

TORINO/FAIRLANE ^{'69}



TORINO/FAIRLANE/COBRA



Ford Torino 2-Door Hardtop, front-runner in the intermediate field

How can anything so hot look so cool? 1969 Ford Torino.



A hot new Torino—with all the qualities you look for in an intermediate-size car. And more. A brand-new, 4.1 Litre six-cylinder engine delivers instant response on command. (With traditional Six dependability and economy.) Long 116-inch wheelbase—solid, yet nimble. Touches of bright trim outside reflect your with-it mood. Ventless side glass on hardtops

and convertibles add even more contemporary flair.

Inside . . . Torino comes through as though it were custom-crafted for you. Foam-padded seats are flawlessly fitted in exceptionally fine cloth, the kind you'd expect to find only in much higher priced cars. Other touches that put Torino at the top of the intermediate pack: contoured loop-

pile carpeting, luxury styled door panels, and padding where it counts.

That's just a beginning. Torino lets you take it from there, with flashing power ranging up to 335 hp—to all the luxury designed for truly enjoyable motoring.

Be the first on the block to drive the hottest car. One of the cool Ford Torinos.



Ford Torino 4-Door Sedan—quick size, loaded with luxury, at a modest price

1969 Ford Torino. New performance car? Or new luxury car? Yes.



Ford Torino Squire, with Better Idea convenient two-way Magic Doorgate

Torino captures the best of both worlds—as a performance car, *and* as a luxury car. And without compromise. By the record, Torino has set a hot pace in the intermediate field. Torino's fresh and hot to go in '69, with everything including quiet, smooth-riding 4-door sedans (definitely not sedate) to the family-pleasing Torino

Squire wagon.

Torino's luxury is a matter of record, too. Full wheel covers are standard. So are bright wheel opening moldings and roof drip rail moldings. The Torino Squire has Ford's better idea Magic Doorgate—opens down for cargo, or out for people. Plus woodlike body side panels and rear doorgate panel.

Power? You name it. From the standard very big Six, all the way up to the sssssizzzzling 428 Cobra Jet Ram-Air. Add SelectShift Cruise-O-Matic: shift through the gears manually, or go automatically.

Move out and move up, in a Torino. It's the one car in the intermediate field where you won't have to compromise in performance or luxury.

1969 Ford Torino GT. Born to move, wheel, swing, streak, impress, dazzle, whirl, soar, and ride, ride, ride.



Ford Torino GT 2-Door Hardtop with luxurious leather-grain vinyl roof cover

Torino GT's—active new trio, born with a moving second-to-none approach. Two-door SportsRoof, 2-Door Hardtop, and Convertible. Take your choice.

There's big muscle under the hood. Ford's popular 302-cubic-inch V-8 is standard. Or, if you're so inclined, specify the sizzling 428 Cobra Jet Ram-Air—not for the timid soul. There's also a

390-cu. in. V-8 available, as well as two brand-new 351-cube models —2-barrel carb and 4-barrel carb.

Good foundation, too. Wide-oval belted tires on competition-styled steel wheels, plus GT suspension (competition handling suspension with 428 V-8).

And GT identification and ornamentation, including stripes that were

earned by specially modified Torinos at Riverside, Darlington, Richmond and other interesting places.

Get a pair of buckets for the front. They're optional. So is the center console with 4-speed stick, or with SelectShift transmission you shift manually or automatically.

Ford Torino GT. Born to move. Move one into your neighborhood.

Ford Torino GT SportsRoof, action-packed winner

Ford Torino GT Convertible, pacesetter with the young-at-heart





Cobra 2-Door Hardtop, born to move

Cobra SportsRoof, uncoils for action on your command

Hiss and Hers...
Cobra by Ford.
Brought up in a very tough neighborhood.
Daytona, Riverside, Atlanta.



Put your money where the muscle is. Specially prepared cars with modified Cobra engines chewed up tracks (and competition) last year. Get a Cobra. Sssensational 428 V-8, standard. Great in competition, yet gentle on a Sunday drive. Hiss and hers. Cobra. 2-Door Hardtop and SportsRoof models.

Standard, too, are competition-inspired components like 4-speed manual transmission with

floor-mounted shift. Beefed-up suspension for minimum body roll and maximum directional stability. High rate front and rear springs, large diameter front stabilizer bar and high damping shocks. Big, six-inch wheel rims with F70-14 white sidewall wide-oval belted tires. All standard equipment. Cobra. Recommended to cure dull driving.

