

FORD

**NEW CAR
SALES TRAINING**

1972 FORD CAR FACTS BOOK

Introduction

Ford Division's product line for 1972 includes 39 models in 6 distinct car lines. This represents a reduction of 8 models from 1971, but still effectively covers all segments of the market. From the little carefree car, Pinto, to the trend-setting Maverick and Mustang and including the elegant LTD, refinements have been developed and built into the cars to make them more competitive and a better value to your customers. In addition, in 1972 you will have an all new, completely redesigned Torino and a magnificent new Thunderbird.

Refinements in the full-sized FORD line for 1972 start with a sparkling new front and rear appearance that continues to accentuate the quiet formal look of elegance. New front end design features include new center and side grilles plus a new stronger front bumper with center bar adding protection to the center grille area. The rear end has been enhanced by restyled deck lids, a higher larger bumper and distinctive valance panel.

The popular Galaxie 500 and Country Sedan models have new full wheelcap and rocker panel moldings and the LTD and LTD Brougham models feature a center reflector lens at the rear, flanked by two newly designed taillights. Four new standard colors add further glamour to the line. Inside, high back front bench seats are included on all LTD Broughams. From a safety point of view a new 12-inch wide inside rear view mirror is now standard along with a new improved seat belt reminder system.* Functionally, the 351 CID 2V V-8, SelectShift Cruise-O-Matic and power steering are now standard and all engines are designed to operate on regular fuel. Important new options include an electrically operated sunroof and an electric rear deck lid release. Three new optional Color-Glow finishes add further glamour and distinctive new bodywide protection moulding features a full vinyl insert and greater length, adding protection to the rear quarter panel. In station wagons, Ford the "WAGONMASTER" of the industry continues to lead the way. In 1972, the three-way Magic Door-gate will have a separate power door lock option.

The 1972 TORINO is all new from top to bottom to meet the needs of the expanding market for intermediate-sized cars and wagons. From the outside, Torino's dramatic all-new styling gives a "big car" appearance. Supporting these new bodies are Ford's famous "S" type torque box perimeter frames for added passenger protection. A new front suspension system and wider treads coupled with the new four-link "Stabil" Rear Suspension provide an exceptionally smooth, quiet ride and easy handling. Two-door models have a shorter, sporty 114-inch wheelbase, while four-door models have a longer 118-inch wheelbase. On the inside, Torino features new high back front seats with integral head restraints. Also new is standard steel "Guard Rail" side impact protection and improved sound insulation. Torino Wagons have more than four feet of width between wheelhousings for more usable loadspace, and new three-way "Magic Door-gate". There's a new power team line-up and manual front disc brakes are standard on all models with power front disc brakes standard on Squire Wagons.

Important new options include a plush Brougham interior trim group, six-way power bench seats, electric door locks, Instrumentation Group, new audio equipment, higher capacity air conditioning system, integral power steering, Rallye Equipment Group, plus two new trailer towing packages.

MUSTANG's dramatic styling with trend-setting long hood/short deck proportions and sporty roof lines continue to make it America's most successful sporty compact. Again in 1972, there are three basic body styles—Hardtop, SportsRoof and Convertible. The Hardtop series continues to be

the big seller of this car line. It accounts for nearly 40% of sales and is the basis of Mustang's vast owner body. This body style also includes the luxurious Grande, a car that is unique in the sporty compact field. The SportsRoof body style is available in a base model, as well as the highly styled, performance-oriented Mach 1. In all, Mustang offers five models—more than any other car in its field.

Product highlights for '72 include a substantially upgraded base car featuring bright wheelcap and rocker panel moldings, bright chrome plated wheel covers, color-keyed dual racing mirrors and deluxe two-spoke steering wheel. A new decor Group which includes Mach 1 components adds still more glamour and luxury to base hardtop and convertible models. Mustang's power team features engines that run on regular fuel, revised emission controls, a new positive seat belt reminder system (*) and other new refinements designed to give buyers greater comfort, convenience and value.

MAVERICK—America's first "Simple Machine"—continues to offer the most appealing combination of roominess with small car dimensions, agile performance, excellent economy, exceptional reliability, easy serviceability, high quality and low price. The simple machine comes 3-ways: 2-door sedan—for practical transportation; Grabber—the little big sport, and 4-door sedan—the family sized compact. New for 1972, is a positive front seat belt reminder system. This system includes a light and buzzer mounted in the instrument panel which are activated by sensors if any attempt is made to drive the car without the driver and front seat passenger (if aboard) first fastening their seat belts (*). There's 15 exterior colors available of which 4 are new. In addition there are 2 new optional Color-Glow finishes. New body trim combinations are offered on the performance-styled Grabber Sport Sedan. An axle ratio change improves economy of the 250 CID Six with automatic transmission. Steel belt radial ply tires are also now available for extra driving safety.

In sub-compacts, the fast-selling PINTO competes head-on with the leading imports in cost of ownership, and is more than competitive in terms of comfort, convenience and ease of serviceability. Pinto has pluses like eye-catching style, easier entry, more interior room, quick acceleration, wide tread stability, responsive rack and pinion steering, plus outstanding heating and DirectAir ventilation. The sporty Pinto 2-door Sedan and 3-door Runabout have a unitized body, featuring low, rakish, hug the road-type styling. A fold-down rear seat is standard on the Runabout, optional on the Sedan. The standard power train includes an economical 1600 cc 4-cylinder engine coupled to a 4-speed manual transmission. Also available is a 2000 cc engine for extra power plus a 3-speed automatic transmission. New features for '72 include greater glass area on the rear door of the Runabout, blue steering wheel and column on models with blue trim, and instrument panel bright accents. In addition, there is a new front seat belt reminder system, (*) five new exterior colors including two new optional Color-Glow finishes for greater eye appeal, and a relocated dimmer switch for easier access.

The all-new THUNDERBIRD with its traditionally distinctive styling is designed to appeal to personal luxury buyers and medium price buyers in 1972. Available only in one series and body style, the elegant new Thunderbird two-door hardtop has a longer wheelbase, wider rear roof pillars and smooth-flowing body contours. The new longer body is matched to a rugged new frame along with a newly designed front and new "Posi-Ride" rear suspension for greater stability and a smoother ride. Long-wearing Michelin steel belt radial ply tires are standard. The luxurious all-new interior is roomier than ever, especially for rear seat passengers. Formerly optional and now standard is a split-bench seat with plush cloth and vinyl trim. Also now standard are convenient map lights, assist handles and rich, cut-pile car-

1972 FORD CAR FACTS BOOK

peting—a luxury level comparable to the former premium-priced Brougham option. An outstanding selection of power, comfort, convenience and appearance options including new radios, convenience lights, Sure-Track brake control system, sunroof and a new trailer towing package are offered to permit the buyer to design his 1972 Thunderbird to satisfy her personal tastes.

FORD ENGINES

All 1972 engines are designed to operate on regular gasoline with octane rating of at least 91 when the engine is adjusted to factory recommended specifications.

Using the Facts Book

The 1972 Facts Book is designed to provide information on all Ford Division cars in an organized, easy-to-find manner. Each of the sections include a comprehensive index to quickly direct you to the information you require. Specific items are categorized under major topic headings. In addition, all new features and options are set in bold-face type.

Also to be reviewed in your 1972 Facts Book is a "Product Highlights" summary near the beginning of each car line section. The "Highlights" summary provides a quick review of each car line's major selling points and key features. In addition, the Ford and Torino sections have a separate page devoted to Station Wagon features, while Pinto and Maverick sections include a summary of their car line serviceability features.

Become familiar with what your Facts Book contains. You'll find it's a valuable tool in your daily selling activity.

Finding Your Information

CAR SECTIONS

Each of the car line sections follow the same basic organization. Sequence is as follows:

INDEX with items categorized under major subheadings in each category. New features and options are bold-face type.

MODEL LINEUP with picture and body code numbers as well as the sales model code numbers.

MARKET SUMMARY with brief description of the series and the particular segment of the market toward which models are directed.

PRODUCT HIGHLIGHT page with new and major product features.

SERIES DESIGN FEATURES with standard interior and exterior design features for each series.

CHASSIS AND BODY FEATURES pages which carry illustrations and descriptions of engineering features which contribute to Ford's reliability, durability, safety, convenience, and comfort.

OPTIONS pages with illustrations and descriptions of new and major carryover options and a complete option listing.

GENERAL SPECIFICATIONS are grouped together near the end of each section and include engine-transmission-axle combinations, tire and wheel specifications, brake specifications, steering specifications, curb weights and body dimensions.

COLOR AND TRIM pages at the end of each section give quick reference to color and trim combinations available for each model.

POLICE AND TAXICAB

This section includes descriptions, specifications and listings of the various Police and Taxi packages as well as options available for 1972.

POWER TEAMS

Engine, transmission, clutch, and driveline information and specifications are included in a single section for your easy use.

FORD LIFEGUARD-DESIGN SAFETY FEATURES

In addition to the many standard items shown with the individual car lines, all 1972 Ford Motor Company cars are equipped with the following Lifeguard Design Safety Features:

- Dual Hydraulic Brake System with warning light.
- Glare reduced instrument panel padding, windshield wiper arms, steering wheel hub, 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 for all seating positions with retractors for front outboard occupants.¹
- Shoulder belts for front outboard occupants (except convertibles).²
- Turn indicators with lane-changing signal feature.
- Inside yield away rearview mirror.
- Energy-absorbing instrument panel with padding.
- Padded sun visors.
- Locking steering column with warning buzzer.
- Two-speed or variable speed windshield wipers.
- Windshield washers.
- High strength laminate safety glass windshield.
- Double-yoke safety door latches and safety hinges.
- Hazard warning flasher.
- Back-up lights.
- Side marker lights.
- Energy-absorbing front seat back tops with padding.
- Self-locking front seat backs on two-door vehicles.
- Safety-designed coat hooks (except convertibles).
- Safety-designed radio control knobs and push buttons (on all cars equipped with radios).
- Outside rear view mirror, driver's side.
- Safety rim wheels and load-rated tires.
- Corrosion-resistant brake lines.
- Uniform transmission shift quadrant (on all cars equipped with automatic transmissions).
- Parking lamps coupled with headlamps.
- Non-reversing odometer.
- Safety design front end structure.
- Head restraints or high back seats for front outboard occupants.
- Safety glove-box latch (on all cars equipped with glove-boxes).

¹ Effective with cars produced after 12/1/71, change to read: "Front and rear lap belts with mini buckles for all seating positions and retractors for front and rear outboard occupants."

² Effective with cars produced after 12/1/71, add "Positive reminder warning light and buzzer for front outboard seat belts" after "Shoulder belts for front outboard occupants."

The description and specifications contained in this book were in effect at the time the publication was approved for printing and are subject to change. Ford Motor Company, whose policy is one of continuous improvement, reserves the right to discontinue models at any time, or change specifications or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this book are at extra cost.

1972 WARRANTY AND SAFETY STANDARD CERTIFICATION LABEL INFORMATION

VEHICLE WARRANTY LABEL—

(Label is affixed to the left front door lock face panel)

MFD. BY FORD MOTOR CO.

This space will contain the month and the year of manufacture plus the statement, "This vehicle conforms to all applicable Federal Motor Safety Standards in effect on the date of manufacture shown above."

VEH IDENT NO.		BODY	COL
2W54H100001		54F	3D
TRIM	AXLE	TRNS	DSO
KB	2	W	48

VEHICLE IDENTIFICATION NUMBER (VIN) TAB

The "VIN" number will be stamped on a metal tab that will be riveted to the instrument panel close to the windshield on the driver side of the car and will be visible from the outside.



(Tab may vary in appearance by car line)

EXPLANATION OF CODES

Body	54F-Body Type Code (Ford Galaxie 500 4-Door Sedan)
Col	3D-Exterior Paint Color (Medium Blue Metallic)
Trim	KB-Trim Color and Type (Blue, Cloth and Vinyl)
Axle	2-Rear Axle Ratio (2.75 to 1)
Trns	W-Transmission Type (Cruise-O-Matic)
DSO	48-District Sales Office Number (Detroit)

VEH. IDENT. NO.—2W54H100001

2	Last Digit of Model Year (1972)
W	Assembly Plant (Wayne)
54	Sales Model Code-Body Type (Ford Galaxie 500 4-Door Sedan)
H	Engine Type (351 2v V-8)
100001	Serial Number

BODY TYPE CODE The Body type is identified by a combination numerical-alphabetical code. These codes are shown on page two of each car line section.

COLOR CODE Refer to the Color and Trim Chart in each car line section or the 1972 Color and Upholstery Book for available colors and their code numbers. If a special paint is used, the color space on the warranty label will not be stamped but identification can be made by referring to the special order number shown under the "DSO" space after the two-digit sales district code number.

TRIM CODE Refer to the Color and Trim Combination Chart in each car line section or the 1972 Color and Upholstery Book for available trim types and colors and their code numbers. Deviation trim sets use existing trim codes, plus a suffix. A numerical suffix denotes trim that is not serviced, i.e., BA-1, BA-2; an alphabetical suffix denotes trim that is serviced, i.e., BA-A, BA-B.

AXLE CODE The rear axle ratio is denoted by:

Regular	2	3	4	G	H
Traction Lok	K	—	M	—	—
Ratio	2.75	2.79	2.80	3.55	3.82
Regular	6	7	9	A	—
Traction Lok	0	—	R	S	V
Ratio	3.00	3.18	3.25	3.50	3.91

TRANSMISSION CODE The transmission type is denoted by a numerical or letter code: 1 Three-Speed Manual; 5 Four-Speed Manual; E (Pinto)—Four-Speed Manual; and U, W, X, Z—Cruise-O-Matic.

DSO CODE (District Sales Office and Special Order) Domestic special orders, foreign special orders and pre-approved special orders have the complete order number stamped on the label after the District Sales Office code. If regular production, the DSO space on the label will carry only the District Code Number.

ENGINE CODE Engines for domestic use are denoted by the use of code letters.

W-1600 CC Four	D-302 2v V-8 (Taxi)
X-2000 CC Four	H-351 2v V-8
U-170 Six	Q-351 4v V-8
T-200 Six	R-351 4v V-8
V-240 Six	S-400 2v V-8
B-240 Six (Police)	N-429 4v V-8
E-240 Six (Taxi)	P-429 4v V-8 (Police
L-250 Six	Interceptor)
F-302 2v V-8	A-460 4v V-8

ASSEMBLY PLANTS AND CODE LETTERS

A—Atlanta	N—Norfolk
B—Oakville	P—Twin Cities
E—Mahwah	R—San Jose
F—Dearborn	T—Metuchen
G—Chicago	U—Louisville
H—Lorain	W—Wayne
J—Los Angeles	Y—Wixom
K—Kansas City	X—St. Thomas

TRAILER TOWING WARRANTY STATEMENT

The laws of several states now provide that the implied warranty of fitness for intended purpose may not be disclaimed by an express written warranty.

Salesmen selling vehicles or parts to be used for towing or hauling of other accessories such as campers are obligated to advise customers of the suitability of the product sold for the purposes intended. If a salesman sells a hitch to a customer who has made known the type of towing intended, the salesman must advise the customer of the limits of the particular hitch being sold. Such limits should be noted on the Retail Buyer Order to assure an adequate record.

SCHEDULED MAINTENANCE SERVICES

Emission Systems Required Maintenance Services

These maintenance services must be performed at the indicated intervals, following the procedures in the 1972 Ford Car Shop Manual. Maintenance service adjustments MUST CONFORM TO SPECIFICATIONS published in the 1972 Ford Car Specifications Manual, or the emission systems may become inoperative. These services are not covered by the Warranty, and the owner will be charged for the labor, parts and lubricants used.

Any modification of the emission control systems is subject to the penalties of federal law (U.S.) if made prior to the first sale and registration, and is subject to penalties under the laws of some states, if made thereafter. Further, federal law prohibits vehicle manufacturers or dealers from knowingly removing or rendering an emission control system inoperative after sale and delivery to an ultimate purchaser.

In Canada, any modification of the emission control systems is subject to applicable penalties prescribed by federal or provincial laws.

Each 6,000 Miles or 6 Months (Whichever Occurs First)

- Replace crankcase emission filter element in air cleaner.
- Change engine oil and oil filter ①.
- Check and adjust carburetor idle fuel mixture, idle speed and fast idle speed—4 cylinder.
- Clean crankcase oil filter breather cap, if so equipped.
- Lubricate exhaust control valve and check for free operation, if so equipped.
- Pinto—adjust 1600 cc engine valve clearance.
- Pinto—check deceleration valve—adjust if necessary (at first 6,000 miles or 6 months only).

Each 12,000 Miles or 12 Months (Whichever Occurs First)

- Replace carburetor air cleaner element.
- Replace fuel system filter, check fuel lines and connections for leaks.
- Replace distributor points and set gap. Inspect condenser for loose terminal and ground connections.
- Replace spark plugs and set gap ①. Check secondary ignition wires resistance. Inspect wires for cuts, burns, abrasions or punctures.
- Replace PCV valve. Clean emission system hoses, tubes. Replace if deteriorated.
- Replace spark delay valve, if so equipped.
- Adjust engine valve clearance—Pinto 2000 cc.
- Check operation of carburetor throttle and choke linkage and air valve, dashpot and throttle solenoid. Lubricate, adjust or repair as required.

① SEVERE SERVICE OPERATION

- When operating your car under any of the following conditions, change engine oil and filter every 3 months or 3,000 miles, and clean and regap spark plugs every 6 months or 6,000 miles, whichever comes first.
- Extended periods of idling or low-speed operation such as police, taxi, or door-to-door delivery service.

- Torque intake manifold bolts to specifications, 4- and 8-cylinder.
- Inspect all spark control system vacuum hoses and electrical leads for damage, deterioration, and firm connections to proper points.
- Check for correct spark control system advance and retard vacuum cut-in speed, and function of thermal switch. Adjust or repair as required.
- Check for correct component assembly and functioning of air cleaner intake temperature control system, if so equipped.
- Check and adjust initial ignition timing.
- Check and adjust carburetor idle fuel mixture, curb idle speeds, and throttle solenoid off speed—6- and 8-cylinder.
- Clean ignition coil tower and test voltage output.
- Clean and inspect distributor cap and rotor for cracks, carbon build-up or erosion.

Each 24,000 Miles or 24 Months (Whichever Occurs First)

- Replace evaporative emission control canister and purge hose.
- Replace distributor cap and rotor.
- Check and adjust distributor spark advance.

At 24,000 Miles and 36,000 Miles

- Test engine compression—all cylinders. Repair any cylinder below specifications.

Each 48,000 Miles or 1 Year (Whichever Occurs First)

- Check fuel emission system.

The use of fuels, lubricants, fluids, and parts that do not conform to Ford specifications may result in invalidating the emission Warranty. Owners can be confident that Ford lubricants and parts from Ford meet these specifications.

Car Maintenance Services

Each 6,000 Miles or 6 Months (Whichever Occurs First)

- Adjust automatic transmission bands—Police, taxi or other severe service (at 6,000 miles or 6 months, 18,000 miles or 18 months and 36,000 miles or 36 months only).
- Check clutch pedal free play. Adjust if required.
- Check rear axle fluid level, add fluid if required.

- Check manual transmission fluid level, add fluid if required.
- Check automatic transmission fluid level, add fluid if required.
- Check brake master cylinder fluid level, add fluid if required.

SCHEDULED MAINTENANCE SERVICES

Emission Systems Required Maintenance Services

Car Maintenance Services (Cont.)

Each 6,000 Miles or 6 Months (Whichever Occurs First) (Cont.)

- Check power steering fluid level, add fluid if required.
- Check exhaust manifold bolt torque—4 cylinder. (At first 6,000 miles or 6 months only.)
- Lubricate all lock cylinders.
- Lubricate hood hinges, hood latch and auxiliary catch.
- Lubricate tailgate hinges and support.

Each 12,000 Miles or 12 Months (Whichever Occurs First)

- Adjust automatic transmission bands—Normal service (at first 12,000 miles or 12 months only.)
- Inspect and lubricate clutch and transmission linkage.
- Inspect cooling system for dirty or rusty coolant; for leaks, deteriorated hoses and loose hose clamps. Check

drive belts for tension and wear, adjust or replace as required ②.

- Check steering linkage for abnormal looseness or damaged seals. Lubricate steering arm stops.

Each 24,000 Miles or 24 Months (Whichever Occurs First)

- Drain and flush cooling system (at each 24 months regardless of mileage). ②

Each 30,000 Miles or 30 Months (Whichever Occurs First)

- Inspect brake lining and lines. Clean and repack front wheel bearings.

Each 36,000 Miles or 36 Months (Whichever Occurs First)

- Lubricate front suspension ball joints and steering linkage (power steering control valve ball stud, if so equipped.)

② The cooling system should be inspected each 12,000 miles or 12 months. If the coolant is dirty or rusty in appearance the system should be drained and flushed. The radiator cap should be cleaned and the system refilled with the specified solution of coolant and water.

NON-SCHEDULED MAINTENANCE SERVICES REQUIRED

Items should be checked periodically and service performed when required.

These services are not covered by the Warranty, and the owner will be charged for the labor, parts and lubricants used.

Maintenance Operation

- Inspect and rotate wheels and tires.
- Check air conditioning system.
- Check front wheel alignment and steering linkage. Balance wheels.
- Check parking brake cable tension and adjust if required.
- Check headlamp alignment.
- Clean body drain holes or examine dust valve for proper operation.
- Replace windshield wiper blades.
- Lubricate door and hood hinges and checks.

When Performed

- Tires show uneven wear pattern.
- At beginning of warm weather season.
- Poor ride and handling characteristics or abnormal tire wear.
- Excessive foot pedal travel required to hold or will not hold car.
- Light beam appears too high or too low.
- Improper water drainage from body is suspected.
- Blades do not properly clean windshield.
- High effort required to swing doors or audible squeaks.

FORD INDEX

1972 FORD MODELS

Complete Model Line Up.....	2
CUSTOM SERIES.....	5
CUSTOM 500 SERIES.....	5
GALAXIE 500 SERIES.....	6
LTD SERIES.....	7
LTD BROUGHAM SERIES.....	8
STATION WAGON FEATURES.....	9
CUSTOM RANCH WAGON 6-PASSENGER.....	10
CUSTOM 500 RANCH WAGON 6-PASSENGER.....	10
CUSTOM 500 RANCH WAGON DUAL FACING REAR SEAT.....	10
COUNTRY SEDAN 6-PASSENGER.....	11
COUNTRY SEDAN DUAL FACING REAR SEAT.....	11
COUNTRY SQUIRE 6-PASSENGER.....	11
COUNTRY SQUIRE DUAL FACING REAR SEAT.....	11

BODY FEATURES

Body Construction.....	15
Body Insulation.....	16
Body Mounts.....	15
Body Sealing Material.....	16
BUMPER JACK.....	18
Concealed Windshield Wipers.....	18
Convertible Rear Seat.....	18
Door Handles.....	18
Doors.....	17
Headlight Adjustment.....	18
Heating.....	17
INSIDE MIRROR.....	18
Luggage Compartment.....	18
Power Ventilation.....	17
Rust Prevention.....	15
SEAT BELT REMINDER SYSTEM.....	17
Seats.....	17
Side Marker Lights.....	18
Six Step Paint Process.....	15
Three-Way Magic Doorgate.....	9
Uni-Lock Safety Harness.....	17
Windows.....	18

CHASSIS FEATURES

Brakes.....	14-15
Frame.....	13
Front Suspensions.....	14
Locking Steering Column.....	13
Manual Brakes.....	14
Power Front Disc Brakes.....	15
POWER STEERING.....	13

Rear Suspension.....	14
Shock Absorbers.....	14
Steering Wheel.....	13
Suspension Specifications.....	14
Tires.....	13
Wheels.....	14

COLOR AND TRIM.....	27-28
---------------------	-------

MARKET DATA.....	3
------------------	---

OPTIONS

Complete Options Listing.....	22-23
Automatic Load Adjuster.....	21
Automatic Seat Back Release.....	20
Cornering Lights.....	19
Deluxe Luggage Rack.....	20
Fingertip Speed Control.....	19
COLOR-GLOW FINISHES.....	19
Lockable Side Storage Compartment/ Carpeted Cargo Area.....	9
"MINI" SIZE AM/FM RADIO.....	19
POWER OPERATED SUNROOF.....	19
POWER TAILGATE LOCK.....	9
Plaid Seat Trim for Wagons.....	20
Rear Window Electric Defrost.....	20
REMOTE CONTROL ELECTRIC TRUNK RELEASE.....	19
SelectAir Air Conditioner with Automatic Temperature Control.....	19
Split High Back Bench Seat With Reclining Passenger Seat.....	19
Station Wagon Doorgate Washer/Wiper.....	9
STEEL-BELTED RADIAL PLY TIRES.....	20
Traction-Lok Differential Axle.....	20
Trailer Towing Package.....	20
Wheel Covers.....	21
INTERMITTENT WINDSHIELD WIPERS.....	19
PERFORMANCE.....	21
ENGINES.....	21
Maneuverability.....	21
TRANSMISSIONS.....	21
POWER TEAMS.....	24
PRODUCT HIGHLIGHTS.....	4

SPECIFICATIONS

Body Dimensions.....	26
Brake Specifications.....	25
CURB WEIGHTS.....	25
POWER TEAM SELECTIONS.....	24
Steering Specifications.....	25
Tire Availability.....	24
Wheel Specifications.....	25

STANDARD EQUIPMENT.....	12
-------------------------	----

STATION WAGON FEATURES.....	9
-----------------------------	---

NOTE: New features in bold face type.

FORD 19 MODELS

FOUR DOOR SEDANS (3)

	Sales Code No.	Body Code No.
Custom	51	54B
Custom 500	53	54D
Galaxie 500	54	54F



Custom 500

TWO DOOR HARDTOPS (3)

	Sales Code No.	Body Code No.
Galaxie 500	58	65F
LTD	62	65H
LTD Brougham	68	65K



Galaxie 500

FOUR DOOR HARDTOPS (5)

	Sales Code No.	Body Code No.
Galaxie 500	56	57F
LTD	64	57H
LTD Pillared Hardtop	63	53H
LTD Brougham	67	57K
LTD Brougham Pillared Hardtop	66	53K



LTD Pillared Hardtop

CONVERTIBLE (1)

	Sales Code No.	Body Code No.
LTD	61	76H



Convertible

STATION WAGONS (7)

	Sales Code No.	Body Code No.
Custom Ranch Wagon (6-Passenger)	70	71B
Custom 500 Ranch Wagon (6-Passenger)	72	71D
Custom 500 Ranch Wagon (DFRS*)	72	71D
Country Sedan (6-Passenger)	74	71F
Country Sedan (DFRS*)	74	71F
Country Squire (6-Passenger)	76	71H
Country Squire (DFRS*)	76	71H

*Dual Facing Rear seats



Country Squire

THE FORD MARKET



LTD TWO-DOOR HARDTOP

The full sized Ford car line accounts for in excess of 40% of all Ford Division sales and nearly 10% of all sales in the United States car market. For 1972, Ford will be available in 19 models in five series—CUSTOM, CUSTOM 500, GALAXIE 500, LTD and LTD BROUGHAM.

Buyers who are interested in the full size car line cannot be classified into a single, all-inclusive group, but rather must be evaluated according to their needs and model preference. Because this car line covers such a large spectrum, from economy, to good value, to all-out luxury, a great deal of care should be taken in fitting the car to the customer.

1972 Ford will continue to be the "QUIET" standard by which the rest of industry is measured. In addition to its unequalled quiet ride, and stylish strong construction, subtle styling and engineering changes have been made to make the entire car line a greater value for all customers, regardless of their buying motivations.

The style leaders for 1972 will again be the elegant LTD and LTD BROUGHAM models. Prospective customers in this market segment are those who want the utmost in luxury and elegant appearance without paying the premium prices of the so-called medium-price field. Both of these series will be available in three basic models—two-door hardtop, four-door hardtop and four-door pillared hardtop, and the standard LTD series will also have a convertible. All LTDs have been upgraded by a distinctive new grille and front bumper as well as a horizontal reflective panel on the lower rear deck. Three new moderately priced glamour colors and the luxurious highback front seats on BROUGHAM models add additional appeal to the discriminating buyer who wants

to personalize his LTD. The ultimate LTD will have the electric sunroof installed for convertible fun, and hardtop safety and styling.

The standard GALAXIE 500 series appeals to the value conscious buyer, who is also interested in the elegant formal look and the roominess of a full size car. The 1972 GALAXIE 500 is a greater value because of the standard Cruise-O-Matic transmission and power steering. The egg-crate style grille and new bumper with grille protector both add to the value and appeal of the 1972 GALAXIE 500. A high quality sound insulation package and the same formal styling give GALAXIE the same image and quality of ride that is present in LTD but at a lower price.

The economy conscious buyer will look to the CUSTOM 500 four-door sedan. This car incorporates many of the features of the GALAXIE 500 but at a price almost everyone can afford. The CUSTOM SEDAN is primarily for the fleet buyer and offers the lowest cost form of transportation in the standard car class.

The industry-leading Ford wagons continue with the features that make them the hottest selling car line in the wagon segment. The three-way magic doorgate, lockable side and underfloor storage compartment, dual facing rear seats, power tailgate window and a new power tailgate door lock option provide wagon buyers the utility and luxury they need for day-to-day transportation or for the convenience and comfort of vacation or recreation driving. Ford wagons have outsold all competitors for the past six years and because of this, Ford has earned its name as the "WAGONMASTER".



LTD BROUGHAM FOUR-DOOR PILLARED HARDTOP

1972 FORD PRODUCT HIGHLIGHTS



EXTERIOR STYLING

In 1972, the Ford carline has undergone subtle styling changes designed to enhance and accentuate its elegant appearance. Both the front and rear end have been refined by sheet metal changes. These refinements begin with a handsome new horizontal egg-crate textured grille in argent and black with bright accents and a new, wide, high chrome-plated front bumper with a distinctive and functional center bar grille protector. This fresh styling is further complemented at the rear with restyled decklids and a new, wide, high chrome plated bumper featuring unique twin bar taillights with inboard backup lights. Each taillight has three bulbs—two combination running and braking bulbs, plus one back-up bulb for added safety and reliability. A new valance panel below the bumper further enhances the rear appearance. Higher level LTD and LTD Brougham styling features include a unique reflective rear center applique between the taillights. Galaxie 500 and Country Sedan models have new bright wheel lip and aluminum rocker panel moldings. Eight new exterior colors give further glamour to Ford for '72.

(See model series pages for additional information.)



INTERIOR STYLING

Colorful, luxurious interior trim combinations and new features further enhance the appearance, comfort and convenience of Ford cars. High back front bench seats featuring a wide, fold-down center armrest and bright side trim for extra luxury and comfort are now standard on all LTD Brougham models.

(See feature pages for additional information.)

SELECTSHIFT CRUISE-O-MATIC TRANSMISSION STANDARD

Ford's popular SelectShift Cruise-O-Matic transmission is included as standard equipment on all 1972 Fords.

This versatile transmission permits the driver to choose his mode of shifting by offering a choice of manual shifting or completely automatic operation. Cruise-O-Matic can be up-shifted or down-shifted at various speeds for excellent driver control in adverse road or weather conditions. New for 1972, are larger, higher capacity automatic transmission coolers to provide additional protection against overheating during heavy-duty usage, such as trailer towing.

(See Page A-21 for additional details.)

POWER STEERING STANDARD

Another outstanding value now standard equipment on all Ford cars for 1972 is power steering. Ford's "Better Idea" power steering unit works when it is needed at low speeds for turning or parking, but literally "coasts" without drawing valuable horsepower from the engine when driving at highway speeds.

(See Page A-13 for additional information.)

OTHER NEW STANDARD FEATURES

A big new 12-inch wide, high visibility inside rear view mirror will be installed on all full sized Fords in 1972. In addition, there's a new seat belt reminder system (*) which includes a light and buzzer to encourage front seat passengers to buckle-up. A new pin and slot-type bumper jack is also standard—permits faster, simpler, more positive operation.

(See feature pages for additional information.)

(*) December, 1971 availability.



NEW OPTIONS

A dramatic new option for 1972 is a power operated sunroof. Available on all Ford cars with an optional vinyl roof, the sunroof option provides the open air advantages of a convertible with the quietness and security against theft or vandalism of a steel top. Three new optional Color-Glow finishes add still more luxury to the Ford look for '72. Additionally, the remote control electric trunk lid release has been made available on all Ford carline models.

The completely new "mini" size AM/FM stereo radio takes up less room behind the instrument panel and is more reliable and powerful. Long wearing steel belted radial ply tires are also available on 1972 Ford cars.

(See options section for additional information.)

FORD CUSTOM AND CUSTOM 500 SERIES



CUSTOM

MODELS

Custom 4-Door Sedan
Custom 500 4-Door Sedan

SALES
NUMBER
51
53

MAJOR STANDARD FEATURES

EXTERIOR

CUSTOM

- Long 121" wheelbase, wide stance . . . front 63.3" . . . rear 64.3" contribute to Ford's famous riding comfort
- Horizontal egg-crate textured grille with outer sections in argent and black
- Grille center section painted light argent
- Bright hood and fender mouldings
- Wide, high chrome-plated front bumper with center bar grille protector
- Ventless side glass, flush door handles
- Parking lights recessed in the front bumper
- Front and rear body color flush side marker lights
- Outside left-hand mirror
- Fully concealed 2-speed electric windshield wipers with washers
- Wide, high chrome-plated rear bumper featuring horizontal twin bar taillights with inboard backup lights and lower valance panel
- Bright metal hub caps

CUSTOM 500 (In addition to or in place of features on the Custom)

- Bright wheel lip mouldings
- Custom 500 script on rear deck lid

INTERIOR

CUSTOM

- All-vinyl seats, front and rear
- All-vinyl door trim panels, color-keyed to the interior
- Seat belts front and rear with Uni-Lock shoulder harness for driver and front seat passenger
- Outboard front (and rear*) seat belts are self adjusting with retractors
- Front seat belt reminder system (*)
- Cockpit type padded instrument panel features instrumentation and controls angled toward driver, two ash trays, cigarette lighter, power ventilation registers, glove compartment lock
- Courtesy light in center of roof
- High-visibility 12-inch wide inside rearview mirror
- Suspended brake and accelerator pedals
- Turn signal with lane changing feature
- Two spoke energy absorbing steering wheel and energy absorbing steering column
- Padded sun visors, left and right
- Bright aluminum door scuff plates

CUSTOM 500 (In addition to or in place of features on the Custom)

- Higher level cloth and vinyl seat trim
- Right hand instrument panel applique with "Custom 500" identification



CUSTOM 500



CUSTOM 500



FUNCTIONAL

- 240 CID 1V 6-cylinder engine
- SelectShift Cruise-O-Matic transmission
- Power steering
- Power ventilation system
- MagicAire heater-defroster with 3-speed blower
- Column mounted anti-theft ignition, steering and transmission lock
- Steel "Guard Rail" side impact protection system
- Reversible keys with one-step keyless locking
- Stainless steel and aluminized muffler
- 22.5 gallon fuel tank refill (approx.)
- F78 x 15 Belted Bias-ply BSW tires

See page A-12 for a complete list of standard equipment.

(*) December, 1971 availability

FORD GALAXIE 500 SERIES



MODELS

- 4-Door Sedan
- 2-Door Hardtop
- 4-Door Hardtop

SALES NUMBER

- 54
- 58
- 56



MAJOR STANDARD FEATURES

EXTERIOR

The Galaxie 500 Series shares many features with the Custom model. Mutual styling features include:

- Horizontal egg-crate textured grille with outer sections in argent and black
- Bright hood and fender mouldings
- Wide, high chrome-plated front bumper with center bar grille protector
- Wide, high chrome-plated rear bumper featuring horizontal twin bar taillights with inboard backup lights and lower valance panel

Additional features include:

- Grille center section with bright hood moulding, argent horizontal ribs and center divider
- Bright wheel lip mouldings plus aluminum rocker panel moulding
- Bright drip mouldings on hardtops
- Bright door frame mouldings on 4-door sedans
- Galaxie 500 script on right rear deck lid

INTERIOR

In addition to, or in place of features on the Custom 500:

- Unique higher level cloth and vinyl, color-keyed upholstery
- Woodtone applique around the instrument cluster
- Black paint with bright metal border applique on instrument panel (passenger side)
- Galaxie 500 Script on instrument panel applique



FUNCTIONAL

In addition to, or in place of features on the Custom 500:

- Additional sound-deadening material (see page A-16)

The Galaxie 500 Series shares these features with the Custom 500 model:

- 240 CID 1V 4-cylinder engine
- SelectShift Cruise-O-Matic transmission
- Power steering
- Power ventilation system
- MagicAire heater-defroster with 3-speed blower
- Steel "Guard Rails" side impact protection system
- Reversible keys with one-step keyless locking

See page A-12 for a complete list of standard equipment.

FORD LTD SERIES



MODELS

- 2-Door Hardtop
- 4-Door Pillared Hardtop
- 4-Door Hardtop
- Convertible

SALES NUMBER

- 62
- 63
- 64
- 61



MAJOR STANDARD FEATURES

EXTERIOR

In addition to or in place of the features on the Galaxie 500 Series:

- "LTD" letters on front of hood and unique vertical crest on left portion of center grille
- Fine textured side grilles in argent and black paint with bright accents
- Unique lower bodyside mouldings with wide ribbed treatment and bright partial wheel lip mouldings
- Unique LTD "C" pillar and rear deck lock cover ornaments
- Rear center reflector applique

CONVERTIBLE

- Power operated, 5-ply vinyl top with solid glass back window, which won't discolor and doesn't require removal to put the top down
- Stretchable top boot, color-keyed to the interior

INTERIOR

In addition to or in place of the features on the Galaxie 500 Series:

- Luxury cloth and vinyl trim, all-vinyl door trim panels with simulated woodtone inserts
- Deluxe steering wheel
- Simulated woodtone applique with bright metal frame on instrument panel (passenger side) ... "LTD" crest centered on applique
- Self-regulating electric clock (illuminated)
- Glove box, ash tray and luggage compartment lights
- Bright pedal pads
- Bright arm rest base
- Full luggage compartment mat



CONVERTIBLE

- All-vinyl seat trim ... full-width 3-pass. rear seat
- Two courtesy lights under the instrument panel

FUNCTIONAL

In addition to or in place of features on the Galaxie 500 Series:

- 351 CID V-8 engine, runs on regular fuel
- Power front disc brakes

See page A-12 for a complete list of standard equipment.

LTD BROUGHAM SERIES



MODELS

- 2-Door Hardtop
- 4-Door Pillared Hardtop
- 4-Door Hardtop

SALES NUMBER

68
66
67



MAJOR STANDARD FEATURES

EXTERIOR

The LTD Brougham Series shares many features with the LTD Series. Mutual styling features include:

- "LTD" letters on front of hood and unique vertical crest on left portion of center grille
 - Fine textured side grilles in argent and black paint with bright accents
 - Unique lower bodyside mouldings with wide ribbed treatment and bright partial wheel lip mouldings
 - Rear center reflector applique
 - Rear deck lock cover ornament
- Additional features include:
- Unique Brougham "C" pillar ornament
 - Bright full wheel covers

INTERIOR

In addition to or in place of the features on the LTD Series:

- High-back contoured front bench seat with center arm rest and bright metal seat side shields
- Luxurious deep-pleated, cloth seat trims
- Wall-to-wall cut-pile nylon carpeting
- Door trim panels with simulated woodtone accents, "Brougham" plaque, and carpeting on lower portion of trim panel
- Front door courtesy lights
- Courtesy lights also operated by rear doors

FUNCTIONAL

The LTD Brougham Series incorporates the many features of the LTD Series including:

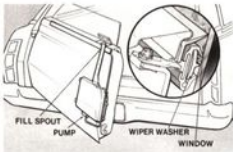
- 351 CID 2V V-8 engine
- SelectShift Cruise-O-Matic transmission
- Power front disc brakes



See page A-12 for a complete list of standard equipment.

FORD STATION WAGON FEATURES

For 1972 Ford continues to be the Wagonmaster of the industry by providing utility, riding comfort, durability, and outstanding features for the wagon buyer. The following pages list some of these features. See the options section for additional items available on Ford Wagons.



STATION WAGON DOORGATE WASHER/WIPER

A handy option that will please the station wagon owner is the doorgate washer/wiper. The washer/wiper mechanism is hidden inside the tailgate door. To operate the washer, the driver lowers the tailgate window and then pushes the window switch to start the washing cycle. When the switch is pushed, a tube fills with washing fluid. Once the switch is released, the window automatically begins to rise. As the window, glass passes the washer tube, fluid is sprayed through tiny holes in the front of the tube onto the glass and the facing edge of the tube wipes the window clean.



LOCKABLE SIDE STORAGE COMPARTMENT WITH CARPETED CARGO AREA

This option features a large compartment in the left rear quarter panel that provides nearly 2-cubic feet of lockable storage space. Included with this option is a foam-backed load floor carpet. The carpet can easily be folded for access to dual facing rear seats on models so equipped.

SQUIRE LUXURY VINYL TRIM

For added luxury in station wagon driving, Ford offers a "Brougham" level luxury trim for Country Squire prospects.



This luxury option features Comfortweave knitted vinyl inserts. Comfortweave lets air circulate through the material and is cooler in the summer and warmer in the winter than conventional vinyl. The door trim panels are also of the Brougham design and feature carpeting on the lower portion for added luxury.



THREE-WAY MAGIC DOORGATE

Ford's famous three-way doorgate is a proven design feature that contributes to Ford's leadership in the wagon industry. The Magic Doorgate folds down like a tailgate or swings open like a door, with the window up or down. A safety interlock system requires that the glass be lowered before the door can be used as a tailgate. A safety lock button prevents accidental opening of the doorgate. When the button is depressed, the door can be opened only with the key or the optional power tailgate lock button. For 1972, the convenient power tailgate lock, which is operated by a button on the driver's door, is available as a separate option as well as being included in the power door lock option for all doors. A power-operated tailgate window is standard on all wagon models.

In the load compartment, one easy motion folds the second seat into the floor and converts the rear compartment to a flat floor. Dual-facing rear seats also fold flat into the floor. An under-the-floor, lockable storage compartment is standard on all wagons.

Load floor panels are textured steel covered with an attractive scuff- and scratch-resistant vinyl-base paint. The station wagon cargo volume is 96.2 cubic feet.

FORD RANCH WAGONS



CUSTOM 500

MODELS

- Custom Ranch Wagon
- Custom 500 Ranch Wagon
- Custom 500 Ranch Wagon
- Dual Facing Rear Seats

SALES NUMBER

- 70
- 72
- 72



CUSTOM

MAJOR STANDARD FEATURES CUSTOM RANCH WAGON

In addition to or in place of features on the Custom Sedan, the Custom Ranch Wagon offers:

EXTERIOR

- 221.4" overall length
- Bright "D" pillar moulding
- Bright "FORD" block letters on center of tailgate
- Vertical taillamp design with integral back-up lights
- Bright "Ranch Wagon" script on upper rear quarter panels

INTERIOR

- Fold-down second seat provides a long load floor length of 92.4" with tailgate up ... 112.8" with tailgate down ... 96.2 cubic feet of cargo volume
- Load-floor is painted with long-wearing vinyl impregnated paint, color-keyed to the interior
- Lockable storage compartment under load floor ... adds 9.1 cubic feet of storage space

FUNCTIONAL

- 351 CID 2V V-8 engine, runs on regular fuel
- Famous three-way Magic Doorgate
- Power tailgate window
- Station Wagon suspension (higher rate springs and larger diameter shock absorbers)
- H18 x 15 BSW Bias-ply tires with 6-inch wheel rims (Passenger car models have 5-inch rims)



CUSTOM 500

CUSTOM 500 RANCH WAGON EXTERIOR

The Custom 500 Ranch Wagons share many features with the Custom Ranch Wagon. Mutual styling features include:

- Horizontal egg-crate textured grille with outer sections in argent and black, center section in light argent
- Bright hood and fender mouldings
- Wide, high chrome-plated front bumper with center bar grille protector

Additional features include:

- Bright "Custom 500" script on lower right tailgate
- Bright wheel lip mouldings

INTERIOR

The Custom 500 Ranch Wagon interior includes the many standard features of the Custom Ranch Wagon interior plus a more attractive all-vinyl seat trim. In addition, Custom 500 buyers can order all-vinyl dual facing rear seats color-keyed to the front seats.

FUNCTIONAL

The Custom 500 Ranch Wagon includes all the functional features as listed for the Custom Ranch Wagon.

See page A-12 for a complete list of standard equipment.



CUSTOM 500

FORD COUNTRY SEDAN AND SQUIRE WAGONS



MODELS

Country Sedan	74
Country Sedan—Dual-Facing Rear Seats	74
Country Squire	76
Country Squire—Dual-Facing Rear Seats	76

SALES
NUMBER

MAJOR STANDARD FEATURES

COUNTRY SEDAN

EXTERIOR

In addition to or in place of features on the Custom 500 Ranch Wagon:

- Grille center section with bright and argent horizontal ribs and center divider
- Bright wheel lip mouldings plus rolled aluminum rocker panel moulding with front fender extension
- Bright "Country Sedan" on upper rear quarter panels
- Bright door frame mouldings



INTERIOR

In addition to or in place of features on the Custom 500 Ranch Wagon:

- Simulated woodtone applique around the instrument cluster
- Black paint with bright metal border applique on instrument panel (passenger side)
- All vinyl seat trim in a vertical sew pattern

FUNCTIONAL

The Country Sedan includes all the functional features as listed for the Custom Ranch Wagon.

COUNTRY SQUIRE

EXTERIOR

In addition to or in place of features on the Country Sedan models:

- "LTD" letters on front of hood and unique vertical crest on left portion of center grille
- Fine textured side grilles in argent and black paint with bright accents
- Front side marker light located in vertical position in upper front fender extension
- Side rails are vinyl clad aluminum. The simulated wood rails are lined oak in color and grain
- Simulated wood panels are dark walnut colored with mahogany grain
- Bright "Country Squire" on upper rear quarter panels
- Bright "FORD" block letters on lower right of the tailgate . . . "LTD" ornament on the center of the tailgate
- Bright drip mouldings
- Wheel covers



INTERIOR

In addition to or in place of features on the Country Sedan.

- Electric clock in instrument panel (illuminated)
- Luxury all-vinyl interior trim . . . all-vinyl door panels with simulated woodtone inserts
- Glove box light . . . light on the rear window header

FUNCTIONAL

In addition to or in place of features on the Country Sedan.

- Power front disc brakes

See page A-12 for a complete list of standard equipment.

FORD STANDARD EQUIPMENT

In addition to the standard features listed, Ford also includes as standard equipment the many Ford Lifeguard Design Safety Features listed on page 6.

EXTERIOR	Custom	Custom 500	Galaxie 500	Ford LTD	LTD Brougham	Ranch Wagon	Custom 500 XLT	Cougary Sedan	Cougary Square
GRILLE: Center section in light argent	X	X	—	—	—	X	X	—	—
Center section with bright and argent horizontal ribs and center divider	—	—	X	X	X	—	—	X	X
Fine textured side grilles in argent and black	—	—	—	X	X	—	—	—	—
LIGHTS: Backup, parking, dual headlights, front and rear side markers	X	X	X	X	X	X	X	X	(C)
TAILLIGHTS: Twin Bar (horizontal)	X	X	X	X	X	—	—	—	—
Two (vertical)	—	—	—	—	—	X	X	X	X
MOULDINGS: Bright hood and fender mouldings	X	X	X	X	X	X	X	X	—
Bright wheel lip mouldings	—	X	X	X	X	—	X	X	—
Bright drip mouldings	—	—	(A)	X	X	—	—	—	X
Bright rocker panel mouldings	—	—	X	—	—	—	—	X	—
Bright door frame mouldings	—	—	(B)	—	—	—	—	X	X
Lower side mouldings with wide ribbed treatment	—	—	—	X	X	—	—	—	—
Bright "D" pillar moulding	—	—	—	—	—	X	—	—	—
BRIGHT HUB CAPS	X	X	X	X	—	X	X	X	—
WHEEL COVERS	—	—	—	—	X	—	—	—	X
ORNAMENTATION: Custom 500 Script (on rear deck lid or lower right tailgate)	—	X	—	—	—	—	X	—	—
Galaxie 500 Script on rear deck lid	—	—	—	—	—	—	—	—	—
"LTD" letters on hood and vertical crest on grille	—	—	—	X	X	—	—	—	X
Unique LTD ornament on "C" pillars	—	—	—	X	—	—	—	—	—
Unique LTD deck lock cover and rear reflector applique	—	—	—	X	X	—	—	—	—
Unique Brougham ornament on "C" pillars	—	—	—	—	X	—	—	—	—
Bright "Ranch Wagon" Script on upper rear quarter panels	—	—	—	—	—	X	—	—	—
Bright "Country Sedan" Script on upper rear quarter panels	—	—	—	—	—	—	—	X	—
Vinyl clad aluminum, simulated wood rails with simulated walnut paneling	—	—	—	—	—	—	—	—	X

INTERIOR

SEATS: Seat back locks (all folding seats)	—	—	X	X	X	X	X	X	X
Seats, front, safety padded, energy absorbing backs, conventional bench	X	X	X	X	—	X	X	X	X
Seat front, high back contoured bench with center arm rest	—	—	—	—	X	—	—	—	—
Seat belts: front & rear lap inc. center pass., metal-to-metal type; outboard front (and rear) belts are self-adjusting & retracting with 3-point shoulder harness	X	X	X	X	X	X	X	X	X
Seat belt reminder system (*)	X	X	X	X	X	X	X	X	X
ENERGY ABSORBING STEERING WHEEL/LOCKABLE STEERING COLUMN	X	X	X	X	X	X	X	X	X
ARMREST: energy absorbing, safety type; front & rear	X	X	X	X	X	X	X	X	X
ASH TRAYS: Two front (in instrument panel)—one rear, in seat back	X	X	X	X	X	X	X	X	X
Left illuminated	—	—	—	X	X	—	—	—	—
Buzzer, ignition key reminder	X	X	X	X	X	X	X	X	X
CIGARETTE LIGHTER: (in instrument panel)	X	X	X	X	X	X	X	X	X
CLOCK, ELECTRIC, SELF-REGULATING, ILLUMINATED	—	—	—	X	X	—	—	—	X
DOORS: Door checks, front and rear, Door latches, Safety-broke type	X	X	X	X	X	X	X	X	X
FLOOR COVERING: carpet, color-keyed, "wall-to-wall" (100% nylon)	X	X	X	X	X	X	X	X	X
Cut pile carpeting	—	—	—	—	X	—	—	—	—
INSTRUMENT PANEL: Cluster, with integrated 2-3 crash pad	X	X	X	X	X	X	X	X	X
Cluster, wood on mask	—	—	—	—	X	—	—	X	—
Bright and argent mask	X	X	—	—	X	—	—	—	—
Glove Compartment: lock	X	X	X	X	X	X	X	X	X
illuminated	—	—	—	X	X	—	—	—	X
Simulated woodtone applique on panel	—	—	X	X	X	—	—	X	X
Black and bright applique	—	—	X	—	—	—	—	X	—
Argent and bright applique	X	X	—	—	—	X	X	—	—
MIRROR, inside rear view, high visibility, 12" wide	X	X	X	X	X	X	X	X	X
LIGHTS: Courtesy, dome (exc. convertible)	X	X	X	X	X	X	X	X	X
Two, under instrument panel	—	—	—	(D)	—	—	—	—	—
On rear window header	—	—	—	—	—	—	—	—	X
Front door	—	—	—	—	X	—	—	—	—
In trunk	—	—	—	—	X	—	—	—	—
STORAGE COMPARTMENT—BELOW FLOOR WITH LOCK	—	—	—	—	—	X	X	X	X
SUN VISOR, PADDED (TWO)	X	X	X	X	X	X	X	X	X
SUSPENDED ACCELERATOR & BRAKE PEDALS	X	X	X	X	X	X	X	X	X
TURN SIGNALS WITH LANE-CHANGE FEATURE	X	X	X	X	X	X	X	X	X

FUNCTIONAL

BRAKES: Dual braking system (red warning light on instrument panel)	X	X	X	X	X	X	X	X	X
Parking brake, foot-operated, hand release	X	X	—	X	X	X	X	X	X
Power front disc	—	—	—	X	X	—	—	—	X
DOOR SIDE IMPACT PROTECTION STRUCTURE: (steel "Guard Rails")	X	X	X	X	X	X	X	X	X
ENGINE—280 CID 1V 514	X	A	A	—	—	—	—	—	—
—251 CID 2V V-8	—	—	—	X	X	X	X	X	X
HAZARD FLASHER: Switch on steering column	X	X	X	X	X	X	X	X	X
HEATER-DEFROSTER: MagicAire, blend-air type	X	X	X	X	X	X	X	X	X
MUFFLER: Stainless steel and aluminum components	X	X	X	X	X	X	X	X	X
POWER VENTILATION SYSTEM (non A, C)	X	X	X	X	X	X	X	X	X
STEERING, POWER	X	X	X	X	X	X	X	X	X
TRANSMISSION: SelectShift Cruise-O-Matic (3-speed automatic)	X	X	X	X	X	X	X	X	X
WINDOWN, POWER TAILGATE	—	—	—	—	—	X	X	X	X
WINDSHIELD WIPERS, 2-speed electric w. dual jet washer	X	X	X	X	X	X	X	X	X

(*) December, 1971 availability

(A) Hardtops, (B) 4-Door Sedans, (C) Front side marker lights vertical, (D) Convertible only

FORD FEATURES

CHASSIS FEATURES



FRAME

The Ford torque box frame virtually isolates passengers from road shocks thereby providing a smooth, more comfortable ride. Also, a major safety advance has been achieved by the addition of "S" shape front frame rails which increase the frame's energy-absorbing ability by controlling the rate of collapse in case of impact. Features of this design are:

- An outer frame brace which increases angular impact protection and acts as an energy absorbing member.

- A front frame crossmember located in a position to increase the effective collapse length and energy-absorbing characteristics of the frame.

- Reinforced front torque boxes to help reduce steering column displacement on impact.

- A tubular-design number four crossmember to increase strength and reduce transmission of noise and vibration to the body.

- Body mounts positioned by Ford's "bridging" principle—ahead of and behind the passengers—to separate the body from the frame and minimize noise and vibration.

STEERING WHEELS

Steering wheels are semi-oval in shape which improves ease of entrance for the driver and, at the same time, provides a better view of the instrument cluster.

The two-spoke wheels have the horn-blowing mechanism hidden in the spokes. Pressure applied on the top surface of the spokes, on either side of the center medallion, makes contact between a pair of metal strip switches under the vinyl covering and causes the horn to blow.

LOCKING STEERING COLUMN

An anti-theft steering column is standard equipment on the 1972 Ford.

The locking mechanism is mounted on the steering column.

within convenient reach of the driver. The ignition switch has five positions: Accessory . . . Lock . . . Off . . . On . . . Start . . . in that sequence. The key cannot be removed unless the switch is moved to the "Lock" position even though the engine is turned off. Before the switch can be moved to "Lock", the transmission lever must be positioned in "Park" on automatic transmission-equipped cars and in reverse on manual transmission-equipped cars.

POWER STEERING

Power steering is standard on all models of the 1972 Ford carline. The exclusive Ford Motor Company "Better Idea" power steering pump with "fluidic control" works when it is needed at low speeds for turning or parking, while at highway speeds, the pump literally "coasts" without drawing valuable horsepower from the engine. Integral with the "Magic-Circle" steering gear, other features of this unit include:

- An integral control valve and steering gear design provides instant response to wheel movement.

- A built-in low-restriction control valve allows the wheels to return to center position after making a turn.

- A torsion bar element in the steering shaft provides driver "feel" of road.

- An overall steering ratio of 21.8:1 provides fast, responsive steering.

See page A-25 for steering specifications.



TIRES

All tires furnished on the 1972 Fords as standard equipment are belted bias-ply BSW's. The .78 aspect ratio design helps to improve traction and cornering by placing more tire surface in contact with the road. See page A-24 for tire specifications.

FORD FEATURES

WHEELS

All Ford wheels are of stamped steel construction with a ventilated disc welded to a safety-type rim. Five large retaining nuts plus a centering pilot automatically center the wheel on the hub.

See page A-25 for wheel specifications.

FRONT SUSPENSION

Ford uses a short and long arm ball joint front suspension. Springs and shock absorbers are calibrated to match the weight/ride requirements of each application, depending on the car model, engine and optional equipment. Front suspension features include:

Left and right drag struts stabilize the lower arms and are attached to the frame through rubber bushings to eliminate metal-to-metal contact. The compliant rubber bushings reduce the amount of vibration and noise transmitted to the passenger area and allow the wheels to move slightly toward the rear when hitting a bump. This controlled rear movement soaks up part of the initial road shock before it reaches the passenger area.

A link-type, rubber-bushed stabilizer bar connecting the right- and left-hand lower suspension arms to help prevent excessive lean when cornering.



FORD SUSPENSION SPECIFICATIONS

FRONT

Type.....Independent with Ball Joints and Drag Strut Springs*.....Helical Coil, Rubber-Isolated Shock Absorbers*.....Hydraulic, Telescopic, Vertical Mount Stabilizer.....Link Type, Rubber-Bushed Steering Knuckle.....Integral Spindle and Spindle Support Wheel Bearings.....Opposed Taper Rollers

REAR

Type.....Three-Link, Rubber-Cushioned Springs*.....Helical Coil, Rubber-Isolated, Top and Bottom Shock Absorbers*.....Hydraulic, Telescopic, Angle Mount Track Bar.....Rubber-Isolated

*Heavy-duty springs and shock absorbers standard equipment on Station Wagon models.

REAR SUSPENSION

The 1972 Ford uses a coil spring type rear suspension which includes a track bar between the axle housing and the frame. Like the front suspension, this system features rubber bushings at all pivot points to help eliminate noise and vibration. Features of the system include:

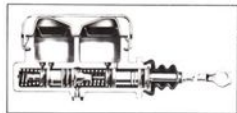
- Three longitudinal arms to control the position of the rear axle assembly and absorb braking and acceleration forces
- A track bar to control side-to-side movement of the axle and reduce car sway

- Coil springs which ride in deep, rubber-bushed caps in the frame and are seated on the axle
- Shock absorbers mounted at an angle to help provide additional side stability and control



SHOCK ABSORBERS

The 1972 Fords incorporate "compression resistance" shock absorbers. The addition of a compression valve assembly to the piston increases resistance to fluid flow and improves compression lag. This minimizes "jerk" motions and lowers shake and harshness levels. Consistency of operation under varying temperatures and improved durability are main features of this design.



