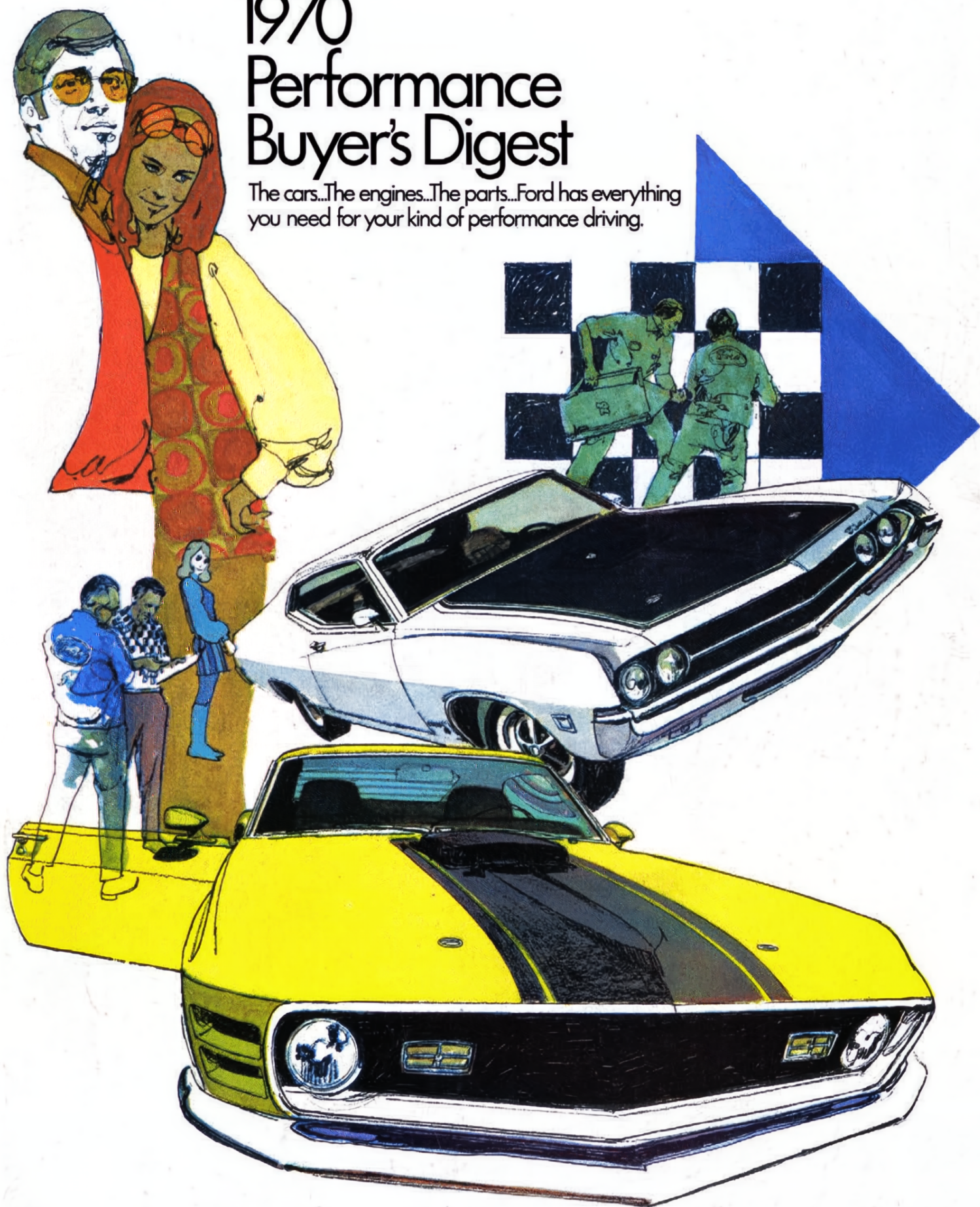


1970 Performance Buyer's Digest

The cars...The engines...The parts...Ford has everything
you need for your kind of performance driving.



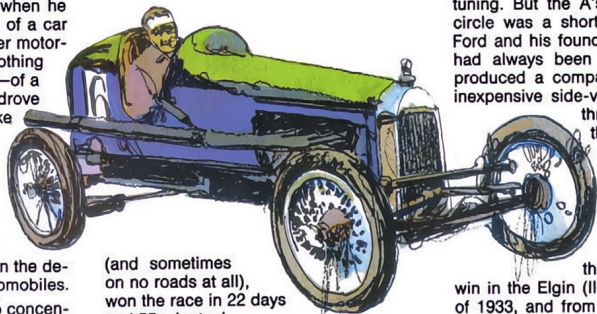


Henry Ford's Old 999 was the hottest thing going in 1904. You might call it, "The first of the rail jobs!"

Getting a corner on performance has been a Ford tradition for 65 years. Henry Ford, himself, started it back in 1904 when he built a bodyless 4-cylinder brute of a car called Old 999. Like other pioneer motor-makers, Mr. Ford knew that nothing proves the ability—and durability—of a car like winning races. So he drove Old 999 flat out on the ice of a lake near Detroit and set a new record of 91.37 mph for the flying mile. That was the last race Mr. Ford ever drove, but it was only the beginning of his interest in performance cars because he realized that testing in open competition would hasten the development of better street automobiles.

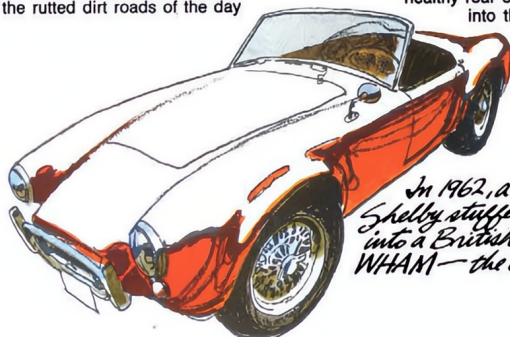
In 1907 Henry Ford decided to concentrate on producing a sturdy, lightweight, inexpensive automobile. Vanadium steel wasn't cheap, but it was one of the strongest metals available, so he used it for the critical parts of his new Model T.

