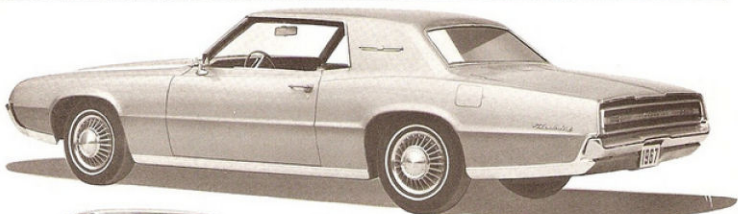


THUNDERBIRD HARDTOP



65A - 2-DOOR HARDTOP



EXTERIOR STYLING AND FEATURES

With its most dramatic styling change in history, the Thunderbird Hardtop in profile presents a long thrusting hood and a short rear deck that hints of a classic GT road car.

- From the front, the crisp lattice-work grille is deeply inset and outlined with thin bright-metal moldings on the top and sides. A slender Thunderbird ornament is set in the center of the grille. The grille is framed at the bottom by the new deep-sectioned bumper that blends into the sheetmetal. Headlights are completely concealed when not in use by doors at the outboard edges of the grille. The doors carry the grille texture and are almost unnoticeable when closed.
- From the side, body lines are smooth and flowing, blending together for an exceptionally clean and unified appearance. A bright-metal rocker panel molding runs full length from front to rear bumper. Unipane side and quarter windows are outlined by a thin bright drip molding and a slender windshield pillar molding. Standard wheel covers have a radial spoke design. Bright Thunderbird script on the quarter panel, and Thunderbird ornament on the wide, formal rear roof panel serve as product identification.
- At the rear, a full-width integrated taillight, stop light, back-up light, and sequential turn signal assembly present a low, wide appearance. It is framed all-around by a thin bright molding, and at the bottom by the rear bumper. An applique runs almost full width through the light assembly, and features Thunderbird emblems at the outboard ends and THUNDERBIRD in bright block letters in the center.

INTERIOR STYLING AND FEATURES

- Thunderbird's traditional "cockpit" styling motif is retained in the front compartment. Newly sculptured twin bucket seats have molded foam padding for exceptional comfort. Deep-pleated all-vinyl trim styles are featured on the seats. Luxury cloth-and-vinyl and leather-and-vinyl upholstery options are also available.
- Full-length console sweeps upward to merge with the instrument panel. The console contains a storage compartment at the front, and ash trays at the center and rear.
- All-vinyl door panels have full-length molded arm rests tastefully trimmed in bright metal. Combination courtesy/warning lights are inset in the door panels.
- Instrument cluster and controls are conveniently grouped directly in front of the driver. New Tilt-Away Steering Column is an exceptional comfort/convenience feature in all 1967 Thunderbirds.
- For a high comfort level interior, a new Comfort Stream Ventilation System is standard.
- Expanded list of safety features are standard. (see page 7)

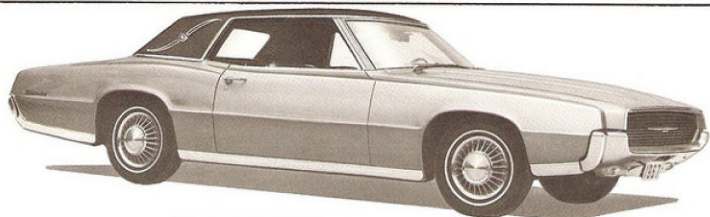


MAJOR SPECIFICATIONS

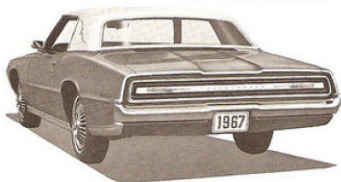
Wheelbase	115"
Tread - Front and Rear	62.0"
Length - Overall	206.9"
Width - Overall	77.3"
Height - Overall	52.8"
Usable Luggage Capacity	12.3 cu ft

Front Compartment Dimensions -	
Effective Head Room	37.1"
Maximum Effective Leg Room	41.5"
Hip Room	60.8"
Shoulder Room	57.8"
Curb Weight	4425 lbs

THUNDERBIRD 2-DOOR LANDAU



65B - 2-DOOR LANDAU



Completely redesigned and restyled on the outside with even more luxury inside mark the 1967 Thunderbird 2-door Landau model.

EXTERIOR STYLING AND FEATURES

- New deeply inset crisp lattice-work grille has slender Thunderbird ornament set in the center. Grille is framed in bright metal.
- Doors at the outboard edges of the grille conceal the headlights . . . doors open automatically when lights are turned on.
- New deep-sectioned front bumper blends into the body lines.
- Full wheel cutouts and radial spoke design wheel covers provide a low GT road car appearance. A wide bright-metal molding low on the body runs from bumper to bumper.
- The roof is vinyl covered and features a slender "S" bar on the broad roof rear pillar giving the car an elegant formal appearance.
- Unipane front door windows are used, and with the quarter window are framed in bright metal by the thin windshield pillar molding and the drip molding.
- Thunderbird in bright script is on the quarter panel.
- The full-width light assembly at the rear includes, tail-lights, stop light, back-up light, and Thunderbird's unique sequential turn signals. An applique almost full width of the light assembly has THUNDERBIRD in bright block letters in the center with Thunderbird emblems at each end.

INTERIOR STYLING AND FEATURES

- The newly sculptured twin bucket seats combine with the full-length center console to retain the traditional Thunderbird "cockpit" styling motif in the front compartment. The seats have molded foam padding with deep-pleated all-vinyl trim. Trim options of luxury cloth-and-vinyl, and leather-and-vinyl are also available.
- The console sweeps upward at the front to merge with the instrument panel, and contains a storage compartment, and front and rear ash trays.
- Door panels are all-vinyl with bright trim and feature combination courtesy/warning lights. Full-length molded arm rests mate with a similar contoured section in the rear quarter.
- Engine instruments, speedometer and clock are located in four large pods directly in front of the driver. The instruments and all controls are illuminated with a soft green light. New Tilt-Away Steering Column provides Thunderbird drivers with exceptional comfort and convenience.
- A new Comfort Stream Ventilation System contributes to interior comfort.
- An expanded group of safety features provide added protection for driver and passengers. (see page 7)



MAJOR SPECIFICATIONS

Wheelbase	115"
Tread - Front and Rear	62.0"
Length - Overall	206.9"
Width - Overall	77.3"
Height - Overall	52.8"
Usable Luggage Capacity	12.3 cu ft

Front Compartment Dimensions -	
Effective Head Room	37.1"
Maximum Effective Leg Room	41.5"
Hip Room	60.8"
Shoulder Room	57.8"
Curb Weight	4435 lbs

THUNDERBIRD 4-DOOR LANDAU



57C-4-DOOR LANDAU



"Unique in all the world" best describes the all-new, all-different 1967 Thunderbird 4-door Landau model. This all-new addition to the Thunderbird lineup combines smooth and flowing body lines with luxurious interiors that will place it near the top of America's finest automobiles.