BRAKE SYSTEM

All Ford models use a dual hydraulic brake system with dual-chamber master cylinders. Important features of the system are:

Each cylinder chamber independent of the other with its own fluid reservoir and pumping section.

Separate connections for the brake lines which link one cylinder to the front brakes and the other to the rear and provide operation of one system in the event of hydraulic pressure loss in the other line.

A light mounted in the instrument panel set to indicate a loss of hydraulic pressure in either brake line when brakes are applied.

Immediate servicing of brake system is required if brake warning light comes on.

See page A-25 for brake specifications.

MANUAL BRAKES

Ford manual brakes are self-energizing, single anchor, internal expanding drum-type on all four wheels. All standard brakes incorporated self-adjusters, which maintain proper adjustment. Self-adjustment of the brakes is accomplished each time the brake is applied when the car is moving in reverse. Brake application under these conditions actuates the "star" wheel on the adjustment screw to keep the brakes in constant adjustment with greater accuracy than if done by hand. The self-adjusting feature assures satisfactory brake pedal height for easier brake application. The brakes are sealed against dirt and water entry by a curved edge on the brake backing plate which mates with a groove in the brake drum.

FORD FEATURES

POWER FRONT DISC BRAKES

Ford's floating caliper power front disc brake substitutes one large wheel cylinder, located in the disc brake caliper, for four small wheel cylinders and results in a more reliable, simplified design. By reducing the number of moving parts, the reliability of the end product and the leakage resistance of the hydraulic system has been increased.

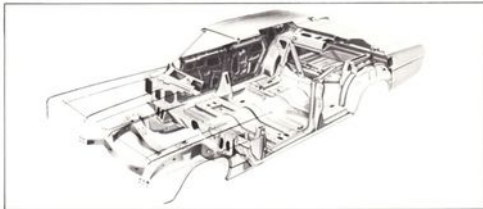
The functioning of the floating caliper disc brake is essentially the same as any other disc brake in that braking effort is applied by squeezing the rotor, or disc, which turns with the road wheel between two movable shoe and lining assemblies.

The braking torque is absorbed by the shoe and trans-

ferred to the chassis via the brake anchor plate. One basic difference between the floating caliper and other types is that instead of both the inboard and outboard shoe and lining assemblies being simultaneously applied, the hydraulic pressure first actuates the inner shoe and lining assembly and the reaction to this force actuates the outboard shoe and lining assembly. Standard on all LTDs and Country Squires.



BODY FEATURES



BODY CONSTRUCTION

The 1972 Ford bodies and the unique torque box frames are designed to work together to reduce road shock, noise and vibration and prevent their being transmitted to the passenger compartment. Features that help make Ford bodies quieter and stronger are:

A rigid body construction coupled with the compliant mounting to the torque box frame results in maximum insulation of the passengers from noise, vibration and harshness.

Heavy sheet metal crossmembers in front seat and rear sill areas and stamped-in stiffeners add strength to the floor panel.

A reinforced, double-panel construction rocker panel which is further strengthened by a U-channel section acts as a secondary frame support to the body.

Cowl ventilation air inlets at the top sides—directly below the windshield permit structural continuity to be built into the cowl top and down the side pillars. All center pillars are manufactured from heavy gauge steel.

Additional body reinforcements in the convertible and station wagon bodies provide added rigidity.

BODY MOUNTS

Ford's rubber body mounts isolate the passenger compartment from the frame by eliminating metal-to-metal contact of the body and frame. The tapered design of the mounts tune out road vibrations and provide a quieter ride.

RUST PREVENTION

All vital underbody parts of the 1972 Ford have been specially processed for resistance to the corrosive action of mud, water and road salt. Interior surfaces of the door panels, wheel splash areas and fenders have been coated with a zinc-rich primer.

Rocker panels are made of zinc-clad steel and have one-way drain valves to inhibit moisture accumulation. Separate front wheelhousing panels help protect the fender areas.

Exterior trim moldings are made of corrosion-resistant metal and are fastened to the car with plastic retainers or adhesives which eliminate drilled holes and possible rust areas.

SIX STEP PAINT PROCESS

Ford's super diamond lustre paint finish is achieved through a six step process. Before the triple coats of enamel are applied, the body receives all-over rust protection. Following the cleaning operation of the phosphate coating, two coats of tough epoxy primer are applied. Each primer application is followed by wet-sanding.

The 3-coat acrylic super enamel is baked-on to form a protective cover over the body sheet-metal while providing the deep-lustre beauty of baked-enamel finish.

Phosphate Coating
First Primer-Epoxy
Second Primer-Epoxy
First Finish Coat
Second Finish Coat
Final Finish Coat ("Electrostatic" Painting)

FORD FEATURES

The final coat of paint on all Fords is applied by ELEC-TROSTATIC PAINTING, a system that produces a better, more uniform paint finish. The system features a special paint gun that works on the principal that opposite electrical charges attract each other; i.e., positive charged particles attract negative ones. An electrode, extending through the barrel of the paint gun, is maintained at a negative potential of 60,000 volts with respect to the area to be painted. The tip of the electrode is located so that air atomized paint particles pass through charged air particles and pick up a strong negative charge. The paint particles are propelled to the body surface by air pressure. As the paint particles near the surface, the electrostatic forces become great enough so that many of those paint particles normally blown past by the air stream are returned to the body surface. The principal advantage of electrostatic painting is the "wrap-around" effect. When painting next to an edge, such as on a deck lid, hood, or door, the paint particles actually will wrap around and paint the backside due to the strong electrostatic attraction.

BODY SEALING MATERIAL

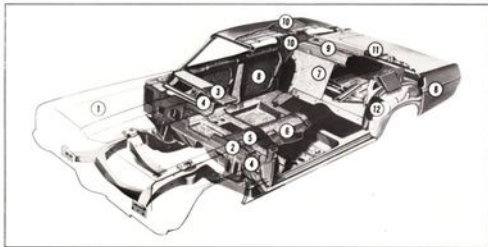
Joint sealers and special anti-squeak and sealing devices are used in the 1972 Fords for a comfortable, quiet ride. Special sealing features include:

Special plastic sealing material applied to exposed spot-welded body panel seams and joints. Vinyl plastic sealer used at the drip rails and rear deck trough.

Windshields and hardtop backlites sealed with butyl tape. (A special non-drying plastic seals the backlites of sedans.)

Special pads, grommets, seals and plug buttons are used to guard against water, dust and drafts.

Heat-curing sealer applied to all other panel seams and joints.



BODY INSULATION

Ford's exceptionally quiet ride is, in part, the result of its use of specially-selected and engineered materials which surround the passenger compartment and form a barrier against external noise and temperature extremes.

- (1) Mastic adhesive is spotted between the inner and outer panels of the hood. Galaxie 500 and LTD models use a fiberglass sound absorber.
- (2) The dash panel is covered with a one-inch-thick, vinyl-coated, textile-fiber pad.
- (3) The lower center portion of the instrument panel has a one-inch-thick textile pad.
- (4) The cowl is covered with a one-half-inch textile-fiber pad.
- (5) A molded assembly of carpeting, jute and a textile, fiber pad cover the front floor area. On Galaxie 500 and LTD models, a heavy mastic deadener extends from the toe-board to under the front seats.
- (6) A molded assembly of carpeting and jute is used in the rear floor area. Galaxie 500 and LTD models use an additional mastic under the carpet assembly and the rear seat.
- (7) The panel between the rear seat back and the luggage compartment is covered with a mastic board, plus a fiber pad on LTD models.

- (8) A sound-absorbing coating is sprayed on the inner surface of the outer door quarter panels.
- (9) Textile-fiber padding covers the full width under the package tray cover. Mastic and padding are used on LTD models.
- (10) The underside of the roof and the inside of the roof pillars, except wagons and convertibles, are covered with a textile-fiber pad.
- (11) Sound deadener is sprayed on the underside of the luggage compartment floor. A mastic adhesive is applied to the inside of the deck lid.
- (12) Tire splash areas of the rear wheelhousings are sprayed with a sound deadener. Station wagon models also have an asphalt-felt deadener covering the inside surface of the wheelhousing, mastic and aluminum foil over the load floor, and an insulation pad next to the dual-facing seats.

HEATING

Ford's Magic-Aire heater and defroster has a large heater core designed to provide fast warm-up and more efficient defrosting.

FORD FEATURES

A powerful three-speed blower supplements the heating system. Its motor is located outside the passenger compartment for quieter operation.

POWER VENTILATION

A Power Ventilation System is standard on all 1972 non-A/C equipped Fords. This feature includes two registers on the instrument panel. When the operator places the heater control selector in the vent position and turns on the fan, outside air is forced into the passenger compartment through the two instrument panel registers and circulates through the interior of the car providing fresh air with the windows up. An important advantage over some competitive systems is that it can be turned off with the engine running. The system utilizes air outlet openings beneath the rear seat which allows air to flow back into the trunk compartment then back through the inner body quarter panels and out through a pressure relief valve in



the door lock pillar. The design of the valve is "one way" to prevent reverse flow of the air back into the passenger compartment. The power ventilation system is on a demand basis and will not operate unless the driver initiates the action noted above.



SEATS

Bench seats are standard for all Ford models. The seat frame members are of a box section and channel design.

Main springs are pre-formed for comfortable support over the entire cushion and seat back. Front seat cushions are 2 1/2" thick molded urethane for extra seating comfort. A heavy burlap pad covers the springs and protects the thick foam padding.

Front seat tracks are arched to change the angle of the seat-back as the seat is adjusted forward or rearward.

For 1972, all LTD Brougham models include contoured high back bench seats as standard equipment. Previously standard only on two-door models, these luxurious front seats feature backs nearly eight inches higher than regular seats to eliminate the need for separate head restraints. Also included in a wide, plush, pull-down center arm rest for extra convenience and comfort.

"UNI-LOCK" SAFETY HARNESS

The 1972 Fords include a "Uni-Lock" three-point safety harness for the outboard front seat passengers on all models except the LTD Convertible. This design eliminates the two shoulder harness buckles on the seat and permits easier and faster "buckle up." During use, the driver or outboard front seat passenger pulls the belt out of the

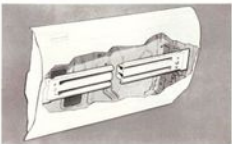


retractor and "snaps" it into the buckle—the lap belt length is automatically maintained by the retractor. The shoulder belt is then attached to the lap belt buckle and adjusted as necessary. Once used together, the two belts do not have to be disconnected; they will retract as a single unit and rebuckle as a unit with a single motion.

All 1972 Ford cars include seat belt retractors at the front (and rear*) outboard seating positions. In the front, the retractors form part of the seat belt reminder system. In the rear, the retractors are hidden below the seat and a belt guide is located between the seat and trim panel.

SEAT BELT REMINDER SYSTEM

New for 1972 is a positive front seat belt reminder system. (*) This system includes a light and buzzer mounted in the instrument panel which are activated by sensors if an attempt is made to drive the car without the driver and front seat passenger (if aboard) first fastening their seat belts. The light and buzzer operate when the ignition switch is in the "On" position, the transmission is in any forward or reverse position and the driver's belt is not extended the distance normally used for fastening. If the right outboard seat is occupied, a switch in the seat also activates the system until the passenger seat belt is pulled out the specified distance. When the belt or belts are extended, the light and buzzer go off, and will remain off unless the belts are retracted.



DOORS

Every 1972 Ford features a steel "Guard Rail" side impact protection system. The rugged steel "Guard Rail" combines with extra strong door hinges and latches and is designed to help provide better distribution of forces for greater protection in the event of side impact. The steel

(*) December, 1971 availability.

FORD FEATURES

"Guard Rail" consists of a flat ribbed outer strainer, an inner hat section reinforcement and a "Z" section brace weighing approximately 32 pounds in total on four-door models and 20 pounds in total on two-door models.

The door hinges and door latches are extra strong to provide retention during impact. All doors incorporate door checks to hold the doors in the full open position. Door checks used on the front doors provide an intermediate position to aid entry and exit when parked in close quarters. Compression type weather sealing provides a tight seal and low resistance to door closing. A specially designed door latch is concealed within the doors and utilizes a "double-latch" concept with heavy-duty overlapping jaws resulting in a rugged door latching mechanism. A "round pin" striker with a polyurethane sleeve provides quieter door closing.

DOOR HANDLES

Ford's exterior handles are pull-out type, mounted flush with the door surface. They are encased in a bright metal frame.

One step locking is standard on all side doors. The doors may be locked from the outside by simply depressing the inside door lock control knob, and then closing the door. With the incorporation of the outside flush door handles, the need to depress a push-button for locking is no longer required.

The inside door handle is formed as an integral part of an armrest. The handle is a "paddle-shape" and actuates the door latch when pulled outward with the fingertips. The design provides protection against accidental opening by passengers.



CONCEALED WINDSHIELD WIPERS

Concealed windshield wipers are standard on the 1972 Ford. The hood panel extends rearward and upward to cover the wiper blades and arms in the parked position. The bottom edge of the windshield extends downward for wiper blade parking.

The left wiper arm is articulated to improve the wiper pattern. The wipers are driven by a powerful two-speed electric motor.

INSIDE MIRROR

For 1972, a big 12-inch wide inside rearview mirror is standard on full-size Ford models for greater rearward visibility.

WINDOWS

All models feature ventless side glass with a tube-in-shoe system used to position the windows. All windows, except windshields and convertible backlites, are high-strength, impact-resistant, heat-tempered glass.

Windshields use two sheets of glass, heat laminated with a 30-mil-thick plastic laminate.

The convertible glass backlite is scratch and fade resistant. It is chemically tempered to provide a bending quality and permit lowering the top without removing the window.

HEADLIGHT ADJUSTMENT

Ford headlights are all adjustable through screwdriver access holes without having to remove frames or bezels providing for easier, less troublesome adjustment.

SIDE MARKER LIGHTS

Amber lights on the front, and a red light on each rear quarter extension provide side identification for dusk and nighttime driving. These front and rear side marker lights are standard on all Ford models.

LUGGAGE COMPARTMENT

Sedan and hardtop models have 18.2 cubic feet of luggage compartment storage. A "three-point" spare-tire hold-down is used to wedge the spare tire to the trunk floor and hold it securely in position. Trim panels are used on the LTD models to seal off the rear fender interior panels. Other models use a "spackle" finish on the interior fender panels.



BUMPER JACK

New on 1972 Ford models is a new pin and slot bumper jack. This design has a flat pin integral with the ratchet mechanism which fits into slots pierced in the bumper for faster, simpler, more positive operation—eliminates the need for the extra hook which most other bumper jacks have, to connect the ratchet mechanism to the bottom of the bumper.

CONVERTIBLE REAR SEAT

The top mechanism stacking system design positions the linkage alongside the rear seat to provide an additional ten inches of seating space over most convertibles for "three-people-wide" comfort.

FORD OPTIONS



SELECTAIRE AIR CONDITIONER WITH AUTOMATIC TEMPERATURE CONTROL

Ford's Selectaire air conditioning unit, including controls, is fully integrated into the instrument panel and provides temperature and humidity controlled comfort with all windows closed.

As an added option, Ford offers a Selectaire unit with an automatic temperature control system. The operator selects the desired temperature for the interior of the vehicle and either the high or low blower speed. The system will automatically adjust to the desired interior temperature, summer or winter. During winter operation, the system will not start to function until the engine water temperature has reached 125 degrees. This means the heater blower will not function until warm air is available. The controls also provide for a "defog"—"deice" selection.



SPLIT HIGH-BACK BENCH SEAT W/RECLINING PASSENGER SEAT

Available only on the LTD Brougham, this luxury option provides the ultimate in seating comfort. The seats are individually adjustable with a fold-down center armrest for each seat. The passenger seat back is adjustable to any desired position to provide a comfortable reclining position for the front seat passenger.

"MINI" SIZE AM/FM STEREO RADIO

New "mini" size AM/FM stereo radio option is more powerful, more reliable and takes up less space behind the instrument panel than previous units. The all-new transistorized circuitry has fewer parts and increased sensitivity with power output increased from three watts to four watts for greater range and clarity of reception.

CORNERING LIGHTS

Available with all LTD models (except Country Squire), the cornering light is designed for safer turning of corners. The light is integral with the side marker light and casts a beam to the front and side when cornering. The light is

activated with the turn signal lever and remains on until the turn signal lever returns to its center position.

POWER TRUNK LID RELEASE

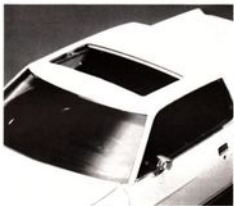
This new Ford car option consists of a switch in the lockable glove box which is wired to a solenoid in the luggage compartment. When the switch is activated, the solenoid releases the trunk lock and the lid swings up automatically. The switch will not function when the ignition is in the off position.

COLOR-GLOW FINISHES

Three new optional "Color-Glow" metallic finishes are available on the 1972 Ford in Ivy Glow, Gold Glow and Ginger Glow which create the illusion of extra depth due to the control and size of the aluminum particles in the special paint formula. The clarity and transparency of the highly durable surface also contributes to the distinctive characteristics of these glamorous new finishes.

INTERMITTENT WINDSHIELD WIPERS

In addition to the standard two-speed constant sweep wipers, this convenient option permits adjustable intervals between sweeps. Ideal to help prevent the streaking commonly experienced from road splatter and in light rain or snow.



POWER OPERATED SUNROOF

A new power operated sunroof, located over the front compartment, is available on all Ford models with the optional vinyl roof and provides the open-air advantages of a convertible and the styling and security of a hardtop. Measuring approximately 39" x 21", the sunroof is powered by an electric motor which is actuated by a fingertip control in the roof and slides back out of sight above the headliner. When closed, the sunroof matches the roofline and seals tightly in position, keeping the weather and noise outside.

FINGERTIP SPEED CONTROL

The fingertip speed control regulates the speed automatically and maintains a set speed at a desired level, until reset or turned off.

The controls are conveniently located in the spokes of the deluxe two-spoke steering wheel. When in the "On" position, the speed control can be set to maintain any speed from 30 to 80 mph by attaining that speed and pressing the "Set" button on the right side of the steering wheel.

FORD OPTIONS

The system is deactivated (1) by brake application, (2) if the car slows approximately 10 mph below the set speed, (3) by the speed control on/off switch or (4) by the ignition switch. The system will not operate below 30 mph or above 80 mph. The speed control option includes the "rim-blow" steering wheel, a switch built into the inner rim of the steering wheel, activates the horn when pressed. The "rim-blow" steering wheel is also offered as a separate option.



REAR WINDOW ELECTRIC DEFROST

This "Better Idea" helps keep the backlite frost-free and will remove snow and frost, and up to 1/4 inch of ice in minutes. The heating unit consists of a silver-filled, ceramic, high-resistance printed electrical circuit, silk-screened onto the inside of the backlite. While visible as a series of 1/32-inch wide horizontal lines across the backlite, the unit does not interfere with the driver's rear vision due to wide spacing between lines. A switch for operating the unit is integrated with the heater controls on the instrument panel. The option includes a "reminder" light indicating when the unit is "on", a 55-amp alternator and tinted backlite.

"TRACTION-LOK" DIFFERENTIAL AXLE

Well suited to both the suburban and performance driver, the "Traction-Lok" system provides maximum accelerating power by locking the rear wheels together under high torque. This differential provides extra traction on ice, mud or snow. It offers better performance and increased life expectancy compared to other systems, primarily due to a decrease in fixed load, and improved clutch and special gear design. See additional information in the Power Teams Section.

PLAID SEAT TRIM FOR WAGONS

This attractive black watch plaid (green/black) cloth-trimmed seat option is available on Country Sedan or Country Squire Station Wagons, first and second seats only. Dual facing rear seats have color-keyed vinyl on models so equipped.

AUTOMATIC SEAT BACK RELEASE

This option, available on all 2-door models, automatically releases both front seat back latches when either door is opened to facilitate entry into the rear seat, especially when carrying packages. The latch release is triggered by a plunger-type switch located in the "A" pillar which activates a solenoid located in the seat back. A manual release is also provided in the event of an electrical failure or other malfunction.

DELUXE LUGGAGE RACK

The deluxe luggage rack has simulated woodgrain trim with adjustable end rails which adapt to different size loads for secure roof-top station wagon hauling.



The luggage rack includes a built-in air deflector which directs an air stream over the rear window to help reduce dirt deposits.

TRAILER TOWING PACKAGES

In answer to many requests from the fast-growing recreation market, Ford offers two trailer towing packages for 1972. A Medium-Duty package for Class II (up to 500 pounds static tongue load, 3500 pound trailer weight) and a Heavy-Duty package for Class III (up to 700 pounds static tongue load, 6000 pounds trailer weight).

The Medium-Duty package includes heavy-duty suspension (heavy-duty front and rear springs and shock absorbers), extra cooling package (three rows of radiator cooling tubes in place of the regular two rows to provide additional engine and transmission cooling), trailer towing decal and wiring harness. The wiring harness includes wires to accommodate stop lamps, electric brakes, right and left-hand turn signals, and taillamps. (It does not include a hot line for a "water pump" or other electrical appliances).

The Heavy-Duty package includes all the features listed for the Medium-Duty package plus; heavy-duty 80 amp. hr. battery, heavy-duty 55 amp. alternator, 6 1/2 inch wheel rims, 3.25 to 1 axle ratio, and heavy-duty frame. The heavy-duty frame includes boxed-in side rails to greatly stiffen the midsection and a boxed-in rear crossmember designed to accept equalizing hitches. (Standard frame is not boxed in.)

Both trailer towing packages require the 400 CID 2V or 429 CID 4V 8-cylinder engine, power front disc brakes and H78x15 belted tires at extra cost. (Power front disc brakes are standard on LTD, Brougham and Squire models, H78x15 tires are standard on all Station Wagons.) Note: See Trailer Towing Statement, page vii.

FORD OPTIONS



AUTOMATIC LOAD ADJUSTER

The automatic load adjuster is recommended for customers who haul heavy loads. It is designed to correct the car level attitude regardless of the load (up to rated capacity). The option consists of a vacuum driven air pump, a leveling valve with time delay operation and an air shock

absorber system. When vehicle loads are increased so that they affect car level attitude by as little as $\frac{1}{2}$ ", the pump automatically increases air pressure in the cylinders to restore the car to design height. The time delay feature of the leveling valve prevents operation of the automatic load adjuster during temporary changes of load.



BASE WHEEL COVER

These rust-resistant full wheel covers are standard on LTD Brougham and Country Squire models. They are optional on all other models.



DELUXE WHEEL COVER

This luxurious wheel cover is optional on all models.

FORD PERFORMANCE



FORD PERFORMANCE

The addition of the versatile Cruise-O-Matic automatic transmission as standard equipment headlines Ford's performance features for 1972. There is a choice of five engines and two rear axle ratios plus an optional "Traction-Lok" differential—available in combinations to suit virtually all driving requirements.

ENGINES

All Custom, Custom 500 and Galaxie 500 models feature Ford's rugged 240 CID six-cylinder engine as standard equipment.

The 351 CID 2V V-8 is standard in all LTD, LTD Brougham, Station Wagon models and all California units. It is also the base V-8 on Galaxie 500 models and available as an option in either the Custom or Custom 500. It is extremely compact, lightweight and provides excellent performance.

Other optional engines for 1972 include a 302 CID 2V V-8 (base V-8 for the Custom and Custom 500 sedans), a 400 CID 2V V-8 and a 429 CID 4V V-8.

All 1972 engines are designed to operate on regular gasoline with octane rating of at least 91 when the engine is adjusted to factory recommended specifications.

TRANSMISSION

For 1972, the popular SelectShift Cruise-O-Matic transmission is standard on all Ford models and offers a choice of manual shifting or completely automatic operation. The Cruise-O-Matic can be up-shifted or down-shifted at various speeds for excellent driver control in adverse road or weather conditions. New for 1972, are larger, higher capacity automatic transmission coolers to provide additional protection against overheating during heavy-duty usage, such as trailer towing. With 400 CID and 429 CID V-8's, the automatic transmission coolers are 10 inches long with larger diameter than previously used. Smaller V-8 engines have new 8-inch long cooler—2 inches longer than former unit for greater cooling capacity. (Refer to Power Teams section for more information.)

MANEUVERABILITY

Ford's long, 121-inch wheelbase and wide, 63.3-inch front and 64.3-inch rear track and road-hugging suspension are designed to give a remarkable degree of riding comfort and command in handling, while maintaining a turning diameter (41.9 feet) and maneuverability that is comparable to shorter wheelbase cars and so essential on today's roads and highways.

FORD OPTIONS AVAILABILITY

DESCRIPTION	AVAILABILITY*		DESCRIPTION	AVAILABILITY*	
	R	P		R	P
	O	L		O	L
APPEARANCE EQUIPMENT					
Bumper Guards (Includes front and rear bumper guards on sedans, pillared hardtops, hardtops, and convertibles; front bumper guards only on station wagons.)	X	X	Cornering Lights—Front (Available only on LTD and LTD Brougham pillared hardtop, hardtop, and convertible models.)		X
Bumper Guards, Rear (Available only on LTD and LTD Brougham models.)	X	X	Defogger, Rear Window (Available only on sedans and hardtops; N/A with rear window electric defrost.)	X	
Color-Glow Finishes (Ivy Glow, Gold Glow or Ginger Glow.)			Door Edge Guards (N/A on Country Squires.)	X	X
Moulding, Body Side Protection (Includes black vinyl insert.)	X		Doorgate Washer/Wiper	X	
Paint, Tu-Tone Roof (Includes bright drip mouldings where not standard. N/A on convertibles or Country Squires.)	X		Electric Defrost, Rear Window (Includes tinted backlite glass and 55-ampere alternator; Models with air conditioner include 61-ampere alternator; Available only on hardtops and sedans. N/A with 240 CID engine or rear window defogger.)	X	
Paint Stripes, Dual Accent Body Side (Not available on Country Squires.)	X		Glass, Tinted Windshield (Available for fleet orders only.)	X	
Paint, Color-Glow (See page A-19)	X		Glass, Tinted—Complete (Recommended with air conditioner.)	X	
Trim, Squire Luxury Vinyl (Available only on Country Squire models in knitted vinyl Brougham trim scheme.)	X		Lockable Side Storage Compartment/Carpeted Cargo Area	X	
Trim, Plaid Seat (Available only in Black Watch (Green/Black) on Country Sedans or Country Squires. Dual facing rear seats are vinyl and color-keyed to interior.)	X		Luggage Rack (Includes woodtone appliques and adjustable rear cross bar; Available only on station wagons.)	X	X
Trim, Vinyl Seat (Standard on Custom, convertible and station wagons; Available only on Galaxie 500 sedans or hardtops, or on LTD pillared hardtops or hardtops.)	X		Luggage Rack, Deluxe (Includes integral rear window air deflector, woodtone appliques, and adjustable rear cross bar; Available only on station wagons.)	X	X
Vinyl Roof (N/A with Tu-Tone painted roof.)	X		Mirror, Outside Left-Hand Remote Control (Standard with Visibility Group.)	X	X
Wheel Covers (Standard on LTD Brougham and Country Squire models.)	X	X	Seat Back Release, Automatic (Available only on 2-door models.)	X	
Wheel Covers, Deluxe	X	X	Seat, Split High Back Bench, Manual, Reclining Passenger (Includes bright side shields and dual front seat center arm rest; Available only on LTD Brougham models.)	X	
AUDIO EQUIPMENT					
Radio, AM (Required with stereosonic tape system)	X	X	Speed Control, Fingertip (Includes rim blow—deluxe two-spoke steering wheel.) Available only with 400 or 429 CID engine.	X	
Radio, AM/FM Stereo ("Mini" Size) (Includes two front door mounted speakers and dual rear seat speakers. Dual rear seat speakers not available on convertible; N/A with stereosonic tape system.)	X	X	Steering Wheel, Rim Blow—Deluxe Three-Spoke (N/A with fingertip speed control.)	X	
Speakers, Dual Rear Seat (Includes fader control; optional at extra cost with AM radio; Standard with AM/FM stereo radio or stereosonic tape system; N/A on convertible.)	X	X	Steering Wheel, Tilt	X	
Stereosonic Tape System (Includes two front door mounted speakers and dual rear speakers. Dual rear seat speakers not available on convertible; N/A with AM/FM stereo radio; Requires AM radio at extra cost.)	X	X	Sunroof, Power Operated (Requires vinyl roof at extra cost. N/A on Station Wagons.)	X	
COMFORT-CONVENIENCE EQUIPMENT					
Air Conditioner—SelectAir (Includes 55 ampere alternator; 61 ampere alternator standard on models equipped with this option and rear window electric defrost; N/A with 240 CID IV or 302 CID 2V engines; Tinted glass—complete recommended.)	X		Windshield Wipers, Intermittent (Includes woodtone cluster trim cover on Custom, Custom 500, Custom Ranch Wagon and Custom 500 Ranch Wagons.)	X	
Air Conditioner—SelectAir with Automatic Temperature Control (Includes 55-ampere alternator; 61-ampere alternator standard on models equipped with this option and rear window electric defrost; N/A with 240 CID IV or 302 CID 2V engines; Tinted glass—complete recommended.)	X		Visibility Group (Includes left-hand remote control and right-hand manual control outside mirror, driver's side ash tray light, parking brake warning light, under instrument panel courtesy light, luggage compartment light, cargo light on station wagons, glove compartment light, rear door courtesy light switches, seat belt warning light,† and engine compartment light. Glove compartment light, driver's side ash tray light, and luggage compartment or cargo light standard on LTD and LTD Brougham models. Instrument panel courtesy light also standard on convertible. Rear door courtesy light switches standard on LTD Brougham models. Dome light standard on all models except convertible.)	X	
Air Conditioner (All Models)		X			
Belts with Warning Light, Deluxe† (Deluxe seat belts color-keyed, includes warning light. Standard on convertible. Shoulder belts not available on convertible.)	X				
Clock, Electric (Standard on LTD, LTD Brougham models.)	X	X			

*†Seat belt warning lights to become part of standard seat belt reminder system, December, 1971 availability.

FORD OPTIONS AVAILABILITY

DESCRIPTION	AVAILABILITY*		DESCRIPTION	AVAILABILITY*	
	R P O	D L R		R P O	D L R
ENGINES					
302 CID 8-Cylinder (Available only on Custom and Custom 500 Sedans. N/A in California.)	X		TIRES		
			(See page A-24 for model availability.)		
351 CID 2V 8-Cylinder (Includes 55-ampere heavy-duty battery. Standard on LTD, LTD Brougham, Station Wagons and California units.)	X		F78 x 15, WSW, Belted	X	X
			G78 x 15, BSW, Belted	X	X
400 CID 2V 8-Cylinder (Includes 70-ampere heavy-duty battery; Requires power front disc brakes on station wagon models at extra cost, except Country Squire which has them as standard equipment.)	X		G78 x 15, WSW, Belted	X	X
			H78 x 15, BSW, Belted	X	X
429 CID 4V 8-Cylinder (Includes 80-ampere heavy-duty battery; Requires power front disc brakes at extra cost, except LTD, Brougham and Country Squire which have them as standard equipment.)	X		H78 x 15, WSW, Belted	X	X
			Steel-Belted Radial Ply Tires	X	X
TRAILER TOWING, SPECIAL AND HEAVY-DUTY EQUIPMENT					
			Alternator—55-ampere (Standard with air conditioner, trailer towing package—Class III, and rear window electric defrost, 61-ampere alternator standard on models equipped with air conditioner in combination with rear electric defrost.)	X	
POWER ASSISTS			Axle, Optional Ratio	X	
Electric Trunk Lid Release, Remote Control	X		Axle, "Traction-Lok" Differential	X	
Power Door Locks (Available on 2-door and 4-door models; Station Wagons include rear door tailgate lock.)	X		Battery, Heavy-Duty—(80-Ampere Standard with 429 CID 4V engine, and Trailer Towing Package.)	X	X
			Frame, Heavy-Duty (Standard on Taxi, Police and Trailer Towing Packages.)	X	
Power Front Disc Brakes (Standard on LTD and LTD Brougham models and Squire; Required at extra cost on other station wagons with 400 CID engine or any model with a 429 CID 4V engine.)	X		Load Adjuster, Automatic—Load Adjuster (Recommended for vehicles hauling heavy loads; not available with heavy-duty suspension.)	X	
Power Seat—6-Way, Full Width (Includes bright side shields.)	X		Suspension, Heavy-Duty (Includes heavy-duty springs and shock absorbers.)	X	
Power Seat—6-Way, Driver Only (Requires split high back bench seat with manual reclining passenger seat at extra cost; Available only on LTD Brougham models.)	X		Trailer Towing Package—Class II (Includes heavy-duty suspension, extra-cooling package, trailer towing decal, and wiring harness. Requires 400 CID 2V or 429 CID 4V engine; power front disc brakes and H78 x 15 belted tires at extra cost. N/A with automatic load adjuster.) NOTE: SEE TRAILER TOWING WARRANTY STATEMENT PAGE 38.	X	
Power Side Windows	X				
Power Tailgate Lock (Separate option. Available on all Wagons.)	X		Trailer Towing Package—Class III (Includes heavy-duty suspension, heavy-duty battery, heavy-duty alternator, extra-cooling package, 6½ inch wheel rims, trailer towing decal, wiring harness, trailer towing frame, and 3.25 ratio axle. Requires 400 CID 2V or 429 CID 4V engine, power front disc brakes, and H78 x 15 belted tires at extra cost. N/A with automatic load adjuster.) NOTE: SEE TRAILER TOWING WARRANTY STATEMENT PAGE 38.	X	
*RPO—Regular Production Option DLR—Dealer Installed Accessory					

FORD GENERAL SPECIFICATIONS

ENGINE/AXLE RATIO SELECTIONS

ENGINE	REAR AXLE RATIOS		
	SelectShift Cruise-O-Matic		
	STD.	OPT.	Traction-Lok
240 CID 1V 6-Cylinder†	3.25	3.25	3.25
302 CID 2V V-8†	2.75	3.25	2.75 3.25
351 CID 2V V-8	2.75	3.25	2.75 3.25
400 CID 2V V-8	2.75	3.25	2.75 3.25
429 CID 2V V-8	2.75 3.00*	3.25	2.75 3.25 3.00*

Air Conditioning available with either ratio.

*3.00 replaces 2.75 as the standard ratio for California only.

†N/A in California.

BELTED TIRES—STANDARD AVAILABILITY

MODEL AND ENGINE APPLICATION	240 CID 1V 6-Cylinder	302 CID 2V 8-Cylinder	351 CID 2V 8-Cylinder	400 CID 2V 8-Cylinder	429 CID 4V 8-Cylinder
CUSTOM 4-Door Sedan Ranch Wagon—5 Passenger	F78 N/A	F78 H78	F78(a) H78	F78(a) H78	G78 H78
CUSTOM 500 4-Door Sedan Ranch Wagon—6 Passenger Ranch Wagon—Dual Facing Rear Seats	F78 N/A N/A	F78 H78 H78	F78(a) H78 H78	F78(a) H78 H78	G78 H78 H78
GALAXIE 500 4-Door Sedan 2-Door Hardtop 4-Door Hardtop Country Sedan—6 Passenger Country Sedan—Dual Facing Rear Seats	F78 F78 F78 N/A N/A	F78 F78 F78 H78 H78	F78(a) F78(a) F78(a) H78 H78	F78(a) F78(a) G78 H78 H78	G78 G78 G78(b) H78 H78
FORD LTD 2-Door Hardtop 4-Door Pillared Hardtop 4-Door Hardtop 2-Door Convertible Country Squire—6 Passenger Country Squire—Dual Facing Rear Seats	N/A N/A N/A N/A N/A N/A	N/A N/A N/A N/A N/A N/A	F78(a) G78 G78 G78 H78 H78	F78(a) G78 G78 G78 H78 H78	G78(b) G78(b) G78(b) G78(b) H78 H78
FORD LTD BROUGHAM 2-Door Hardtop 4-Door Pillared Hardtop 4-Door Hardtop	N/A N/A N/A	N/A N/A N/A	G78 G78 G78	G78 G78 G78	G78(b) G78(b) G78(b)

(a) G78 BSW standard on models with air conditioner.

(b) H78 BSW standard on models with air conditioner.

All tires are 15-inch BSW belted. For optional tires, see the Options Availability listing, Page A-23.

FORD GENERAL SPECIFICATIONS

BRAKE SPECIFICATIONS

	Passenger	Station Wagons	Optional Power Assist* Rear Drum/Front Disc	
			Rear	Front
Brake Drum Diameter.....	11.03	11.03	11.03	—
Brake Rotor Diameter.....	—	—	—	11.72
Lining Material.....	Molded Asbestos			
Lining Attachment.....	Riveted			
Lining Width.....				
Front.....	2.50	3.00	—	1.77
Rear.....	2.25	2.50	2.25	—
Total Lining Area (Square Inches)				
Effective.....	169.8	188.4	80.4	42.8
Gross.....	201.6	222.7	95.5	42.8
Swept Area.....	329.2	363.8	155.9	217.3
Parking Brake Type.....	Mechanical Application of Rear Brakes			

*Standard on LTD, LTD Brougham and Squire.

STEERING SPECIFICATIONS

Linkage Type.....	Parallelgram with Cross Link and Idler Arm
Gear Type.....	Recirculating Ball and Nut
Power.....	—
Overall Steering Ratio.....	21.8:1
Steering Wheel Turns (Lock-to-Lock)	
Power.....	3.99
Turning Diameter (Curb-to-Curb).....	41.9 Feet
Steering Wheel Diameter.....	15 x 15 1/2

WHEEL SPECIFICATIONS

Type.....	Stamped Steel Disc
Number of Studs.....	5
Diameter and Rim Size (inches)	
Passenger.....	15 x 5
Station Wagon.....	15 x 6.5

CURB WEIGHTS

MODEL	CURB WEIGHT
SEDANS	
Custom Four-Door.....	4050
Custom 500 Four-Door.....	4055
Galaxie 500 Four-Door.....	4090
TWO-DOOR HARDTOPS	
Galaxie 500.....	4100
LTD.....	4160
LTD Brougham.....	4190
FOUR-DOOR HARDTOPS	
Galaxie 500.....	4150
LTD.....	4215
LTD Pillared/Hardtop.....	4220
LTD Brougham.....	4245
LTD Brougham Pillared/Hardtop.....	4250
CONVERTIBLE	
LTD.....	4235
STATION WAGONS	
Custom Ranch Wagon (6-Passenger).....	4480
Custom 500 Ranch Wagon (6-Passenger).....	4490
Custom 500 Ranch Wagon DFRS*.....	4540
Country Sedan (6-Passenger).....	4530
Country Sedan DFRS*.....	4580
Country Squire (6-Passenger).....	4575
Country Squire DFRS*.....	4625

*Dual Facing Rear Seat

NOTE: All Weights Include 351 CID Engine.
For 240 CID Deduct 171 Lbs.

FORD GENERAL SPECIFICATIONS

BODY DIMENSIONS

All dimensions in inches unless otherwise noted	Sedans			Formal Hardtops		4-Door Hardtops		Convertibles	Station Wagons		
	Custom & Custom 500	Galaxie 500	LTD & LTD Brougham	Galaxie 500	LTD & LTD Brougham	Galaxie 500	LTD & LTD Brougham	LTD	Ranch Wagons	Country Sedans	Country Squires
GENERAL											
Wheelbase	121	121	121	121	121	121	121	121	121	121	121
Tread—Front	63.3	63.3	63.3	63.3	63.3	63.3	63.3	63.3	63.3	63.3	63.3
—Rear	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3
Height—Overall	54.9	54.9	54.9	53.0	53.0	53.0	53.0	54.1	57.0	57.0	57.0
Length—Overall	218.4	218.4	218.4	218.4	218.4	218.4	218.4	218.4	221.4	221.4	221.4
Width—Overall	79.2	79.2	79.2	79.2	79.2	79.2	79.2	79.2	79.2	79.2	79.2
Width—At Center Pillar	78.7	78.7	78.7	78.7	78.7	78.7	78.7	78.7	78.7	78.7	78.7
FRONT DOOR ENTRANCE ROOM											
Foot Clearance	17.8	17.8	17.8	17.6	17.6	17.6	17.6	17.6	17.8	17.8	17.8
Entrance Height (seat to windcord)	30.8	30.8	30.8	30.1	30.1	30.1	30.1	30.1	30.8	30.8	30.8
REAR DOOR ENTRANCE ROOM											
Foot Clearance	13.6	13.6	13.6	9.6	9.6	13.6	13.6	8.1	14.8	14.8	14.8
Entrance Height (seat to windcord)	30.4	30.4	30.4	—	—	29.5	29.5	—	30.5	30.5	30.5
FRONT SEAT ROOM											
Head Room (effective)	39.1	38.8	37.7	37.6	37.4	37.9	37.7	38.8	39.3	39.0	39.0
Maximum Leg Room to accelerator	42.0	41.8	41.7	41.8	41.7	41.8	41.7	41.7	42.0	41.8	41.8
Hip Room	62.3	62.3	62.3	62.3	62.3	62.3	62.3	62.3	62.3	62.3	62.3
Shoulder Room	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0	62.0
Cushion Height (from floor to crest of front)	10.8	10.8	10.8	11.3	11.3	11.3	11.3	11.3	10.8	10.8	10.8
Cushion Depth	15.0	15.0	15.0	14.8	14.8	14.8	14.8	14.8	15.0	15.0	15.0
Steering wheel to thigh clearance	4.1	4.1	4.1	3.7	3.7	3.7	3.7	3.7	4.1	4.1	4.1
REAR SEAT (OR WAGON SECOND SEAT) ROOM											
Head Room (effective)	37.3	37.4	36.8	36.7	36.5	37.0	36.8	37.0	39.9	39.9	39.5
Minimum Effective Leg Room	38.7	38.3	38.2	35.7	35.6	38.3	38.2	32.5	37.2	37.1	37.1
Hip Room	62.3	62.3	62.3	61.0	61.0	62.3	62.3	59.4	62.4	62.4	62.4
Shoulder Room	61.8	61.8	61.8	60.6	60.6	61.8	61.8	60.9	62.0	62.0	62.0
Cushion Height (from floor to crest at front)	13.0	13.0	13.0	13.1	13.1	13.0	13.0	13.1	12.8	12.8	12.8
Cushion Depth	14.8	14.8	14.8	13.7	13.7	14.4	14.4	13.1	13.4	13.4	13.4
3RD SEAT ROOM (FORS WAGONS)											
Head Room (effective)	—	—	—	—	—	—	—	—	Left Hand 35.4		Right Hand 37.5
Leg Room (effective)	—	—	—	—	—	—	—	—	31.2		31.5
LUGGAGE COMPARTMENT											
Usable luggage capacity (cu. ft.)	18.2	18.2	18.2	18.2	18.2	18.2	18.2	15.9	—	—	—
CARGO COMPARTMENT											
Cargo Volume (cu. ft.)	—	—	—	—	—	—	—	—	96.2*	96.2*	96.2*
Maximum floor length (tailgate open)	—	—	—	—	—	—	—	—	113.8	113.8	113.8
Minimum load floor length (tailgate closed)	—	—	—	—	—	—	—	—	92.4	92.4	92.4
Maximum rear opening width	—	—	—	—	—	—	—	—	54.0	54.0	54.0
Rear opening height	—	—	—	—	—	—	—	—	29.0	29.0	29.0
Maximum floor width (between wheel housings)	—	—	—	—	—	—	—	—	48.7	48.7	48.7
Maximum floor width	—	—	—	—	—	—	—	—	62.4	62.4	62.4
GLASS AREA (sq. inches)											
Side glass exposed surface area	1541.3	1541.3	1541.3	1311.6	1311.6	1610.8	1610.8	1466.6	2970.6	2970.6	2970.6
Windshield glass exposed surface area	1365.0	1365.0	1365.0	1363.4	1363.4	1339.1	1339.1	1326.1	1365.0	1365.0	1365.0
Backlight glass exposed surface area	930.7	930.7	930.7	1115	1115	850	850	794.0	688.8	688.8	688.8
Total glass exposed surface area	3837.0	3837.0	3837.0	3790.0	3790.0	3799.9	3799.9	3586.7	5024.4	5024.4	5025.4

*Additional 9.1 cu. ft. on 6-Passenger wagons, and 5.4 cu. ft. on dual-facing rear seat wagons for storage under load floor.
(1.2 cu. ft. optional lockable storage in left rear quarter.)

FORD COLOR AND TRIM SELECTIONS

Charts shown reflect the color and trim combinations. Exterior colors and codes are in the first chart and the trim combinations follow. Colors and codes referenced are the same as those shown in your Color and Trim Book.

EXTERIOR COLORS AND CODES			
Color	Code	Color	Code
Light Gray Metallic	1A	Dark Green Metallic	4Q
Black	1C	Medium Brown Metallic	5H
Red	2E	Yellow	6D
Maroon	2J	Gray Gold Metallic	6J
Light Blue	3B	White	9A
Medium Blue Metallic	3D	Ivy Glow	4C*
Bright Green Gold Metallic	4B	Ginger Glow	5J*
Medium Green Metallic	4P	Gold Glow	6F*

* Extra cost Color Glow Paint

CUSTOM AND CUSTOM RANCH WAGON			
ALL VINYL BENCH			
Interior Trims		Exterior Color Availability Codes	
Color	Code		
Black	NA	All	
Medium Blue	NB	1C, 9A, 3D, 3B	
Medium Green S.W. only	NR*	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 4C	
Gray Gold	NY*	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 5J, 6F	

*Ranch Wagon Only

*Custom Only

CUSTOM 500			
CLOTH AND VINYL BENCH			
Interior Trims		Exterior Color Availability Codes	
Color	Code		
Black	HA	All	
Medium Blue	HB	1C, 9A, 3D, 3B	
Medium Green	HC	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 5J, 4C	
Gray Gold	HY	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 6F	

CUSTOM 500 RANCH WAGONS			
ALL VINYL BENCH			
Interior Trims		Exterior Color Availability Codes	
Color	Code		
Black	JA	All	
Medium Blue	JB	1C, 9A, 3D, 3B	
Medium Ginger	JF	1C, 9A, 5H, 6B, 6D, 5J, 4C	
Medium Green	JR	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 4C	

GALAXIE 500			
CLOTH AND VINYL BENCH			
Interior Trims		Exterior Color Availability Codes	
Color	Code		
Black	KA	All	
Medium Blue	KB	1C, 9A, 3D, 3B	
Medium Ginger	KF	1C, 9A, 5H, 6B, 6D, 4C, 5J	
Medium Green	KR	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 4C	
Gray Gold	KY	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 6F	

GALAXIE 500		
ALL VINYL BENCH—OPTION		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	WA	All
Medium Blue	WB	1C, 9A, 3D, 3B
Dark Red	WD	1C, 9A, 2E, 2J
Medium Ginger	WF	1C, 9A, 5H, 6B, 6D, 5J, 4C
Medium Green	WR	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 4C
Gray Gold	WY	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 6F
White (w/black)*	WW*	

*White trim with various black components

*65F Only

GALAXIE 500 COUNTRY SEDAN		
ALL VINYL BENCH		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	WA	All
Medium Blue	WB	1C, 9A, 3D, 3B
Dark Red	WD	1C, 9A, 2E, 2J
Ginger	WF	1C, 9A, 5H, 6B, 6D, 5J
Medium Green	WR	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 4C

COUNTRY SEDAN & COUNTRY SQUIRE		
BLACK WATCH PLAID CLOTH AND VINYL BENCH—OPTION		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black (Country Sedan)	RA	All
Black (Country Squire)	VA	All

LTD		
ALL VINYL BENCH—OPTION		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	FA	All
Medium Blue	FB	1C, 9H, 3D, 3B
Dark Red	FD	1C, 9A, 2E, 2J
Ginger	FF	1C, 9A, 5H, 6B, 6D
Medium Green	FR	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 4C
Gray Gold	FY	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 6F
White (w/black)*	FW	All

*White trim with various black components.

LTD		
CLOTH AND VINYL BENCH		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	DA	All
Medium Blue	DB	1C, 9A, 3D, 3B
Dark Red	DD	1C, 9A, 2E, 2J
Ginger	DF	1C, 9A, 5H, 6B, 6D
Medium Green	DR	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 4C
Gray Gold	DY	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 6F

FORD COLOR AND TRIM SELECTIONS

LTD BROUGHAM

CLOTH AND VINYL HI BACK BENCH

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	ZA	All
Medium Blue	ZB	1C, 9A, 3D, 3B
Dark Red	ZD	1C, 9A, 2E, 2J
Medium Green	ZR	1C, 9A, 4Q, 4P, 4B, 6D, 6J
Gray Gold	ZY	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 6F
Dark Tobacco	ZZ	1C, 9A, 3H, 6B, 6D, 5J, 4C

LTD CONVERTIBLE & COUNTRY SQUIRE

ALL VINYL BENCH

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	FA	All
Medium Blue	FB	1C, 9A, 3D, 3B
Dark Red	FD	1C, 9A, 2E, 2J
Ginger (S.W. Only)	FF	1C, 9A, 5H, 6B, 6D
Medium Green	FR	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 4C
White (w/black)*	FW†	All

*White trim with various black components.

†Convertible Only.

LTD BROUGHAM

CLOTH AND VINYL HI BACK SPLIT BENCH—OPTION

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	EA	All
Medium Blue	EB	1C, 9A, 3D, 3B
Dark Red	ED	1C, 9A, 2E, 2J
Medium Green	ER	1C, 9A, 4Q, 4P, 4B, 6D, 6J
Gray Gold	EY	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 6F
Dark Tobacco	EZ	1C, 9A, 5H, 6B, 6D, 5J, 4C

FORD VINYL ROOFS

Roof Color	Code	Exterior	Interior*
White	01	All	All
Dark Blue	02	All	All
	03	3B, 3D,	A, W, B
		9A	B
Dark Green	05	4B, 4P, 4Q	A, W, R, Y
		5A, 6J,	R, Y
		5A	R
Brown	07	5H	A, W, F, Z
		9A, 5A, 6B, 6D	F, Z
Ginger	0W†	9A, 5A, 6D,	A, R, F
		5H, 6B	A, F
		4B, 4Q	A, R
		6J	A

*Country Squire Only.

*A—Black, W—White, B—Blue, R—Green,

Y—Light Gray Gold

COUNTRY SQUIRE

KNITTED VINYL—OPTION

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	BA	All
Medium Blue	BB	1C, 9A, 3D, 3B
Ginger	BF	1C, 9A, 5H, 6B, 6D
Medium Green	BR	1C, 9A, 4Q, 4P, 4B, 6D, 6J, 4C

TWO TONE PAINT

Two Tone Paint combinations are available on all models except Convertibles or the Country Squire.

Roof Color	Exterior Availability
Black	9A
White	1C
Black or White	2E, 2J, 3D, 3B, 4Q, 4P, 4B, 5H, 6B, 6D, 6J, 4C, 5J, 6F

DUAL PAINT STRIPE**

Color		Code		Color		Code		
Black		A		Silver		P		
Blue		B		Yellow		V		
Red		D						
INTERIOR TRIM								
EXTERIOR COLOR	Black	White	Dk. Red	Med. Blue	Med. Green	Gray Gold	Ginger	Tobacco
1A Lt. Gray Met.	A	A	D	A	—	—	—	—
1C Black	P	P	D	P	V	V	V	V
9A White	A	A	D	B	A	A	D	A
2E Red	P	P	P	—	—	—	—	—
2J Maroon	P	P	D	—	—	—	—	—
3D Med. Blue Met.	A	A	—	A	—	—	—	—
3B Lt. Blue	B	B	—	B	—	—	—	—
4Q Dk. Green Met.	P	P	—	—	V	V	—	—
4P Med. Green Met.	A	A	—	—	A	A	—	—
4B Brt. Green Gold Met.	A	A	—	—	V	V	—	—
4C* Ivy Glow	P	P	—	—	V	V	—	—
5H Med. Brown Met.	V	V	—	—	—	—	V	V
6D Yellow	A	A	—	—	A	A	A	A
6F* Gold Glow	A	A	—	—	—	—	A	A
6J Gray Gold Met.	A	A	—	—	A	A	—	—
5F* Ginger Glow	V	V	—	—	—	—	V	V

*RPO.

**Available All Models Except Country Squire.

FORD COLOR AND TRIM GUIDE

EXTERIOR COLORS



1A Lt. Gray Met.



1C Black



2E Red



2J Maroon



3B Lt. Blue



3D Med. Blue Met.



4B Brt. Green Gold Met.



4P Med. Green Met.



4D Dk. Green Met.



5H Med. Brown Met.



6G Yellow



6J Gray Gold Met.



8A White



4C Ivy Glow
(RPO)



5J Ginger Glow
(RPO)



6F Gold Glow
(RPO)

FORD COLOR AND TRIM GUIDE

INTERIORS

VINYL (STD.) Country Sedan Wagon/Country Squire Wagon/Convertible⁽¹⁾
(OPT.) Galaxie 500—4 Dr. Sedan/2 Dr.⁽²⁾ & 4 Dr. H/Top
LTD—4 Dr. Pillared H/Top/2 Dr.⁽²⁾ & 4 Dr. H/Top



Med. Blue

Black

Dr. Red

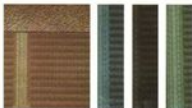
Ginger*

Med. Green

Lt. Gray Gold*

* Not available on Convertible or Wagons. ⁽¹⁾ Available in White w/Black not illustrated.

VINYL (STD.) Custom 500 Ranch Wagon



Ginger

Med. Blue

Black

Med. Green

CLOTH & VINYL (STD.) LTD—2 Dr. & 4 Dr. H/Top
4 Dr. Pillared H/Top



Ginger

Med. Blue

Dr. Red

Black

Med. Green

Lt. Gray Gold

LUXURY BROUGHAM KNITTED VINYL (OPT.) Country Squire Wagon



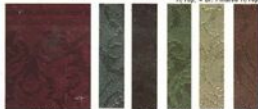
Med. Green

Med. Blue

Ginger

Black

CLOTH & VINYL (STD. HI-Back Bench)—LTD Brougham 2 Dr. & 4 Dr. H/Top
4 Dr. Pillared H/Top
(OPT. HI-Back Split Bench)—LTD Brougham 2 Dr. & 4 Dr.
H/Top; 4 Dr. Pillared H/Top



Dr. Red

Med. Blue

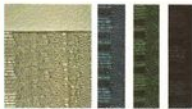
Black

Med. Green

Lt. Gray Gold

Tobacco

CLOTH & VINYL (STD.) Custom 500 4 Dr. Sedan



Lt. Gray Gold

Med. Blue

Med. Green

Black

CLOTH & VINYL (STD.) Galaxie 500
2 Dr. & 4 Dr. H/Top
4 Dr. Sedan



Med. Blue

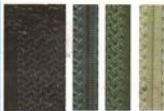
Black

Ginger

Med. Green

Lt. Gray Gold

VINYL (STD.) Custom 4 Dr. Sedan*
Custom Ranch Wagon**



Black

Med. Blue

Med. Green

Lt. Gray Gold

PLAID CLOTH & VINYL (OPT.) Country Sedan Wagon & Country Squire Wagon



Black

* Med. Green not available.
** Lt. Gray Gold not available.

TORINO INDEX

1972 TORINO MODELS

Complete Model Line Up.....	2
TORINO.....	5
GRAN TORINO.....	6
GRAN TORINO SPORT.....	7
TORINO STATION WAGON.....	8-9
GRAN TORINO STATION WAGON.....	9
GRAN TORINO SQUIRE WAGON.....	10

BODY FEATURES

BODY CONSTRUCTION.....	15
BODY INSULATION.....	16
Body Sealing Material.....	17
BUMPER JACK SYSTEM.....	20
DOORS.....	18
DOOR HANDLES AND ARMRESTS.....	18
FUSE PANEL.....	20
GRILLE.....	17
Heating.....	20
Hood.....	17
INSTRUMENT PANEL.....	19
Lighting.....	17-18
LUGGAGE COMPARTMENT.....	17
Rust Prevention.....	15
SEATS.....	19
SEAT BELT REMINDER SYSTEM.....	20
SIDE IMPACT PROTECTION.....	15
Six Step Paint Process.....	16
STATION WAGONS.....	8-10
Uni-Lock Safety Harness.....	20
VENTILATION.....	20
WINDOWS.....	18
Windshield Wipers.....	18

CHASSIS FEATURES

BRAKE SYSTEM.....	14
FRAME.....	12
FRONT DISC/REAR DRUM BRAKES.....	14
FRONT SUSPENSION.....	13
STEERING COLUMN.....	12
Manual Steering.....	12
POWER BRAKES.....	14
POWER STEERING.....	13
REAR SUSPENSION.....	13
SUSPENSION SPECIFICATIONS.....	14
Tires.....	13
Wheels.....	13
COLOR AND TRIM.....	29-30

MARKET DATA..... 3

OPTIONS

Complete Listing.....	25-26
AM RADIO.....	23
AM/FM RADIO.....	23
BROUGHAM INTERIOR TRIM GROUP.....	22
BUMPER GUARDS.....	22
COLOR-GLOW PAINTS.....	23
DOOR EDGE GUARDS.....	21
Floor Shifts.....	24
Four-Speed Transmission.....	21
HIGH BACK BUCKET SEATS.....	22
INSTRUMENTATION GROUP.....	22
Intermittent Windshield Wipers.....	22
Laser Tape Stripe.....	23
POWER DOOR LOCKS.....	21
RALLYE EQUIPMENT GROUP.....	23
RAM AIR HOOD SCOOPS.....	21
REAR WINDOW ELECTRIC DEFROST.....	21
SelectAire Air Conditioner.....	22
SIX-WAY POWER BENCH SEATS.....	21
SPECIAL SEAT TRIMS.....	22
Traction-Lok Differential.....	21
TRAILER TOWING PACKAGES.....	23
Vinyl Roof.....	23
VISIBILITY GROUP.....	23
WHEEL COVERS.....	23-24
400 CID 2V 8-CYLINDER.....	21

PERFORMANCE.....	24
ENGINES.....	24
MANEUVERABILITY.....	24
TRANSMISSIONS.....	24

POWER TEAMS.....	27
------------------	----

PRODUCT HIGHLIGHTS.....	4
-------------------------	---

SPECIFICATIONS

BODY DIMENSIONS.....	28
BRAKE SPECIFICATIONS CHART.....	27
POWER TEAM SELECTIONS CHART.....	27
STEERING SPECIFICATIONS.....	27
TIRE AVAILABILITY CHART.....	26
WHEEL SPECIFICATIONS.....	26

STANDARD EQUIPMENT.....	11
-------------------------	----

STATION WAGON FEATURES.....	8
-----------------------------	---

NOTE: New features in bold-face type.

