



FOUR-SEASON FUN WITH

1967

Ford

CARS & TRUCKS



FORD

DIVISION

Ford Motor Company

ROTUNDA DRIVE AT SOUTHFIELD ROAD

P. O. BOX 658

DEARBORN, MICHIGAN 48121

GENERAL MARKETING OFFICE

Dear Outdoor Enthusiast:

If you're looking for greater outdoor enjoyment all year long, choose a 1967 edition of the award-winning Ford recreation fleet. New Ford cars equipped for trailering and new Ford truck camper combinations are talented performers whatever the trail—with an exceptional flair for outdoor fun.

Each recreation vehicle is designed for four-season fun . . . as your home away from home . . . for whichever manner of outdoor pleasure you prefer. Ford engineers also have developed exclusive features in each vehicle that add more comfort, more safety and more value as well as maximum vacation and weekend enjoyment at the least possible cost.

You will find Ford's wide recreation selection described in greater detail on the following pages. There also is a section on modestly priced options and accessories to help you tailor your vehicle to accommodate any special needs.

Your Ford Dealer will be pleased to help you secure the recreation vehicle you choose. He will welcome your visit and questions at any time. Best of all, you will be pleasantly surprised when you learn how easily you can own the Ford car or truck you want—and how much Ford ownership offers you.

Whenever FOUR-SEASON FUN is your goal, your Ford Dealer is the man to see. Why not visit him today?

Sincerely,

Walter T. Murphy

Walter T. Murphy,
General Marketing Manager

TABLE OF CONTENTS	PAGE		PAGE
1967 FORD—Number One in Outdoor Fun! . . .	3	1967 FORD F-250 CAMPER SPECIAL	
Tow luxuriously . . . in a 1967		Total fun with no reservations	10-11
THUNDERBIRD	4	1967 FORD F-350—now with Twin-I-Beam	
1967 FAIRLANE—for active people		ride and handling ease for big 14-foot	
with active interests	5	campers!	12
1967 FALCON . . . beautiful way to be thrifty . .	6	1967 FORD F-100 Pickup	13
For outdoor adventure, answer the call of		1967 4-Wheel-Drive FORD F-100	13
the 1967 MUSTANG!	6	1967 FORD RANCHERO—step out in style! . .	14
TRAILERING TIPS	7-8	1967 FORD BRONCO—just right for here,	
SOME POINTERS ON		there, anywhere!	14
TRAILER HITCHES	8	1967 FORD Options and Accessories—	
Carefree Camping in a 1967 FORD		add smiles to your miles	15
ECONOLINE VAN AND SUPERVAN	9	Wise Campers Avoid Overloads	Back Cover

1967 Ford

**Number One
in outdoor fun!**



Going or towing, you're ahead in a Ford—especially in '67! For the new Fords are quieter because they are stronger and better built than ever before.

Trailerists especially will welcome new Ford refinements that keep Ford ahead in towability: extra protection from a new Dual Hydraulic Brake System with two master cylinders plus separate lines to front and rear brakes • optional Power Front Disc Brakes for maximum fade resistance under severe conditions • improved carburetors which make Ford V-8's smoother running, more efficient.

With new luxury touches, Ford sets a fast pace in trailering convenience and comfort. Exciting innovations, such as the optional SelectShift Cruise-O-Matic (which lets you drive fully automatic or shift manually), the LTD new optional Twin-Comfort Lounge Seats that make front seats individually adjustable, and other features let you personalize Ford to suit your fun.

Attaching an equalizing-type frame hitch and installing options recommended in the table below enables you to tow trailers up to 5,000 pounds with static tongue loads up to 600 pounds.

There's an inviting choice of 18 models—each with award-winning towing talent. A wide choice of engines

(from 150 to 345 horsepower), plus the reliable Cruise-O-Matic transmission that withstands heavy loadings in hot weather, gives you power combinations for almost any towing requirement.

Your Ford Dealer will welcome your inquiry and the opportunity to help you trailer in a 1967 Ford—Number One in outdoor fun!

NOTE: On each 1967 Ford, Thunderbird, Fairlane, Falcon and Mustang, standard Ford Motor Company Lifeguard-Design Safety Features include: Dual Hydraulic Brake System with Warning Light • Front and Rear Seat Belts • Front Seat Belt Retractors • Impact-Absorbing Steering Wheel with Deep-Padded Hub • Padded Instrument Panel • Padded Windshield Pillars • Double-Yoke Safety Door Latches and Safety Hinges • Outside Mirror • Day/Night Inside Mirror with Shatter-Resistant, Flexible-Backed Glass and Breakaway or Double Pivot Support • Windshield Washers • Two-Speed or Variable-Speed Windshield Wipers • Padded Sun Visors • Thick Laminate Safety Plate Glass Windshield • Turn Indicators with Lane-Changing Signal Feature • Positive Door Lock Buttons • Backup Lights • 4-Way Emergency Flasher • Front Seat Shoulder Harness Anchors • Tire Safety Rim • Folding Seat Back Latches (Wagons) • Corrosion-Resistant Brake Lines • Safety-Designed Instrument Panel and Controls • Uniform Shift Quadrant • Reduced Glare Instrument Panel and Wiper Arms and Blades • Energy-Absorbing or Impact-Distributing Arm Rests

1967 FORD TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I (6)	CLASS II (6)	CLASS III (6)
Maximum Trailer Weight Static Tongue Load	Up to 2000 lb. Up to 200 lb.	2000 to 3500 lb. 200 to 500 lb.	3500 to 5000 lb. 500 to 600 lb.
Engine.....	Standard	390-2V CID	390-2V CID
Transmission.....	SelectShift Cruise-O-Matic Std.—Opt. HD 3 spd. Trans. for 240 or 289	SelectShift Cruise-O-Matic— HD 3 spd. Opt.	SelectShift Cruise-O-Matic— HD 3 spd. Opt.
Axle Ratio (1).....	3.00:1 or 3.25:1	3.00:1 or 3.25:1	3.25:1 or 3.50:1
(2) Wheels.....	Standard	Standard	Station Wagon—Standard All Others—Use 6" Wheel
Brakes.....	Power	Power, Heavy-Duty (3" Frt.) or Disc	Power, Heavy-Duty (3" Frt.) or Disc
Suspension.....	Standard	Heavy-Duty Springs & Shock Absorbers	Heavy-Duty Springs & Shock Absorbers
Cooling System.....	Standard	Extra Cooling Package (3)	Extra Cooling Package (3)
Alternator.....	Standard (42 Amp.)	Standard (42 Amp.)	Heavy Duty (55 Amp.) (4)
Battery.....	Standard (45 Amp-Hr)	Standard (45 Amp-Hr)	Heavy Duty (70 Amp-Hr) (80 Amp-Hr)
Air Springs.....	Optional	Recommended	Required on Station Wagon Recommended—All Others
Trailer Hitch Type.....	Accessory Bolt-on Frame Attached	Load Equalizing Frame Attached (5)	Load Equalizing Frame Attached (5)

NOTES:

- (1) Limited-Slip Differential available (see RPO listing).
- (2) 15 x 5½" rim wheel standard with RPO disc brakes.
15 x 6.00 wheel standard on Station Wagon.
- (3) a. Extra Cooling Package includes radiator, fan, and ratio combinations as necessary to meet engine cooling system requirements.
b. Air conditioning system contains maximum available engine cooling components.