EXTERIOR STYLING AND FEATURES

- The new deeply inset lattice-work grille framed in bright metal gives the front end a clean, smooth, uncluttered appearance. Dual headlights, when not in use, are concealed by doors at each side of the grille. Deep-sectioned front bumper blends smoothly into the body sheetmetal.
- A bright-metal molding runs full length from front to rear bumper. Unique vinyl-covered greenhouse features a slender "S" bar on the broad rear pillar. The rear doors are hinged at the rear pillars, opening at the center post. This convenient design makes entering or leaving the rear compartment extremely easy. Standard wheel covers feature a radial spoke design.
- The full-width assembly of the rear houses the taillights, stop lights, back-up lights, and Thunderbird's unique sequential turn signals. A bright applique running nearly full width of the light assembly has Thunderbird emblems at each end with THUNDERBIRD in block letters in the center.
- A Thunderbird emblem in the center of the grille, and bright Thunderbird script on the quarter panels provide product identification.

INTERIOR STYLING AND FEATURES

- The 4-door Landau model features Thunderbird's traditional "cockpit" styling motif in the front compartment with sculptured bucket seats and center console. The seats have molded foam padding with deep-pleated all-vinyl trim. Luxury cloth-and-vinyl, and leather-and-vinyl trim options also are available.
- The console in the 4-door model is shorter so that full-width conventional bench seat will accommodate three passengers comfortably in the rear seat.
- Door panels are all-vinyl with molded full-length arm rests. Combination courtesy/warning lights are inset in all four doors.
- New Tilt-Away Steering Column provides the Thunderbird driver with outstanding comfort and convenience.
- The new standard Comfort Stream Ventilation System will mean greater passenger comfort and quieter interiors in the '67 Thunderbird.
- Extra protection for the Thunderbird driver and passengers is provided by an expanded safety package that is standard on all models. (see page 7)



MAJOR SPECIFICATIONS

Wheelbase	117"
Tread - Front and Rear	62.0"
Length - Overall	209.4"
Width - Overall	77.3"
Height - Overall	53.8"
Usable Luggage Capacity	12.3 cu ft

Front Compartment Dimensions -	
Effective Head Room	37.7"
Maximum Effective Leg Room	41.5"
Hip Room	60.8"
Shoulder Room	57.8"
Curb Weight	4545 lbs

THUNDERBIRD POWER TEAMS

POWER TEAM AVAILABILITY

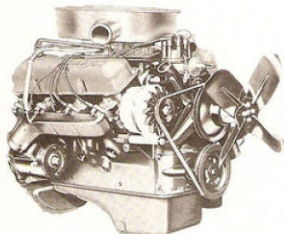
All 1967 Thunderbird models are available with the standard 390 4v V-8, or the optional 428 4v V-8 engine. The standard transmission with either engine is the smooth operating Select Shift Cruise-o-Matic.

ENGINES

The famous Thunderbird 390 4-barrel carburetor V-8 engine is carried over from 1966 as the standard power plant. A highly dependable engine, providing strong power and acceleration, this engine uses premium gas. The 390 has quiet working hydraulic valve lifters and incorporates the advantages of precision-cast construction — cast iron durability with the lightweight advantages associated with uniform wall casting.

Improvements for 1967 include a newly designed Ford 4-barrel carburetor conceived and developed at Ford after considerable design and test work. While its appearance is similar to the 1966 carburetor, internal improvements produce the following benefits:

- Better hot starts.
- Smoother, more stable idle characteristics.
- Automatic choke operation is more positive.
- All-round better performance.



THUNDERBIRD "390" V-8

The 428-cubic-inch 4-barrel carburetor V-8 is available as an engine option on all Thunderbird models. This husky V-8 has special appeal for the performance enthusiasts, because of its commanding acceleration and superb passing ability. Like the

standard engine, the 428 uses premium gas, has hydraulic valve lifters and has the same precision-cast benefits. The new 4-barrel carburetor, with all its advantages, also applies to this engine.



SELECT SHIFT CRUISE-O-MATIC

TRANSMISSION

The Thunderbird Select Shift Cruise-O-Matic is the latest word in modern automatic transmissions. This strong, dependable transmission transfers engine torque to the rear wheels through a hydraulic torque converter and 3-speed planetary gear box providing smooth and positive operation.



For 1967, the Thunderbird Select Shift Cruise-O-Matic transmission has been made more versatile than ever with the addition of "select shift" pattern. This arrangement permits either fully automatic operation or manually controlled 1-2-3 upshifts and downshifts. Advantages of this manual control feature downshifting or upshifting for purposes of acceleration or deceleration when on steep grades or pulling trailers, or whenever road conditions make it desirable to override automatic control.

THUNDERBIRD POWER TEAM SELECTIONS

ENGINES		TRANSMISSION	REAR AXLE RATIOS	
Standard	Optional	Standard	Standard	Limited-Slip Differential
390 4v V-8 315 HP		Cruise-O-Matic	3.00	3.00
	428 4v V-8 345 HP	Cruise-O-Matic	3.00	3.00

THUNDERBIRD FEATURES

1967 THUNDERBIRD STANDARD EQUIPMENT FEATURES

- **ACCELERATOR PEDAL** — Suspended, articulated type. Smoother, more relaxing action.
- **ALTERNATOR** — 55 Amp. — High output at low speed.
- **ARM RESTS** — Front and rear, plus rear pull-down center arm rest.
- **ASH TRAYS** — Front and rear.
- **AUTOMATIC PARKING BRAKE RELEASE** — Automatically releases when transmission is placed in "D" or "R."
- **BACK-UP LIGHTS** — Inset at center of taillights.
- **BODY** — Rust-resistant, fully insulated, bridge-mounted. Electro-coating primer.
- **BRAKES** — Power with front disc-type. Dual hydraulic brake system.
- **CLOCK** — Electric self-regulating.
- **CARPETS** — Front and rear.
- **COMFORT STREAM VENTILATION SYSTEM** — Provides quiet windows-up air circulation. Integrated with heater. Rear vent controlled from instrument panel.
- **CONSOLE** — Integrated, contains storage compartment, front and rear ash trays.
- **COURTESY LIGHTS** — Instrument panel, doors, map, rear quarter pillars, ash tray, glove box, and ignition switch.
- **CURVED UNIPANE SIDE GLASS** — Ventless front door windows.
- **EMERGENCY FLASHERS** — Operates all four turn signals simultaneously. Switch conveniently located on steering column.
- **ENGINE** — 390 4v 315 horsepower V-8.
- **FRAME** — Torque-box type.
- **KEYS—REVERSIBLE** — Can be inserted with either side up.
- **KEYLESS DOOR LOCKING SYSTEM.**
- **GAUGES** — Oil, alternator, fuel, and temperature.
- **GLOVE BOX** — Lighted, lockable in instrument panel.
- **HEADLIGHTS, DUAL** — Behind retractable doors in grille.
- **HEADLINING** — All vinyl, color-keyed (molded on 2-doors).
- **HEATER, MAGICAIRE** — High capacity gives quick warm-up and maximum comfort. Air directed to rear seat through console.
- **IMPACT-ABSORBING STEERING WHEEL WITH OVER-SIZE DEEP-PADDED HUB.**
- **INSULATION** — Quality materials for silent interior and protection from heat and cold.
- **LANE CHANGE SIGNAL** — Integrated with turn signals.
- **LUGGAGE COMPARTMENT LIGHT** — Extra convenience at night.
- **MIRROR — REMOTE CONTROL SIDE VIEW** — Adjusts conveniently from inside the car.
- **MIRROR—INTERIOR DAY/NITE** — Vinyl frame and backed prevents glare from headlights on "nite" position.
- **NON-OVERRIDING INSIDE DOOR LOCKS** — Inside door handles will not override locks and open doors.
- **PADDED INSTRUMENT PANEL, VISORS, WINDSHIELD PILLARS** — Extra safety at no extra cost.
- **PAINT** — Super Diamond Lustra enamel. Available in 20 distinctive colors.
- **POWER STEERING** — Power unit integrated with steering gear — smooth and responsive control.
- **RADIO — AM — PUSH-BUTTON** — Fully transistorized.
- **ROOF, VINYL COVERED** — Landau models.
- **SEATS, FRONT** — Twin Bucket, contoured back, molded foam padding.
- **SEATS, REAR** — Cove-type on 2-door, bench on 4-door.
- **SEAT BELTS, DELUXE** — Front and rear, includes retractor on front belts plus reminder light. Front belts are anchored to seats.
- **SEQUENTIAL TURN SIGNALS, REAR** — Impart a unique directional effect.
- **SUSPENSION, FRONT** — Independent with drag strut.
- **SUSPENSION, REAR** — Three-link, coil spring, with track bar.
- **TILT-AWAY STEERING WHEEL** — Extra convenient entry and exit, plus extra comfort while driving — positive safety lock.
- **TIRES** — 8.15 x 15 low-profile BSW. Long life, quick stops, more control.
- **TRANSMISSION, SELECT SHIFT CRUISE-O-MATIC** — New with super-smooth shifts and Select Shift, automatic/manual 1-2-3 feature.
- **WHEEL COVERS** — Full bright-and-brushed metal.
- **WINDSHIELD WASHERS** — Provide quadra-streams of water for quick and easy cleaning. Automatically energize wipers.
- **WINDSHIELD WIPERS, FULL-SWEEP** — Hydraulic-powered motor with multiple speed control. Articulated arms carry blades up to windshield pillar.