TORINO 9 MODELS

FOUR-DOOR PILLARED HARDTOPS (2)

	Sales Code No.	Body Code No.
Torino	27	53B
Gran Torino	31	53D



Gran Torino

TWO-DOOR FORMAL HARDTOPS (3)

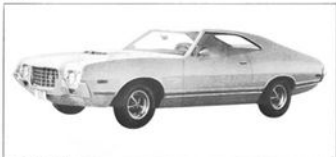
	Sales Code No.	Body Code No.
Torino	25	65B
Gran Torino	30	65D
Gran Torino Sport	38	65H



Torino

TWO-DOOR SPORTSROOF HARDTOP (1)

	Sales Code No.	Body Code No.
Gran Torino Sport	35	63H



Gran Torino Sport

STATION WAGONS (3)

	Sales Code No.	Body Code No.
Torino	40	71B
Gran Torino	42	71D
Gran Torino Squire	43	71K



Gran Torino Squire

THE TORINO MARKET



Gran Torino

The 1972 Torino is the most changed car in the intermediate market according to information now available. It sports new styling, new ride and handling, new engineering and new options. Its LTD-like quiet ride and tough new four-link "Stabil" rear suspension system place Torino in a class by itself by giving it big car ride and comfort at intermediate car prices.

For the first time, Torino will be of body/frame construction with two wheelbase sizes. All Torino two-door hardtops will be built on a shorter 114" wheelbase for a more sporty appearance, greater maneuverability and easier handling. All four-door pillared hardtops and wagons will be on a longer 118" wheelbase for greater interior roominess and a bigger, more comfortable ride.

The intermediate segment can be divided into three general markets — the two-door hardtops, the sedans and the station wagons. In 1972, Torino is designed to compete effectively in all of these market segments.

HARDTOPS — The intermediate market is dominated by hardtop buyers. For the total industry, over 70% of all intermediate sales are in the two-door hardtop body type. Major competition sells almost 75% of its mix in two-door hardtops while Torino's mix is slightly over 55%. The 1972 Torino series has four 2-door hardtop models — the standard Torino, Gran Torino, Gran Torino Sport-Formal and Gran Torino-SportsRoof — to compete in this hot selling 2-door hardtop intermediate market. Almost every purchase motivation, whether it be price, utility, luxury or performance, can be satisfied with one of these four vehicles. And all of them have Torino's outstanding styling and handling pluses.

SEDANS — In 1972, Torino series sedans will be constructed for the first time in the popular and stylish 4-door pillared hardtop models, first introduced on the full sized Ford in 1971. These models, which are equipped with frameless, ventless window glass, appeal to those buyers who want the sporty styling of a hardtop but also prefer the sturdy strength of a sedan. There are no comparable models offered by any other manufacturer in the intermediate segment to our knowledge.

Traditionally, Torino 4-door sedans have done well in the

market. These well-constructed cars have always had great appeal to older owners who are primarily interested in good value and who need or want the extra room and convenience a four-door model offers. 1972 models, which are offered in both the standard Torino and the Gran Torino series, will continue this established practice. Ford salesmen out-sold all competitive intermediate 4-door models last year and since Torino will be all-new in 1972, and competing against probably unchanged competition, this sales advantage should be maintained and expanded.

STATION WAGONS — The third major market of the intermediate segment is the station wagon market. In 1972, the segment leading Torino wagons will come in three models — the standard Torino, the Gran Torino and the beautiful Gran Torino Squire. All of the features which have made Ford the "Wagonmaster" of the industry have been incorporated into the big new 1972 Torino wagons. The rear load space has been expanded to handle a full 4 x 8 foot sheet of paneling, lying flat with the tailgate open and the 3-way magic doorgate has been installed on all wagons. In addition, your customers, who purchase these wagons because of the price and utility, will experience the stopping power of standard power front disc brakes on Squire models with manual disc brakes standard on all Torino and Gran Torino models. Any way you look at it, Torino wagons, more than ever, are the wagons in the intermediate market.

The longer, lower, wider 1972 Torino models, which will have highback bench seats, steel guard rail side impact protection and manual front disc brakes as standard, can also be personalized with a long list of comfort and convenience, performance and appearance options. Six-way power seats, two new special paints, highback bucket seats, numerous engine-transmission combinations and many trim options are just a few of the options which can be utilized to tailor the car to fit the customer. Finally, should your customer want the utmost in interior appointments and luxury styling, the new Brougham option package is available on all Gran Torino series hardtops and sedans. With this option, it is obvious what the term "LTD-like" means. Torino 1972 — the mid-size car that got the message!



Gran Torino Sport

1972 TORINO PRODUCT HIGHLIGHTS

NEW CAR LINE FROM THE GROUND UP

For 1972, Torino introduces an outstanding departure from former designs. It starts with a rugged, all-new "big-car" body/frame construction which extends throughout Torino's striking lineup of cars and wagons for '72. The new frame has "torque-box" design, which virtually isolates passengers from road shocks, and includes an "S"-shaped energy-absorbing front configuration for extra safety.

Mounted on the frames are Torino's all new, rugged bodies which are built to last longer and are better insulated than ever before. A new front suspension along with a new four-link "Stabil" rear suspension which has coil springs and shock absorbers that are computer-selected in tune with the new body/frame construction. This new over-all design provides an exceptionally smooth, quiet, stable ride.

From the outside, Torino's "big-car" look features new, contemporary styling with a rakish, 60 degree windshield slant. Two door models have a shorter 114" wheelbase and wider treads for a sporty "road-bugger" appearance. Four door models have a longer 118" wheelbase and wider treads for "big-car" look, roominess and ride.

The attractive new grille on the Torino series is of dark argent, one-piece corrosion resistant ABS plastic with eggcrate motif and dual horizontal headlights.



All other models in the series are distinguished by a high series grille which has a light argent flattened oval design with bright leading edges. Bright headlamp doors and a distinctive hatch-type hood design further enhance the appearance of Gran Torino models.

The contemporary styling is further highlighted by frameless, ventless curved-side glass, recessed door handles and a host of other new exterior features.

Inside, new sculptured high back front bench seats are standard. The Torino series features attractive, durable all-vinyl seat trim and door panels . . . plush, deep-pleated vinyl seat trim, wall-to-wall color-keyed carpeting and other luxury features on higher models. The new performance-oriented instrument panel has modern, easy reading instruments and improved controls. Ford's famous DirectAir

ventilation is now standard on 4-door as well as 2-door models. The lockable, energy-absorbing steering column has a new space-saving "mini" design plus a special coupling which helps insulate the steering wheel against road shocks. Manual front disc brakes of an improved design are also standard on all sedans and hardtops for greater safety.

(See features pages for additional information.)

ALL NEW STATION WAGONS

In addition to the outstanding features of the new Torino car line, the all new Torino Station Wagons feature: More usable load space—48.2 inches between wheelhouses (5.6 inches wider than previous design), a new three-way Magic Doorgate which drops down as a tailgate or opens out like a door with the glass up or down, and standard power front disc brakes. New color-match simulated woodgrain paneling on the Squire model permits a hint of the body color to show through for added color harmony.



IMPORTANT NEW OPTIONS

The all new Torino is further complemented by a wide array of new or improved options for '72. New integral-type power steering provides more instant response to wheel movement. A new six-way power bench seat offers better, more convenient seat adjustment than former four-way option and an improved rear window electric defrost reduces the time required to clear the window of troublesome ice and snow. The new Brougham Interior Trim Group adds a new level of luxury to Gran Torino models. Knitted vinyl and sporty cloth trim also available on certain models. Convenient map lights have been added to Torino's Visibility Group for better interior lighting.

The new Rallye Equipment Group, which includes popular performance equipment, and the Instrumentation Group will appeal to driving and performance enthusiasts. A functional ram-air hood scoop on the Gran Torino and Gran Torino Sport models helps develop more power and a new 351 CID 4V V-8 and 400 CID 2V V-8 along with other power team advancements mean new and better performance for '72. The optional SelectShift Cruise-O-Matic has a larger capacity oil cooler for added protection under heavy loads.

Both AM and AM/FM radios have been miniaturized and improved in reliability and power. Two optional Color-Glow metallic paints—Ivy Glow and Gold Glow—have been added and a new Laser Tape Stripe is available on Gran Torino Sport and Gran Torino 2-door models. Two new optional trailer towing packages include equipment for medium duty (up to 3500 lbs.) and heavy duty (up to 6000 lbs.) trailer hauls. See options pages for additional information.

TORINO SERIES



MODELS

SALES
NUMBER

2-Door Hardtop—Formal Roof	25
4-Door Pillared Hardtop	27



MAJOR STANDARD FEATURES

EXTERIOR

- All new rugged body/frame construction with rakish contemporary styling.
- Shorter 114" wheelbase 2-door models with 263.7" overall length and wider tread for sporty, "road-hugger" look.
- Longer 118" wheelbase 4-door models with 267.7" overall length for "big car" look, roominess and ride.
- Attractive, dark argent, one-piece corrosion resistant ABS plastic grille with egg crate motif.
- Distinctive, dual horizontal headlights.
- Massive, wraparound chrome-plated front bumper—integral turn indicators and parking lights plus lower valance panel.
- Recessed door handles with one-step keyless locking.
- Rakish 40° windshield and bright reveal mouldings around windshield and rear window.
- Front and rear side marker lights.
- Frameless, ventless curved side glass.
- Bright drip and window mouldings.
- Bright "FORD" block letters on left front of hood.
- Bright "TORINO" block letters on front quarter panels and lower deck lid.
- Massive, wraparound chrome-plated rear bumper with integral horizontal taillamps and backup lamps . . . valance panel below.
- Bright stainless steel hub caps.

INTERIOR

- Comfortable high back front bench seats with seat back locks on folding seat backs.
- Attractive, durable all-vinyl seat trim with all-vinyl color-keyed door trim panels.
- Vinyl-coated color-keyed floor mats front and rear.
- Seat belts front and rear with Uni-Lock shoulder harness for driver and front seat passenger. Outboard front (and rear*) seat belts are self-adjusting with retractors.
- Front seat belt reminder system (*).
- Performance-oriented instrument panel with energy absorbing padding and modern, easy-reading instruments . . . textured metal lower instrument panel color-keyed to interior.
- Two-spoke energy absorbing steering wheel and energy absorbing locking "mini" steering column.
- Glove box with twist lock.
- Turn signals with lane-change feature.
- Dome light in center of roof.
- Day-night rear view mirror, vinyl backed and framed.
- Energy absorbing arm rests.
- Sun visor safety padded left and right.
- Suspended accelerator, clutch and brake pedals.



FUNCTIONAL

- Dependable, economical 250 CID 6-cylinder engine.(†)
- Three-speed, fully synchronized, manual transmission(†) with column shift.
- Manual front Disc Brakes.
- Self-adjusting brakes with dual master cylinder and warning light.
- Heater and defroster with 3-speed blower . . . illuminated controls.
- "DirectAire" ventilation system in all models.
- Steel "Guard Rails" side impact protection system and energy-absorbing "S" frame construction.
- Windshield wipers, two-speed electric with dual stream washers.
- E78 x 14 BSW belted bias-ply tires.
- Convenient pin and slot bumper jack system.

See page B-11 for a complete list of standard equipment.
(*), December, 1971 availability.

(†) 250 CID engine with three-speed manual transmission
N/A in California.

GRAN TORINO SERIES



MODELS

2-Door Hardtop—Formal Roof
4-Door Pillared Hardtop

SALES
NUMBER

30
31



MAJOR STANDARD FEATURES

EXTERIOR

In addition to or in place of features on the Torino Series:

- Longer 207.3" over-all length of 2-door.
- Longer 211.3" over-all length of 4-door.
- High series corrosion resistant ABS plastic grille with light argent flattened oval egg-crate design . . . bright leading edges framed with bright chrome-plated molding.
- Gran Torino ornament left of center on grille.
- Bright "FORD" block letters over center of grille.
- Bright headlamp doors at sides of grille.
- Distinctive hatch-type hood design.
- Bright wheelip mouldings.
- Attractive lower bodyside moulding.
- Bright "GRAN TORINO" block letters on front quarter panels and right rear deck lid.
- Ornamented deck lid lock cover.

INTERIOR

In addition to or in place of features on the Torino series:

- Plush, deep-pleated cloth and vinyl seat trim and "wall-to-wall" color-keyed carpeting.
- Rear arm rests.

FUNCTIONAL

The Gran Torino series shares many features with the Torino series. Mutual features include:

- Dependable, economical 250 CID 6-cylinder engine.
- Three-speed, fully synchronized, manual transmission with column shift.
- Manual front disc brakes.
- Self-adjusting brakes with dual master cylinder and warning light.
- Heater and defroster with 3-speed blower . . . illuminated controls.
- "DirectAir" ventilation system in all models.
- Steel "Guard Rails" side impact protection system and energy-absorbing "S" frame construction.



- E78 x 14 BSW belted bias-ply tires.
- Convenient pin and slot bumper jack system.
- Additional features on the Gran Torino include:
- Windshield wipers, concealed—two-speed electric with dual stream washers.

See page B-11 for a complete list of standard equipment.

GRAN TORINO SPORT SERIES



MODELS

- 2-Door Hardtop—Formal Roof
- 2-Door Hardtop—Sports Roof

SALES NUMBER
38
35



MAJOR STANDARD FEATURES

EXTERIOR

In addition to or in place of features on the Gran Torino series:

- Performance-styled Gran Torino Sport hood with integral hood scoop.
- Dual outside racing mirrors, color-keyed—left-hand remote control, right-hand manual control.
- Bright accented hub caps with trim rings.

INTERIOR

In addition to or in place of features on the Gran Torino series:

- Plush deep-horizontal pleated all vinyl trim.
- Attractive harmonizing door trim with molded-in arm rest.
- Deluxe two-spoke steering wheel with simulated woodtone applique.
- Bright rimmed pedal pads.

FUNCTIONAL

In addition to or in place of features on the Gran Torino series:

- Powerful 302 CID 2V V-8 engine.
- E70 x 14 wide oval belted WSW tires with 6" wide rim wheels. (†)

See page B-11 for a complete list of standard equipment.

(†) Minimum on 2-door with 302 engine. See Tire Availability, page B-26.



TORINO STATION WAGONS

OUTSTANDING DESIGN

Torino Wagons for 1972 will incorporate many of the advanced design characteristics of the sedans and hardtops. These features, such as, new body/frame construction, new front & rear suspension, a longer 118 in. wheelbase with wider front and rear treads, high styled ventless frameless door glass, and other outstanding features, provide greater safety, stability, riding comfort and long lasting value than ever before. The all new design also includes a big 48.2 inch loadspace between wheelhouses. This is 5.6 inches wider than previously and permits carrying wide commodities such as 4 x 8 ft. sheets of building materials. Other "big-wagon" features that make Torino the largest selling, most popular wagon on the intermediate market are described below. Also see Torino options availability on Page B-25-26.



THREE-WAY MAGIC DOORGATE

Big news on all Torino wagons for '72 is the addition of Three-Way Magic Doorgate. Made famous on the full-size Ford Wagon, the Magic Doorgate folds down like a tailgate or swings open like a door. When used as a door, the glass can be up or down. A safety interlock system requires that the glass be lowered before the door can be used as a tailgate and a safety lock button prevents accidental opening of the doorgate. When the button is depressed, the door can be opened only with the key or the optional power tailgate lock button, which is operated by a button on the driver's door. A power-operated tailgate window is optional on all models.

On all wagons, one easy motion folds the second seat into the floor to provide an 87.3-inch long floor area with the tailgate up.

All load floor panels, including the second seat back, are coated with a special vinyl base paint that resists scuffing and scratching.

An optional rear-facing third seat provides seating for two additional passengers.

POWER FRONT DISC BRAKES

For 1972, power brakes are standard on the Torino Squire station wagon series. Front disc brakes and flared drum rear brakes are proportioned in their application for easier braking and safer, more carefree driving.



UNDER FLOOR STORAGE COMPARTMENT

All Torino wagons include an extra storage compartment hidden beneath the load floor. This handy compartment is lockable and provides an additional 8.1 cubic feet of storage space.

SQUIRE COLOR-MATCH WOODGRAIN

The exterior appearance of the 1972 Gran Torino Squire is made further attractive by a new "Color-Match" type simulated woodgrain paneling. Applied to the body-side and tailgate after paint, the semi-transparent quality of the applique permits a hint of body color to show through the woodgrain for a harmonious two-tone effect.

NEW INTERIOR TRIMS

1972 Torino Station Wagons are trimmed in handsome long wearing vinyl. Cushions are faced with a single panel and the backs have two panels with the horizontal seam slightly above the midpoint. The smartly styled door trim panels are in matching material. Three attractive trim colors are available to harmonize with the exterior color—black, medium blue and medium green.

The standard trim in the Gran Torino Wagon is a deep pleated design in all Ruffino Vinyl. The door trim panels are padded and paneled to harmonize. A Gran Torino name plate is mounted in the upper center panel of the front doors.

The top of the line Squire is trimmed in upholsterer's quality all vinyl material with an attractive horizontal pleating on the seat backs that continues into the cushion area forming a box pleat design. The door panels are also box pleated and padded to match. A Squire escutcheon plate is centered in the upper door panel.

Both the Gran Torino and the Gran Torino Squire station wagon trims are offered in a choice of black, medium blue, medium green and ginger to harmonize with the choice of exterior color.

Luxurious breathable knitted vinyl upholstery is offered as an option on the two high series wagons.



DELUXE LUGGAGE RACK OPTION

Torino's deluxe luggage rack features wide, strong, steel side rails highlighted by a glass bead texture finish. The rear cross bar, which is fully adjustable, is attached by brackets to slots in the side rails, it can be moved forward and locked in position when less than full loads are carried. The deluxe rack includes a built-in air deflector with glass bead finish which directs an air stream over the rear window to help prevent the accumulation of dirt deposits.

TORINO AND GRAN TORINO STATION WAGONS



MODELS

Torino 4-Door
Gran Torino 4-Door

SALES
NUMBER
40
42

MAJOR STANDARD FEATURES

TORINO WAGON

In addition to or in place of features on the Torino 4-Door Pillared Hardtop.

EXTERIOR

- Long 211.5" overall length—2.5" longer than the 1971 Torino Wagon.
- Bright "FORD" block letters over left headlights.
- Bright drip mouldings.
- Bright quarter window and tailgate window mouldings.
- Bright "TORINO" block letters on lower right corner of tailgate.
- Vertical taillamp design with integral backup lights.

INTERIOR

- Extra wide 48.2" loadspace between wheelhousings.
- Fold-down second seat for a long load floor length of 87.3" with tailgate up . . . 109.6" with tailgate down . . . 83.3 cubic feet cargo volume.
- Load floor and back of second seat is painted with long wearing vinyl impregnated paint, color-keyed to the interior.
- Lockable storage compartment under load floor adds 8.1 cubic feet of storage space.

FUNCTIONAL

- Three-way "Magic Doorgate"—opens horizontally like a door with window up or down . . . or swings down like an ordinary tailgate.
- Manual roll-down tailgate window.
- Manual front disc brakes now standard.
- G78 x 14 BSW bias-ply tires.

See page B-11 for a complete list of standard equipment.



GRAN TORINO WAGON

In addition to or in place of features on the Torino Wagon, the Gran Torino offers:

EXTERIOR

- High series corrosion resistant ABS plastic grille with light argent flattened oval egg-crate design . . . bright leading edges framed with bright chrome-plated moulding.
- Over 6 inches longer than '71 model.
- Gran Torino ornament left of center on Grille.
- Bright "FORD" block letters over center of Grille.
- Bright headlamp doors at side of Grille.
- Distinctive hatch-type hood design.
- Concealed windshield wipers.
- Bright wheelip mouldings.

INTERIOR

- Plush, deep-pleated vinyl seat trim and "wall-to-wall" color-keyed carpeting.
- Front and rear arm rests.

FUNCTIONAL

- Additional sound deadening and insulating material (See page B-16).



TORINO



GRAN TORINO

GRAN TORINO SQUIRE STATION WAGON



MODEL

Gran Torino Squire 4-Door

SALES
NUMBER

43

MAJOR STANDARD FEATURES

GRAN TORINO SQUIRE WAGON

In addition to or in place of features on the Gran Torino Wagon, the Gran Torino Squire offers:



EXTERIOR

- "Color-Match" type woodgrain paneling applique on bodyside and tailgate.
- Simulated lined oak woodgrain vinyl-clad aluminum side rails frame "Color-Match" paneling.
- Bright "GRAN TORINO SQUIRE" letters on front quarter panels.
- Full wheel covers.

INTERIOR

- Luxurious vinyl seat trim . . . color coordinated door panel trim features simulated woodtone applique.
- Deluxe two-spoke steering wheel with simulated woodtone applique.
- Simulated woodtone applique on instrument panel.



FUNCTIONAL

- Powerful 302 CID V-8 engine.
 - Power front disc brakes.
 - Dual-note horn.
- See page B-11 for a complete line of standard equipment.



TORINO STANDARD EQUIPMENT

In addition to the standard features listed, Torino also includes as standard equipment the many Ford Lifeguard Design Safety Features listed on page 8.						
EXTERIOR	Torino	Gran Torino	Gran Torino Sport	Torino Wagon	Gran Torino Wagon	Gran Torino Squire Wagon
CONCEALED WINDSHIELD WIPERS	—	X	X	—	X	X
GLASS , tinted backlite (SportsRoof)	—	—	X	—	—	—
HOOD , counterbalanced, front opening	X	X	X	X	X	X
Base hood	X	—	—	X	—	—
Hatchback Panel	—	X	X	—	X	X
Gran Torino Sport hood with scoop	—	—	X	—	—	—
LIGHTS : Backup, parking, dual headlights, front and rear side marker	X	X	X	X	X	X
TAILLIGHTS : Horizontal section with backups inboard	X	X	X	—	—	—
Vertical with backup lights in lower section	—	—	—	X	X	X
MOULDINGS : Bright drip mouldings	X	X	X	X	X	X
Bright lower body side mouldings with black fill and quarter panel extensions	—	X	X	—	X	—
Wheel lip mouldings	—	X	X	—	X	—
Rear window bright reveal mouldings	X	X	X	X	X	X
Windshield reveal mouldings	X	X	X	X	X	X
MIRROR , outside (left hand)	X	X	—	X	X	X
outside, dual racing, L. H. remote control	—	—	X	—	—	—
ORNAMENTATION : "FORD" block letters, front, left of hood	X	—	—	X	—	—
"FORD" block letters, front over center of grille	—	X	X	—	X	X
"TORINO" block letters on RH deck lid and front quarter panels	X	—	—	—	—	—
"GRAN TORINO" block letters on RH deck lid and front quarter panels	—	X	—	—	—	—
"GRAN TORINO SPORT" block letters on front quarter panels, "GRAN TORINO" on RH deck lid	—	—	X	—	—	—
"TORINO" block letters lower right tailgate and front quarter panels	—	—	—	X	—	—
"GRAN TORINO" block letters lower right tailgate and front quarter panels	—	—	—	—	X	—
"GRAN TORINO SQUIRE" bright letters on front quarter panels, "GRAN TORINO" on lower right doorplate	—	—	—	—	—	X
GRILLE : Plastic-argent painted-bright edges	X	—	—	X	—	—
Plastic-argent—egg crate design, flat oval	—	X	X	—	X	X
Identification ornament	—	X	X	—	X	—
HUB CAPS , stainless steel	X	X	—	X	X	—
HUB CAPS AND TRIM RINGS	—	—	X	—	—	—
SIMULATED WOODGRAIN TRIM ON TAILGATE AND BODY SIDES	—	—	—	—	—	X
VENTLESS DOOR GLASS	X	X	X	X	X	X
WHEEL COVERS , full	—	—	—	—	—	X
INTERIOR						
ARMRESTS : Energy absorbing, front and rear on 4-door models	X	X	X	X	X	X
ASH TRAY , front (not lighted)	X	X	X	X	X	X
CIGARETTE LIGHTER : In instrument panel	—	X	X	—	X	X
COURTESY LIGHTS : Center of roof	X	X	X	X	X	X
DOOR HANDLES , inside: Safety design	X	X	X	X	X	X
Outside: Recessed	X	X	X	X	X	X
DOOR LATCHES : Safety-Yoke type	X	X	X	X	X	X
FLOOR COVERING : Vinyl-coated rubber mat, color-keyed	X	—	—	X	—	—
Carpet, color-keyed	—	X	X	—	X	X
GLOVE BOX WITH LOCK	X	X	X	X	X	X
HEAD RESTRAINTS —High Back Seats—front	X	X	X	X	X	X
INSTRUMENT PANEL : Energy absorbing structure, full crash pad, printed instrument cluster circuitry	X	X	X	X	X	X
LOCKABLE STEERING COLUMN	X	X	X	X	X	X
MIRROR , inside DAY/NITE REARVIEW	X	X	X	X	X	X
SCUFF PLATES , aluminum	X	X	X	X	X	X
SEAT BACK LOCKS (all folding seats)	X	X	X	X(a)	X(a)	X(a)
SEAT BELTS : Front & rear lap including center passenger	X	X	X	X	X	X
SHOULDER HARNESS : Front driver & outboard passenger	X	X	X	X	X	X
STEERING WHEEL , 2-spoke, energy absorbing, oval design	X	X	X	X	X	X
STORAGE COMPARTMENT —Below floor with lock	X	X	X	X	X	X
SUN VISORS , padded	X	X	X	X	X	X
SUSPENDED ACCELERATOR clutch and brake pedals	X	X	X	X	X	X
TURN SIGNALS WITH LANE-CHANGE FEATURE	X	X	X	X	X	X
(a) Rear folding seats on station wagons.						
FUNCTIONAL						
BRAKES : Dual master brake cylinder w/warning light, self-adjusting	X	X	X	X	X	X
Foot-applied emergency brake, hand released	X	X	X	X	X	X
Manual front disc brakes	X	X	X	X	X	—
Power front disc brakes	—	—	—	—	—	X
ENGINE —250 CID V-6	X	X	—	X	X	—
302 CID V-8	—	—	X	—	—	X
HAZARD WARNING FLASHER : Switch on steering column	X	X	X	X	X	X
DIRECT AIR VENTILATION	X	X	X	X	X	X
HEATER , blower type, 3-speed blower	X	X	X	X	X	X
KEYS : Reversible type and keyless door locking	X	X	X	X	X	X
MUFFLER , aluminum & stainless components	X	X	X	X	X	X
TAILGATE , wagons Magic Doorplate: Counterbalanced, three way	—	—	—	X	X	X
TRANSMISSION —3-Speed manual	X	X	X	X	X	X
WINDSHIELD WIPERS , two-speed electric with dual stream washers	X	X	X	X	X	X
DUAL NOTE HORN	X	—	—	—	—	X

TORINO FEATURES

CHASSIS FEATURES



FRAME

The new Torino torque box frame has been designed to complement the new bodies and virtually isolate passengers from road shocks, thereby providing a smooth, comfortable ride. This marks the first use of body/frame construction for the intermediate series.

A major safety feature of the frame is the "S" shape of the front frame rails. This is the same energy-absorbing configuration pioneered in the standard sized Ford frame. Features of the design are:

Reinforced outer frame bracing from the front spring pockets rearward to localize the front rail collapse forward of the steering gear and front body mounts.

Reinforced front torque boxes to further localize energy absorption.

The rear engine support crossmember is mounted in rubber to isolate the transmission and drive line.

A rugged number four cross member contains the spring pocket for the coil springs, the mounting holes for the shock absorbers and mounting anchors for the upper two trailing arms.

A special feature of the frame is the reinforcing of the side rail at the torque box area to anchor the lower trailing arms resulting in an exceptionally durable construction. This frame construction makes the Torino especially suitable for towing service should it be required.

STEERING COLUMN

A new "mini" steering column of a shorter design has been developed for the 1972 Torino. The column assembly does not extend through the dash panel. The steering shaft is connected to a universal joint and extends through the dash to a special insulator coupling at the steering gear. Because the steering column shaft is not connected directly to the

steering gear, the possibility of steering wheel shake and vibration from the frame and steering linkage is reduced.

Torinos with manual transmissions and automatic transmissions with floor mounted shift levers have a locking mechanism mounted in the steering column. This consists of the ignition switch, which is convenient to the driver's right hand, and a locking button, which is convenient to the left hand. The ignition switch has five positions: Accessory . . . Lock . . . Off . . . On . . . Start in that sequence. To lock the column press the button and turn the key to lock. Only in this circumstance can the key be removed. To unlock the steering column and ignition merely insert the key and rotate the ignition switch to the desired position. The locking button will pop out automatically. Because both hands are required, this design virtually eliminates the possibility of accidentally locking the steering column with the vehicle in motion. Torinos with column mounted shift lever and automatic transmissions do not have the lock button since the lever must be in park position to lock the ignition and the park position automatically locks the transmission as well as the column.

MANUAL STEERING

Torino's manual steering system is a parallelogram linkage type with a cross-link and idler arm. This system offers more positive vehicle control under all driving conditions with a minimum of steering effort. Features of the steering system include:

The cross-link bar is positioned to improve directional stability and eliminate oversteer.

The steering shaft control assembly is driven on recirculating ball bearings in a closed guide tube to reduce friction.

The "Magic-Circle" steering gear is filled with a lifetime lubricant which, under normal circumstances, never needs changing. (See page B-27 for steering specifications.)

TORINO FEATURES

POWER STEERING

Ford's power steering with power applied directly to the "Magic Circle" gear is available in the Torino series for the first time in the '72 models. This is the same system used in the Thunderbird carline.

Ford Motor Company's "Better Idea" power steering pump with "fluidic control" is also a feature of the Torino power steering system. Other features of this power steering system include:

An integral control valve and steering gear design provides instant response to wheel movement. A built-in low-restriction control valve allows the wheels to quickly return to center position after making a turn.

A torsion bar element in the steering shaft provides driver "feel" of the road.

A 21.7 to 1 overall steering ratio provides responsive handling with light steering effort.

Lock-to-Lock steering of $3\frac{1}{2}$ turns . . . 28% faster than manual steering.

(See page B-27 for steering specifications.)

WHEELS

All Torino wheels are of stamped steel construction with a ventilated disc welded to a safety-type rim.

Five large retaining nuts plus a centering pilot automatically center the wheel on the hub.

TIRES

The standard tire on all 1972 Torino models is a belted bias-ply .78 aspect ratio design. This type of tire design features a low profile and provides improved vehicle braking, traction, cornering and long tread life. Outlined below are some of the principal benefits of this tire design:

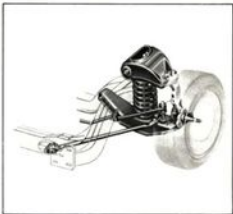
Longer wear . . . the tires have a broader "foot-print" on the road and the tread is backed up by belts, it doesn't squirm. (The tread rolls like a belt decreasing internal and surface friction.)

Improved traction and cornering . . . the belts hold the tread flat on the road and provide support to the sidewalls under normal driving conditions.

See "Tire Availability" chart page B-26.

FRONT SUSPENSION

For 1972 Torino features a departure from the high coil spring designs used in the past. The new suspension continues to be a short and long arm type but with the coil springs mounted on the lower arm. This clears the engine compartment of space robbing spring towers. The "36,000 mile lub." ball joints are continued. Springs and shock absorbers are computer tuned to match the weight/ride requirements of each application depending on the car model, engine selection and optional equipment. Front suspension features include:



Left and right drag struts stabilize the lower arms and are attached to the frame through rubber bushings to eliminate metal-to-metal contact. The compliant rubber bushings reduce the amount of vibration and noise transmitted to the passenger area and allow the wheels to move slightly toward the rear when hitting a bump. This controlled rear movement soaks up part of the initial road shock before it reaches the passenger area.

A link-type, rubber-bushed stabilizer bar connects the right- and left-hand lower suspension arms to help prevent excessive lean when cornering.



REAR SUSPENSION

Torino for 1972 uses a new four-link "Stabil" rear suspension system which improves stability of the car in either loaded or unloaded conditions. The coil springs, as in the front suspension, are computer selected to help provide an exceptionally smooth ride. Features of the system include:

Four longitudinal arms control the position of the rear axle assembly and absorb braking and accelerating forces.

TORINO FEATURES

The lateral location of the axle is maintained due to the arrangement of the arms. The lower arms are splayed inward from their attachment and the short upper arms are splayed outward placing the assembly under tension laterally. This arrangement gives the car strong directional stability and resistance to side-to-side body shake on rough roads.

Coil springs ride in deep rubber insulated caps in the frame and are seated on the axle.

The arrangement of the control arms tends to stabilize the vehicle in roll.

Shock absorbers are mounted at an angle to help provide a smoother, flatter ride.

Heavy duty and competition suspensions are available. See options, pages 25-26.

TORINO SUSPENSION SPECIFICATIONS

FRONT

Type.....Independent with Ball Joints and Drag Struts
Springs.....Helical Coil, Rubber-Insulated
Shock Absorbers....Direct, Double Acting Hydraulic
Stabilizer.....Link Type, Rubber-Bushed
Wheel bearings.....Taper Roller

REAR

Type.....Four-trailing Control Arms
Springs.....Helical Coil, Rubber-Insulated
Shock Absorbers....Direct, Double Acting Hydraulic

BRAKE SYSTEM

Torinos use a dual hydraulic brake system with a dual-chambered master cylinder. Important features of the system are:

Each master cylinder chamber is independent of the other with its own fluid reservoir and actuation section.

Separate connections for the brake lines linking one chamber to the front brakes and the other to the rear to protect against total loss of braking capability in the event of hydraulic pressure loss in either line.

A light mounted on the instrument panel indicates a loss of hydraulic pressure in either brake line when brakes are applied.

Immediate servicing of the brake system is required if the brake warning light comes on.

See page B-27 for brake specifications.

FRONT DISC/REAR DRUM BRAKES

For 1972, manual brakes, standard on Torino, Gran Torino cars and wagons, include new front disc brakes along with drum-type rear brakes for increased safety and improved performance. This new system replaces the former all drum system. Manual disc brakes with a reasonable pedal effort have been made possible by a new simplified disc brake design utilizing a larger piston area.

The major components of the new brake are: a cast iron ventilated disc rotor, a caliper housing, and an anchor plate. The caliper is a single piston-type with inner and outer brake pads. The capiler slides on machined surfaces in the anchor plate. When the brakes are applied, the caliper automatically centers and pressure is applied equally through the brake pads to both sides of the rotor. The ventilated cast iron disc affords both effective cooling and water dissipation. A stamped steel splash shield further protects the brake from road dirt.

While similar in appearance to previous designs, the new standard front disc brakes feature:

- The larger caliper piston—3.1" diameter versus 2.38"—reduces hydraulic line pressure approximately 40%.
- Reduced parts complexity—12 parts versus 26 parts in previous designs for easier service.

The higher rigidity of the caliper and reduced compressibility of the brake lining provides a firm pedal "feel". Pedal pressures for the manual disc brakes are comparable to the former standard manual drum brakes.

Torino's brakes incorporate self adjusters, which maintain proper adjustment. Self-adjustment of the brakes is accomplished each time the brake is applied when the car is moving in reverse.

Torino's parking brake is actuated by a mechanical application of the rear brake shoes. The parking brake is applied by a convenient foot pedal and it is released by a handle below the instrument panel. See page B-26 for brake specifications.

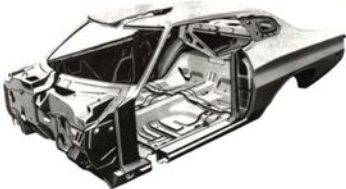
POWER BRAKES

Torino's power front disc/rear drum brakes are standard on the Gran Torino Squire Wagon. This power brake assist incorporates a single-diaphragm power brake booster. The booster reduces pedal effort up to 40% for easier brake application. Power disc brakes are optional on all other models and required on wagons with any optional engines or with air conditioning, and any model with 429 CID engine.



TORINO FEATURES

BODY FEATURES



BODY CONSTRUCTION

The all new 1972 Torino bodies and the unique torque box frames, are designed to work together to reduce road shock, noise and vibration and prevent their being transmitted to the passenger compartment. Features that help make Torino bodies quieter and stronger are:

A rigid body construction coupled with the compliant mounting to the torque box frame results in maximum insulation of the passengers from noise, vibration and harshness.

The new four-door Pillared Hardtop sedan has the appearance of a conventional pillared construction, but additional rollover strength has been added by sturdy thin body pillars.

Heavy sheet metal crossmembers in front seat and rear sill areas and stamped-in stiffeners add strength to the floor panel.

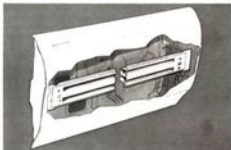
A reinforced, double-panel construction rocker panel which is further strengthened by a U-channel section acts as a secondary frame support to the body.

Cowl ventilation air inlets at the top sides—directly below the windshield permit structural continuity to be built into the cowl top and down the side pillars. All center pillars are manufactured from heavy gauge steel.

Additional body reinforcements in station wagon bodies provide added rigidity.

SIDE IMPACT PROTECTION SYSTEM

All Torino models feature a new steel "Guard Rail" side impact protection system. The rugged steel "Guard Rail" combines with new stronger door hinges and latches to help provide better distribution of forces for greater protection in the event of side impact. The steel "Guard Rail" side



impact system was designed and thoroughly tested to provide maximum strength and impact absorbing qualities with a minimum of additional weight. The beam structure is a flanged, tapered steel channel with a full length partition down the center and closed by a welded-on ribbed plate. The entire assembly is attached to the door end flanges and located directly inside the outer door panel.

In the event of a side impact accident the "Guard Rail" becomes a load-carrying member of the side structure system designed to resist passenger compartment penetration, and wherever possible to cause the vehicles to be deflected from each other.

RUST PREVENTION

All vital underbody parts of the new Torino's have been specially processed for resistance to the corrosive action of mud, water and road salt. Interior surfaces of the door panels, wheel splash areas and fenders have been coated with a zinc-rich primer. Rocker panels are made of zinc-clad steel and have one-way drain valves to prohibit moisture accumulation. Separate front wheelhousing panels help protect the fender areas. Exterior trim moldings are made of corrosion-resistant metal.

TORINO FEATURES

Body Features (Cont'd)

SIX-STEP PAINT PROCESS

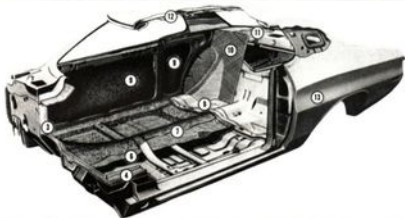
Torino's super diamond lustre paint finish is achieved through a six-step process. Before the triple coats of enamel are applied, the body receives all-over rust protection and two coats of tough epoxy primer. Each primer application is followed by wet-sanding.

The 3-coat acrylic super enamel finish is baked on to form a protective cover over the body sheetmetal while providing the deep-lustre beauty of baked-enamel finish. The final coat of paint on all Torinos is applied by ELECTROSTATIC PAINTING, a new system that produces a better, more uniform paint finish. The system features a new paint gun that works on the principle that unlike electrical charges attract each other; i.e., positive charged particles attract negative ones. An electrode, extending through the barrel of the gun, is held at a negative potential of 60,000 volts with respect to the part

to be painted. The tip of the electrode is located so that air atomized paint particles pass through charged air particles and pick up a strong negative charge. The paint particles are propelled to the body surface by air pressure.

As the paint particles near the surface, the electrostatic forces become great enough so that many of those paint particles normally blown past by the air stream are returned to the body surface. The principal advantage of electrostatic painting is the "wrap-around" effect. When painting next to an edge, such as on a deck lid, hood, or door, the paint particles actually will wrap around and paint the backside due to the strong electrostatic attraction.

Phosphate Coating
First Primer-Epoxy
Second Primer-Epoxy
First Finish Coat
Second Finish Coat
Final Finish Coat ("Electrostatic" Painting)



BODY INSULATION

The insulation and sound proofing package of the 1972 Torino provides an effective sound barrier against road and engine noise.

- (1) The hood has mastic adhesive spotted between the inner and outer panel construction. Gran Torino and Squire models have a one-inch fiberglass pad on the underside of the hood.
- (2) Front fenders have a sound deadening coating sprayed on inner housings, including fender openings.
- (3) The dash absorber construction on the Torino consists of 1" thick fiber pad covered with a polyethylene skin. On the Gran Torino and Squire, the dash absorber construction consists of a 1/2" thick fiber pad, a one-pound mastic barrier and a 1/2" thick fiber pad covered with a polyethylene skin.
- (4) Cowl top is insulated with 3/4" fiber pad. Cowl side panels consist of a one-pound mastic sheet and a 1/4" fiber pad with crepe side cemented to sheetmetal on Gran Torino and Squire models.
- (5) The instrument panel on the Gran Torino and Squire models has a 1/2" fiber pad.

- (6) The front floor area on all Gran Torinos and Gran Torino Squires has two layers of one-pound mastic sandwiching a layer of 28-gram fiber pad. A thick jute pad is also bonded to the floor covering. All other models have a layer of one-pound mastic plus the jute pad.

- (7) The insulation used on the rear floor is the same as that used on the front floor.

- (8) Under the rear seat is one pound mastic sound deadener on Gran Torinos and Gran Torino Squire models.

- (9) Door and quarter panels have sprayed-on sound deadener on the inner surface of the outer panels.

- (10) All two-door and four-door Hardtops use a two-ply felt pad back of the rear seat.

- (11) The package tray is insulated with a foam absorber.

- (12) Roof panels and rear pillars are insulated with 3/4" fiber pads. Rear pillar insulation consists of a 3/16" fiber pad, a chip board barrier and another 3/16" fiber pad covered with a polyethylene skin.

- (13) Rear wheelhouse splash areas are sprayed with sound deadener coating.

Station Wagons also have insulation over the quarter wheelhouses, rear floor over axle, rear floor sides and deep well.

TORINO FEATURES

Body Features (Cont'd)

BODY SEALING MATERIAL

Following are some of the joint sealers and special anti-squeak sealing devices used in the new Torino to help assure a comfortable, quiet ride.

Special plastic sealing material applied to exposed spot-welded panel seams and joints.

Vinyl-plastic sealer used at the drip rails and rear deck trough.

Windshields are sealed with butyl tape.

A special non-drying plastic seal is used in conjunction with the weatherstrip on all backlites.

Special pads, grommets, seals and plug buttons guard against water, dust and drafts.

Heat-curing sealer applied to all other panel seams and joints.



HOOD

An "H" type brace for rigidity is a feature of Torino's double-panel hood construction. Counterbalanced double link hinges make the hood easy to open and close. Heavy coil springs assist in raising the hood and in holding it open for access to the engine compartment.

Rubber bumpers along the front and sides of the hood provide cushioning against squeaks and rattles. The bumpers are adjustable for leveling the hood with the front fenders. A single-lever hood latch mechanism permits one-hand opening.

GRILLE

The 1972 Torino Series Four-Door Pillared Sedan, Hardtop and Station Wagon grilles are plastic formed into an egg crate design. The grille extends from framing the outer headlights across the front area and is painted argent.

The high series including the Gran Torino, Gran Torino Sport, and Squire station wagons have a unique plastic honeycomb grille with a bright egg crate leading edges. The grille shape is a distinctive flattened oval between the horizontal pairs of headlights framed in bright headlight doors.



LUGGAGE COMPARTMENT

The usable luggage capacity in Torino Pillared Hardtops and two-door Hardtops is 14.8 cubic feet. The SportsRoof model has 16 cubic feet of usable luggage capacity. Built-in torsion bars in the trunk lid hinges assist in raising the lid and in holding it open. Compression type, neoprene rubber weather stripping provides protection against dirt and moisture. A luggage compartment light is available as part of the optional Visibility Group.

LIGHTING HEADLAMPS

All 1972 Torino models have dual, exposed horizontal headlamps. Headlamp aim can be adjusted easily by inserting a screw driver into access holes below the headlamp.

PARKING LIGHTS

Parking lights on the new Torinos remain lit when the headlights are turned on and help provide maximum identification to oncoming drivers in the event a headlamp is burned out. They have dual-filament bulbs and function as the front turn indicators and warning lights.

TORINO FEATURES

MARKER LIGHTS

The 1972 Torino models feature front and rear side marker lights with reflective lenses. They are controlled by the same circuit as the parking lights.

TAILLAMPS

All models except Station Wagons have two horizontal taillamp assemblies mounted within the outer ends of the bumper. A square clear lens located inboard and equally spaced from the upper, lower and inboard edge of the assembly lens serves the backup light.

The station wagons have the taillamp assembly in a vertical configuration similar to the Ford Station Wagons. A bright bar divides the upper and lower sections of the assembly. The clear backup lens is centered in the lower portion of the assembly.

HAZARD WARNING FLASHER

All 1972 Torinos are equipped with hazard warning flashers which are activated by a switch on the steering column to simultaneously flash the parking lights and taillights.



CONCEALED WINDSHIELD WIPERS

Two-speed electric windshield wipers are standard on all Torinos. Concealed wipers—standard on all Gran Torino, Gran Torino Sport and Squire models, optional on Torino series—are designed to "park" in a recessed area below the cowl.

The windshield glass extends into the recessed area so that the wiper blades are in constant contact with the glass, even in their concealed position. This "constant contact" feature helps provide longer wiper blade life.

WINDOWS

All models of the new Torino line feature modern, ventless side glass.

SportsRoof model features tinted glass in the rear window as standard equipment.

All windows, except windshields are high-strength, impact-resistant, heat-tempered glass. Windshields are made of two sheets of glass sandwiched to a 30-mil-thick plastic sheet and heat laminated together.



DOORS

Torino doors are formed into a warp-free, sturdy box unit by using a double panel, welded construction. Bronze-bushed hinges are used for long wear and easy opening and closing. The lower hinges incorporate assist springs to aid in opening the door and to retard slamming when closing. All front doors incorporate check straps to provide an intermediate door check position to aid entry and exit when the car is parked in close quarters. Bear-hug door latches increase rattle resistance and provide easy opening and secure closing operation. They also help protect against accidental opening on impact. All side doors also feature a new steel "Guard Rail." See Side Impact Protection System, Page 15.

DOOR HANDLES AND ARM RESTS

Torino's new exterior handles are pull-out type, mounted flush with the door surface. An unframed depression in the door panel provides finger room.

One step locking is standard on all side doors. The doors may be locked from the outside by simply depressing the inside door lock control knob, and then closing the door. With the incorporation of the outside flush door handles, the need to depress a push-button for locking is no longer required.

The inside door pull handle is formed as an integral part of the armrest. The operating handle is a "paddle-shape" and actuates the door latch when pulled outward with the fingertips. The design provides protection against accidental opening by passengers.

TORINO FEATURES



INSTRUMENT PANEL

The 1972 Torino Instrument Panel construction utilizes the best characteristics of both steel and plastic to provide energy absorbing capability. ABS plastic is framed on sheet metal and covered by a one-piece injection molded energy absorbing facing with a leatherlike vinyl texture. The vinyl pad is color-keyed to the trim selection. A large glove box with an ABS and safety-type twist open latch is placed on the right side.

The control panel in front of the driver contains a row of pods which house the following:

The center pod is the speedometer. The next left pod contains the fuel gauge, left turn signal, high beam and alternator warning light. The pod to the right of center houses the temperature gauge, brake warning system light, the oil pressure warning light and the right hand turn signal. The extreme left hand pod is the DirectAir ventilating duct and the right hand pod is a provision for an optional electric clock.

The section of the panel on the left of the steering column contains the light switch and heater controls. The windshield wiper/washer switch and radio are to the right. The ash tray with a hidden cigarette lighter is below the radio.

SEATS

New, sculptured high back bench seats are standard on all 1972 Torinos and are designed to provide extra body support and superior comfort. The seat backs at the right and left are approximately eight inches higher, eliminating the need for separate head restraints. Seat springs are attached to a rugged welded frame foundation. A burlap pad with interwoven wires is placed over the springs to provide a strong, yet smooth base for the seat padding. Front seats are covered with a two-and-one-half-inch thick molded urethane foam pad. Rear seat cushions are constructed of

extra heavy layers of cotton, except for Station Wagons which have a cotton and foam padding combination.

Folding front seat backs on all 2-door models self-lock into an upright position. A convenient lever on the side of the seat back releases the lock for rear seat passenger entry and exit.



Automatic seat back releases, available with the optional deluxe seat belts on 2-door models, automatically release the seat backs when the doors are opened.

TORINO FEATURES



"UNI-LOCK" SAFETY HARNESS

The 1972 Torinos include a "Uni-Lock" three-point safety harness for the outboard front seat passengers on all models. This design eliminates the two shoulder harness buckles on the seat and permits easier and faster "buckle up". During use, the driver or outboard front seat passenger pulls the belt out of the retractor and "snaps" it into the buckle—the lap belt length is automatically maintained by the retractor. The shoulder belt is then attached to the lap belt buckle and adjusted as necessary.

All 1972 Ford cars include seat belt retractors at the front (and rear*) outboard seating positions. In the front, the retractors form part of the seat belt reminder system. In the rear, the retractors are hidden below the seat and a belt guide is located between the seat and trim panel.

SEAT BELT REMINDER SYSTEM

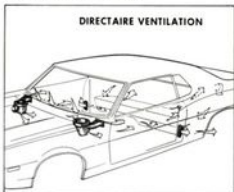
New for 1972 is a positive front seat belt reminder system. (*) This system includes a light and buzzer mounted in the instrument panel which are activated by sensors if an attempt is made to drive the car without the driver and front seat passenger (if aboard) first fastening their seat belts. The light and buzzer operate when the ignition switch is in the "On" position, the transmission is in any forward or reverse position and the driver's belt is not extended the distance normally used for fastening. If the right outboard seat is occupied, a switch in the seat also activates the system until the passenger seat belt is pulled out the specified distance. When the belt or belts are extended, the light and buzzer go off, and will remain off unless the belts are retracted.

(*) December, 1971 availability.

HEATING

Torino's high capacity heater uses the blend air principle of temperature control. Temperature is controlled by regulating the amount of air that passes through the heater core.

Heat, defrost, and temperature controls, and the three-speed blower switch are located under the front edge of the instrument cluster within easy reach of the driver. The defroster lever ducts air to slit-type openings on the instrument panel to defog the windshield.



VENTILATION

Standard in all Torinos for '72 is DirectAir ventilation. This system provides air flow through the vehicle with the windows closed. The DirectAir system provides for both high and low outlets in the front compartment and Flow-Thru pressure relief one way exhaust valves in the door lock pillars.

With "DirectAir", two fully-adjustable air registers, one in each end of the instrument panel, are used. Also there are two outlets directed toward the toe board. These are the same registers as are used with the optional SelectAir air conditioning system. Air flow from the registers can be adjusted by rotating the barrel on the left or by moving the louvers on the right side of the instrument panel, or by directing the register up or down. The air can be shut off by moving the louver control to the extreme right. The distribution of air can also be controlled between the panel registers and the floor directed outlets by a pull rod.

With this ventilation system, air can enter from the concealed front intakes . . . circulate throughout the interior . . . and exit, carrying away stale or smoke-laden air . . . without any need to open a window.

FUSE PANEL

A new fuse panel is included with the all new Torino line designed to hold eleven fuses—four more than previously. This permits the maximum number of circuits used per fuse to two, increasing overall electrical system reliability. The extra fuse location also simplifies diagnostic testing of the electrical system.

BUMPER JACK SYSTEM

The 1972 Torinos are equipped with a new pin and slot bumper jack system. The new design eliminates the hook that normally connects to the bottom of the bumper. Instead, a flat pin, integral with the ratchet mechanism, fits into slots pierced into the bumper. The new system provides faster, simpler operation with more positive retention.

TORINO OPTIONS

Torino offers a wide variety of factory installed options which are described here in detail and/or are listed on Pages B-25-26. Owners can select from these items to equip their car to suit their personal tastes.



REAR WINDOW ELECTRIC DEFROST

This "Better Idea" option helps keep the backlite frost-free and will remove snow, frost, and up to 1/8-inch of ice in minutes. An increase of more than 50% in the watt output per square inch of glass area reduces the time required to defog the glass interior and provides more positive ice and snow melting capabilities. The heating unit is turned on by the "Accessory" switch on the instrument panel and consists of a silver-filled, ceramic, high-resistance printed electrical circuit, silk-screened onto the inside of the backlite. While visible as a series of 1/32-inch wide lines across the full width of the backlite, the unit does not interfere with the driver's rear vision due to the wide spacing between the lines and a new subdued less conspicuous dark red color. The new improved rear window electric defrost is available on all passenger cars with V-8 engines. On two-door hardtops and four-door pillared hardtops, there are 12 grids on the glass, while on the SportsRoof there are 18 grids.

A timer prevents prolonged usage by automatically turning off the system after ten minutes operation. The option also includes a 55, 61 or 65-amp. alternator depending on model and equipment. A 73 ampere-hour battery is included on models equipped with air conditioning.

POWER DOOR LOCKS

This new convenience option features a new all-electric operation. The door lock buttons actuate switches connected to electric motor driven servos in the doors. Raising either button unlocks all doors and lowering either button locks all doors. On station wagons, this option also includes a power lock for the doorgate.

DOOR EDGE GUARDS

Attractive door edge guards, which are available on all models except the Gran Torino Squire, are designed to protect the door edges from scratches and paint chips when opening doors in parking lots and other tight quarters.



RAM AIR HOOD SCOOP

This high performance option is available on Gran Torino Hardtop or Gran Torino Sport models equipped with 351

CID 4v or 429 CID 4v engines. The functional ram-air hood scoop registers with a unique air cleaner assembly. The special air cleaner assembly has a vacuum-actuated bypass inlet valve mounted in the top which opens when the engine is operated at nearly full throttle and allows additional air to flow directly into the air cleaner assembly from outside the engine compartment. High-speed, high rpm operation results in a ram- or forced-air effect which assists in developing added horsepower.



400 CID 2V V-8 ENGINE

For exceptional power and good economy, Ford's 400 CID 2v V-8 is available on all Torino models for '72. This proven engine offers Ford's latest features including long-stroke design, compact combustion chamber, electronic carburetor deceleration control and large canted valves. Option includes 73-ampere hour heavy duty battery.

"TRACTION-LOK" DIFFERENTIAL

Beneficial to family and performance cars alike, Ford's "Traction-Lok" differential is designed to lock the rear wheels together in proportion to the driving torque applied. Some of the major benefits of this option are: Extra traction on ice, mud or snow, and maximum accelerating power. (See the Power Teams section for more information.)

4-SPEED TRANSMISSION WITH "HURST SHIFTER"SM

Designed to provide the ultimate in driving flexibility and performance, this transmission's four ratios are properly spaced to fit the engine's power curve. The transmission's rugged construction allows extended operation in any ratio, such as using third gear for cruising on hilly, winding roads. The floor-mounted "Hurst Shifter" is indexed for fast, sure shifting, lending itself to competitive events. Fully-synchronized wide ratio gears permit positive, split-second upshifts and downshifts at all reasonable engine speeds. The unit is standard with the Rallye Option and available on Torino cars with the 351 CID 4v engine only.

SIX-WAY POWER BENCH SEATS

A new six-way power bench seat option is available on all Torino models for '72, in place of the former 4-way option. Three control switches on the driver's side adjust the seat up and down—forward and back—and tilt fore and aft. This luxury option permits easy selection of the most comfortable driving position while the car is in motion.

TORINO OPTIONS



BUMPER GUARDS

Attractive and functional, Torino's new optional bumper guards help prevent bumper override and damage to sheet metal during minor collisions. Heavy chrome-plating and vertical rubber inserts provide a durable scratch resistant surface for the bumper guards. The option includes both front and rear guards on all models except station wagons which receive front guards only.

INTERMITTENT WINDSHIELD WIPERS

These optional wipers can be adjusted to provide a pause between each wiping cycle. The length of the pause may be controlled by the driver from two- to ten-seconds, depending on the amount of precipitation, car speed or traffic conditions. Continuous high-speed operation is automatically provided during acceleration. The intermittent feature may be by-passed for the regular two-speed operation.



HIGH BACK BUCKET SEATS

These modern, comfortable high back bucket seats are optional on Gran Torino 2-door and Gran Torino Sport models. The option includes both solid colors and two-tone colors. Ford's "Comfortweave" knitted vinyl is the standard insert material. For 1972, seats are available in striking color combinations of black, blue, green or tobacco, highlighted with white. Seat trims are also available in solid colors. "Comfortweave" lets air circulate through the material and is cooler in the summer and warmer in the winter than conventional vinyl seating. The high seat backs are designed to serve as integral head restraints.



BROUGHAM INTERIOR TRIM GROUP

This new trim group offers extra luxury, comfort, and convenience to Gran Torino 2-door hardtop and four-door pillared hardtop models. Included is a plush flight bench front seat with highly attractive cloth seat trim, padded fold-down center arm rest, woodtone instrument panel, electric clock, bright pedal pads, woodtone two-spoke steering wheel and an attractive "C" pillar ornament.

SPECIAL SEAT TRIMS

Several other highly attractive, comfortable and durable seat trims are available for '72. A smart, knitted vinyl seat trim is optional on Gran Torino and Gran Torino Squire Station Wagons. A deep-pleated vinyl seat trim option is available on Gran Torino Hardtop models, while a sport cloth trim is available on Gran Torino 2-door and Gran Torino Sport models.

SELECTAIRE AIR CONDITIONING

The Torino Selectaire air conditioning unit, including controls, is fully integrated into the instrument panel and provides temperature and humidity controlled comfort with all windows closed.

The three-speed blower motor and two air conditioning positions give this unit maximum versatility. By placing the select lever on "PANEL", air is circulated through vents in the instrument panel. A position between "PANEL" and "FLOOR" directs air through both the instrument panel vents and floor vents. A temperature control lever enables the operator to select the desired temperature.



INSTRUMENTATION GROUP

Driving enthusiasts will find Torino's Instrumentation Group to their liking. This group, which is available on eight cylinder models only, adds tachometer, trip odometer, engine gauges (OIL, AMP, TEMP and FUEL) plus an electric clock to the Torino's instrument cluster.

TORINO OPTIONS

RALLYE EQUIPMENT GROUP

The Rallye Equipment Group is also packaged for the driving enthusiast. Offered on two-door models, the package includes popular performance equipment including 351 CID 4V V-8, four-speed manual transmission, competition suspension, G70 x 14 wide oval belted B/WL tires 6" wide rims and the Instrumentation Group. Rallye Equipment Group is also available with 429 CID 4V engine and Select-Shift Cruise-O-Matic transmission at extra cost.