- (4) 55-amp. alternator standard with SelectAire Conditioner.
- (5) a. Load equalizing frame attached trailer hitch is required for all class II and III trailers with tongue load in excess of 200 lb. Hitch installation to be accomplished according to approved engineering design. (Typical installation drawings are available on request.)
b. Axle attached hitches are not recommended.
- (6) SAE gross trailer weight—fully loaded.

Tow luxuriously . . . in a 1967 Thunderbird



Look to the new '67 Thunderbird for incomparable luxury in trailering. You ride more quietly than ever on a new, soft all-coil suspension system . . . a longer wheelbase, wider tread and a rugged new body-frame structure.

Other new features, standard, are: dual hydraulic braking system with power front disc brakes and huge drum brakes on rear wheels • Tilt-Away steering wheel with featherlight power steering ease • SelectShift Cruise-O-Matic transmission (which lets you drive fully automatically or shift manually) • and more.

Distinctive Thunderbird options include a Convenience Control Panel with lights that remind you to fasten seat belts, a door's ajar, or fuel is low—and a fourth light shows when the emergency flasher system is operating • Stereo-Sonic Tape System with AM

radio • Fingertip Speed Control for turnpike cruising • reclining seat and headrest • and many others.

Adding an equalizing-type hitch and options recommended in the table below enables your Thunderbird to pull trailers up to 5,000 pounds with static tongue loads up to 600 pounds. For smaller trailers up to 2,000 pounds with a static tongue load up to 200 pounds, only a Rotunda hitch is needed.

You can pick from three new models including a roomy new Four-Door Landau. Smooth-muscled power of a 390 CID, 315-hp V-8 is standard. For even greater power, there's a brilliantly responsive, optional 428 CID, 345-hp V-8.

See your Ford Dealer soon for more details on how you can tow and go in unsurpassed luxury . . . in America's most-wanted motorcar—the 1967 Thunderbird.

1967 THUNDERBIRD TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I (4)	CLASS II (4)	CLASS III (4)
Trailer Weight Static Tongue Load	Up to 2000 lb. Up to 200 lb.	2000 to 3500 lb. 200 to 500 lb.	3500 to 5000 lb. 500 to 600 lb.
Engine	Standard	Standard	Standard
Transmission	SelectShift Cruise-O-Matic	SelectShift Cruise-O-Matic	SelectShift Cruise-O-Matic
Axle (1)	Standard	Standard	Standard
Wheels and Tires (5)	Standard	Standard	Standard
Brakes	Standard	Standard	Standard
Suspension	Standard	Heavy-Duty Springs & Shock Absorbers	Heavy-Duty Springs & Shock Absorbers
Cooling System (2)	Standard	Standard	Extra Cooling Package
Alternator	Standard	Standard	Standard
Battery	Standard	Standard	80 Amp-Hr
Wiring	Modify as Necessary	Modify as Necessary	Modify as Necessary
Hitch	Accessory Bolt-on Frame Attached	Load Equalizing Frame Attached (3)	Load Equalizing Frame Attached (3)

(1) Limited-Slip Differential available (see RPO listing).

(2) Extra Cooling Package (RPO; standard with air conditioning) includes radiator, fan, and ratio combinations as necessary to meet more severe engine cooling requirements.

(3) a. A load equalizing frame-attached trailer hitch is required for all Class II and III trailers with tongue load in excess of 200 lb. Hitch installation is to be accomplished

according to approved engineering design coupled with quality workmanship.
b. Axle-attached hitches are not recommended.

(4) S.A.E. gross trailer weight—fully loaded.

(5) Tire inflation and vehicle loading practices as outlined on tire inflation decal and in the Owner's Manual should be observed.

1967 Fairlane... *for active people with active interests!*

Open new chapters of fun in your life with the sprightly new 1967 Fairlane—popular choice of active people with active interests. This youthful member of the Ford family has an exciting history of solid performance and smart styling plus all the rugged durability trailerists want and need.

There's a generous selection of 13 new models—from the trim, jaunty Fairlane series to the exotic XL and GT series. And you can pick from three handsome Fairlane wagons. There also is a wide array of optional equipment to satisfy any special recreation use.

Fairlane's full-sized interiors feature fine-car luxury touches you'd scarcely expect in this moderately priced line. Another pleasant surprise comes with

the Fairlane under load—for Fairlane is a highly capable tow car.

By installing an equalizing-type frame hitch along with the options recommended in the table below, the Fairlane can tow trailers up to 3,500 pounds and handle static tongue loads up to 350 pounds.

Four Fairlane engines (120-hp Six to a 320-hp V-8) plus the optional SelectShift Cruise-O-Matic transmission (fully automatic or manual as you prefer) provide power combinations to meet most Class II trailering requirements.

Your Ford Dealer has the full story on how Fairlane measures up in trailering. See him soon for help in getting the model you want properly equipped.

1967 FAIRLANE TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I		CLASS II	
	Up to 2000 lb.		Up to 3000 lb.	Up to 3500 lb.
Static Tongue Load	Up to 200 lb.		Up to 350 lb.	Up to 350 lb.
RPO Equipment	Minimum	Recommended	Minimum	Recommended
Engine—cu. in.	200 Six	289—V-8	289—V-8	390—V-8
Transmission	SelectShift Cruise-O-Matic	SelectShift Cruise-O-Matic	SelectShift Cruise-O-Matic	SelectShift Cruise-O-Matic
Axle Ratio	3.25:1	3.00:1 or 3.25:1	3.00:1 or 3.25:1	3.25:1 or 3.50:1
Station Wagon	3.50:1	3.50:1	3.50:1	3.50:1
Radiator and/or Fan	Standard	Extra Cooling Package	Extra Cooling Package	Extra Cooling Package
Tires: Station Wagon	Standard	Standard	7.75x14 (8 PR)	7.75x14 (8 PR) (1)
All Others	Standard	Standard	7.75x14 (4 PR)	7.75x14 (4 PR) (1)
Suspension (springs and shocks)	Standard	Standard	Heavy Duty Front & Rear	Heavy Duty Front & Rear
Brakes	Standard	Power	Power	Power
Brake Lining	Standard	Heavy Duty	Heavy Duty	Heavy Duty (1)
Steering	Standard	Power	Power	Power
Alternator	Standard	42 Amp. (3) Heavy Duty	42 Amp. Heavy Duty	42 Amp. Heavy Duty
Battery	Standard	Heavy Duty (3)	Heavy Duty	Heavy Duty
Turn Signal Flasher	Non-Load Sensitive	Non-Load Sensitive	Non-Load Sensitive	Non-Load Sensitive
Hitch	Light Duty Rotunda	Light Duty Rotunda (2)	Heavy Duty Load Equalizer	Heavy Duty Load Equalizer

NOTES:

- (1) Standard on models with 390 engines.
- (2) Recommend using load-equalizing-type hitch with trailers close to 2000 lb. and 200 lb. tongue load.
- (3) Not required if trailer electrical load consists of tail, stop and directional signals only





1967 Falcon

beautiful way to be thrifty!