Engine Specifications:

Displacement . . . 428 cubic inches
Horsepower . . 335 @ 5200
Torque 440 lbs/ft @ 3400
Carb 4V 735 cu. ft./min.
Bore & Stroke 4.13" x 3.98"
Comp. Ratio. 10.6 to 1
Exhaust Dual
Valves 2.06" dia. intake
1.625" dia. exhaust
30° valve seat

Cam Long duration, high lift
Lifters Hydraulic
Fuel Premium
For a going machine, consider some of these options for your Cobra: 4V 428 Cobra Jet Ram-Air V-8 engine, with functional hood scoop. SelectShift Cruise-O-Matic (it's a manual and an automatic transmission). Tachometer. Clock. Power disc brakes. Bucket seats. Traction-Lok differential.



Fairlane 500 SportsRoof—striking looks, agile go, delightful comfort

Fairlane 500. More power. New style. Eager to go.



Crisp Fairlane 500 is like a lean, poised athlete. A smooth, confident performer. And this eager-to-go intermediate comes in a 4-Door Sedan, 2-Door Hardtop, SportsRoof, Convertible and Wagon.

Fairlane 500's good looks are discreetly highlighted by bright wheel opening moldings, and full-length body side moldings. A full-width molding accents the rear deck.

There are luxury touches inside: wall-to-wall carpeting, new patterns in seat and door trim panels, and an all-vinyl headlining. All contribute to Fairlane 500's living room comfort.

Standard power is the new 4.1 Litre six-cylinder engine, matched with a 3-speed fully synchronized manual shift. There are six V-8's available in combination with SelectShift Cruise-O-Matic, 4 V-8's

with the 3-speed manual, 5 with a floor-mounted 4-speed manual. (See chart on page 20 for all engine/transmission combinations.)

Choose other better idea options: AM/FM stereo radio, Stereo-Sonic Tape/AM Radio system, deluxe 3-spoke woodtoned Rim-Blow Steering Wheel, and many others.

Get into a Fairlane 500. You'll find it an exhilarating way to go.

Fairlane 500. Merry-go-round with captivating ways.



Fairlane 500 Wagon with Ford's better idea Magic Door, and extra-convenient roof rack option

