



NEW FORD CORTINA

More car between the wheels





Cortina



CORTINA AND CORTINA L

In a great tradition, a great new car.

Prepare to revise your ideas on what you can get for your money. Because from now on the new Cortina is setting the pace and putting a lot more car within reach of your budget.

The 'New' Cortina is not just a re-shaped body on an old car, but an all new vehicle with more car between the wheels and engineering improvements offering significant benefits in ride, road holding, handling and directional stability. Four years ago we started thinking about the sort of car you'd want today. One of the objectives was to produce a versatile car that would span a wide range of performance and comfort levels. This objective like the others, has been met in full.

The Cortina is for the man who wants a good looking, reliable car with plenty of room: room to move and room to manoeuvre.

The Cortina 'L' provides more feature, style, comfort and performance within the reach of anyone planning to buy a new car. The economy of the Cortina goes beyond the showroom: improved quality and reliability, low running costs and low servicing costs have been given top priority, more motoring for your money in the established Ford tradition.

Styling

Styling means more than looks on this car. The wheels are wider set, the body is low slung, the wheelbase is longer. This styling looks good and gives you a solid, practical benefit—excellent road holding.

The greater glass area not only improves the appearance of the new Cortina it gives you outstanding all-round visibility. Wrap-around indicator lamps signal your intentions to the sides.

Dimensions

You'll find there's a lot more room in the new Cortina—and it has been gained without increasing the overall length. The rear seat is a pleasure to sit in even on long journeys. The fuel tank has increased



capacity for those long journeys. The 'New' Cortina has one of the biggest boots in its class—twelve cubic feet of effective space, and the incorporated feature of the lower back panel into the lid gives easy low level loading.

Colours

The choice of colours is better than ever. There are fourteen altogether, ten of which are completely new. They range from the quietly distinguished 'glacier blue' to the exuberantly bright 'sunset red'.

Engines

With the Cortina and Cortina 'L' you have a choice of three better-than-ever engines. Up-rated versions of the well-proven 1300cc and 1600cc models and a newly developed 2000cc OHC engine. The 1300cc model has revised camshaft timing and larger inlet valves; both the 1300cc and 1600cc have improved inlet and exhaust manifolds, improved combustion-chamber shape and carburation. Both engines retain the successful cross-flow cylinder head with bowl in piston, which improves performance and cuts engine wear. The table shows what each engine offers you in terms of performance and fuel consumption. Any of these engines can be fitted to the Cortina or Cortina 'L' models. An alternator is fitted as standard with the 1.6 or 2.0 litre engine.

Suspension

The newly designed suspension on the Cortina is an important element in the smoother, quieter Cortina. Improved ride and handling is achieved with a Short and Long Arm system on the front. The front suspension spring-loaded ball joints are protected by a rubber shield and designed to work without servicing for 36,000 miles. A four bar link system at the rear improves cornering, and cuts the likelihood of "axle-hop".

Brakes

The fail-safe dual line brake system meets tough international standards. Front discs are fitted on all models, with improved rubber piston boots on the calipers to give long-life protection. The rear drum brakes are of a completely new design. There are no sliding cylinders or shoe anchors to go wrong, and the system is sealed against dirt and water.

Cortina L



Overall, a lot more mileage between pad renewals, fast safe stopping in all conditions.

Seating

The seats in the new Cortina vary from sensibly comfortable to sensibly luxurious, depending on the model you select, but every seat used in the Cortina range has been redesigned. New contours



and increased bucketing give increased lumbar and lateral support—which means, in short, that you are more firmly in your seat during the end of it. Adjusting the seats is a quick and simple business as they are mounted on ball bearing and roller slides with a front operating lever.

Automatic Transmission

Strictly speaking, automatic transmission is an option. But it makes motoring so much more pleasure that we felt it deserved more prominence. Automatic transmission takes the drudgery out of driving, leaves you time to concentrate on the real skills and pleasures of driving. The benefits it gives far outweigh the cost and we strongly recommend that you take a test drive in a Cortina fitted with automatic transmission.

Cortina Trim Series

The Cortina is the starting point of the range. The floor is covered in rubber and the area over the transmission tunnel is treated in nylon flock—materials which last a long time, are good looking and easy to clean. In addition to the glove box there is a tunnel mounted package tray for any odds and ends you may need immediately during your journey.