Falcon for '67 makes economy a pleasure—with sporty good looks and sturdy, total performance to boot. America's economy champ again gives you the most car for your money in trailering.

Under Falcon's sleek hood is an engine with extra muscle—just what you need under load. And a durable, integral body-frame structure with corrosion-resistant underbody parts makes Falcon long on wear—short on care.

When you install options recommended in the table below, your Falcon will easily tow trailers up to 2,000 pounds and accommodate a static tongue load up to 200 pounds.

Three spirited engines, ranging from a 120-hp, 200-cu. in. Six to a new 225-hp, 289-cu. in. 4V V-8, along with the new optional SelectShift Cruise-O-Matic that lets you drive automatically or manually, furnish ample power teams for Class I towing requirements. See your Ford Dealer for any one of seven dashing new Falcons properly equipped to suit your trailering pleasure. It's a beautiful way to be thrifty!

1967 FALCON TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I	
	Up to 1000 lb.	1000 to 2000 lb.
Fully Loaded Trailer Weight	Up to 1000 lb.	100 to 200 lb.
Static Tongue Load	Up to 100 lb.	100 to 200 lb.
RPO Equipment	Minimum	Recommended
Engine—cu. in.	200 Six	289 V-8 2V or 4V
Transmission	SelectShift Cruise-O-Matic	SelectShift Cruise-O-Matic
Axle Ratio	3.20:1	3.00:1 or 3.25:1
Radiator and/or Fan	Standard	Extra Cooling Package
Tires (Station Wagon)	Standard	Standard
(All Others)	Standard	7.35 x 14 (4 PR)
Suspension (springs and shocks)	Standard	Standard
Brakes	Standard	Power
Brake Lining	Standard	Standard
Steering	Standard	Power
Alternator	Standard	Heavy Duty
Battery	Standard	Heavy Duty
Turn Signal Flasher	Non-Load	Non-Load
Hitch	Rotunda	Rotunda*

*Recommend using load-equalizing-type hitch with trailers close to 2000 lb. and 200 lb. tongue loads.



*For outdoor adventure . . .
answer the call of the*

1967 Mustang!

Heed the call three adventurous ways—hardtop, convertible, fastback . . . each longer, with a wider tread for better road grip.

Standard in '67: comfy bucket seats • carpeting • easy-care all-vinyl interiors • floor shift • Ford Motor Company Lifeguard-Design Safety Features, and more. Options trailerists like: a hefty new 390-cu. in. engine • SelectShift Cruise-O-Matic that also works like a manual • power front disc brakes.

Installing the Class I Rotunda hitch and recommended items listed below will enable your Mustang to tow a gross trailer weight up to 2,000 pounds with a static tongue load up to 200 pounds. Installation of the equalizer hitch is not recommended.

You have your pick of five engines, a 120-hp Six and four V-8's up to a 320-hp, 390-cu. in. V-8, and can team one with the SelectShift Cruise-O-Matic transmission to handle lightweight towing.

Visit your Ford Dealer soon. Let him help you answer the call to outdoor adventure—Mustang style!

1967 MUSTANG TOWING RECOMMENDATIONS

	SAE CLASS I TRAILERING Gross Trailer Weight up to 2000 lb. Static Tongue Load up to 200 lb.	
	Required	Recommended
Minimum Engine—cu. in.	200 Six	289 V-8
Transmission	SelectShift Cruise-O-Matic	SelectShift Cruise-O-Matic
Engine Cooling	Extra Cooling Radiator	Extra Cooling Radiator
Axle Ratio*	3.20:1	3.00:1 or 3.25:1
Tires	6.95 x 14	Standard
Brakes	Power	Power
Steering	Power	Power
Alternator	Heavy Duty	Heavy Duty
Battery	Heavy Duty	Heavy Duty
Hitch	Rotunda	Rotunda

*When maximum loads are towed.

Trailering Tips

It's Easy! Easy trailering begins with the proper tow car, the proper hitch, and a trailer loaded for more-or-less even weight distribution. In about half an hour, anyone who can drive a car can tow a trailer. Backing calls for some practice, but it's mainly a matter of allowing for the extra length, and remembering that the trailer will turn in a direction opposite that of the car's wheels.

You can practice parking a trailer in a supermarket lot on a Sunday or holiday. Or, tow your trailer out on a seldom-used side road for parking practice until it comes readily.

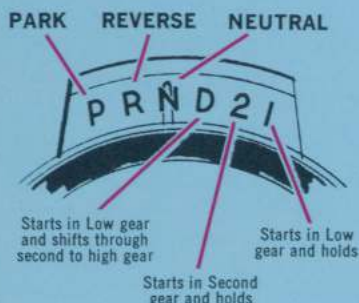
AS YOU DRIVE. Before leaving the curb, be sure you have ample clearance. Use your side mirrors, apply power slowly, evenly, and avoid over-acceleration.

Take corners wider than you do without a trailer. Avoid coming too close to parked cars, poles and gasoline pumps.

MANUAL SHIFTING TECHNIQUES. Under normal driving conditions, the automatic transmission shift points are controlled by throttle position and load. When pulling a travel trailer, other driving techniques—once understood—will prove to be advantageous.

Under loaded conditions or on hilly terrain, manually shifting the transmission can be beneficial as it will ease the added load on the engine and transmission converter and help prevent engine or converter overheating.

With the shift lever in "D" position, the transmission upshifts and downshifts automatically through the three gears depending on car speed, engine speed and throttle movement. In "1" position, the transmission starts and remains in low gear until you shift to "2" or "D." You therefore can start in "1" (Low), then shift into "2" (Second) and then into "D" (High). Or, if the road surface is slippery, and reduced rear wheel torque is



required, the transmission can be started in "2" (Second), then upshifted to "D" (High) once the car is moving at a reasonable speed. Or, if driving in "D" and extra engine braking is desired, the transmission can be downshifted to "2" or "1" with complete protection. When downshifting to "1," the transmission will remain in "2" until a road speed of about 25 mph is attained. (*Avoid exceeding 30 mph with the transmission in low gear.*)

Note: You should familiarize yourself with the specific automatic shift points under load and road speeds. This will help you take full advantage of high engine torque and manually shift smoothly, when conditions call for it.