VISIBILITY GROUP

A new addition to Torino's Visibility Group is a convenient dome/map light unit in the roof. Two individually activated miniature map lights on either side of the dome light shine over the shoulders of driver and front seat passenger. Other features of the Visibility Group include outside left-hand remote control mirror, ash tray light, glove compartment light, luggage compartment light (cargo light on station wagons), instrument panel courtesy light, engine compartment light, rear door courtesy light switches (4-door models), headlights "lights-on" warning buzzer, parking brake warning light, seat belt warning light (+) and flood lighting of light and wiper switches.

AM RADIO

Torino's new "mini" size AM radio option features new, more reliable circuitry and improved reception. The new radio has a power output increase from two to four watts.

AM/FM STEREO RADIO

Torino's new "mini" size AM/FM stereo radio includes a completely new circuitry with increased sensitivity for retaining weak signals. The power output is increased from three to four watts to increase overall clarity and tonal range. The AM/FM stereo radio allows a choice of AM or FM stereo reception merely by moving the function selector switch. Stereo multiplex operation is indicated by an amber light on the radio faceplate. "5 x 10" push button feature allows the five push buttons to be preset to provide five AM and five FM stations. Balance and fader controls allow exact blending of sound from the four-speaker system. Two front speakers (one in each front door) and two package tray mounted rear speakers are included with the new AM/FM Stereo Radio.

COLOR-GLOW PAINTS

Two new optional "Color-Glow" metallic paints are available on the new 1972 Torino in Ivy Glow and Gold Glow which create the illusion of extra depth due to the control and size of the aluminum particles in the special paint formula. The clarity and transparency of the highly durable surface also contributes to the distinctive characteristics of these glamorous new finishes.

LASER TAPE STRIPE

A unique design "Laser" tape stripe is offered as an option on Gran Torino 2-door and Gran Torino Sport models in red, blue, green and brown colors.



The tape stripe starts at the front fender extension and blends into the rear quarter panel. It is not available with the optional vinyl insert body side moulding.

VINYL ROOF

This option adds to the luxury appearance of Torino and provides a "customized" color-keyed accent to interior and exterior color and trim combinations. The vinyl roof is available in five colors on all Torino models except wagons. (See page B-30 for vinyl roof trim combinations.)

TRAILER TOWING PACKAGES

Torino for '72 offers two new trailer towing packages. A medium-duty package for Class II (up to 3500 pounds trailer weight with a maximum tongue load of 500 pounds) and a heavy-duty package for Class III (up to 6000 pounds trailer weight with a maximum tongue load of 700 pounds).

The Medium-Duty package includes heavy-duty suspension, extra-cooling package, wiring harness, and trailer towing identification. (See the options listing on page B-26 for component description.)

The Heavy-Duty package includes heavy-duty suspension, extra-cooling package, wiring harness, trailer towing identification, high ratio axle, heavy-duty alternator, and heavy-duty battery. (See options listing on page B-26 for component description. Also see Trailer Towing Warranty Statement, page iii.)



BASE WHEEL COVER

This rust-resistant full wheel cover is standard on Gran Torino Squire models. It is available as an option on all other models except the Gran Torino Sport.

DELUXE WHEEL COVER

The deluxe wheel cover is available as an option on all models.

(+) Seat belt warning light to become part of standard seat belt reminder system. (December, 1971 availability.)

TORINO OPTIONS

TRIM RING/HUB CAP



The "action-styled" trim ring/hub cap combination is standard on the Gran Torino Sport and optional on all other models except Station Wagons. Available only with wide-wall tires.

MAGNUM 500 STEEL WHEEL



This racey-looking 14" Magnum 500 chrome-plated wheel is available with all 14" tires.

TORINO PERFORMANCE



An all-new power team line-up headlines Torino's performance story for 1972. There's a choice of six engines, three transmissions and four rear axle ratios plus an optional "Traction-Lok" differential—available in combinations to suit virtually all driving requirements.

ENGINES

The dependable and economical 250 CID six-cylinder engine is the standard power plant for Torino and Gran Torino models. The rugged 302 CID engine is Torino's base V-8 engine and is standard in the Gran Torino Sport and Gran Torino Squire models. The popular and powerful 351 CID 2V V-8 is available in all Torino models for '72. For the performance enthusiast, the 351 is also available in a new, more powerful design level. This special high revving version of the 351-4V engine with performance components, including a high-capacity four-barrel carburetor, is available in two door models only and is included with the Rallye Equipment Group.

For all-around good performance and economy of ownership, the 400 CID 2V has been added to the Torino complement of power plants for 1972. And for the ultimate in power and performance, Torino offers the big 429 CID 4V V-8.

Like all Ford Division engines for '72, these power plants have more effective emission controls and run on regular fuel of at least 91 octane, based on research octane number.

TRANSMISSIONS

Ford's proven three-speed manual transmission is standard on all Torino models. The fully-synchronized, constant-mesh design of this transmission means dependable performance and easy shifting.

Optional transmissions include:

The popular SelectShift Cruise-O-Matic transmission which offers a choice of manual shifting or completely

automatic operation. The Cruise-O-Matic can be up-shifted or down-shifted at various speeds for excellent driver control under adverse road or weather conditions. New for 1972 are larger, higher capacity oil coolers to provide additional protection against overheating during heavy duty usage, such as trailer towing.

The four-speed manual transmission with a "Hurst Shifter®" provides "take-off and go" qualities unsurpassed in the industry. Synchronized in all forward gears, this transmission is well-suited to the performance-minded driver and is standard with the Rallye Equipment Group. Available only with 351 CID 4V V-8.

(Refer to Power Teams section for more information.)

FLOOR SHIFTS

Floor shifts are available as follows:

- 4-speed transmission with "Hurst Shifter®."
- Automatic transmissions in conjunction with the optional console . . . 2-door models only. High back bucket seats are also a part of the option.

These floor shifts are mounted in a Console which is available only with high back bucket seats on Gran Torino 2-door hardtop and Gran Torino Sport models. See options availability Page B-25.

MANEUVERABILITY

Maneuverability for the all new Torino is outstanding. This is especially true for two-door models with new, shorter 114-inch wheelbase combined with a new, wider 62.8-inch (63.4-inch on Gran Torino Sport) front tread. This design provides a short curb-to-curb turning diameter of only 41.0-ft.—1.5 feet shorter than previously for outstanding maneuverability. Torino four-door models with their longer 118-inch wheelbase match last year's Torino in curb-to-curb turning diameter and mean excellent maneuverability for four-door models.

TORINO OPTIONS AVAILABILITY

DESCRIPTION	AVAILABILITY*		DESCRIPTION	AVAILABILITY*	
	R	D		R	D
	P	L		P	L
	O	O		O	O
APPEARANCE EQUIPMENT					
Bumper Guards, Front and Rear (front bumper guards only on station wagons.)	X	X	combination with three-speed manual transmission. Torino and Gran Torino station wagon models ordered with this option require power front disc brakes at extra cost. Tinted Glass—complete recommended.)	X	X
Color-Glow Paints (Available on Ivy Glow and Gold Glow.)	X		Steering Wheel, Rim Blow—Deluxe Three-Spoke	X	
Console (Available only with high back bucket seats on Gran Torino 2-door hardtop and Gran Torino Sport models.)	X		Visibility Group (Includes outside left-hand remote control mirror, ash tray light, dome/map light, glove compartment light, luggage compartment light, cargo light on station wagons, instrument panel courtesy light, engine compartment light, rear door courtesy light switches on 4-door models, headlights "lights-on" warning buzzer, parking brake warning light, seat belt warning light (†) and flood lighting of light and wiper switches.)	X	
Door Edge Guards (N/A on Gran Torino Squire.)	X	X	Windshield Wipers, Intermittent (Torino Series models ordered with this option require concealed windshield wipers at extra cost.)	X	
Laser Stripe (Available only on Gran Torino 2-door and Gran Torino Sport models. Not available with vinyl insert body side protection moulding or special paint. Standard body side moulding deleted when laser stripe is ordered.)	X		Windshield Wipers, Concealed (Option available only on Torino Series models. Standard on all other models.)	X	
Moulding with Black Vinyl Insert Body Side (N/A on Gran Torino Squire or with Laser Stripe.)	X		ENGINES		
Roof, Vinyl (N/A on station wagon models.)	X		302 CID 2V 8-Cylinder (Standard on Gran Torino Sport and Squire.)	X	
Trim Group, Brougham Interior (Includes flight bench seats with cloth seat trim and fold-down center front arm rest, woodtone instrument panel, electric clock, bright pedal pads, woodtone two-spoke steering wheel, and "C" pillar ornamentation. Available only on Gran Torino Hardtop models. N/A with Rallye Equipment Group.)	X		351 CID 2V 8-Cylinder (Requires Cruise-O-Matic transmission at extra cost.)	X	
Trim, Knitted Vinyl Seat (Available only on Gran Torino and Gran Torino Squire station wagon models. Included with high back bucket seats.)	X		351 CID 4V 8-Cylinder (Includes 55 ampere alternator, 55 ampere springs with dampers, large capacity 4300-D carburetor, 2½ inch diameter dual exhaust outlets, modified camshaft, and four-bolt main bearings caps. Available only on 2-door models. Included with Rallye Equipment Group. Requires SelectShift Cruise-O-Matic or wide ratio four-speed manual transmission at extra cost.)	X	
Trim, Pleated Vinyl Seat (Available only on Gran Torino Hardtop models.)	X		400 CID 2V 8-Cylinder (Includes 73-ampere heavy-duty battery. Requires Cruise-O-Matic transmission at extra cost, and power steering at extra cost on models equipped with air conditioner or rear window electric defrost. Also, power front disc brakes required at extra cost on Torino and Gran Torino Station Wagon models. N/A with Rallye Equipment Group.)	X	
Trim, Sport Cloth (Available only on Gran Torino 2-door and Gran Torino Sport models.)	X		429 CID 4V 8-Cylinder (Includes 73 ampere-hour heavy duty battery. Requires Cruise-O-Matic transmission and power front disc brakes at extra cost. Also requires power steering at extra cost on models equipped with air conditioner.)	X	
Trim Rings/Hub Caps (Available only with wide oval tires. N/A on station wagons. Standard on Gran Torino Sport models.)	X	X	PERFORMANCE EQUIPMENT		
Wheel Covers (N/A on Gran Torino Sport models. Gran Torino Squire.)	X	X	Axle, Optional Ratio (N/A in California on models equipped with 302 CID 2V engine in combination with Cruise-O-Matic transmission.)	X	X
Wheel Covers, Deluxe	X	X	Axle, "Traction-Lok" Differential	X	X
Wheels, Magnum 500 Chrome	X	X	Hood Scoop, Ram Air (Includes functional integral air scoop. Available only on Gran Torino Hardtop or Gran Torino Sport models equipped with 351 CID 4V, Early 1972 availability or 429 CID 4V engine.)	X	X
AUDIO EQUIPMENT					
Radio, AM (Mini)	X	X	Rallye Equipment Group (Includes 351 CID 4V 8-Cylinder engine, four-speed manual transmission, competition suspension, G70 x 14 wide oval belted B/WL tires with 6" wide rims and Instrumentation Group. Available only on 2-door models. Not available with electric clock option or Brougham interior group. SelectShift Cruise-O-Matic and 429 4V engine available at extra cost.)	X	
Radio, AM/FM Stereo (Mini)	X	X	POWER ASSISTS		
Speakers, Dual Rear Seat (Included with AM/FM stereo radio. Requires AM radio at extra cost.)	X	X	Power Door Locks, Electric (Includes rear door lock on wagons.) Dec. 1971 availability.	X	
COMFORT-CONVENIENCE EQUIPMENT					
Belts with Warning Light, Deluxe (Includes automatic seat back release on 2-door models (†).)	X		Power Front Disc Brakes (Standard on Gran Torino Squire model. Required at extra cost on Torino and Gran Torino Station Wagon models equipped with air conditioner or any optional engine. Also, required at extra cost on models equipped with 429 CID 4V engine.)	X	
Clock, Electric (Included with Instrumentation Group (Rallye Equipment Group, and Brougham Interior Trim Group.)	X		Power Seat—6-Way Full Width	X	
Electric Defrost, Rear Window (Available only on Hardtop and Pillared Hardtop models equipped with 8-cylinder engine. When ordered with 400 CID 2V engine requires power steering.)	X		Power Side Windows	X	
Glass, Tinted (Recommended with air conditioner.)	X		Power Steering (Required at extra cost on models equipped with 400 CID 2V or 429 CID 4V engine in combination with air conditioner or 400 CID 2V engine in combination with rear window electric defrost.)	X	
Instrumentation Group (Includes tachometer, trip odometer, engine gauges (Oil, Amp, Temp, Fuel), and electric clock. Available only with 8-cylinder engine. Included with Rallye Equipment Group. N/A with Brougham Interior Trim Group.)	X		Power Tailgate Window (Available only on station wagons.)	X	
Luggage Rack, Deluxe (Includes integral rear window air deflector, glass bead texture finish on panels, and adjustable rear cross bar. Available only on station wagons.)	X		*Early 1972 availability		
Mirror, Outside Color-Keyed Dual Racing (Includes left-hand remote control and right-hand manual control mirrors. Standard on Gran Torino Sport models. Not available with special paint.)	X	X	Revised 10/71 B-25		
Seats, High Back Bucket (Includes tu-tone knitted vinyl trim and carpet/mat combination. Available only on Gran Torino 2-door hardtop and Gran Torino Sport models.)	X				
Seat, Rear Facing Third (Available only on Gran Torino and Gran Torino Squire station wagons.)	X				
Select Aire—Air Conditioner (N/A on station wagons with 250 CID 1V engine, or with 250 CID 1V engine in	X				

TORINO OPTIONS AVAILABILITY

DESCRIPTION

AVAILABILITY*

DESCRIPTION

AVAILABILITY*

TIRES

(See Page B-24 for model availability.)

	R P O	D L R
E78 x 14 belted WSW	X	X
F78 x 14 belted BSW	X	X
F78 x 14 belted WSW	X	X
E70 x 14 belted wide oval WSW	X	X
F70 x 14 belted wide oval WSW	X	X
G78 x 14 belted BSW	X	X
G78 x 14 belted WSW	X	X
G70 x 14 belted wide oval B/WL	X	X
H78 x 14 belted BSW	X	X
H78 x 14 belted WSW	X	X

TRAILER TOWING AND HEAVY DUTY EQUIPMENT

Battery, Heavy-Duty—55 Ampere-hour (Available only with 250 CID (less air conditioner) or 302 2V. Included with 351 2V or 4V engines.)	X	X
Battery, Heavy-Duty—73 Ampere-hour (Available only with 351 CID 2V or 4V engines. Included with 400 CID 2V and 429 CID 4V engines. Also included with 250 CID 1V with air conditioner and with Trailer Towing Packages.)	X	X
Emission Control System, NOx Exhaust (Required in State of California; available elsewhere.)	X	
Suspension, Competition (Includes front and rear increased spring rates, rear stabilizer bar, heavy-duty front stabilizer bar, and heavy-duty shock absorbers. Available only on 2-door models equipped with 351 CID 4V or 429 CID 4V engine. Standard with Rallye Equipment Group.)	X	

Suspension, Heavy Duty Load (Includes heavy-duty front and rear springs and shock absorbers on sedans and hardtops. Included with trailer towing package. Not available with Rallye Equipment Group.)	X	
Trailer Towing Package—Class II (Includes heavy-duty load suspension, extra-cooling package, wiring harness, and rear window trailer towing identification decal. Requires 351 CID 2V or larger engine, Cruise-O-Matic transmission, and power steering and power front disc brakes at extra cost.)	X	
Trailer Towing Package—Class III (Includes heavy-duty battery, heavy-duty alternator, heavy-duty frame (except station wagons), heavy-duty suspension, extra cooling package, trailer wiring harness, 3.25 rear axle ratio and rear window trailer towing identification decal. Requires 400 CID 2V or larger engine, Cruise-O-Matic transmission, power steering, power front disc brakes and G78 x 14 or larger tires at extra cost.) Early 1972 availability.	X	
NOTE: SEE TRAILER TOWING WARRANTY STATEMENT PAGE III.		

TRANSMISSIONS

SelectShift Cruise-O-Matic	X	
Four-Speed (Wide Ratio) Manual with Hurst Shifter* (Available with 351 CID 4V only. Not available with station wagons. Included with Rallye Equipment Group.)	X	
*RPO—Regular Production Option. DLR—Dealer Installed Accessory. †Seat belt warning light to become part of standard seat belt reminder system. (December, 1971 availability.)	X	

TORINO GENERAL SPECIFICATIONS

1972 TORINO STANDARD TIRE AVAILABILITY

MODEL AND ENGINE APPLICATION	250-1V		302-2V		351-2V		351-4V		400-2V		429-4V	
	Non A/C	A/C	Non A/C	A/C	Non A/C	A/C	Non A/C	A/C	Non A/C	A/C	Non A/C	A/C
TORINO—4-Door	E78	E78	E78	E78	F78	F78	N.A.	N.A.	F78	G78	G78	G78
—2-Door	E78	E78	E78	E78	E78	F78	F78	F78	F78	G78	F78	G78
GRAN TORINO—2-Door	E78	E78	E78	F78	F78	F78	F78	G78	F78	G78	G78	G78
—4-Door	E78	E78	E78	F78	F78	F78	N.A.	N.A.	F78	G78	G78	G78
GRAN TORINO SPORT—Sports Roof	N.A.	N.A.	E70	F70	F70	F70	F70	G70	F70	G70	G70	G70
—Formal Roof	N.A.	N.A.	E70	F70	F70	F70	F70	G70	F70	G70	G70	G70
STATION WAGONS—Torino	G78	N.A.	G78	G78	G78	G78	N.A.	N.A.	H78	H78	H78	H78
Gran Torino	G78	N.A.	G78	G78	G78	G78	N.A.	N.A.	H78	H78	H78	H78
Gran Torino Squire	N.A.	N.A.	H78	H78	H78	H78	N.A.	N.A.	H78	H78	H78	H78

OPTIONAL TIRE AVAILABILITY

STANDARD TIRES*	OPTIONAL TIRES										
	E78	F78	F78	G78	G78	H78	H78	E70	F70	G70	
	WSW	BSW	WSW	BSW	WSW	BSW	WSW	WSW	WSW	RWL	
E78	X	X	X	X	X	X	X	X	X	X	
F78			X	X	X	X	X		X	X	
G78					X	X	X			X	
H78											
E70									X	X	
F70										X	

*Optional tires are available as indicated with models having these tires as standard equipment.
A/C—Air Conditioning.

Note: • All of the above tires are belted bias ply construction with "B" load range. E78, F78, G78 and H78 tires are available with standard black sidewall and RPO white sidewall. E70 and F70 tires are standard white sidewall; G70 tires are standard raised white letter sidewalls.

• All models except station wagons using E78, F78, and G78 tires use 14 x 5 x .55 offset wheels standard; all station wagons use 14 x 5.5 x .25 offset wheels standard; all other tires use 14 x 6 x .25 offset wheels standard. Station wagons are restricted to .78 aspect ratio tires.

TORINO GENERAL SPECIFICATIONS

TORINO POWER TEAM SELECTIONS

Engine	TRANSMISSION			REAR AXLE RATIOS								
	3-Speed	4-Speed	Cruise-O-Matic	3-Speed Manual			4-Speed Manual			Cruise-O-Matic		
				Std.	Opt.	Traction-Lok	Std.	Opt.	Traction-Lok	Std.	Opt.	Traction Lok
ALL MODELS EXCEPT STATION WAGONS												
250 CID 1V** Six Std.	Std.	NA	(5) Opt.	3.00	NA	3.00	NA	NA	NA	2.79	3.00*	2.75 3.00*
302 CID 2V ** V-8 Opt. (1)	Std.	NA	Opt.	3.00*	NA	3.00*	NA	NA	NA	2.79	3.00*	2.75 3.00*
351 CID 2V V-8 Opt.	NA	NA	(4) Opt.	NA	NA	NA	NA	NA	NA	2.75*	3.25*	2.75* 3.25*
351 CID 4V V-8 Opt. (2)	NA	Opt.	Opt.	NA	NA	NA	3.50	3.25*	3.25* 3.50	3.25*	3.50	3.25* 3.50
400 CID 2V V-8 Opt.	NA	NA	(4) Opt.	NA	NA	NA	NA	NA	NA	2.75*	3.25*	3.25* 2.75*
429 CID 4V V-8 Opt.	NA	NA	(4) Opt.	NA	NA	NA	NA	NA	NA	2.75* 3.00* (3)	3.25*	3.25* 2.75* 3.00*(3)
STATION WAGONS												
250 CID 1V ** Six Std.	Std.	NA	(5) Opt.	3.25	NA	3.25	NA	NA	NA	3.00	3.25	3.00 3.25
302 CID 2V ** V-8 Opt.	Std.	NA	Opt.	3.00*	3.25	3.00* 3.25	NA	NA	NA	3.00*	NA	3.00*
351 CID 2V V-8 Opt.	NA	NA	Opt.	NA	NA	NA	NA	NA	NA	3.00*	3.25*	3.00* 3.25*
400 CID 2V V-8 Opt.	NA	NA	(4) Opt.	NA	NA	NA	NA	NA	NA	3.00*	3.25*	3.00* 3.25*
429 CID 4V V-8 Opt.	NA	NA	(4) Opt.	NA	NA	NA	NA	NA	NA	3.00*	3.25*	3.00* 3.25*

*Available transmissions and ratios with air conditioning. (1) Standard on Gran Torino Sport and Torino Squire. (2) Available only on two-door models. Early 1972. (3) Standard ratio for California only. Optional ratio 3.25:1. (4) Required Option. (5) Not available in California until early 1972. **Not available in California with manual transmission. NA—Not Available.

WHEEL SPECIFICATIONS

Type.....	Stamped Steel Ventilated Disc with Safety Type Rims
Number of Studs.....	5
Diameter and Rim Width	
All models with E78, F78, G78 x 14 tires.....	14" x 5.5"
Models using E70, F70, and G70 x 14.....	14" x 6.0"
All models.....	14" x 7.0" Magnum Wheels

STEERING SPECIFICATIONS

Linkage Type.....	Parallelogram with Cross-Link and Idler Arm
Gear Type.....	Recirculating Ball and Nut Type
Overall Steering Ratio—Manual.....	30.7:1
—Power.....	21.7:1
Turning Diameter (Curb-to-Curb)—(2-door).....	41.0 ft.
—(4-door).....	42.3 ft.
Steering Wheel Diameter.....	15.0 x 15.5 inch
Steering Wheel Turns (Lock-to-Lock)—Manual.....	4.9
—Power.....	3.5

BRAKE SPECIFICATIONS

FRONT DISC/ REAR DRUM	ALL SEDANS & 250, 302 STATION WAGONS	351—400—429† STATION WAGONS
BRAKE ROTOR DIA. (DISC)	10.72	10.72
DRUM Effective Area sq. in.	10 x 2 34.78 (Front) 63.86 (Rear)	10 x 2.5 80.68 (Rear)
Gross Lining Area sq. in.	36.08 (Front) 77.00 (Rear)	95.26 (Rear)
Swept Area sq. in.	210.0 (Front) 125.0 (Rear)	157.0 (Rear)
Lining Material Lining Attachment	Molded Asbestos Riveted	
Lining Width Front	1.80"	1.80"
Lining Width Rear	2"	2 1/8"
Total Swept Area	335 sq. in.	367 sq. in.
Parking Brake—Type	Mechanical Application of Rear Brakes	

Power Brakes standard on Squire Station Wagons.

†Power Brakes required at extra cost.

TORINO GENERAL SPECIFICATIONS

BODY DIMENSIONS

TORINO MODEL	4-Door Pillared Hardtop		2-Door Hardtop		2-Door SportsRoof	Station Wagons	
	Low Series	High Series	Low Series	High Series		Low Series	High Series
GENERAL							
Wheelbase	118	118	114	114	114	118	118
Tread—Front	62.8	62.8	62.8	62.8**	63.4	63.4	63.4
—Rear	62.9	62.9	62.9	62.9**	63.4	63.5	63.5
Height—Overall	52.6	52.6	51.9	51.9	51.8	55.0	55.0
Length—Overall	207.7	211.3	203.7	207.3	207.3	211.5	215.1
Width—Overall	79.3	79.3	79.3	79.3	79.3	79.0	79.9
—At center pillar	76.8	76.8	77.2	77.2	77.2	76.8	76.8
FRONT DOOR ENTRANCE ROOM							
Door opening height (scuff plate to windcord)	36.6	36.6	36.7	36.7	36.7	36.7	36.7
Foot clearance	15.4	15.4	15.4	15.4	15.4	15.4	15.4
Entrance height (seat to windcord)	30.3	30.3	30.3	30.0	30.0	30.3	30.3
REAR DOOR ENTRANCE ROOM							
Door opening height (scuff plate to windcord)	36.5	36.5	—	—	—	36.3	36.3
Foot clearance	12.4	12.4	11.2	11.2	11.1	12.4	12.4
Entrance height (seat to windcord)	29.7	29.7	—	—	—	29.2	29.8
FRONT SEAT ROOM							
Head room (effective)	38.5	38.3	37.9	37.6	37.3	38.6	38.2
Maximum leg room to accelerator	42.5	42.1	42.5	42.1	41.9	42.5	41.9
Hip room	59.4	59.4	59.4	59.4	56.7	59.4	59.4
Shoulder room	58.4	58.4	58.4	58.4	57.2	58.4	58.4
Steering wheel to thigh clearance	4.1	4.1	4.1	3.9	3.9	4.1	4.1
REAR SEAT (OR WAGON 2ND SEAT)							
Head room (effective)	37.3	37.3	36.5	36.5	35.9	38.6	38.5
Minimum effective leg room	58.1	37.6	33.4	33.2	33.1	36.9	36.9
Hip room	59.4	59.4	58.0	58.0	57.9	59.4	59.4
Shoulder room	58.4	58.4	56.9	56.9	56.7	58.4	58.4
3RD SEAT ROOM							
Head room (effective)	—	—	—	—	—	—	37.2
Leg room (effective)	—	—	—	—	—	—	31.1
Hip room	—	—	—	—	—	—	38.0
Shoulder room	—	—	—	—	—	—	48.4
LUGGAGE COMPARTMENT							
Usable luggage capacity (cu. ft.)	14.8	14.8	14.8	14.8	16.0	—	—
Lift-over height	28.5	28.5	28.5	28.5	28.8	—	—
CARGO COMPARTMENT							
Cargo Volume (cu. ft.)	—	—	—	—	—	83.5*	83.5*
Maximum floor length (open tailgate)	—	—	—	—	—	109.5	109.5
Load floor length (closed tailgate)	—	—	—	—	—	87.3	87.3
Maximum rear opening width	—	—	—	—	—	51.0	51.0
Rear opening height	—	—	—	—	—	28.8	28.8
Minimum floor width (between wheelhousings)	—	—	—	—	—	48.2	48.2
GLASS AREA							
Windshield glass exposed surface area	1166.4	1166.4	1166.4	1166.4	1153.4	1187.6	1187.6
Side glass exposed surface area	1247.4	1247.4	1282.0	1282.0	1229.8	2514.0	2514.0
Backlight glass exposed surface area	1028.7	1028.7	1147.3	1147.3	1021.6	767.2	767.2
Total glass exposed surface area	3442.5	3442.5	3595.7	3595.7	3404.8	4468.8	4468.8
CURB WEIGHT (Pounds)							
302—2V, Automatic Transmission	3710	3755	3630	3680	3700	4110	4160†

*Additional 8.1 cubic feet for underfloor storage

**Gran Torino Sport 63.4

†Squire 4180

TORINO COLOR AND TRIM

Charts shown reflect the color and trim combinations. Exterior colors and codes are in the first chart and the trim combinations follow. Colors and codes referenced are the same as those shown in your Color and Upholstery Book.

TORINO			
EXTERIOR COLORS AND CODES			
Color	Code	Color	Code
White	9A	Medium Green	
Bright Red	2B	Metallic	4P
Maroon	2J	Bright Green	
Dark Blue Metallic	3H	Gold Metallic	4B
Medium Blue Metallic	3D	Light Pewter Metallic	5A
Ivy Glow	4C*	Medium Brown	
Dark Green Metallic	4Q	Metallic	5H
		Medium Yellow Gold	6C
		Medium Bright Yellow	6E
		Gray Gold Metallic	6J
		Gold Glow	6F*

*Optional Color-Glow paints.

ALL TORINO (LOW SERIES) (*)			
ALL VINYL BENCH—STANDARD			
Interior Trims		Exterior Color Availability Codes	
Color	Code		
Black	AA	All	
Medium Blue	AB	9A, 3H, 3D, 3B	
Medium Green	AR	9A, 4C, 4Q, 4P, 4B, 6J, 5A	

*Includes Torino Station Wagon.

GRAN TORINO 2-DOOR HARDTOP and 4-DOOR PILLARED HARDTOP			
CLOTH AND VINYL BENCH—STANDARD			
Interior Trims		Exterior Color Availability Codes	
Color	Code		
Black	BA	All	
Medium Blue	BB	9A, 3H, 3D, 3B	
Medium Green	BR	4C, 4Q, 4P, 4B, 6J, 5A	
Light Gray Gold	BY	4C, 4Q, 4P, 4B, 6J	
Tobacco	BZ	5H, 6C, 6E, 5A, 6F	

GRAN TORINO 2-DOOR HARDTOP			
VINYL BENCH—OPTION			
Interior Trims		Exterior Color Availability Codes	
Color	Code		
White w/Black	CW	9A, 2B, 2J, 6E, 5A, 6F	
White w/Blue	CL	3H, 3D, 3B	
White w/Tobacco	C9	5H, 6C	
White w/Green	C5	4C, 4Q, 4P, 4B, 6J	

GRAN TORINO 2-DOOR HARDTOP and 4-DOOR PILLARED HARDTOP		
ALL VINYL BENCH—OPTION		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	CA	All
Medium Blue	CB	9A, 3H, 3D, 3B
Ginger	CF	9A, 5H, 6C, 6E, 5A, 6F
Medium Green	CR	9A, 4C, 4Q, 4P, 4B, 6J, 5A

GRAN TORINO 2-DOOR HARDTOP		
KNITTED VINYL BUCKET—OPTION		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	KA	All
Medium Blue	KB	9A, 3H, 3D, 3B
Ginger	KF	9A, 5H, 6C, 6E, 5A, 6F
Medium Green	KR	9A, 4C, 4Q, 4P, 4B, 6J, 5A
White w/Black	KW	9A, 2B, 2J, 6E, 5A, 6F
White w/Blue	KL	3H, 3D, 3B
White w/Tobacco	K9	5H, 6C
White w/Green	K5	4C, 4Q, 4P, 4B, 6J

GRAN TORINO 2-DOOR HARDTOP		
SPORT CLOTH BENCH—OPTION		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	DA	All
Ginger	DF	9A, 6C, 6J, 5A, 6F

GRAN TORINO SPORT		
ALL VINYL BENCH—STANDARD		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	FA	All
Medium Blue	FB	9A, 3H, 3D, 3B
Ginger	FF	9A, 5H, 6C, 6E, 5A, 6F
Medium Green	FR	9A, 4C, 4Q, 4P, 4B, 5A, 6F
White w/Black	FW	9A, 2B, 2J, 5A, 6F, 6E
White w/Blue	FL	3H, 3D, 3B
White w/Tobacco	F9	5H, 6C
White w/Green	F5	4C, 4Q, 4P, 4B, 6J

TORINO COLOR AND TRIM

GRAN TORINO SPORT

KNITTED VINYL BUCKET—OPTION

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	MA	All
Medium Blue	MB	9A, 3H, 3D, 3B
Ginger	MF	9A, 5H, 6C, 6E, 5A, 6F
Medium Green	MR	9A, 4C, 4Q, 4P, 4B, 6J, 5A
White w/Black	MW	9A, 2B, 2J, 5A, 6F, 6E
White w/Blue	ML	3H, 3D, 3B
White w/Tobacco	MV	5H, 6C
White w/Green	M5	4C, 4Q, 4P, 4B, 6J

GRAN TORINO SPORT

SPORT CLOTH BENCH—OPTION

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	EA	All
Ginger	EF	9A, 5H, 6C, 6E, 5A, 6F

TORINO BROUGHAM OPTION 2-DOOR HARDTOP and 4-DOOR PILLARED HARDTOP

CLOTH AND VINYL BENCH

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	NA	All
Medium Blue	NB	9A, 3H, 3D, 3B
Medium Green	NR	9A, 4C, 4Q, 4P, 4B, 6J, 5A
Light Gray Gold	NY	9A, 4C, 4Q, 4P, 4B, 6J
Tobacco	NZ	9A, 5H, 6C, 6E, 5A, 6F

GRAN TORINO STATION WAGON

ALL VINYL BENCH—STANDARD

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	CA	All
Medium Blue	CB	9A, 3H, 3D, 3B
Ginger	CF	9A, 5H, 6C, 6E, 5A, 6F
Medium Green	CR	9A, 4C, 4Q, 4P, 4B, 6J, 5A

GRAN TORINO STATION WAGON

KNITTED VINYL BENCH—OPTION

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	JA	All
Ginger	JF	9A, 5H, 6C, 6E, 5A, 6F

GRAN TORINO SQUIRE STATION WAGON

ALL VINYL BENCH—STANDARD

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	GA	All
Medium Blue	GB	9A, 3H, 3D, 3B
Ginger	GF	9A, 5H, 6C, 6E, 5A, 6F
Medium Green	GR	9A, 4C, 4Q, 4P, 4B, 6J, 5A

GRAN TORINO SQUIRE STATION WAGON

KNITTED VINYL BENCH—OPTION

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	HA	All
Ginger	HF	9A, 5H, 6C, 6E, 5A, 6F

VINYL ROOFS

Roof Color	Code	Exterior	Interior*
Black	1	All	All
White	2	All	All
Blue	3	3H, 3D, 3B	A, W, B
Green	5	4Q, 4C, 4P, 4B	A, W, R, Y
	5	6J	W, R, Y
	5	5A	R
Brown	7	5H, 6C, 6E, 6F	A, W, F, Z
	7	9A, 5A	F, Z

*Interior A—Black, W—White, B—Blue, R—Green

Y—Light Gray Gold, F—Ginger, Z—Tobacco

VINYL INSERT BODY SIDE MOULDING

Black only—Available with all vinyl roof colors and all exterior colors; N.A. on Torino Squire or with Laser Stripes.

LASER TAPE STRIPES

GRAN TORINO 3-DOOR and GRAN TORINO SPORT—OPTION

Exterior Color	Code	Red	Blue	Green	Brown
Bright Red	2B	X			
Maroon	2J	X			
Dark Blue Metallic	3H		X		
Ivy Glow	4C			X	
Medium Blue Metallic	3D		X		
Light Blue	3B		X		
Dark Green Metallic	4Q			X	
Gold Glow	6F				X
Medium Green Metallic	4P			X	
Bright Green Gold Metallic	4B			X	
Medium Brown Metallic	5H				X
Medium Yellow Gold	6C				X
Medium Bright Yellow	6E				X
Gray Gold Metallic	6J			X	
Light Powder Metallic	5A	X		X	X
White	9A	X (a)	X (b)	X (c)	X (d)

(a) Black or white interior. (b) Blue interior. (c) Gray Gold or Green interior. (d) Ginger or Tobacco interior.

TORINO COLOR AND TRIM GUIDE

EXTERIOR COLORS



28 Brt. Red



2J Maroon



3B Lt. Blue



3D Med. Blue Met.



3H Dk. Blue Met.



4B Brt. Green Gold Met.



4P Med. Green Met.



4Q Dk. Green Met.



5A Lt. Pewter Met.



5H Med. Brown Met.



6C Med. Yellow Gold



6E Brt. Yellow



6J Gray Gold Met.



8A White



4C Ivory Glow
(RPO)



6P Gold Glow
(RPO)

TORINO COLOR AND TRIM GUIDE

INTERIORS

CLOTH & VINYL (BROUGHAM (OPT.) Gran Torino 2 Dr. H/Top & 4 Dr. Pillared H/Top



Tobacco

Med. Blue

Med. Green

Lt. Gray
Gold

Black

CLOTH & VINYL (STD.) Gran Torino 2 Dr. H/Top & 4 Dr. Pillared H/Top



Med. Green

Med. Blue

Black

Lt. Gray
Gold

Tobacco

KNITTED VINYL

(OPT.) Gran Torino—2 Dr. H/Top**/Station Wagon*/Squire Wagon*
Gran Torino Sport—2 Dr. H/Top**/2 Dr. Fastback**



Ginger

Med. Blue

Black

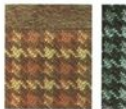
Med. Green

* Available Black &
Ginger only

** Also available in White
w/Black, White w/Blue,
White w/Green, White
w/Tobacco — Not illustrated.

SPORT CLOTH

(OPT.) Gran Torino—2 Dr. H/Top
Gran Torino Sport—2 Dr. H/Top
& 2 Dr. Fastback



Ginger

Black

VINYL

(STD.) Gran Torino Sport—2 Dr. H/Top*/2 Dr. Fastback*
(OPT.) Gran Torino—2 Dr. H/Top*/4 Dr. Pillared H/Top
Station Wagon/Squire Wagon



Med. Blue

Black

Ginger

Med. Green

* Also available in White
w/Black, White w/Blue,
White w/Green, White
w/Tobacco — Not illustrated.

VINYL

(STD.) Torino Station Wagon
2 Dr. H/Top
4 Dr. Pillared H/Top



Med. Blue

Black

Med. Green

MUSTANG INDEX

1972 MUSTANG MODELS

Complete Model Lineup	2
MUSTANG HARDTOP	5
MUSTANG GRANDE*	6
MUSTANG SPORTSROOF	7
MUSTANG MACH I	8
MUSTANG CONVERTIBLE	9

BODY FEATURES

Body Construction	13
Body Insulation	14
Body Sealing Material	14
Convertible Top	16
DirectAire Ventilation	15
Doors	15
Door Handles	15
FRONT SEAT BELT REMINDER SYSTEM	16
Headlights	16
Heating	14
Hood	16
Luggage Compartment	16
Rust Prevention	13
SEATS	15
Side Marker Lights	16
Six Step Paint Process	14
Uni-Lock Safety Harness	15
Windows	15
Windshield Wipers, Concealed	16

CHASSIS FEATURES

Brakes	13
Front Suspension	11
Locking Steering Column	12
Manual Brakes	13
Manual Steering	12
Parking Brake	13
Platform Construction	11
Power Front Disc Brakes	13
Power Steering	12
Rear Suspension	11
Suspension Specifications	12
Tires	12
Wheels	12

COLOR AND TRIM	23
----------------------	----

MARKET DATA	3
-------------------	---

OPTIONS

COLOR-GLOW FINISHES	17
Complete Listing	19
COMPETITION SUSPENSION	17
Console	18
DECOR GROUP	17
Dual Ram Induction	18
Four-Speed Manual Transmission	16
Instrumentation Group	17
MACH I SPORTS INTERIOR	8
Power Windows	18
Power Steering	17
PROTECTION PACKAGE	17
Rear Window Electric Defrost	16
SelectAire Air Conditioner	17
"Traction-Lok" Differential Axle	17
Wheel Covers	18

PERFORMANCE	20
-------------------	----

ENGINES	20
Maneuverability	20
Transmissions	20

POWER TEAMS	21
-------------------	----

PRODUCT HIGHLIGHTS	4
--------------------------	---

SPECIFICATIONS

BODY DIMENSIONS	22
BRAKE SPECIFICATIONS CHART	22
POWER TEAMS SELECTIONS CHART	21
Steering Specifications	20
TIRE AVAILABILITY CHART	21
Wheel Specifications	20

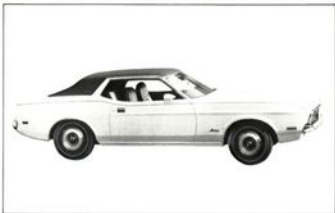
STANDARD EQUIPMENT	10
--------------------------	----

NOTE: New features in bold face type

MUSTANG... 5 MODELS

HARDTOPS (2)

	Sales Code No.	Body Code No.
Hardtop	01	65D
Grandé	04	65F



Grandé

SPORTSROOFS (2)

	Sales Code No.	Body Code No.
SportsRoof	02	63D
Mach I	05	63R



Mach I

CONVERTIBLE (1)

	Sales Code No.	Body Code No.
Convertible	03	76D



Convertible

THE MUSTANG MARKET



Mustang for '72 is a refinement and improvement of the car line which has led the sporty compact league since it was introduced. The addition of numerous items as standard equipment (as noted below and on Page C-10) make the 1972 Mustang one of the best buys ever.

The 1972 Mustang is available in five models on three basic bodies. These models—the Base Hardtop and luxurious Grandé both with the formal roof line and tunnelled back-lite, the SportsRoof and Mach I, with the incomparable “flatback” sportsroof styling, and the Convertible—are all designed to meet specific market requirements of the sporty compact market. Mustang is the only car which satisfies the purchase motivations of all areas of this market segment, whether they are sporty economy, sporty luxury, exciting performance appearance or pure performance.

BASE HARDTOP . . . This unit represents the largest share of Mustang sales, accounting for approximately 40% of the total. These buyers want the unique styling which is Mustang and a little more space than the small cars can offer, but still are concerned about price. It offers an excellent new car value in both its moderate initial cost and its low cost of ownership. For 1972, the base Hardtop has been significantly upgraded with the addition of wheelcap and rocker panel mouldings, wheel covers, dual racing mirrors and a deluxe two-spoke steering wheel as standard equipment.

GRANDÉ . . . The sophisticated buyer who is interested in this car has this interest because Grandé represents a kind of elegance and sporty personal luxury no other car can offer. He is attracted by the unique exterior with full vinyl roof, two colored tape stripe and deluxe wheel covers,

all standard, and the richness of its beautiful interior and upgraded instrument panel. These and other items of standard equipment combine to make Grandé itself a standard by which others are measured.

SPORTSROOF . . . The SportsRoof like the base Hardtop is for the buyer who wants the unique Mustang flair but is concerned about price. This buyer may want the look of performance in the “flatback styling” but also desires economical performance. In the SportsRoof model, he gets both because it is powered by the efficient 250 CID 6-cylinder engine and three-speed floor-mounted manual transmission. In addition, all new items made standard on the hardtop series for 1972 will also be included on the SportsRoof model.

MACH I . . . Mach I buyers are the most style conscious of all Mustang owners. In 1972, the car has been only refined from the successful 1971 entry. The blackout grille and road lamps, the long hood with integral air scoops and color-keyed front bumpers are still the heart of Mach I. This car is for the young-at-heart who want their car to build and reinforce their image as one who stands apart from the ordinary.

CONVERTIBLE . . . This year Mustang will be the only car line in the sporty compact segment to offer a convertible model. The 1972 Mustang convertible has been upgraded by offering as standard equipment the same equipment as noted for the Hardtop and SportsRoof, plus the inclusion of knitted vinyl trim, molded door panels and a special instrument panel applique in the standard vehicle. Here you have the styling leadership and individuality that puts Mustang in a class by itself.



1972 MUSTANG PRODUCT HIGHLIGHTS



EXTERIOR STYLING

Mustang's dramatic exterior styling, with trend-setting long hood-short deck proportions and sporty roof lines, continue for 1972 and is enhanced by several significant design refinements. Base Mustang models now have as standard equipment the deluxe chrome plated wheel covers, bright wheelip and rocker panel moldings, bright "Mustang" script on right rear deck lid, and color-keyed racing mirrors with left hand remote control. To add further dash, the Mustang Grandé has a new unique bodyside tape stripe along with specially ornamented deluxe wheel covers standard for '72.



INTERIOR STYLING

Mustang interiors have also been upgraded for '72. Standard is a deluxe two-spoke steering wheel with a simulated wood-tone insert. Mustang's bucket driver's seat is mounted one-half inch further aft (except convertibles) for more leg room. In addition, convertible interiors now feature as standard, attractive highly breathable "Comfortweave" knitted vinyl upholstery for greater seating comfort; unique molded door panels with integral arm rests and door pull handles; plus right and left-hand instrument panel appliques. Front (and rear*) seat belts have retractors at all outboard positions and a special seat belt reminder system(*) with instrument panel-mounted buzzer and reminder light, will also be standard in '72.

Important features continued from 1971 include sports instrument panels and comfortable thin-shell design high back bucket seats. Also continued is a color-keyed vertical console in the center of the panel which houses the heater/ventilator controls along with a "mini" glove box.

* December, 1971 availability.



OTHER STANDARD FEATURES

In addition to distinctive styling, Mustangs have many other key features for outstanding value. A DirectAir ventilation system provides "windows-up" fresh air ventilation through registers in the instrument panel. The floor-mounted console also serves as the base for transmission controls. All Mustangs have a steel "Guard Rail" side impact protection system. This system consists of structural steel beam members inside the door panels to help protect occupants from possible side impact injury. (See features pages for additional information.)



IMPORTANT OPTIONS

For 1972, Mustang offers a wide selection of options designed to allow buyers to add to their driving pleasure. A new Decor Group further enhances the exterior appearance of Mustang hardtop and convertible models. New standard colors along with two new optional Color-Glow metallic finishes add still more attractiveness to all Mustang models. A new "mini" size AM/FM stereo radio option is more powerful, more reliable and takes up less space behind the instrument panel. Other important options available on certain or all models include SelectShift Cruise-O-Matic with higher capacity oil coolers, 4-speed manual transmission, power steering, power brakes, instrumentation group, Mach I sports interior package, vinyl roof, air conditioner, convenience group, rear window electric defrost, protection package, dual ram induction, and more.

(See options pages for additional information.)

ENGINES — PERFORMANCE

Mustang offers a selection of engine combinations to suit virtually all performance requirements. These range from the economical 250 CID six (standard on most models) to the 351 4v V-8. For 1972, Ford engines run on regular fuel and feature improved emission control. (See page C-20)

MUSTANG HARDTOP



MODEL

2-Door Hardtop

SALES
NUMBER
01

MAJOR STANDARD FEATURES

EXTERIOR

- 109" wheelbase . . . 189.5" overall length . . . 74.1" overall width
- Corrosion resistant ABS plastic grille with deeply recessed black "Honeycomb" background pattern . . . and bright metal "Mustang" emblem
- Bright front hood and fender moulding . . . bright chrome plated wraparound front bumper
- Fully concealed 2-speed electric windshield wipers with washers
- Parking lights/turn signals recessed into valance under the front bumper
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding . . . bright metal drip rail moulding
- Front and rear side marker lights
- Color-keyed dual racing mirrors . . . left hand remote control
- Bright chrome-plated wheel covers
- Reversible keys . . . keyless door locking
- Bright "Mustang" script on front fenders
- Bright moulding around rear window
- Three-section taillights with backup light in center section . . . taillights framed with bright metal
- Rear applique and bright surround mouldings
- Bright "Mustang" script on right rear deck lid
- Wheelip and rocker panel mouldings
- Three-coat acrylic enamel paint finish with final coat applied by Electrostatic paint process (See page C-14)



INTERIOR

- All-vinyl thin shell, high-back bucket seats
- Color-keyed door panel trims with door handles that fit nearly flush with the door panel . . . handles are integral with the arm rests
- Three-pod instrument panel, large glove box, "mini-storage box" in center console, cigarette lighter, left and right ventilation registers
- Deluxe two-spoke steering wheel with simulated woodtone insert
- Energy absorbing steering wheel and energy absorbing steering column . . . turn signal with lane change feature . . . locking steering column
- Floor-mounted "mini-console" houses the gear shift lever and contains ash tray
- Seat belts front and rear with "Uni-Lock" shoulder harness for driver and front seat passenger. Front (and rear*) seat belts are self-adjusting with retractors
- Front seat belt reminder system (*)
- Courtesy light in center of roof
- Color-keyed carpeting, front and rear



FUNCTIONAL

- 250 CID 6-cylinder engine
- Floor mounted three-speed, fully synchronized manual transmission
- "DirectAire" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity

See page C-10 for a complete list of standard equipment

(*) December, 1971 availability

MUSTANG GRANDÉ



MODEL

2-Door Grandé Hardtop

SALES
NUMBER

04

MAJOR STANDARD FEATURES

EXTERIOR

The Grandé shares many features with the 2-door hardtop. Mutual features include:

- Grille design features black corrosion resistant ABS plastic insert, and bright ornamentation
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding . . . bright metal drip rail moulding
- Fully concealed 2-speed electric windshield wipers with washers
- Rear applique and bright surround mouldings
- Color-keyed dual racing mirrors . . . left hand remote control
- Wheel lip and rocker panel mouldings.

Additional features include:

- Full vinyl roof in black, white, blue, green or brown with bright metal bead moulding
- Bright "Grandé" script on "C" pillar
- New deluxe wheel covers
- Unique tape stripe on bodyside

INTERIOR

The Grandé shares many features with the 2-door Hardtop. Mutual features include:

- Color-keyed carpeting
- Floor mounted "mini-console"
- Seat belts front and rear with "Uni-lock" shoulder harness for driver and front seat passenger. Front (and rear*) seat belts are self-adjusting with retractors
- Deluxe two-spoke steering wheel with simulated woodtone insert
- Front seat belt reminder system (*)

Additional features include:

- Deluxe instrument panel features black appliques with woodtone applique on center portion
- Unique molded door trim panel features long 10" arm rest. A separate door-pull handle is an added convenience.
- Deluxe Lambeth cloth seat trim inserts front and rear
- Electric clock
- Rear ash tray in rear quarter trim panel
- Bright metal trim on the accelerator, brake, brake release and clutch pads
- Interior identification plaque
- Trunk mat

FUNCTIONAL

- 250 CID 6-cylinder engine



- Three-speed fully synchronized manual transmission, floor mounted
- "DirectAir" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes, with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity

See page C-10 for a complete list of standard equipment

(*) December, 1971 availability

MUSTANG SPORTSROOF



SALES
NUMBER
02

MODEL

2-Door SportsRoof

MAJOR STANDARD FEATURES

EXTERIOR

The SportsRoof shares many features with the 2-door Hardtop. Mutual features include:

- Corrosion resistant ABS plastic grille with deeply recessed black "Honeycomb" background pattern . . .
- Bright front hood and fender moulding . . . bright chrome-plated wraparound front bumper
- Fully concealed 2-speed electric windshield wipers with washers
- Parking lights/turn signals recessed into valance under the front bumper
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding . . . bright metal drip rail moulding
- Front and rear side marker lights
- Color-keyed dual racing mirrors . . . left hand remote control
- Bright chrome-plated wheel covers
- Reversible keys . . . keyless door locking
- Bright "Mustang" script on front fenders and right rear deck lid
- Bright moulding around rear window
- Three-section taillights with backup light in center section . . . taillights framed with bright metal
- Wheelcap and rocker panel mouldings
- Three-coat acrylic enamel paint finish with final coat applied by Electrostatic paint process (See page C-14)
- Rear applique with bright surround moulding

Additional features include:

- Dramatic "flat-roof" styling
- Rear window is tinted glass

INTERIOR

The SportsRoof includes the same features as the 2-door Hardtop. Mutual features include:

- All-vinyl thin shell, high-back bucket seats
- Color-keyed door panel trims with door handles that fit nearly flush with the door panel . . . handles are integral with the arm rests
- Three-pod instrument panel, large glove box, "mini-storage box" in center console, cigarette lighter, left and right ventilation registers
- Deluxe two-spoke steering wheel with simulated woodtone insert
- Energy absorbing steering wheel and column . . . turn signal with lane change feature . . . locking steering column
- Floor-mounted "mini-console" houses the gear shift lever and contains ash tray
- Seat belts front and rear with "Uni-Lock" shoulder harness for driver and front seat passenger. Front (and rear*) seat belts are self-adjusting with retractors



- Front seat belt reminder system (*)
- Courtesy light in center of roof
- Color-keyed carpeting, front and rear

FUNCTIONAL

The SportsRoof includes the same features as the 2-door Hardtop. Mutual features include:

- 250 CID 6-cylinder engine
- Floor mounted three-speed fully synchronized manual transmission
- "DirectAire" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes with dual master cylinder and warning light
- Heater and defroster with 3-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity

See page C-10 for a complete list of standard equipment

(*) December, 1971 availability

MUSTANG MACH I



MODEL

Mach I 2-Door SportsRoof

SALES
NUMBER
05

MAJOR STANDARD FEATURES

EXTERIOR

Unique Mach I exterior features include:

- Unique hood with twin NASA-type hood scoops, optional at no extra cost on Mach I with standard engine
- Front hood and fender mouldings color-keyed to exterior body color
- Black ABS plastic grille insert in honeycomb design with bright Mustang emblem in the center . . . grille includes two argent-painted sportlamps mounted in-board of the headlights
- Front bumper constructed of molded urethane and doubles as a front air spoiler . . . bumper is color-keyed to the exterior body color
- Bright lower body side moulding with lower panel below moulding painted black or argent
- "Mach I" decal on front fenders
- Bright chrome hub caps with bright chrome trim rings
- Black honeycomb lower back panel applique with bright metal mouldings
- "Mach I" decal on rear of deck lid
- Deck lid tape stripes
- Bright metal dual exhaust extensions (on 251 4v)

INTERIOR

Standard Mach I interior includes all the features in the base SportsRoof interior. A unique Mach I Sports Interior option is available on all SportsRoof models with V-8 engines. This option includes:

- Deluxe instrument panel featuring black appliques with simulated woodtone applique on center console portion
- "OIL", "AMP", and "TEMP" gauges in center console portion of instrument panel and tachometer and trip odometer
- Knitted vinyl high-back bucket seats with vertical accent stripes
- Color-keyed molded door trim panels with integral pull handle and arm rest. A simulated woodtone applique framed by bright metal on the upper portion of the door. The lower portion of the door is covered with carpet
- Color-keyed carpet features deep embossed carpet runners in the driver and front passenger area



MACH I SPORTS INTERIOR OPTION

- Bright metal frame around accelerator, brake, brake release and clutch pedals
- Rear seat ash tray located in right quarter panel

FUNCTIONAL

In addition to or in place of features on the SportsRoof model:

- 302 CID 2v V-8 engine (N/A in California w/ manual transmission)
- Competition Suspension (See Options, page C-15 for description)
- E70 x 14 wide oval, belted bias-ply WSW tires

See page C-10 for a complete list of standard equipment.

MUSTANG CONVERTIBLE



MODEL

2-Door Convertible

SALES
NUMBER

03

MAJOR STANDARD FEATURES

EXTERIOR

The Mustang Convertible offers all of the exterior features of the hardtop including:

- Grille design features black corrosion resistant ABS plastic insert, and bright ornamentation
- Bright front hood and fender moulding . . . bright chrome-plated wraparound front bumper
- Fully concealed 2-speed electric windshield wipers with washers
- Parking lights/turn signals recessed into valance under the front bumper
- Ventless door windows with curved side glass . . . flush door handles
- Bright metal windshield moulding
- Rear applique and bright surround mouldings
- Front and rear side marker lights
- Color-keyed dual racing mirrors . . . left hand remote control
- Bright chrome-plated wheel covers
- Tinted wheelip and rocker mouldings
- Tinted windshield

Additional features include:

- 4-ply laminated vinyl top available in white or black . . . top includes full glass back window . . . top may be lowered without first unfastening rear window
- Stretch vinyl boot color-keyed to the interior trim . . . hidden fasteners give the boot a neat appearance.

INTERIOR

The Mustang Convertible includes all of the interior features of the hardtop including:

- Thin shell, high-back bucket seats
- Deluxe two-spoke steering wheel with simulated woodtone insert
- Three-pod instrument panel, large glove box, "mini-storage box" in center console, cigarette lighter, left and right ventilation registers—"mini-console"

Other convertible interior features include:

- Power operated convertible top
- Knitted vinyl trim
- Top latches are located in the header panel . . . within easy reach of the driver's seat
- Interior of convertible top material has a black cotton liner
- Courtesy lights are located under the instrument panel, one on each side
- Deluxe left- and right-hand black instrument panel appliques
- Molded door trim panels



FUNCTIONAL

- 250 CID 6-cylinder engine
- Floor mounted three-speed synchronized manual transmission
- "DirectAir" ventilation system . . . high-low ventilation with registers in instrument panel
- Self-adjusting brakes with dual master cylinder and warning light
- Heater and defroster with 2-speed blower . . . illuminated controls
- Steel "Guard Rails" side impact protection system
- E78 x 14 BSW belted bias-ply tires
- 20 gallon fuel tank capacity
- See page C-16 for additional convertible top information.

See page C-10 for a complete list of standard equipment.

MUSTANG STANDARD EQUIPMENT

In addition to the standard features listed, Mustang also includes as standard equipment the many Ford Lifeguard Design Safety Features listed on page 11.