Safety

For safety, there is a collapsible steering column and recessed instruments in a sweep away fascia. Whilst a fundamental part of the new Cortina design is the safety cage passenger compartment which is designed to provide a high level of protection to the occupants. Additional safety features include a steering column lock, lane change lever, two speed windscreen wipers, flush fitting exterior door handles, a front passenger door lock and childproof rear door locks, adjustable rake front seats, variable heater control and face level ventilation.

These are the features that we have set as the minimum standard for every Cortina made. Ford's resources and experience make it possible for these standards to be set so high, and the price kept low. You can raise the standard if you like, by choosing one of the other models in the range, or by adding options—you'll still be sure of getting top Ford value for money, whatever you pay for your new Cortina.

Cortina L Trim Series

Nowadays, car buyers expect more for their money. They expect as standard, and at reasonable price, the comfort and



Cortina XL



convenience features that make motoring more enjoyable and which a few years ago would have only been found on very expensive cars. For these motorists the Cortina L starts to provide the individual touches they require. They realize that by buying "option packs" as standard, they get a much better bargain. The Cortina L has hard wearing looped pile carpet fitted throughout. The doors are fully trimmed, the seats fully reclining, the headlining is perforated and the interior is colour keyed. There are grab handles for your convenience and a cigar lighter to save you scrabbling around for matches. One of the most logical developments is the foot operated wiper/washer control. One press squirts a jet of water onto the windscreen and gives a few sweeps of the windscreen wipers: safe—you don't even have to take your hands off the steering wheel. Reversing lamps are standard. They indicate your intention to reverse and make parking at night a great deal easier and safer; they help to eliminate those minor bumps and scrapes which reduce the value of your car. Rubber bumper inserts give you added protection. Bright door and quarter window mouldings provide exterior evidence that the 'L' is a de luxe Cortina. And—final touch—the Cortina L is distinctively badged.

In short, the new Cortina and Cortina L offer you new, higher standards of motoring—at an old-fashioned price.

Cortina takes you into the seventies in style.



CORTINA XL

To make the Cortina XL, we asked ourselves what sort of a car a really demanding motorist would choose for himself. We had an unfair advantage of course, starting with an outstanding car like the Cortina. And we made the most of that advantage.

Inside the Cortina XL, the immediate impression is that there is a different class of luxury to that ever offered before in a family priced car.

The front seats are more deeply contoured than Cortina or



Cortina L, lavishly upholstered in a unique trim style. Deep and plush yet with strong, comforting support where you need it. Fully reclining front seats with telescopic seat slides which allow the seat back to be fully reclined to the horizontal position and is also adjustable for height, in short, the complete car seat.

The rear seats are twin bucket style, with a centre armrest that retracts to allow three people to sit together in comfort.

All around you are the signs of luxury plus motoring. Wood fascia with surrounding black applique panel and an electric clock. Padded steering wheel hub with centre wood insert. The passenger's visor is fitted with a vanity mirror, whilst the driver's visor has a pocket for documents that may be needed during a journey. The rear view mirror adapts for night driving conditions. The doors and quarters are fully trimmed in a unique deeply padded style with wood inset panels. The glove box lights up when open, locks up when not.

Map pockets are conveniently located on both driver and passenger sides. The natural graceful lines of the Cortina have been highlighted with bright metal: wide mouldings around the windshield



and backlite, slim mouldings along the drip rail, waist rail, and wheel arches, and to distinguish your car from the rear, a full width deep applique panel is fitted. The wheels have attractive trim rings matching the unique style of hub cap. Even the exhaust tail pipe is finished in bright trim. These are some of the additional interior and exterior items fitted as standard to your Cortina XL.

Cortina GT



Automatic Transmission



The manual gearbox fitted as standard to your Cortina XL has won consistent praise from users in the past. But even the best manual gearbox still involves a good deal of effort. Effort that is optional. Effort that may not be necessary if you don't want to make it, because automatic transmission, available as an option, makes driving so much more pleasurable and simple. There's no clutch, you just press the accelerator pedal to go, the brake pedal to stop. It really is that easy.

Ask for a test drive in a Cortina XL fitted with automatic transmission—you'll wonder how you managed without it all these years.

