

ECONOLINE VAN 1965 FORD TRUCKS

VAN • DISPLAY VAN • WINDOW VAN • PANEL VAN

**NOW
AVAILABLE IN
TWO SIZES!**



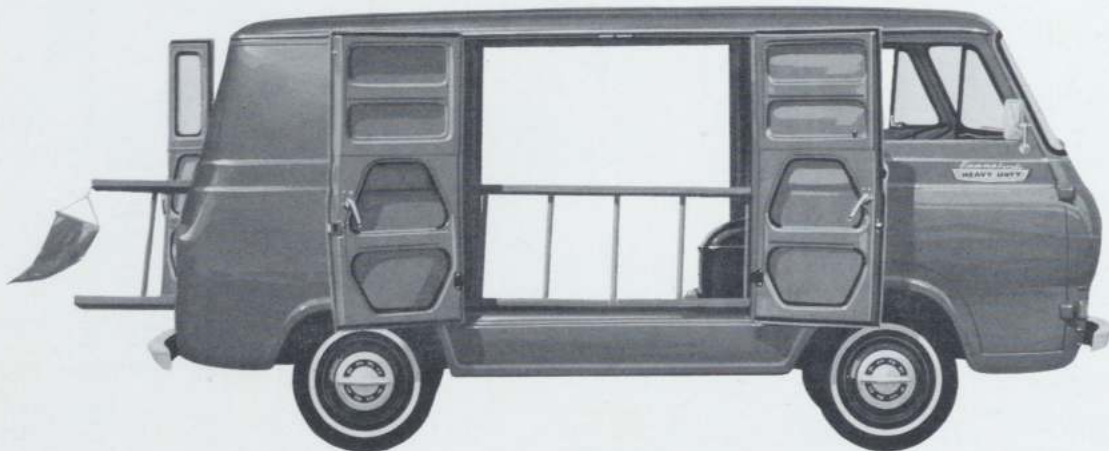
For Other Covered Delivery Trucks, Ask for the
Sedan Delivery and Parcel Delivery Catalogs!

WHY FORD ECONOLINES...

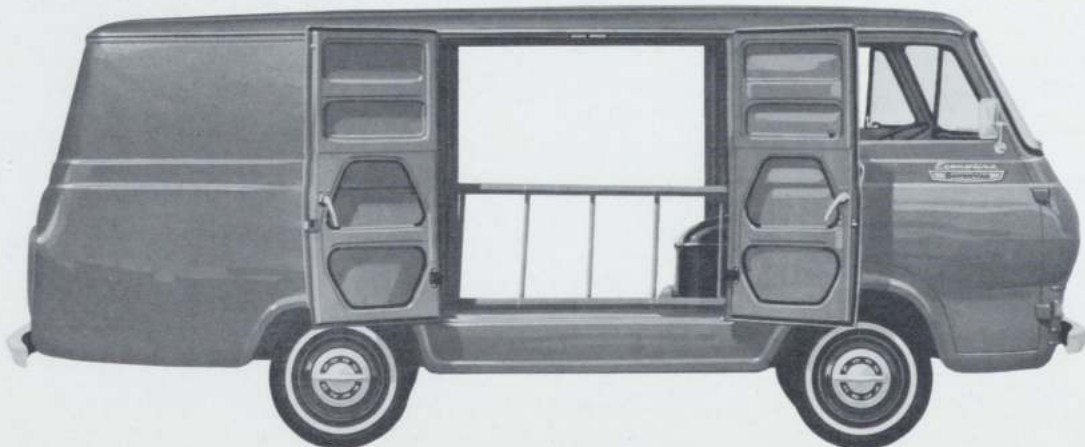
MORE LOADSPACE—Econoline Van offers up to 56% more loadspace than old-style panels. Cargo floor is flat, with no rear engine hump to steal space or make loading difficult. Large open cargo area permits maximum utilization of space for carrying odd-shaped loads. **MORE LOADING EASE**—No longer need you load to a “first on, last off” plan. With up to eight big doors available, every part of your load is within easy reach. Econoline loading ease saves time and work. **LOW LOADING HEIGHT**—Low floor height, only 22½ inches from the ground when empty, makes loading easier . . . contributes to driver satisfaction and efficiency. **WIDE DOOR OPENINGS**—You can load 4-ft.-wide cargo through the big 4-ft.-wide and almost 4-ft.-high door openings at side and rear. The doors open wide to provide easy access to your load . . . no bending or squeezing. The '65 Econoline Van saves you time and effort at every delivery stop. **MORE MANEUVERABILITY**—Short overall length means the Econoline Van turns and parks in less space . . . saves time in traffic. Turning diameter of less than 35 ft. (curb to curb) is up to 8 feet less than for conventional ½-ton panel delivery trucks.

