

Thunderbird/1965





Is this the year you make Thunderbird's private world part of your own? Will this be *your* year to enjoy Thunderbird's many unique motoring pleasures? Unique, luxurious comfort in Thunderbird's shell-contour front seats and coved rear seat . . . with Silent-Flo Ventilation.* Unique conveniences: the Swing-Away Steering Wheel . . . the Convertible that stows its own top. Unique performance: a ride next to flight in its smoothness; a power team of supple energy . . . effortless action. There is so much more awaiting you in the private world of Thunderbird '65.

*In Hardtop and Landau





Welcome aboard. Thunderbird '65 now ready for your personal test drive. Slip into the shell-contoured driver's seat. Seat belt fastened (console reminder light winks off). Insert ignition key (either side up). Swing-Away Wheel moves back into driving position (and locks in place as you shift Cruise-O-Matic out of "Park"). Start your engine. Instrument check (left sector): oil pressure, fuel, temperature, electrical—A-OK—(center sector): air vents set; vacuum door locks* engaged; time noted; radio "on the beam." Cruise-O-Matic into "Drive" (parking brake releases automatically). Ease on Thunderbird power and move out. Thunderbird '65 . . . with *you* in command . . . is ready for takeoff (and a driving experience you'll *never* forget)! *Optional



Thunderbird Hardtop

Thunderbird '65 is unique—new in ways other automobiles will not be for years. An example: new Sequential Turn Signals which indicate the direction of your turn in a rippling flow of light. Thunderbird is new, too, in every way which adds to your motoring pleasure. New front disc brakes (smoother, more fade-resistant) . . . a longer-lived battery . . . a new alternator . . . numerous new refinements to add even more smoothness and quietness to the perfection of Thunderbird's ride and performance. Some things, however, remain unchanged. Some you

Thunderbird Convertible

Here is true motoring magic—the Convertible that stows its own top . . . all without effort, completely concealed under the flawless sweep and beauty of the rear deck. Thunderbird Convertible tops are 5-ply construction with a vinyl coating for greater durability, and are offered in four colors. Most are available with any of Thunderbird's 20 Diamond Lustre Enamel exterior color choices and 19 upholstery selections (which include six luxurious leather and vinyl options). Luxury is everywhere, as in all Thunderbirds. Seats are deep-foam padded . . . upholsteries richly pleated. There is a remote-control mirror for the driver . . . courtesy lighting to serve you all about. And even the AM radio is included as standard equipment.



At the first hint of rain, you flip the switch and—prestol—out comes the top. There's nothing else to do; you never leave the Thunderbird cockpit. If you like fresh air but prefer to travel with the top up, the big rear window can be lowered to form a perfect "breezeway."



The Landau is the formal Thunderbird . . . a personal automobile of limousine elegance. From padded vinyl roof set off by jewel-like "S" bars to the simulated walnut paneling (next page), this automobile has the superb quality look of handcrafting. The Landau includes all the luxuries which are standard in other Thunderbirds— Silent-Flo Ventilation* . . . new Sequential Turn Signals with front fendertip indicators that let you keep your eyes on the road . . . new front disc brakes . . . the space-making Swing-Away Wheel. And, typically, luxury is combined with this kind of thoughtfulness: power brakes which adjust themselves . . . new alternator adds to battery life . . . a major chassis lubrication interval of 100,000 miles or three years†.