One of the first big tests of the new Model T's go-anywhere durability was the 4106-mile New York-to-Seattle auto race of 1909. A stripped-down Model T, running over the rutted dirt roads of the day



(and sometimes on no roads at all), won the race in 22 days and 55 minutes!

Model T's with homemade "torpedo" bodies raced on short dirt tracks before World War I. But it wasn't until after the war that an overhead valve cylinder head called the Frontenac uncorked the potential power of the T's four sturdy cylinders. With double the original horsepower, more than 10,000 "Fronty Fords" put a healthy roar of their own into the Roaring



In 1962, a Texan named Shelby stuffed a Michigan V-8 into a British sports car, and WHAM—the Cobra was born!



Twenties, winning hundreds of races all over the country.

In 1923 came the high point—a Fronty-equipped T racer finished 5th in the Indianapolis 500!

Ford's greatly improved Model A got its share of racing trophies, too, thanks again to a sturdy "Four" that responded to race tuning. But the A's turn in the winner's circle was a short one. By 1932 Henry Ford and his foundrymen had done what had always been thought impossible—produced a compact, cast-in-one-piece, inexpensive side-valve V-8. In less than three years Ford boosted the V-8 to 85 horsepower, and Ford roadsters—minus mufflers and fenders—were out on the oval tracks taking the checker.

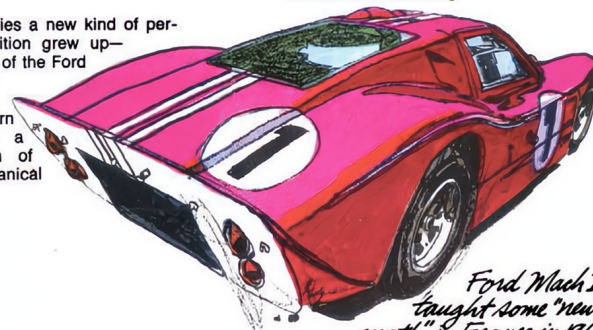
The V-8 broke into the big time with a major win in the Elgin (Ill.) National Road Race of 1933, and from then on Ford was the car to beat in U.S. road racing. In 1937, Ford introduced a smaller, lighter, 60-horsepower version of the Flathead V-8 that became the mainstay of dirt track midget racing.

In the mid-Thirties a new kind of performance competition grew up—mostly as a result of the Ford V-8. It was called hot rodding and began in Southern California, where a whole generation of homegrown mechanical

geniuses hopped up their stripped-down Fords in their back yards and raced them on the dry flat lake beds at Muroc and El Mirage. The Flathead V-8 was so sturdy and so basically sound that it could take modifications that doubled and even tripled the original horsepower! Even after World War II it was still going strong in the first of the modern-day hot rods—converted fighter plane belly tanks.

When the California dry lakes were taken over by the Air Force, the hot rodders had to give up their long high-speed runs. They turned to a new kind of performance contest—the ¼-mile acceleration run. So drag strips were born, and the Flathead V-8 stood up to the tremendous strains of full-bore acceleration. One of those early hot rodders, Wally Parks, organized the drag strips into the National Hot Rod Association.

At about the same time as the West Coast rodders were organizing, a lanky, energetic garage mechanic from Daytona, Florida, named Bill France, was signing up the "good 'ole boys" from Georgia, Virginia and the Carolinas. He made an organized sport out of the stock car "wars" called the National Association of Stock Car Auto Racing.



Ford Mustang II taught some "new math" in France in 1966. V-8, plus 24 hours equals 1st, 2nd, 3rd at Le Mans!

Ford's had a corner on performance... Since your grandfather learned to drive!

Ford and "Fearless Freddie" Lorenzen won more major NASCAR events than anyone else from 1944 to 1967.

After the end of World War II, automotive engine design got off dead-center and by the mid-1950's a new crop of overhead valve V-8's started to race. But thanks in part to old hot-rodding friends from the Flathead days like Bill Stroppe, Fran Hernandez, Chuck Daigh and John Holman, Ford engineering kept up with or ahead of the competition.

Holman joined forces with a race-wise driver named Ralph Moody and set up a

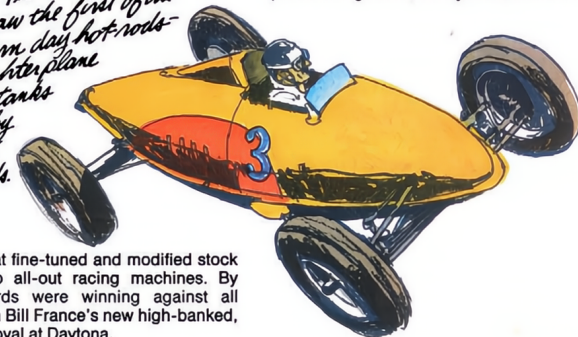
By 1965, the Cobra had won the manufacturer's sports car championship for Ford and finished 7th at Le Mans.

But the Cobra's hotted-up 289 V-8 did something even more important—aroused the enthusiasm of dozens of the Company's performance-minded engineers.

The powerplant men made an aluminum version of the 289 engine and topped it off with a jewel-like set of overhead cam cylinder heads. With the happy cooperation of Colin Chapman, a dapper Briton, who built the Lotus sports cars, the 4-cam Ford was fitted to a Grand Prix racing Lotus. The Ford-Lotus finished 2nd in the Indy 500 in 1964 and won hands down the next year.

Meanwhile the Ford chassis and suspension engineers, led by Ford of Britain's

The late 1940's saw the first of the modern day hot rods—ex-fighter plane belly tanks flown by Ford V-8 flat heads.



factory that fine-tuned and modified stock Fords into all-out racing machines. By 1959, Fords were winning against all comers on Bill France's new high-banked, 200-mph oval at Daytona.