STOPPING. Stop smoothly and gradually to maintain good control of your trailer. Keep a "safe distance" behind the vehicle ahead (one car and trailer length for each 10 mph) for ample stopping room.

TURNING. Allow for more clearance by driving slightly beyond the turning point before you turn the wheel. Also, slow down well before reaching a turn. It saves gas and reduces brake lining wear. It also helps car and trailer track on curves with a minimum of steering effort. Always signal your intention to turn.

BACKING UP. Practice here will help. Back very slowly and remember that the back of the trailer will move to the opposite side from the back of the tow vehicle. Don't turn the steering wheel too much or hold it turned

too long. Make small corrections as needed.

One tip for controlling direction: put your hand on top of the steering wheel. To back the trailer to the left, move your hand (and steering wheel) clockwise. To back the trailer to the right, move your hand (and steering wheel) counterclockwise.

PASSING. With a trailer you take up more road space and have less acceleration capability, so allow for more distance and more time when you want to overtake a car. Be sure there's ample clear distance ahead before you start. After passing, allow enough clearance for your trailer before you signal and move back into your proper lane. Avoid quick maneuvers which may sway or tilt the trailer and make control difficult.

BEING PASSED. When a bus or semi-trailer passes you, air turbulence may make your car and trailer swerve. Avoid applying the brakes. Instead, maintain speed and apply steady offsetting steering pressure. Accelerating slightly may help. When a vehicle on your side passes, yield space ahead to permit the passer's reentry into your lane.

SKIDS. By turning front wheels in the direction of the skid, you can counteract the skid. If the car's rear wheels skid to the right, turn the steering wheel clockwise to the right. Also, apply trailer brakes independently. Don't apply vehicle brakes until the skid is reduced, then apply the brakes lightly.

SAFETY TIP (ON LONG CLIMBS). If overheating occurs, pull off the road, come to a stop, but do not turn off the ignition. Shift transmission into "PARK" or "NEUTRAL" and run the engine at fast idle until engine temperature returns to normal. *Do not remove the radiator cap until the cooling system has returned to normal.*

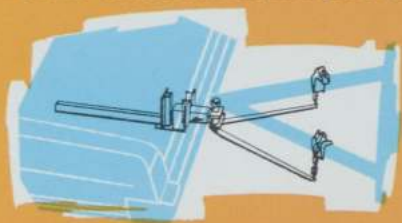
Some pointers on Trailer Hitches

While there are many types of coupling devices, each with special applications, Ford recommends only the use of trailer hitches that attach to the vehicle frame. For your guidance, hitch installation diagrams covering all Ford vehicles are available on request through your nearest Ford Dealer.

With static tongue loads under 200 pounds, the connection can be a simple hitch attached to the frame. For heavier static tongue loads, a load-equalizing-type hitch is required.

Frame Hitch (load-equalizing type)

When tongue load will exceed 200 pounds, it is necessary to install a load-equalizing-type hitch. This hitch, attached to the frame, distributes part of the trailer tongue load to each of the vehicle wheels and part of

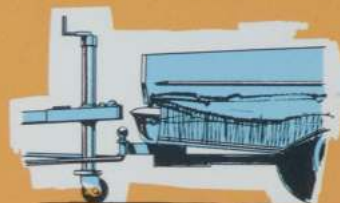


it back to the trailer wheels. It therefore equalizes the tongue load (weight resting on the hitch) to both the trailer and towing vehicle wheels. This keeps the towing vehicle and trailer level for easier handling, more comfortable and safer traveling.

Most equalizing-type hitches can be adjusted for height when installed so that the trailer will ride level with the towing vehicle.

Note: Axle hitches are not recommended.

Hitching the Trailer. Use the trailer jack to raise the trailer coupling above the towing ball.



Back the towing vehicle into place and lower the trailer coupler over the ball and lock. Next, raise the trailer front end and rear of the towing vehicle high enough on the trailer jack to install both torsion arms into position and secure the hitch pins, electric or hydraulic connections and safety chains.

Safety Chains. Connect chains so that the slack on each side is the same. Leave enough slack on each side to permit proper turning. Crossing chains under the tongue will prevent the tongue from dropping to the road and will help maintain control in case there's a coupling failure.

Use only coil-steel welded chain. Do not do any welding on the chain. Use it as it comes from the chain manufacturer. Here are chain size specifications:

Class I Trailers—
trade size: $\frac{3}{16}$ inch

Class II Trailers—
trade size: $\frac{1}{4}$ inch

Class III Trailers—
trade size: $\frac{5}{16}$ inch

Unhitching the Trailer. Unhitching is easy when the proper sequence is followed. Use the trailer jack to raise the trailer front as you do when hitching up. This releases tension on the torsion arms and allows removal of the hitch components.

CAUTION: Never try to release components until all tension is off the torsion arms.

Next, lower the coupler, release the towing ball and then unhook all other connections.

When you decide to park your trailer, lower the trailer jack until the trailer is reasonably level. Inside appliances, such as an LP-Gas refrigerator, must be level to work properly. Leveling jacks, a normal part of trailer equipment, make it easy for you to get the trailer level.



Light Duty Truck Trailering

In certain aspects, trailer towing with a light-duty truck differs from passenger car trailering. But determining the size or truck model required for towing a trailer is easy if you follow these basic steps:

1. Know the weight of the load the truck will carry (camper body, equipment, hitch, supplies, etc.).
2. Determine the gross weight of the trailer equipped for the road. Add 20% of the trailer weight to that of the load the truck will carry. (This provides for trailer tongue load which normally is about 10% of the trailer weight when properly loaded, and is doubled to compensate for trailer brake torque reaction through the trailer hitch.)

3. Select a truck with ample capacity to carry the load determined by steps (1) and (2) above.
4. Be sure the weight of the trailer doesn't exceed 75% of the truck GVW* rating. *GVW (gross vehicle weight) equals total weight of the truck including the vehicle and its load.
5. Trailers weighing over 1,200 lbs. should be equipped with electric or other suitable brakes.

All Ford Trucks equipped with the Camper Special Package—or the equipment recommended for camper application in this brochure—are suitable for towing trailers as outlined above. See Truck Towing Recommendations on page 11.