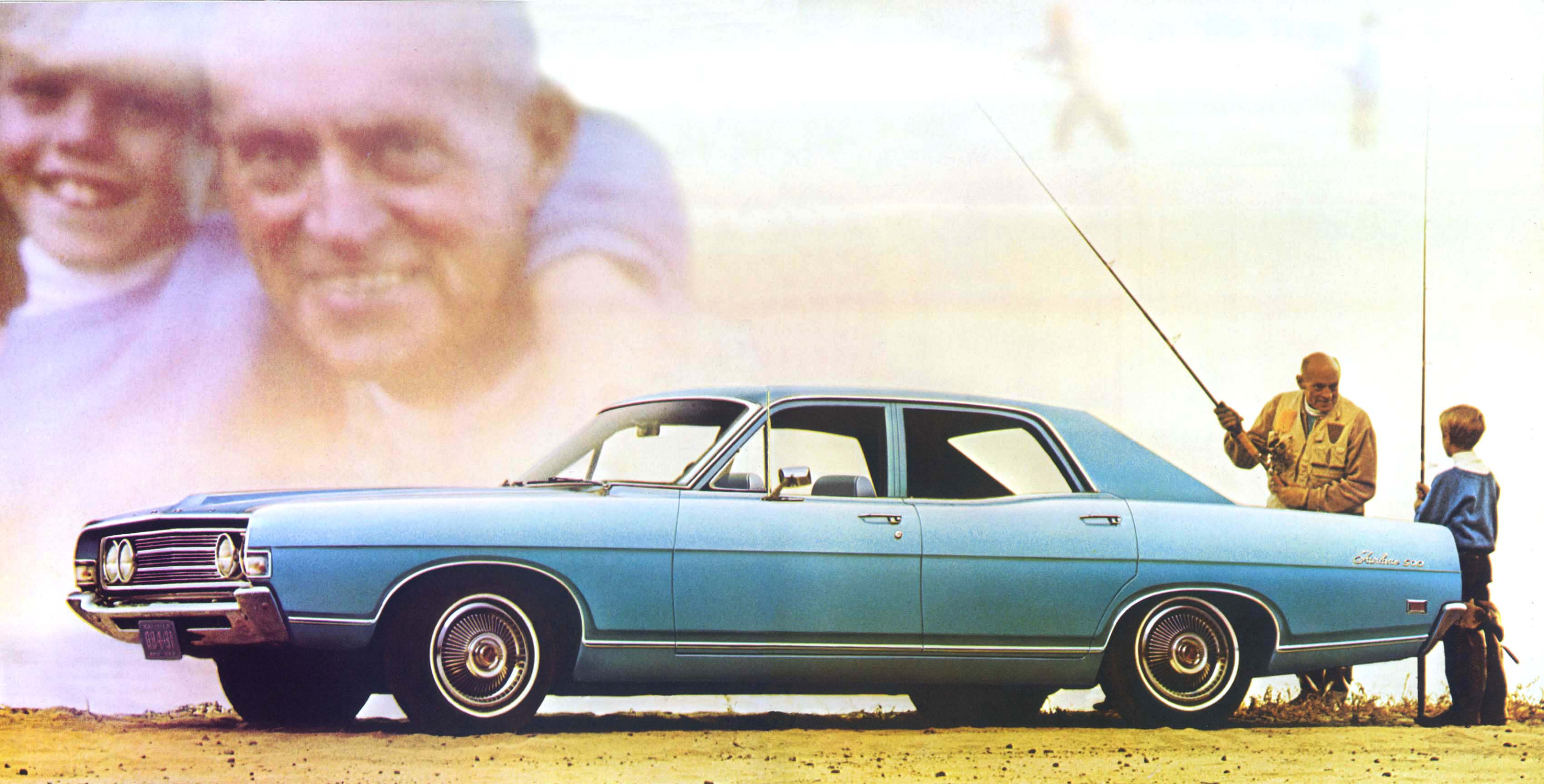
Everything about the Fairlane 500 says handsome, young-spirited go. Sleek lines, with bright highlights where they do the most. High-quality interiors that can take it—and keep on looking good. A good balance of power and economy under the hood. And the wagon has Ford's better idea two-way Magic Door—standard!

There are many other better ideas in convenience and comfort to make your traveling as merry as you like. For instance, new intermittent windshield wiper action. A simple control switch can be adjusted with an interval of from 2 to 10 seconds between wiper strokes. Power seats—a popular option when there are several

drivers in the family. SelectAire Conditioner, so you can play it cool whatever the weather at the turn of a dial. Power steering, power windows, power ventilation, and dozens more, including a full range of V-8's. Fairlane 500—the way to get to where you're going in pleasing style, luxurious comfort and at a surprisingly modest price.

Fairlane 500 2-Door Hardtop with optional vinyl roof cover and deluxe wheel covers





Fairlane 500 4-Door Sedan, with family convenience and country club looks

Fairlane 500. For people who take their fun seriously.

It's a sedan, with all the advantages you get in a sedan, but its styling is definitely for the young-at-heart. Fashion-right bright accents highlight the exterior. You can get the optional deluxe wheel covers like those on the sedan above, or styled steel wheels like those on the convertible at left, depending on your taste. And inside, strictly first cabin. New instrument cluster with brushed aluminum dials, very attractive teak-toned

appliques on the instrument panel and door panels. Fine carpeting throughout.

Then there's the Fairlane 500 Convertible. At your whim, you flip a switch and the top lowers automatically, and tucks away neatly behind the rear seat. The boot, when in place, completes the neat, clean, top-down appearance.

There are many other better idea features on all Fairlans which you'll soon take for granted. Reversible

keys—they're never upside down. Backup lights. Squeeze-type inside door handles. And courtesy lighting.

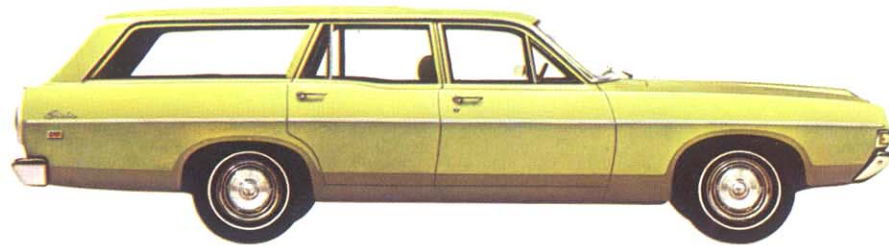
Standard power is a brand-new, bigger 4.1 Litre six-cylinder engine. It delivers smooth, quiet power with traditional Six economy. If you prefer a V-8, there are several available, up to 335 hp.