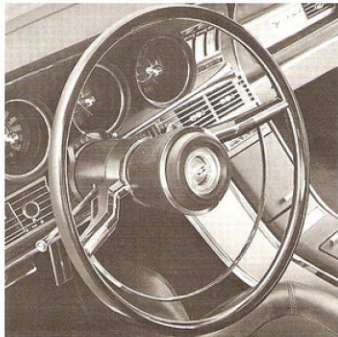
THUNDERBIRD OPTIONS — See page 19 and 20 for a complete selection of factory-installed optional equipment available on the 1967 Thunderbird. These items are designed to permit the individual buyer to equip his car to fit his personal preference and need.

THUNDERBIRD FEATURES



SAFETY FEATURES

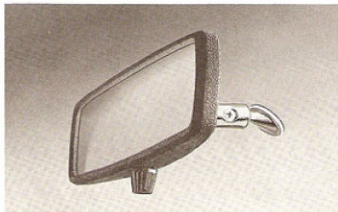
A broad range of new and improved safety features is standard equipment on the 1967 Thunderbird models. Highlights of these safety features are:



IMPACT-ABSORBING STEERING WHEEL WITH DEEP-PADDED HUB — The impact-absorbing deep-dish steering wheel, pioneered by Ford, is now supplemented by the addition of a deep-padded hub designed to progressively collapse on impact. The hub consists of an inner core of molded urethane foam, an outer layer of polyvinylchloride, covered with soft vinyl. The steering wheel also yields on impact, yet gives firm control when driving.

DUAL HYDRAULIC BRAKE SYSTEM — Dual master cylinders control the front and rear brakes independently. Should there be a fluid loss in the front brakes, the rear brakes will still be operational, and vice versa. If a leak should develop, the driver is alerted by a warning light on the instrument panel that lights when the brakes are applied and signals the need for immediate repairs. (See page 12)

DELUXE FRONT AND REAR SEAT BELTS — Thunderbird seat belts are push button released and have retractors on the front seats. A light on the instrument panel reminds the occupants when the belts are not fastened.



REARVIEW MIRRORS — A day/night inside mirror with shatter resistant flexible backed glass and double pivot support is bonded to the Thunderbird windshield. The convenient remote-control outside mirror is standard on the '67 Thunderbirds.

PADDED INSTRUMENT PANEL — Safety padding used on the Thunderbird instrument panel contains extra energy-absorbing properties. The padding is formed to the contour of the instrument panel providing a convenient hood over the instruments to minimize glare and reflection. It is covered with a low-gloss vinyl.

4-WAY EMERGENCY FLASHER — The driver can put all four turn signals into operation simultaneously to warn of an emergency situation. The emergency flasher control switch is located conveniently on the right side of the steering column.

VARIABLE-SPEED WINDSHIELD WIPERS AND WASHERS — Thunderbird's new windshield wiper system has two unique features — a "Full-Sweep" pattern for maximum vision characteristics, and hydraulic power for smoothness of action and variable speed control. Windshield washers provide four streams of water for quick and easy cleaning.

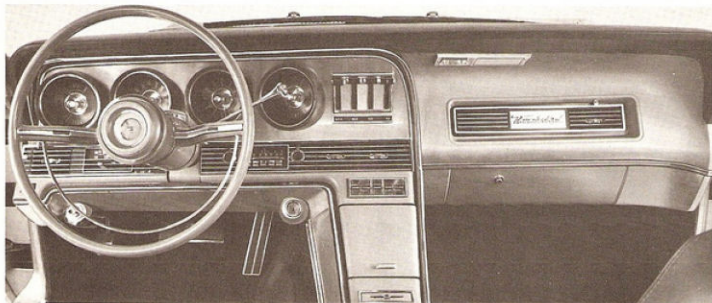
POSITIVE DOOR LOCK BUTTONS — To prevent inadvertent opening of car doors from the inside, all Thunderbird inside lock buttons are of the non-overriding type. Once the lock button is depressed, the door handle will not override and unlock the door. The driver or passenger must first lift the button, then open the door with the handle.

TURN INDICATORS WITH LANE-CHANGING SIGNAL FEATURE — This new feature, when used properly, will eliminate driving with the turn signals operating after a lane change maneuver has been completed. The driver holds the turn indicator lever in an intermediate position to signal his intention to change lanes to either right or left. When the lever is released, a spring returns it to the straight-away position, cancelling the signal. Turn signals operate in the conventional way.

ADDITIONAL STANDARD SAFETY FEATURES—

- Padded sun visors.
- Padded windshield pillars.
- Thick laminate safety plate glass windshield.
- Safety designed instrument panel and controls.
- Reduced glare instrument panel and wiper arms and blades.
- Double-yoke safety door latches and safety hinges.
- Back-up lights.
- Uniform shift quadrant.
- Front seat shoulder harness anchors.
- Tire safety rims.
- Corrosion-resistant brake lines.

THUNDERBIRD FEATURES



THUNDERBIRD INSTRUMENT PANEL AND CONSOLE

INSTRUMENT PANEL AND CONSOLE — The center console on the 1967 Thunderbird sweeps upward to merge with the instrument panel retaining the traditional "cockpit" styling motif.