Carefree camping in a 1967

Ford Econoline Van & SuperVan



Discover how much fun camping can be in a popular, practical Econoline—America's No. 1 Van . . . or in the Econoline SuperVan. Either van can sleep two adults and two children comfortably, or sleeps more with an expanding roof-top for stand-up headroom and space for an extra bunk. Best of all, each camper van slips into a tight budget as easily as it heads for a restful, secluded campsite.

In addition to beds, conversion units include wardrobe, stove, table, sink, refrigerator, cupboards and portable toilet. Interiors are attractively finished with color-keyed upholstery and curtain materials.

You also will like the smooth-running Econoline's

cab-forward design with picture-window visibility. Its 90-inch wheelbase and short turning radius let you park and maneuver easily even in heavy traffic.

Spirited performance stems from the recommended optional 240-cu. in. Six (150 eager horses) that can be teamed up with a fully synchronized 3-speed manual or optional SelectShift Cruise-O-Matic transmission that provides complete manual control or 3-speed automatic shifting. Other popular options include a manual radio and GVW packages up to 4,930 lb.

Ask your nearest Ford Dealer for help in getting the value-packed Econoline you want. More carefree, fun-filled hours of camping pleasure will be your reward!

1967 ECONOLINE VAN AND SUPERVAN

Recommended Equipment for Camper Conversion Units

GVW Package 4930 lb.

Includes:

3050-lb. rear axle
1075-lb. front springs
1230-lb. (1400-lb. SuperVan) rear springs
Front stabilizer bar
7.00 x 14 8PR truck-type tires
Heavy-duty underbody structure

Engine	240 Six
Transmission	3-speed Cruise-O-Matic
Axle, Rear	Limited-Slip Differential
Alternator	HD 55 amp.
Brakes	HD Front & Rear 10 x 2.50
Battery	HD 55 amp-hr, 66 plates
Shock Absorbers (Front & Rear)	HD double-acting, telescopic

1967 Ford F-250 Camper Special

Total fun with no reservations

Seasoned campers know the Ford CAMPER SPECIAL has an impressive edge in built-in heavy-duty features you need for carefree camping: heavy-duty springs, extra cooling radiator, oversized alternator and battery. You also will like Ford's unrivalled smooth ride and remarkable handling which stem from the unique Twin-I-Beam front suspension.

Women drive the F-250 easily—a big help on long camping trips. Even with bulky camper bodies, Twin-I-Beam reduces side sway for surefooted stability on winding roads or unpaved byroads. Good anti-dive traits make braking and stopping safer.

A new 131-inch wheelbase, just right for up to a 10½-foot cab-over camper, distributes weight more evenly for passenger-car smoothness. You can tour anywhere, any season, in spacious home comfort.

Colorful new interiors are roomier, more luxurious, more comfortable . . . and you have a choice of three: *Standard Cab*, *Custom Cab*, or *Ranger*, the ultimate in Styleside pickup luxury.

Under the hood, there's a choice of a big 300-cu. in. Six or powerful 352-cu. in. V-8 to keep you going all day long. Either of two transmissions gives you smooth shifting . . . 4-speed manual or the new SelectShift Cruise-O-Matic with full manual control or 3-speed automatic shifting. And you can customize your Camper Special further with power steering, power brakes, tinted glass, or a manual radio, all designed to assure you of total fun with no reservations.

Standard Camper Special safety items include seat belts, padded dash and sun visors, 4-way emergency lamp flasher, backup lights, dual master cylinder hydraulic brake system, windshield washers and 2-speed wipers, dual bright-metal Western-type rearview mirror, double-yoke safety door latches, and more.

Refer to the F-250 Camper Special Package and minimum required optional equipment outlined on the facing page. Best of all, hurry to your nearby Ford Dealer for your Ford Camper Special—top choice of those who know camping best.



Camper Special Package for F-100/250/350 Series

Camper Special Package Includes:

- 70 ampere-hour battery
- Oil pressure gauge
- Ammeter
- Deluxe fresh air heater
- Dual electric horns
- Dual bright-metal 6" x 10" Western-type mirrors
- Extra cooling radiator
- Extended tailpipe
- Camper wiring harness*
- Rear shock absorbers for F-350
- "Camper Special" emblems

*Includes 12-volt, 5-wire (identified) sealed cable without connectors for camper body interior and exterior lighting

Minimum Optional Equipment Required. The chart below shows the minimum equipment required for use with the Camper Special Package. The equipment shown does not necessarily represent the maximum equipment obtainable and in many cases additional optional equipment is available for maximum camper loads and applications.

MODEL	F-100 (131" wb.)	F-250	F-100 4x4 (131" wb.)	F-350 SR	F-350 DR
Engine	300 CID Six or 352 CID V-8			352 CID V-8	
Transmission	4-Spd. or Cruise-O-Matic			—	
Alternator	55 Amperes				
Fuel Tank#	25 gal. w/ or w/o standard tank (includes stone shield)				
Springs (lb.) Front Rear Aux.	1175 w/Six; 1250 w/V-8		—	—	—
	1250 —	2450 —	1650 —	2400 —	3000 550
*Tires—Front Rear and Spare	8.15 x 15 8PR PT 8.15 x 15 8PR PT or	8.00 x 16.5 6PR† 8.00 x 16.5 10PR† or	8.15 x 15 8PR PT 8.15 x 15 8PR PT or	8.75 x 16.5 10PR 8.75 x 16.5 10PR or	8.00 x 16.5 6PR 8.00 x 16.5 10PR or
Front Rear and Spare	7.00 x 15 6PR 7.00 x 15 6PR	7.50 x 16 6PR‡ 7.50 x 16 8PR‡	7.00 x 15 6PR 7.00 x 15 6PR	7.50 x 16 6PR 7.50 x 16 10PR	7.50 x 16 6PR 7.50 x 16 6PR
Max. Camper Length	8 ft.	10½ ft.	8 ft.	w/135" wb., 11 ft. w/159" wb., 12 ft.	w/135" wb., 12 ft. w/159" wb., 14 ft.

