: TRUCK-TYPE	7.50 x 16, 6PR, Tube-Type or 7.50 x 17, 8PR, Tube-Type #
WHEELS: DISC-TYPE	16 x 5.5F or 17 x 5.5
ALTERNATOR	55-Amp. 825-Watt
BATTERY	66-Plate, 70 Amp.-HR.
RADIATOR	Extra cooling*

Dealer special order.

*Incl. w/V-8 Engine and Automatic Transmission.

Recommended Chassis Components for Series-250 Chassis-Cab Model, with 129-inch wheelbase for up to 10-ft. Cab-over-Camper Installations

CAMPER BODY AND PAYLOAD	Up to 4125-lb.
ENGINE	300 Six or 352 V-8
CLUTCH-DIA.	HD, 11-inch
TRANSMISSION	4-Speed Manual or HD Cruise-O-Matic
AXLE, FRONT	3000-lb.
AXLE, REAR	5200-lb. 4.56 w/Six, 4.10 w/V-8
SPRINGS, FRONT	1125-lb. (Six) or 1250-lb. (V-8)
SPRINGS, REAR	2400-lb. progressive
TIRES: TRUCK-TYPE	7.50 x 17, 8PR, Tube-Type #
WHEELS: DISC-TYPE	17 x 5.5
ALTERNATOR	55-Amp. 825-Watt
BATTERY	66-Plate, 70 Amp.-HR.
RADIATOR	Extra Cooling*

*Incl. w/V-8 Engine and Automatic Transmission.

*Dealer special order



SERIES 100

8' Cab-over-Camper with Styleside Pickup



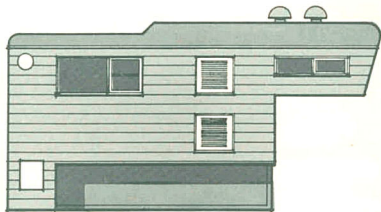
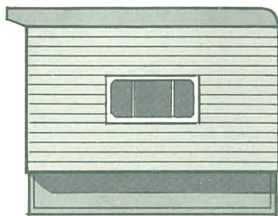
SERIES 250

10' Cab-over-Camper with Styleside Pickup

PORTABLE CAMP COACH

hauled in a pickup cargo box . . .

One popular portable camp coach is the type that slides into the cargo box of a pickup truck. It fastens down in a matter of minutes and will be of special interest to business or tradesmen who already own a pickup truck.



The 7 and 8-foot long coaches are designed to fit into 6½-foot long boxes. The 10-foot long coaches fit into the 8 or 9-foot long boxes. These units are completely self contained and will go anywhere a truck can go . . . and can be removed in a matter of minutes when the trip is over.

Families of five or more should consider the larger 10-foot, cab-over type. These provide extra sleeping accommodation and larger floor space to give the additional space for living and equipment which is essential to more comfortable, more enjoyable family camping.

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	Vehicle Weight Max. Gross	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 Fareside—740 lb.	5,600 lb. 5,600 lb.
1,200 to 2,000 lb. (w/trailer brakes)	5,000 lb. (Max. GVW)	F-100 Styleside—1,425 lb. F-100 Fareside—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 Styleside—1,550 lb. F-100 4x4 Fareside—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.* F-250 Fareside—3,025 lb.*	10,000 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.* F-250 4x4 Fareside—3,325 lb.*	11,000 lb. 11,000 lb.
3,300 to 5,200 lb. (w/trailer brakes)	10,000 lb. (Max. GVW)†	F-350 Chassis-Cab—6,225 lb.†	15,200 lb.

*Limited-Slip differential rear axles available for trailer towing.

†With dual rear tires.

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.

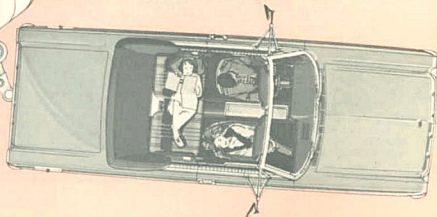
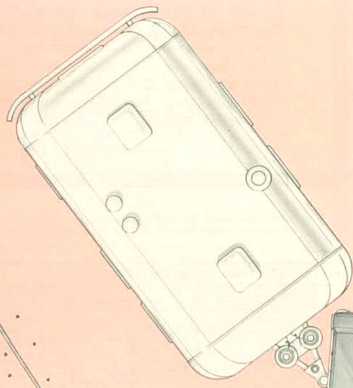
When making flat starts with the Dual Range Automatic, shift selector lever to "L" (low). After reaching 25 to 30 mph, shift manually to "DRIVE" position so that second and high gear can come into action. When hauling a light trailer, simply leave the transmission lever in normal drive position.

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.

SKIDS. 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 the 3-speed Dual Range Automatic, 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!