All instruments and controls are located conveniently in front of the driver for easy reading, and within easy reach. Reading from left to right the first of the large round-shaped pods contain oil and fuel gauges . . . the second, the easy to read speedometer and odometer . . . the third, the self-regulating electric clock . . . and the fourth houses the gauges for alternator and temperature. To the right of the pods are the controls for windshield wipers, washers, and ventilation. In the applique in the lower part of the instrument cluster are the registers for the Comfort Stream Ventilation System . . . one at the left end and two at the right end; heater and ventilation controls are at

the left of the steering column, while at the right of the column is the AM radio.

At the bottom, on the driver's left just below the ventilation register is the warning light for the dual brake system and the seat belt reminder light. Headlight controls are under the cluster at the left of the steering column, while the four-position ignition switch is in a corresponding position to the right of the column.

The right side of the panel has a space-making "swept-away" design. Center applique has Thunderbird script emblem in the middle, and ventilation register at the right side. The large lighted, lockable glove box is located in the lower part of the panel.

The top and front edge of the instrument panel is padded with impact-absorbing foam and covered with low-gloss vinyl color-keyed to the interior trim.



UNIQUE RETRACTING HEADLIGHT DOORS — Thunderbird's smooth, sleek front end appearance is enhanced by new, unique concealed headlights behind doors integrated into the new lattice-work grille. When in the closed position, the doors blend harmoniously into the styling concept for an exceptionally clean appearance. Door actuation is automatic, paral-



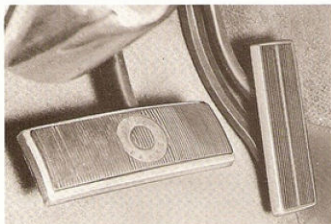
leling headlight operation. Vacuum-operated servos open or close the doors when the headlight switch is placed in the "on" or "off" position. The doors will not open when the switch is in the parking light position. Provision is made to manually open the doors should a power failure ever occur. The doors will also remain open should a failure occur with the lights on.

THUNDERBIRD FEATURES



FRONT BUCKET SEATS — The Thunderbird front bucket seats are all-new for 1967. They feature molded foam cushion pads and foam-padded contour backs for the ultimate in seating comfort. The seats are mounted on extra strong twin tracks inside of a bottom skirt to give an attractive "pedestal mounting" effect. The seat tracks have low-friction plastic sides and large rollers, and with the built-in assist springs are extremely easy operating, quieter and more durable than ever. The trim shown here is the new SL Interior Trim Option.

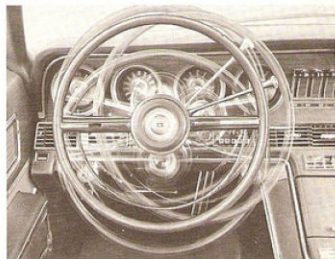
Front seat belts with automatic retractors are attached directly to the bucket seats, improving entry/exit convenience in 2-door models, and providing more rear compartment foot room.



SUSPENDED, ARTICULATED ACCELERATOR PEDAL — With its new suspended, articulated design, the accelerator pedal used in the 1967 Thunderbird will offer the smoothest, most comfortable pedal action in the industry. It offers all the advantages of regular suspended pedals — easier cleaning of the floor . . . lower pedal efforts . . . easier operation for women with high heels . . . plus double pivot action to simulate the motion of a floor-mounted pedal for maximum driver comfort.

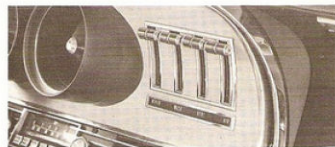
SEQUENTIAL TURN SIGNALS — Thunderbird's unique taillights incorporate the sequential turn feature. When a turn is signaled, the three bulbs on one or the other side, depending on the direction the turn is being made, flash in sequence beginning with the inside light. This imparts a unique sequential effect.

UNIPANE SIDE GLASS — Thunderbird's traditional clean styling has been enhanced with the use of Unipane, or ventless front door windows. This feature not only increases the styling appeal, but also has the advantages of increasing driver vision and promoting quieter operation through a reduction in wind noise.



TILT-AWAY STEERING COLUMN — The Tilt-Away Steering Column is a standard luxury feature on all 1967 Thunderbirds. This new column combines the convenience of tilting to the most comfortable position for the driver — plus swinging away for maximum entry/exit room.

The tilt adjustment is extremely simple. By pushing the turn signal lever forward, the driver may move the column to any one of nine tilt positions, whichever is most comfortable and convenient for him. The column is locked in the selected position when the lever is released. The swing feature is automatic. With the shift lever in "Park," and the engine stopped, opening the driver's door swings the column up and to the right at a 45-degree angle, providing maximum entry/exit convenience. After re-entering and closing the door, the driver pulls the column back in the conventional position where it locks. A built-in "memory" returns the column to the previously adjusted tilt position.



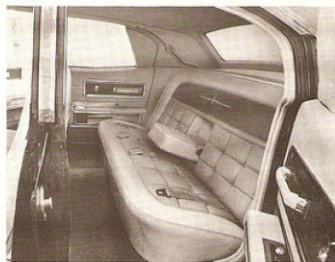
FULL-SWEEP WINDSHIELD WIPERS — The 1967 Thunderbird has a new "Full-Sweep" windshield wiper system with two unique features — a "Full Sweep" wiper pattern for maximum vision characteristics — and hydraulic power for smoothness of action and multiple control. The new pattern is obtained through the long blades carried on double-articulated arms. The wiper and quadra-stream windshield washer controls are located conveniently at the right side of the instrument cluster.

THUNDERBIRD FEATURES



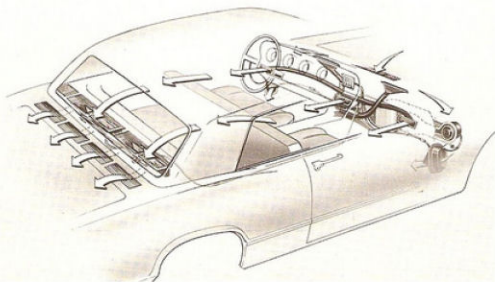
2-DOOR LANDAU

REAR COMPARTMENT LUXURY — The familiar Thunderbird covered rear seats complement the rear compartment of the 2-door Hardtop and 2-door Landau models. The new 4-door Landau model uses a more conventional rear seat that will accommodate three passengers in luxurious comfort. The center console runs full length in the 2-door models, while in the 4-door it ends at the back of the front bucket seats.



4-DOOR LANDAU

The plush pleated vinyl upholstery is available in a variety of colors. The rear seats in all models have deep foam padding, plus a wide-padded fold-down center arm rest. Courtesy lights are located in the roof rear pillars, and courtesy/warning lights are inset in all door panels. Courtesy light switches are located on all doors of the 4-door Landau model. The upholstery in the 4-door Landau, above, is the option cloth-and-vinyl trim.



COMFORT STREAM VENTILATION SYSTEM — The 1967 Thunderbird offers a new, more efficient, more versatile, more comfortable Comfort Stream Ventilation System. It is integrated with MagicAire heater, and is standard equipment on all models.