Notes: †For Maximum GVW 8.75 x 16.5 10PR or 9.50 x 16.5 8PR front, rear and spare
‡For Maximum GVW 7.50 x 16 10PR front, rear and spare, or rear and spare

#Except F-100 4x4

PT = Passenger-type; all others are tube-type

*Includes HD brakes on F-250

F-100/250 Styleside Ranger Features

Exterior: Bright-metal:

- Front bumper
- Windshield and backlight moldings
- Drip rails
- Grille and headlight frame assembly
- Front and rear wheel lip moldings
- Rocker panel moldings
- Tailgate moldings and latch handle
- Hub caps
- Taillight bezels
- Ranger emblem

Interior:

- Color-keyed clothlike vinyl Custom seat— red, blue, green or parchment
- Bright-metal seat pivot arm covers
- Deluxe seat belts w/retractors
- Color-keyed carpeting
- Custom instrument cluster face and bright-metal instrument panel molding
- Door courtesy light switches
- Color-keyed vinyl door trim panels w/bright-metal moldings
- Bright horn ring
- Cigar-cigarette lighter
- Bright headlining retainer molding
- Arm rests on both doors
- Bright-metal rearview mirror bracket

TRUCK TOWING RECOMMENDATIONS (MINIMUM OPTIONAL EQUIPMENT)

TRAILERS up to (LB.)	1200	2000	2500	3000	3500	4000	5000
Bronco	—	Extra Cooling	HD Rear Springs Extra Cooling	289 V-8 HD Rear Springs Extra Cooling	289 V-8 GVW Pkg. Extra Cooling	Not Recommended	Not Recommended
Ranchero	—	Extra Cooling	289 V-8 Extra Cooling HD Suspension Pkg.	289 V-8 Extra Cooling HD Suspension Pkg.	390 V-8 Extra Cooling HD Suspension Pkg.	Not Recommended	Not Recommended
Econoline	—	Extra Cooling	240 Six 3050 Rear Axle 1230 Rear Springs	240 Six 4930 GVW Pkg.	Not Recommended	Not Recommended	Not Recommended
F-100 (4x2, 4x4)	—	Extra Cooling	Extra Cooling 1250 Rear Springs	Camper Special Pkg.	352 V-8 Camper Special Pkg.	Not Recommended	Not Recommended
F-250	—	Extra Cooling	Extra Cooling	300 Six or 352 V-8 Extra Cooling HD Brakes	352 V-8 Camper Special Pkg.	352 V-8 Camper Special Pkg.	352 V-8 Camper Special Pkg.
F-350	—	—	—	300 Six or 352 V-8	352 V-8 Rear Shock Absorbers	Camper Special Pkg.	Camper Special Pkg.

Notes: Minimum equipment recommended above provides towing performance. The additional options at right also should be considered for improved performance and convenience. Ask your Ford Dealer to recommend adequate tires and the rear axle ratio appropriate for your operation.

- Limited-slip differential
- SelectShift Cruise-O-Matic transmission
- Power steering

- Power brakes
- Extra capacity battery
- Extra capacity alternator



1967 Ford F-350

**now with Twin-I-Beam ride and handling ease
for big 14-foot campers!**

Ford's new F-350 Camper Special now features new Twin-I-Beam front suspension for smoother, carlike travel . . . and remarkable handling ease on even the roughest trails. A more spacious new cab also offers you a degree of riding comfort never before attained in big, heavy-duty camper rigs.

The new, longer 159-inch wheelbase, ideally suited for up to 14-foot camper coaches, provides increased floor space and lends itself nicely to a walk-through provision between the coach and driving compartment. With dual rear wheels, most camper body designs can be accommodated. A 135-inch wheelbase F-350 also is available for carrying up to 12-foot campers.

SIX-MAN CAB (available on Special Order) Hunters and fishermen, who seldom travel alone, will welcome the F-350 six-man cab which can carry up to a 10½-foot-long camper (Flareside, Chassis-Cab models).

Standard safety items include seat belts, padded

dash and sun visors, 4-way emergency lamp flasher, backup lights, dual master cylinder hydraulic brake system, windshield washers and 2-speed wipers, exterior rearview mirrors, double-yoke safety door latches, and more.

You can add more luxury with the optional Custom Cab which features a deep foam-cushioned seat for three, arm rests, cigar lighter, bright-finish interior touches, a bright-metal grille and headlight assembly, and other refinements.

Driving will be more effortless with the smooth power of a big 352-cu. in. V-8. You can team the engine up with the smooth-shifting 4-speed manual or the new SelectShift Cruise-O-Matic with full manual control or 3-speed automatic shifting. Camper Special equipment listed on page 11 will provide you with top performance and durability. See your Ford Dealer for complete details and help in securing the F-350 you want for your own brand of big camping fun.

1967 Ford F-100 Pickup Camper Special



Go where the fun is . . . have more fun going in a 1967 Ford F-100 pickup with the Camper Special Package. F-100's new, longer 131-inch wheelbase handles the weight of an 8-foot self-contained camper easily. Twin-I-Beam front suspension means a smoother ride with carlike maneuverability.

Engines? Choice of the big 300-cu. in. Six or the extra-muscle 352-cu. in. V-8! Team either one up with the 4-speed manual or the new SelectShift Cruise-O-Matic, with full manual control or 3-speed automatic shifting. See page 11 for Camper Special Package details. Then consult your nearest Ford Dealer.

1967 4-Wheel-Drive Ford F-100 Versatility!

If you want to spread your wings and camp far off the beaten track, you can do it best in the rugged new 4-wheel-drive F-100! A new, longer 131-inch wheelbase carries up to 8-foot campers comfortably . . . handling is precise and you have ample clearance for navigating the wildest terrain.

Surefooted stability comes from the durable Mono-Beam front suspension. There also are 8-foot Styleside and Flareside pickup boxes, a single-speed transfer case, 4-speed transmission, and more.

Choose either the 300-cu. in. Six or the 352-cu. in. V-8 to power your off-the-road fun. Page 11 has applicable specifications. Your Ford Dealer will be glad to help you!



1967 Ford Fairlane Ranchero

... step out in style!

RANCHERO TOWING RECOMMENDATIONS

TRAILERS UP TO				
1200 LB.	2000 LB.	2500 LB.	3000 LB.	3500 LB.
—	—	289 V-8	289 V-8	390 V-8
—	Extra Cooling	Extra Cooling	Extra Cooling	Extra Cooling
—	—	HD Suspension Package	HD Suspension Package	HD Suspension Package

The following items also are recommended for improved performance and convenience:

- Limited-slip differential
- SelectShift Cruise-O-Matic transmission
- Extra capacity alternator
- Power steering
- Power brakes
- Extra capacity battery

1967 Fairlane Rancheros radiate a luxury all their own. Three new series—Fairlane, Fairlane 500 and Fairlane 500/XL—combine fine carlike styling and luxury with the performance and all-around utility of a pickup. It presents a beautiful way to step out in style for work or play.

Inviting new interiors accent a new high in comfort and convenience. Further elegance and luxury refinements are available with Fairlane 500 and 500/XL trim and comfort features. Favored options include power steering, push-button radio, tinted glass, and the SelectAire Conditioner.

For camper hauling, choose either the 289-cu. in. or 390-cu. in. V-8 engines coupled with the 4-speed manual or SelectShift Cruise-O-Matic transmissions. Your nearby Ford Dealer is the man to see for help in camping Ranchero style!