EXTERIOR

	Hardtop	Convertible	SportsRoof	Grande	Mach I
BUMPER: wrap-around chrome-plated	X	X	X	X	—
Front color keyed, Spoiler bumper	X	—	—	—	X
GRILLE: bright framed, Mustang ornament mounted in center	X	—	X	X	—
honeycomb texture with tri-color Mustang ornament, and sports lamps	X	—	—	—	X
HOOD: counterbalanced, front opening	X	X	X	X	—
HOOD SCOOPS: NASA type	—	—	—	—	X
LIGHTS: headlights—single 7 inch diameter	—	—	—	—	X
Parking lights in front valance panel	X	X	X	X	—
Sports lights in grille	—	—	—	—	X
Front and rear side marker lights	X	X	X	X	—
Taillights: trapezoidal shape, 3 lens	X	X	X	X	—
Turn signal with lane-change feature	X	X	X	X	—
MIRRORS: outside, dual racing L.H. remote control	X	X	X	X	—
Black lower back panel applique, bright moulding	X	—	—	—	X
Hood and fender front moulding—bright	X	X	X	X	—
—color keyed	—	—	—	—	X
Wheelcap and rocker panel mouldings	—	—	—	—	X
Windshield reveal mouldings (bright)	X	X	X	X	—
ORNAMENTATION, GENERAL:	—	—	—	—	—
Black or argent paint on lower body, front & rear valance panels	—	—	—	—	X
Bright roof drip rail	—	—	X	X	—
Bright gas filler cap in center of lower back panel	X	X	X	X	—
Deluxe wheel covers	—	—	—	—	X
—unique tape stripe	—	—	—	—	—
Bright chrome-plated wheel covers	X	X	X	—	—
Hub caps with trim rings	—	—	—	—	X
Chromed front fender back panel with bright upper and lower moulding	—	—	—	—	X
Bright "Mustang" script on right rear deck lid	X	X	X	—	—
Rear tape stripe—Mach I with Mach I decal	—	—	—	—	X
VINYL ROOF	—	—	—	X	—
WINDOWS: Back window: tinted glass	—	—	—	—	X
Front side glass	X	X	X	X	—
Tinted windshield	—	X	—	—	—
Fixed rear quarter windows	—	—	X	—	X

INTERIOR

ACCELERATOR PEDAL: —suspended design	X	X	X	X	X
ARMRESTS: energy absorbing type, front	X	X	X	X	X
ASH TRAY: fixed, in rear console	X	X	X	X	—
—fixed, in right hand console	—	—	—	—	X
CIGARETTE LIGHTER:	X	X	X	X	—
CLOCK: electric	—	—	—	X	—
CARPET: —100% nylon, color keyed	X	X	X	X	X
DOORS: exterior handles, flush-type	X	X	X	X	X
interior handles, safety designed	X	X	X	X	X
latches, Safety-Yoke design	X	X	X	X	X
lock push buttons, keyless locking	X	X	X	X	X
side impact steel "Guard Rail" protection structure	X	X	X	X	X
DOOR TRIM PANELS: moulded, integral handle & armrest	X	X	X	X	X
HAZARD FLASHER: column mounted switch	X	X	X	X	X
INSTRUMENT PANEL: padded design, three dial cluster with printed circuits	X	X	X	X	X
deluxe black side appliques	—	X	—	—	—
solid foam center applique	—	—	—	—	—
LIGHTS: courtesy—2 lights, one each side under instrument panel	—	—	—	—	—
dome light	X	—	X	X	X
LOCK: steering column	X	X	X	X	X
MIRROR: inside rearview, Day/Nite safety-type vinyl backed & framed	X	X	X	X	X
SEAT BACK LOCKS: (all folding seats)	X	X	X	X	X
SEAT BELTS: front and rear lap, outboard front and rear(*) belts are self adjusting and retracting with "Uni-lock" shoulder harness (no shoulder harness in Convertible)	X	X	X	X	X
front seat belt reminder system*	X	X	X	X	X
SEAT: front, front shell adjustable, high back bucket	X	X	X	X	X
standard vinyl trim	—	—	—	—	—
deluxe cloth trim	—	X	—	—	—
comforter-woven knitted vinyl trim	—	—	—	—	—
SHIFT LEVER: floor mounted with all transmissions	X	X	X	X	X
STEERING WHEEL: 2 spoke, energy absorbing w/energy absorbing column-deluxe type	X	X	X	X	X
SUN VISORS: dual, padded	X	X	X	X	X

FUNCTIONAL

BRAKES: self-adjusting w/dual master cylinder	X	X	X	X	X
parking brake, step-on design	X	X	X	X	X
ENGINE: —250 CID 6-cylinder	X	X	X	X	—
302 CID 2V, V-8	—	—	—	—	X
FUEL TANK: 18 gallon capacity	—	—	—	—	X
HEATER/DEFROSTER: blend-air type 3-speed blower (illuminated controls)	X	X	X	X	X
MUFFLER: aluminum and stainless steel components	X	X	X	X	X
SHOCK ABSORBERS: staggered rear	—	—	—	—	X
SUSPENSION: competition	—	—	—	—	X
TRANSMISSION: —3-Speed manual	X	X	X	X	X
4-Speed automatic	X	X	X	X	X
VENTILATION: —DirectAir	X	X	X	X	X
WINDSHIELD WIPERS: parallelacting, two speed electric, with electric washers, concealed	X	X	X	X	X

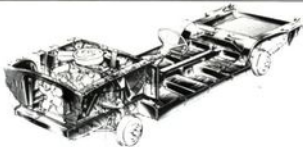
(a) No cost option with 302 CID 2V engine.

(b) With 351 CID 4V engine.

(*) December, 1971 availability.

MUSTANG FEATURES

CHASSIS FEATURES



PLATFORM CONSTRUCTION

Mustang's unit-built body design includes a platform chassis assembly. The platform chassis provides a strong base for the body and luggage compartment, enclosure for the engine and underbody attaching points for chassis components. Features of the design include:

Box section front and rear side rails are tied in securely to the heavy boxed-in rocker panels in the platform. Components are connected by five heavy-duty crossmembers welded to the underbody forming a strong ladder-type construction.

The front and rear side rails extend underneath, and are also welded to the floor pan. A "Backbone" formed by the full-length tunnel gives the structure maximum rigidity.

The side panels in the engine compartment are welded to the front side rails at the bottom, and to the coil at the rear, for front end rigidity. A one-piece stamping with a deep channel section at the top connect panels across the front.

FRONT SUSPENSION

Mustang uses a short and long arm ball joint front suspension. Spring rates, stabilizer bar size, and shock absorbers are calibrated to match the weight/ride requirements of each model produced in accord with the type of engine and optional equipment installed. Front suspension features include:

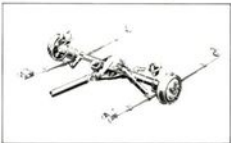
Lower suspension arms are mounted to the front end structure through rubber bushings to eliminate metal-to-metal contact and reduce the amount of vibration and noise transmitted to the passenger area.

The drag struts are anchored in rubber bushings which allow the wheels to move slightly rearward



when the car hits a bump. This controlled rear movement soaks up part of the initial road shock before it reaches the passenger compartment.

A link-type, rubber-bushed stabilizer bar connects the right- and left-hand lower suspension arms and prevents excessive roll when cornering.



REAR SUSPENSION

Mustang's "Hotchkiss" type rear suspension features rubber bushings at connection points to prevent metal-to-metal contact and minimize noise transfer to the passenger compartment. Features of the system include:

Long 53-inch multi-leaf-type springs smooth out driving and braking forces to provide a comfortable, cushioned ride.

Front spring mounting eye incorporates a large resilient rubber bushing that permits slight horizontal wheel movement to help absorb small bumps and reduce road shock and noise.

Rear spring shackle is a rubber-bushed compression type, allowing easy flexing on light impact and providing greater resistance to severe impact.

Shock absorbers are mounted at an angle to reduce side sway and improve control. A constant viscosity fluid is used in the shock absorber to provide uniform performance under all climate conditions.

A COMPETITION SUSPENSION is standard on the Mach 1 and is included in the 351 4v engine option. It is also optional with other engines except 250 CID engine. The competition suspension includes heavy-duty front and rear springs, heavy-duty front and rear shock absorbers, heavy-duty front stabilizer bar and rear stabilizer bar.

Mustangs with the Competition Suspension and 351 CID 4v engine will again be equipped with staggered rear shock absorbers in 1972. Staggered rear shocks (the light

MUSTANG FEATURES

Chassis Features (Cont'd)

is mounted in front of the axle; the left behind it) counteract wheel hop and increase traction during acceleration and braking. Staggered shocks also provide improved rear axle control with higher output engines.

SUSPENSION SPECIFICATIONS

FRONT

Type	Independent with Ball Joints
Springs	3.88" ID Helical Coil, Rubber-Insulated
Shock Absorbers	Hydraulic, Telescopic, Vertical Mount
Stabilizer	Link Type, Rubber-Bushed
Steering Knuckle	Integral Spindle and Steering Arm
Wheel Bearings	Opposed Tapered Roller

REAR

Type	Variable Rate, Longitudinal Semielliptic Leaf Springs with Rubber-Bushed Hangers
Number of Leafs	4
Leaf Length and Width	53" x 2.5"
Spring Shackles	Compression Type, Rubber-Bushed
Shock Absorbers	Hydraulic, Telescopic, Angle Mount

MANUAL STEERING

Mustang's manual steering system is a parallelogram linkage type with a cross link and idler arm. This system offers more positive control of the car under all driving conditions with a minimum of steering effort. Features of the manual steering system include:

Cross-link bar positioned to improve directional stability and reduce oversteer.

The steering shaft control assembly is driven by recirculating ball bearings in a closed channel for reduced friction. The "Magic-Circle" steering gear is filled with a life-time lubricant which never needs changing under normal circumstances. See page C-20 for steering specifications.

POWER STEERING

An outstanding power steering system is optional on all 1972 Mustang models. The system utilizes the standard manual steering linkage and Ford's "Better Idea", "Fluidic Control" power steering pump that supplies extra power when you need it and "coasts" at high speeds. Functioning through a unique, patented "fluidic" control, the pump forces the maximum amount of fluid through the system at low speeds for easier parking. At highway speeds, it reduces the fluid flow to provide a good "feel" of the road and save on engine horsepower. Other features of the unit include:

Power unit integral with recirculating ball steering gear.

Integral control valve provides instant response to wheel movement.

A torsion bar element is used in the steering shaft to provide a precise feel of the road.

An overall steering ratio of 21:1 provides fast responsive steering.

2.7 turns of the steering wheel lock-to-lock is 12% faster than manual steering.

VARIABLE RATIO STEERING GEAR—a variable ratio steering gear is provided when power steering is ordered on a vehicle equipped with the competition

suspension. With variable ratio steering, a special gear is used that gives a rapidly reducing ratio as the wheel is turned beyond center. This gives the driver the benefits of quick-ratio steering without the steering being super-sensitive. Quicker, more responsive steering and handling is a result of this steering/suspension combination.

See page C-20 for steering specifications.



LOCKING STEERING COLUMN

An anti-theft steering column is standard equipment on the Mustang.

The locking mechanism is mounted on the steering column, within convenient reach of the driver. The ignition switch has five positions: Accessory . . . Lock . . . Off . . . On . . . Start. By moving the key to "lock" position, the ignition switch, transmission linkage and steering wheel are simultaneously locked to help prevent car thefts. Locking can only be accomplished with a manual transmission in the "reverse" or an automatic transmission in the "park" position. A mechanical lock-out device prevents the ignition key from being turned to "lock" until the transmission selector is located in its correct position.



TIRES AND WHEELS

The standard tire on all 1972 Mustang models is of a belted bias-ply design. This type of tire design features a wide profile and provides improved vehicle braking, traction, cornering and long tread life. Outlined below are some of the principal benefits of this tire design:

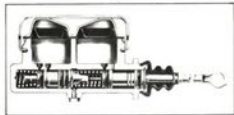
- **LONGER WEAR . . .** the tires have a broader "foot-print" on the road and the tread is backed up by belts, it doesn't squirm. (The tread rolls like a belt decreasing internal and surface friction.)
- **IMPROVED TRACTION AND CORNERING . . .** the belts hold the tread flat on the road and provide support to the sidewalls under normal driving conditions.

See "Tire Availability" chart page C-21.

Mustang wheels are stamped steel with a ventilated disc welded to a safety-type rim. Five large retaining nuts plus a centering pilot automatically center the wheel on the hub. See page C-20 for wheel specifications.

MUSTANG FEATURES

Chassis Features (Cont'd)



BRAKES

All Mustangs use a dual hydraulic brake system with a dual-chambered master cylinder. Important features of the system are:

Each master cylinder chamber is independent of the other with its own fluid reservoir and pumping section.

Separate connections for the brake lines link one cylinder chamber to the front brakes and the other to the rear to protect against total loss of braking capability in the event of pressure loss in either line.

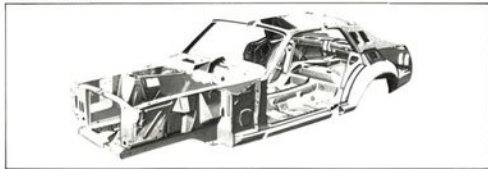
An instrument panel light indicates hydraulic pressure loss in either brake line when brakes are applied. Immediate servicing is required if the brake warning light comes on.

See page C-22 for brake specifications.

MANUAL BRAKES

Mustang's standard manual brakes are self-energizing single anchor, internal expanding drum type on all four wheels.

BODY FEATURES



BODY CONSTRUCTION

Mustang's all-welded body is designed and engineered to provide maximum strength with minimum weight. The dash panel and extra strong double-walled upper cowl are welded with the front spring towers, fender aprons, radiator support, cowl side panels and torque boxes to form one rigid integral unit.

The front end structure has been engineered to permit energy absorption through better control of sheet metal deflection.

Roof bracing of the Hardtop and SportsRoof models is double panel construction with a box section channel around

All standard Mustang brakes incorporate self-adjusters, which keep the brakes in proper adjustment.

Brake shoe clearance at each wheel is automatically adjusted as required when the brake is applied as the car is moving in reverse. The brakes also are shielded against dirt and water entry by a curved edge on the brake backing plate which mates with a groove in the brake drum.

See page C-22 for brake specifications.

POWER FRONT DISC BRAKES

Mustang's front disc brakes consist of a cast-iron disc with a floating caliper straddling the disc and an inboard splash shield. The caliper contains a piston, which, when the brakes are applied, forces friction pads against the rotating disc. The ventilated cast-iron disc affords both effective cooling and water dissipation. The stamped-steel inboard splash shield keeps road splash from the disc.

The disc brake option incorporates a single-diaphragm power brake booster. The booster helps to reduce system reaction time for faster and better braking control.

The power front disc/rear drum brake system requires up to 40% less pedal effort. Increased fade resistance, even after repeated stops, improved recovery from water, and the ease of servicing disc brakes make them ideal for motoring enthusiasts as well as anyone who desires maximum braking power.

PARKING BRAKE

Mustang models are equipped with a foot-operated parking brake. The suspended parking brake pedal is located below the instrument panel near the left side cowl. A pull handle release system is used in conjunction with the parking brake.

window and door openings. A roof cross brace adds support and rigidity.

Convertible models have added and reinforced underbody structural members for increased strength.

The rear underbody features a full width rear floor pan with a strap-on fuel tank.

RUST PREVENTION

Mustang bodies are given maximum protection to retard rusting. Vital underbody parts have been specially treated for resistance to mud, water and road salt with a sprayed on asphalt base sound deadener. Interior surfaces of the

MUSTANG FEATURES

Body Features (Cont'd)

door panels, wheel splash areas and fenders have been coated with a zinc-rich primer. Rocker panels, lower body panels, and front and rear side rails use a zinc-lad steel and rocker panels have one-way drain valves to help prevent moisture accumulation. Exterior trim mouldings are made of corrosion-resistant metal and are fastened to the car with plastic retainers.

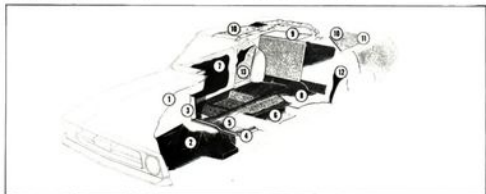
SIX STEP PAINT PROCESS

Mustang's super diamond lustre paint finish is the result of a thorough six step sheet metal preparation and painting process. Before the triple coats of enamel are applied, the body receives all-over rust protection including a coating of zinc phosphate and two coats of tough epoxy primer. Each primer application is followed by wet-

Phosphate Coating
First Primer-Epoxy
Second Primer-Epoxy
First Finish Coat
Second Finish Coat
Final Finish Coat ("Electrostatic" Painting)

sanding. A triple coat of acrylic super enamel is then baked-on.

The final coat of paint on all Mustangs is applied by ELECTROSTATIC PAINTING, a system that produces a better, more uniform paint finish. The system features a paint gun that works on the principle that unlike electrical charges attract each other; i.e., positive charged particles attract negative ones. An electrode, extending through the barrel of the gun, is held at a negative potential of 60,000 volts with respect to the part to be painted. The tip of the electrode is located so that air-atomized paint particles pass through charged air particles and pick up a strong negative charge. The paint particles are propelled to the body surface by air pressure. As the paint particles near the surface, the electrostatic forces become great enough so that many of those paint particles normally blown past by the air stream are returned to the body surface. The advantage of electrostatic painting is the "wrap-around" effect. When painting next to an edge, such as on a deck lid, hood, or door, the paint particles actually will wrap around and coat the backside due to the strong electrostatic attraction.



BODY INSULATION

Mustang's body insulation and sound package contribute to greater all-weather comfort and quiet in the passenger compartment.

- (1) Mastic adhesive is spotted between the inner and outer panels of the hood.
- (2) Inner housings of the front fenders, including fender aprons, are sprayed with a sound deadener coating.
- (3) The dash panel has a one inch thick molded textile-fiber pad between passengers and engine with heavy plastic (vinyl) coating.
- (4) One-half-inch thick fiber pads are included at cowl sides.
- (5) The area from the toeboard to the back of front seat is covered with a combination one pound mastic and 28 gram fiber pad. A thick jute pad is bonded to the carpet.
- (6) The rear floor area is covered with the same material as the front floor area.
- (7) Sound deadener is applied to the inner surface of door outer panels.
- (8) The rear seat area has one pound mastic and three-eighths-inch fiberglass pad covered with a heavy plastic coating from the front of the seat to the back of the axle kickup.
- (9) The package tray has one-half-inch fiberglass pad with heavy plastic coating under the full width of the package tray covering.

- (10) One-half-inch thick fiber pad blanket insulates the entire roof panel, front and rear. Rear pillars have one-half-inch fiber pad.
- (11) Mastic adhesive is spotted between the inner and outer panels of the deck lid.
- (12) Rear wheel splash areas are sprayed with sound deadener.
- (13) A one-half-inch fiber pad is cemented to the quarter trim panel.

BODY SEALING MATERIAL

Joint sealers and special anti-squeak and sealing devices are used in all Mustang models to provide a comfortable, quiet ride.

Special plastic sealing material is applied to exposed spot-welded body panel seams and joints. Vinyl plastic sealer is used at the drip rails and rear deck trough. Windshields are sealed with Ford's special butyl tape and a special non-drying plastic compound seals the rear windows. Special pads, grommets, seals and plug buttons guard against water, dust and drafts. Heat-curing sealer is applied to all other panel seams and joints.

HEATING

Mustang's high capacity heater uses the blend air principle of temperature control. Temperature is controlled by regulating the amount of air that passes through the heater core.

MUSTANG FEATURES

Body Features (Cont'd)

Heat, defrost, and temperature controls, and the three-speed blower switch are located in the center of the instrument panel within easy reach of the driver. The defroster lever ducts air to slit type openings to defog windshield.

DIRECT-AIRE VENTILATION

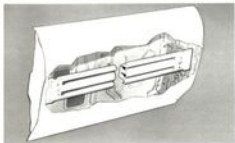
Mustang offers a high-low ventilation system as standard equipment. The system includes four ventilation outlets in the passenger compartment, one on each end of the instrument panel and one on each side under the instrument panel. Adjustable air valves located behind the outlet registers provide control over outside air entering the car.

Push-pull knobs located within easy reach of the driver permit control of the air valves.

- With knobs all the way in—air valves are closed
- With knobs all the way out—air is directed through the "high" registers in the instrument panel
- With knobs halfway out—air flow is directed through both the high and low outlets

The outlet registers in the instrument panel can be adjusted vertically and laterally to control the direction of incoming air.

This system provides a significant improvement in air flow through the vehicle with the windows rolled up which helps to eliminate traffic and wind noise. Ventilating air, heated or unheated, enters from the front intake . . . circulates throughout the interior . . . and exits through pressure relief valves in the "B" pillar, carrying away stale or smoke-laden air . . . without any need to open a window. The pressure-relief valve has a one-way design to prevent reverse flow of air when the system is not in use.



DOORS

Every 1972 Mustang features a steel "Guard Rail" side impact protection system. The rugged steel "Guard Rail" combines with high strength door hinges and latches to help provide better distribution of forces for greater protection in the event of side impact.

The steel "Guard Rail" side impact system was designed and thoroughly tested to provide maximum strength and impact absorbing qualities with a minimum of additional weight. The beam structure is a flanged, tapered steel channel with a full length partition down the center and closed by a welded-on ribbed plate. The entire assembly is attached to the door end flanges and located directly inside the outer door panel.

Mustang doors are formed into a sturdy box unit by using a double panel, welded construction. Bronze-bushed hinges are used for long wear and easy opening and closing. The lower hinges incorporate assist springs to aid in opening the doors and retard slamming when the doors are closed. All doors also incorporate check straps to hold the doors in the full open position. The check straps used on the

front doors provide an intermediate door check position to aid entry and exit when parked in close quarters. Bear-hug door latches provide secure closing, easy opening, rattle resistance and help protect against accidental opening on impact.

DOOR HANDLES

Mustang's exterior door handles are a pull-out type, mounted flush with the body-side sheetmetal.

One step locking is standard on all doors. The doors may be locked from the outside by simply depressing the inside door lock control knob, and then closing the door.

The inside door handle is formed as an integral part of the armrest. The handle actuates the door latch when pulled inward with the fingertips. The design helps provide protection against accidental opening by passengers.

WINDOWS

All Mustang models feature ventless front side glass. This style of window eliminates the vent window, division bar and vent latch providing improved appearance and increased driver/passenger visibility.

All windows except windshields are high-strength, impact-resistant, heat-tempered glass. Windshields are constructed of two sheets of 3/8-inch glass heat laminated to a 30-mil-thick plastic laminate.

SEATS

For 1972, the Mustang bucket driver's seat (except convertible) is mounted one-half inch further aft for more leg room. In addition, Mustang bucket seats have a high-backed thin, trim design resulting from the use of a seat frame. The members of the steel frame are welded into one solid unit. Horizontal zig-zag springs frame the seating area, and include extensions on either side for the side bolsters. The contour-molded seat pad features a steel wire and cotton net support pad molded into the foam. A dual density foam is used for the one-piece molded cushion with softer foam in the center, and firmer foam for support at the sides.

The seats are attached to strong roller bearing seat tracks that have a full five inches of adjustment. Low friction nylon slides and built-in assist springs on the seat tracks make adjustment easy.

Folding front seat backs self-lock when in a full upright position. A small knob in the center of the seat back releases the lock for rear seat entry.



"UNI-LOCK" SAFETY HARNESS

All Mustangs include a "Uni-Lock" three-point safety harness for the outboard front seat passengers on all models except the Convertible. This design eliminates the two shoulder harness buckles on the seat and permits easier and faster "buckle up." During use, the driver or outboard front seat passenger pulls the lap belt out of the retractor and "snaps" it into the buckle—the belt length is auto-

MUSTANG FEATURES

matically maintained by the retractor. The shoulder belt is then attached to the lap belt buckle and adjusted as necessary.

All Ford Division Cars for 1972 will include as standard equipment seat belt retractors at the front (and rear*) outboard seating positions. In the front, the retractors form part of the seat belt reminder system. In the rear, the retractors are hidden below the seat and a belt guide is located between the seat and trim panel.

(*) December, 1971 availability

FRONT SEAT BELT REMINDER SYSTEM

New for 1972 is a standard front seat belt reminder system(*). This system includes an instrument panel light and buzzer mounted in the instrument panel which are activated by sensors if an attempt is made to drive the car without the driver and front seat passenger (if aboard) first fastening their seat belts. The light and buzzer operate when the ignition switch is in the "On" position, the transmission is in any forward or reverse position and the driver's belt is not extended the distance normally used for fastening. If the right outboard seat is occupied, a switch in the seat also activates the system until the passenger seat belt is pulled out the specified distance. When the belt or belts are extended, the light and buzzer go off, and will remain off unless the belts are retracted.

(*) December, 1971 availability

HEADLIGHTS

The 1972 Mustangs all feature single headlights mounted in the fender extensions. Access holes in the trim rings allow adjustment of the headlight beams without having to remove the trim rings. The parking lights remain lit with the headlights to help provide more positive front-end identification to oncoming drivers.

SIDE MARKER LIGHTS

All Mustang models have standard amber marker lights on the front fenders, and a red light on each rear quarter extension to provide side identification during dusk and nighttime driving.

HOOD

Strength and rigidity have been designed into the double panel construction of the Mustang hood. The inner panel forms a brace, and is bonded to the outer panel with a special mastic. The outer edges are welded. The hood's counterbalanced hinges permit easy opening and closing. Rubber bumpers are placed around the outer edge of the

hood. The two front bumpers are adjustable for leveling the hood with the front fenders. A single-action lever, permits one-hand opening. This lever releases both latch and safety catch.

LUGGAGE COMPARTMENT

Luggage space in the hardtop model is 9.5 cubic feet while the SportsRoof has 8.3 and Convertible 8.1 cubic feet of luggage capacity. Torsion bars to the deck lid hinges assist in raising the lid and holding it open. Compression type, neoprene rubber weatherstripping provides protection against dirt and moisture.

CONCEALED WINDSHIELD WIPERS

The standard windshield wiper system for the Mustang is fully concealed in a recess between the end of the hood and the windshield. The driver's side wiper arm is articulated to clear a greater area of the windshield. The articulated arm causes the wiper to sweep further into the left lower corner of the windshield, closer to the windshield pillar. Longer 18-inch wiper blades help provide a substantially larger cleared area.

The two-speed electric windshield wipers are activated by rotating a control knob on the instrument panel. The windshield washers are activated by pulling out the wiper knob. Operation of the washers automatically activates the wipers.

CONVERTIBLE TOP

The Mustang Convertible features a specially designed top that provides a neat appearance and extra rear seat room.

The linkage mechanism of the power operated convertible top is designed so that the stack is wide and the linkage simplified, similar to the advanced design developed for the Ford Convertible. In the down position the stack is positioned further rearward and lower in the well, resulting in additional rear seat shoulder and elbow room.

In the up position, the linkage provides a trim appearance in the roof area adjacent to the rear seat. The tempered semi-flexible rear window is a one-piece (replacing the two-piece folding glass window) design. The top may be lowered without first unfastening the window.

The flush-design top latches are located on the windshield header permitting easy operation of both latches from the driver's position.

The convertible top is constructed of 4-ply laminated vinyl and cotton and is attached firmly to the bows to prevent ballooning at highway speeds. The top is available in either black or white with a stretch vinyl boot, color-keyed to the interior trim. Hidden fasteners on the boot give a neat top-down appearance.

MUSTANG OPTIONS

Mustang offers a wide variety of factory installed options. Owners can select from these items to equip their car to suit their personal tastes and desires.

REAR WINDOW ELECTRIC DEFROST

This "Better Idea" helps keep the backlite frost-free and

will remove snow, frost, and up to 1/4-inch of ice in minutes. The heating unit consists of a silver-filled, ceramic, high-resistance printed electrical circuit, silk-screened onto the inside of the backlite. While visible as a series of 1/32-inch wide horizontal lines across the backlite, the unit does not interfere with the driver's rear vision due to the wide spacing between the lines. A switch for operating the unit is integral with the heater controls on the instrument panel. The option includes a "reminder" light which indicates when the unit is "on." Available with V-8 engines only. Not available on convertible.

4-SPEED TRANSMISSION

Ford's fully-synchronized four-speed manual transmission is designed to provide the ultimate in driving flexibility and performance. This transmission's four ratios are properly spaced to fit the power curves found in the Mustang engine lineup. Its rugged construction allows extended operation in any ratio, such as using third gear for cruising on hilly, winding roads. The floor-mounted "Hurst Shifter"® is indexed for fast, sure shifting, lending itself to competition



MUSTANG OPTIONS

events. Fully-synchronized gears permit positive, split-second upshifts and downshifts at all reasonable engine speeds.

"TRACTION-LOK" DIFFERENTIAL

Beneficial to family and performance car alike, Ford's "Traction-Lok" differential is designed to lock the rear wheels together in proportion to the driving torque applied.

The "Traction-Lok" option provides extra traction on ice, mud or snow, and maximum accelerating power.

(See the Power Teams section for more information.)

COMPETITION SUSPENSION

The competition suspension is standard on the Mach 1. The option includes heavy-duty front and rear springs, extra heavy-duty front and rear shock absorbers, extra heavy-duty front stabilizer bar and rear stabilizer bar. (See page C-11 for additional details.)

POWER STEERING

A power steering system is optional on all Mustang models. The system utilizes Ford's "Better Idea," "Fluidic Control" power steering pump that supplies extra power when you need it for parking, and reduces power flow at highway speeds to provide a good "feel" of the road and save on engine horsepower.

The power steering option includes a variable ratio gear on models equipped with competition suspension. (See page C-12 for additional details.)



INSTRUMENTATION GROUP

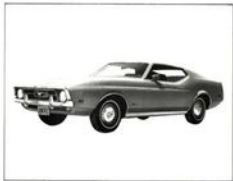
The instrumentation group is ideally suited for the driver who wishes a full complement of gauges. The group includes tachometer, trip odometer and "OIL," "AMP" and "TEMP" gauges. The option is not available with 250 CID engines and is standard with the Mach 1 Sports Interior option.

SELETAIRE AIR CONDITIONING

Mustang's air conditioning system incorporates a large size condenser and evaporator designed to provide a fast cool-down rate for improved passenger comfort.

The Selectaire air conditioning unit, including controls, is fully integrated into the instrument panel and provides temperature and humidity controlled comfort with all windows closed.

The three-speed blower motor and two air conditioning positions give this unit optimum versatility. The "MAX/AC" position cools and recirculates the air within the car, providing maximum cooling. The "FRESH" position draws a supply of fresh air in from the cowl intake and is the position most used after initially cooling the car with "MAX/AC." Air flow is directed into the passenger compartment through three registers in the instrument panel. The registers have adjustable louvers for directional control of the air flow. The air may be shut off in any of the registers by closing the louvers.



PROTECTION PACKAGE

Attractive and functional, this option includes bright body side mouldings, new front bumper guards and rear bumper guards. The side mouldings help protect the bodyside sheet metal while the bumper guards help prevent damage during minor collisions. The bumper guards are chrome-plated with vertical rubber inserts for durability and scratch resistance. The body side moulding includes a vinyl insert for protection against scratches and dents. The protection package is not available on Mach 1.

COLOR-GLOW FINISHES

Two new optional Color-Glow metallic finishes, Ivy Glow and Gold Glow, are available on 1972 Mustangs. These new colors create the illusion of extra depth due to the control and size of the aluminum particles in the special paint formula. The clarity and transparency of the highly durable surface also contributes to the distinctive characteristics of these glamorous new finishes.

DECOR GROUP

In 1972 there will be a new Decor Group to further enhance the appearance and appeal of the Mustang Hardtop and Convertible models. Included in this option package are lower bodyside paint treatment with bright chrome

MUSTANG OPTIONS

upper moulding, unique black honeycomb grille and sports-lamps, color-keyed front bumper, color-keyed hood and fender mouldings plus trim ring/hub caps.

POWER WINDOWS

Power windows are also available on the Mustang. The option includes a movable quarter window on the Sports-Roof models. The driver can control all windows from a single control panel located on the door trim panel. There are also individual switches at each of the other seating locations. A master lock-out switch permits the driver to override the entire system for added safety.



DUAL RAM INDUCTION

This high performance option features a Mach I hood with two-tone paint treatment and functional air scoops, hood lock pins and "ram-air" engine decals. The ram air hood

scoops incorporate two vacuum operated air control valves mounted directly behind the inlet castings to prevent air flow except when high power output is required. The hood inner panel is shaped to form the upper half of the ducting which directs air to the air cleaner. High-speed, high rpm operation results in a ram- or forced-air effect which helps to develop added horsepower.



CONSOLE

This convenience option is available on all Mustang models. The console contains a large-size storage compartment with a padded lid which also serves as a center armrest. It also houses a large ash tray and an electric clock. The console is constructed of molded plastic and is color-keyed to the interior.

WHEELS AND WHEEL COVERS

Distinctive full wheel covers, and sports-styled steel wheels are available as standard or optional on all 1972 Mustangs.



SPORTS WHEEL COVER

This sports-styled wheel cover is optional on all models.

TRIM RING/HUB CAP

The "action-styled" trim ring/hub cap combination is standard on the Mach I and optional on all other models.



MAGNUM 500 STEEL WHEEL

This high-performance, chrome-plated steel wheel includes an F78 x 14 space saver spare and requires F60 x 15 tires and competition suspension at extra cost. (See page C-21 for F-60 tire availability.)

MUSTANG OPTIONS AVAILABILITY

DESCRIPTION	AVAILABILITY*				DESCRIPTION	AVAILABILITY*			
APPEARANCE EQUIPMENT	R	P	D	L		R	P	D	L
Body Side Tape Stripe (Argent or Black. Available on Mach I, Hardtop or Convertible in conjunction with the Decor Group Option.)	X				Seat, Rear Sport Deck (Includes F78 x 14 Space Saver Spare; Folding rear seat and loadfloor; Available only on SportsRoof and Mach I.)	X			
Color-Glow Finishes (Special metallic paint available in Ivy Glow and Gold Glow.)	X				Steering Wheel, Rim Blow—Deluxe Three-Spoke	X			
Console, includes electric clock.	X				Steering Wheel, Tilt (Requires power steering at extra cost.)	X			
Decor Group (Includes lower bodyside paint treatment with bright chrome upper moulding, unique black honeycomb grille and sportlamps, color-keyed front bumper, color-keyed hood and fender mouldings, plus trim ring/hub caps. Available on base hardtop and convertible only.)	X				Windshield Wipers, Intermittent	X			
Door Edge Guards	X	X							
Floor Mats, color-keyed vinyl	X	X			ENGINES				
Instrumentation Group (Includes tachometer, trip odometer, and triple instrument pod (OIL, AMP, TEMP); Standard on Mach I Sports Interior Option; N/A with 250 CID IV engine.	X				302 CID 2V 8-Cylinder (Standard with Mach I.)	X			
Mach I Sports Interior Option (Includes knitted vinyl high back bucket seats with accent stripes, tachometer, trip odometer, triple instrument pod gauges (OIL, AMP, TEMP), bright pedal pads, molded door trim panels with integral pull handle and arm rest, color accented deep-embossed carpet runners, deluxe instrument panel black applique with woodtone center section, and rear seat ash tray. Available only on SportsRoof models equipped with 8-cylinder engine.)	X				351 CID 2V 8-Cylinder (N/A with four-speed manual transmission.)	X			
Roof, Vinyl (Includes "C" pillar Mustang tri-color ornament on models other than Grandé. Available only on 2-door hardtop.)	X				351 CID 4V 8-Cylinder (Includes NASA hood scoops, special intake manifold, special valve springs, large capacity 4300-D carburetor, 2½" exhaust outlets, modified cam, 4-bolt main bearing caps and non-locking axle and 55-ampere battery. Requires Cruise-O-Matic or four-speed manual transmission and competition suspension.)	X			
Spoiler, Rear Deck (Available only on SportsRoof and Mach I.)	X								
Trim Rings/Hub Caps (Standard on Mach I.)	X	X			PERFORMANCE EQUIPMENT				
Wheel Covers, Sport	X	X			Asle, Optional Ratio	X			
Wheels, Magnum 500 Chrome (Includes F78 x 14 Space Saver Spare; Requires competition suspension and F60 x 15 B/WL tires at extra cost.)	X				Asle, "Traction-Lok" Differential	X			
	X				Battery, Heavy-Duty (70-Ampere)	X	X		
	X				Dual Ram Induction (Includes functional Mach I hood with black or argent two-tone paint, hood lock pins, and "ram air" engine decals. Available only with 351 CID 2V or 4V engines.)	X			
	X				Extra-Cooling Package (Included with air-conditioner.)	X			
	X				Suspension, Competition (Includes extra heavy-duty front and rear springs, extra heavy-duty front and rear shock absorbers, plus front and rear stabilizer bars. Standard on Mach I and with 351 CID 4V engines. Not available with 250 CID IV engine. Models ordered with F60 x 15 B/WL tires require this option. See Page C-11.)	X			
	X								
AUDIO EQUIPMENT					POWER ASSISTS				
Radio, AM	X	X			Power Front Disc Brakes.	X			
Radio, AM/FM Stereo (Includes two front-door mounted speakers.)	X	X			Power Steering (Includes variable ratio gear on models equipped with competition suspension.)	X			
Stereosonic Tape System (Includes two front-door mounted speakers; N/A with AM/FM stereo radio; Requires AM radio at extra cost.)	X	X			Power Side Windows	X			
	X								
COMFORT—CONVENIENCE EQUIPMENT					TIRES				
Air Conditioner—SelectAir (Includes 55-ampere alternator and extra-cooling package. N/A with 250 CID IV in combination with three-speed manual transmission. Tinted glass recommended.)	X				See page C-21 for model availability.				
Bumper Guards, Front and Rear; Chrome plated front and rear bumper guards with rubber inserts. (N/A on Mach I or Decor Group.)	X	X			E70 x 14 Belted WSW	X	X		
Convenience Group (Includes trunk light, glove compartment light, map light, under hood light, front "lights-on" warning buzzer, automatic seat back release, under instrument panel courtesy lights (standard on Convertible), parking brake warning light, and glove box lock.)	X				F60 x 15 B/WL (Includes F78 x 14 space saver spare. Not available with 250 CID IV engine, base wheel covers, or standard hub caps. Requires competition suspension at extra cost.)	X	X		
Electric Defrost, Rear Window (Includes 61-ampere alternator on Mach I with any 351 CID 8-cylinder engine in combination with air conditioner; 55-ampere alternator on all other models.) Not available on convertible or with 250 CID IV engine.	X				F70 x 14 Belted WSW	X	X		
Glass, Tinted—Complete (Recommended with air conditioner. Tinted windshield standard on Convertible. Complete tinted glass available on Convertible and all other models.)	X				F70 x 14 Belted With Raised White Letters	X	X		
Protection Package (Includes body side protective moulding with color-keyed vinyl insert and front and rear bumper guards. Unique tape stripe deleted on Grandé when this option is ordered.)	X								
Seat Belts, Deluxe (Standard on Convertible)	X	X			EMISSION CONTROL				
	X				Emission Control System, Nitrous Oxide (Required in State of California, available elsewhere.) Unique equipment and/or carburetor or distributor calibrations to meet Nitrous Oxide Control standards are incorporated.	X			
	X								
	X				TRANSMISSIONS				
	X				Select/Shift Cruise-O-Matic	X			
	X				Four-Speed Manual with Hurst® Shifter (Requires 351 4V V-8 option.)	X			
	X								
	X				*RPO—Regular Production Option				
	X				DLR—Dealer Installed Option				

MUSTANG PERFORMANCE



Engineering and product features which provide maximum performance and versatility for ease of handling and driving as well as maximum economy of operation headline Mustang's performance for 1972. There is a choice of four engines, three transmissions and six rear axle ratios available in combinations to suit virtually all driving requirements.

ENGINES

For 1972, all Ford engines are designed to run on regular fuel. Ford's rugged 250 CID 1v six-cylinder engine is the base engine for Mustang. The "250" provides good performance and exceptional economy and is standard in all models except the Mach I.

The economical 302 2v is the base V-8 engine for the Mustang and is standard on the Mach I. The 351 V-8 is also available as an option in either a two-barrel (2v) or the four-barrel (4v) version on all models. (The 302 CID 2v and 351 CID 2v engines with three-speed manual transmission are not available in California.)

TRANSMISSIONS

Ford's proven three-speed manual transmission is standard on all models. The fully-synchronized, constant-mesh design of this transmission means dependable performance and easy shifting.

Optional transmissions include:

The popular SelectShift Cruise-O-Matic transmission which offers a choice of manual shifting or completely automatic operation. The Cruise-O-Matic can be up-shifted or down-shifted at various speeds for excellent driver control under adverse road or weather conditions.

The four-speed manual transmission provides "take-off and go" qualities unsurpassed in the industry. Synchronized in all forward gears, this transmission is well-suited to the performance-oriented driver, and is optional with 351 4v engine models. It provides fast, positive shifting with constant-mesh gears and features a "Hurst Shifter."[®]

(Refer to Power Teams section for more information.)

MANEUVERABILITY

Mustang's 109" wheelbase and wide track (61.5" front, 61.0" rear) and road-hugging suspension are designed to give all models outstanding ride, handling, and maneuverability. Two completely unique suspension systems are used on the 1972 Mustangs. The base suspension and competition suspension, with each calibrated in relation to engine size. In conjunction with the suspension systems, Mustang offers an integral power steering option with a normal ratio for standard suspension equipped vehicles and a variable ratio gear on vehicles equipped with the competition suspension.

(Refer to pages C-11-12 for more information.)

MUSTANG GENERAL SPECIFICATIONS

STEERING SPECIFICATIONS

Linkage	Parallelogram with cross-link
Gear Type	Recirculating Ball and Nut
Overall Steering Ratio	
—Manual	27.7:1
—Power*	22.1:1
Steering Wheel Turns (lock to lock)	
—Manual	4.60
—Power	3.68
—Power Variable Ratio	3.17
Turning Diameter (curb to curb)	39.8
Steering Wheel Diameter	15.0

*Constant Ratio Power Steering except with competition suspension. Variable Ratio included with competition suspension @ 20.2:1 overall steering ratio on center.

WHEEL SPECIFICATIONS

Type	Stamped Steel
Number of studs	5 @ .50 dia.
Diameter and Rim Size (Inches)	14" x 6"

*14" x 7" wheels included with E70 tires on SportsRoof and Hardtop models.

15" x 7" wheels with F60 x 15 tires.

MUSTANG GENERAL SPECIFICATIONS

MUSTANG POWER TEAM SELECTIONS

Engine	TRANSMISSION			REAR AXLE RATIOS								
				3-Speed Manual			4-Speed Manual			Cruise-O-Matic		
	3-Speed	4-Speed	Cruise-O-Matic	Std.	Opt.	Traction-Lok	Std.	Opt.	Traction-Lok	Std.	Opt.	Traction-Lok
250 CID 1v Six Std.	Std.	N/A	Opt.	3.00	N/A	3.00	N/A	N/A	N/A	2.79	3.00*	3.00* 2.79
302 CID 2v (2) V-8 Opt. (1)	Std.	N/A	Opt.	3.00*	N/A	3.00*	N/A	N/A	N/A	2.79 3.00**	3.00*	3.00* 2.79
351 CID 2v V-8 Opt.	Std.	N/A	Opt.	2.75*	3.25*	2.75* 3.25*	N/A	N/A	N/A	2.75	3.25*	2.75* 3.25*
351 CID 2v (2) w/Ram Air Opt.	Std.	N/A	Opt.	3.25*	N/A	3.25*	N/A	N/A	N/A	3.25*	N/A	3.25*
351 CID 4v V-8 Opt.	N/A	Opt.	Opt.	N/A	N/A	N/A	3.50	3.25*	3.50 3.25*	3.25*	3.50	3.50 3.25*

(1) Standard on Mach 1

(2) 3-speed manual N/A in California

*Mandatory ratio with air conditioning

**Standard Ratio for California.

N/A—Not Available

TIRE AVAILABILITY SPECIFICATIONS

Belted Tire Size	Sidewall Color	ENGINE				
		All Models Except Mach 1			Mach 1	
		250 Six	302 V8	351 V8	302 V8	351 V8
E78 x 14	BSW	Std.	Std.	Std.	N/A	N/A
E70 x 14	WSW	Opt.	Opt.	Opt.	Std.	Std.
F70 x 14	WSW	Opt.	Opt.	Opt.	Opt.	Opt.
F70 x 14	B/WL	Opt.	Opt.	Opt.	Opt.	Opt.
F60 x 15	B/WL	N/A	Opt.	Opt.	Opt.	Opt.

(a) F60 x 15 B/WL tires with F78 x 14 space saver spare

B/WL—black sidewall tires with raised white letters

MUSTANG GENERAL SPECIFICATIONS

BRAKE SPECIFICATIONS

	250 & 302 2v V-8	351 V-8	Power Front Rear Drum	Disc Option Front Disc
Brake Drum Diameter	10"	10"	10"	—
Brake Rotor Diameter (Disc)	—	—	—	11.3
Lining Material	Molded Asbestos			
Lining Attachment	Riveted			
Lining Width—Front	2.25"	2.50"	—	1.84" x 4.95" Inboard
Lining Width—Rear	1.75"	2.00"	2.00"	1.81" x 6.8" Outboard
Total Lining Area (Sq. In.) Gross	163.6	173.3	86.8	40.6
Effective	136.1	144.5	72.2	40.6
Swept Area (Sq. In.)	266.9	282.8	125.8	231.0
Parking Brake Type	Mechanical Application of Rear Brakes			

BODY DIMENSIONS

All dimensions are in inches unless otherwise specified	Hardtop	Convertible	SportsRoof
GENERAL			
Wheelbase	109.0	109.0	109.0
Tread—Front	61.5	61.5	61.5
—Rear	61.0	61.0	61.0
Height—Overall	50.8	50.5	50.1
Width—Overall	74.1	74.1	74.1
Length—Overall	189.5	189.5	189.5
ENTRANCE ROOM			
Door Opening Width	55.0	55.0	55.0
Door Opening Height (scuff plate to windcord)	32.8	32.7	32.2
Foot Clearance—Front	15.1	15.1	15.1
Entrance Height (seat to windcord "H" point)	29.2	29.1	29.4
FRONT SEAT ROOM			
Head Room (effective)	37.2	37.7	37.0
Maximum Leg Room to Accelerator	41.7	41.3	41.7
Hip Room	55.7	55.5	55.6
Shoulder Room	56.1	56.1	56.1
Cushion Height (from floor to crest front)	10.3	10.3	9.5
Cushion Depth	13.2	13.2	13.2
Steering Wheel to Thigh Clearance	2.6	2.6	2.9
REAR SEAT ROOM			
Head Room (effective)	36.0	36.4	—
Minimum Leg Room	28.2	28.6	—
Hip Room	50.8	44.2	—
Shoulder Room	53.5	43.9	—
Cushion Height (from floor to crest at front)	11.3	11.3	7.8
Cushion Depth	11.2	11.2	—
LUGGAGE CAPACITY (Cu. Ft.)			
Usable Luggage Capacity	9.5	8.1	8.3
GLASS AREA			
Side Glass Exposed Surface Area	1072	1074	945
Windshield Exposed Surface Area	1138	1127	1128
Backlight Exposed Surface Area	687	779	1215
Total Glass Exposed Surface Area	2897	2980	3288
CURB WEIGHT (pounds)			
Six Cylinder Manual	3090*	3210	3060**

*Grande—3110 pounds

**Mach 1—3200 pounds (302 V-8)

MUSTANG COLOR AND TRIM SELECTIONS

Charts shown reflect the color and trim combinations. Exterior colors and codes are in the first chart and the trim combinations follow. Color and codes referenced are the same as those shown in your Color and Upholstery Book.

EXTERIOR COLORS AND CODES			
Color	Code	Color	Code
White	9A	Medium Lime Metallic	4F
Bright Red	2B	Bright Lime	4E
Maroon	2J	Medium Brown Metallic	5H
Bright Blue Metallic	3J	Medium Yellow Gold	6C
Grabber Blue	3F	Medium Bright Yellow	6E
Light Blue	3B	Light Pewter Metallic	5A
Dark Green Metallic	4Q	Ivy Glow	4C*
Medium Green Metallic	4P	Gold Glow	6F*

* Extra cost Color-Glow Paint

HARDTOP, SPORTSROOF AND MACH I			
STANDARD ALL VINYL			
Interior Trims		Exterior Color Availability Codes	
Color	Code		
Black	AA	All	
Medium Blue	AB	9A, 3J, 3B	
Vermillion	AE	9A, 2B, 5A	
Medium Ginger	AF	9A, 4Q, 5H, 6C, 6E, 5A, 6F	
Medium Green	AR	9A, 4Q, 4P, 4F, 4E, 5A, 4C	
White	AW	All	

Note: 2J, 3B, 4P and 5H not available on Mach I

CONVERTIBLE			
STANDARD KNITTED VINYL			
Interior Trims		Exterior Color Availability Codes	
Color	Code		
Black	CA	All	
Medium Blue	CB	9A, 3J, 3B	
Vermillion	CE	9A, 2B, 5A	
Medium Ginger	CF	9A, 4Q, 5H, 6C, 6E, 5A, 6F	
Medium Green	CR	9A, 4Q, 4P, 4F, 4E, 5A, 4C	
White	CW	All	

GRANDÉ HARDTOP			
STANDARD LAMBETH CLOTH AND VINYL			
Interior Trims		Exterior Color Availability Codes	
Color	Code		
Black	FA	All	
Medium Blue	FB	9A, 3J, 3B	
Vermillion	FE	9A, 2B, 5A	
Medium Ginger	FF	9A, 4Q, 5H, 6C, 6E, 5A, 6F	
Medium Green	FR	9A, 4Q, 4P, 4F, 4E, 5A, 4C	

CONVERTIBLE TOP COMBINATIONS			
Convertible Top		Exterior Color Availability Codes	
Color	Code		
Black	1	All	
White	2	All	

SPORTSROOF MODELS WITH MACH I SPORTS INTERIOR		
KNITTED VINYL — OPTIONAL		
Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	GA	All, except 2J, 3B, 4F and 5H which are available on base SportsRoof only
Medium Blue	GB	9A, 3J, 3B*
Vermillion	GE	9A, 2B, 5A
Medium Green	GR	9A, 4Q, 4F, 4E, 5A, 4C, 4P*
Medium Ginger	GF	9A, 4Q, 6C, 6E, 5A, 6F, 5H*
White	GW	All, except 2J, 3B, 4F and 5H which are available on base SportsRoof only

* Base SportsRoof only

GRANDÉ TAPE STRIPES						
Color			Code			
Black			A			
White			W			
Blue			B			
Lime			R			
Orange			C			
EXTERIOR COLOR	INTERIOR TRIM COLOR					
	Code	Black	Vermillion	Med. Blue	Med. Green	Med. Ginger
White	9A	A	C	B	R	C
Bright Red	2B	A	W	—	—	—
Bright Blue	3J	W	—	W	—	—
Grabber Blue	3F	W	—	—	—	—
Dark Green	4Q	R	—	—	R	R
Medium Lime	4F	A	—	—	A	—
Green	4E	A	—	—	R	—
Bright Lime	4E	A	—	—	R	—
Medium	6C	A	—	—	—	C
Goldenrod	6C	A	—	—	—	C
Medium Bright	6E	A	—	—	—	C
Yellow	6E	A	—	—	—	C
Light Pewter	5A	A	C	—	—	C
Metallic	2J	C	—	—	—	—
Maroon	3B	B	—	B	—	—
Light Blue	3B	B	—	B	—	—
Medium Green	4P	A	—	—	A	—
Metallic	5H	C	—	—	—	C
Ginger Metallic	4C	—	—	—	—	—
Ivy Glow	4C	—	—	—	—	—
Gold Glow	6F	—	—	—	—	—

VINYL ROOF AVAILABILITY*			
Roof Color	Code	Exterior Paint Colors	Interior Trim Codes
Black	1	All	All
White	2	All	All
Dark Blue	3	3J Bright Blue Metallic 3B Light Blue 9A White	Black, White, Blue Black, White, Blue Blue
Dark Green	5	4Q Dark Green Metallic 4P Medium Green Metallic 4F Medium Lime Metallic 9A White 5A Pewter 4E Bright Lime 4C Ivy Glow	Black, White, Green, Ginger Black, White, Green Black, White, Green Black, White, Green Black, White, Green Black, White, Green Black, White, Green
Dark Brown	7	5H Medium Brown 6C Medium Yellow 9A White 6E Bright Yellow 5A Pewter	Black, White, Ginger Black, White, Ginger Ginger Ginger Ginger

* Full vinyl roof is standard on Grandé, optional on Hardtop.

MUSTANG COLOR AND TRIM GUIDE

EXTERIOR COLORS



2B Brt. Red



2J Maroon



2B Lt. Blue



2F Grabber Blue



3J Brt. Blue Met.



4E Brt. Lime



4F Med. Lime Met.



4P Med. Green Met.



4Q Dk. Green Met.



5A Lt. Pewter Met.



5H Med. Brown Met.



5C Med. Yellow Gold



5E Med. Brt. Yellow



5A White



4C Ivy Glow
(RPO)



6F Gold Glow
(RPO)

MUSTANG COLOR AND TRIM GUIDE

INTERIORS

CLOTH & VINYL (STD.) Grande



Med. Ginger

Vermilion

Med. Blue

Med. Green

Black

KNITTED VINYL (OPT.) 2 Dr. Sportroof*/Mach 1* (STD.) Convertible



Med. Blue

Black

Vermilion

White

Med. Green

Med. Ginger

* Available only with Sports Interior Option.

VINYL (STD.) 2 Dr. Hi/Tap/2 Dr. Sportroof/Mach 1



Vermilion

White

Black

Med. Blue

Med. Green

Med. Ginger

MAVERICK INDEX

1972 MAVERICK MODELS

TWO-DOOR SEDAN	5
FOUR-DOOR SEDAN	5
TWO-DOOR GRABBER SPORT SEDAN	6

BODY FEATURES

Body Construction	9
Body Insulation	10
Body Sealing Material	10
Doors	11
Front Seat Belt Reminder System	11
Heating and Ventilation	11
Hood	11
Luggage Compartment	11
Rust Prevention	9
Seats	10
Six Step Paint Process	10
Ventilation System	11
Windows	11

CHASSIS FEATURES

Brake System	9
Front Suspension	8
Locking Steering Column	9
Rear Suspension	8
Steering	9
Suspension Specification Chart	8
Tires and Wheels	9
Underbody	8

COLOR AND TRIM

MARKET DATA

OPTIONS	12
COLOR-GLOW FINISHES	12
Complete options listing	13
Console with Electric Clock	12
Floor Shift	12
Protection Group	13
High Back Bucket Seats	12
Heavy-Duty Suspension	12
Rear Window Defogger	12
SelectAire Air Conditioner	12
302 CID 2V V-8 Engine	13

PERFORMANCE

Engines	14
Maneuverability	14
Transmissions	14

PRODUCT HIGHLIGHTS

POWER TEAMS

Engine/Transmission/Axle Ratios	14
---------------------------------------	----

SPECIFICATIONS

BRAKE SPECIFICATIONS	15
BODY DIMENSIONS	15
Power Teams	15
Steering Specifications	15
WHEEL SPECIFICATIONS	15

STANDARD EQUIPMENT

NOTE: New features in bold face type.

MAVERICK... 3 MODELS

TWO-DOOR SEDAN

	Sales Code No.	Body Code No.
Two-Door Sedan	91	62A



FOUR-DOOR SEDAN

	Sales Code No.	Body Code No.
Four-Door Sedan	92	54A



TWO-DOOR GRABBER SPORT SEDAN

	Sales Code No.	Body Code No.
Two-Door Grabber Sport Sedan	93	62D



THE MAVERICK MARKET



Maverick, the "Simple Machine", is again a most important entry in the expanding small car segment of the market. This segment, which includes compacts, subcompacts and most imports, now accounts for over one-third of all new cars sold in this country.

Because it is offered in three models, the standard two-door sedan, the Sporty 2-door Grabber and the big four-door sedan, Maverick appeals to a larger cross section of potential buyers than the one-model sub-compact cars. It is the logical alternative for the discriminating buyer who wants just a little more car than the subcompacts and imports, but still is attracted by many of the features of these models. Maverick meets the challenge these cars present because of its low initial price—it is priced competitively with all compact and most subcompact competition, its good fuel economy (especially with six cylinder engines where owners

are reporting 20 miles per gallon and better) and its proven record of durability and reliability.

In addition to its model lineup and highly styled compact size, Maverick presents your customer with a wide selection of engine-transmission combinations and a long list of comfort and appearance options. This will enable you to assist the customer in ordering the Maverick which best satisfies his desires and requirements.

For 1972, Maverick has been refined from the 1970 and 1971 models. New paint colors, a new seat belt reminder system and retractable front seat belts add to the value of the car and make it an even better buy for your customer. In addition, a new color-keyed floor mat with carpet insert will be available on all Maverick models. Maverick, "The Simple Machine" for 1972.



MAVERICK PRODUCT HIGHLIGHTS



EXTERIOR STYLING

For 1972, Maverick continues to offer today's compact buyer the appealing combination of roominess, small car dimensions, exceptional ride and handling, plus . . . good looks. The Maverick two-door with 103-inch wheelbase has a sweeping contemporary sporty appearance that features sculptured brows over the wheel cutouts and an air spoiler-inspired rear deck design. Maverick's longer family-sized compact four-door sedan, with 109.9-inch wheelbase, features a more formal roofline.

New body-trim combinations are offered on the performance-styled Grabber Sports Sedan which has a simulated ram air induction hood, spoiler rear deck and tape stripes. Featured are new dual paint stripes on hood in orange, gold, black and lime . . . also, new body-side tape stripe colors with wide center band in orange, lime, gold or black; narrow border tape stripes in bright orange, medium lime, white and black. A choice of 15 paint colors, including 4 new standard and 2 new optional Color-Glow finishes, add further eye appeal to Maverick for '72. (See feature pages for further information.)



INTERIOR STYLING

Effective use of interior space means more comfort in the passenger compartment of 2- and 4-door models. Maverick interiors are good looking too. Standard

bench seats are upholstered in check pattern cloth and vinyl in a choice of four color combinations. Floor mats and all-vinyl door trim panels are color-keyed to the interior.

The Grabber Sport Sedan features all-vinyl bench seats in a choice of four color schemes, full all-nylon carpeting, a deluxe steering wheel, and a black-trimmed instrument panel with bright accents.

New interior trim options include a choice of all-vinyl or boundstooth cloth and vinyl with a deluxe door trim. Also new for 1972 are white vinyl seat inserts with color components in black, blue, ginger or beige combinations.



COMFORT AND CONVENIENCE

Maverick offers a surprising number of comfort and convenience features for an economy car. The conveniently laid out instrument panel features a full width package tray for storage of small items. Standard for 1972 are new front and rear outboard seat retractors(*) and a new positive front seat belt reminder system(*) which includes an instrument panel light and buzzer. Options, such as floor-mounted transmission controls (available with either three-speed or Cruise-O-Matic transmission) power steering and a tunnel-mounted console are available to buyers who desire to add an extra measure of sportiness to their Maverick. A rear window defogger helps improve rearward visibility during damp, cold weather. Heavy duty suspension is also available for buyers who desire optimum handling characteristics when the going is tough. (See features and options sections for additional information.)

*December, 1971 availability.

LOW COST OF OWNERSHIP

Maverick's low cost of ownership starts with a low initial price and continues with quality construction and excellent economy. For 1972, an axle ratio change further improves fuel economy of the 250 CID six with SelectShift Cruise-O-Matic. This popular automatic transmission now has an increased capacity oil cooler which improves the hauling capability of the car. In addition, all Ford engines have improved emission control and operate on regular fuel.

New tire availability, including optional long-wearing steel belted radial ply tires, can further add to Maverick's low cost of ownership for '72. (See features and options pages for additional information. Also see pages D-14 for Maverick serviceability and owner maintenance features.)