In the early '60s Fords were going great in stock car racing and at the national drag meets, but were completely outside of the big show at Indianapolis and saw no action at all in road racing.

But in 1962 an unusual man discovered a new and different engine and got a great idea.

The man was a tall, colorful Texan sports car racer named Carroll Shelby. The engine was Ford's new 260-cubic-inch overhead valve V-8, first of a new generation of precision, lightweight V-8's.

Shelby slipped Ford's hot little V-8 into the AC, a sleek, roadworthy open two-seater from England and called it the Cobra. The rest is history. The Cobras swept through sports car racing like a fire through dry grass.

Roy Lunn, with Phil Remington as "staff hot rodder," delved into the mysterious mathematical world of fire adhesion, aerodynamics and brake heat dissipation. They produced a series of sleek, purposeful cars, the GT 40 J-Car, Mark II and Mark IV. Result, Ford Power won at Le Mans in 1966, '67, '68 and '69!

Having cornered performance competition all over the world, from Le Mans to Pikes Peak, from Atlanta to Riverside, Ford's engineering teams continue to make good use of what they learn at the tracks. Their latest achievements you'll find in your Ford Dealer's Performance Corner for 1970. Why not turn the page and take a look at what they've put together?

Note: The Ford Motor Company gratefully acknowledges the contributions to the development of American high-performance automobiles made by those whose names are included in this brief history. Their appearance here is in no way intended to imply an endorsement of any Ford Motor Company product.

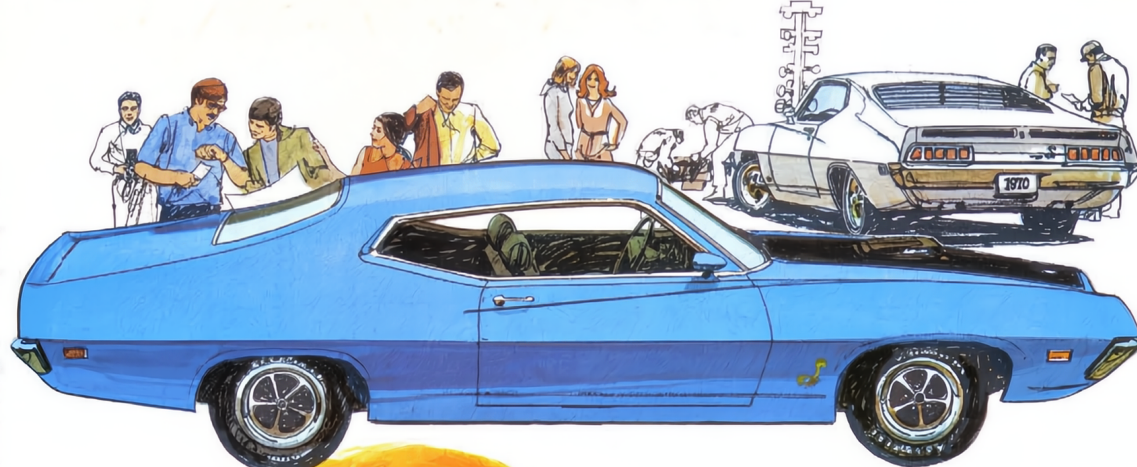
Torino Cobra—Striking Power!

The '70 Cobra's for real. A new top gun car that puts a lot of muscle in your driveway at a reasonable price. Take this one hunting for trophies at your local strip. We bred it to win. You get big inch power going in. The standard engine is a 429 CID 360-hp 4V V-8. Want to chop ET's further? Next engine is a 429 CID, 370-hp Cobra 4V option. Playing for keeps? Get the 429 Cobra Jet with ram air—when you wood it, a trap door opens to dump 700 cubic feet of cold air into the 4-barrel and you blow off the whole class.

If you hanker to be King of the Mountain and bring home the biggest trophy of the meet, there's just one way to go—get your Cobra with the new 429 Drag Pack. You get Traction-Lok or No-Spin differentials with 3.91 or 4.30 to 1 ratios respectively, engine

oil cooler, impact extruded aluminum pistons, 4-bolt center mains. Boss 429 solid lifter cam with either Cobra or Cobra Jet Ram-Air V-8's. You're geared for go with Ford's beefy, fully synchronized 4-speed with knife-quick Hurst Shifter®, or you can have SelectShift automatic that lets you hold 1st and 2nd manually until the revs are right.

But if you take trips longer than 1320 feet, fear not, Cobra's set up to hang tight like a road car should. After all, you don't send out National Championship stock car winners year after year without learning how to build a car that handles as well as it goes. Competition suspension's the name of our game—and that's another Cobra standard! Ultra high-rate springs, heavy-duty shocks, bigger stabilizer bar and staggered rear



Wherever they talk about ET's that's where you'll see Cobra Ram-Air 429's with Drag Packs—winning!

shocks to soak up takeoff torque on all 4-speed cars. We nail it all down to the pavement with 7-in. rim wheels and F70-14 wide belted tires with raised white letters.

That's the picture, Cobra—one of the most powerful reasons for Torino's "Car of the Year" Award.

Cobra Power Teams

ENGINE	COMPRESSION RATIO	HORSEPOWER RPM	TORQUE
429 4V V-8	10.5 to 1	360 hp @ 4600 rpm	480 lbs-ft
429 4V Cobra V-8	11.3 to 1	370 hp @ 5400 rpm	450 lbs-ft
429 4V Cobra Jet Ram-Air V-8	11.3 to 1	370 hp @ 5400 rpm	450 lbs-ft

4-speed fully synchronized manual transmission standard, SelectShift automatic optional.

*375 hp @ 5600 rpm with Drag Pack option.

Engines: Standard—429 CID 4V V-8. **Optional**—429 CID 4V Cobra V-8; 429 CID 4V Cobra Jet Ram-Air V-8 (see page 16 for detailed engine specifications). **Transmissions:** Standard—4-speed close ratio manual with Hurst Shifter®, ratios: 2.32:1, 1.69:1, 1.29:1, 1.00:1. **Optional**—SelectShift Cruise-O-Matic (floor shift with optional bucket seats), ratios: 2.46:1, 1.46:1, 1.00:1.