*In Hardtop and Landau

†See Maintenance in Specifications

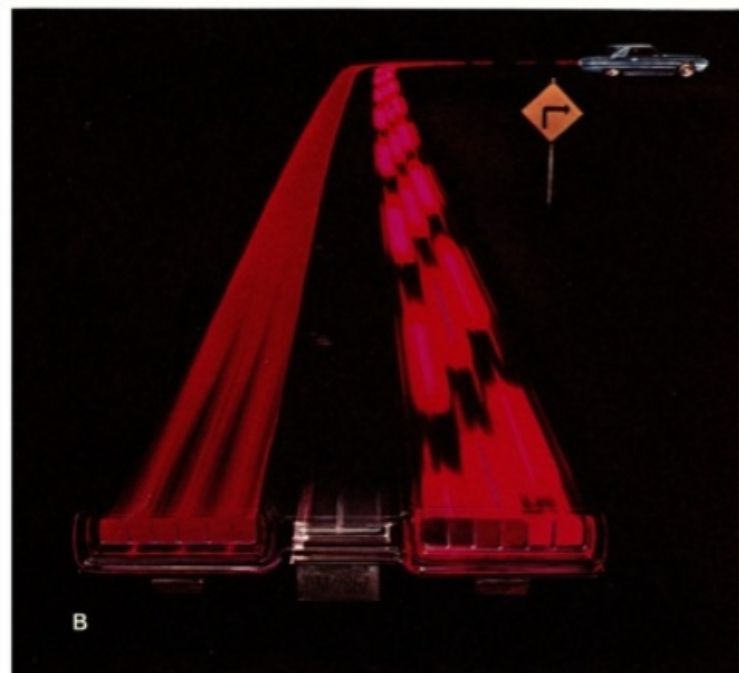


Thunderbird Landau Interior

Inside the Landau, there are rich appointments on every side. Warm-toned panels of simulated walnut in doors, control panel and console. Wood-grained steering wheel with a recessed, padded hub. As in all models, dual-lens door lights . . . a clear beam to light your entry, a red beam to warn approaching traffic. A console storage compartment with padded top which serves as a center arm rest for driver or front seat passenger. The elegantly coved, spacious rear seat with its pull-down center arm rest. Convenience in even the smallest details: a unique double-sided door-ignition key you could use blindfolded. Comfort supreme: shell-contour seats even provide more footroom for rear-seat passengers. You can select from four separate vinyl roof colors: black, white, blue or brown. With few exceptions, you can match them to Thunderbird's 20 exterior colors of gem-bright Diamond Lustre Enamel. And for the interior, 19 upholsteries to suit any taste . . . including six trim options of top grain leather and vinyl.







Thunderbird Touch It is unique in motoring . . . and it is everywhere in Thunderbird '65. The Thunderbird Touch is in a ride of such smoothness that it is often compared to flight itself. It is the response and complete obedience of a unique power team: the 300-hp Thunderbird Special V-8 and ultra-smooth 3-speed Cruise-O-Matic. It includes unique ideas . . . pace-setting ideas . . . ideas like these: **A** Silent-Flo Ventilation (Hardtop and Landau). Flowing in at the cowl, controlled fresh air carries smoke, stale air out through the rear louvered vent. Windows up, you can enjoy the freshest air in any weather, an even quieter ride. **B** New Sequential Turn Signals. Triple pulses of light ripple across the taillight to "point out" your turn. A Thunderbird turn is as definitive as it is distinctive. **C** Power



D



E



F

or passenger. Fifth button can be used by driver to lock passenger controls in rear seat. **D** Swing-Away Wheel. Much-imitated but never equaled, this Thunderbird motoring milestone provides extra convenience because it moves aside to let you enter and exit with ease. **E** Safety-Convenience Control Panel. Thunderbird's jet-age instrumentation is complemented by this 5-in-1 option. Toggle switches actuate safety flasher (parking and taillights) and automatic door locks. Warning lights in between signal that safety flasher is operative, "low fuel," and "door ajar." **F** Deep-Well Trunk. Surprisingly roomy, the 11.5-cu. ft. Thunderbird trunk has a deep well so that large luggage can be loaded and carried upright. And there is generous room all around for additional luggage. More evidence of the Thunderbird touch: the trunk is fully lined to protect your luggage and, for your convenience, is automatically lighted at night.

Thunderbird Standard Equipment

Thunderbird comes fully equipped for your driving pleasure. Among the most notable items: 300-hp Thunderbird Special V-8 □ Cruise-O-Matic Drive □ Double-Sided Door-Ignition and Trunk Keys □ "Keyless" Door Locking □ Individually Adjustable Shell-Contour Front Seats □ Retractable Front Seat Belts with Automatic Reminder Light □ Front Center Arm Rest (atop console) □ Rear Seat Center Folding Arm Rest □ Padded Instrument Panel and Sun Visors □ Crank-Adjusted Vent Windows □ "Floating" Day/Night (inside) and Remote-Control (outside) Mirrors □ Automatic Parking Brake Release □ Swing-Away Steering Wheel □ Integral-Type Power Steering □ Silent-Flo Ventilation System (Hardtop, Landau) □ Power Brakes: New Front Disc Brakes, Drum-Type Rear Brakes □ All-Transistor AM Radio □ Magic-Aire Heater-Defroster □ Electric Clock □ Courtesy Lights □ Safety-Courtesy Door Lights □ Glove Box Light □ Lighted Ignition Switch □ Roof Bow Light (Convertible) □ Trunk Light □ Backup Lights □ New Sequential Turn Signals □ New "Sta-Ful" Battery □ New Battery-Saving Alternator □ Dual Exhaust with Aluminized/Stainless Steel Mufflers □ Variable-Speed Hydraulic Wipers (18-in. blades) and Electric Washers □ Complete Underbody Soundcoating.