MAVERICK SEDANS



4-DOOR SEDAN

MODELS

2-Door Sedan
4-Door Sedan

SALES
NUMBER
91
92

MAJOR STANDARD FEATURES

EXTERIOR

- 103" wheelbase . . . 179.4" overall length (2-door sedan)
- 109.9" wheelbase . . . 186.3" overall length (4-door sedan)
- Uni-built body with platform chassis
- Argent one-piece corrosion resistant ABS plastic grille
- Smooth wraparound stamped steel chrome-plated bumpers
- Integral front parking and turn signal lamps
- Front and rear side marker lights
- Backup lights integral with tail lights
- Rear license plate light
- Bright metal windshield and rear window mouldings
- Bright metal hub caps
- Outside left hand mirror
- Bright metal "Maverick" emblem on both front fenders and deck lid
- Luggage compartment with 10.0 cubic feet capacity
- 15 Paint colors available (Includes 4 new standard plus 2 new optional "Color-Glow" finishes)
- Acrylic enamel finish with Electrostatic paint process (See page D-10).

INTERIOR

- Cloth and vinyl seat trim in a distinctive check pattern
- All-vinyl door trim panels . . . color-keyed to the interior trim
- Rubber floor mats front and rear . . . color-keyed to the interior trim
- Seat belts front and rear with uni-lock shoulder harness for driver and front seat passenger. Outboard front and rear seat belts are self-adjusting with retractors (*)
- Front seat belt reminder system (*)
- Instrument panel features thick-padded energy-absorbing "hood" across the top and sides. Instrumentation set in two recessed pods
- Full-length package tray below the instrument panel for storage of small items.
- Deep dish steering wheel with padded hub and collapsible column
- Locking Steering Column
- Turn signal with lane changing feature



2-DOOR SEDAN



- Suspended brake, clutch, and accelerator pedals
- Sun visors, safety padded left and right
- Windshield mounted rear view mirror
- Dome light operated by driver's door switch and integral with headlight switch
- Bright aluminum door scuff plates

FUNCTIONAL

- 170 CID 1v 6-cylinder engine
- Fresh air heater and defroster with three-speed blower
- Fully synchronized 3-speed manual transmission with column shift
- 6.45 x 14 BSW rayon tires
- 15 gallon fuel tank
- Self-adjusting brakes with dual master cylinder and warning light
- Two-speed electric windshield wipers

See page D-7 for a complete list of standard equipment.
(*) December, 1971 availability.

MAVERICK GRABBER SPORT SEDAN



MODEL

2-Door Sedan

SALES
NUMBER
93

MAJOR STANDARD FEATURES

EXTERIOR

The Grabber Sport Sedan shares many features with the base Sedan. Mutual styling features are:

- Ventless door windows with curved side glass
- Wraparound chrome-plated bumpers
- Parking lights recessed into air slot in the splash panel
- Acrylic enamel finish with Electrostatic paint process

Additional features include:

- New dual tape stripes on hood in orange, lime, gold or black
- New Bodyside tape stripe colors with wide center band in orange, lime, gold or black; narrow border tape stripes in bright orange, medium lime, white and black
- Charblack grille and headlamp doors
- Grille mounted road lamps
- Unique hood with integral scoops
- Dual racing mirrors—left-hand remote control
- Deck lid spoiler and quarter panel extension castings
- Painted lower back panel in light orange, light green, gold or black . . . coordinate with hood and bodyside tape stripes
- Bodyside "Grabber" decal located on both fenders over tape stripes
- Bright hub caps and trim rings
- Bright window frames and drip mouldings

INTERIOR

The Grabber Sports Sedan shares many features with the base Sedan. Mutual styling features are:

- Turn signal with lane changing feature
- Suspended brake, clutch and accelerator pedals
- Sun visors, safety padded left and right
- Windshield mounted rear view mirror

Additional features include:

- Color-keyed carpets, front and rear
- All vinyl bench seats available in black or grey gold
- Black center instrument panel with bright moulding
- Deluxe two-spoke steering wheel



FUNCTIONAL

The Grabber Sport Sedan includes the same features as the base Sedan:

- 170 CID 1v 6-cylinder engine
- Two-speed electric windshield wipers
- Fully synchronized 3-speed manual transmission with column shift
- 6.45 x 14 BSW tires
- 15 gallon fuel tank
- Fresh air heater and defroster with three-speed blower
- Self-adjusting brakes with dual master cylinder and warning light

See page D-7 for a complete list of standard equipment.

MAVERICK STANDARD EQUIPMENT

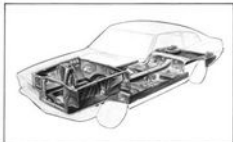
EXTERIOR	2-Dr. Sedan	4-Dr. Sedan	Grabber Sport Sedan
WHEELBASE (inches)	103.0	109.9	103.0
OVERALL LENGTH (inches)	179.4	186.3	179.4
GRILLE: One piece deep section of ABS plastic	X	X	X
Center ornament with steer horn emblem	X	X	X
Moulding above grille, bright	X	X	X
Black grille and headlamp doors	—	—	X
WINDOW: Rear quarter, flipper type	X	—	—
Rear roll-down	—	X	X
Curved side glass	X	X	X
Ventless side glass	X	X	X
HOOD:			
Wide dual tape stripes with integral air scoops	—	—	X
LIGHTS: Headlights, single	X	X	X
Parking, yellow lens—recessed in valance panel	X	X	X
Front side marker, amber lens	X	X	X
Rear side marker, red lens	X	X	X
Backup lights	X	X	X
Emergency flasher	X	X	X
Road lamps in grille	—	—	X
MOULDING: Rear window bright moulding	X	X	X
Windshield bright reveal moulding	X	X	X
ORNAMENTATION: Bright taillight bezels	X	X	X
Light or black painted lower back panel	—	—	X
Bright center fill gas cap with steer horn emblem	X	X	X
Rear deck spoiler	—	—	X
Bright window frames	—	—	X
Bright drip-moulding	—	—	X
"MAVERICK" name in block letters with steer horn emblem on front fenders	X	X	X
Tape stripe and Grabber block letter identification decal on fender above stripe	—	—	X
Hood, wide dual paint stripes with dual simulated air scoops	—	—	X
Electric wipers—2-speed	X	X	X
BODY: Acrylic enamel finish	X	X	X
Body, unitized construction	X	X	X
MIRRORS: Outside, left hand	X	X	X
Outside, dual racing, left remote	—	—	X
WHEELS: Wheel trim rings with hub caps	—	—	X
Hub caps—bright metal	X	X	—
INTERIOR			
SEATS: Bench, Self-locking folding front seat backs	X	X	X
SEAT BELTS: Front and rear, with Uni-Lock shoulder harness for driver and front seat passenger. (Outboard front and rear seat belts self adjusting with retractors*)	X	X	X
SEAT TRIM: Cloth and vinyl	X	X	—
All vinyl	—	—	X
ARM RESTS: Front	X	X	X
Rear	X	X	X
ASH TRAYS: Front	X	X	X
CARPET: Loop-Pile	—	—	X
INTERIOR (Cont.)	2-Dr. Sedan	4-Dr. Sedan	Grabber Sport Sedan
FLOOR MATS: Color-keyed	X	X	—
COURTESY LIGHTS: Door Operated	X	X	X
COAT HOOKS: Two	X	X	X
DOOR LOCKS: Push buttons, interior	X	X	X
DOOR CHECK: "Hold Open" mechanism feature	X	X	X
DOOR HANDLES: Safety design (pull-type)	X	X	X
DOOR LATCHES: Safety-yoke type	X	X	X
HEAD RESTRAINTS: Front	X	X	X
HEATER: Blend-Air Type, 3-Speed Blower, Lighted Controls	X	X	X
IGNITION SWITCH: Right-Hand of steering column, includes key reminder buzzer	X	X	X
INSTRUMENT PANEL: One piece, bolt-in with full crash pad; all controls recessed for safety; gauges with white lettering have brushed aluminum dial faces	X	X	X
Black painted center panel & bright moulding	—	—	X
Printed circuits in instrument cluster	X	X	X
LIGHTS: Instrument panel courtesy (light switch)	X	X	X
Dome Courtesy—door operated switches	X	X	X
Emergency Flasher—(column-mounted switch)	X	X	X
MIRROR: Inside, windshield mounted	X	X	X
SHOULDER HARNESS: 3-point, front, driver and passenger	X	X	X
STEERING WHEEL: 2-spoke energy absorbing, padded hub	X	X	—
2-spoke deluxe, energy absorbing	—	—	X
SUN VISOR: Dual padded	X	X	X
SUSPENDED PEDALS: Accelerator, Clutch and brake	X	X	X
TURN SIGNAL INDICATORS	X	X	X
UTILITY SHELF: Full Width	X	X	X
FRONT SEAT BELT REMINDER SYSTEM*	X	X	X
FUNCTIONAL			
ALTERNATOR AND REGULATOR: 38 amp.	X	X	X
BATTERY: 45 amp. hr.	X	X	X
BRAKES: Dual hydraulic system	X	X	X
Drum type, front and rear	X	X	X
Parking brake—T-handle hand operated	X	X	X
ENGINE: 170 CID 1V 6-Cylinder	X	X	X
FUEL TANK: 15 gal. cap, strap-on	X	X	X
KEYS: Reversible design	X	X	X
MUFFLER: Aluminized	X	X	X
TRANSMISSION: 3-speed manual fully synchronized	X	X	X
VENTILATION: Cowl Top Air Intake	X	X	X
WINDSHIELD WIPERS: 2-speed electric with washers	X	X	X

In addition to the standard features listed, Maverick also includes as standard equipment the many Ford Lifeguard Design Safety Features listed on page 11.

(*) December 1971 availability.

MAVERICK FEATURES

CHASSIS FEATURES



UNDERBODY

Maverick's underbody structure provides an extra-sturdy foundation platform for the drive train, steering and suspension systems. Strength comes from welding front, rear and side rails together with floor pan, crossmembers and torque boxes. Features of this design are:

The floor pan has stamped-in braces and a full-length tunnel, that form a "backbone" from toe-board to rear axle, providing extra rigidity in the passenger compartment.

The front suspension upper arm attaching points, suspension spring towers and engine front mounting brackets are integral with the fender aprons for added strength.

The body front bulkhead design features a heavy channel section across the top, providing additional strength and rigidity.

The method of attaching the front and rear suspension systems and engine components to the platform or underbody helps soak up noise and vibration before they can reach the passenger compartment.

When a bump is encountered, the brunt of the force is absorbed by the front suspension coil springs and shock absorbers. Part of the remaining force is absorbed by the large rubber bushings used in attaching the suspension components.

FRONT SUSPENSION

Maverick uses a ball joint front suspension with a short and long arm. Front suspension features include:

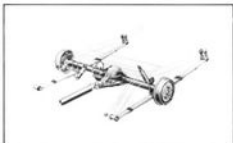


An upper control arm mounted on sealed threaded bushings.

A lower drag strut and arm are mounted to the frame through rubber bushings to eliminate metal-to-metal contact and reduce the amount of vibration and noise transmitted to the passenger area.

The drag strut is anchored in a rubber bushing which allows the wheels to move slightly rearward when the car hits a bump. This controlled rear movement soaks up part of the initial road shock before it reaches the passenger compartment.

A link-type, rubber-bushed stabilizer bar connects the right- and left-hand lower suspension arms to prevent excessive lean when cornering.



REAR SUSPENSION

Maverick's Hotchkiss type rear suspension features rubber bushings at connection points to prevent metal-to-metal contact and minimize noise transfer to the passenger compartment. Other features of the system include:

Long 55-inch multi-leaf-type springs smooth out driving and braking forces for a comfortable, cushioned ride.

Rubber insulated spring anchors help prevent noise transfer to the body.

Staggered shock absorbers (the right is mounted in front of the axle; the left behind it) counteract wheel hop and increase traction during acceleration and braking. The angle positioning of the shock absorbers also reduce side sway. A constant viscosity fluid is used in the shock absorbers to provide uniform performance under all climatic conditions.

MAVERICK SUSPENSION SPECIFICATIONS

FRONT

Type	Independent with Ball Joints
Springs	3.88" ID Helical Coil, Rubber-Insulated at Top
Shock Absorbers	Hydraulic, Telescopic, Vertical Mount
Steering Knuckle	Integral Spindle and Steering Arm
Wheel Bearings	Opposed Tapered Roller

REAR

Type	Variable Rate, Longitudinal Semielliptic Leaf Springs with Rubber-Bushed Hangers
Number of Leaves	3
Leaf Length and Width	55" x 2.50"
Spring Shackles	Compression Type
Shock Absorbers	Hydraulic, Telescopic, Staggered, Angle Mount

MAVERICK FEATURES

Chassis Features (Cont'd)

MANUAL STEERING

Maverick's steering system is a parallelogram linkage type with a cross link and idler arm. This system offers positive vehicle control with a minimum of steering effort. Features include:

Cross-link bar positioned to improve directional stability.

The steering gear pitman arm shaft is controlled by recirculating ball bearings in a closed channel for reduced friction. The "Magic-Circle" steering gear is filled with a life-time lubricant which never needs changing under normal circumstances.

See page D-15 for steering specifications.

LOCKING STEERING COLUMN

An anti-theft steering column is standard equipment on the Maverick.

The locking mechanism is mounted on the steering column, within convenient reach of the driver. The ignition switch has five positions: Accessory . . . Lock . . . Off . . . On . . . Start . . . in that sequence. It operates the starter when turned beyond the "On" position. The key cannot be removed unless the switch is moved to the "Lock" position even though the engine is turned off. Before the switch can be moved to "Lock," the transmission lever must be positioned in "Park" on automatic transmission cars and in reverse on manual transmission equipped cars.

POWER STEERING

Power steering is optional on all 1972 Maverick models. The system utilizes the standard manual steering linkage and Ford's "Better Idea," "Fluidic Control" power steering pump that supplies extra power when you need it and "coasts" at high speeds. Functioning through a unique, patented "fluidic" control, the pump forces the maximum amount of fluid through the system at low speeds for easier parking or cornering. At highway speeds, it reduces the fluid flow to provide a good "feel" of the road and save on engine horsepower. Other features of the unit include:

A built-in, low restriction feature on the control valve which allows the wheels to return to center position after making a turn.

A 21.3 to 1 overall steering ratio providing responsive steering and reduced steering effort. A lock-to-lock steering rate of 3.7 turns is 30 percent faster than the manual steering rate.

See Page D-15 for steering specifications.

TIRES AND WHEELS

All Maverick wheels are of stamped steel construction with a ventilated disc welded to a safety-type rim.

Four large retaining nuts (five nuts with 250 CID engine and 14 x 6" wheels and all 302 CID engine applications) plus a centering pilot automatically center the wheel on the hub.

Large 6.45 x 14 BSW bias ply tires are standard on all Mavericks except for 4-door with 302 engine. New for '72 is a wider selection of tires. Included are C78 x 14 BSW bias ply tires standard on 4-door sedan with 302 engine and optional on all other models. The C78 x 14 is also available in WSW on all models.

Also new for '72 are DR78 x 14 WSW radial ply steel belt tires. Optional on all models, these tires offer longer tread wear, increased puncture resistance, plus better traction and handling.

A D70 x 14 wide oval bias ply belted WSW tire is also optional on all models and includes wide six-inch rims.

(See optional tires, page D-13)

BRAKE SYSTEM

Mavericks use a dual hydraulic brake system with dual-chambered master cylinders. Important features of the system are:

Each master cylinder chamber is independent of the other with its own fluid reservoir and actuation section.

Separate connections for the brake lines link one cylinder chamber to the front brakes and the other to the rear to protect against total loss of braking capability in the event of pressure loss in either line.

An instrument panel light indicates hydraulic pressure loss in either brake line when brakes are applied. Immediate servicing is required if brake warning light comes on.

See page D-15 for brake specifications.

BRAKES

Maverick's standard manual brakes are self-energizing, single anchor, internal expanding drum type on all four wheels. All standard Maverick brakes incorporate self-adjusters, which keep the brakes in proper adjustment.

Brake shoe clearance at each wheel is automatically adjusted as required when the brake is applied as the car is moving in reverse. Brake shoes are of a self-energizing design, and have riveted linings. The brakes also are shielded against dirt and water entry by a curved edge on the brake backing plate which mates with a groove in the brake drum.

See page D-15 for brake specifications.

BODY FEATURES



BODY CONSTRUCTION

The Maverick uses body platform construction. Features of this design are:

Platform, cowl, body side panels, roof, front end structure and back panel are welded into a single unit to provide bridge-like structural strength.

The large upper and side cowl panels are specially shaped to increase rigidity and add additional strength to the front cowl area.

Doors are double-paneled for strength. Door hinges are bronze-bushed for long wear and ease of operation.

Full box section framing is used in front and center roof pillars. The rear roof pillar is a welded double panel, plus the outside sheet metal.

A hat section roof cross brace adds stability to the upper portion of the roof panel.

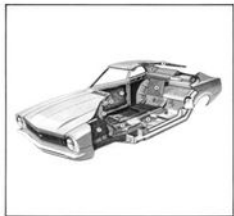
RUST PREVENTION

Vital underbody parts have been specially processed for resistance to mud, water and road salt. Interior surfaces of the door panels, wheel splash areas and fenders have been coated with a zinc-rich primer. Rocker panels use a zinc-plated

MAVERICK FEATURES

Body Features (Cont'd)

steel. Separate front wheel housing panels help protect the fender area.



BODY INSULATION

- (1) The hood has mastic adhesive spotted between the inner and outer panel construction.
- (2) Front fenders have a sound deadening coating sprayed on inner housings, including fender openings.
- (3) The dash panel has a one-inch 85-gram amberlite pad coated with vinyl plastisol . . . one-half pound per square foot.
- (4) The inner cowl top is covered with one-half inch, 56-gram fiber pad absorber. Cowl sides use a one-quarter-inch amberlite 40-gram pad.
- (5) The front floor area extending to the back of the front seat is coated with a mastic sound deadener.
- (6) The rear floor area also has a coating of mastic sound deadener.
- (7) Door panels have spray-on sound deadeners on the inner surface of the outer panels.
- (8) A two-ply, asphalt saturated waffle felt pad behind the rear seat forms a barrier between the luggage compartment and rear seat passengers.
- (9) A one-half-inch thick fiber pad blanket which insulates the entire roof panel from front to rear.
- (10) A one-quarter-inch thick, 40-gram fiber pad insulates the roof quarter panel.
- (11) Rear wheel housing splash areas are sprayed with a sound deadener.

BODY SEALING MATERIAL

JOINT SEALERS

A heat-curing vinyl sealer material is applied to the full length of all outer panel seams and joints to seal out dust and moisture.

SPECIAL ANTISQUEAK AND SEALING DEVICES

Windshield and rear windows are sealed with mouldings made of a special rubber compound that retains its elasticity and ability to maintain a tight seal without becoming brittle or cracking.

SIX STEP PAINT PROCESS

Maverick's super diamond lustre paint finish is the result of a thorough six-step sheet metal preparation and painting process. Before the triple coats of enamel are applied, the body receives all-over rust protection including a coating of zinc-rich phosphate and two coats of tough epoxy primer. Each primer application is followed by wet-sanding. A triple coat of acrylic super enamel is then baked-on.

Phosphate Coating
First Primer-Epoxy
Second Primer-Epoxy
First Finish Coat
Second Finish Coat
Final Finish Coat ("Electrostatic" Painting)

The final coat of paint on all Mavericks is applied by ELECTROSTATIC PAINTING, a system that produces a better, more uniform paint finish. The system features a paint gun that works on the principle that unlike electrical charges attract each other; i.e., positive charged particles attract negative ones. An electrode, extending through the barrel of the gun, is held at a negative potential of 60,000 volts with respect to the part to be painted. The tip of the electrode is located so that air-atomized paint particles pass through charged air particles and pick up a strong negative charge. The paint particles are propelled to the body surface by air pressure. As the paint particles near the surface, the electrostatic forces become great enough so that many of those paint particles normally blown past by the air stream are returned to the body surface. The advantage of electrostatic painting is the "wrap-around" effect. When painting next to an edge, such as on a deck lid, hood, or door, the paint particles actually will wrap around and coat the backside due to the strong electrostatic attraction.



SEATS

Maverick bench seats are designed to provide firm, yet comfortable body support.

Seat springs are attached to a rugged welded frame foundation. A heavy burlap pad with interwoven steel wires is placed over the springs to provide a strong, yet smooth base for the seat padding. Cushioning for the front seats consists of a one and one-quarter-inch thick slab of urethane foam and a one-inch thick cotton pad. Rear seat cushions have extra-heavy layers of cotton.

Folding front seat backs self-lock into an upright position. A lever on the side of the seat back releases the lock for rear seat passenger entry and exit.

MAVERICK FEATURES

Body Features (Cont'd)

Maverick front seats ride along ball bearing seat tracks and are adjustable through a full five inches of travel. A convenient lever is located at the lower front of the seat on the driver's side to permit easy seat adjustment.

Optional bucket seats feature zig-zag springs covered with contour-molded foam pad. An integral steel wire and cotton net support pad is molded into the foam. Dual density foam is used for the one-piece molded cushions with relatively soft foam used in the center for maximum comfort and firmer foam at the sides for added support.

FRONT SEAT BELT REMINDER SYSTEM

New for 1972 is a positive front seat belt reminder system—standard. In addition, seat belt retractors will also be standard for '72 at the front and rear outboard seating positions with the front retractors forming part of the seat belt reminder system. This system includes a light and buzzer mounted on the instrument panel which are activated by sensors if an attempt is made to drive the car without the driver and front seat passenger (if aboard) first fastening their seat belts. The light and buzzer operate when the ignition switch is in the "On" position, the transmission is in any forward or reverse position and the driver's belt is not extended the distance normally used for fastening. If the right outboard seat is occupied, a switch in the seat also activates the system until the passenger seat belt is pulled out the specified distance. When the belt or belts are extended, the light and buzzer go off, and will remain off unless the belts are retracted.

(December, 1971 availability).

HEATING AND VENTILATION

Maverick's high capacity heater uses the blend air principle of temperature control. Temperature is controlled by regulating the amount of air that passes through the heater core.

Heat, defrost, and temperature controls, and the three-speed blower switch are located on the left of the instrument cluster within easy reach of the driver. Moving the lever to the "Defrost" position ducts air to slit type openings to defog or defrost the windshield.

VENTILATION SYSTEM

Fresh air ventilation is provided by ducts with openings located behind the instrument panel package tray. A control knob operates the left duct and a lever under the package tray controls the passenger side duct. When the rear quarter windows are opened, fresh air is drawn into the passenger compartment through the front air ducts . . . circulates throughout the interior . . . and is exhausted out the windows, carrying away stale or smoke-laden air.



DOORS

Double panel, welded construction form Maverick doors into a sturdy box unit. Bronze-bushed hinges are oil im-

pregnated for long wear and easy opening and closing. The lower hinges incorporate assist springs to aid in the opening of the doors and to retard slamming when the doors are closed. The doors incorporate check straps to hold the doors in the full open position, and an intermediate door check position to aid entry and exit in close quarters. Bear-bug door latches provide secure closing, easy opening, rattle resistance and help to prevent door opening in the event of a collision.

Weather stripping is mechanically retained by plastic retaining pins rather than by adhesive alone, to maintain more positive door sealing against dirt and moisture.

Keyless locking and reversible keys for the front door and trunk locks are additional Maverick convenience features.

LUGGAGE COMPARTMENT

The usable luggage capacity in the 1972 Maverick is 10 cubic feet.

Trunk lid construction features a built-in torsion bar in each hinge to assist in raising the lid and to hold it open. Compression type, neoprene rubber weather stripping provides protection against dirt and moisture.

See page D-15 for additional body dimensions.



HOOD

Maverick's double-panel hood construction features an "A" type brace for additional rigidity.

Rubber bumpers along the front and sides of the hood provide cushioning against squeaks and rattles. The bumpers are adjustable for leveling the hood with the front fenders. A single-lever hood latch mechanism permits one-hand opening. The latch, located at the center of the grille and hood, is actuated by the release lever which pops the hood open for easy raising past a safety catch. The hood is held open by a conveniently located prop rod.

WINDOWS

All Maverick windows are high-strength, impact-resistant heat tempered glass. The windshields use two sheets of glass which are sandwiched to a 30-mil-thick plastic sheet and heat laminated together. This provides exceptional strength and pliability which enables the windshield to take "more stretch and impact" without injury-producing penetration.

The Maverick features ventless front side glass. This type of window eliminates the vent window division bar and vent latch and provides improved appearance, reduction in wind noise, and increased driver/passenger visibility.

The rear quarter window of the two-door is a pop-open type held in open/closed position by a toggle latch. This design provides excellent air extraction and flow-through ventilation. The four-door model has roll-down windows in the rear doors.

MAVERICK OPTIONS

Maverick offers a wide variety of factory-installed options. Owners can select from these items to equip their car to suit their personal tastes and needs.



CONSOLE WITH ELECTRIC CLOCK

Maverick's sporty, tunnel-mounted console provides extra storage space and the convenience of an electric clock.



HIGH BACK BUCKET SEATS

These sport-styled high-back, bucket seats have thick contour padding in both the seat and seat back. The wraparound design provides extra side support. Bucket seats are available in two-door models only and are offered in a choice of pleated vinyl in black or ginger. A deluxe option includes white seat inserts with color components (see Page D-16). The option includes deluxe door trim panels.

SELECTAIRE AIR CONDITIONER

Maverick's SelectAir air conditioning system is fully integrated into the instrument panel and heating system, and is designed to provide year-round passenger comfort.

Four instrument panel registers, one at either side and two in the center, have adjustable vanes permitting the cool air to be directed in any desired direction.

The three-speed blower motor and two air conditioning positions give this system maximum versatility. When the controls are set in the "MAX A/C" position, the air within the car is constantly recirculated, providing maximum cooling. The "FRESH" position



draws a constant supply of fresh air in through the cowl intake and is the position most normally used.



REAR WINDOW DEFOGGER

This new option provides improved rear visibility on cold and humid days. The defogger is controlled from the drivers seat and includes a separate two speed blower control. The defogger directs a stream of air across the window to clear it of condensation.

COLOR-GLOW FINISHES

Two new optional "Color-Glow" metallic colors are available on 1972 Mavericks in Ivy Glow and Gold Glow which create the illusion of extra depth due to the control and size of the aluminum particles in the special paint formula. The clarity and transparency of the highly durable surface also contributes to the distinctive characteristics of these glamorous new finishes. (See page D-16 for color and trim selections.)



FLOOR SHIFT

The floor shift option is available with either the three-speed all synchro-mesh manual transmission or the versatile SelectShift Cruise-O-Matic transmission.

HEAVY-DUTY SUSPENSION

This option provides optimum handling characteristics with a minimum effect on ride qualities and is

MAVERICK OPTIONS



LUXURY DECOR OPTION

Maverick for '72 now offers on its 2- and 4-door sedans a new look that provides an attractive touch of elegance to "The Simple Machine." A distinctive addition to its variety of options, this package includes:

EXTERIOR

None colors available including: pearl white, medium brown metallic, medium lime metallic, medium yellow gold, light blue, medium green metallic, dark green metallic, medium bright yellow, tan. (See Page D-12B for color and vinyl roof combinations.)

- Odense grain vinyl roofs available in medium blue metallic, medium green metallic, white, medium brown metallic and copper. (See page D-12B)
- Full length bodyside and wheelip mouldings. Body-side mouldings include a Grained and Spanished urethane insert color-keyed to the vinyl roof.
- Front and rear bumper guards with Grained and Spanished urethane inserts color-keyed to the vinyl roof.
- Bright chrome flashed stainless steel "B" pillar applique with color-keyed vinyl insert (four-door only).
- Bright chrome flashed stainless steel window frames, drip mouldings, windshield mouldings and belt mouldings.
- DR78 x 14 steel belted radial ply WSW tires with wheel covers color-keyed to body with bright center.
- Bright, rectangular remote control left hand rear view mirror.
- Deck lid and quarter panel extension moulding.
- Deluxe gas cap with Maverick insert.
- Chrome plated "Grabber" grille with road lamps.
- Final coat of paint is extra thick (3 mil vs 2½ mil) for added deep-luster appearance.

INTERIOR

- Interior trim available in tan color only.
- Deep cut pile carpeting.
- Super soft expanded vinyl on door trim panels, headliner, sun visors and front of package tray.
- New front door arm rests with integral door pull handle.
- New latch-type inside door handles.
- New super soft expanded all-vinyl seat trim.



- Reclining front bucket seats with large head rests.
- Rear seats with unique sew style and pads giving a contoured appearance and increased lateral support.
- Color-keyed instrument panel with wood grained applique, and bright bezel.
- Color-keyed deluxe two-spoke steering wheel and column.
- Cigar lighter
- Day-night rear view mirror
- Bright lower instrument panel moulding.
- Padded and carpeted utility shelf.
- Deluxe color-keyed seat belts.

FUNCTIONAL

- Improved ride components, including revised shock absorber valving, front coil spring insulators and voided rear spring eye rubber bushing.
- Improved and expanded sound package, includes added insulation under the hood, under the instrument panel, cowl sides, passenger compartment floor, under rear seat and package tray. A luggage compartment mat is also included in the package.

NOTE

Power steering is recommended to supplement the Luxury Decor Group. (Cont'd next page)

MAVERICK OPTIONS

Luxury Decor Option (Cont'd)

EXTERIOR COLOR/VINYL ROOF COMBINATIONS					
EXTERIOR COLOR	ODENSE GRAIN VINYL ROOF				
	White	Brown	Copper	Green	Blue
Pearl White	X	X	X		
Med. Brown Met.	X	X			
Med. Lime Met. <i>a</i>	X			X	
Med. Yellow Gold	X	X	X		
Light Blue					X
Med. Green Met.				X	
Dk. Green Met.	X			X	
Med. Brt. Yellow <i>a</i>		X			
Tan	X	X			

a Available on 2-doors only.

OPTIONS NOT AVAILABLE WITH THE LUXURY DECOR GROUP

- Deluxe Seat and Shoulder Belts
- Tutone Paint
- Protection Groups
- Door Edge Guards
- Bumper Guards
- Bucket Seats
- Convenience Group
- Dual Racing Mirrors
- Interior Trim Option
- Vinyl Roof
- Racing Stripes
- Base Accent Group
- Trim Ring/Hub Caps
- Vinyl Seat Trim
- 6.45x14 WSW Tires
- C78 BSW & WSW Tires
- D10 WSW Tires

VINYL ROOFS*			
Roof Color	Code	Exterior Paint	Interior Trim
Dark Brown	07	9A 5H, 6C 5L 6E 6F	T, F, 6, S A, T, F, S A, T, F, 6 T, F T, F, 6
Green	05	9A 4P, 4F, 4E 4Q 4C	W, 6, S A, W A, T, F, W A, T, W

*These two vinyl roofs are now available along with those listed on page D-16

MAVERICK OPTIONS

ideally suited for either heavy-duty or handling usage. The package includes higher rate front and rear springs, larger front stabilizer bar, and higher resistance shock absorbers.

302 CID 2v V-8 ENGINE

Added performance is available to Maverick buyers with the 302 CID 2v V-8 engine. This engine provides economical performance and is offered with the 3-speed manual or optional Cruise-O-Matic transmissions. (See the Power Teams Section for additional information.)

*N/A in California

PROTECTION GROUP

Attractive and functional, this new option includes body side mouldings and front and rear bumper guards. The side moulding helps protect the body side sheet metal



while the bumper guards help prevent override and damage during minor collisions. The bumper guards are chrome-plated and vertical rubber inserts provide a durable, scratch resistant surface. The body side moulding includes a black vinyl insert for scratch and dent protection.

MAVERICK OPTIONS AVAILABILITY

DESCRIPTION

AVAILABILITY*

APPEARANCE EQUIPMENT

	R	P	D
	O	O	L
			R
Accent Group (Includes bright drip mouldings, bright window frames, color-keyed carpeting, wheel covers.) (N.A. Grabber Sport Sedan).....	X		
Bumper Guards, Front and Rear (Standard with protection group).....	X		
Console (N.A. with Floor Shift).....	X		
Door Edge Guards.....	X		X
Color-Glow Finishes (Special metallic paint available in Ivy Glow and Gold Glow).....	X		
Paint, Tu-Tone Roof (Includes bright drip mouldings, N.A. with Vinyl Roof).....	X		
Protection Group (Includes body side moulding with black vinyl insert and front and rear bumper guards, N.A. on Grabber).....	X		
Roof, Vinyl (Includes bright drip mouldings. Available in black, white, red, and gold, N.A. with Tu-Tone Roof, or on Grabber).....	X		
Tape Strips, Black (Available only on Grabber as an alternate to the standard tape colors).....	X		
Trim, Vinyl (Standard on Grabber Sport Sedan, N.A. with high back bucket seats).....	X		
Trim Option, Interior (Includes choice of bench/cloth cloth and vinyl or pleated vinyl seat trim, deluxe door trim panels, deluxe two-spoke steering wheel, and rear seat ash tray, N/A with high back bucket seats).....	X		
Trim Rings/Hub Caps (Standard on Grabber).....	X		

AUDIO EQUIPMENT

Radio, AM.....	X	X	
----------------	---	---	--

COMFORT-CONVENIENCE EQUIPMENT

Air Conditioner—SelectAir (Includes optional ratio axle, N/A with 170 CID 1V engine. Requires C78 x 14 non-belted BSW or larger tires at extra cost when this option is ordered on 4-door sedan with 302 CID 2V engine. Tinted glass—complete recommended).....	X		
Air Conditioner—(All models).....	X	X	
Clock, Electric (Requires lockable storage console at extra cost).....	X		
Convenience Equipment Group (Includes cigar lighter, and outside left hand remote control color-keyed racing mirror, and inside day/night mirror. Models ordered with DSO or PTO special paint option will have outside left-hand remote control color-keyed	X		

DESCRIPTION

AVAILABILITY*

	R	P	D
	O	O	L
			R
racing mirror, deleted and replaced with a left-hand remote control chrome mirror).....			
Defogger, Rear Window.....	X		
Glass, Tinted—Complete (Includes bright window frames. Recommended with air conditioner).....	X		
Power Steering.....	X		
Seats, High Back Bucket (Includes pleated vinyl seat trim and deluxe door trim panels, N/A on 4-door sedan, with vinyl seat trim option or interior trim option).....	X		
Seat Belts, Deluxe.....	X	X	

ENGINE/POWERTRAIN/SPECIAL EQUIPMENT

200 CID 1V 6-Cylinder.....	X		
250 CID 1V 6-Cylinder (requires Cruise-O-Matic transmission).....	X		
302 CID 2V 8-Cylinder.....	X		
Battery, Heavy-Duty 55-ampere (Standard with 200 CID 1V engine in combination with air conditioner).....	X	X	
Emission Control System, Nitrogen Oxide (Required in state of California; available elsewhere).....	X		
Floor Shift (Available only on Models equipped with three-speed manual transmission in combination with 200 CID 1V or 302 CID 2V engine; or on models equipped with Cruise-O-Matic transmission in combination with bucket seats) (N.A. with console).....	X		
Optional Ratio Axle.....	X		
Suspension, Heavy-Duty.....	X		

TIRES

6.45 x 14 non-belted single band WSW.....	X	X	
C78 x 14 bias ply BSW.....	X	X	
C78 x 14 bias ply WSW.....	X	X	
DR78 x 14 radial ply steel belt WSW.....	X	X	
D70 x 14 wide oval belted WSW.....	X	X	

TRANSMISSIONS

SelectShift Cruise-O-Matic (N.A. with 170 CID 1V engine. Required with 250 CID 1V and available with 200 CID 1V and 302 CID engines at extra cost).....	X		
---	---	--	--

*RPO—Regular Production Options
DLR—Dealer Installed Accessory

MAVERICK PERFORMANCE AND ECONOMY



Maverick offers the things most Americans want in a small car—low purchase price, economy of operation, durability, serviceability and high quality workmanship.

ENGINES

Economy, performance and more effective emission controls are the common denominators for the engines available in the 1972 Maverick. The rugged 170 CID six-cylinder engine is standard equipment for all models. This engine offers smooth efficient performance and excellent durability. Optional 200 CID and 250 CID six-cylinder engines and a 302 CID V-8 are available for those who prefer additional power.

(Refer to the Power Teams section for additional engine information.)

TRANSMISSIONS

For 1972, Maverick offers an optional, floor shift for both the three-speed manual and SelectShift Cruise-O-Matic transmissions.

Ford's durable three-speed manual transmission is standard equipment with the 170 CID, 200 CID and 302 CID en-

gines. It is not available with the 250 CID engine. This constant-mesh transmission is fully synchronized in all forward gears permitting downshifting through all three gears from any reasonable speed without gear clash or grinding.

The versatile SelectShift Cruise-O-Matic permits the driver to shift gears manually, or to enjoy the driving ease of fully automatic operation. The Cruise-O-Matic is not available with the 170 CID engine, is mandatory at extra cost with the 250 CID engine and is optional with the 200 and the 302 CID engines.

For 1972, a 2.79:1 axle ratio improves fuel economy of the 250 Six in combination with SelectShift Cruise-O-Matic.

(Refer to the Power Teams section for additional transmission information.)

MANEUVERABILITY

Maverick's big-car type suspension and wide 56.5-inch track provide exceptional handling characteristics. A small 36.9 foot turning diameter and a static steering effort of only 22.5 pounds make Maverick an easy car to drive and park.

MAVERICK SERVICEABILITY... OWNER MAINTENANCE

Maverick was designed to be reliable and simple to maintain and operate to reduce owner inconvenience and keep operating costs down.

SIMPLE TO REPAIR

Maverick body, mechanical and electrical components are easily accessible and less complex than those of other domestic cars . . . so Maverick components have lower replacement and service costs. Serviceability features that will keep repair bills low include: easily removable one-piece grille, bolt-on front fenders, easily accessible taillamp assemblies. Maverick's serviceability also extends to the instrument panel. All major components including the dropdown radio pack, single-pod instrument cluster and heater control module are easily removable for quick servicing. Bulb and fuse replacement can be completed in a fraction of the time required on other American cars.

EASY TO MAINTAIN

Many of the minor items that require routine maintenance on other car lines have been designed-out of the Maverick. Most of the remaining maintenance require-

ments are so simple that owners can perform them themselves. In fact, every Maverick buyer can purchase a book containing instructions on how to save time and money by making more repairs and adjustments himself. Instructions cover:

- Cleaning or replacing spark plugs
- Inspection of secondary ignition wiring
- Ignition breaker point replacement
- Ignition timing and breaker point adjustment
- Fuel filter replacement
- Air cleaner and filter element replacement
- Cleaning choke external linkage
- Testing and cleaning crankcase ventilation system
- Changing engine oil and filter
- Drive belt inspection and adjustment
- Replacement of fuses
- Lubrication of hinges, door checks and hood latch and catch
- Windshield wiper blade replacement
- Emergency flasher unit replacement
- Headlamp bulb replacement

The do-it-yourself book includes many more maintenance procedures that can be performed by the Maverick owner.

MAVERICK GENERAL SPECIFICATIONS

WHEEL SPECIFICATIONS

Type.....	Stamped Steel, Ventilated Disc with Safety Type Rims
Number of Studs.....	4
(5 studs with 302 CID V-8; also 250 CID with D70 or DR78 x 14 tires)	
Diameter and Rim Size (Inches).....	14 x 4.5 (14 x 6.0 with D70 or DR78 x 14 tires)

POWER TEAM SELECTIONS

ENGINES	TRANSMISSIONS		REAR AXLE RATIOS			
	3-Speed Manual	Cruise-O-Matic	3-Speed Manual		Cruise-O-Matic	
			Std.	Opt.	Std.	Opt.
170 CID—Six STD.	STD.	N/A	2.79	3.00	N/A	
200 CID—Six OPT.	STD.*	OPT.*	3.00		2.79	3.00
250 CID—Six OPT.	N/A	OPT.*	N/A		2.79	3.00
302 CID—Eight OPT.	STD.**	OPT.*	2.79	3.00	2.79	3.00**

*Available with column shift or optional floor shift.

All units with air conditioning require 3.00 rear axle ratio except 250 CID engine which requires 2.79 axle.

* N/A in California.

** Standard Ratio for California.

BRAKE SPECIFICATIONS

Type.....	Hydraulic Drum, Self-Adjusting	
Drum Diameter.....	9" (Six)	10" (V-8)*
Lining Material.....	Molded Asbestos	
Lining Width.....		
—Front.....	9" x 2 1/4"	10" x 2 1/4"
—Rear.....	9" x 1 1/2"	10" x 1 1/2"
Lining Attachment.....	Riveted	
Total Lining Area.....		
—Gross (sq. in.).....	130.4*	136.1*
—Effective (sq. in.).....	106.0*	163.6*
Parking Brake Type.....	Mechanical Actuation of Rear Brakes	

*10 inch with 250 Engine with D70 or DR78 x 14 Tires

BODY DIMENSIONS

All dimensions are in inches unless otherwise specified	2-Door Sedan	4-Door Sedan
GENERAL		
Wheelbase.....	103.0	109.9
Tread—Front.....	56.5	56.5
—Rear.....	56.5	56.5
Height—Overall.....	53.0	53.1
Length—Overall.....	179.4	186.3
Width—Overall.....	70.6	70.7
Width at Center Pillar.....	69.7	69.6
FRONT DOOR ENTRANCE ROOM		
Foot Clearance.....	12.5	12.5
Entrance Height (seat to windcord)....	29.3	29.4
REAR DOOR ENTRANCE ROOM		
Foot Clearance.....	—	10.9
Entrance height (seat to windcord)....	—	29.6
FRONT SEAT ROOM		
Head Room Effective.....	37.6	37.9
Maximum Leg Room to Accelerator....	41.3	41.3
Hip Room.....	53.7	53.7
Shoulder Room.....	55.0	55.0
REAR SEAT ROOM		
Head Room Effective.....	36.1	36.7
Effective Leg Room Bench Seats.....	31.9	36.0
Hip Room.....	46.1	52.4
Shoulder Room.....	53.5	55.1
LUGGAGE COMPARTMENT		
Usable Luggage capacity (cubic feet)...	10.1	10.1
Liftover Height.....	30.4	30.6
GLASS AREAS		
Windshield Exposed Surface Area.....	1125.0	1125.0
Side Glass Exposed Surface Area.....	1266.4	1278.6
Backlight Glass Exposed Surface Area..	900.2	947.0
TOTAL Glass Exposed Surface Area....	3291.6	3350.6
CURB WEIGHT (lbs.)		
170—C.I.D. Six/Manual Transmission..	2624	2719
Grabber Sports Sedan.....	2679	

STEERING SPECIFICATIONS

Linkage.....	Parallelogram with Cross Link and Idler Arm
Gear Type.....	Magic Circle Recirculating Ball
Overall Steering Ratio.....	
—Manual.....	29.4:1
—Power.....	21.3:1
Turning Diameter (curb to curb) 2-Door.....	36.3
4-Door.....	38.8
Steering Wheel Diameter.....	15.0 x 15.5
Steering Wheel turns (lock to lock).....	
—Manual.....	5.2
—Power.....	3.7

MAVERICK COLOR AND TRIM SELECTIONS

Reference codes used for exterior colors and interior trims are the same as those shown in the Color and Trim Book.

EXTERIOR COLORS AND CODES

Color	Code	Color	Code
White	9A	Bright Lime	4E
Bright Red	2B	Medium Brown	5H
Bright Blue Metallic	3J	Metallic	
Grabber Blue	3F	Tan	5L
Light Blue	3B	Medium Yellow	6C
Dark Green Metallic	4Q	Gold	
Medium Green	4P	Medium Bright	6E
Metallic		Yellow	
Medium Lime	4F	Ivy Glow	4C*
Metallic		Gold Glow	6F*

* Extra cost Color-Glow Paint

2 AND 4-DOOR SEDANS

STD. CLOTH AND VINYL BENCH

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	BA	All
Medium Blue	BB	9A, 3J, 3B
Medium Ginger	BF	9A, 4Q, 5H, 6C, 6E, 5L, 6F
Light Beige	BT	9A, 2B, 4Q, 5H, 6C, 6E, 5L, 4C, 6F

SEDANS AND GRABBER

ALL VINYL BENCH*

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	HA	All
Medium Blue	HB	9A, 3J, 3B
Medium Ginger	HF	9A, 4Q, 5H, 6C, 6E, 5L, 6F
Light Beige	HT	9A, 2B, 4Q, 5H, 6C, 6E, 5L, 4C, 6F

*Optional on 2 and 4-Dr. Sedans; Standard on Grabber.

SEDANS AND GRABBER

ALL VINYL BENCH OPTION*

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	KA	All
Medium Blue	KB	9A, 3J, 3B
Medium Ginger	KF	9A, 4Q, 5H, 6C, 6E, 5L, 6F
Light Beige	KT	9A, 2B, 4Q, 5H, 6C, 6E, 5L, 4C, 6F

*Includes deluxe door trim

SEDANS AND GRABBER

ROUNDSTOOTH CLOTH AND VINYL BENCH OPTION*

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black/White	JA	All
Blue/Black	JB	9A, 3J, 3B
Ginger/Black	JF	9A, 4Q, 5H, 6C, 6E, 5L, 6F
Beige/Black	JT	9A, 2B, 4Q, 5H, 6C, 6E, 5L, 4C, 6F

*Includes deluxe door trim

2-DOOR SEDAN AND GRABBER

DELUXE VINYL BENCH OPTION*

Interior Trims		Exterior Color Availability Codes
Color	Code	
White/Black	KW	9A, 2D, 4Q, 4P, 4F, 4E, 6E, 4C
White/Blue	KL	9A, 3J, 3F, 3B
White/Ginger	KS	9A, 5H, 6C, 6F
White/Beige	K6	9A, 5L

*White seat inserts with color components. Includes deluxe door trim

2-DOOR SEDAN AND GRABBER

ALL VINYL BUCKET SEAT OPTION*

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black	LA	All
Ginger	LF	9A, 4Q, 5H, 6C, 6E, 5L, 6F

*Includes deluxe door trim

2-DOOR SEDAN AND GRABBER

DELUXE VINYL BUCKET SEAT OPTION*

Interior Trims		Exterior Color Availability Codes
Color	Code	
White/Black	LW	9A, 2D, 4Q, 4P, 4F, 4E, 6E, 4C
White/Blue	LL	9A, 3J, 3F, 3B
White/Ginger	LS	9A, 5H, 6C, 6F
White/Beige	L6	9A, 5L

*White seat inserts with color components. Includes deluxe door trim.

GRABBER SPORT SEDAN

ROUNDSTOOTH CLOTH AND VINYL BENCH OPTION

Interior Trims		Exterior Color Availability Codes
Color	Code	
Black/White	NA	All
Blue/Black	NB	9A, 3J, 3B
Ginger/Black	NF	9A, 4Q, 5H, 6C, 6E, 5L, 6F
Beige/Black	NT	9A, 2B, 4Q, 5H, 6C, 6E, 5L, 4C, 6F

VINYL ROOFS

Roof Color	Code	Exterior Paint	Interior Trim
Black Levant	1	All	All
White Levant	2	All	All
Blue Levant	3	9A, 3J, 3B	AB
Ginger Kiwi	OW	9A, 5H, 6C, 5L, 6F	ATF

TWO-TONE PAINT OPTION

Two-Tone Paint combinations are available on all models in White or Black as an optional roof color with all exterior colors.

MAVERICK COLOR AND TRIM GUIDE

EXTERIOR COLORS



2B Brl. Red



2B Lt. Blue



3F Grabber Blue



3J Brl. Blue Met.



4E Brl. Lime



4F Med. Lime Met.



4P Med. Green Met.



4Q Dk. Green Met.



5H Med. Brown Met.



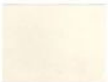
6C Med. Yellow Gold



6E Med. Brl. Yellow



6J Gray Gold Met.



8A White



4C Ivy Glow
(RPO)



6F Gold Glow
(RPO)

MAVERICK COLOR AND TRIM GUIDE

INTERIORS

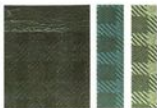
VINYL (STD.) 2 Dr. "Grabber" Sedan (OPT.) 2 Dr. & 4 Dr. Sedan



Lt. Gray Gold

Black

CLOTH & VINYL (STD.) 2 Dr. & 4 Dr. Sedan

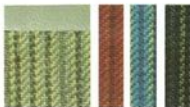


Black

Med. Blue

Lt. Gray Gold

CLOTH & VINYL (OPT.) 2 Dr. Sedan & "Grabber" Sedan* 4 Dr. Sedan (Opt. Interior)**



Lt. Gray Gold

Vermilion

Med. Blue

Black

* Available Vermilion & Lt. Gray Gold only.

** Vermilion not available.

KNITTED VINYL (OPT.) 2 Dr. Sedan & "Grabber" Sedan* 4 Dr. Sedan (Opt. Interior)**



Med. Blue

Vermilion

Black

Lt. Gray Gold

PINTO INDEX

1972 PINTO MODELS

2-Door Sedan	1, 2, 3, 4, 5
3-Door Runabout	1, 3, 4, 5

BODY FEATURES

Body Construction	7
Body Insulation	8
Body Sealing Material	7
Doors	9
SEAT BELT REMINDER SYSTEM	8
Heating	9
Hood	10
Headlights	10
Luggage Compartment	9
RUNABOUT REAR DOOR	9
Rust Prevention	7
Seats	8
Six Step Paint Process	8
Ventilation System	9
Windows	10

CHASSIS FEATURES

Brakes	7
Front Suspension	5, 6
Locking Steering Column	6
RACK AND PINION STEERING	6
Rear Suspension	6
Suspension Specifications	6
Tires and Wheels	6
Underbody	5

COLOR AND TRIM	14
----------------------	----

DURABILITY, RELIABILITY, SERVICEABILITY	12, 13
--	--------

MARKET DATA	2
-------------------	---

OPTIONS

COLOR-GLOW FINISHES	10
Complete Options Listing	11, 12
Cruise-O-Matic Transmission	10
Console with Electric Clock	11
Fold-Down Rear Seat	11
Flipper Rear Quarter Windows	10
Luggage Rack	11
LUXURY DECOR GROUP	10
Manual Disc Brakes	7
Select-Aire Air Conditioner	10
Protection Group	11
Trailer Towing Package	12
Wheel Covers	11
2000 CC Engine	10

PINTO PRODUCT HIGHLIGHTS	2
--------------------------------	---

POWER TEAM SELECTIONS	13
-----------------------------	----

SPECIFICATIONS

Body Dimensions	13
Brake Specifications	13
Power Team Selections	13
Steering Specifications	13
Wheel Specifications	13

STANDARD EQUIPMENT	4, 5
--------------------------	------

Note: New features in bold face type.

PINTO... TWO MODELS

TWO-DOOR SEDAN

	Sales Code No.	Body Code No.
Two-Door Sedan	10	62B



THREE-DOOR RUNABOUT SEDAN

	Sales Code No.	Body Code No.
Three-Door Runabout	11	64B



THE PINTO MARKET



Pinto, the only domestic car to compete head-on in size, price and performance with the leading imports, is being produced for 1972 with minimal change from its very successful 1971 style. From its inception, Pinto was developed to make annual sheetmetal change unnecessary. Rather, changes would be made as the need for them became apparent, without regard to time of year. During the 1971 model run, numerous running changes were made in Pinto to make it a more effective competitor in the subcompact market and to give Ford dealers more product to sell and prospective customers more car for their money. All running changes made during 1971 have been incorporated into the 1972 Pinto.

The subcompact/import segment of the market continues to expand. During 1971, it is estimated that more than 2.2 million vehicles will be sold in this segment of the market, accounting for approximately 23% of industry. Pinto is positioned to be competitive in virtually every aspect of this market segment. Ford salesmen can be confident that Pinto

appeals directly to the purchase motivations, low initial price, excellent fuel economy, ease of handling, value for money, size and styling, which are most important to the small car buyer. In addition, the age, income and education characteristics of 1971 model Pinto buyers parallel very closely those of import car owners.

With Pinto, you are being provided with the opportunity to talk with and to sell customers you have never seen before. These people represent a real plus sales opportunity for Ford dealers. Early surveys indicate that nearly 73% of Pinto buyers would have purchased a car from another manufacturer, either foreign or domestic, if Pinto had not been available. These new owners also form the nucleus of an excellent source of referrals. Almost without exception, Pinto owners have said they would recommend the "little carefree car" to their friends. These recommendations and referrals will provide you with even greater access to competitive owner bodies.

1972 PINTO PRODUCT HIGHLIGHTS

EXTERIOR STYLING

Pinto's low, wide road-hugging sporty car look with long hood/short deck design is continued for '72. This popular contemporary styling is accentuated with the 60-degree slope windshield, sculptured fast-back lines, modern curved side glass, ventless door windows and full wheel cutouts.

The sporty Pinto line includes the 2-door Sedan plus the three-door Runabout which has the added convenience of a lift-up rear door. The rear door has an expanded tinted glass window made of heat resistant tempered glass for safety. This window, which is 8" longer, was designed to enhance the styling of the Runabout and for greater rear-

ward visibility. For both the Sedan and Runabout, five new exterior colors including two new optional Color-Glow finishes enhance Pinto's eye appeal. (See features pages for further information.)

COMFORT AND CONVENIENCE

Besides sporty looks inside and out, Pinto's wide contemporary design means exceptional interior roominess for drivers and passengers. Continued are very comfortable slim-line high-back front seats. The Sedan has a standard bench-type rear seat while a fold-down rear seat is standard in the Runabout, optional in the Sedan.

All-vinyl trim is standard and available in a choice of six attractive colors. Optional Houndstooth-check cloth or knitted vinyl trim is also available in a wide choice of colors.

The padded instrument panel has a modern, easy-to-read two-pod instrument cluster, outboard-mounted ram-air ventilation registers and a handy glove box. Instrument panel attractiveness is enhanced with new standard bright accents around pods, heater control bezel and vent registers. Fresh air vent controls are improved for '72. The deep-dish steering wheel and collapsible column, formerly black on



1972 PINTO PRODUCT HIGHLIGHTS

all models, are now blue with blue interiors. In addition, a new universal joint on the forward end of the steering column reduces possible transmission of road vibrations to the steering wheel. The dome light bezel is now color-keyed. New front and rear seat belt retractors(*) plus a new positive front seat belt warning system(*) with instrument panel mounted light and buzzer are standard for '72. The foot-operated dimmer switch is now located in a lower, more convenient position and a new, higher displacement master cylinder provides increased brake pedal height.



Front and rear suspension have new lower rate rubber bushings to achieve better sound and vibration insulation.

For those who like FM as well as AM radio listening, a new AM/FM monaural radio option is available. A new front color-keyed vinyl floor mat with carpet inserts will also be available along with many other comfort and convenience options for 1972.

(See features and options pages for additional information).

*December, 1971 availability



ENGINES . . . PERFORMANCE

Pinto's standard power team includes an economical 1600 cc 4-cylinder engine, with recalibrated single barrel carburetor. Also available is a 2000 cc OHC engine for extra power. These, like all Ford Division car engines, operate on regular fuel and feature emission controls. In addition, new exhaust system tuning provides even quieter running.

A four-speed transmission is standard while a Select-Shift Cruise-O-Matic is optional with the 2000 cc engine. This convenient 3-speed automatic transmission permits the driver to enjoy his drive without shifting or to shift through the gear changes as in a manual transmission. The Cruise-O-Matic has been improved for 1972 through the development and incorporation of a larger, more effective oil cooler. Both the standard 4-speed Manual and Select-Shift Cruise-O-Matic transmissions are floor-mounted for a sportier interior appearance and greater driving pleasure. (See features and power-teams pages for more information.)

PINTO SEDANS



MODELS

2-Door Sedan
3-Door Runabout

SALES
NUMBER
10
11

STANDARD FEATURES

EXTERIOR

- True subcompact size—94" wheelbase . . . 163" overall length . . . almost 29" wider than it is high, for a low center of gravity resulting in better cornering, greater overall stability

- Sporty long hood/short deck proportions
- Ventless door windows, curved side glass
- One-piece, corrosion resistant, ABS plastic grille
- Sealed beam headlights with exposed adjusting screws
- Side marker lights front and rear
- Parking/turn signal lights
- Backup lights integral with taillights
- Rear license plate light

PINTO SEDANS



- Rugged one-piece stamped steel chrome-plated bumpers, front and rear
- Bright metal windshield and rear window mouldings
- Tri-Color Pinto emblem on both front fender and decklid
- Bright metal hub caps
- Outside left hand mirror
- 15 Paint colors available (Include 5 new standard plus 2 new optional Color-Glow finishes)
- Acrylic enamel finish with "Electrostatic" paint process (See page E-8)
- All welded unitized body/chassis construction for greater strength and rigidity.

RUNABOUT

- Runabout emblem on "C" Pillar
- Expanded rear glass area

INTERIOR

- Extra wide doors for easy entrance to front and rear compartments
- Roomy interior . . . ample seating for four passengers
- High-back front bucket seats
- All vinyl seat trim
- Color-keyed door trim panels
- Color-keyed floor mats
- Seat belts front and rear with uni-lock shoulder harness for driver and front seat passenger. Front and rear seat belts self adjusting with retractors (*).
- Front seat belt reminder system (*)
- Padded instrument panel . . . features two prominent round cluster pods directly in front of the driver. Pods contain all gauges, speedometer and warning lights. (Bright accents around pods, heater control bezel and vent registers)
- International pictorial symbols on headlights and washer/wiper knobs
- Deep dish steering wheel with padded hub and "Pony" emblem . . . collapsible column. Black color (blue with blue interior)
- Locking steering column
- Turn signals with lane change feature
- Suspended brake, clutch, and accelerator pedals
- Tunnel mounted parking brake
- Sun visors, safety padded left and right
- Windshield mounted rear-view mirror
- Dome light operated by driver's door switch and integral with headlight switch, color-keyed bezel



- Coat hooks
- Energy absorbing, foam padded front arm rests. Rear arm rests molded integral with quarter panel
- Bright aluminum door scuff plates

RUNABOUT

- Fold-down rear seat standard
- Color-keyed carpeting throughout, including luggage compartment load floor and fold-down rear seat-back. (*) December, 1971 availability

PINTO SEDANS

FUNCTIONAL

- 1600 cc Four-cylinder engine
- Fully synchronized four speed manual transmission
- Precision rack and pinion steering
- Heater-defroster, hot water, blend-air type with 3-speed blower
- High level directaire ventilation system with outboard instrument panel outlets
- Printed circuits in instrument cluster
- Two-speed electric windshield wipers with windshield washers
- Single action hood latch with safety catch
- Keyless door locking with reversible keys
- Bear-hug door latches
- Free-flow aluminized muffler
- Self-adjusting drum brakes

- Independent front coil spring, rear leaf spring suspension system
- Short turning radius of 31.5 feet
- Emission control systems
- 38-ampere alternator
- 45-amp Autolite "Sta-Ful" battery
- Two-year coolant
- Scissors-type car-side jack
- Long-life 6.00 x 13 BSW tires
- 11 gallon capacity fuel tank

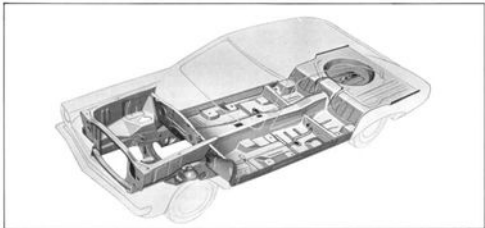
RUNABOUT

- Lift-up third door with greater glass area

In addition to the standard features listed, Pinto also has as standard equipment, the many Ford Lifeguard Design Safety features listed on page ii.