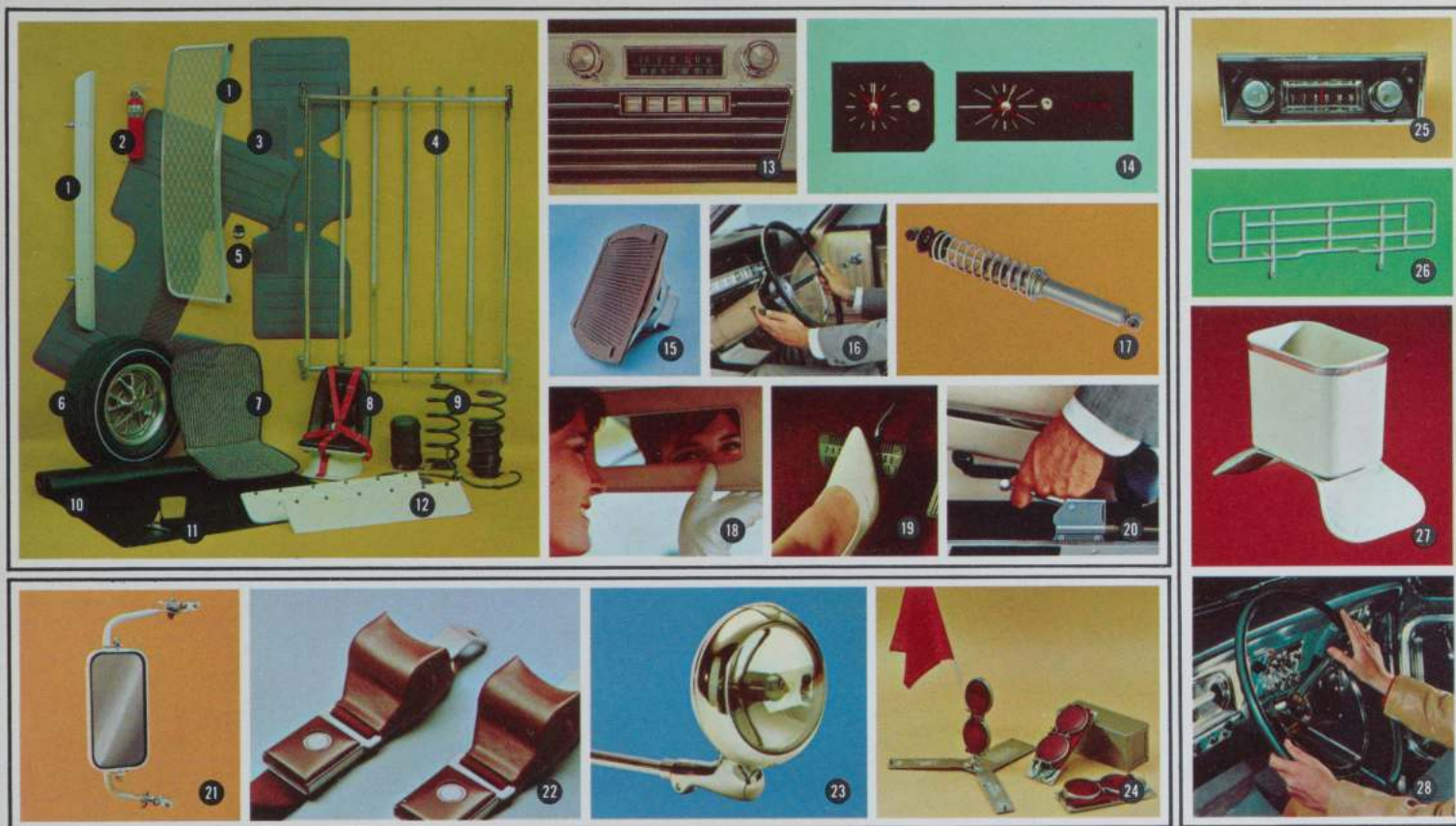
1967 Ford Bronco

just right for here, there, anywhere!

Newest member of the Ford fun fleet, versatile 4-wheel-drive Bronco does what you want it to do—wherever you want to do it. It cruises smoothly, quietly, comfortably at turnpike speeds and handles superbly on cross-country trips. Mud, snow, sand . . . back roads or no roads won't stop your fun. Bronco will take you most anywhere you want to hunt, fish, camp, or just get away from it all.

And now you have a choice of five Broncos—Wagon, Pickup, Roadster, Sport Wagon and Sport Pickup.

Each has the stamina you want for go-anywhere fun. A big 170-cu. in. Six or optional 289-cu. in. V-8 gives you brilliant response through a fully synchronized 3-speed transmission and quiet through-drive transfer case to both front and rear axles. Ford's unique Mono-Beam front suspension smooths out the bumps; ample ground clearance, wide-tread front and rear axle, and a tight turning radius give you amazing agility. Start your Bronco fun with a test drive at your nearest Ford Dealer's soon!



1967 Ford Options and Accessories add smiles to miles

Enjoy more smiles per mile, more fun without a fancy price tag with modestly priced items listed here. Options and accessories also help make your Ford car or

truck worth more at trade-in time. Your Ford Dealer will be happy to help you with your selection for easier, more comfortable driving.

1 Rear window screen, air deflector—Mesh screen, reinforced with heavy screen set in aluminum frame, provides full ventilation, protects against insects.

2 Fire extinguisher—Dry chemical type, 2 $\frac{3}{4}$ - or 5-lb. size, effectively puts out flammable liquid or electrical fires.

3 Floor mats, front and rear—Protect carpeting with durable, easy-to-clean mats. Clear vinyl or choice of colors available.

4 Luggage rack—Rugged, low-silhouette roof rack of chromed steel (wagons only) holds extra cargo securely. Black vinyl-coated zipper cover also available.

5 Compass—Ford precision compass mounts on windshield, dash or garnish molding. Penlight cell illumination for night readings.

6 "Tailored Tires"—Wide-Oval (Ford, Fairlane, Mustang) put more rubber on road for better grip.

7 Vented cushions—Added comfort that lets you sit cool on even the hottest days.

8 Child's car seat—Child's car seat scientifically designed for proper body support and soft, comfortable riding quality.

9 Ford air springs (Ford only)—Inflatable air bags added to rear coil spring suspension give extra support for heavy loads. Varying air pressure stiffens or softens rear suspension for proper support and ride.

10 Rear deck cargo mat (station wagons)—Extra protection. Durable, easy to clean, choice of colors.

11 Right-hand sideview mirrors—Wide variety of sizes, shapes . . . positive-friction mountings.

12 Mud and stone deflectors—All-new, tire-type rubber for long wear. Helps protect trailer exterior from stone chips.

13 AM/FM radio—Choose Ford quality AM/FM or AM radio for instant-response enjoyment. Two-way radio also available.

14 Electric clocks—Stylish, dependable, all-electric, self-regulating, night-illuminated.

15 Rear seat speaker—Enjoy hi-fi sound with a radio rear speaker.

16 Fingertip Speed Control—Ford, Mustang are set by means of controls located on turn signal indicator. Keeps travel rate constant without foot on accelerator, cuts off automatically when brakes are applied. Thunderbird has Highway Pilot Control which sets by means of controls on steering wheel arms.