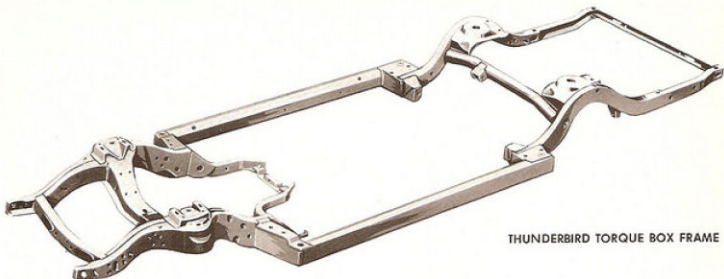
Essentially, the system consists of the fresh air heater, a quiet three-speed blower, four high-lever ventilation registers on the instrument panel, four heat registers at floor level, two in the front, two in the console in the rear compartment, and an air extractor vent under the rear window. Both heating and ventilating are accomplished with the three-speed blower, or ram air at higher car speeds.

For maximum fresh air ventilation, the rear vent is opened by a separate switch, the heater/ventilation

controls are placed in the "High Vent" position, and the blower is placed at high speed. A large quantity of fresh air is then drawn from the outside and flows out the four registers on the instrument panel. The driver and front seat passenger can adjust the flow of air from the registers, directing it to the upper part of their bodies, or to the rear seat, or a combination of both. After circulating through the passenger compartment, the air is forced out the rear vent, taking any fumes or smoke from the interior.

When the controls are in the "Heat" or "Defrost" position, the instrument panel registers are closed, and heated air flows out of the floor level registers and defroster ducts. The rear vent may be used with the heater to provide maximum circulation, exhaust stale air and smoke, and assist in window defogging.

THUNDERBIRD CHASSIS



THUNDERBIRD TORQUE BOX FRAME

FRAME

For 1967, Thunderbird has reverted to a body-on-frame type construction to provide a new high in smooth, quiet, comfortable motoring. The basic frame utilizes the unique torque box design. Frame construction consists of a front section and a rear section with straight center side rails. These components are joined at each end of the side rails by welded-in torque boxes, forming a sturdy one-piece unit.

In designing this new frame, engineers have relied extensively on computers to provide answers as to metal thickness, cross-section design, and body mount placement. The result is a frame that is exceptionally strong, yet light in weight to provide the optimum in ride and handling.

The torque boxes in this light, strong frame transmit flexing from the front and rear suspension systems into the side rails, minimizing the effect or road irregularities. The Thunderbird body is constructed more rigidly and "floats" over the flexible frame on specially tuned body mounts, helping to prevent harshness and vibration from entering the passenger compartment.

The body mounts are positioned on the frame in such a way as to afford the best possible ride quietness and handling characteristics. All models use a unique "bridging" principle, where all body mounts are located outside the passenger compartment area. This helps prevent direct transmission of vibration and noise into the passenger compartment.

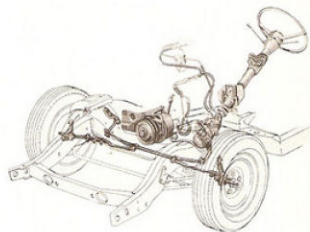
Thunderbird's combination of torque box flexibility, more rigid body, bridge-type mounting, and tuned body mounts, almost completely isolate the passenger compartment from chassis response to road shock, resulting in a smoother, more comfortable ride.

STEERING LINKAGE

Thunderbird's steering system is the parallelogram-type linkage with a cross link and idler arm, and it is power-operated for responsive control and low turning efforts.

All friction points in the steering linkage are lubricated with special lubricants at the factory, and in combination with special seals provide permanent lubrication for the life of the car under normal driving conditions.

The new Tilt-Away Steering Column is standard on all 1967 Thunderbird models. This new column combines the convenience of tilting to the most comfortable driving position — plus swinging away for maximum entry/exit room.



THUNDERBIRD STEERING SYSTEM

STEERING SPECIFICATIONS

Linkage — Type	Parallelogram with Cross Link and Idler Arm
Gear Type	Recirculating Ball & Nut with Integral Power Unit
Overall Steering Ratio	20.4 to 1
Steering Gear Ratio	17 to 1
Steering Wheel Turns (lock-to-lock) —	
(2-door)	42.3 ft
(4-door)	43.1 ft
Steering Wheel Diameter	16 inches

THUNDERBIRD CHASSIS

POWER STEERING

A belt-driven hydraulic pump and a power unit integral with the steering gear are features of the 1967 Thunderbird power steering system. This permits internal fluid passages between the valve and cylinder, eliminating external lines and hoses — except for the pressure and return hoses between the pump and gear assembly.

When turning, the integral power unit instantly transmits the driver's command for power-assisted steering, and has built-in assistance to return the wheel to the straight-ahead position. Fast steering response and precision-like maneuverability, especially when parking, is provided by the low overall steering ratio of 20.4 to 1.

The engine-mounted steering pump has a compact "wraparound" fluid reservoir to reduce weight and size. It features two outlets 180° apart that balance pressure on the pump shaft, eliminating intermittent loading and unloading of the shaft and bearing and contributing to longer life and quieter operation.

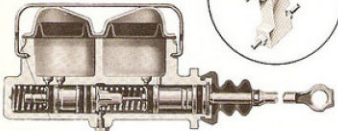
Thunderbird's powerful hydraulic windshield wiper motor is driven by fluid from the power steering system. This permits variable speed control and increased pressure of the wiper blades against the windshield for more positive wiping action.

BRAKES

The 1967 Thunderbird will be equipped with a new dual braking system. The system has dual master cylinders, each with its own separate pumping section and fluid reservoir. Separate hydraulic lines connect one master cylinder to the front brakes and one to the rear. Any loss of hydraulic pressure in one-half of the system will not effect the other half. Thus, if the front brakes should develop a leak, the rear brakes will still function, and vice-versa.

SHUTTLE PISTON AND SWITCH

DUAL MASTER CYLINDER



As an added safety feature, an instrument panel warning light will go on when the brake is applied, if a pressure loss occurs in either half of the system. The light works off a shuttle piston connected between the front and rear brake lines. The shuttle piston will not move as long as hydraulic pressure remains equal, or near equal, in all lines. But, should a fluid loss occur in the front or rear brakes, a significant differential in pressure results and the shuttle piston activates a switch that turns on the warning light.

The shuttle piston also serves to prevent further fluid loss by blocking the inoperative half of the system. The warning light indicates that IMMEDIATE repair is required.

Thunderbird's standard brakes are combination-power disc front-drum rear brakes that provide smooth, positive stopping power.

The vacuum power provides smoother, quicker braking by reducing pedal effort up to 40 percent over conventional brakes. The system retains enough vacuum for several power-assisted brake applications after the engine stops. In the event of a complete loss of vacuum, the hydraulic brakes remain operative.



THUNDERBIRD FRONT DISC BRAKES

The disc brakes incorporate a cast-iron disc with an oblong brake pad on each side. Two brake cylinders actuate each brake pad. When the brakes are applied, the pads clamp equally on the disc for smoother, more dependable straight-line stops. The disc is a one-piece casting with radial ribs separating the two braking surfaces, providing superior cooling characteristics and a minimum of brake "fade." Other advantages of disc brakes include quieter operation, easier serviceability, and automatic adjustment.