AND NOW . . . TWO SIZES TO CHOOSE FROM

America's fastest-selling van, Ford's Econoline, has a new teammate, the Econoline SuperVan. The SuperVan has all the virtues of the regular van *plus an 18-inch longer flat floor . . . 23% more loadspace*. This lets you haul up to 47 cubic feet more cargo every trip.



REGULAR ECONOLINE VAN . . . AMERICA'S NO. 1 VAN



NEW ECONOLINE SUPERVAN . . . FOR LONGER LOADS

OUTSELL OTHER VANS AND PANELS!

BODY DIMENSIONS (inches)	ECONOLINE VAN	ECONOLINE SUPERVAN
(A) DOOR OPENING WIDTH	49.2	49.2
(B) DOOR OPENING HEIGHT	46.8	46.8
(C) MAX. INSIDE WIDTH	67.2	67.2
(D) WIDTH BETWEEN WHEELHOUSINGS	48.2	48.2
(E) FLOOR TO ROOF HEIGHT	53.9	53.9
(F) MAX. INSIDE LENGTH	153.6	171.6
(G) FLOOR LENGTH—REAR TO BACK OF TRANSMISSION	83.9	101.9
(H) FLOOR LENGTH—REAR TO BACK OF ENGINE COVER	88.5	106.5



A WIDE CHOICE OF BODY OPTIONS IS AVAILABLE IN BOTH SIZE VANS TO FIT YOUR SPECIFIC NEEDS!



DISPLAY VAN. The Display Van has fixed windows in the right side for good lighting of bins, shelves, etc., which may be custom-built against the left wall. Vent-type right side door and fixed or vent-type rear door windows are available.



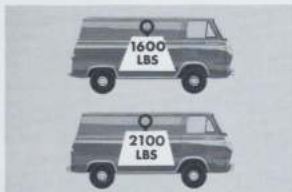
WINDOW VAN option (illustrated in SuperVan) provides fixed windows all round for better vision and display of attractive loads such as floral pieces. Vent-type windows in the rear and right side doors are optional.



PANEL VAN. The Panel Van has rear cargo doors only. If your operation does not require the convenience of side doors, but does require operating economy and lowest initial cost, the Panel Van is your best buy.



LEFT SIDE CARGO DOORS. Optional left side cargo doors are particularly handy when making deliveries in highly congested areas and where unloading from either side may be necessary. Left side doors are handy to the driver.



OVER 1-TON PAYLOAD. The optional GVW package lets you haul up to 2100-lb. payload. Includes higher capacity springs, larger rear brakes, front stabilizer bar, heavy-duty underbody structure and shock absorbers, bigger tires.



CAMPER. Convert to a Camper! Seats and sleeps six comfortably. To provide extra sleeping accommodations and increase headroom, you can add an elevating top which contains screened windows and a canvas bunk.

ARE OUTSTANDING IN ECONOMY



LOW INITIAL COST. Econoline saves you money from the start. A comparison of manufacturers' suggested retail prices shows Econolines are priced well below old-style panels. Low initial cost is just the start. Econolines save as they work—and give top performance, dependability and reliability, too. Any way you look at it, Econoline Vans give you more for your money.

BETTER GAS MILEAGE THAN COMPETITIVE VANS OR PANELS. Whether you choose the standard 170-cubic-inch Six or the new, more powerful 240-cubic-inch Six, you can expect better gas mileage from a Ford Six than with other comparable van Sixes. In addition, Econoline Van owners report that they go as far on three gallons of gas as conventional panels go on four.

SELF-ADJUSTING BRAKES. Your new Ford Econoline Van comes equipped with self-adjusting brakes as standard

equipment. Each time that you apply the brakes while backing up, your brakes adjust themselves automatically. Self-adjusting brakes is just one way that the Econoline saves you money, gives you safety, and eliminates trips to the shop for service.

LOW MAINTENANCE. The cost of operating the Econoline Van is lower than ever in 1965. The intervals for minor chassis lubrications and for engine oil changes is 6,000 miles or 6 months, whichever occurs first. Spring pins and shackles are lubrication-free. Kingpin bushings are bronze with threaded plug seals. Tie rod and steering drag link ends are sealed. Delrin* clutch equalizer bar and brake pedal pivot bushings have excellent lubrication-retaining qualities to reduce friction and wear. All these service-saving design features will reduce maintenance cost, decrease vehicle downtime and increase the life of your Econoline Van.

*Du Pont's registered trademark

NEW, POWERFUL 240-CU. IN. SIX NOW AVAILABLE IN ECONOLINE VAN AND ECONOLINE SUPERVAN!

New for '65, an optional 240-cubic-inch 150-horsepower Six is now offered in the regular Econoline Van and SuperVan . . . the biggest and most powerful six-cylinder engine offered in any van! This big Ford Six gives you extra power for climbing hills, outstanding performance with peak 2100-lb. payloads and nimbleness in traffic.

What's more, this new Six provides greater durability than previous Ford Sixes with such features as a 7-bearing crankshaft, chrome-plated top compression ring for less ring wear, austenitic steel exhaust valves to resist high exhaust gas temperatures and to prolong valve life, and hydraulic valve lifters to reduce the need for valve adjustments.