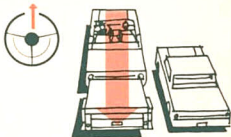
TRAILERING TIPS

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

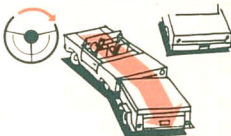
To park on the side of a street, pull ahead of the space in which you want to park, just as you normally would. If a vehicle is parked at this spot, stop with the rear of the trailer even with the parked vehicle. Keep your car (or truck) and trailer in a straight line.



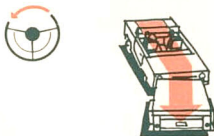
Back up slowly. Use some object behind you as a point of reference. To turn the trailer toward the right curb, turn the steering wheel counter-clockwise (top of wheel goes to the left, not to the right as you park with a car only). Turn slowly to avoid under or oversteering. Drive slowly until you are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



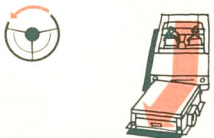
When trailer is about halfway into the space at about a 45° angle, turn the steering wheel clockwise (top of wheel goes right). This moves the trailer more parallel with the curb.



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.



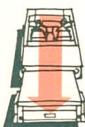
Now turn the steering wheel counter-clockwise to straighten the car. Because of the reverse effect on the trailer, the rear of the car (or truck) will move slightly away from the curb.



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 and Mercury quality options & accessories

For greater driving comfort, convenience, and safety, have Ford and Mercury quality options and accessories installed by your Ford or Mercury 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

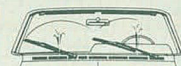


Adjustable Air Lifts—Inflatable, heavy rubber air cylinders added inside rear coil springs gives added support to rear suspension when carrying extra-heavy loads.

CAR & TRUCK



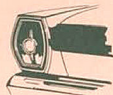
Seat Belts—Strong nylon belts with vinyl-clad, color-keyed buckles. Withstand 5,000 lb. pressure; meet SAE and CSA standards.



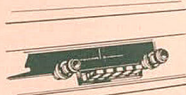
Windshield Washers—Twin jets spray washer solvent on windshield as wipers remove road grime for a safer view of the road.



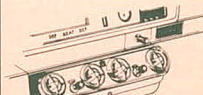
Power Brakes—Swifter, surer, straighter stops with just a touch of the toe!



Backup Lights—Help you back up safely at night. Also warn others you're backing up.



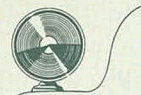
AM/FM Radio—Instant playing, static-free listening enjoyment with a Ford quality AM/FM radio.



Air Conditioner—Ford Air Conditioner or Selectaire Conditioner lets you travel in cool, pollen-free comfort.



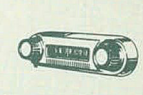
Rear Cargo Deck Mat—Protects your station wagon cargo area. Durable and easy to clean. (Station Wagons)



Emergency Lamp Flasher—Warns others you are there with off-on flashing of front turn signals and rear stoplights.



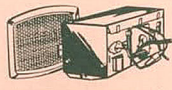
Sideview Mirrors—Available in many shapes and sizes. Remote-control type offered in passenger cars.



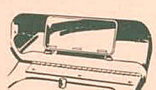
AM Radio—Excellent reception as you tune in on news, weather and road conditions as you travel.



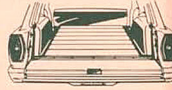
Electric Clock—Stylish, self-regulating, night-illuminated electric clock is a precision timepiece. Mounted on instrument panel or pedestal-mounted on top of dash.



StudioSonic Sound System—Rear speaker simulates vibrant stereo-phonetic effect of live concert hall music. Special amplifier reproduces delayed sound waves . . . gives depth and dimension . . . makes live music sound richer.



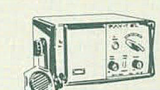
Vanity Mirror in Glove Box—Large, rectangular mirror mounted in glove box to please the women of the family. Mirror lays flat when not used.



All-Purpose Home & Travel Pad—Washable plastic cover with aluminum fiber filler for comfort is excellent for outdoor activities or for station wagon cargo areas. Available in three two-tone color combinations. (Station Wagons)



Spotlight—Easy to operate from inside to illuminate road signs, house numbers, camp sites.



Two-Way Radio—Low cost communication is possible with this 2-way citizen's band transmitter-receiver.



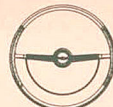
Compass—Easily mounted on windshield or dash, Ford's precision compass assists you in making sure you are going in the right direction. Illuminates for night reading.



Locking Gas Cap—Chrome-finish gas cap with pin-tumbler lock protects against gas pilfering or tampering.



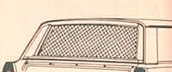
Automatic Speed Control—Dial the speed you want and relax. You travel at a constant speed without your foot on the accelerator. (Cuts off when brakes are applied.)



Power Steering—With very little effort, you maintain steering control. Easier parking, too!