If you take the motoring comfort and convenience of yourself and your passengers seriously; then the Cortina XL is the car for you.

CORTINA GT

When you have been driving ordinary cars for a few years, you may start to find motoring a little boring. You're skilful, but the car you drive doesn't complement your skills. That's when you're ready for the new Cortina GT. Ready to have your interests in motoring reawakened.

Even the name has an excitement of its own. It's the name that was on the cars that started Ford's saloon car championship streak.

The Cortina GT has a swift, positive acceleration that keeps you out of traffic jams. Effortless high speed cruising when you've got the road to yourself. The stopping is safe and fast. The engine is the place where the excitement starts, so that is the logical point to start examining the Cortina GT. The Cortina GT has a 1600cc OHV engine with 4 in-line cylinders and a five bearing crankshaft.

Standard on every new Cortina GT is the pre-engaged starter, the alternator and the two piece drive shaft. This gives a top speed of 161 kph, acceleration 0-100 kph in around 14 seconds, power output of 86 DIN PS and an overall fuel consumption of 9.6 litres per 100 km. Alternatively you can specify the completely new 2000cc overhead camshaft engine with its four in-line cylinders and five bearing crankshaft. Overhead camshafts have been used for some time in racing and high performance cars. Now production improvements and development have enabled us to bring the benefits of this type of motoring to the general public. The new O.H.C. engines offer higher efficiency, reduced engine wear, increased component life and improved performance. The neoprene rubber belt drive is quieter than conventional chain driven version and makes for more accurate timing.

The real achievement of the Cortina GT engine, however, is not simply its performance. You can adapt more or less any engine to give you increased performance—at a cost. The Cortina GT engine is also reliable—the car runs and runs without the need for constant retuning and the service interval is comparatively long for a performance car of this type. You get economy too, in petrol consumption.

Suspension

The newly developed double wishbone front suspension and four bar link rear suspension has been made stiffer than on the Cortina, L or XL models to give improved road holding at higher speeds and an anti roll bar is fitted for extra stability on corners.

Seating



It is not up to us, of course, but we think the front seats will become the 'identity card' of the new Cortina GT. They are deeply bucketed and incorporate many features developed from the experience of Ford teams taking part in long and gruelling rallies. Fully reclining with integral head rest, these help to reduce fatigue on long journeys—but their most important function is safety. In accidents where a car is hit from behind neck injuries are most commonly caused by the 'whiplash' effect on unsupported heads. We don't expect Cortina GTs to be hit from behind but it's nice to know that if it should happen then your seats have "designed in" protection.

Brakes. Power assistance and larger rear drums in addition to front discs are fitted as standard on all models to provide the stopping power for GT.

Automatic Transmission

Automatic transmission on a GT? Why not? You'd need very snappy gear changing indeed to get away faster than our automatic transmission does. By cutting out the need for clutch and gear work, automatic transmission leaves you much more time to concentrate on the real skills of driving.

Cortina GXL



Wheels and Tyres

With the extra performance that the Cortina GT gives, you need more contact with the road. So we've fitted it with big 175 x 13 SR radial tyres, and to accommodate them 5½" rim wheels. Ford leads the way as the first major European motor manufacturer to keep such close control of tyre specifications.



Interior and Exterior Features

The rev-counter and speedometer are located in an easy to view position immediately in front of the driver, whilst between the front seats is an elaborate centre console, which incorporates four additional dials—for fuel, temperature, oil pressure gauges, and an ammeter. There's also a tray for odds and ends you may need during your journey, and a centre armrest which lifts up to reveal more storage space.

The floors are covered in wall-to-wall loop-pile carpet, and a host of other



features such as the document pocket and vanity mirror in the sun visors, the fully trimmed doors, the grab handles, the day/night rear view mirror, the cigar lighter, the electric clock, the conveniently located map pockets, the leather rimmed sports steering wheel, and matching gearshift knob add to the pleasure of driving a fine car like the Cortina GT.

The Cortina GT is for the enthusiastic driver. For such a driver the Cortina GT offers a new and vivid style of motoring, without any of its inconvenience. In short, performance motoring at a price you can afford.

CORTINA GXL

The Cortina GXL is the best Cortina ever made. It goes further than ever before in terms of luxury, appearance, and performance. Sporty, positive, GT-level performance, combined with many features exclusive to the Cortina GXL, make it a car anyone would be proud to own.