PINTO FEATURES

CHASSIS FEATURES



UNDERBODY

Pinto's platform-type chassis is welded to the body to form an all-welded unit structure. The deep drive line tunnel in the chassis platform forms a sturdy underbody backbone. Features of this design include:

The channel side rails and stiffening cross-members are manufactured of heavy gage sheet steel and are welded to the floor pan to form a strong basic foundation for the car body.

In the engine compartment, full-depth formed panels are welded to the front side rails, the firewall and the boxed cowl. The front rails are in turn tied together by the radiator support and the suspension crossmember, providing maximum strength and rigidity.

The front springs are entirely outboard of the engine compartment allowing maximum freedom within the compartment for convenient servicing of engine and electrical components.

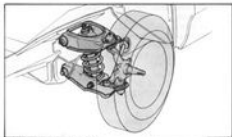
FRONT SUSPENSION

Pinto's "big-car" ride results from the use of a short and long arm type of independent front suspension. This is the same type of suspension used on Ford and Thunderbird. Front suspension features include:

The coil springs are mounted between the lower arms and spring pocket projections of the suspension upper crossmember. Double acting shock absorbers are mounted within the coil springs and are readily accessible for replacement. The design of Pinto's front suspension also eliminates the need for high spring towers, providing more room in the engine compartment.

A rubber mounted strut attached to each lower control arm allows the front wheels to move rearward slightly to soak up part of the initial road shock when the car hits a bump.

PINTO FEATURES

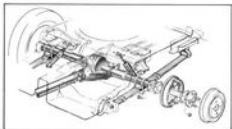


Ball joints and tilted upper control arms combine to minimize the "nose diving" that can occur upon braking.

REAR SUSPENSION

The Pinto's Hotchkiss type rear suspension features rubber bushings at the chassis connection points and Ford "Iso-Clamps" at the axle to spring mounting. The rubber bushings and "Iso-Clamps" prevent metal-to-metal contact thus minimizing noise transfer to the passenger compartment. Features of the system include:

Long 46.5 inch multi-leaf semi-elliptical springs, which smooth out driving and braking forces, have been reduced in stiffness approximately 7% and rear shock absorber valving has been modified to give a softer ride.



PINTO SUSPENSION SPECIFICATIONS

FRONT

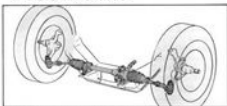
Type	Independent with Ball Joints
Springs	3.50" ID Helical Coil
Shock Absorbers	Direct Acting, Rebound Stop and Integral Jounce Bumper—Front
Steering Knuckle	Integral Spindle and Steering Arm
Wheel Bearings	Single Row, Double Sealed Ball

REAR

Type	Hotchkiss Drive, Semi-Elliptical
Number of Leaves	4
Leaf Length and Width	46.5 x 2.5
Springs Shackles	Compression
Shock Absorbers	Direct Acting, Rebound Stop and Integral Jounce Bumper—Front

Rubber insulated spring anchors help prevent noise transfer to the body.

Staggered shock absorbers (the right is mounted in front of the axle; the left behind it) counteract wheel hop and increase traction during acceleration and braking. The angle positioning of the shock absorbers also reduce side sway. A constant viscosity fluid is used in the shock absorbers to provide uniform performance under all climatic conditions.



RACK AND PINION STEERING

Pinto's rack and pinion steering design—a feature found on many European sports cars—provides precise steering response with minimum effort. In this system a pinion is mounted directly to the steering shaft and engages a linear toothed section (the rack) of the center tie rod. This is a simple, direct and almost frictionless system. It eliminates pitman arm, drag link and conventional gear box. Rack and pinion steering coupled with Pinto's wide tread results in exceptional handling and maneuverability.

The forward end of the steering gear shaft has a new universal joint in place of the former flex cable. Besides permitting the steering gear shaft to deflect in event of collision, the new universal joint design reduces the possibility of road vibrations being transmitted to the steering wheel. (Early 1972 running change.)

See page E-13 for steering specifications.

LOCKING STEERING COLUMN

An anti-theft locking steering column is standard equipment on the Pinto. The locking mechanism is mounted in the steering column and consists of the ignition switch, which is convenient to the driver's right hand, and a locking button, which is convenient to the left hand. The ignition switch has five positions: Accessory . . . Lock . . . Off . . . On . . . Start . . . In that sequence. It operates the starter when turned beyond the "On" position. The key cannot be removed unless the switch is turned off and the left-hand operated locking button depressed. The ignition switch can then be turned to the lock position with the right hand. The steering column is now locked and the ignition key can be removed. To unlock the steering column, merely insert the key and rotate the ignition switch to the desired position as the locking button will pop out automatically. Because both hands are required, this design virtually eliminates the possibility of accidentally locking the steering column—adds to over-all vehicle safety.

TIRES AND WHEELS

All Pinto wheels are of stamped construction with a ventilated disc welded to a safety-type rim.

Four large retaining nuts plus a centering pilot automatically center the wheel on the hub.

The 6.00 x 13 load range B (two-ply/four-ply rating) bias ply black sidewall tire is standard on Pinto. These tires provide excellent mileage, puncture resistance, directional stability and stopping power.

PINTO FEATURES

Chassis Features (Cont'd)

BRAKES

The 1972 Pinto uses a dual hydraulic brake system with a dual chambered master cylinder. Important features of the system are:

New brake master cylinder has higher displacement—increases brake pedal height .7" on standard brakes and .1" on optional front disc brakes for greater brake pedal travel.

Separate brake fluid lines link one master cylinder to the front brakes and the other to the rear brakes to provide operation in the event of hydraulic pressure loss in either line.

An instrument panel light indicates hydraulic pressure loss in either brake line—alerting the driver of the need for immediate repair.

The parking brake, which operates the rear wheel brakes, is controlled by a pull lever conveniently

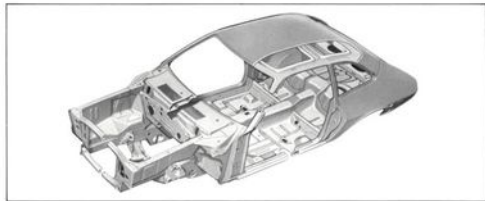
mounted on the tunnel between the two front bucket seats.

Standard brakes on the 1972 Pinto have nine-inch drums, front and rear, with a self-adjustment feature. Brake shoe clearance at each wheel is automatically adjusted as required when the brake is applied as the car is moving in reverse. Brake shoes are of a self-energizing design, and have riveted linings.

Optional front manual disc brakes feature a floating caliper, operated by a single inboard hydraulic piston, with a shoe and lining assembly on either side of the ventilated rotor disc. The design is simple and straightforward, with only five major parts—the caliper housing, caliper anchor plate, the ventilated rotor disc, and the two shoe and lining assemblies. The disc brakes are also self-adjusting. Disc brakes are required at extra cost on models with the 2000 cc engine.

See page E-13 for brake specifications.

BODY FEATURES



BODY CONSTRUCTION

The integral all-welded construction of Pinto bodies provides maximum strength with minimum weight. The body sheet metal and structural members are all solidly welded to the rigid underbody platform to form a completely unitized construction. This type of body construction results in lighter overall vehicle weight, maximum strength and rigidity, improved door, hood and deck lid alignment, fewer water and dust leak problems, and fewer rattles and squeaks. Strong reinforcing members are used at important locations such as roof pillars, roof and body side rails and around the windshield and rear window. Pinto features an entirely new "halo roof" structure. Unlike conventional roof designs, Pinto's "halo roof" does not require separate windshield and backlite headers, inner roof rails, or roof reinforcements. Strong and lightweight, the "halo roof" design permits more head room than would be possible in a car of Pinto's height, but with a conventionally designed roof.

BODY SEALING MATERIAL

A heat-curing vinyl sealing material is applied to the full length of all outer panel seams and joints to effectively seal out dust and moisture.

Windshields and rear windows are sealed with special rubber compound mouldings that retain their elasticity and keep a tight seal without becoming brittle or cracking.

RUST PREVENTION

All Pintos, except those built in California where corrosion is not a significant problem, pass through a special electrocoat paint system. Electrocoating, a patented Ford process, utilizes direct current to deposit the first coat of primer on sheet metal surfaces . . . in a way that actually plates these surfaces with primer. In electrocoating the car body is completely immersed in a special dip tank. While the body is in the tank, it is given a positive electrical charge (+) and electrodes in the tank a negative charge (-). The resulting current flow deposits electrically charged particles of primer uniformly over the entire body. Electrocoating enables boxed-in areas such as rocker panels and cross members to be completely coated with primer.

In addition to electrocoating, areas highly susceptible to corrosion such as, rocker panels and front and rear side rails use galvanized panels. Applications of zinc-rich primer are applied to key areas such as the interior of door panels, wheel splash areas and fenders for additional corrosion protection.

PINTO FEATURES

Body Features (Cont'd)



BODY INSULATION

Numerous acoustical pads, sound insulators and spray-on deadeners are used to form a sound barrier against engine and road noise.

- (1) The hood has mastic adhesive spotted between the inner and outer panel construction.
- (2) Front fenders have a sound deadening coating sprayed on inner housings, including fender openings.
- (3) The dash panel has a one-inch textile pad coated with vinyl.
- (4) The inner cowl top is covered with a one-half inch textile fiber pad absorber. Cowl sides are insulated with the same type of material.
- (5) The front floor toe boards and entire tunnel have one-ply saturated felt deadener.
- (6) The floor area under the rear seat uses a one-ply saturated felt deadener.
- (7) Door panels have spray-on sound deadeners on the inner surface of the outer panels.
- (8) The rear seat area has a 1/2 inch wood fibre pad absorber behind the rear seat which forms a barrier between the luggage compartment and passengers.
- (9) The roof panel has a 3/4 inch thick textile fiber pad blanket which insulates the entire roof panel from front to rear.
- (10) The roof quarter panels are lined with 1/4 inch textile fibre pads.
- (11) Rear wheel housing splash areas are sprayed with a sound deadener.
- (12) The package tray and package tray extensions have a 1/4 inch thick wood-fibre pad absorber.
- (13) The body-side quarter panels are lined with 1/2 inch textile fibre pads.

SEATS

Pinto seats are designed to provide firm yet comfortable

body support. The sports-styled front high-back bucket seats are constructed of formed steel. The cushions are constructed of urethane foam molded around spring and frame elements to form well contoured, comfortable seats. The driver's seat is adjustable and mounted on curved seat tracks which raise the seat for short drivers when it's moved forward and lower it for tall drivers when it's moved back. The passenger seat is in a fixed position. The folding front seat backs self-lock into an upright position. A small knob located near the outboard edge of the seat back releases the lock for rear seat entry.

FRONT SEAT BELT REMINDER SYSTEM

New for 1972 is a standard positive front seat belt reminder system. In addition, seat belt retractors will also be standard for '72 at the front and rear outboard seating positions with the front retractors forming part of the seat belt reminder system. This system includes a light and buzzer mounted on the instrument panel which are activated by sensors if an attempt is made to drive the car without the driver and front seat passenger (if aboard) first fastening their seat belts. The light and buzzer operate when the ignition switch is in the "On" position, the transmission is in any forward or reverse position and the driver's belt is not extended the distance normally used for fastening. If the right outboard seat is occupied, a switch in the seat also activates the system until the passenger seat belt is pulled out the specified distance. When the belt or belts are extended, the light and buzzer go off, and will remain off unless the belts are retracted. (December, 1971 availability).

SIX-STEP PAINT PROCESS

Pinto's super diamond lustre paint finish is achieved through a six step process. Before the triple coats of enamel are applied, the body receives all-over rust protection and two coats of tough epoxy primer. Each primer application is followed by wet-sanding.

The 3-coat acrylic super enamel finish is baked on to form a protective cover over body sheetmetal while providing the deep-lustre beauty of a baked-enamel finish.

The final coat of paint on all Pintos is applied by an ELECTROSTATIC PAINTING process. This new system produces a better, more uniform paint finish. The system features a new paint gun that works on the principle that unlike electrical charges attract each other; i.e., positive charged particles attract negative ones. An electrode, extending through the barrel of the gun, is held at a negative potential of 60,000 volts with respect to the part to be painted. As the paint particles near the surface of the part, the electrostatic forces become great enough so that many of those paint particles normally blown past by the air stream are returned to the body surface. The principle advantage of electrostatic painting is its "wrap-around" effect. When painting next to an edge, such as on a deck lid, hood, or door, the paint particles actually will wrap-around and paint the backside due to the strong electrostatic attraction.

Phosphate Coating
First Primer ("Electrocoating")
Second Primer-Epoxy
First Finish Coat
Second Finish Coat
Final Finish Coat ("Electrostatic" Painting)

PINTO STATION WAGONS



SQUIRE OPTION



MODELS

2-Door Pinto Station Wagon

SALES
NUMBER
12

MAJOR STANDARD FEATURES

In addition to or in place of features on the Pinto Sedan

EXTERIOR

- Long 172.7" overall length—9.7" longer than the Sedan
- Bright side and liftgate window mouldings
- Large 28" x 48.8" rear cargo area opening
- Bright belt, "D" pillar and roof rail mouldings

INTERIOR

- Fold-down rear seat for a long load floor length of 69.2" with liftgate closed
- Extra wide 42.5" loadspace between wheelhousings
- Color-keyed carpeting in passenger and cargo areas
- Big 60.5" cubic feet of cargo volume

FUNCTIONAL

- Full, upswinging rear liftgate with fixed backlite and counterbalanced supports
- Flipper rear compartment windows
- 2000 cc 4-cylinder OHC engine
- Manual front disc brakes
- A78 x 13 BSW tires
- Single ignition/door lock key system

SQUIRE OPTION

A unique Squire option is available on the Pinto Station Wagon. This option includes:

EXTERIOR

- Bright wheel covers
- Simulated woodgrain on the bodyside and liftgate with "Squire" script

INTERIOR

- "Super-soft" vinyl seats with choice of pleated vinyl or Manston cloth inserts
- Deluxe door and liftgate trim panels
- Woodgrained applique for automatic transmission PRNDL bezel

- Color-keyed parking brake boot cover
- Bright trimmed instrument panel with woodgrain accents
- Woodgrain shift knob (4-speed only) and parking brake grip
- Bright shift pattern ring for manual transmission
- Deluxe 2-spoke steering wheel
- Deluxe seat and shoulder belts



SQUIRE OPTIONAL INTERIORS

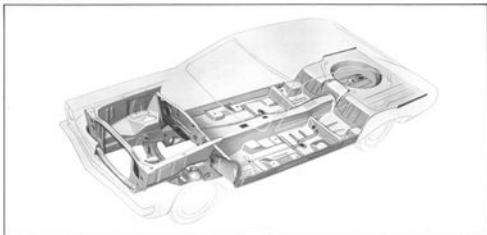


FUNCTIONAL

- Passenger side courtesy lamp switch
- Cigar lighter, rear ash tray
- Cargo area light
- Multi-directional vent registers

PINTO FEATURES

CHASSIS FEATURES



UNDERBODY

Pinto's platform-type chassis is welded to the body to form an all-welded unit structure. The deep drive line tunnel in the chassis platform forms a sturdy underbody backbone. Features of this design include:

The channel side rails and stiffening cross-members are manufactured of heavy gage sheet steel and are welded to the floor pan to form a strong basic foundation for the car body.

In the engine compartment, full-depth formed panels are welded to the front side rails, the firewall and the boxed cowl. The front rails are in turn tied together by the radiator support and the suspension crossmember, providing maximum strength and rigidity.

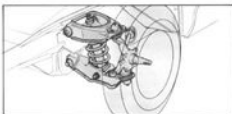
The front springs are entirely outboard of the engine compartment allowing maximum freedom within the compartment for convenient servicing of engine and electrical components.

FRONT SUSPENSION

Pinto's "big-car" ride results from the use of a short and long arm type of independent front suspension. This is the same type of suspension used on Ford and Thunderbird. Front suspension features include:

The coil springs are mounted between the lower arms and spring pocket projections of the suspension upper crossmember. Double acting shock absorbers are mounted within the coil springs and are readily accessible for replacement. The design of Pinto's front suspension also eliminates the need for high spring towers, providing more room in the engine compartment.

A rubber mounted strut attached to each lower control arm allows the front wheels to move rearward slightly to soak up part of the initial road shock when the car hits a bump.

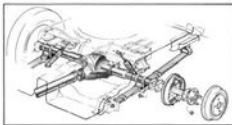


Ball joints and tilted upper control arms combine to minimize the "nose diving" that can occur upon braking.

REAR SUSPENSION

The Pinto's Hotchkiss type rear suspension features rubber bushings at the chassis connection points and Ford "Iso-Clamps" at the axle to spring mounting. The rubber bushings and "Iso-Clamps" prevent metal-to-metal contact thus minimizing noise transfer to the passenger compartment. Features of the system include:

Long 46.5 inch multi-leaf semi-elliptical springs, which smooth out driving and braking forces, have been reduced in stiffness approximately 7% and rear shock



PINTO FEATURES



VENTILATION

Pinto's standard DirectAir Ventilation system provides greater comfort for driver and passengers in city and high-way driving.

Adjustable air valves located behind the air outlet registers at either end of the instrument panel provide directional control of outside air entering the car.

Push-pull knobs located below the air outlet registers permit control of the air valves.

- With knobs all the way in—air valves are closed.
- With knobs all the way out—air is directed upward toward driver and passenger.
- With knob half way out—air flow is divided so that three-fourths of the flow is directed towards the floor while the remainder is directed upward towards driver and passenger.

HEATING

The Pinto heater-defroster system has been designed to provide maximum heating comfort.

The high capacity hot water system features a powerful three-speed blower to provide heating comfort even in stop and go cold weather driving. Controls for the blower and heater are located in the center of the instrument panel within easy reach of driver and front seat passenger.



LUGGAGE COMPARTMENT

The interior of Pinto's luggage compartment is finished in textured metal with the spare tire stored in a well in the floor. Trunk lid construction features a built-in torsion bar in each hinge to assist in raising the lid and to hold it open. Compression type, neoprene rubber weatherstripping provides protection against dirt and moisture.



RUNABOUT REAR DOOR

The Runabout offers a unique lift-up third door at the back and a fold-down rear seat. The rear door features balance spring assisted hinges at the top that support the door either partially or fully open and enable convenient one hand operation in both opening and closing. The door opening is a generous 51 inches in width. With the rear seat folded down there is a flat cargo space extending to the front seat backs that measure a full 58 inches. The compartment is 63 inches across at its widest point providing plenty of cargo space.



DOORS

Pinto doors are formed into a sturdy box unit by using a double panel, welded construction. Bronze bushed hinges are oil impregnated for long wear and easy opening and closing. The lower hinges are provided with assist springs to aid in opening the doors and to retard slamming when closing. The doors incorporate check straps to hold the doors in the full open position. Bear-hug door latches provide secure closing, easy opening, rattle resistance and help to prevent door opening in the event of a collision. Weatherstripping is mechanically retained by plastic retaining pins rather than adhesive alone, to maintain more positive door sealing against dirt and moisture.

Keyless door locking and reversible keys for door and trunk locks are additional Pinto convenience features.

PINTO FEATURES

HOOD

A "halo" inner panel reinforces the Pinto hood construction. Rubber bumpers along the front and sides of the hood provide cushioning against squeaks and rattles. The bumpers are adjustable for leveling the hood with the front fenders. A single-lever hood latch mechanism permits one-hand opening. The latch, located at the center of the grille and hood, is actuated by the release lever which pops the hood open for easy raising, past a safety catch. The hood is held open by a conveniently located prop rod and can be opened a full 90° for added convenience in reaching components in the engine compartment.

WINDOWS

Pinto's one-piece windshield is set at a sixty degree angle to emphasize the car's aerodynamic styling. The windshield is made of two sheets of glass sandwiched to a 30-mil-thick plastic sheet and heat laminated together. This windshield

has exceptional strength and pliability and resists injury-producing penetration in the event of collision.

The Pinto also features ventless front side glass. This window design eliminates the vent window division bar and vent latch and provides improved appearance, reduction in wind noise and increased driver/passenger visibility. All windows are high-strength, impact-resistant heat tempered safety glass. The new larger rear door window on the runabout has tinted glass standard.

HEADLIGHTS

The aim of Pinto's single headlights can be adjusted easily by simply inserting a screw driver into access slots below the headlights. The parking lights go on with the headlights. In the event a headlight burns out the parking lamps remain lit to help provide positive front identification for oncoming drivers.

PINTO OPTIONS

Pinto offers a wide variety of factory-installed options. Owners can select from these items to equip their car to suit their own personal preferences and needs.

2000 CC ENGINE

Pinto's optional 2000 cc engine features an overhead cam, 4-cylinder in-line, five main bearing design. This engine also has a cross-flow cylinder head with large valves and manifolds to provide easy breathing. The exhaust manifold is a branched design to improve efficiency. The valve arrangement and effective overhead camshaft design provide for excellent acceleration and high speed operation. This engine will easily operate at speeds in excess of 6000 RPM. (See additional information in the Power Teams Section.)



FLIPPER REAR QUARTER WINDOWS

The rear quarter window is a pop-open type held in an open/closed position by a toggle latch. This design provides excellent flow-through ventilation.

SELECTSHIFT CRUISE-O-MATIC TRANSMISSION

Ford's famous Cruise-O-Matic is available with the 2000 cc engine. This versatile transmission is fully automatic with three speeds forward. Many competitive automatics for small cars are either not fully automatic or have only two forward speeds. (See the Power Teams Section for additional information.)

SELECTAIRE AIR CONDITIONING

Pinto's SelectAir air conditioning system is fully integrated into the instrument panel and heating system, and is designed to provide year-round passenger comfort through one set of controls on the instrument panel. Cooled air can be delivered through multi-directional high level registers and at the floor level. In the heater mode, the controls permit delivery of heated air through the defroster ducts and at the floor level. In addition, heated air can be directed through the high level registers.

LUXURY DECOR GROUP

This option is available to add an extra measure of luxury to the Pinto. The option includes high lustre bright door and quarter window frames, bright "B" pillar cap, bright drip mouldings, wheel lip mouldings, body side protection moulding, wheel covers, rocker panel moulding, deluxe two-spoke steering wheel, deluxe houndstooth cloth or knitted



vinyl seat trim, deluxe door trim panels, contoured rear seat, woodtone applique, multi-directional vent registers, front cigar lighter, rear seat ashtray, and passenger-side door courtesy light switch.

COLOR-GLOW FINISHES

Two new optional "Color-Glow" metallic finishes are available on 1972 Pintos in Ivy Glow and Gold Glow which create the illusion of extra depth due to the control and size of the aluminum particles in the special paint formula. The clarity and transparency of the highly durable surface also contributes to the distinctive characteristics of these glamorous new finishes.

PINTO OPTIONS

CONSOLETTA WITH ELECTRIC CLOCK

Pinto's sporty, tunnel-mounted consolette provides extra storage space and the convenience of an electric clock.

PROTECTION GROUP

Pinto's protection group includes bodyside moulding with vinyl insert, and front and rear bumper guards with rubber inserts.



LUGGAGE RACK

This bright die-cast and stainless steel rack provides extra luggage carrying space. The rack is 33" x 34" and includes four roof slats contour fitted to the roof surface.

WHEEL COVERS

Pinto's bright full wheel cover is available as a separate option and is standard with the accent group and luxury decor group.



FOLD-DOWN REAR SEAT

Pinto's fold-down rear seat option for Sedan converts the rear passenger compartment and trunk into one large storage area, which is accessible from the trunk lid or side doors. The rear seat back of the fold-down rear seat is retained by a single easy-operating latch on the right side. A full-width molded rubber trunk mat is included as part of the fold-down rear seat option. This option is available with all standard and optional seat trims. (Color-keyed carpeting on the luggage compartment floor and fold-down rear seat-back is included as standard equipment on Runabout models.)

PINTO OPTIONS AVAILABILITY

DESCRIPTION

AVAILABILITY*

APPEARANCE EQUIPMENT

Accent Group (Includes body side protection molding with black vinyl insert, bright door and quarter window frames, bright "B" pillar cap, bright drip moldings, wheel lip moldings, and wheel covers. Standard with luxury decor group. N/A with protection group. Requires passenger compartment color-keyed carpeting at extra cost.)

Carpeting, Passenger Compartment Color-Keyed (Standard on Runabout. Required at extra cost on models equipped with accent group or luxury decor group.)

Consolette with Electric Clock

Door, Edge Guards

Color-Glow Finishes (Special metallic paint available in Ivy Glow and Gold Glow)

Decor Group, Luxury (Includes choice of deluxe houndstooth cloth or knitted vinyl seat trim, body side protection molding with black vinyl insert, bright door and quarter window frames, bright "B" pillar cap, bright drip moldings, wheel

R
P
O
D
L
R

X

X

X

X

X

X

DESCRIPTION

AVAILABILITY*

lip moldings, wheel covers, rocker panel moldings, deluxe two-spoke steering wheel, deluxe door trim panels, contoured rear seat, multi-directional vent registers, cigar lighter—front, rear seat ash tray, passenger-side door courtesy light switch, and instrument panel bright dress-up with woodgrain applique. N/A with accent group or protection group. Requires passenger compartment color-keyed carpeting at extra cost.)

Rocker Panel Moulding

Moulding With Black Vinyl Insert, Body Side Protection (Standard with accent group, luxury decor group, and protection group.)

Bumper Guards, front and rear (Includes rubber inserts on bumper guards and bumpers. Standard with Protection Group.)

Protection Group (Includes body side molding with black vinyl insert, front and rear bumper guards with rubber inserts, and rub strips on bumpers. N/A with accent group or luxury decor group.)

R
P
O
D
L
R

X

X

X

X

X

PINTO OPTIONS AVAILABILITY

DESCRIPTION AVAILABILITY

APPEARANCE EQUIPMENT (Cont'd)

- Roof, Vinyl (Includes bright drip moulding.) (N.A. on Runabout)
Wheel Covers (Standard with Accent and Luxury Decor Groups.)

AUDIO EQUIPMENT

- Radio, AM
Radio, AM/FM Monaural

COMFORT-CONVENIENCE EQUIPMENT

- Air Conditioner—SelectAire (N.A. with 1600 cc 1V Engine, Tinted Glass recommended.)
Battery, Heavy-Duty, 54-Ampere.
Convenience Group (Includes deluxe seat belts inside day/night rearview mirror, outside left-hand remote control color-keyed racing mirror, and glove box lock.)
Defogger, Rear Window.
(N.A. on Runabout)
Disc Brakes, Manual Front (Required at extra cost on models with 2000 cc engine).
Glass, Tinted—Backlite (Available only on Runabout.)
Glass, Tinted—Complete.
Luggage Rack—Roof.
Flipper Rear Quarter Windows.
Seat, Fold-Down Rear (Option for Sedan only; includes molded trunk mat)

R
P
O

D
L
R

X

X X

X X

X X

X

X X

X

X

X

X

X

X

X

X

X

DESCRIPTION AVAILABILITY

TRAILER TOWING EQUIPMENT

- Trailer Towing Package (Includes 2000 cc engine, heavy-duty radiator with shroud, trailer hitch, SelectShift Cruise-O-Matic transmission, Manual disc brakes required at extra cost. Not recommended for pulling trailers over 800 lbs. gross trailer weight, and tongue load over 100 lbs. or trailers with over 25 sq. ft. frontal area.)

ENGINES

- 2000 cc 4-Cylinder 2V (122 CID) (Requires manual front disc brakes at extra cost.)
Emission Control System, Nitrous Oxide (Required in State of California.)

TIRES

- All Models have (5) 6.00 x 13 Rayon BSW Tires as standard equipment; extra charge for:
(5) A78 x 13 non-belted, single-band WSW,
(5) A70 x 13 Belted B/WL (with raised white letters).
(5) 175R x 13 radial ply WSW

TRANSMISSIONS

- SelectShift Cruise-O-Matic (Requires 2000 cc 2V engine at extra cost.)
*RPO—Regular Production Options.
DLR—Dealer Installed Accessories.

R
P
O

D
L
R

X

X

X

X

X

X

X X

X X

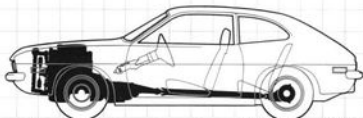
X X

X X

X X

X

PINTO DURABILITY AND RELIABILITY... SERVICEABILITY



DURABILITY AND RELIABILITY

During its first year, Pinto has provided several hundred thousand owners with millions of miles of reliable, trouble-free transportation. It has performed well in all types of driving and weather conditions. The information derived from these owner miles and Ford's extensive road durability tests have been incorporated into refinements which make the 1972 Pinto an even more durable and reliable means of transportation. These continuing refinements and the design features outlined below mean every Pinto car owner can count on long "carefree" performance.

- **BODY SHEETMETAL**—has extensive corrosion protection and improved paint application process.
- **DOOR SEALS**—are mechanically retained and made of rubber tubing to provide tighter, longer-lasting sealing.
- **FRONT AND REAR BUMPERS**—have ample sheet metal clearances for greater low speed impact protection.

- **ENGINES**—have a 6,000 mile service interval. Twice as long as VW's. The 1600 cc engine uses the same block as the competition-proven Lotus. Production engines are individually run for break-in and testing before installation.
- **CHASSIS**—is lubed-for-life.
- **MANUAL TRANSMISSION**—features internal linkage requiring no linkage adjustment. Because of the internal linkage, the design is unaffected by weathering and corrosion.
- **AUTOMATIC TRANSMISSION**—is designed to handle the output of mid-range V-8 engines.
- **HEAVY-DUTY COMPONENTS**—designed for use in larger cars like Mustang and Torino, are used in rear wheel bearings, universal joints, radiator, windshield wiper motor, alternator and in other mechanical areas.
- **FRONT AND REAR BRAKES**—are designed for normal lining life in excess of 30,000 miles. The brake lines are made of special alloy steel to prevent corrosion.

PINTO DURABILITY AND RELIABILITY . . . SERVICEABILITY

SERVICEABILITY

Pinto's low cost of ownership is, in part, the result of design innovations that make it easy to service, repair and maintain. Components are more readily accessible and less complex than those found in other American cars (except perhaps Maverick) so replacement and service costs are lower. For example:

- **HEADLAMPS**—Each of the headlamps has two exposed screw slots and can be easily aimed with just a screwdriver.
- **INSTRUMENT CLUSTER**—The entire instrument cluster is retained by two easily accessible screws so that it can be pulled out quickly and easily when necessary.
- **FUSE BOX**—The fuse box is located above the brake pedal support for quick access to fuses.

- **HEATER CONTROLS**—The heater controls can be taken out by simply removing two screws.
- **BULBS**—Instrument panel bulbs and small bulbs used in the exterior lighting system are all removable without disassembling major components.
- **PARKING BRAKE**—Unlike most other cars, the parking brake is adjustable from inside the car.
- **BUMPERS**—Front or rear bumpers can be taken off by removing only four or six easily accessible bolts.
- **ENGINE SERVICING**—Engine servicing is made easier because Pinto's hood can be lifted to a full vertical position—eliminating the necessity to remove the hood for certain service operations.

Refer to the "Do-it-yourself" manual for a more extensive write up of Pinto's do-it-yourself features.

PINTO GENERAL SPECIFICATIONS

STEERING SPECIFICATIONS

Linkage	Rack and Pinion Type
Gear Type	Rack and Pinion
Overall Steering Ratio (Manual)	22.1
Turning Diameter (curb-to-curb)	31.5 feet
Steering Wheel Diameter	15.0 inches
Steering Wheel Turns (Lock-to-Lock)	4.16

BRAKE SPECIFICATIONS

Brake Drum Diameter	9"
Disc Brake Rotor Diameter	9.3"
Lining Material	Molded Asbestos
Lining—Front Shoe	9" x 2.00"
—Rear Shoe	9" x 1.38"
Disc Brake Pad—inner working diameter	6.05"
—outer working diameter	9.30"
Lining Attachment	Riveted
Total Lining Area—	
Gross (sq. in.)	99.4
Effective (sq. in.)	93.9
Parking Brake Type	Mechanical
Actuation of Rear Brakes	

WHEEL SPECIFICATIONS

Type	Stamped Steel Disc, Ventilated disc with safety type rims
Number of Studs	Four @ 1/2 x 20
Diameter and Rim Size (inches)	Standard 13.0 x 4.0

POWER TEAM SELECTIONS

REAR AXLE RATIOS

ENGINE	Transmission	Automatic 3-Speed
	Manual 4-Speed	
Std. 1600 C.C.	3.55	N/A
Opt. 2000 C.C.	3.55	3.18

NOTE: Air Conditioning Available only with Optional 2000 C.C. and 3.55:1 axle ratio.

BODY DIMENSIONS

All dimensions are in inches unless otherwise specified

2-Door Sedan and Runabout

GENERAL

Wheelbase	94.0
Tread—Front	55.0
—Rear	55.0
Height—Overall	50.1
Length—Overall	163.0
Width—Overall	69.4
Width at Center Pillar	66.5

FRONT DOOR ENTRANCE ROOM

Door Width—Maximum	44.2
Door Opening—Height	35.6
(sculpt plate to windcord)	
Foot Clearance	15.4

FRONT SEAT ROOM

Head Room (effective)	37.5
Maximum Leg Room to Accelerator	41.0
Hip Room	51.8
Shoulder Room	52.5

REAR SEAT ROOM

Head Room (effective)	36.3
Effective Leg Room (minimum)	31.7
Hip Room	44.3
Shoulder Room	51.6
Knee Room (minimum)	3.1

LUGGAGE COMPARTMENT

Usable Luggage Capacity (cubic feet)	5.9
Liftover Height	27.2
Total volume with Runabout rear seat or optional rear seat folded down (cubic feet)	17.7

GLASS AREAS (Square Inches) Sedan Runabout

Windshield exposed surface area	1057.0	1057.0
Side glass exposed surface area	1363.0	1363.0
Backlight glass exposed surface area	753.8	1159.0
Total glass exposed surface area	3173.8	3579.0

CURB WEIGHT

Standard Vehicle (lbs.)	2052
Runabout (lbs.)	2097

PINTO COLOR AND TRIM SELECTIONS

Charts shown reflect the color and trim combinations. Exterior colors and codes are in the first chart and the trim combinations follow. Colors and codes referenced are the same as those shown in your Color and Upholstery Book.

EXTERIOR COLORS AND CODES			
COLOR	CODE	COLOR	CODE
White	9A	Medium Lime	4F
Bright Red	2B	Metallic	
Medium Coral	2A	Tan	5L
Bright Blue Metallic	3J	Medium Brown	
Grabber Blue	3F	Metallic	5H
Light Blue	3B	Medium Yellow	
Dark Green	4Q	Gold	6C
Metallic		Medium Bright	6E
Medium Green	4P	Yellow	
Metallic		Ivy Glow	4C*
		Gold Glow	6F*

*Extra cost Color Glow Paint

SEDAN AND RUNABOUT			
ALL VINYL BUCKET—STANDARD			
INTERIOR TRIMS		EXTERIOR COLOR	
COLOR	CODE	AVAILABILITY CODES	
Black	AA	All	
Medium Blue	AB	9A, 3J, 3B	
Medium Ginger	AF	9A, 4Q, 5H, 5L, 6C, 6E, 6F	
Medium Green	AR	9A, 4C, 4F, 4P, 4Q	
Medium Beige	AT	9A, 4Q, 5H, 5L, 6C, 6E, 6F	
White/Black	AW	All	
White/Blue	AL	9A, 3J, 3B	
White/Ginger	AS	9A, 4Q, 5H, 5L, 6C, 6E, 6F	
White/Green	A5	9A, 4C, 4F, 4P, 4Q	

SEDAN AND RUNABOUT		
CLOTH AND VINYL BUCKET—OPTION		
INTERIOR TRIMS		EXTERIOR COLOR
COLOR	CODE	AVAILABILITY CODES
Black	BA	All
Medium Blue	BB	9A, 3J, 3B
Medium Ginger	BF	9A, 4Q, 5H, 5L, 6C, 6E, 6F
Medium Green	BR	9A, 4C, 4F, 4P, 4Q
Medium Beige	BT	9A, 4Q, 5H, 5L, 6C, 6E, 6F
White/Black	BW	All
White/Blue	BL	9A, 3J, 3B
White/Ginger	BS	9A, 4Q, 5H, 5L, 6C, 6E, 6F
White/Green	B5	9A, 4C, 4F, 4P, 4Q

SEDAN AND RUNABOUT		
KNITTED VINYL BUCKET—OPTION		
INTERIOR TRIMS		EXTERIOR COLOR
COLOR	CODE	AVAILABILITY CODES
Black	CA	All
Medium Blue	CB	9A, 3J, 3B
Medium Ginger	CF	9A, 4Q, 5H, 5L, 6C, 6E, 6F
Medium Green	CR	9A, 4C, 4F, 4P, 4Q
Medium Beige	CT	9A, 4Q, 5H, 5L, 6C, 6E, 6F
White/Black	CW	All
White/Blue	CL	9A, 3J, 3B
White/Ginger	CS	9A, 4Q, 5H, 5L, 6C, 6E, 6F
White/Green	C5	9A, 4C, 4F, 4P, 4Q

VINYL ROOFS			
ROOF COLOR	CODE	EXTERIOR PAINT	INTERIOR TRIM
Black	1	All	All
White	2	All	All

PINTO OPTIONS

SELECTAIRE AIR CONDITIONING

Pinto's Selectaire air conditioning system is fully integrated into the instrument panel and heating system, and is designed to provide year-round passenger comfort through one set of controls on the instrument panel. Cooled air can be delivered through multi-directional high level registers and at the floor level. In the heater mode, the controls permit delivery of heated air through the defroster ducts and at the floor level. In addition, heated air can be directed through the high level registers.



FOLD-DOWN REAR SEAT

Pinto's fold-down rear seat option for Sedan converts the rear passenger compartment and trunk into one large storage area, which is accessible from the trunk lid or side doors. The rear seat back of the fold-down rear seat is retained by a single easy-operating latch on the right side. A full-width molded rubber trunk mat is included as part of the fold-down rear seat option. This option is available with all standard and optional seat trims. (Color-keyed carpeting on the luggage compartment floor and fold-down rear seat-back is included as standard equipment on Runabout models as shown above.)

Two-tone lower bodyside treatment in avocado or orange, and 25 oz. cut pile carpet in avocado or orange. All models have white exterior body color, with inside trim scheme and two-tone accent color in avocado or orange. A vinyl roof in avocado or orange is included. 175R x 13 WSW steel belted radial ply tires are also part of the group. (April availability.)

WHEEL COVERS

Pinto's bright full wheel cover is available as a separate option and is standard with the Accent group and Luxury Decor group.

ACCENT GROUP

Available on all Pinto models, standard with Luxury Decor Group, this attractive option includes body side protection moulding with black (brown on Squire option) vinyl insert, wheel lip mouldings and wheel covers. Two, and three door sedans also include bright door and quarter window frames, bright "B" pillar cap and bright drip mouldings. Color-keyed passenger compartment carpeting required at extra cost on 2-door sedan. Not available with Protection Group.



SPORTS ACCENT GROUP

A new option for mid-1972 and available on all 2- and 3-door sedan models, this feature includes: Manston cloth seat inserts in avocado or orange, deluxe seat and shoulder belts, the Luxury Decor Option product content—with the rocker panel moulding and bodyside protection moulding deleted.

TRIM RINGS/HUB CAPS

The "action-styled" trim ring/hub cap combination is optional on all models.

PINTO OPTIONS AVAILABILITY

DESCRIPTION

AVAILABILITY*

APPEARANCE EQUIPMENT

	R P O	D L R
Accent Group (See page E-13 for content.)	X	
Bumper Guards, front and rear (Includes rubber inserts on bumper guards and bumpers. Standard with Protection Group.)	X	
Carpeting, Passenger Compartment Color-Keyed (Standard on Runabout and Wagon. Required at extra cost on models equipped with Accent Group or Luxury Decor Group.)	X	
Color-Glow Finishes (Special metallic paint available in Ivy Glow and Gold Glow.)	X	X
Decor Group, Luxury (N/A with Accent or Protection Groups. Requires passenger compartment color-keyed carpeting on 2-door model at extra cost. Models ordered with tu-tone lower bodyside tape/paint option will have rocker panels deleted. See page E-14 for content.)	X	X
Door Edge Guards	X	X
Moulding With Black Vinyl Insert, Body Side Protection (Standard with Accent Group, Luxury Decor Group, and Protection Group. Brown moulding and vinyl insert for Squire Station Wagon.)	X	
Protection Group (Includes body side moulding with black vinyl insert, front and rear bumper guards with rubber inserts, and rub strips on bumpers. N/A with Accent Group or Luxury Decor Group.)	X	
Rocker Panel Moulding (Standard with luxury decor group. N/A with tu-tone lower bodyside tape/paint option.)	X	
Roof, Vinyl (Includes bright drip moulding. N/A on Station Wagon. Available with luggage rack or sunroof.)	X	
Sports Accent Group (N/A with bodyside and rocker panel mouldings, or on Station Wagon. See page E-13 for content.) (April '72)	X	
Squire Option (Available only on Station Wagon. See page E-7 for content.)	X	
Steering Wheel, Leather Wrapped (May '72)	X	X
Tape/Paint, Tu-Tone Lower Bodyside (N/A with bodyside and rocker panel mouldings, or on Station Wagon.) (May '72)	X	
Trim Rings/Hub Caps	X	X
Wheel Covers (Standard with Accent and Luxury Decor Groups.)	X	X

AUDIO EQUIPMENT

Radio, AM	X	X
Radio, AM/FM Monaural	X	X

COMFORT-CONVENIENCE EQUIPMENT

Air Conditioner—Select-Aire (N/A with 1600 cc 1v Engine, Tinted Glass recommended.)	X	
Battery, Heavy-Duty, 54-Ampere	X	X
Convenience Group (Includes deluxe seat belts, inside day/night rearview mirror, outside left-		

DESCRIPTION

AVAILABILITY*

	R P O	D L R
hand remote control color-keyed racing mirror, and glove box lock.)	X	
Defogger, Rear Window (N/A on Runabout, Station Wagon, or with rear window electric defrost.)	X	
Disc Brakes, Manual Front (Required at extra cost on models with 2000 cc engine. Standard on Station Wagons.)	X	
Electric Defrost, Rear Window (N/A on Runabout models equipped with 1600 cc engine. N/A with rear window defogger.)	X	
Flipper Rear Quarter Windows	X	
Glass, Tinted — Backlite (Available only on Runabout.)	X	
Glass, Tinted — Complete	X	
Luggage Rack — Roof (N/A with models equipped with sunroof.)	X	X
Mirrors, Outside Color-Keyed Dual Racing (Includes left-hand remote control and right-hand manual control mirrors. N/A with special paint (DSO or PTO).)	X	
Seat, Fold-Down Rear (Includes load floor color-keyed carpeting. Standard on Runabout and Wagon.)	X	
Star Interlock	X	
Sunroof, Manual Operated (N/A with roof luggage rack or on Station Wagon.)	X	

TRAILER TOWING EQUIPMENT

Trailer Towing Package (Includes heavy-duty radiator and shroud. Requires 2000 cc 2v engine, Cruise-O-Matic transmission, and manual disc brakes at extra cost. Not recommended for pulling trailers over 800 lbs. gross trailer weight, and tongue load over 100 lbs. or trailers with over 25 sq. ft. frontal area.) N/A on Station Wagons.	X	
---	---	--

ENGINES

2000 cc 4-Cylinder 2v (122 CID) (Requires manual front disc brakes at extra cost. Standard on Station Wagon.)	X	
Emission Control System Nitrous Oxide (Required in State of California.)	X	

TIRES

All Sedan and Runabout models have (5) 6.00 x 13 (A78 x 13 on Station Wagon) BSW tires as standard equipment; extra charge for:		
(5) A78 x 13 non-belted, single-band WSW.	X	X
(5) A70 x 13 belted B/WL (with raised white letters.)	X	X
(5) 175R x 13 radial ply WSW.	X	X

TRANSMISSIONS

SelectShift Cruise-O-Matic (Requires 2000 cc 2v engine at extra cost.)	X	
*RPO—Regular Production Options. DLR—Dealer Installed Accessories.		

PINTO COLOR AND TRIM GUIDE

EXTERIOR COLORS



2A Med. Coral



2B Brt. Red



2B Lt. Blue



3F Grabber Blue



3J Brt. Blue Met.



4F Med. Lime Met.



4P Med. Green Met.



4Q Dk. Green Met.



5H Med. Brown Met.



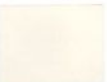
5L Tan



6C Med. Yellow Gold



6E Med. Brt. Yellow



5A White



4C Ivy Glow
(RPQ)



6F Gold Glow
(RPQ)

PINTO COLOR AND TRIM GUIDE

INTERIORS

VINYL (Std.) 2 Dr. Sedan & 3 Dr. Runabout



Med. Green

Black

Med. Blue

Ginger

Beige

(Not Available Luxury Decor or Luxury Interior Group)

Also Available in White w/Black,
White w/Blue, White w/Green, White
w/Ginger—Not Illustrated.

CLOTH & VINYL (Opt.) 2 Dr. Sedan & 3 Dr. Runabout



Ginger

Black

Med. Blue

Med. Green

Beige

(Available Only with Luxury Decor or Luxury Interior Group)

Also Available in White w/Black,
White w/Blue, White w/Green, White
w/Ginger—Not Illustrated.

KNITTED VINYL (Opt.) 2-Dr. Sedan & 3 Dr. Runabout



Med. Blue

Black

Ginger

Med. Green

Beige

(Available Only with Luxury Decor or Luxury Interior Group)

Also Available in White w/Black,
White w/Blue, White w/Green, White
w/Ginger—Not Illustrated.

THUNDERBIRD INDEX

1972 THUNDERBIRD	
TWO-DOOR HARDTOP	4
BODY FEATURES	
Body Construction	8
Body Mounts	9
Body Sealing Material	9
BUMPER JACK SYSTEM	13
Concealed Windshield Wipers	11
Doors	12
DOOR HANDLES	12
Face Mounted Bumper	13
GRILLE	13
HEADLIGHTS/TAILLIGHTS	13
Head Restraints	13
Heating and Ventilation	13
Hood	11
INSTRUMENT PANEL	12
Insulation and Soundproofing	10
Luggage Compartment	11
Moisture Protection	9
Paint Process	9
Power Ventilation System	14
RUST PREVENTION	9
SAFETY BELTS	11
SEAT BELT REMINDER SYSTEM	11
SEATS	13
SIDE IMPACT PROTECTION SYSTEM	8
Windows	12
CHASSIS FEATURES	
Automatic Parking Brake Release	8
BRAKES	7
FRAME	6
FRONT SUSPENSION	7
Power Steering	6
REAR SUSPENSION	7
STEERING COLUMN	6
Steering Wheel	6
SUSPENSION SPECIFICATIONS	7
TIRES	8
Wheels	8
COLOR AND TRIM	20
MARKET DATA	2

OPTIONS	
Complete Options Listing	18
AM RADIO	15
AM/FM STEREO RADIO	15
CONVENIENCE LIGHT GROUP	14
Deluxe Wheel Covers	17
Fingertip Speed Control	16
FRONT CORNERING LIGHTS	14
FRONT AND REAR BUMPER GUARDS	17
GLAMOUR PAINT OPTION GROUP	14
HIGH-BACK BUCKET SEATS	
AND CONSOLE	17
INTERMITTENT WINDSHIELD WIPERS	17
Manual Reclining Passenger Seat	17
POWER LOCK GROUP	14
Power Operated Sunroof	15
Power Seats	15
Power Side Windows	15
REAR WINDOW ELECTRIC DEFROST	16
RIM BLOW DELUXE THREE-SPOKE	
STEERING WHEEL	16
Select-Aire Air Conditioner with	
Automatic Temperature Control	15
Sure-Track Brake Control System	16
Tilt Steering Wheel	16
Traction-Lok Differential	17
TRAILER TOWING PACKAGE	17
TURNPIKE CONVENIENCE GROUP	14
VINYL ROOF	14
PERFORMANCE	
ENGINE	20
Transmission	20
POWER TEAM SELECTIONS	20
PRODUCT HIGHLIGHTS	3
SPECIFICATIONS	19
Body Dimensions	19
Brake Specifications	19
Power Team Selections	19
Steering Specifications	19
Wheel Specifications	19
STANDARD EQUIPMENT	5
NOTE: New features in bold face type	

THUNDERBIRD...ONE MODEL

HARDTOP

	Sales Code No.	Body Code No.
Two-Door	83	65K



THUNDERBIRD 2-DOOR HARDTOP

THE THUNDERBIRD MARKET



Thunderbird, America's most distinguished personal luxury car, is all new for 1972. This fine automobile has been completely redesigned, inside and out, and while maintaining its attraction to the individual who wants a highly personalized unique mode of transportation, its appeals have been widened to be of interest to many people who are currently driving cars in the medium price class and LTD owners who desire to trade up.

The broad appeal of the 1972 Thunderbird is due largely to its improved product content in relation to other personal luxury cars and many vehicles in the medium price class. The net effect of the design and product actions has been to make Thunderbird marketable to a larger number of new car buyers. By lengthening the wheelbase and accentuating Thunderbird's classic styling — Thunderbird engineers have increased the size of the passenger compartment. In addition, the 1972 standard interior trim, which is on a split bench seat, is comparable to the Brougham trim option of previous years. This luxurious interior is accented by color-keyed cut pile carpeting on the floor, lower doors, and lower seat backs. The level of interior elegance has never been higher.

Buyers in the Personal Luxury segment of the market are attracted by three primary buying motivations—riding comfort, ease of handling and exterior appearance. The 1972

Thunderbird, with its longer wheelbase and all new "Poi-Ride" advanced 4-link design, rear suspension with integral stabilizer bar, provides buyers with a smooth stable ride with exceptional handling characteristics. In addition, long-lasting Michelin steel belted radial tires are now standard equipment. This, too, will contribute to a safer, more comfortable ride.

Thunderbird's exterior appearance can be personalized by any of eight hand polished glamour paints. The exclusive paints are part of a glamour paint option group which also includes color-keyed wheel covers, unique bodyside and hood paint striping and can be accented with any of five "Cayman" vinyl roofs with Landau "S" bar.

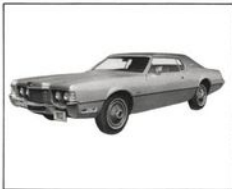
The selection of options available on the 1972 Thunderbird is the most complete in the industry. Your customer can choose from two types of air conditioning, three different audio systems or a total complement of power and convenience options. He also can enjoy the security of the "Sure-Track" braking system or the sportiness of the colorful highback bucket seats and console.

Whether it is a total Thunderbird with all available options or the standard car, the 1972 Thunderbird is an exceptional fine car value. It is certain to maintain its position as America's most distinguished personal luxury car.



THUNDERBIRD 2-DOOR HARDTOP WITH OPTIONAL VINYL ROOF AND GLAMOUR PAINT OPTION GROUP

1972 THUNDERBIRD PRODUCT HIGHLIGHTS



EXTERIOR DESIGN

Thunderbird presents all new styling features for 1972. New features such as flush door handles, 60° windshield slope with thin "A" pillars and increased length and wheelbase give Thunderbird a smooth low look of formal elegance. From the front, the horizontal bar grille is flanked by dual headlights and parking/turn signal lights mounted in the forward edge of the front fenders. A wide rear roof pillar presents a formal profile, characteristic of Thunderbird's classic styling. Full length standard body side mouldings with vinyl inserts and partial wheel lip mouldings give added protection and highlight the stylish side structure. Inside the door is Ford's steel "Guard-Rail" side impact protection system. From the rear, a full width rear taillight provides 10-bulb illumination with the two outer bulbs acting as stop/turn signals.

PERSONAL LUXURY

Thunderbird maintains its tradition of offering the best in personal luxury features. Elegant new standard interior (equal in luxury to the 1971 "Brougham" option) features a new split bench front seat upholstered in plush Lamont cloth and Corinthian vinyl. Individual pull-down center arm rests pro-

vide additional front seat comfort and convenience. Added interior luxury is provided by the use of plush deep cut-pile carpeting front and rear. The newly designed door panel features color-keyed cloth and vinyl trim highlighted by a bright framed woodtone moulding. The lower portion of the door panel is covered with carpeting as is the lower portion of the front seat backs. A convenient pull strap is located in the center of the door above the full length arm rest. The newly designed instrument panel and cluster places all instruments in convenient reach of the driver. (See features pages for additional information.)

NEW CHASSIS

In addition to an all new exterior styling theme, Thunderbird presents many new chassis features. A longer wheelbase of 120.4 inches, new torque box "S" frame construction plus a new "Pou-Ride" four-link coil rear suspension and new front suspension system provide excellent new handling and smooth riding qualities. Thunderbird's new length (216" overall) provides additional interior room for added passenger comfort. (Rear seat leg room increased 4.4 inches.) Steel belted radial-ply Michelin tires are provided as standard equipment to give owners extra long tire life. (See features pages for additional information.)

REGULAR FUEL STANDARD ENGINE

Thunderbird's 429 CID 4V V-8 has been refined and modified to operate on regular fuel. An original design concept of the 429 engine included efficient emission performance, and the 1972 version is yet another step toward freedom from pollutants.

NEW OPTIONS

Thunderbird presents a wide array of options designed to give customers a choice of comfort and convenience benefits to meet a wide variety of needs. A new power lock group includes power door locks and a trunk lid release. The door locks are electrically operated and permit both doors to be locked or unlocked simultaneously. A trailer towing package is available for '72 Thunderbird buyers. A new Glamour Paint Option Group features a hand polished finish in special paint colors. The group also includes dual body side and hood paint stripes and color-keyed wheel covers. Other new options include AM radio, vinyl roof with Landau "S" bars, front cornering lights, convenience light group, intermittent windshield wipers and spare tire cover. (See options section for additional information.)



THUNDERBIRD HARDTOP



MODEL

2-Door Hardtop

SALES
NUMBER
83

MAJOR STANDARD FEATURES

EXTERIOR

- New long 120.4" wheelbase, wide track . . . front, 63.0" . . . rear, 62.8" with a new overall length of 216"
- Streamlined 60" windshield slope with new slim "A" pillars . . . concealed windshield wipers
- Flush mounted door handles with keyless one-step locking
- Ventless side glass
- Distinctive ABS plastic grille . . . horizontal bar design with chrome plated leading edges framed with bright metal moulding.
- Bright chrome wrap-around front bumper with distinctive cut-out section in the center
- Bright chrome Thunderbird emblem on the extended center area above the grille
- High-level front parking/turn signal lights on forward edge of front fenders
- Full-length protective body-side moulding with black vinyl inserts and partial wheel-lip mouldings
- Bright windshield and rear window mouldings . . . bright drip and belt mouldings
- Remote control outside left-hand mirror
- Bright chrome, Thunderbird emblem on "C" pillar
- Front and rear side marker lights
- Full bright metal wheel covers
- Full-width taillight . . . two outboard bulbs on each side operate as turn signals . . . bright Thunderbird emblem in the center
- Two horizontal reflectors below taillights
- Full width wrap-around rear bumper with back-up lights recessed on either side of license plate

INTERIOR

- New split-bench front seats in Lamont cloth and Corinthian vinyl trim in black, dark red, dark blue, dark green or tobacco
- New front seat design features individual fold-down center arm rests and low profile head restraints
- Deep, cut pile carpeting front and rear . . . carpeting also included on lower portion of door trim panel and lower portion of front seat backs
- Color-keyed vinyl and cloth door trim panel features a pull strap and courtesy light
- New instrument panel and cluster features thick-padded energy absorbing "hood" across the top and sides (See Page F-12 for additional information.)



- Increased interior room . . . 2.5" additional shoulder room and 1.4" additional hip room in front seat. Rear seat has 4.4" additional leg room
- Seat belt retractor at both front and rear outboard seating positions
- Front seat belt reminder light and buzzer (See Page F-11)

FUNCTIONAL

- New 429 CID 4V V-8 engine . . . runs on regular grade 91 octane fuel
- SelectShift Cruise-O-Matic transmission
- New 12-inch wide day/night mirror
- Famous Michelin steel belted radial-ply BSW tires with 40,000 mile guarantee (See Page F-5 for details.)
- Two-speed electric windshield wipers with dual stream electric windshield washers
- Power ventilation system
- MagicAire heater with 4-speed blower
- Steel "Guard Rails" side impact protection system
- Automatic parking brake release (See Page F-5 for complete list of standard equipment.)

THUNDERBIRD STANDARD EQUIPMENT

The following features are standard on all 1972 Thunderbird models. In addition to the standard features listed, Thunderbird also includes as standard equipment the many Ford Lifeguard Design Safety Features listed on page ii.

EXTERIOR

BODY AND FRAME CONSTRUCTION: fully insulated, rust resistant

FULL-WIDTH, BRIGHT FINISHED FRONT AND REAR BUMPS

DOORS: Flush door handles . . . ventless curved side glass

GALVANIZED ROCKER PANELS AND PRIMARY UNDERBODY COMPONENTS

GRILLE: New ABS plastic with chrome plated leading edges . . . dual exposed headlamps

HOOD: Counterbalanced, front opening

KEYS: reversible type, one-step keyless door locking system

LIGHTS: Back-up lights

Body side marker lights, front and rear

Hazard Flasher System

Headlamps, dual exposed type with external adjustment feature

Horizontal, rectangular reflectors below taillamps

Taillamps, full width

Turn signals with lane-change feature

Turn signal and parking lamps in forward edge of front fenders

MIRROR: Outside left-hand, remote control, inside rearview day/night, 12 inches long. Vanity mirror on right-hand sun visor

MOULDINGS: Full length, body side moulding with black vinyl insert . . . partial wheelip mouldings

Bright drip moulding and belt moulding

Bright Thunderbird ornament on "C" pillar

Rear window—bright moulding all around

"Thunderbird" script on front quarter panels and rear deck lid

"Thunderbird" ornament on center of hood and taillamp

Windshield reveal mouldings, bright finish

PAINT: acrylic enamel, reflow baking process

TRUNK: Fully lined luggage compartment with light, lid counter-balanced

WHEEL COVERS

INTERIOR

ACCELERATOR: suspended type.