Fairlane 500 spells nice going. And *that* you won't take for granted.



Sun-loving, fun-loving Fairlane 500 Convertible

Fairlane. Great new deal on wheels.



Fairlane Wagon with family-pleasing convenience and value

The lowest priced Fairlane of all is a handsome hardtop. Ventless side glass, 4.1 Litre six-cylinder engine, fully synchronized transmission, a quiet, smooth ride, and handling ease that means you'll arrive refreshed even on long trips. In fact, all three models in the Fairlane series have just about everything you'd want in a car. The items you may want to add are available at very reasonable

cost. Like the AM/FM stereo radio—the perfect traveling companion. It has push buttons so you can preselect 5 AM and 5 FM stations. It's fully transistorized and delivers a balanced stereo sound. Add power front disc brakes, heavy-duty suspension, deluxe wheel covers and white sidewall tires, like those shown below, and, if you wish, a V-8 engine from 220 hp up to 335 hp, plus many others.

That Fairlane wagon will come in handy. Two-way Magic Doorgate is standard. It opens out for people, or down for cargo. Add the power tailgate window, for more convenience.

Fairlane, the value leader of the intermediate field. Its wheelbase is longer than that on a number of more expensive cars. And you get more room inside than most cars in its own class. Fairlane is no compromise. It's a great new deal on wheels.

Fairlane 2-Door Hardtop with contemporary styling including ventless side glass

Fairlane 4-Door Sedan, roomy better idea for the value-conscious





TORINO/FAIRLANE/COBRA MODELS AVAILABLE

Torino: 2-Door Hardtop,
4-Door Sedan

Torino GT: 2-Door Hardtop,
SportsRoof, Convertible

Cobra: 2-Door Hardtop,
SportsRoof

Fairlane 500:
2-Door Hardtop,
SportsRoof,
4-Door Sedan,
Convertible

Fairlane:
2-Door Hardtop,
4-Door Sedan

Wagons:
Torino Squire, Fairlane 500
and Fairlane

Standard Equipment

FAIRLANE

Power Team: 4.1 Litre six-cylinder Engine and 3-speed Synchro-Smooth Drive (fully synchronized manual transmission) □ MagicAire heater □ Aluminized muffler with stainless steel components □ Arm rests, front and rear □ Suspended pedals □ Backup lights □ Reversible keys, "Keyless" locking □ Cigarette lighter and ash tray □ Inside day/night rearview mirror □ Outside left-hand rearview mirror □ Coat hooks □ Ventless side glass (hardtop) □ 2-Way Magic Doorgate (wagons) □ Aluminum scuff plates □ Padded dual sun visors □ Courtesy lighting □ Vinyl-coated rubber floor mat □ Dual headlamps □ Locking glove box □ Cowl-top air intake ventilation □ Squeeze-type inside door handles □ Center-fill

fueling □ Galvanized rocker panels □ Bright roof drip rail and rear window reveal molding □ 2-speed windshield wipers and dual-stream windshield washers

FAIRLANE 500

Power Team: 4.1 Litre six-cylinder Engine and 3-speed Synchro-Smooth Drive (fully synchronized manual transmission) □ Plus all the Fairlane equipment listed with these variations: Power-operated 5-ply vinyl top with glass backlite (convertibles) □ Ventless side glass (convertibles and hardtops) □ Nylon-rayon carpeting □ Bright roof drip rail and rear window reveal molding (except convertibles)

COBRA

Power Team: 428-cubic-inch 4V V-8 engine and 4-speed fully synchronized manual transmission with floor-mounted shift □ Plus all the equipment listed above for Fairlane with these variations: Competition suspension □ Six-inch wheel rims □ Wide-oval white sidewall belted tires □ Color-keyed carpeting □ Exposed hood lock pins □ Black painted grille and Cobra identification □ Wheel lip moldings □ Lower back panel moldings □ Hood scoop

TORINO

Power Team: 4.1 Litre six-cylinder Engine and 3-speed Synchro-Smooth Drive (fully synchronized manual transmission) □ Plus all the equipment listed for Fairlane 500 and Fairlane plus: Full wheel covers □ Accent stripe on hardtop and sedan