And better than ever value, too. Add up all the items in the Cortina GXL package, and you'll see that you are getting a great deal for your money. But to appreciate fully the unique appeal of the Cortina GXL, you have to experience it in its entirety, see how everything has been taken care of, feel what it's like to drive the best Cortina ever made.

Comfort

The front seats beautifully tailored in a unique trim style, thickly padded with contours scientifically designed to give maximum lumbar and lateral support. They are adjustable three ways, backwards, forwards and for height. Which all means that you'll feel better and fresher during and after any journey you make. Additionally, both the driver's and passenger's seats are fully reclining providing a completely horizontal surface.

The floor is covered with expensive cut-pile carpet. Between the front seats is a console unit comprising a secondary instrument panel, and storage locker with centre armrest.

The rear seats in matching style are twin bucket, with a centre armrest that can retract to make room for a third back seat passenger.



XL Estate



Convenience/Safety

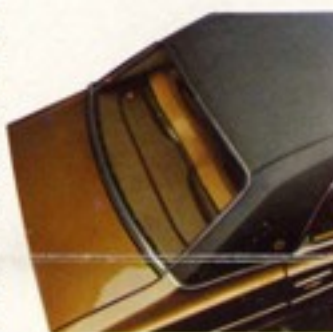
Convenience is having everything where you want it, when you want it. From that point of view the Cortina GXL leaves nothing to chance. There's an electric clock, a cigar lighter, vanity mirror, foot-operated combined wiper-washer control, document pocket in the sun visor (for papers that you may need to show during a journey), map pockets conveniently located for both driver and front seat passenger, a lockable glove box that lights up when open. Day (and adjustable night) rear view mirror and grab handles. The passenger door lock enables you to get into the car from the pavement side. The two-speed wipers fitted to all Cortinas give you a clear view of the road in any downpour and the heated rear window in the GXL lets you know what's going on behind—in all weather conditions. There is a light in the engine compartment to save you fumbling around with torches when checking oil and water levels etc.

Appearance

A car that's something special in performance and comfort should look special.

Inside, the Cortina GXL has built-in handsome elegance, with its deep seats and thick wall-to-wall carpet. To round it off, we've added wood applique panels to fully-trimmed, deeply padded doors and the instrument panel fascia. Seat valances take the seat trim all the way down to the fitted carpet. The steering wheel is leather covered sports style, with a matching gearshift knob.

Outside, the distinguishing features of the Cortina GXL are the distinctive vinyl covered roof and the body side protection moulding. The black radiator grille with GXL badging, houses four highly efficient halogen



headlights: another noticeable distinguishing high series feature.

The window surround, wheel arches, waist rail, drip rail, and exhaust tail pipe are embellished with bright metal. A full width rear applique panel and sports style road wheels complete the exterior ornamentation. And combined with the all new, 1971, shape of the Cortina they make a total style that's unique and unmistakable.



Underneath the luxurious comfort and smooth appearance, the Cortina GXL is all performance car. In fact it has the same power unit and engineering as the Cortina GT. The same potent 1.6 GT or 2.0 litre OHC engine both fitted with pre-engaged starter and alternator. The GXL also has other GT features in the modified suspension with anti-roll bar, two piece drive shaft, bigger brakes, bigger wheels and radial ply tyres.

Automatic Transmission

About the only thing the Cortina GXL does not have as standard is automatic transmission but it can be specified when you order your GXL. Automatic costs surprisingly little considering the benefits you get, and really completes the pleasure of Cortina GXL motoring. In today's harassing traffic conditions, automatic transmission saves you time, saves your temper, and reduces driver stress to a minimum. When you test drive the Cortina GXL, drive it with automatic transmission.

If you like the idea of high level luxury and comfort yet are reluctant to sacrifice the benefits of performance, then you and the Cortina GXL are made for each other. Every model in the Cortina range offers you a lot in terms of performance, comfort and appearance. The Cortina GXL offers you everything.

CORTINA ESTATE CARS

Does an ordinary saloon car sometimes seem to limited? Do you ever wish you had a little more space?