Rear Axle: Ratios: 4-speed manual, 3.25, 3.0, 3.50. SelectShift Cruise-O-Matic, 3.0, 3.25, 3.50. Traction-Lok, 3.0, 3.25, 3.50, 3.91; No-Spin 4.30. (Note: 3.91 and 4.30 axles with Drag Pack only.)

Brakes: 10 in. drums, lining area 173.3 sq. in. **Optional**—power front disc brakes. **Wheelbase:** 117". **Overall length:** 206.2". **Track:** front 60.5", rear 60.0". **Wheels:** 14", 7" rim, F70-14 wide-tread belted blackwall tires with raised white letters. **Suspension:** Competition type, staggered rear shocks with 4-speed manual transmission models.

Details: Unique bodyside and rear Cobra decals, black wheels with hub caps, black painted base grille, matte black hood with lock pins, wheel lip molding.

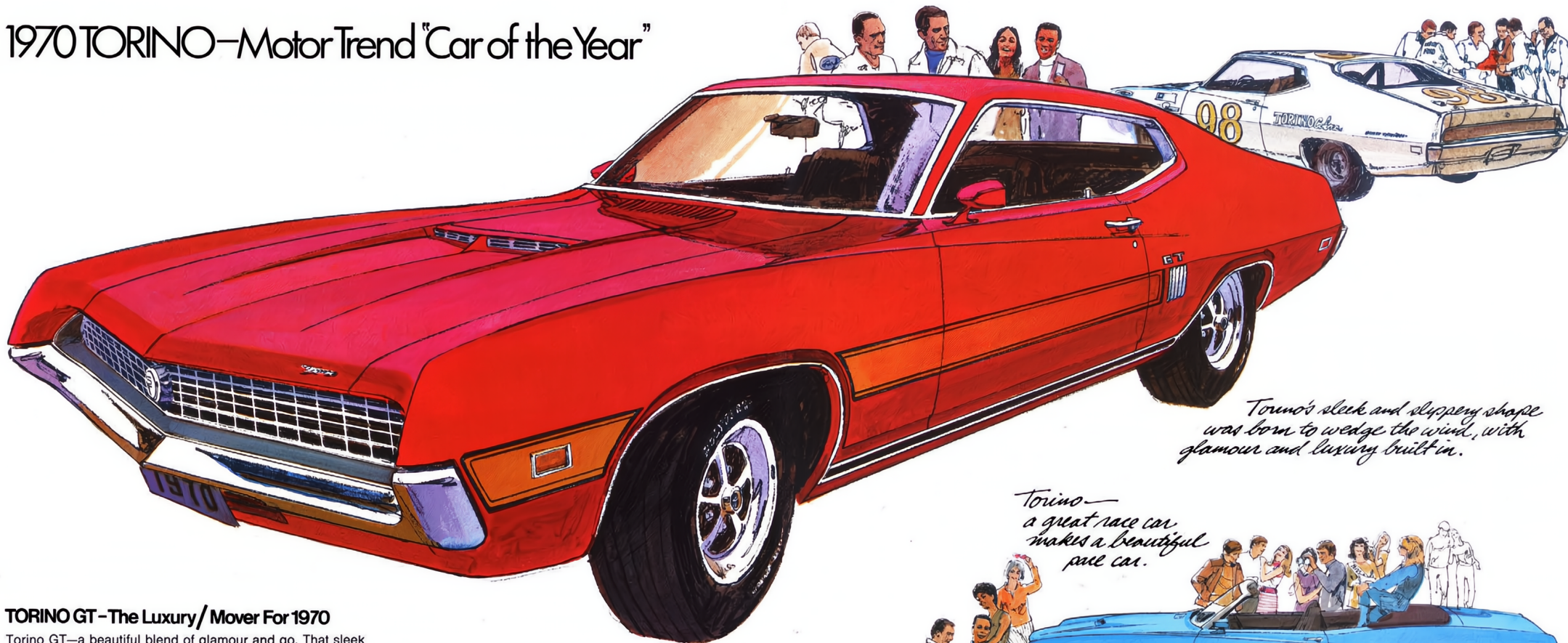
Colors: Grabber Green plus 15 other colors.

Options: 8000 RPM Tachometer, Drag Pack including engine oil cooler, forged aluminum pistons, and 4-bolt center main bearing caps. Plus selected comfort and convenience options.



Cobra—the new shape of winning muscle on America's drag strips this year.

1970 TORINO—Motor Trend "Car of the Year"



Torino's sleek and slippery shape was born to wedge the wind, with glamour and luxury built in.

Torino—a great race car makes a beautiful pace car.



TORINO GT—The Luxury/Mover For 1970

Torino GT—a beautiful blend of glamour and go. That sleek silhouette could be an Italian coachbuilder's dream car. But one look at that slippery SportsRoof tells you it's just as much at home on the high bank at Daytona as it is making the scene Saturday night.

Torino GT for 1970 is truly a beautiful way-to-go. You can choose your cubes—302, 351 or 429. Any way you go, you can't lose for winning with Torino GT.

Just take a look at what it has to offer in the go department... an optional Cobra Jet 429 Ram-Air with a through-the-hood Shaker. If that isn't your thing, there are five—count them five—other V-8's! And with any of the 429 engines you get Ford's competition suspension.

What about the glamour? Well, one reason why the GT looks sleek is that we made it over an inch lower. If you want to make it look about knee-high, order the new Laser Stripes. These are so wild some people think they should have a switch to turn them off.

No doubt about it, when it came to styling we just couldn't top ourselves. Black "eggcrate" grille, hidden wipers, belted E70-14 tires, integral hood scoop, rear deck appliques, GT side badges, optional styled steel wheels, hidden headlamps, and more.

It's 1970's show-and-go machine. Park it if you want to collect a crowd. Put it in first if you want to lose them.