17 Shock absorbers, Load-Leveler, rear—Help avoid rear-end sag and bottoming under heavy loads. Consists of two HD rear shocks with large, sturdy coil springs.

18 Sun visor vanity mirror—Good grooming extra that delights any woman. Large rectangular mirror that clips on sun visor, easy to get at, easy to use.

19 Power brakes—Vacuum assisted; cuts braking effort in half; stops with the touch of your toe.

20 Trunk lid release—Lets you unlock trunk from driver's seat. Handy remote-control lever pops lid open.

21 Outside rearview mirrors—Western type for extra safety and driving ease, right-hand and left-hand (included w/Camper Special Package).

22 Seat belt retractors—Roll up seat belts when you stop, and tuck them neatly out of the way (optional on F-Series, standard on Ranger and Ranchero).

23 Spotlight—Read road signs easier, spot empty campsites, road hazards on backwoods trails. Easily operated from inside.

24 Highway Emergency Kit—Provides warning to protect you during roadside emergencies.

25 AM radio—Superb reception plus a unique tone control. Keep posted on news, weather, road conditions as you travel.

26 Brush-type grille guard—For roughing in the woods, protects radiator and grille.

27 Litter basket—Vinyl, silver-trimmed with weighted base, stays in place. Choice of five colors.

28 Power steering—Only fingertip effort, yet you retain complete control. Makes parking easier than ever. Available all cars, Fairlane Ranchero, F-100 and F-250 Series.

Wise campers avoid overloads!

Camping families seldom travel light. Hunters and fishermen seldom travel alone. So most outdoor enthusiasts will place luggage, camping equipment, extra fuel for outboard motors, the motor itself, and other items in their boat, travel trailer or pickup camper. Some even carry a boat on a house trailer or camper. The weight of everything put on or in a trailer or pickup camper should be included in figuring the total load. Truck gross vehicle weight rating (GVW) as indicated by the manufacturer should never be exceeded. Optional or specified heavy-duty components should be a paramount consideration.

Wise campers, of course, keep load-capacity limits in mind and always avoid overloads. They know excessive loading can affect vehicle life and may limit outdoor fun. The table below of approximate weights will serve as a guide in equipping your car-trailer or pickup-camper rigs properly. It also will help you enjoy maximum fun on your outings.

ITEM	APPROXIMATE WEIGHT (lb.)
Hitch (Class I towing, up to 2000 lb.)	80
Hitch (Class II towing, up to 3500 lb.)	105
Hitch (Class III towing, up to 5000 lb.)	125
Extra fuel tank w/25 gal. fuel	215
Extra water tank w/20 gal. water	200
Spare LP tank, filled	50
Spare storage batteries	100
Food (canned goods, utensils, ice, soft drinks, etc.)	220
Clothing—4 people (hunters, fishermen, vacationers)	100
Sports gear (fishing tackle, guns, surfboards, skin-diving gear, skis, ski poles, ski boots, boot racks, camera)	250
Tire chains, tow chain, tool box	100
Tote Goat, lightweight motorcycle	200
Aluminum boat, 5-hp outboard	180
4 passengers (two adults, two children), average	600
Golf bags, clubs, caddy carts (2)	100

New Warranty Protection from Ford

24 months/24,000 miles—5 years/50,000 miles

Ford Motor Company warrants to owners that Ford or Lincoln-Mercury dealers, using genuine new Ford or Ford Authorized Reconditioned parts, will repair or replace, free of charge including related labor, the following parts in Ford-built vehicles which are found, in normal use and within the following time and mileage limits (whichever comes first), to be defective in either workmanship or materials: (a) any part of any vehicle within 24 months or 24,000 miles, and (b) Power Train parts in any car or light truck, and Suspension or Steering parts in any car (except Broncos), within 5 years or 50,000 miles.

Power Train parts include: engine block, head and internal parts, water pump, intake manifold, transmission cases and internal parts, torque converter, driveshafts, universal joints, differentials, and driving axles and their wheel bearings. Suspension and Steering parts include all parts of the front and rear suspension systems, steering gear and linkage, power steering pump, road wheels and front wheel bearings and seals. Related items such as ignition, electrical, cooling, fuel and brake systems, engine or transmission controls or linkages, steering column and wheel, clutch assembly, shock absorbers or load leveling system are excluded. The owner is required to obtain certain maintenance services* and, every 12 months, a written certification from a Ford or Lincoln-Mercury dealer that he has presented evidence that such services have been performed.

The warranty does not apply to tires or tubes (adjustments are provided by tire companies), or to normal maintenance services or normal replacement of service parts such as filters, spark plugs, ignition points, wiper blades or brake or clutch linings, or to normal deterioration of soft trim, appearance items, hoses, belts or molded rubber or rubber-like items.

The warranty applies to vehicles normally operated in the U.S.A. and Canada.

*Every 6 months or 6,000 miles: change oil and oil filter; clean air cleaner, air filter and oil filter cap; check axle lube and transmission oil levels.

Every 12 months or 12,000 miles: replace air filter on closed crankcase ventilation systems; clean emission system and carburetor spacer; replace emission control valve and thermactor air filter.

Every 24 months or 24,000 miles: change engine coolant and check radiator hoses. Every 36 months or 36,000 miles: replace air filter; wiper blades; open crankcase ventilation systems; adjust automatic transmission bands; lubricate steering linkage and ball joints; clean and repack front wheel bearings.

WARRANTY ON CARS AND TRUCKS USED FOR TRAILER TOWING

When the recommendations for special equipment are followed for the indicated utilization, Ford's new-car or new-truck warranty applies to all Ford vehicles when towing trailers. However, should any part or parts of the vehicle be damaged as a result of abnormal trailer towing operation during the warranty period, repairs to such damaged part or parts would be considered the owner's responsibility.

Recreation-type models and equipment illustrated in this catalog are only representative of many available to you from individual manufacturers and through your Ford Dealer. Mention of these models and related equipment, other than Ford components, does not constitute an endorsement or guarantee by the Ford Motor Company.

Information and specifications published were in effect at the time of approval for printing. Models or equipment may be discontinued, or prices, specifications, or designs changed at any time without notice and without incurring obligation. Optional equipment and accessories, illustrated or referred to as options, optional or available in this catalog are at extra cost. For the selling price of a Mustang, Falcon, Fairlane, Ford, Bronco, Thunderbird or Ford Truck with the optional equipment and accessories you desire, see your Ford Dealer.

You're Ahead in a

Ford

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PRODUCTS OF