ACCELERATOR AND BRAKE PEDAL PAD: bright applique (brake pad has disc brake identification)

ARMRESTS: Front and rear, integral with door and quarter trim panels

Front center, pull-down type integral with split bench seat

ASH TRAYS: Front, in instrument panel lighted

Rear, in rear of front door arm rests, include cigar lighter and light

BRAKE: bright pedal trim

BUZZER: ignition key reminder

CARPETING: front and rear, cut pile, also on lower seat back, and lower door panel

CIGARETTE LIGHTER: in instrument panel

CLOCK, ELECTRIC: self-regulating

COAT HOOKS: two, pliable plastic safety type

COURTESY LIGHTS: Under instrument panel light.

Ash tray lights

Door courtesy light

Dome light

Glove compartment light

Luggage compartment light

DOORS: Door checks, two-stage (2-position checks)

Door handles, inside: safety-designed, "Paddle" type

Door latches: Safety-Yoke type

Door lock push button: Chrome

GLOVE BOX: with light and twist-type knob

HEADLINING: all vinyl, color-keyed

HEAD RESTRAINTS: for driver and front outboard passenger

IGNITION LIGHT

INTERIOR DOOR LOCK: bright buttons

LOCK: ignition, steering column and transmission

MIRROR: inside rearview (day-night) attached to windshield, vinyl backed and framed, arms and bracket are chrome plated double-ball swivel, new 12-inch length

PADDED INSTRUMENT PANEL AND SUN VISORS

SEATS, Split Bench, front: contoured, safety padded, self-locking backs with energy absorbing structure and fold-down center armrests, cloth and vinyl

SEATS: rear—bench-type, 3-passenger

SEAT SIDE SHIELDS: front—with bright mouldings

SEAT BELTS: metal-to-metal type; outboard front and rear lap belts are self-adjusting and retracting, uni-lock 3-point shoulder harness on front outboard seats; includes reminder light and buzzer* for driver and front right outboard passenger

STEERING COLUMN: energy absorbing, locking

STEERING WHEEL: energy absorbing; deluxe 2-spoke

WARNING LIGHTS: Brake warning light

Oil, alternator, temperature lights

Seat belt reminder light

*November 1971 availability

FUNCTIONAL

ALTERNATOR: 61 ampere

BRAKES: Parking Brake: foot-applied, automatic vacuum release

Service Brakes: dual brake master cylinder, power disc front/drum rear, self-adjusting, hydraulic system with warning light

ENGINE: 429 CID, 4V V-8 8-cylinder with exhaust emission control system, positive crankcase ventilation system, regular fuel

HEATER: MagicAir, 4-speed blower, blend-air type

SIDE IMPACT PROTECTION SYSTEM: steel "Guard Rail"

STEERING: power

SUSPENSION: Front: coil springs between frame and lower arms, rubber-bushed stabilizer bar and struts

Rear: "Pole-Ride" 4-link coil with stabilizer bar

TIRES: 215 R15 Michelin Steel belted radial ply BSW, 40,000 mile tread guarantee*

TRANSMISSION: SelectShift Cruise-O-Matic (3-speed automatic)

VENTILATION: power with one-way valve air outlet

WINDSHIELD WASHERS: electric pump actuated, dual-stream nozzles

WINDSHIELD WIPERS: electric 2-speed, concealed, articulated driver's side wiper arm

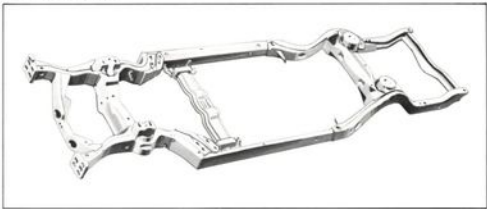
*MICHELIN MILEAGE GUARANTEE—Every Michelin Radial Tire is guaranteed to have an original tread life of 40,000 miles. If the original tread wears out before 40,000 miles, Michelin will, upon presentation of the guarantee card and in exchange for the worn out tire, either allow a credit against the purchase of a new tire or a cash refund, at Michelin's option.

The amount of any credit or refund allowed under any Michelin guarantee will be determined by multiplying the retail price of the tire in effect at the time of the claim, including Federal Tax, by the percentage of the guaranteed mileage not actually run on the tire (based on odometer reading).

No other mileage warranty or guarantee, express or implied, exists with regard to Michelin Radial Tires other than as set forth, and no representative has authority to make any representation, promise or agreement, except as stated herein.

THUNDERBIRD FEATURES

CHASSIS FEATURES



FRAME

Thunderbird for 1972 introduces a new frame incorporating Ford's famous torque box design which virtually isolates passengers from road shocks providing a smooth, more comfortable ride.

A major safety advance has been achieved by the addition of "S" shape front frame rails which increase the frame's energy-absorbing ability by controlling the rate of collapse in case of impact. Features of this design are:

A new front frame crossmember composed of two heavy gauge stampings fused into a solid box structure by a new electron beam welding process.

New integral front torque boxes help reduce steering column displacement on impact and help isolate road harshness.

The number three crossmember, which serves as the engine rear support, is a full width steel stamping with its ends cushioned in rubber isolators to help reduce transmission of engine vibrations into the passenger car.

The number four crossmember is a massive formed steel plate designed for maximum strength in minimum space. Upper seats for the rear coil springs and mountings for the rear shock absorbers are welded to this crossmember and the side rails. Upper links of the new rear suspension attach to this crossmember.

Body mounts positioned by Ford's "bridging" principle—ahead of and behind the passengers—to separate the body from the frame and minimize noise and vibrations.

STEERING WHEEL

The Thunderbird steering wheel features a semi-oval rim design to improve ease of entrance.

STEERING COLUMN

A new "mini" steering column of a shorter design is used on the 1972 Thunderbird. The column assembly extends short of the dash panel. The steering shaft is connected to a universal joint and extended through the dash to a special insulator coupling at the steering gear. Because the steering column shaft is not connected directly to the steering gear,

the possibility of steering wheel shake and vibration from the frame and steering linkage is reduced.

The steering column includes a three-way locking system designed to deter theft by locking the ignition, the transmission selector and the steering wheel with the ignition switch.

The mechanism is mounted on the steering column, within convenient reach of the driver. The ignition switch has five positions: Accessory . . . Lock . . . Off . . . On . . . Start . . . in that sequence. The key cannot be removed unless the switch is moved to the "Lock" position even though the engine is turned off. Before the switch can be moved to "Lock", the transmission lever must be positioned in "Park."



POWER STEERING

Thunderbird's steering system is a parallelogram linkage type. Features of the system include:

A belt-driven hydraulic pump supplies the power for the control unit.

An integral control valve and steering gear design provide instant response to wheel movement.

A built-in low restriction feature of the control valve allows the wheels to return to center position after making a turn.

The torsion bar element of the steering shaft provides driver with "feel" of road.

21.72 to 1 overall steering ratio provides fast, responsive steering.

See Page F-19 for power steering specifications.

THUNDERBIRD FEATURES

Chassis Features (Cont'd)

FRONT SUSPENSION

Thunderbird uses a short and long arm ball joint front suspension. Springs and shock absorbers are calibrated to match the weight/ride requirements of each model. Front suspension features include:



A single lower drag strut stabilizer arm, mounted to the frame through rubber bushings, eliminates metal-to-metal contact and reduces the amount of vibration and noise transmitted to the passenger area.

The drag struts are anchored in a new large rubber bushing allowing the wheels to move slightly toward the rear when hitting a bump. This controlled rear movement soaks up part of the initial road shock before it reaches the passenger area.

A link-type, rubber-bushed stabilizer bar connects the right- and left-hand lower suspension arms to prevent excessive lean when cornering.

An increase in the coil spring travel provides an even better luxury-car ride for 1972.

REAR SUSPENSION

The 1972 Thunderbird uses a new "Posi-Ride" rear suspension system. The new design features a four-link system which improves stability of the car in loaded or unloaded conditions. The coil springs, as in the front suspension, are computer selected to help provide an exceptionally smooth ride. Features of the system include:



Four longitudinal arms control the position of the rear axle assembly and absorb braking and accelerating forces.

The lateral location of the axle is maintained due to the arrangement of the arms. The lower arms are splayed inward from their attachment and the short upper arms are splayed outward placing the assembly under tension laterally. This arrangement gives the car strong directional stability and resistance to side-to-side body shake on rough roads.

Coil springs ride in deep rubber insulated caps in the frame and are seated on the axle.

To a considerable extent the arrangement of the control arms stabilize the vehicle in roll; however, additional stability is assured by a link mounted rear stabilizer bar.

Shock absorbers are mounted at an angle to help provide a smoother, flatter ride.

THUNDERBIRD SUSPENSION SPECIFICATIONS

FRONT

Type	Independent with Ball Joints and Drag Struts
Springs	Helical Coil, Rubber-Insulated
Shock Absorbers	Direct, Double Acting Hydraulic
Stabilizer Bar	Link Type, Rubber-Bushed
Wheel Bearings	Taper Roller

REAR

Type	Four-trailing Control Arms
Springs	Helical Coil, Rubber-Insulated
Shock Absorbers	Direct, Double Acting Hydraulic
Stabilizer Bar	Link Type

POWER BRAKES

All 1972 Thunderbirds have dual-hydraulic power brakes with front discs and rear drums as standard equipment. The front disc brakes are a new Ford Motor Company development that provides increased lining life, easier servicing, reduced hydraulic pressure, and increased fade resistance. Features of the new design include:



A one-piece cast-iron disc machined to precision tolerances.

Single piston-type 3.1 inch diameter caliper with inner and outer brake pads. When brakes are applied, the caliper automatically centers and pressure is applied equally through the brake pads on both sides of the rotor.

The new design uses only 12 parts versus 26 parts in previous design.

The Thunderbird brake system includes a proportioning valve which modulates the rear brake line hydraulic pressure by restricting fluid flow in proportion to the front brake line pressure . . . providing front-to-rear brake balance. In the event of front brake failure, the proportioning valve allows full cylinder pressure through a by-pass to the rear wheel cylinders to achieve maximum rear axle braking with the lowest possible partial system pedal effort. Other important features of the system include:

Each master cylinder is independent of the other with its own fluid reservoir and pumping section.

Separate connections for the brake lines link one cylinder to the front brakes and the other to the rear to maintain braking capability in the event of hydraulic pressure loss in either line.

A light mounted in the instrument panel is set to indicate a loss of hydraulic pressure in either brake line when brakes are applied.

THUNDERBIRD FEATURES

Chassis Features (Cont'd)

AUTOMATIC PARKING BRAKE RELEASE

To avoid inadvertently driving with the parking brake fully, or partially on, the 1972 Thunderbird incorporates, as standard equipment, an automatic release for the brakes. When the engine is started and the shift lever is moved from the "park" or "neutral" position, a vacuum piston within the parking brake system is actuated to release the pedal and disengage the parking brake.

WHEELS

All Thunderbird wheels are of stamped steel construction with a ventilated disc welded to a safety-type rim. Five large retaining nuts plus a centering pilot automatically center the wheel on the hub.

TIRES

For 1972 Thunderbird features the famous Michelin steel-belted radial-ply black side-wall tire as standard equipment. The tires (215 R15) feature two belts of small spun-wire steel cables. They provide greater mileage than other tires and are significantly more puncture-resistant. The tires also include a 40,000 mile guarantee. (See details on page F-5.)

BODY FEATURES



BODY CONSTRUCTION

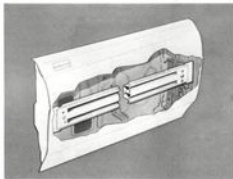
Thunderbird's rigid body structure and the unique torque box frame work together to reduce road shock, noise and vibration and prevent their being transmitted to the passenger compartment. Features that help make Thunderbird strong and quiet are:

Rigid body construction coupled with the use of computer located body mounts in mounting the body to the torque box frame result in maximum insulation of the passengers from noise, vibration and harshness.

Heavy sheet metal crossmembers are used in front seat and rear sill areas. Stamped-in stiffeners add strength to the floor panel.

Reinforced double panel construction of the rocker panels is further strengthened by a U-channel section which acts as a secondary frame support to the body. Center and corner pillars are a box section constructed of heavy gauge sheet metal.

The roof construction features rigid box section rails at the front side and rear window headers with reinforcement bows under the roof panel.



SIDE IMPACT PROTECTION SYSTEM

1972 Thunderbirds feature a new steel "Guard Rail" side impact protection system. The rugged steel "Guard Rail" combines with the new stronger door hinges and latches to

THUNDERBIRD FEATURES

Body Features (Cont'd)

help provide better distribution of forces for greater protection in the event of side impact. The steel "Guard Rail" side impact system was designed and thoroughly tested to provide maximum strength and impact absorbing qualities with a minimum of additional weight. The beam structure is a flanged, tapered steel channel with a full length partition down the center and closed by a welded-on ribbed plate. The entire assembly is attached to the door end flanges and located directly inside the outer door panel.

In the event of a side impact accident the "Guard Rail" becomes a load-carrying member of the side structure system designed to resist passenger compartment penetration, and wherever possible to cause the vehicles to be deflected from each other.

MOISTURE PROTECTION

Thunderbird's body design incorporates drain gutters to direct moisture to areas where it will do no harm. The body structure contains several applications of this design feature, one being the luggage compartment opening drain trough, which forms the perimeter of the trunk opening. The trough size is extra large to provide greater water run-off and help prevent moisture from entering the trunk.

Less noticeable is a trough beneath each back window which extends out over the wheelhouse to drain any leakage from the backline seal away from the luggage compartment. Another trough is formed into the rear floor components to drain any unforeseen leakage from taillamp openings away from the luggage area.

All structural joints are also "shingled" in the most effective direction of overlap with relation to the expected direction of water flow.

BODY MOUNTS

Fourteen special rubber body mounts are "computer-tuned" to specific mounting locations to help isolate the passenger compartment from the frame. The tapered design of the mounts helps eliminate road vibrations and provide a more quiet ride.

RUST PREVENTION

To protect the bodies of all Thunderbird models against corrosion, galvanized steel is used in key body areas and a zinc-rich weld primer is also sprayed on critical body areas. Features of this anti-corrosion protection include:

A new feature for 1972 is the use of new one-piece molded plastic front fender aprons over the wheels to help prevent corrosion and rust.

Use of 90% concentrated zinc solution as a weld primer.

Galvanized steel is used for the rocker panel and side sills and fuel filler door and hinge bracket.

Use of weld studs and adhesive eliminate drilled holes in body panels.

One way drain valves used as sealing devices to provide adequate drainage and prevent dust and dirt from entering between the body paneling.

In addition, the Thunderbird body is subjected to a thorough sheet metal cleansing and paint preparation process. The process includes cleansing of the sheet metal by a hot alkali solution, a complete spraying with zinc phosphate and washing with chromic and phosphoric acid. This cleansing process contributes materially to the remarkable finish on the car.

Selected areas of the underbody are also given heavy coats of high quality undercoating to complete the anti-rust protection treatment.

PAINT PROCESS

Thunderbird uses the "reflow" paint method to produce a high-lustre durable finish.

The "reflow" process basically consists of a two-stage curing cycle where after the initial paint application, the enamel is partially baked for only 15 minutes, cooled, and then inspected for defects. Any required spot repainting is performed without sanding and repainting entire panels, as required in conventional painting systems. The car then goes through the second stage bake at a higher temperature of 245°F for approximately 8 minutes. During this second baking or "reflow" cycle, the overspray and surface pattern effects from any repainting all blend into the original enamel film. Advantages of this process include improved final paint appearance; higher gloss; improved image reflection; less haze; greater paint film clarity.

The final coat of paint on all Thunderbirds is applied by ELECTROSTATIC PAINTING, a new system that produces a better, more uniform paint finish. The system features a new paint gun that works on the principle that unlike electrical charges attract each other; i.e., positive charged particles attract negative ones. An electrode, extending through the barrel of the gun, is held at a negative potential of 60,000 volts with respect to the part to be painted. The tip of the electrode is located so that air atomized paint particles pass through charged air particles and pick up a strong negative charge. The paint particles are propelled to the body surface by air pressure. As the paint particles near the surface, the electrostatic forces become great enough so that many of those paint particles normally blown past by the air stream are returned to the body surface. The principal advantage of electrostatic painting is the "wrap-around" effect. When painting next to an edge, such as on a deck lid, hood, or door, the paint particles actually wrap around and paint the back-side due to the strong electrostatic attraction.

BODY SEALING MATERIAL

The following joint sealers and special anti-squeak and sealing devices are used in the Thunderbird to help assure a comfortable, quiet ride:

Special plastic sealing material applied to exposed spot-welded body panel seams and joints.

Vinyl plastic sealer on the drip rails and rear deck trough.

Windshields and backlites sealed with butyl tape.

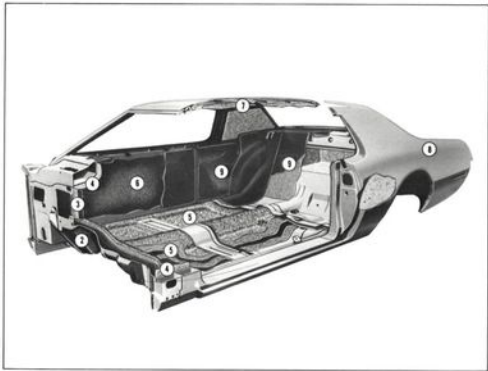
Special pads, grommets, seals and plug buttons guard against water, dust and drafts.

Heat-curing sealer applied to all other panel seams and joints.

Large diameter tubular weatherstripping provides tight seals around all doors.

THUNDERBIRD FEATURES

Body Features (Cont'd)



INSULATION AND SOUNDPROOFING

Thunderbird's insulation and soundproofing effectively reduce engine, transmission, power train and road noises . . . and also provide increased protection against heat and cold.

- (1) The hood has mastic adhesive spotted between the inner and outer panels, and one-eighth-inch thick high density glass fiber pads are cemented to the underside of the hood to absorb and deaden engine noises.
- (2) Selected portions of the underbody are sprayed with sound deadener coating.
- (3) Molded textile-fiber insulator pads with plastisol coating on the rear side are used on the dash panel.
- (4) One-half-inch fiberglass pads are cemented to the cowl sides and the underside of the cowl top panel is covered with a heavy fiber pad, serving as both a heat insulator and sound deadener.
- (5) The front floor pan and tunnel sides are covered with a new semi-septum type material consisting of crepe kraft-coated heavy mastic combined with one-

quarter-inch fiber batting. In addition, the entire tunnel top is covered with fiberglass and aluminum foil pads. The rear passenger floor area, floor side risers and floor rear risers are covered with a layer of crepe kraft-coated heavy mastic. Both the front and rear floor carpeting is padded with a thick jute pad.

- (6) Spray-on sound deadener coating is applied to the inner surfaces of the door and quarter panels and an Amberlite deadener pad is placed between the trim panel and the water shield.
- (7) Sound deadener felt strips are placed between the cross braces and the underside of the roof panel. One-half-inch thick, high-density fiber pads cover the roof sections between the cross braces, and thick glass fiber covers the inside of the roof rear pillars.
- (8) The deck lid has inner and outer panel construction, with mastic adhesive spotted between the panels. The luggage compartment floor is covered with a felt mat. Side panels are lined with heavy fiber panels.
- (9) The rear wheelhoussings and seat back strainer are covered with $\frac{3}{4}$ " fiber pad with polyethylene film. Quarter inner panels are covered with a $\frac{3}{4}$ " fiber pad.

THUNDERBIRD FEATURES

Body Features (Cont'd)



HOOD

The Thunderbird hood features double panel construction with the inner panel formed into channel type reinforcing sections. The inner and outer panels are welded at the outer edges of both panels, and the reinforcing channels are bonded to the outer panel with a special heat-cured adhesive. The power dome section of the hood forms a deep channel from front to rear that gives added strength and rigidity.

Fiberglass padding bonded to the underside of the hood panel minimizes engine noise. A full-width cowl seal and adjustable, molded rubber pads at the fender line help seal and align the hood with the fender line. Counter-balancing coil springs and double link hinges provide for easy raising and lowering of the hood.



LUGGAGE COMPARTMENT

The 1972 Thunderbird offers 13.9 cubic feet of usable luggage compartment capacity. The entire luggage compartment area is lined with a mat to help prevent scuffing of cargo.

The spare tire is mounted on a raised shelf over the gas tank, providing a large unobstructed area for stowage.

Built-in torsion bars assist in raising the deck lid and help to hold it open. Compression type, neoprene rubber weatherstripping provides protection against dirt and moisture.

CONCEALED WINDSHIELD WIPERS

Windshield wipers on the 1972 Thunderbird are recessed below the line of sight on the cowl. Windshield glass extends downward into the hidden wiper slot so that wiper blades are never required to rest off the glass as in some competitive systems.



SAFETY BELTS

All Thunderbirds include seat belt retractors at the front (and rear*) outboard seating positions. In the front, the retractors form part of the seat belt reminder system. In the rear, the retractors are hidden below the seat, with the belt guiding between the seat and trim panel.

Thunderbird also includes a "Uni-Lock" three-point safety harness for the outboard front seat passengers. This design eliminates the shoulder harness buckle and permits more convenient and faster "buckle up." During use, the driver or outboard front seat passenger pulls the belt out of the retractor and "snaps" it into the buckle—the lap belt length is automatically maintained by the retractor. The shoulder belt is then attached to the lap belt buckle and adjusted as necessary. The shoulder belt may be left attached to the buckle, requiring only buckle insertion.

*December 1971 availability.

FRONT SEAT BELT REMINDER SYSTEM

New for 1972 is a positive front seat belt reminder system. This system includes a light and buzzer* mounted in the instrument panel which are activated by sensors if an attempt is made to drive the car without the driver and front seat passenger (if aboard) first fastening their seat belts. The light and buzzer operate when the ignition switch is in the "On" position, the transmission is in any forward or reverse position and the driver's belt is not extended the distance normally used for fastening. If the right outboard seat is occupied, the switch in the seat also activates the system until the passenger seat belt is pulled out the specified distance. When the belt, or belts, are extended the light and buzzer go off, and will remain off unless the belts are retracted.

*November 1971 availability.

THUNDERBIRD FEATURES

Body Features (Cont'd)

WINDOWS

All Thunderbird windows are high-strength, impact resistant heat tempered glass. The windshield is constructed of two sheets of glass which are sandwiched to a 30-mil-thick plastic sheet and heat laminated together. This type of windshield construction provides exceptional strength and pliability which enables the windshield to take "more stretch and impact" without injury-producing penetration.

The ventless, front side windows complement Thunderbird's clean styling lines, reduce wind noise and provide increased driver/passenger visibility. A new side glass regulator bracket features bolts that pass through holes near the bottom of the glass to mechanically retain the side glass.



DOORS

The Thunderbird doors are formed into a warp-free, sturdy box unit through the use of double panel, welded construction. Bronze-bushed hinges provide long wear and easy opening and closing. All doors incorporate check straps to hold the doors in the full open position. The check straps also provide an intermediate door check position to

aid entry and exit when parked in close quarters. Compression type weather sealing provides a tight seal and low resistance to door closing. New stronger, bear-hug door latches are enclosed in the door sheet metal. The latches provide secure closing, easy opening, rattle resistance and help protect against accidental opening on impact.



DOOR HANDLES

Thunderbird's new exterior handles are pull-out type, mounted flush with the door surface. They are encased in a bright metal frame.

Keyless one step locking is also a new feature for 1972. The doors may be locked from the outside by simply depressing the inside door lock control knob, and then closing the door. With the incorporation of the outside flush door handles, the need to depress a push-button for locking is no longer required.

The inside door handle is recessed in the side of the full length arm rest. The handle is a "paddle-shape" and actuates the door latch when pulled outward with the fingertips. The handle overrides the locking mechanism, eliminating the need to raise the door lock button from its locked position.

A convenient pull strap is mounted in the center of the door above the arm rest for pulling the door closed from the extended position.



INSTRUMENT PANEL

Thunderbird's instrument panel is a new steel/plastic design with increased impact absorption qualities. The upper portion of the panel is padded sheet metal while the lower portion is a molded ABS plastic with a textured vinyl-like surface. The instrument cluster and controls are enclosed in a large hooded rectangle directly in front of the driver. The clock, fuel gauge and speedometer/odometer are located in the center of the cluster. To the left are air register, light switch and heater or optional air conditioning controls. In the right portion of the cluster are an air register, windshield

wiper/washer controls, cigarette lighter, optional radio and a lighted pull-out ash tray. A narrow strip above the cluster contains the high beam light, brake light, the temperature, alternator, and oil lights. The seat belt reminder light is centered above the fuel gauge.

The passenger side of the panel is highlighted by a woodtone rectangular applique and includes two air registers. The glove box door has a new twist-type knob with a deep finger grip recess to facilitate opening.

THUNDERBIRD FEATURES

Body Features (Cont'd)

SEATS

Thunderbird's new standard split-bench type front seats are individually adjustable and have separate center pull-down arm-rests. The seat provides ample room for three passengers or, with the center armrests lowered, individual driver/passenger bucket-seat style comfort. Construction features of the seat include:

Seat frame members in a sturdy box section and channel design.

Main springs pre-formed for comfortable support over the entire cushion and seat back.

Heavy fabric pad covers the springs and protects the thick foam padding.

Thick, 2 1/2" molded urethane front seat cushions for extra seating comfort.

Front seat tracks arched to change the angle of the seat back as the seat is adjusted forward or backward.

Folding front seat backs self-lock into an upright position. A lever on the side of the seat back releases the lock for rear seat passenger entry and exit. An automatic release is also available as an option.

With Thunderbird's new body length, rear seat passengers enjoy an additional 4.1-inches more leg room over previous hardtop models.



HEAD RESTRAINTS

New low profile head restraints for the driver and front seat passenger are standard equipment. The restraints are vertically adjustable and feature energy-absorbing padding covered with cloth and vinyl, color-keyed to the interior. Optional, high-back bucket seats require no separate restraints as their height acts as a restraint.

FACE-MOUNTED BUMPER

Thunderbird's front bumper is face-mounted during assembly to permit adjustment in three directions. This precise method of adjusting the bumper makes possible the striking

appearance of Thunderbird's integrated bumper/grille design and reduces the possibility of unsightly gaps due to possible misalignment.



BUMPER JACK SYSTEM

The 1972 Thunderbird is equipped with a new pin and slot bumper jack system. The new design eliminates the hook that normally connects to the bottom of the bumper. Instead, a flat pin, integral with the ratchet mechanism, fits into slots pierced into the bumper. The new system provides faster, simpler operation with more positive retention.

GRILLE

The 1972 Thunderbird grille is a black ABS plastic center grille with chrome plated leading edges. The outer grille areas are zinc die cast and carry the same horizontal bar design. The bright moulding framing the grille and headlights is a chrome plated zinc die casting.

HEADLIGHTS/TAILLIGHTS

The 1972 Thunderbird has exposed, dual headlights. Provision for external headlamp adjustment permits precise headlamp alignment in minutes, without removing the headlight trim rings.

The full width taillight includes 10 bulbs serving as running lights, with the two outboard bulbs on each side serving as stop lights and turn signal lights.

HEATING AND VENTILATION

Thunderbird's MagicAire heater and defroster have a large heater core to provide fast warm-up and efficient defrosting.

The powerful four-speed blower motor is located behind the instrument panel. The heater system operates in conjunction with the Power Ventilation system. Fresh outside air is brought in through the cowl vent, heated, and distributed through the conventional ducts below the instrument panel. The instrument panel registers may also be used for warm air distribution. Stale air is exhausted from the passenger compartment through pressure relief valves on the rear quarter door lock pillars.

THUNDERBIRD FEATURES

Body Features (Cont'd)

POWER VENTILATION SYSTEM

A power ventilation system is standard equipment on all Thunderbirds. The system is integrated with the heating system ducts to permit a continuous exchange of fresh air within the passenger compartment.

Air intake is provided either by the ram air effect of the car

in motion, or by the four-speed blower when the car is at a standstill. This blower system is "demand" in nature and operates only when the occupants of the car so desire. The fresh air is distributed throughout the passenger area through adjustable registers in the left, center and right of the instrument panel. Stale air is routed through the trunk compartment and inner body quarter panels and out through one-way pressure relief valves in the door lock pillar.

THUNDERBIRD OPTIONS



VINYL ROOF

Thunderbird's vinyl roof option for 1972 includes distinctive Landau bars mounted on the "C" pillars. The bars include the Thunderbird emblem in the center with simulated wood-grain inserts on the arms. The vinyl roof covering in "Cayman" design is available in black, white, blue, green or brown.

GLAMOUR PAINT OPTION GROUP

The glamour paint option gives an elegant deep-luster finish to the 1972 Thunderbirds. The special paint creates the illusion of extra depth due to the control and size of aluminum particles in the paint formula. The clarity and transparent characteristics of the highly durable surface is achieved by a final hand-polishing process. Glamour paint finishes are available in Blue Fire, Green Fire, Walnut Fire, Gold Fire, Copper Fire, Burgundy Fire, Lime Fire, and Cinnamon Fire. This option also includes color-keyed wheel covers, body side and hood paint stripes, and tooled silver Landau bar inserts (when vinyl roof is ordered).

CONVENIENCE LIGHT GROUP

This option includes low fuel flasher and door-ajar warning lights, front "lights-on" warning light and buzzer, dual overhead map lights, and engine compartment light.

TURNPIKE CONVENIENCE GROUP

This option group is ideally suited for buyers who frequently travel long distances. Included in the option are: fingertip speed control, manual reclining passenger seat and trip odometer.



FRONT CORNERING LIGHTS

Front cornering lights are designed for safer turning of corners. The cornering lights are integral with the side marker light and cast a beam to the front and side when cornering with headlights on. The light is activated with the turn signal lever and remains on until the turn signal lever returns to its center position.

POWER LOCK GROUP

This new convenience option features a new all electric operation. The door lock buttons actuate switches connected to electric motor driven servos in the door. Raising either button unlocks both door locks, and lowering either button locks both locks. This option also includes a power trunk lid release. The release button is located on the inside left edge of the glove compartment.

THUNDERBIRD OPTIONS



POWER SIDE WINDOWS

Thunderbird's power window controls are conveniently located in the "control console" on the driver's door armrest to let the driver adjust all windows as desired. A master overriding lock feature can be used to lock out operation of individual passenger controls which are located on the passenger door armrest and rear quarter trim panels.

POWER SEATS

Six-way power seat controls are located in the driver's "control console" on the driver's door armrest. This luxury option permits easy selection of the most comfortable driving position and the armrest location allows changing position easily while driving. The six-way seat moves up and down - forward and back - and tilts fore and aft. With split bench or bucket seats, power seat may be ordered on driver's seat only or driver's and passenger's seats.

AM RADIO

Thunderbird's AM radio option features new, more reliable circuitry and improved reception. The new radio has a power output increase from two to four watts and includes front door mounted speakers and dual rear seat speakers.



AM/FM STEREO RADIO

Thunderbird's AM/FM stereo radio includes a completely new circuitry with increased sensitivity for retaining weak

signals. The power output is increased from three to four watts per channel to increase overall clarity and tonal range. The AM/FM stereo radio allows a choice of AM, AM/FM stereo reception merely by moving the function selector switch. Stereo multiplex operation is indicated by an amber light on the radio faceplate. "5 x 10" push button feature allows the five push buttons to be preset to provide five AM and five FM stations. Balance and fader controls allow exact blending of sound from the four-speaker system. Two front speakers (one in each front door) and two package tray mounted rear speakers are standard with the AM/FM Stereo Radio.



POWER OPERATED SUNROOF

This popular option allows the Thunderbird owner to achieve the open-air advantages of the Convertible and the styling features of a Hardtop. The sunroof is powered by an electric motor actuated by a fingertip control on the headliner. When closed, the sunroof matches the roof line and seals tightly in position. When opened, the sunroof slides down, back, and out of sight on a hidden track between the headliner and the roof. A vinyl roof is required at extra cost.

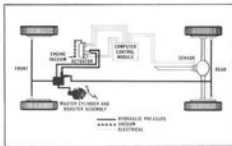
SELECTAIRE AIR CONDITIONER WITH AUTOMATIC TEMPERATURE CONTROL

SelectAir air conditioning with Automatic Temperature Control allows the Thunderbird owner to control interior comfort during all seasons, by setting one control and forgetting it. In warm weather, cooling action begins as soon as the engine is started; in cold weather, heat is delayed until the engine is warm enough to provide good heating action.

When window fogging or icing conditions are encountered, the SelectAir selector is moved manually to the "Defog" or "Deice" position. Once the glass is clear, the lever may be turned to the automatic position and automatic temperature control takes over again.

The system includes a new air-conditioning unit that has higher capacity, improved dehumidification, increased air flow and a lower noise level.

THUNDERBIRD OPTIONS



SURE-TRACK BRAKE CONTROL SYSTEM

Thunderbird's Sure-Track Brake Control System improves braking stability during maximum braking effort by helping to prevent sustained rear wheel lockup, even on ice or snow. The system becomes important when you remember that sliding or skidding rear wheels may allow the car to spin causing total loss of control, especially if dry pavement is encountered when the car is sliding sideways. During normal braking the majority of the car's weight transfers to the front wheels unloading the rear wheels and making them prone to locking and skidding. The system has three major components: sensor, control module and an actuator, all of which function to release braking pressure to the skid prone rear wheels. The sensor transmits the wheel speed to the control module. The control module analyzes the speed and "commands" the actuator to release brake pressure. The actuator regulates the brake fluid pressure on the rear wheel brakes in a manner to resist wheel lockup. By keeping the rear wheels rolling, directional stability is maintained.

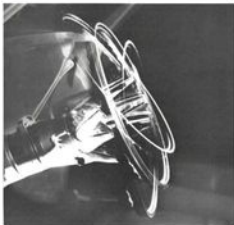


REAR WINDOW ELECTRIC DEFROST

This "Better Idea" option helps keep the backlite frost-free and will remove snow, frost, and up to 1/8-inch of ice in minutes. An increase of more than 80% in the watt output per square inch of glass area reduces the time required to defog the glass interior and provides more positive ice and snow melting capabilities. The heating unit consists of a silver-filled, ceramic, high-resistance printed electrical circuit, silk-screened onto the inside of the backlite. While visible as a series of 1/32-inch wide lines across the full width of the backlite, the unit does not interfere with the driver's rear vision due to the wide spacing between the lines and a new subdued less conspicuous dark red color. A switch for operating the unit is integral with the heater controls on the instrument panel. The option includes a "reminder" light which indicates when the unit is "on."

RIM-BLOW DELUXE 3-SPOKE STEERING WHEEL

This distinctive option features a "Rim-Blow" horn switch built into the inner rim of the steering wheel. An added look of elegance is achieved with a simulated walnut wood grained wheel and the unique three-spoke design with wood-tone inserts.



TILT STEERING WHEEL

Thunderbird's Tilt Steering Wheel allows the driver to select any one of five steering wheel angles by pushing forward on the turn signal lever. When the car and engine are stopped, the wheel can be placed in the maximum "up" position for easier entry/exit.



FINGERTIP SPEED CONTROL

The fingertip speed control regulates vehicle speed automatically and maintains a set speed at a desired level, until reset or turned off. The controls are conveniently located in the spokes of the steering wheel. When in the "On" position, the speed control can be set to maintain any speed from 30 to 80 mph—by attaining that speed and pressing the "Set" button on the right side of the steering wheel.

The system is de-activated when either (1) the brakes are applied, (2) the car slows to approximately 10 mph below the set speed, (3) the speed control on/off switch is turned off or, (4) the ignition switch is turned off. The system will not operate below 30 mph or above 80 mph. The option includes the "Rim-Blow" deluxe two-spoke steering wheel.

THUNDERBIRD OPTIONS

HIGH-BACK BUCKET SEATS AND CONSOLE

Thunderbird's new high-back bucket seats are trimmed in hopsack cloth, and the door trim panels feature unique hopsack cloth inserts. The option also includes a newly designed center console, which features a built-in tissue dispenser and a storage compartment with padded cover.



MANUAL RECLINING PASSENGER SEAT

A reclining passenger seat is available with either the high-back bucket seats or the split bench seats and includes a convenient seatside control lever. It is standard with the Turnpike Convenience Group.

"TRACTION-LOK" DIFFERENTIAL

Ford's "Traction-Lok" differential is designed to lock the rear wheels together in proportion to the driving torque applied. The "Traction-Lok" differential provides extra traction on ice, mud or snow, and maximum accelerating power. (See the Power Teams section for more information.)

INTERMITTENT WINDSHIELD WIPERS

This new option allows Thunderbird owners to adjust the wiper speed to fit the weather conditions. The wipers can be adjusted to provide a pause between each wiping cycle. The length of the pause may be controlled by the driver from two- to ten-seconds, depending on the amount of precipitation, car speed or traffic conditions. Continuous high-speed operation is automatically provided during acceleration. The intermittent feature may be by-passed for the regular two-speed operation.

TRAILER TOWING PACKAGE

Thunderbird for '72 offers a new heavy-duty trailer towing package for Class III towing (up to 6,000 pounds trailer weight with a maximum tongue load of 700 pounds).

The Heavy-Duty package includes heavy-duty suspension, extra-cooling package, wiring harness, trailer towing decal and high ratio (3.23:1) axle. (See options listing on page

F-18 for component description. See Trailer Towing Warranty Statement on page iii.)



FRONT AND REAR BUMPER GUARDS

Attractive and functional, Thunderbird's new optional bumper guards help prevent damage in minor collisions. The front guard is a one-piece horizontal rubber strip shaped to the contour of the bumper. The rear guards, heavy chrome plated with rubber inserts, are vertical units positioned on either side of the license plate area.



DELUXE WHEEL COVERS

All Thunderbirds feature wheel covers as standard equipment. This deluxe wheel cover is offered as optional. Not available with the Glamour Paint Option Group.

THUNDERBIRD OPTIONS

DESCRIPTION

AVAILABILITY*

APPEARANCE OPTIONS

- Bumper Guards, Front and Rear
Glamour Paint Option Group (Includes color-keyed wheel covers, body side and hood paint stripes, and tooled silver Landau bar inserts (when vinyl roof is ordered.) Available in Copper Fire, Gold Fire, Lime Fire, Cinnamon Fire, Burgundy Fire, Walnut Fire, Green Fire, Blue Fire.)
- Protection Group (Includes color-keyed floor mats, front and rear, license plate frames, door edge guards, and rocker panel moldings.)
- Roof, Vinyl (Includes Landau "S" bar with woodgrain insert. Tooled silver "S" bar insert when vinyl roof is ordered in combination with Glamour Paint Option Group.)
- Spare Tire Cover
- Trim, Luxury Leather (Available only with standard split bench seat.)
- Wheel Covers, Deluxe (N/A with Glamour Paint Option Group.)

AUDIO EQUIPMENT

- Radio, AM (Includes two front door mounted speakers and dual rear seat speakers.)
- Radio, AM/FM Stereo (Includes dual front and rear seat speakers. N/A with AM radio or stereosonic tape system.)
- Stereosonic Tape System with AM Radio (Includes dual front and rear seat speakers. N/A with AM/FM stereo radio.)

COMFORT—CONVENIENCE EQUIPMENT

- Air Conditioner—SelectAir (Tinted glass—complete recommended.)
- Air Conditioner—SelectAir with Automatic Temperature Control (Tinted glass—complete recommended.)
- Belts, Deluxe
- Convenience Group, Turnpike (Includes fingertip speed control, manual reclining passenger seat, and trip odometer.)
- Cornering Lights, Front
- Electric Defrost, Rear Window (Includes indicator light located in the instrument cluster.)
- Glass, Tinted—Complete (Recommended with air conditioner.)
- Light Group, Convenience (Includes low fuel flasher and door-ajar warning lights, front "lights-on" warning light and buzzer, dual overhead map lights, and engine compartment light.)
- Seat Back Release, Automatic
- Seat, Manual Reclining Passenger (Standard with turnpike convenience group. Available with conventional or power seats.)
- Seats, High Back Bucket and Console

DESCRIPTION

AVAILABILITY*

COMFORT—CONVENIENCE EQUIPMENT (Cont'd)

- Speed Control, Fingertip (Includes rim blow—two-spoke steering wheel. Standard with turnpike convenience group.)
- Steering Wheel, Rim Blow—Deluxe Three-Spoke (Not available with fingertip speed control.)
- Steering Wheel, Tilt
- Sunroof, Power Operated (requires vinyl roof at extra cost.)
- Windshield Wipers, Intermittent

TRAILER TOWING, SPECIAL AND HEAVY-DUTY EQUIPMENT

- Axle, Traction-Lok Differential (Available with standard ratio axle or optional high ratio axle.)
- Brake Control System, Sure-Track.
- Emission Control System, NOX Exhaust (Required in state of California, available elsewhere.)
- Suspension, Heavy-Duty (Includes heavy-duty front and rear springs and heavy-duty front and rear shock absorbers.)
- Trailer Towing Package, Heavy-Duty (Includes Heavy-Duty suspension (consisting of: heavy-duty springs front and rear, heavy-duty shock absorbers front and rear). Extra cooling package (three rows of cooling tubes in place of the regular two rows to provide additional engine and transmission cooling). Wiring harness (wires to accommodate stop lamps, electric brakes, turn signals, and taillamps. Does not include a hot line for a "water pump" or other electrical appliances) "Trailer Towing" decal and 3.25:1 axle ratio. See Trailer Towing Statement page iii.

POWER ASSISTS

- Power Antenna (Requires AM radio, AM/FM stereo radio, or AM radio/stereosonic tape.)
- Power Lock Group (Includes power door locks and power trunk lid release.)
- Power Seats, 6-Way (Available with split-bench or bucket seats. May be ordered on driver's seat only or driver's and passengers' seats.)
- Power Side Windows

TIRES

- 215 R15 Michelin steel-belted radial ply single band WSW

*RPO—Regular Production Option
DLR—Dealer Installed Accessory

THUNDERBIRD OPTIONS

HIGH-BACK BUCKET SEATS AND CONSOLE

Thunderbird's new high-back bucket seats are trimmed in hopsack cloth, and the door trim panels feature unique hopsack cloth inserts. The option also includes a newly designed center console, which features a built-in tissue dispenser and a storage compartment with padded cover.



MANUAL RECLINING PASSENGER SEAT

A reclining passenger seat is available with either the high-back bucket seats or the split bench seats and includes a convenient seatside control lever. It is standard with the Turnpike Convenience Group.

"TRACTION-LOK" DIFFERENTIAL

Ford's "Traction-Lok" differential is designed to lock the rear wheels together in proportion to the driving torque applied. The "Traction-Lok" differential provides extra traction on ice, mud or snow, and maximum accelerating power. (See the Power Teams section for more information.)

INTERMITTENT WINDSHIELD WIPERS

This new option allows Thunderbird owners to adjust the wiper speed to fit the weather conditions. The wipers can be adjusted to provide a pause between each wiping cycle. The length of the pause may be controlled by the driver from two- to ten-seconds, depending on the amount of precipitation, car speed or traffic conditions. Continuous high-speed operation is automatically provided during acceleration. The intermittent feature may be by-passed for the regular two-speed operation.

TRAILER TOWING PACKAGE

Thunderbird for '72 offers a new heavy-duty trailer towing package for Class III towing (up to 6,000 pounds trailer weight with a maximum tongue load of 700 pounds).

The Heavy-Duty package includes heavy-duty suspension, extra-cooling package, wiring harness, trailer towing decal and high ratio (3.23:1) axle. (See options listing on page

F-18 for component description. See Trailer Towing Warranty Statement on page iii.)



FRONT AND REAR BUMPER GUARDS

Attractive and functional, Thunderbird's new optional bumper guards help prevent damage in minor collisions. The front guard is a one-piece horizontal rubber strip shaped to the contour of the bumper. The rear guards, heavy chrome plated with rubber inserts, are vertical units positioned on either side of the license plate area.



DELUXE WHEEL COVERS

All Thunderbirds feature wheel covers as standard equipment. This deluxe wheel cover is offered as optional. Not available with the Glamour Paint Option Group.

THUNDERBIRD OPTIONS

DESCRIPTION	AVAILABILITY*		DESCRIPTION	AVAILABILITY*	
	R P O	D L R		R P O	D L R
APPEARANCE OPTIONS			COMFORT—CONVENIENCE EQUIPMENT (Cont'd)		
Bumper Guards, Front and Rear	X	X	Speed Control, Fingertip (Includes rim blow—two-spoke steering wheel. Standard with turnpike convenience group.)	X	
Glamour Paint Option Group (Includes color-keyed wheel covers, body side and hood paint stripes, and tooled silver Landau bar inserts when vinyl roof is ordered.) Available in Copper Fire, Gold Fire, Lime Fire, Cinnamon Fire, Burgundy Fire, Walnut Fire, Green Fire, Blue Fire.)	X		Steering Wheel, Rim Blow—Deluxe Three-Spoke (Not available with fingertip speed control.)	X	X
Protection Group (Includes color-keyed floor mats, front and rear, license plate frames, door edge guards, and rocker panel moldings.)	X		Steering Wheel, Tilt	X	X
Roof, Vinyl (Includes Landau "S" bar with woodgrain insert. Tooled silver "S" bar insert when vinyl roof is ordered in combination with Glamour Paint Option Group.)	X		Sunroof, Power Operated (requires vinyl roof at extra cost.)	X	X
Spare Tire Cover	X	X	Windshield Wipers, Intermittent	X	X
Trim, Luxury Leather (Available only with standard split bench seat.)	X				
Wheel Covers, Deluxe (N/A with Glamour Paint Option Group.)	X	X			
AUDIO EQUIPMENT			TRAILER TOWING, SPECIAL AND HEAVY-DUTY EQUIPMENT		
Radio, AM (Includes two front door mounted speakers and dual rear seat speakers.)	X	X	Axle, Traction-Lok Differential (Available with standard ratio axle or optional high ratio axle.)	X	
Radio, AM/FM Stereo (Includes dual front and rear seat speakers. N/A with AM radio or stereosonic tape system.)	X		Brake Control System, Sure-Track.	X	
Stereosonic Tape System with AM Radio (Includes dual front and rear seat speakers. N/A with AM/FM stereo radio.)	X		Emission Control System, NOX Exhaust (Required in state of California, available elsewhere.)	X	
	X		Suspension, Heavy-Duty (Includes heavy-duty front and rear springs and heavy-duty front and rear shock absorbers.)	X	
	X		Trailer Towing Package, Heavy-Duty (Includes Heavy-Duty suspension (consisting of: heavy-duty springs front and rear, heavy-duty shock absorbers front and rear). Extra cooling package (three rows of cooling tubes in place of the regular two rows to provide additional engine and transmission cooling). Wiring harness (wires to accommodate stop lamps, electric brakes, turn signals, and taillamps. Does not include a hot line for a "water pump" or other electrical appliances) "Trailer Towing" decal and 3.25:1 axle ratio. See Trailer Towing Statement page iii.	X	
COMFORT—CONVENIENCE EQUIPMENT					
Air Conditioner—SelectAir (Tinted glass—complete recommended.)	X		POWER ASSISTS		
Air Conditioner—SelectAir with Automatic Temperature Control (Tinted glass—complete recommended.)	X		Power Antenna (Requires AM radio, AM/FM stereo radio, or AM radio/stereosonic tape.)	X	
Belts, Deluxe	X		Power Lock Group (Includes power door locks and power trunk lid release.)	X	
Convenience Group, Turnpike (Includes fingertip speed control, manual reclining passenger seat, and trip odometer.)	X		Power Seats, 6-Way (Available with split-bench or bucket seats. May be ordered on driver's seat only or driver's and passengers' seats.)	X	
Cornering Lights, Front	X		Power Side Windows	X	
Electric Defrost, Rear Window (Includes indicator light located in the instrument cluster.)	X				
Glass, Tinted—Complete (Recommended with air conditioner.)	X				
Light Group, Convenience (Includes low fuel flasher and door-ajar warning lights, front "lights-on" warning light and buzzer, dual overhead map lights, and engine compartment light.)	X				
Seat Back Release, Automatic	X				
Seat, Manual Reclining Passenger (Standard with turnpike convenience group. Available with conventional or power seats.)	X		TIRES		
Seats, High Back Bucket and Console	X		215 R15 Michelin steel-belted radial ply single band WSW	X	X
	X		*RPO—Regular Production Option		
	X		DLR—Dealer Installed Accessory		

THUNDERBIRD GENERAL SPECIFICATIONS

BRAKE SPECIFICATIONS

Type	Power, with Front Discs & Rear Drums
Brake Drum Diameter—Rear	11.03
Brake Rotor Diameter—Front Disc	11.72
Brake Lining Material	Molded Asbestos
Brake Lining Attachment—Rear Drum	Riveted
Brake Lining Attachment—Front Disc	Riveted
Lining Width—Rear Drum	2.25
Lining Width—Front Disc	outboard 6.40 x 1.80 inboard 4.46 x 1.80
Total Lining Area (square-inches)	
Rear Drum—Gross	95.5
Rear Drum—Effective	80.4
Front Disc—Gross	36.1
Front Disc—Effective	34.7
Swept Area—Rear Drum	155.90
Swept Area—Front Disc	232
Parking Brake Type	Foot Application of Rear Service Brakes, Automatic Vacuum Release

WHEEL SPECIFICATIONS

Type	Stamped Steel, Ventilated Disc with Safety Type Rim
Number of Studs	5
Diameter and Rim Size (inches)	15 x 6.0

POWER TEAM SELECTIONS

Engine	Crane-omatic Transmission	Rear Axle Ratios		
		Std.	Opt.	Traction-Lok
429-CID 4V V-8	Standard	2.75 3.00*	3.25	2.75 3.00* 3.25
429-CID 4V V-8 (With Sure Track Brakes)	Standard	2.80 3.00*	3.00 3.25	2.80 3.00* 3.25

*California only.

STEERING SPECIFICATIONS

Linkage Type	Parallelogram with Cross-Link and Idler Arm
Gear Type	Recirculating Ball and Nut with Integral Power Unit
Overall Steering Ratio	21.7 to 1
Steering Gear Ratio	17 to 1
Steering Wheel Turns (lock-to-lock)	4.0
Turning Diameter (curb-to-curb)	43 ft.
Steering Wheel Diameter (semi-oval)	15.5 x 15.0 inches

BODY DIMENSIONS

All dimensions in inches unless otherwise noted

GENERAL

Wheelbase	120.4
Tread—Front	63.0
—Rear	62.8
Height—Overall	51.3
Length—Overall	216.0
Width—Overall	79.3
—At center pillar	79.2

FRONT SEAT ROOM

Head room (effective)	36.9
Maximum leg room to accelerator	42.2
Hip room	60.6
Shoulder room	60.4
Cushion height	11.8
Cushion depth	15.4
Steering wheel to thigh clearance	4.3

REAR SEAT ROOM

Head room (effective)	36.5
Minimum leg room (effective)	36.4
Hip room	54.3
Shoulder room	59.6
Cushion height	12.1
Cushion depth	15.0

LUGGAGE COMPARTMENT

Usable luggage capacity (cubic feet)	13.9
--------------------------------------	------

GLASS AREA

Side glass exposed surface area	1134.6
Windshield glass exposed surface area	1158.0
Backlight glass exposed surface area	771.4
Total glass exposed surface area	3064.0

CURB WEIGHT (pounds)

4615

THUNDERBIRD PERFORMANCE

POWER TEAM AVAILABILITY

The 1972 Thunderbird features the 429 CID 4V 8-cylinder engine with SelectShift Cruise-O-Matic transmission and a 2.75:1 rear axle ratio as standard equipment. An optional 3.25 axle ratio and "Traction-Lok" differential with 2.75- or 3.25 to 1 ratios are available. (Refer to the Power Teams Section for more information.)

ENGINES

Thunderbird's standard 429 CID 4V engine has been modified to run on regular grade 91-octane fuel and is equipped with a single exhaust system.

This dependable power plant features high turbulence wedge combustion chambers and stud-mounted rocker arms. The cant valves open into the combustion chambers in the

direction of the gas flow for free-breathing efficiency. Other important features of the engine include hot and cold dual inlet air cleaner, high-capacity fuel filter, lightweight, skirtless cylinder block, and durable cast and coined rocker arms. An air induction system provides a cool air charge to the carburetor improving both engine and emission performance characteristics. (Refer to the Power Teams Section for more information.)

TRANSMISSION

Ford's famous SelectShift Cruise-O-Matic transmission is standard on all Thunderbirds. This versatile transmission permits the driver to choose his mode of shifting to suit the terrain, road conditions or traffic situations.

(Refer to the Power Teams Section for more information.)

THUNDERBIRD COLOR AND TRIM

COLOR AND TRIM SELECTIONS

The charts shown here reflect the many interior and exterior color and trim combinations available for 1972, including Thunderbird's exclusive hand-polished glamour paints. The exterior colors and codes are in the first chart and the interior trim combinations follow. All color names and codes referenced are the same as those shown in the 1972 Ford Color and Upholstery Book.

EXTERIOR COLORS AND CODES			
COLOR	CODE	COLOR	CODE
Light Gray Metallic	1A	Light Yellow Gold	6B
Black	1C	Yellow	6D
Maroon	2J	Gray Gold Metallic	6J
Light Blue	3B	White	9A
Medium Blue Metallic	3D	Blue Fire*	3C
Dark Blue Metallic	3H	Green Fire*	4D
Pastel Lime	4A	Walnut Fire*	5C
Bright Green Gold		Gold Fire*	6G
Metallic	4B	Copper Fire*	5G
Medium Green Metallic	4P	Lime Fire*	4G
Dark Green Metallic	4Q	Cinnamon Fire*	5D
Dark Brown Metallic	5F	Burgundy Fire*	2G

*Glamour Paint Option Group—Includes glamour paint, color-keyed wheel covers, dual bodyside and hood paint stripes, and hooded silver Landau "S" bar insert when vinyl roof is ordered.

SPLIT-BENCH SEAT			
LEATHER AND VINYL—STANDARD			
Interior Trim		Exterior Color Availability Codes	
Color	Code		
Black	HA	All	
Dark Blue	HB	1C 9A 1A 3H 3D 3B 3C 1A	
Dark Red	HD	1C 9A 2J 1A 2G	
Dark Green	HR	1C 9A 4Q 4P 4B 4A 6D 6J 4D 4G	
Tobacco	HZ	1C 9A 4A 5F 6B 6D 5C 5G 6G 5D	

SPLIT-BENCH SEAT			
LEATHER AND VINYL OPTION			
Interior Trim		Exterior Color Availability Codes	
Color	Code		
Black	KA	All	
Dark Blue	KB	1C 9A 1A 3H 3D 3B 3C	
Dark Red	KD	1C 9A 2J 1A 2G	
Ginger	KE	1C 9A 4A 5F 6B 6D 5C 6G 5D	
Dark Green	KR	1C 9A 4Q 4P 4B 4A 6D 6J 4D 4G	
Tobacco	KZ	1C 9A 4A 5F 6B 6D 5C 6G 5G 5D	

SPLIT-BENCH SEAT*			
LEATHER AND VINYL OPTION			
White/Black	KW	1C 9A 1A 6G 5G 2J 6J	
White/Blue	KL	3H 3D 3B 3C	
White/Green	K5	4Q 4P 4B 4A 4D 4G	
White/Tobacco	K9	5F 6B 6D 5C 5G 5D	

*Interior components will be color coordinated with exterior body color when white trim is ordered.

HI-BACK BUCKET SEATS			
CLOTH AND VINYL OPTION			
Interior Trim		Exterior Color Availability Codes	
Color	Code		
Black	GA	All	
Dark Blue	GB	1C 9A 3H 3D 3B 3C 1A	
Dark Red	GD	1C 9A 2J 1A 2G	
Ginger	GF	1C 9A 4A 5F 6B 6D 5C 6G 5D	
Dark Green	GR	1C 9A 4Q 4P 4B 4A 6D 6J 4D 4G	

VINYL ROOFS			
OPTIONS*			
Rooftop Color	Code	Exterior Color	Interior Trim
Black	1	All	All
White	2	All	All
Blue	3	1A 3H 3D 3B 3C 9A	Dark Blue or White**
Green	4	3H 3D 3B 3C	Black or White
	5	9A 4Q 4P 4B 4A	Dark Green or White**
Brown	6	4D 4G 6J	Black or White
	7	4Q 4P 4B 4A 4D 4G	Ginger or Tobacco
	8	9A 4A 5C 5F 6B 6D	
	9	6G	
	10	5G	Tobacco
	11	5F 5C 5D	Black
	12	5F 5C 5G 5D 9A 6B 6D	White

*Includes Landau "S" bar with woodtone insert.

**With White exterior.

"DUAL" PAINT STRIPES*			
Exterior Colors	Code	Dual Paint Stripes	
Blue Fire	3C	Silver	
Green Fire	4D	Lime	
Walnut Fire	5C	Yellow	
Gold Fire	6G	Black	
		(w/Black or White interior)	
		Brown	
		(w/Ginger or Tobacco interior)	
Copper Fire	5G	Dark Brown	
Burgundy Fire	2G	Silver	
Lime Fire	4G	Lime	
Cinnamon Fire	5D	Yellow	

*Available only with Glamour Paint Option Group.

THUNDERBIRD COLOR AND TRIM GUIDE

EXTERIOR COLORS



1A Lt. Gray Met.



1C Black



2J Maroon



3B Lt. Blue



3D Med. Blue Met.



3H Dk. Blue Met.



4A Pastel Lime



4B Brt. Green Gold Met.



4P Med. Green Met.



4Q Dk. Green Met.



5F Dk. Brown Met.



6B Lt. Yellow Gold



6D Yellow



6J Gray Gold Met.



8A White



2G Burgundy Fire
(RPG)



3C Blue Fire
(RPG)



4Q Green Fire
(RPG)



4G Lime Fire
(RPG)



5C Walnut Fire
(RPG)



5D Cinnamon Fire
(RPG)



5G Copper Fire
(RPG)



6G Gold Fire
(RPG)

THUNDERBIRD COLOR AND TRIM GUIDE

INTERIORS

CLOTH & VINYL (STD.) 2 Dr. H/Top



Black

Dk. Red

Dk. Blue

Dk. Green

Tobacco

CLOTH & VINYL (OPT.) 2 Dr. H/Top



Dk. Green

Dk. Blue

Dk. Red

Ginger

Black

LEATHER & VINYL (OPT.) 2 Dr. H/Top



Ginger

Dk. Blue

Dk. Red

Black

Dk. Green

Tobacco

Also available in: White w/Black,
White w/Blue, White w/Green, White
w/Tobacco -- Not Illustrated.