Engines: Standard—302 CID 2V V-8. Optional—351 CID 2V V-8, 351 CID 4V V-8, 429 4V V-8, 429 CID 4V V-8 Cobra (non-Ram and Ram-Air). (See page 16 for engine specifications.) **Transmissions:** Standard—3-speed manual; ratios: 2.99:1, 1.75:1, 1.00:1. Optional—4-speed manual with Hurst Shifter® (not available with 302 V-8); standard wide range ratios: 2.78:1, 1.93:1, 1.36:1, 1.00:1. Optional close ratio 4-speed manual. SelectShift Cruise-O-Matic (floor shift with optional bucket seats); ratios: 2.46:1, 1.46:1, 1.00:1.

Rear Axle: Ratios: 3-speed manual, 2.79, 3.0, 3.25; 4-speed manual, 3.0, 3.25, 3.50, 3.91, 4.30. SelectShift Cruise-O-Matic, 2.75, 3.0, 3.25. Traction-Lok, 3.0, 3.25, 3.50, 3.91; No-Spin, 4.30. (Note: 3.91 and 4.30 axles with Drag Pack only.)

Brakes: 10.0 in. drums, lining area 173.3 sq. in. Optional—power front disc brakes, total swept area 232.0 sq. in. **Wheelbase:** 117". Overall length, 206.2". Track, front 60.5", rear 60.0". **Wheels:** 14", 7" rim. E70 -14 wide-tread, belted whitewall tires (F70's on Convertible). **Suspension:** Competition on 429 CID, 429 CID Cobra and Cobra Jet V-8's.

Details: GT identification on grille and side, unique taillamps and integral hood scoop, wheel lip and rocker moldings, bright drip moldings, color-keyed carpets, high level ventilation and courtesy lights.

Colors: Grabber Green, plus 15 other colors.

Options: High-Back Bucket Seats, Air Conditioning, Sport Slats, Argent Styled Steel Wheels, Magnum 500 15" Wheels, 8000 RPM Tachometer, Drag Pack including Traction-Lok 3.91, or No-Spin 4.30 differential; engine oil cooler, forged aluminum pistons and 4-bolt center main bearing caps. Power Steering, AM or AM/FM Stereo Radio, Hideaway Headlamps. (Note: Power front disc brakes mandatory option, with 429 CID V-8 in convertible model.)

Boss 302—The Ground Groover!

*Car and Driver magazine says:
"The Boss 302 may just be the
new standard by which everything
from Detroit must be judged."*



lated front disc brakes; diameter 11.3"; rear brakes 10" drums. Swept area 231 sq. in.

Wheelbase: 108". Overall length 187.4", tread, front and rear 59.5".

Suspension: Extra heavy-duty front coil and rear leaf springs, extra heavy-duty shock absorbers and front stabilizer bar, staggered rear shock absorbers, rear stabilizer bar.

Steering: Ratios, **Standard**—16:1 manual; **Optional**—16:1 power.

Wheels: 7" rims. F60-15 belted tires with white lettering.

Details: Front spoiler standard, unique, "hockey stick" striping, matte black hood, high-back bucket seats, carpeting, aluminum valve covers. Collapsible, space saver spare tire.

Colors: Grabber Blue, Grabber Green, Grabber Orange. Plus 8 other colors.

Options: Special 3.50, 3.91 with Traction-Lok Rear Axle or 4.30 with "No-Spin" axle. Rear Deck Spoiler. Sport Slats Louvers to cover backlite. Power Steering. Magnum 500 Chrome Wheels. AM or AM/FM Stereo Radio. 8000-rpm Tachometer and Trip-odometer. Console. Knitted Vinyl Trim. (Note air conditioning is not available on Boss 302.)

Engine: 302 CID 4V V-8. (See page 16 for detailed engine specifications.) **Transmission:** 4-speed fully synchronized with Hurst Shifter®; standard wide ratios: 2.78:1, 1.93:1, 1.36:1, 1.0:1; optional close ratios: 2.32:1, 1.69:1, 1.29:1, 1.0:1.

Rear Axle: Heavy-duty, 9" ring gear, standard ratio 3.50:1.

Brakes: Power-boosted floating caliper venti-

Boss 302 is Ford's pavement-hugging, corner-chopping, flat-riding, curve-clinging road lover. Take it out on the snakiest, windiest track you know, stick it in third and pour on the power. The Boss'll stay with that course like a slot car sticks in its groove. It couldn't be any other way, because Boss was born on the winding, twisting, Trans-Am circuits, where specially modified Mustangs hung tighter and went quicker to win two championships. That's where we learned how to set up a car like the Boss.

The standard specs sound like a \$9000 European sports job instead of a reliable, reasonably priced American pony car. Start with a front spoiler; then, under the black hood—Ford's F.I.A. sanctioned 5-litre V-8; next a fully synchronized 4-speed that's butter smooth and shifts knife-quick with a T-handle Hurst Shifter®. Control is precise with 16 to 1 manual steering, and the Boss stops right now thanks to

floating-caliper power disc brakes up front.

Rear axle is heavy-duty 3.5:1 with staggered shocks to combat wheel hop. Suspension is firm, sway-resisting competition type, of course. We glue the whole package to the deck with F60-15 superwide, belted tires. Wheels are wide rim with chrome trim rings.

Don't be shy about taking the Boss to your local drag strip. That precision-cast jewel of a lightweight V-8 will move you out for a real quick quarter mile. It's a deep-breathing high winder—290 horsepower at 5800 from just 302 cubes! New heads with giant ports and canted valves—2.19" intakes, 1.71" exhausts—do the trick.

The standard Boss is so complete, about all you need to do is think about options like Magnum 500 chrome wheels, and those great sport slats for the tinted backlite. Your biggest problem—trying not to spend 24 hours a day driving it!



*This is Ford's answer
to a long, tough, twisting
road—Boss 302!*

Mach 1—pronounced Mach Won!