TORINO GT

Power Team: 302-cubic-inch V-8 Engine and 3-speed Synchro-Smooth Drive (fully synchronized manual transmission) □ Plus all the equipment listed for Fairlane 500, Fairlane and Torino with these variations: Styled steel wheels □ GT stripes and GT ornamentation □ GT suspension □ Wide-oval belted tires

STANDARD FORD MOTOR COMPANY LIFEGUARD DESIGN SAFETY FEATURES

Lifeguard Design Safety Features help reduce the likelihood of injury in case of an accident, but you can accomplish the most important job of all—preventing an accident. By obeying traffic laws at all times and developing alert, defensive driving habits, you can best protect yourself and your family against unsafe conditions on the road.

Every 1969 Torino and Fairlane includes: Dual Hydraulic Brake System with warning light □ Glare reduced instrument panel padding, windshield wiper arms, steering wheel hub, horn ring, rearview mirror/mirror mounting and windshield pillars □ Energy-absorbing steering column and steering wheel □ Energy-absorbing armrests and safety-designed door handles □ Front and rear lap belts with front outboard retractors □ Turn indicators with lane-changing signal feature □ Inside day/night, yield away rearview mirror □ Energy-absorbing instrument panel with padding □ Padded sun visors □ Two speed or variable speed windshield wipers □ Windshield washers □ Double-thick laminate safety glass windshield □ Double-yoke safety door latches and safety hinges □ 4-way emergency flasher □ Back-up lights □ Side marker lights or reflectors □ Energy-absorbing front seat back tops with padding □ Self-locking folding front seat backs □ Shoulder belts for outboard front seat passengers (except convertibles) □ Safety-designed coat hooks □ Safety-designed window regulator knobs □ Safety-designed radio control knobs and push buttons □ Outside rearview mirror, driver's side □ Safety rim wheels and load-rated tires □ Corrosion-resistant brake lines □ Uniform transmission shift quadrant □ Safety design front end structure

TORINO/FAIRLANE/COBRA



A wide array of better idea options to tailor your car to your needs.

Select your favorite model from Hardtops, Sedans, SportsRoofs, Convertibles and Wagons. Then choose the added equipment you want—from those listed throughout this catalog and below, and others your Ford Dealer will be glad to tell you about.

A. AM/FM Stereo Radio. A multiple speaker system for true stereo reception. Five push buttons can be pre-set to receive 5 AM and 5 FM stations.

B. Power Bench Front Seat. A real

convenience when there are several drivers in one family. **C. Power Ventilation.** Fresh air inside with windows closed. Works on ram-air principle, or with blower. **D. Power Windows.** Extra convenience at your fingertips. Master control located in driver's door trim panel. Available on all models. **E. SelectAire Conditioner.** You dial your own weather inside the car. Also helps filter out dust and pollen. **F. 4-Speed Manual**

Transmission. For the types who prefer "four-on-the-floor" shifting. Short throw. Close or wide ratio. (See chart, page 20 for availability.) **G. Tires.** Wide selection available, depending on needs and engine application. Included are 7.75-14 blackwalls, E70-14, and F70-14 white sidewall wide-oval belted, F70-14 wide-oval blackwalls with raised white brand lettering. (See "Tires" page 20 for details.) **H. Disc Brakes.** Power-assisted front

discs have more resistance to fade, are less affected by moisture and dust. **I. SelectShift Cruise-O-Matic Drive.** Shift it to "D" (Drive) and it's a fully automatic transmission. Or you can shift through the gears manually. (Shown is SelectShift with column-mounted quadrant and console-mounted selector.) **J. Deluxe 3-Spoke Rim-Blow Steering Wheel.** Horn switch is built into the wheel rim. **K. Electric Clock.** Self-regulating, accurate, easy to read. Brushed aluminum face. Other popular items you'll want to

consider for an added lift: **Performance:** 302-, 351-, 390- and 428-cubic-inch V-8 engines; Traction-Lok torque compensating differential; Limited-Slip differential; High-ratio axle; GT Handling Suspension; Competition suspension; Heavy-duty suspension; Heavy-duty battery; Tachometer. **Comfort & Convenience:** Power steering; Power tailgate window; AM radio; Dual rear speakers; Visibility Group (lights for instrument panel ash tray, glove box, luggage compartment, map light, rear door courtesy switches,

remote-control outside left-hand mirror); Remote-control outside left-hand mirror; Station wagon third seat (rear facing); Station wagon roof luggage rack; Bucket front seats; Console; Power bench front seat; Intermittent windshield wipers. **Appearance:** Vinyl roof cover; Styled steel wheels (std. on GT); Wheel covers (std. on Torino); Deluxe steering wheel; Deluxe seat and shoulder belts (shoulder belts N.A. convertible); Console (shown left with 4-speed manual shift and SelectShift).