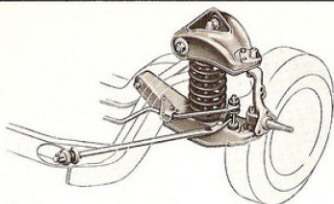
The mechanical components of the rear drum brakes are of the self-energizing, single-anchor, internal-expanding type. Rear brakes are self-adjusting when the brakes are applied with the car moving in reverse.

AUTOMATIC PARKING BRAKE RELEASE



An automatic releasing system on the rear wheel parking brakes provides more positive protection against driving with the brakes in a locked or partially applied position. When the engine is started and the gear shift is moved from "Park" or "Neutral," a vacuum cylinder on the foot pedal linkage automatically releases the pedal to disengage the brakes.

THUNDERBIRD CHASSIS



THUNDERBIRD FRONT SUSPENSION

FRONT SUSPENSION

The 1967 Thunderbird front suspension has been completely re-engineered to conform to the new body-on-frame construction.

The front suspension is of the independent type with a ball joint spindle, single lower arm, A-frame upper arm, link-type stabilizer, and a drag strut connecting the lower arm to the frame. The single lower arm is pivoted on rubber bushings in the frame crossmember. The A-frame upper arm is supported by rubber bushings at the inboard end, and the spindle is held by ball joints between the upper and lower arms at the outboard end. The low-rate coil springs and shock absorbers are fitted between the upper and lower arms, contributing to a soft ride with excellent control characteristics. The "shocks" have a special rebound cut-off control with a cushion of oil to lessen rebound action and to give a smoother ride.

All attaching points for the suspension are through rubber bushings for low friction and greatest durability.

REAR SUSPENSION

Thunderbird's rear suspension also is completely new to provide a lighter, stronger, more quiet system that will require a minimum of maintenance.

The three-link, coil spring rear suspension allows a soft yet stable ride throughout the full range of rear wheel vertical travel. The two outboard links control the fore-and-aft movement of the axle, while the shorter inboard link prevents axle rotation during acceleration and braking. Two of the links are installed between the lower side of the axle housing and the frame torque box at either side. The third link is installed between the right-hand side of the differential at the top of the axle housing and the frame crossmember. A "track bar" is attached near the axle center and to a lateral point on the frame left rear rail. This bar helps to control axle side-to-side movement, therefore reducing side-sway.

The coil springs ride in deep, rubber-bushed caps in the frame and a seat on the axle. The constant-viscosity fluid shock absorbers are angle-mounted providing additional side-to-side stability.

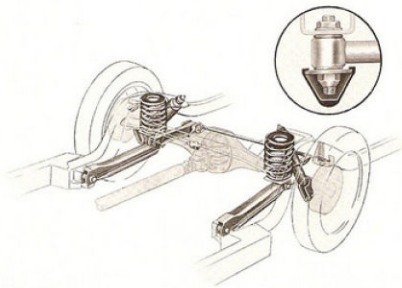
SUSPENSION SPECIFICATIONS

FRONT

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

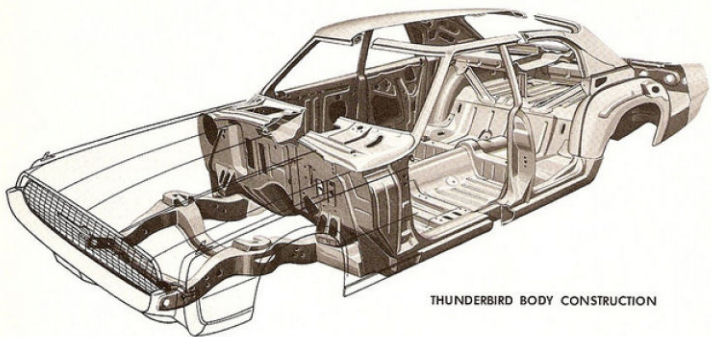
REAR

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



REAR SUSPENSION

THUNDERBIRD BODIES



THUNDERBIRD BODY CONSTRUCTION

BODY CONSTRUCTION

Ford engineers have designed a very rigid body with completely new sheetmetal and a tuned body mounting system for the 1967 Thunderbird. This rigid body on the new torque box type frame is designed to reduce road shock, noise, and vibration, and to help prevent their transmission to the passenger compartment.

The new body obtains a great portion of its strength from an exceptionally rigid underbody. The floor panel has stamped-in stiffeners and heavy sheetmetal crossmembers in the front seat and rear sill areas. Additional strength is added by the full-length tunnel that runs from toeboard to rear riser and forms a "back-bone" through the center. The rocker panels are of reinforced double-panel construction and are supplemented by a "U" shaped section that fits over the frame center rails and acts as a secondary frame support to the body.

On the 4-door Landau model the center pillars are made from heavy-gauge steel featuring box-section construction. Roof construction is similar for all roofs, with box-section framing for the side rails, the windshield and rear window headers. The 4-door Landau model has a hat-section roof bow reinforcement running between the center posts. The 2-door models have a reinforcing bow running fore to aft through the center of the roof. The wide rear roof pillars are double-panel construction formed by the stressed skin and inner panel.

BODY MOUNTS

To complement Thunderbird's new body and frame, 14 specially tuned body mounts are used in all models. The mounts are designed for each location

to provide the greatest support and maximum resistance to effects of shake and harshness under both full and light load conditions. All mounts are located fore and aft of the passenger compartment area in a unique "bridging" arrangement. By positioning the mounts in this manner, the direct transmission of noise and vibration to the passenger compartment caused by rough roads is dramatically reduced.

RUST PREVENTION

All of Thunderbird's vital underbody parts are specially processed to resist the corrosive effects of mud, water, and road salt. The heavy galvanized coating of the underbody components affords maximum protection to these parts for long-life protection.

In addition, body paint priming is done in one operation through Ford's "Electro-Coating" process. With this modern method the body is electrically charged in a positive state and immersed in a tank of paint that is negatively charged. The paint is suspended in water for maximum electrical attraction to permit uniform coverage both inside and out of all panels, pillars and doors — even the most hidden crevices. This complete covering of primer in all areas, plus the use of the Zinclad steel in selected areas, results in the finest corrosion protection possible, and due to the more uniform coverage, adds to the appearance of the exterior finish. Finally, selected areas of the underbody are given a generous coating of high-quality undercoating to complete the extensive Thunderbird antirust protection treatment. All body seams, joints, and openings are then thoroughly sealed to help keep out dirt and water.

THUNDERBIRD BODIES

WINDOWS

Thunderbird's curved side windows and the rear windows on all models are made of solid tempered sheet glass. Tempering the glass increases the impact resistance and structural strength, providing greater protection against accidental breakage.

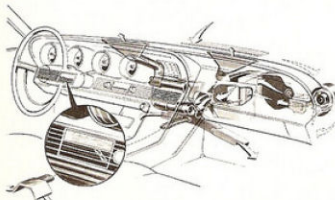


Uniquely different, the quarter window on 2-door models slides into the roof rear pillar instead of lowering in the conventional manner. The window is held at top and bottom for exceptionally stable operation. The unipane front door windows are ventless, providing increased driver vision and quieter operation through a reduction in wind noise.