Winning is a habit with Mach 1. The latest triumph is the top rally award a car can win on this continent—the SCCA Manufacturer's Rally Championship for 1969. To win it you've got to run over 8,000 miles of rallies on all kinds of roads in all kinds of weather and finish every stage with split-second precision. That means sprinting acceleration; hanging tight when you corner, brakes that won't quit and power to ram your way through snow-clogged mountain passes. Mach 1 wins rally after rally because Mach 1's got what it takes: a balanced wide-tread chassis and sports car design suspension, with front and rear stabilizer bars, extra heavy-duty springs, extra heavy-duty shocks, wide-rim wheels, optional 16 to 1 quick ratio steering, power front disc brakes, and SelectShift—the automatic that lets you hold lower gears as long as you need them.

Power is what you get with any of Mach 1's great V-8's—a 351 2V is standard. Your first option is the brand-new free-breathing 351 4V Cleveland engine with canted valve heads and 300 horsepower that turns on right now. From there on you option the 428 Cobra V-8 and its partner in power, the Cobra Jet Ram-Air. That's the one with the functional "Shaker" that pops up through the hood to ram cool air.

For '70 the Mach 1 looks as good as it goes. There's a unique black grille with special sports lamps, matte black hood and wide extruded aluminum rocker panels, high-back buckets in knitted vinyl, full instrumentation, woodtonged applique on panel and console, electric clock, and more. Get yourself a Mach 1 and really "shake up" the troops.

*Want to Rally yourself?
Write Ed Crockett, Ford Rally Team,
P.O. Box 446, Medford, N.J. 08055.*



*When Mach 1 is set up to win
8,000 miles of rallying in stock trim,
it's got to be a great car
to get across town in.*



Engines: Standard—351 CID 2V V-8. **Optional**—351 4V V-8, 428 Cobra 4V V-8, 428 Cobra Jet 4V Ram-Air V-8. (See page 16 for detailed engine specifications.) **Transmissions:** Standard—3-speed fully synchronized manual; ratios: 2.42:1, 1.61:1, 1.0:1. (3-speed not available with 428 CID V-8's.) **Optional**—4-speed fully synchronized manual with Hurst Shifter® (available with all engines); wide ratios: 2.78:1, 1.93:1, 1.36:1, 1.01:1; close ratios: 2.32:1, 1.69:1, 1.29:1, 1.0:1. (Note: 428 CID V-8's require close-ratio 4-speed.) SelectShift Cruise-O-Matic, ratios: 2.46:1, 1.46:1, 1.0:1 with 351 V-8's—2.40:1, 1.47:1, 1.0:1. **Rear Axle:** Ratios: 3-speed manual, 2.75:1, 3.0, 3.25; 4-speed manual, 3.0, 3.25, 3.50. SelectShift, 2.75, 3.0, 3.25, 3.50. Traction-Lok, 3.0, 3.25, 3.50, 3.91 (w/428 Cobra and CJ Ram-Air Drag Pack Option), 4.30. **Brakes:** 10-in. drums, lining area 173.3 sq. in. **Optional**—Floating Caliper, Front Power Disc Brakes, swept area 231.0 sq. in. **Wheelbase:** 108.0". Length 187.4". Tread, front and rear 58.5". **Wheels:** 14", 7" rim, E70-14 wide-tread, belted bias-ply white sidewall tires, F70 tires with 428 engines, (raised white letters with 428 CJ). **Suspension:** Competition type with front and rear stabilizer bar and extra heavy-duty springs, front shocks and rear shocks. **Details:** Dual racing mirrors, high-back knitted vinyl bucket seats, console, sound package, three-spoke Rim-Blow woodtonged steering wheel, woodtonged appliques on instrument panel with clock, dual hood lock pins, rocker panel molding, honeycomb back panel applique, deck lid tape stripe, painted hood stripes, sports wheel covers,

hood scoop (functional "Shaker" hood scoop on 428 4V Cobra Jet Ram-Air engine, optional with 351 2V and 4V V-8), unique grille with simulated driving lamps, pop-open gas cap, bright dual exhaust extensions with 351 4V and 428 4V engines. **Colors:** Grabber Green, Grabber Blue, Grabber Orange, plus 13 other exciting colors.

Mach 1 Options: Power Steering, AM or AM/FM Stereo Radio, Drag Pack (with 428 Cobra or Cobra Jet V-8), including Traction-Lok differential with 3.50, 3.91 or 4.30 axle ratio, "No-Spin" with 4.30 ratio, plus modified oil cooler, modified cap screw connecting rods, camshaft flywheel and damper. Quick ratio (16:1) manual steering, rear spoiler, sport slats for backlite. Tilt steering wheel, and much more.



*It takes a real performer like Mustang
to pace the field on the new high speed
tracks of American Raceways.*

Fords—for the fun of it.

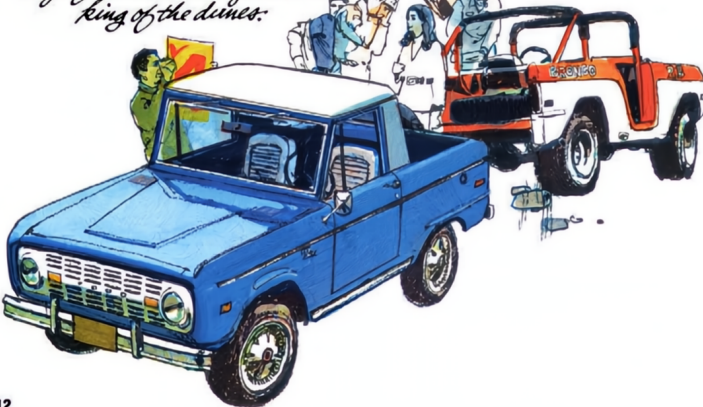


Meet Supertruck. Ranchero's front end is pure Torino Cobra. This one's a 429 Ram-Air job with GT pretties. It's the wildest hauler ever!

Ranchero—don't let those sleek lines fool you.