Even the standard 170-cu. in. Six for 1965 is 23 percent more powerful than last year's standard engine. Test-drive the Econoline Vans with these new, more powerful engines and see the difference . . . you'll think you are driving a V-8!

ENGINE SPECIFICATIONS		
	170 SIX	240 SIX
Max. Gross HP @ rpm	105 @ 4400	150 @ 4000
Max. Gross Torque (lbs-ft @ rpm)	158 @ 2400	234 @ 2200
Displacement	170 cu. in.	240 cu. in.
Bore and Stroke	3.50" x 2.94"	4.0" x 3.18"
Compression Ratio	9.1 to 1	9.2 to 1

AND DURABILITY!

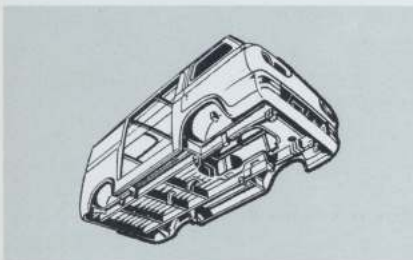
Ford's Econoline Van is by far the most popular closed-body truck sold anywhere. More people buy Econolines because Econoline was first in bringing an outstanding new design concept to the delivery truck market. Owner-proved during four years of use, Econoline Vans are famed for *loadspace . . . economy . . . driving ease and maneuverability . . . performance . . . reliability . . . durability.*

The popular 170-cubic inch six-cylinder engine (previously an extra-cost option, now standard) has been redesigned to provide more power with maximum

economy. In addition, the all-new 240 cubic inch Six is available for maximum performance with traditional 6-cylinder economy. Alternators, now standard, give greater durability and more constant charging, longer battery life.

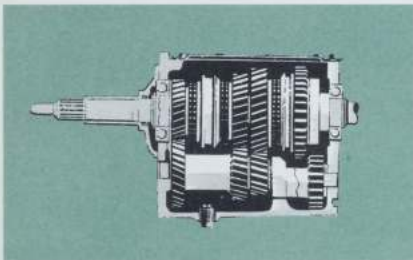
Econoline's all-welded, single-unit body-frame construction provides maximum strength with minimum weight. Body durability and floor strength have been increased by heavier-gauge underbody members.

The 1965 Econoline Van improvements combine to give you many years of more trouble-free life.



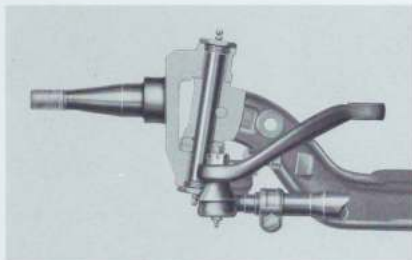
GALVANIZED PROTECTION

Major structural components of the underbody are galvanized for maximum resistance to corrosion. Galvanizing is used in the wheelhouse area and at front steps. Zinc-rich primer is applied to critical areas for further protection.



CHOICE OF TWO TRANSMISSIONS

A 3-speed fully synchronized transmission lets you downshift to low while moving forward without clashing gears. A 3-speed automatic transmission is also available for extra convenience.



BIG-TRUCK TYPE AXLES AND SUSPENSIONS

Sturdy I-beam front axle, long leaf springs and telescopic shock absorbers give your 1965 Ford Econoline big-truck stability and durability, help keep front end in alignment, provide easy steering and a comfortable ride.



DURABLE 8 1/2-INCH CLUTCH

A heavy-duty 8 1/2-inch clutch with over 68 sq. in. of lining area is standard on your 1965 Econoline Van with the 170 Six. This clutch has more durability than the previous clutch. A 10-inch clutch is supplied with the 240-cu. in. Six.

24,000-MILE (OR 24-MONTH) WARRANTY—Ford Motor Company warrants to truck owners as follows: That for 24,000 miles or for 24 months, whichever comes first, free replacement, including related labor, will be made by Ford Dealers of any part with a defect in workmanship or material. Tires are not covered by the warranty; appropriate adjustments will be made by tire companies. Owners will remain responsible for normal maintenance services, routine replacement of parts such as filters, spark plugs, ignition points, wiper blades, brake or clutch linings, and for normal deterioration of soft trim and appearance items. The warranty referred to herein is applicable to products sold in U.S.A. and in certain neighboring areas.

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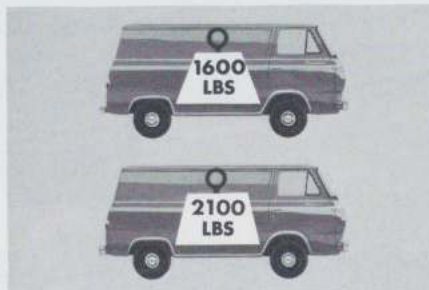
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