1969 Ford Torino, Torino GT, Fairlane 500, Fairlane, Cobra Specifications

SPECIFICATIONS

Color and Upholstery: 15 brilliant Super Diamond Lustre Enamel exterior finishes, and 8 interior color choices. Ask your Ford Dealer to show you his color and upholstery book and choose your favorite color combinations.

Engines (see chart for availability): 250-cu. in., 4.1 Litre six-cylinder engine—155 hp; 3.68" bore x 3.91" stroke; 9.0 to 1 comp. ratio; 7 main bearings; reg. fuel; single barrel carb.; auto. choke; self-adj. valves; oil cap'y, incl. filter, 5 qt.

302-cu. in. V-8—220 hp; 4.00" bore x 3.00" stroke; 9.0 to 1 comp. ratio; reg. fuel; 2-barrel carb.; auto. choke; self-adj. valves; oil cap'y, incl. filter, 5 qt.

351-cu. in. V-8—240 hp; 4.00" bore x 3.50" stroke; 9.5 to 1 comp. ratio; reg. fuel; 2-barrel carb.; auto. choke; self-adj. valves; oil cap'y, incl. filter, 5 qt.

351-cu. in. V-8—290 hp; 4.00" bore x 3.50" stroke; 10.7 to 1 comp. ratio; prem. fuel; 4-barrel carb.; auto. choke; self-adj. valves; oil cap'y, incl. filter, 5 qt.

390-cu. in. V-8—320 hp; 4.05" bore x 3.78" stroke; 10.5 to 1 comp. ratio; prem. fuel; 4-barrel carb.; auto. choke; self-adj. valves; oil cap'y, incl. filter, 5 qt.

428-cu. in. V-8—335 hp; 4.13" bore x 3.98" stroke; 10.6 to 1 comp. ratio; prem. fuel; 4-barrel carb.; auto. choke; self-adj. valves; oil cap'y, incl. filter, 5 qt.

428-cu. in. V-8 Cobra Jet Ram-Air—335 hp; 4.13" bore x 3.98" stroke; 10.6 to 1 comp. ratio; prem. fuel; 4-barrel carb.; auto. choke; self-adj. valves; oil cap'y, incl. filter, 5 qt.

Engine Features: 6000-mile (or 6-month) full-flow oil filter; hydraulic valve lifters; dry element air cleaner; year-round 190° thermostat; 12-volt electrical system; 42-amp. alternator; 54-plate, 45 amp-hr Autolite Sta-Ful battery; weatherproof ignition with constant-resistance wiring; air-cooled breaker points; positive-engagement starter; fully aluminized mufflers with stainless steel components.

Clutch and Manual Transmission (see chart for availability): Clutch face diameter 9.5" with Six; 10" with 302 V-8; 11" with 351, 390; 11.5" with 428 V-8's.

3-Speed Manual Transmission: Synchronized manual shifting in all three forward gears. Standard "H"

TORINO/FAIRLANE/COBRA POWER TEAMS

ENGINES	TRANSMISSIONS
250-cu. in., 4.1 Litre Six* (N.A. GT and Cobra models)	3, C
302-cu. in. V-8 (Std. on GT models, N.A. Cobra)	3, C
351-cu. in. V-8 (2V) (N.A. Cobra)	3, 4, C
351-cu. in. V-8 (4V) (N.A. Cobra)	3, 4, C
390-cu. in. V-8 (N.A. Cobra)	3, 4, C
428-cu. in. V-8 (4V) (Std. on Cobra models) (N.A. wagons)	4, C
428-cu. in. (4V) Cobra Jet Ram-Air (N.A. wagons)	4, C

*Standard all models, except GT's and Cobras
Key: 3—3-speed fully synchronized manual shift
(heavy-duty 3-speed required with 390 V-8)

4—4-speed fully synchronized manual shift
(N.A. wagons or sedans with 428 V-8)

C—Cruise-O-Matic Drive

pattern with lever on steering column.