Ranchero's six-and-a-half-foot box is great for hauling racing cycles, surfboards, shingles or milk cans. Want it even plusher? Go the full Ranchero GT route with optional deep bucket seats, console, the works. Option air conditioning, power front discs, power steering, and call it "supertruck!" If you do your hauling in 1/4 mile trips, order the 429 Cobra Jet 4V V-8 with Ram-Air. Stir the close ratios of the optional synchronized 4-speed box with a Hurst Shifter® or go SelectShift Cruise-O-Matic. Either way you've got the goingest, hauling vehicle this side of a space rocket booster! (For details and specifications see the '70 Ranchero Catalog.)

When you go off the beaten track, you can't beat the 4-wheel drive Bronco. With optional high flotation tires you'll be king of the dunes.



Bronco—sports wagon for the boondocks.

Bronco is Ford's going thing when the going is roughest. The 4-wheel-drive Bronco is the perfect combination of workhorse and play pony. Three-speed, fully synchronized transmission puts the power through the two-speed transfer case so you get six forward speeds coupled to a lively 105-hp Six. You can cruise the turnpikes or the timberlands, plow snow or play dune-buggy. With the optional 302 CID V-8, you've got the go-power of a charging rhino. No wonder Bronco has won so many of America's top 4-wheel-drive competitive events. Loads of options, too: everything from bucket seats to a dealer-installed front-mounted winch to haul you up a mountainside.

Ford XL — makes luxury a sporting proposition.

Here's fun in a king-sized package. And what a package! Hideaway Headlamps. Dual accent paint stripes. Special grille. Full wheel covers. All vinyl seat trim. Simulated woodgrain appliques. Nylon loop-pile carpeting. You've never seen a sportier luxury car. And it's on the move, too, with a lively 351 V-8 and fully synchronized 3-speed standard. Add all the muscle you want with 390 2V, 429 2V or 429 4V V-8's. The 429's are designed after the famed tunnelport competition engines and they're all muscle all the way. Tailor your XL SportsRoof or Convertible to fit your kind of fun. Get SelectShift (with console-mounted control optional) and go through the gears automatically or manually as you wish. There are new special Class II or Class III trailer towing options, too, if you're pulling a boat or trailer. And the list of other options goes on and on. Ask your dealer for the '70 Ford Catalog.

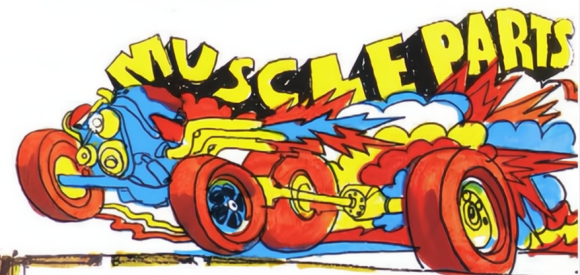
Ford goes to sea! Ford V8 conversions are raising the big splash in drag boat racing.



Here's XL, Big Daddy of Ford's Fun Fleet. You can take it with you (or behind you)! With XL's 429 V-8 options you've got the torque for it.



**MUSCLE
UP WITH...**

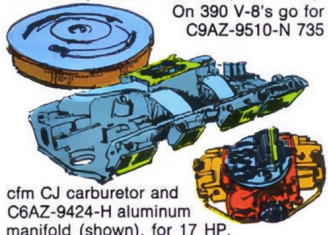


Do your own thing—with Ford Muscle Parts.

Carburetors, Air Cleaners, and Intake Manifolds:

The first stage on your way to more power is better breathing. Start with a low-restriction air cleaner like C5ZZ-9600-W. Bolt on 31 horsepower on your 289, 302 or 1969 351 V-8 with a C8AZ-9510-AD carburetor and high riser aluminum manifold C9OZ-9424-D (289 and 302 V-8's) C9OZ-9424-E (351 V-8's).

On 390 V-8's go for C9AZ-9510-N 735



cfm CJ carburetor and C6AZ-9424-H aluminum manifold (shown), for 17 HP.

Camshafts: To take advantage of better breathing carbs and manifolds, add a performance cam to open valves higher and longer. On 390 V-8's use C6OZ-6250-B hydraulic cam. You get a total gain of 35 horsepower at 5000. On 289's, 302's, 351's, try the C9OZ-6250-C hydraulic cam for a gain of 40 horsepower at 5500.

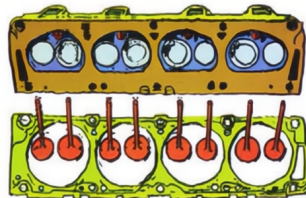


Dual Point Distributors:

Keep firing at the increased rpm power peaks with dual point distributors C5OZ-12127-E for 289's and 302's and COAZ-12127-L for the 390 V-8.



Cylinder Heads and Valves: Add better breathing heads with bigger valves to get the maximum gain from carb, manifold and cam modifications. On 289 and 302 V-8's the 351 CID V-8 cylinder heads

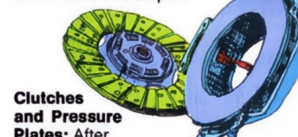


C9OZ-6049-F with exhaust valves C9OZ-6505-A and intakes C9OZ-6507-A will add up to 32 horsepower. Note for 390 V-8's use 428 CJ head C8OZ-6049-K and intake valve C9OZ-6507-U, exhaust valve C9OZ-6505-N for up to 21 horsepower gain.

Pistons and Rods: To get full benefit from the new heads, the compression ratios can be increased by adding pop-up pistons. Use C9OZ-6109-B (left) and C9OZ-6108-AA (right) on 289 and 302 V-8's. On 390's use pistons C9OZ-6108-Y (RH) and C9OZ-6109-A (LH) (shown). Conn rod C6AZ-6200-C is also recommended for the 390.



Mechanical Cam: Solid lifter cam C7FE-6250-A will achieve a peak horsepower gain of 59 bhp at 6000 rpm for 289 or 302 V-8's. Recommended only with manual transmissions, C9OZ-6200-B (302 V-8 only and C9ZZ-6200-B with 289 V-8) Connecting Rods, C9ZZ-6316-A Damper.