Luggage Rack—Roof- or deck-mounted luggage rack of chromed steel holds extra cargo. A water-resistant zippered cover is available for station wagon.



Rear Window Screen—Protects children, pets or property when they are left unattended, yet provides rear window ventilation. (Station Wagons)



Seat Covers—Clear plastic front and rear seat covers protect cloth upholstery from food stains or wet bathing suits.



Trunk Lid Release—Unlock trunk without leaving the driver's seat. Remote control lever opens trunk lid.



Load-Leveler Shock Absorbers—Fight rear-end sag or bottoming when hauling unusually heavy loads.



Litter Basket—Available in five colors and black, this weighted-base type basket stays in place.

Tissue Dispenser—Handy, out-of-the-way tissue holder proves invaluable on any trip.

TRUCK



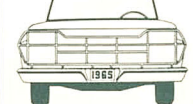
Air Conditioner—Air Conditioner for truck cab lets you travel in cool, dust-free comfort. Unit is mounted on roof of cab.



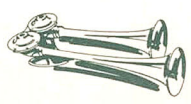
Western-Type Rearview Mirrors—For added safety when pulling travel trailers or wider-than-vehicle trailers.



Door Storage Compartment—Vinyl-covered zippered side pocket protects maps, valuables or important papers from dust or moisture.



Brush-Type Grille Guard—Protects radiator and grille from branches and other obstacles.



Air Horn Kit—Vacuum-operated dual air horns . . . a brisk warning or "return to home base" signal.



Reflector Flare Kit—Contains reflectors, red flags and flag staffs to alert others in the event of an emergency.

HOW TO CHOOSE THE BEST UNIT

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, some advantages and some disadvantages to keep in mind.

TYPE OF UNIT	ADVANTAGES	LIMITATIONS
STATION WAGON CAMPING EQUIPMENT UNITS 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. CAMPING TRAILERS 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. CONVERSIONS FOR ECONOLINE VAN Compact vehicles like the Econoline, Station Bus and Club Wagons—modified for compact camping facilities. TRAVEL TRAILERS Trailers with facilities contained inside the unit and hauled by automobile. PICKUP AND CHASSIS CAMPERS Pickup trucks with camping unit that slides into box, or unit mounted directly to truck chassis. Some have extensions over truck cab.	• Can be taken anywhere a car can go • Minimal investment • Useful for overnight camping with tent • Makes wider use of family vehicle • About the usual maintenance involved in normal car care • Can tow a boat behind car. • Highly maneuverable, goes anywhere a car can go • Low investment • Light weight makes hauling, maneuvering simple • Easy detachment at campsite • Car can be used for side trips • Tent or living quarters quickly erected • Most or all equipment carried in trailer to allow more room for passengers • Easily stored when not in use • Low maintenance cost, very little demand on towing car. • Highly maneuverable • Passengers can use space en route • Sleeping facilities for two adults, 2 to 4 children • Top can be used for storage, canoe or light-boat carrier • Usable as family bus • Extremely economical to operate and to maintain • Only one license, one insurance policy required • Can be used to tow light trailer or boat. • Maneuverable in all but the most rugged country • Driver travels in the comfort and luxury of a passenger car • Car is easily unhitched for side trips • Persons (usually 4 to 6) can sleep inside • Many trailers have electricity, water, toilet, bath, modern cooking and kitchen facilities. • Maneuverable even in back country • Rugged construction for even unimproved roads • Passengers can ride in unit • Direct contact (via walk-through or intercom) with passengers • Entire unit can be used for side trips • Powerful enough to haul unit and trailer • Owner can remove slide-in type for other truck uses when not camping • Many owners use as second family car for shopping, etc.	• Equipment can limit number of passengers • Camp must be set up—usually by daylight • Requires use of primitive, or public toilet and bath facilities • Tents must be put away dry (avoid mildew) • Cannot carry car-top boat. • Types that fold out into tents still are basically tents • Units that extend are somewhat restrictive in space • Only four persons can sleep in bunks • Extra provision must be made for others • Requires use of public toilets and bathing facilities • May have no built-in cooking or cold storage facilities • Limited storage space, sometimes space is not too accessible • Canvas must be put away while dry to avoid mildew • Cannot tow a boat. • Space somewhat limited unless pop-up roof modification added • Comfort requires use of camped area outside vehicle • Requires extra facilities for others. • Although lightweight, it still must be towed • Investment can be substantial as trailer is primarily a travel, camping vehicle • Restrictions in some provinces cover parking, traveling • Passengers cannot ride in trailer when in motion (in most provinces due to safety factors) • Requires car • Storage, or special parking area needed when not in use • Special driving techniques must be learned • Cannot be used to tow a boat. • Enclosed area has fairly limited floor space • Investment can be substantial unless used for other purposes • Removing camper sometimes inconvenient and unwieldy.