Almost everybody does at sometime or another—especially on those occasions when space is at a premium like holidays and shopping. At the same time you do not want to lose the good looks and comfort of a sedan. Cortina Estate Cars solve the problem for you, they look good with the same flowing lines as the Cortina sedans. They are available in three versions Cortina, Cortina L and Cortina XL. Each version has the same luxurious level of seating and appointment as its sedan counterpart.

The new Cortina Estate is big where it matters—inside. Thanks to the wider track and wheelbase, which also gives a solid improvement in roadholding. A big luggage compartment of 0.96 cubic metres capacity which is all usable space. And supposing you need more space. Just the simple click of a catch on the back of the convertible rear seat and the seat will fold down flat to give you 1.81 cubic metres of space, 1.3 metres wide, 1.90 metres long—virtually a small room. Think of the number of problems that sort of space and



versatility would solve. No more worries about where all the holiday luggage is going to go, or the shopping, with all that space once a week shopping is a real practicality.

No longer need the Estate Car be a work horse with overtones of utility now with the new Cortina range of Estate Cars you can have all the

elegance all the go anywhere respectability of the sedan counterparts. The rear seat of all Cortina Estate Cars can give you a level of comfort which is not available in many luxury sedans.

Suspension

The system is designed to give better roadholding and ride with increased stability and reduced NVH. Front suspension is a double wishbone short long arm whilst the rear is four bar link.

Brakes

Front disc brakes are standard on all new Cortina with drum brakes on the rear. The system is dual line, which means that if one circuit fails the other one will go on operating.

Engines

With the new Cortina Estate Car you have a choice of three engines, the uprated 1300 cc, the uprated 1600 cc or the all-new 2 litre OHC engine.

Seating

Different models in the Cortina Estate Car range have different seating, of course. But overall, the seats have been scientifically designed to give you increased lumbar and lateral support. In other words the seat that holds you more firmly during your ride and leaves you feeling more relaxed after your ride.

THE CORTINA ESTATE

The passenger area has a tough, good looking rubber flock floor covering, slide mounted seats with adjustable rake, a tray for the items you may need during your journey and coat hooks. The AeroFlow system ensures a constant supply of fresh air, with face level ventilation. Collapsible steering column, steering column lock, front passenger door lock, childproof rear door locks, lane change lever and two-speed windshield wipers are fitted as standard.



THE CORTINA L ESTATE

Loop pile carpet throughout the passenger compartment, while the luggage space has a hard wearing rubber covering. The Cortina L Estate has many features that are usually found only in a more expensive class of car. The doors are fully trimmed, the seats are fully reclining, the headlining perforated, and the interior colour keyed. There are grab handles over the rear doors for safety and convenience, and a cigar lighter is fitted as standard. A useful innovation is the foot operated wiper/washer control. One press squirts water onto the windscreen, and operates the wipers for a few strokes.



Outside

The Cortina L Estate has bright window mouldings, and an extremely useful parking aid, reversing lamps. Bumpers have rubber inserts.



THE CORTINA XL ESTATE

This model sets a new high standard in estate car luxury. The whole car including the luggage compartment is fitted with loop-pile carpet. The seats are distinctive, deep, and luxurious. Naturally, the Cortina XL has all the features of the Cortina L Estate, plus full panel trimming in the luggage area, vanity mirror and document pocket in the passenger's and driver's visors respectively, an electric clock, dipping rear view mirror, map pockets, adjustable front seat height. The doors and facia are trimmed with wood, and the glove compartment has a lock and interior lamp.

Cortina Estate Heavy Duty Package

If you intend your Cortina Estate to be a work horse—by carrying consistently heavy loads, you may wish to specify the heavy duty package. This can be fitted to all models, and consists of heavy duty suspension, power-assisted brakes with extra large drums on the rear, and 175SR 13 reinforced tyres on 5½" rim wheels.

Automatic Transmission

You can have automatic transmission fitted to your Cortina Estate Car. It's well worth the extra cost considering the benefits that you get. It makes driving, especially in traffic, so much easier, gives you so much more time to think. No fiddling about with clutch and gears. Ask for a test drive in a Cortina Estate Car fitted with automatic transmission.

The illustrations and specifications presented in and with this publication were true and accurate at the time of printing. You should, however, check details with your dealer as there may have been specification and appearance changes in view of the Ford policy of continuous improvement. The right is reserved to change specifications, price and colours.

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