Thunderbird Options

In addition to its impressive standard equipment roster, Thunderbird offers a number of options with which you can personalize the model of your choice exactly to your taste. SELECTAIRE CONDITIONER gives you control of the weather wherever you drive your Thunderbird. Cooling for summer, heating for winter; precise controls to "adjust" the climate to your preference. AM-FM RADIO: five push buttons can be tuned to your favorite AM stations, or static-free FM stations, or any combination of the two. RECLINING PASSENGER SEAT lets you relax, even nap under way. Seat-side control lets you tilt seat, lock it in place. Upper cushion extends to serve as a most comfortable headrest. New POWER VENT WINDOWS with POWER SIDE WINDOWS and POWER SEATS are separate options which can be teamed up to make your Thunderbird nearly 100% automatic. Also for your consideration: Safety-Convenience Control Panel (shown and described on previous page); Full Wheel Covers with Simulated Knock-Off Hubs; Rear Radio Speakers (regular or Studio-Sonic); Electric Power Radio Antenna; "Red Band" White Sidewall Tires (as illustrated throughout this catalog); Automatic Speed Control; Tinted Glass; Leather and Vinyl Upholstery Combinations (choice of 6), and others.



Colors & Upholsteries—New shade of white, Flamingo Diamond Lustre Enamel in 20 single tones (all models), 24 two-tone combinations (Hardtop). Color-keyed trim selections: 3 cloth/vinyl, 10 all-vinyl, 6 genuine leather and vinyl (optional). Your Ford Dealer will be most happy to show you exact samples of Thunderbird colors and trims.

Maintenance—In addition to 100,000-mile (or 3-year, whichever comes first) major chassis lubrication interval, Thunderbird offers the convenience of twice-a-year (or every 6000-mile) oil changes and minor lubrications.

Engine—300-hp Thunderbird Special V-8, displ. 390 cu. in.; 4.05" bore x 3.78" stroke; 10.1 to 1 comp. ratio; 4-barrel/automatic choke carburetor; premium fuel; dual exhaust system. Thunderbird V-8 engine features include: aluminized/stainless steel mufflers; 36,000-mile (or 3-year) fuel filter; 36,000-mile (or 3-year) dry-type air cleaner; 6000-mile (or 6-month) Full-Flow oil filter; aluminized valves; hydraulic lifters; 190° thermostat; 36,000-mile/2-year coolant-antifreeze (available—installed in production); 12-volt electrical system; 42-amp. alternator; 55 amp-hr "Sta-Ful" battery.

Front Suspension—Angle-Poised ball joints; wide-base coil springs. Rubber-insulated struts permit

wheel replacement, suspension adjustment, lubrication interval: ball joints 100,000 miles or 3 years.

Rear Suspension—Extra-long, variable-rate leaf springs with rear axle located forward of center. Springs rubber-cushioned at front, at tension-type shackles and at axle.

Brakes—Self-adjusting power brakes. Front: caliper-type disc brakes with high fade-resistant characteristics. Rear: drum-shoe type brakes, drums cross-ribbed and flared for fade resistance. Total swept area 408 sq. in.

Transmission—Cruise-O-Matic Drive. Two selective ranges: "Drive" position (green dot) starting in low for normal driving—or alternate "Drive" position (white dot) starting in intermediate for more surefooted acceleration on slippery surfaces.

Drive—Hotchkiss. Semi-floating hypoid rear axle; straddle-mounted drive pinion. Permanently lubricated wheel bearings. Axle ratio 3.00 to 1.

Steering—New design integral power steering. Swing-Away Wheel. Steering linkage lubricated for 100,000 miles or 3 years. Overall ratio 20.4 to 1. Turning diameter 40.2 ft.

Wheels and Tires—Full-leather wheels on precision-machined hubs. Low-profile tires built to rigid Thunderbird specifications; 8.15 x 15 on 5½" safety rims.

Dimensions and Capacities—113" wheelbase, 61" front, 60" rear treads; 205.4" length; 77.3" width; 52.5" (Hdtp.), 52.6" (Landsau), 53.3" (Convert.) design-load height; fuel 22 gal.; oil 6 qt. with filter change; cooling system (with heater) 20.5 qt.; trunk luggage vol. 11.5 cu. ft. (all models—Convert. top up).

Prices—Some items illustrated or referred to as options, optional or available are at extra cost. For the price of the Thunderbird with the equipment you desire, see your Ford Dealer.

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