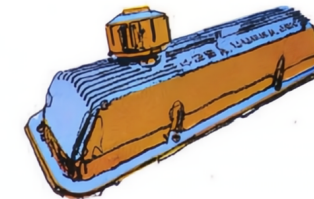
Clutches and Pressure Plates: After

you've built up your engine's power, consider a heavy-duty clutch and pressure plate to make sure you're getting that power through to the gears. Use C3OZ-7A537-A on 289, 302 V-8's of 1963-'67 vintage and C8OZ-7A537-A on '68's.

Traction and Stabilizer Bars: Improve cornering power on your Mustang with a 1" stabilizer bar — S1MS-5482-A for 1965-'66; C9ZZ-5482-E for 1967-'69. Keep your rear wheels on the ground



when the green light comes on. Bolt-on traction bars will do it on all 1965-'69 Mustangs. Parts S2MK-18127-A for 1965 and '66's; S7MK-18127-A for 1967-'69's.



Cast Aluminum Valve Covers: After you've built up your mill to new specs, brag a little with aluminum rocker covers. Let under-the-hood "eyeballers" know you're running the hot setup. Here's the one for the 352 and 390—C9ZZ-6582-B.



Deep Sump Oil Pan: Resist high-rev oil frothing and run cooler with C8AX-6675-A on 390's, 427's and 428's. Its deep-ump design holds more oil—7 qts. with filter. It has a scraper to resist oil surge. With it use Oil Pickup C5AE-6622-B.

Hood Scoops and Lock Pins: Add a scoop to your hood. Wide base fiberglass model C9ZZ-16C630-C or the narrow C9WY-16C630-B. Button your hood down tight and it won't give you any surprises in the stretch! Hood pin kit fits all Mustangs and Fairlane/Torinos —C9OZ-16700-C.

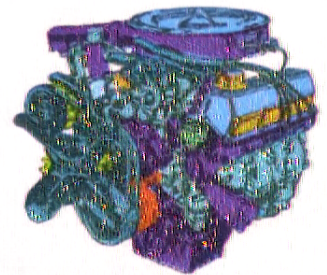


Note: For prices and information on all Ford Muscle Parts see your Ford Dealer and ask about the big 80-page Ford MUSCLE PARTS Catalog.

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Ford power turns it on for you.



Engine	Availability	Bore and Stroke	Carb.	Cyl. Head Type	Comp. Ratio	Fuel	Valves and Camshaft	Crank-Shaft	Horsepower RPM	Torque	Exhaust System	Transmission Availability
302 2V V-8	Standard on Torino GT	4.00 x 3.00	2-Barrel	Wedge	9.5:1	Reg.	Hydraulic Tappets	Cast	220 @ 4600	300 @ 2600	Single	3-Speed Manual, SelectShift, Cruise-O-Matic
302 4V "Boss" V-8	Mustang Boss 302 SportsRoof	4.00 x 3.00	4-Barrel 780 CFM	Polyangle Wedge, Cant'd Valves	10.6:1	Prem.	Solid Lifters	Forged Steel	290 @ 5800	290 @ 4300	Dual	4-Speed Manual
351 2V V-8	Torino GT, Mustang Mach I	4.00 x 3.50	2-Barrel	Wedge	9.5:1	Reg.	Hydraulic Tappets	Cast	250 @ 4600	355 @ 2600	Single	3-Speed Manual, 4-Speed Manual, SelectShift, Cruise-O-Matic
351 4V V-8	Torino GT, Mustang Mach I	4.00 x 3.50	Ford 4-Barrel Air Valve 600 CFM	Polyangle Wedge, Cant'd Valves	11.0:1	Prem.	Hydraulic Lifters	Cast	300 @ 5400	380 @ 3400	Dual	3-Speed Manual, 4-Speed Manual, SelectShift, Cruise-O-Matic
428 Cobra 4V V-8	Mustang Mach I	4.13 x 3.98	4-Barrel 735 CFM	Wedge	10.6:1	Prem.	Hydraulic Lifters	Cast	335 @ 5200	440 @ 3400	Dual	4-Speed Manual, SelectShift, Cruise-O-Matic
428 4V Cobra Jet Ram-Air V-8	Mustang Mach I	4.13 x 3.98	4-Barrel 735 CFM Ram Intake	Wedge	10.6:1	Prem.	Hydraulic Lifters	Cast	335 @ 5200	440 @ 3400	Dual	4-Speed Manual, SelectShift, Cruise-O-Matic
429 4V V-8	Cobra, Torino GT	4.36 x 3.59	4-Barrel	Cant'd Valve	10.5:1	Prem.	Hydraulic Lifters	Cast, Heavy-Duty	360 @ 4600	490 @ 3400	Dual	4-Speed Manual, SelectShift, Cruise-O-Matic
429 4V Cobra V-8	Cobra, Torino GT	4.36 x 3.59	4-Barrel 700 CFM	Cant'd Valve	11.3:1	Prem.	Hydraulic Lifters	Hi-Modular Iron	370 * @ 5400	450 @ 3400	Dual	4-Speed Manual, SelectShift, Cruise-O-Matic
429 4V Cobra Jet Ram-Air V-8	Cobra, Torino GT	4.36 x 3.59	4-Barrel 700 CFM Ram Intake	Cant'd Valve	11.3:1	Prem.	Hydraulic Lifters	Hi-Modular Iron	370 * @ 5400	450 @ 3400	Dual	4-Speed Manual, SelectShift, Cruise-O-Matic
429 4V "Boss" V-8	Mustang	4.36 x 3.60	4-Barrel 735 CFM Ram Intake	Aluminum Crescent	10.5:1	Prem.	Solid Lifter Mustang Boss 429 2.29" Intake 1.91" Exhaust	Forged Steel	375 @ 5200	450 @ 3400	Dual	4-Speed Manual

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*375 hp @ 5600 rpm with Drag Pack option.

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