The windshield is manufactured from Ford-pioneered safety-type laminated plate glass. The inner layer, or laminate, is a thicker, more pliable substance than used in previous designs, and has a much looser bond. These features allow the laminate to stretch more and, hence, take considerably more impact without penetration.

HEATING AND VENTILATION

Thunderbird's high-capacity heater will maintain comfortable temperatures in below-zero weather. The 195-degree thermostat provides fast warm-up and higher heater capacity. Air enters the heating system through the cowl vent, and temperature control is maintained by mixing heated and unheated air, providing a large volume of fresh air at all times.



THUNDERBIRD HEATING AND VENTILATION SYSTEM

Heater controls are located on the instrument panel at the left of the steering column and include a three-speed blower switch, a temperature lever, and a combination heater-defroster lever.

Maximum comfort throughout the interior is provided by outlets in both front and rear compartments. Thunderbird's new Comfort Stream Ventilation System, integrated with the heater, means greater passenger comfort in warm weather. (see page 10)

DOORS

The doors on the 1967 Thunderbird models are of double-panel, welded steel construction with offset-type hinges and bronze bushings to assist in opening the doors. Lower hinges have two-stage door checks that hold doors in either an intermediate or full-open position when desired. When closed, the doors are tightly sealed against moisture and dirt with compression-type neoprene weatherstripping. This weatherstripping is specially designed to provide minimum resistance to door closing.

The bright-metal trimmed door windows feature easy-open action and are sealed at the bottom with rubber weatherstripping to help prevent the entry of dirt and water inside the door panel. The unipane front door windows are ventless, providing better side visibility for the driver, and contributing to quieter interiors.



THUNDERBIRD DOOR

The deeply contoured door trim panels are of molded construction, featuring a long, wide arm rest for added comfort. The convenient handle grip above the arm rest makes door closing easier. Combination courtesy/warning lights are inset in each door.

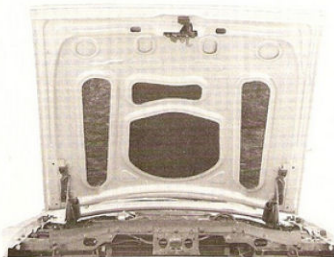
Several desirable door latch functions are combined in the Bear-Hug door latches, exclusive to Ford-built cars. They make the door easy to open and close, give quiet, rattle-resistant operation, and are designed to reduce the chance of the door opening on impact. The latches consist of an assembly on the door with double-yoke jaws enclosed in a steel housing, and a sturdy striker pin attached to the body pillar. This striker pin has a rubber shock bushing surrounding it and an outer slotted metal sleeve to protect the bushing.

THUNDERBIRD BODIES



HOOD

Double-panel construction with the inner panel formed into channel-type reinforcing sections provide the Thunderbird wide hood with excellent rigidity and resistance to twisting. The inner and outer panels are welded around the outside edge, and the reinforcing channels are bonded to the outer panel with a special heat-curing adhesive. Additional strength is provided by a deep channel formed by the power dome section in the upper panel. Engine sounds are minimized by the fiberglass padding attached to the underside of the upper panel. Molded rubber pads and a full-width cowl seal help eliminate hood squeaks and rattles. The two front pads are adjustable for aligning the hood with the fenders.

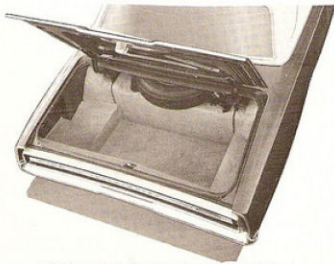


THUNDERBIRD HOOD

The hood operation is exceptionally easy due to the heavy double-link hinges and the coil-type counter-balance springs. The springs hold the hood in the full-open position for servicing and inspection convenience, and also help retard "slamming" when closing.

LUGGAGE COMPARTMENT

All Thunderbird models will have a larger luggage compartment in 1967 with a usable capacity of 12.3



THUNDERBIRD LUGGAGE COMPARTMENT

cuft feet. It has a deep well at the base of the compartment to permit easy storage of bulky or odd-shaped items. The jack and wrench are stored in a convenient compartment at the right-hand side. The floor area, side walls and wheelhousings are covered with an attractive vinyl-coated material. The luggage compartment is conveniently lit whenever the lid is raised.

The deck lid is double-panel construction, similar to that of the Thunderbird hood. The hinges have built-in torsion bars to assist in raising and holding the lid in the open position for loading convenience.

SEATS

The Thunderbird twin bucket front seats are newly sculptured with thick molded foam padding for exceptional comfort. A cove-design rear seat is standard on 2-door Hardtop and Landau models, and the 4-door Landau has a full-width three-passenger rear seat.

The front seats have a slim, eye-pleasing appearance and are contoured for comfort. They have a slight wraparound effect for a more secure feeling; superb comfort and uniform support is provided by the balanced spring design plus generous amounts of molded foam in seat and seat back.



THUNDERBIRD BUCKET SEAT CONSTRUCTION

The bucket seats are attached to tracks with low-friction plastic slides and large rollers. For additional front seat leg room, the seat tracks may be moved one-half inch further to the rear. The tracks, plus built-in assist springs, make seat adjustment extremely easy.

The optional six-way power-operated seat is available for the driver. With this option the seat can be moved fore and aft, up and down, and tilted forward or rearward. Another luxury option, available for the passenger side, is a reclining seat with an adjustable headrest. By releasing the control on the seat side shield, the seat back can be adjusted through a wide range of positions. Counter-balancing springs return the seat to the normal upright position when the release lever is lifted.

THUNDERBIRD BODIES

THUNDERBIRD BODY SPECIFICATIONS

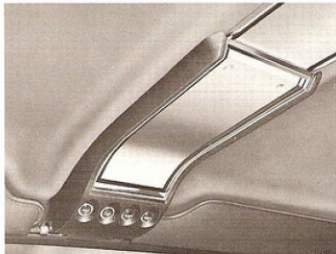
All dimensions in inches unless otherwise noted.	2-Door Hardtop	2-Door Landau	4-Door Landau
GENERAL			
Wheelbase	115	115	117
Tread — Front	62.0	62.0	62.0
— Rear	62.0	62.0	62.0
Height — Overall (with design load)	52.8	52.8	53.8
Length — Overall	206.9	206.9	209.4
Width — Overall	77.3	77.3	77.3
— At center pillar	77.1	77.1	77.2
ENTRANCE ROOM			
Door Opening Width	49.5	49.5	49.5
Door Opening Height (scuff plate to windcord)	36.8	36.8	36.8
Foot clearance — Front	16.0	16.0	16.0
— Rear	11.8	11.8	11.8
Entrance height (seat to windcord)	30.2	30.2	30.2
FRONT SEAT ROOM			
Head room (effective)	37.1	37.1	37.7
Maximum leg room to accelerator	41.5	41.5	41.5
Hip room	60.8	60.8	60.8
Shoulder room	57.8	57.8	57.8
Cushion height (from floor to crest at front)	11.3	11.3	11.3
Cushion depth	18.5	18.5	18.5
Steering wheel to thigh clearance	6.3	6.3	6.3
REAR SEAT ROOM			
Head room (effective)	36.7	36.9	37.2
Minimum leg room (effective)	34.8	34.8	37.4
Hip room	56.8	56.8	59.5
Shoulder room	57.9	57.9	57.6
Cushion height (from floor to crest at front)	12.6	12.6	12.6
Cushion depth	17.8	17.8	17.8
LUGGAGE COMPARTMENT			
Usable luggage capacity	12.3 cu ft	12.3 cu ft	12.3 cu ft
GLASS AREA			
Side glass exposed surface area	1191.7	1191.7	1177.4
Windshield glass exposed surface area	1154.0	1154.0	1154.0
Backlight glass exposed surface area	771.4	771.4	613.9
Total glass exposed surface area	3117.0	3117.0	2945.3