4-Speed Manual Transmission: Sports-type transmission, fully synchronized in the four forward gears with floor-mounted stick shift.

SelectShift Cruise-O-Matic Drive (see chart for availability): Fully automatic, or may be shifted manually. Three forward speeds, one reverse. Provides engine braking in low or intermediate gear for better control on grades and hilly driving, or when pulling a trailer.

Rear Axle: Semi-floating type with deep-offset hypoid gears. Straddle-mounted drive pinion with roller bearings (V-8's). Permanently lubricated wheel bearings.

Front Suspension: Ball-joint type with coil springs pivot-mounted on upper arms. Angle-Poised for anti-dive control. Strut stabilized lower arms.

Rear Suspension: Asymmetrical design with rear axle located forward of spring center for anti-dive and anti-squat resistance. Extra-long leaf type springs.

Steering: Recirculating-ball type steering gear. Linkage system lubricated for life. Steering ratio 29.4 to 1. Turning diameter 41.4 feet. Power steering option ratio: 21.6 to 1.

Brakes: Dual hydraulic system with dual master cylinder, separate lines to front and rear brakes. Self-adjusting type. 10-inch composite drums, grooved for extra cooling. Lining area, sedans

and hardtops with Six and 302 V-8—163.6 sq. in.; convs. and wagons with Six and 302 V-8, sedans, hardtops, convs. with 351, 390 or 428 V-8's—173.3 sq. in.; wagons with 351 and 390 V-8's—195.2 sq. in.

Tires: 7.35-14, standard on all hardtops and sedans with 250- and 351-cu. in. engines (except Torino GT); 7.75-14, standard on all sedans and hardtops with 390-cu. in. engine and all convertibles with 250-, 302-, 351-, and 390-cu. in. engines (except Torino GT), also standard on all wagons; E70-14 white sidewall wide-oval belted, standard on Torino GT with 302-, and 351-cu. in. engines. F70-14 white sidewall wide-oval belted, standard on Torino GT with 390- and 428-cu. in. engines, and Cobra models. F70-14 wide-oval belted black sidewall with raised white lettering, required at extra cost on Cobra models with Ram-Air engine.

Basic Dimensions and Capacities:

Length—201", (wagons—204"), Width—74.8", Wheelbase—116" (wagons—113"), Tread (front/rear)—58.8"/58.5", Height (design)—54.7", Luggage Capacity—16.2 cu. ft., Fuel—20 gal.

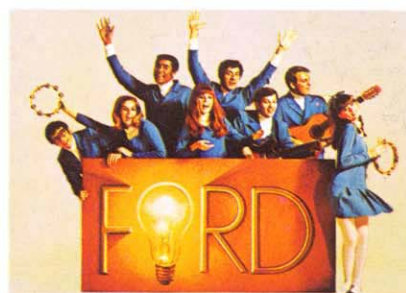
Approximate Curb Weights:

Torino GT SportsRoof 3374 lb., Hardtop 3327 lb., Convertible 3510 lb. Torino Hardtop 3232 lb., 4-Door Sedan 3217 lb. Cobra Hardtop 3633 lb., SportsRoof 3689 lb. Fairlane 500 SportsRoof 3225 lb., 2-Door Hardtop 3178 lb., 4-Door Sedan 3163 lb., Convertible 3372 lb. Fairlane 2-Door Hardtop 3169 lb., 4-Door Sedan 3154 lb. Torino Squire wagon 3451 lb. Fairlane 500 wagon 3558 lb. Fairlane wagon 3529 lb.

Trailer Towing: Ask your Ford Dealer for a copy of the brochure "1969 Ford Cars & Trucks for Recreation" which recommends the equipment you'll need to equip your car for trailer towing.

NOTE: Your new 1969 Torino, Fairlane or Cobra comes equipped with factory engineered and approved parts such as dependable Autolite Sta-Ful battery, Autolite Power-Tip spark plugs, Autolite shock absorbers, and an Autolite 6000-mile oil filter. For continued top performance, be sure to specify genuine Autolite parts whenever replacement is necessary.

While the information shown herein was correct when approved for printing, Ford Division reserves the right to discontinue, or change at any time, specifications or designs without incurring any obligations. Some features shown or described are optional at extra cost.



It's the going thing!