THUNDERBIRD OPTIONS

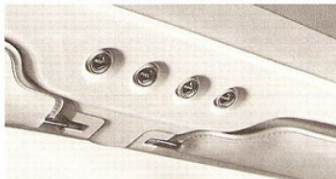


NEW AND IMPROVED OPTIONS

The 1967 Thunderbird offers a complete selection of factory-installed options. These items are designed to permit the individual car buyer to equip his car to fit his own personal preference and needs. All items are designed by factory engineers for a precise fit, quality materials, and customer satisfaction.



2-DOOR HARDTOP AND LANDAU



4-DOOR LANDAU

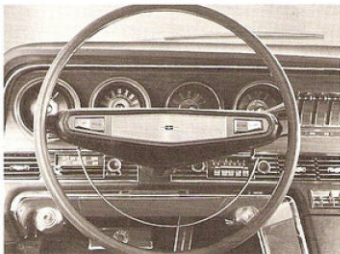
CONVENIENCE PANEL WITH SPEED-ACTUATED POWER DOOR LOCKS — The panel includes warning or reminder lights for door ajar, seat belts, low fuel and emergency flasher on an overhead console. The 2-door Hardtop and 2-door Landau models use an overhead panel similar to the 1966 panel. The new 4-door Landau uses a new wider panel, which consists of a padded section running across the headlining next to the windshield header. The lights are recessed within the padding, facing downward.

Included with the Convenience Panel Option are Speed-Actuated Power Door Locks with the switch located on the console. The locking system features both manual and automatic operation. By pushing the switch on the floor console, all doors are locked, and will remain locked until the switch is again depressed.

The automatic feature of the system is of the speed-actuated type. That is, all doors automatically lock at a vehicle speed of approximately 8 mph, and will remain locked until the car is stopped. The doors can then be unlocked by either the lock switch, or by lifting the individual lock buttons.



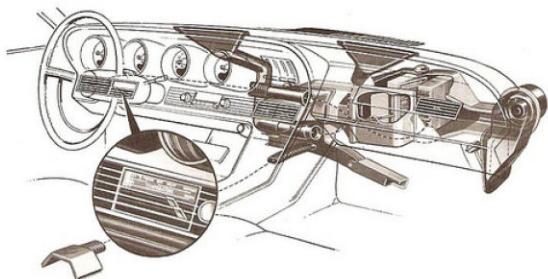
SL INTERIOR TRIM — Thunderbird's luxurious optional interior trim features special sewn upholstery with embroidery on the seat backs. It is available in either a combination of "Bangor" body cloth and crinkle vinyl, or distinctive black leather. Included with this luxury option is simulated wood-grain appliques on the instrument panel and doors, plus deep cut-pile carpeting.



HIGHWAY PILOT SPEED CONTROL — Thunderbird's unique speed control system has all the controls conveniently located on the attractive wood-grain steering wheel.

The system's "Off-On" toggle switch is located in the console. When in operation, the speed control can be set to maintain any vehicle speed from 30 to 80 mph by simply accelerating to that speed and pressing the "Set" button on the left side of the steering wheel. To decelerate from the set speed, the driver pushes the "Retard" button on the right side of the wheel and the highway pilot control begins to slow the car. To resume the set speed, the driver presses the "Resume" button, also located on the right side of the wheel. This will cause the memory circuits of the system to accelerate the car back to the set speed. The memory circuit is in operation until the console is turned off, or until the ignition switch is turned off.

THUNDERBIRD OPTIONS



SELECTAIRE AIR CONDITIONER — Thunderbird's optional SelectAire air conditioning unit is fully integrated into the instrument panel and the heating system, including the heater control system.

There are four air conditioning registers on the instrument panel, two in the center, and one at either side. Air flow is controllable in both horizontal and vertical planes. The two outboard registers can be opened or closed by means of a push-pull knob adjacent to the registers.

The Thunderbird air conditioner includes a three-

speed blower motor and two air conditioning positions. In the "MAX COOL" position, the air within the car is constantly recirculated. This provides the maximum amount of cooling. In the "NORM" position, a constant supply of fresh air is drawn in through the cowl intake, and is the position most normally used.

During cold weather, when the selector lever is placed in the "HEAT" or "DEFROST" position, the air conditioning becomes inoperative and the system functions the same as the standard heater.

COMPLETE OPTIONS AVAILABILITY

ENGINE — 345 Horsepower 428 V-8

TIRES — 8.15 x 15 4 PR

- White Sidewall
- White Sidewall with red band

POWER ASSISTS

POWER ANTENNA — Front fender mounted

POWER DECK LID RELEASE

POWER SEATS — 6-Way — Driver

POWER WINDOWS — All windows

PERFORMANCE EQUIPMENT

BATTERY — HEAVY-DUTY — 80 Ampere (Standard with 428 V-8)

DIFFERENTIAL — LIMITED-SLIP — Available with 3.00 to 1 axle ratio

COMFORT/CONVENIENCE EQUIPMENT

AIR CONDITIONER — SELECTAIRE — Integrated into heater with single control system

CONTROL PANEL — CONVENIENCE — Includes warning/reminder lights for door ajar, seat belts, low fuel, emergency flasher; plus speed actuated door locks (switch on console).

GLASS — TINTED — All windows

RADIO — AM/FM PUSH-BUTTON — Dual rear speakers

RADIO — AM/FM MULTIPLEX STEREO — With speakers

SEAT — RECLINING WITH HEAD REST — Passenger seat only

SEAT — SHOULDER HARNESS — Front only

SPEED CONTROL — "HIGHWAY PILOT" — All controls on special wood-grain steering wheel, on-off switch on console

SPEAKERS — DUAL REAR — AM radio only

STEREOSONIC TAPE SYSTEM/AM RADIO

APPEARANCE EQUIPMENT

ACCENT STRIPE, BODY SIDE — All models

PAINT — TWO-TONE

PROTECTION GROUP — Includes color-keyed floor mats, door edge guards, and license plate frames

SL INTERIOR TRIM — Cloth or black leather trim, wood-grain appointments and cut-pile carpet included with both

WHEEL COVERS

- Deluxe
- Styled Steel

TRAILER TOWING AND HEAVY-DUTY EQUIPMENT

EXTRA HEAVY-DUTY COOLING PACKAGE — Includes fan and radiator (Standard with SelectAire)

SUSPENSION — HEAVY-DUTY — Includes heavy-duty springs and shock absorbers

SPECIAL EQUIPMENT

EMISSION CONTROL SYSTEMS

- Crankcase — Closed type
- Exhaust