

# FREE WHEELIN'







**If you think it's time  
you put some fun  
in your driving...  
think Ford.**

**Ford.  
A giant step for vankind.**

Ford pioneered the van. And who's still out in front?  
You guessed it.

**Mustang II for 1977.  
Sweet-handling SuperCoupe.**

Some people consider driving a kick. We had these people  
in mind when we began building the five new sweet-  
handling Mustang II's.

**Ford pickups.  
The haul of fame.**

There are some people who think Ford pickup is all one  
word. That's because Ford has built so many that lasted  
so long.

**4x4xFord.**

Ever wish you could head off the road for the wide-open  
spaces? Ford's four-wheel drive vehicles will get you there—  
and back. They work hard all week, play hard all weekend.

**'77 Pinto. Changed.  
But not just for the sake of change.**

New styling, new features, new options add up to more fun  
in America's best-selling subcompact.

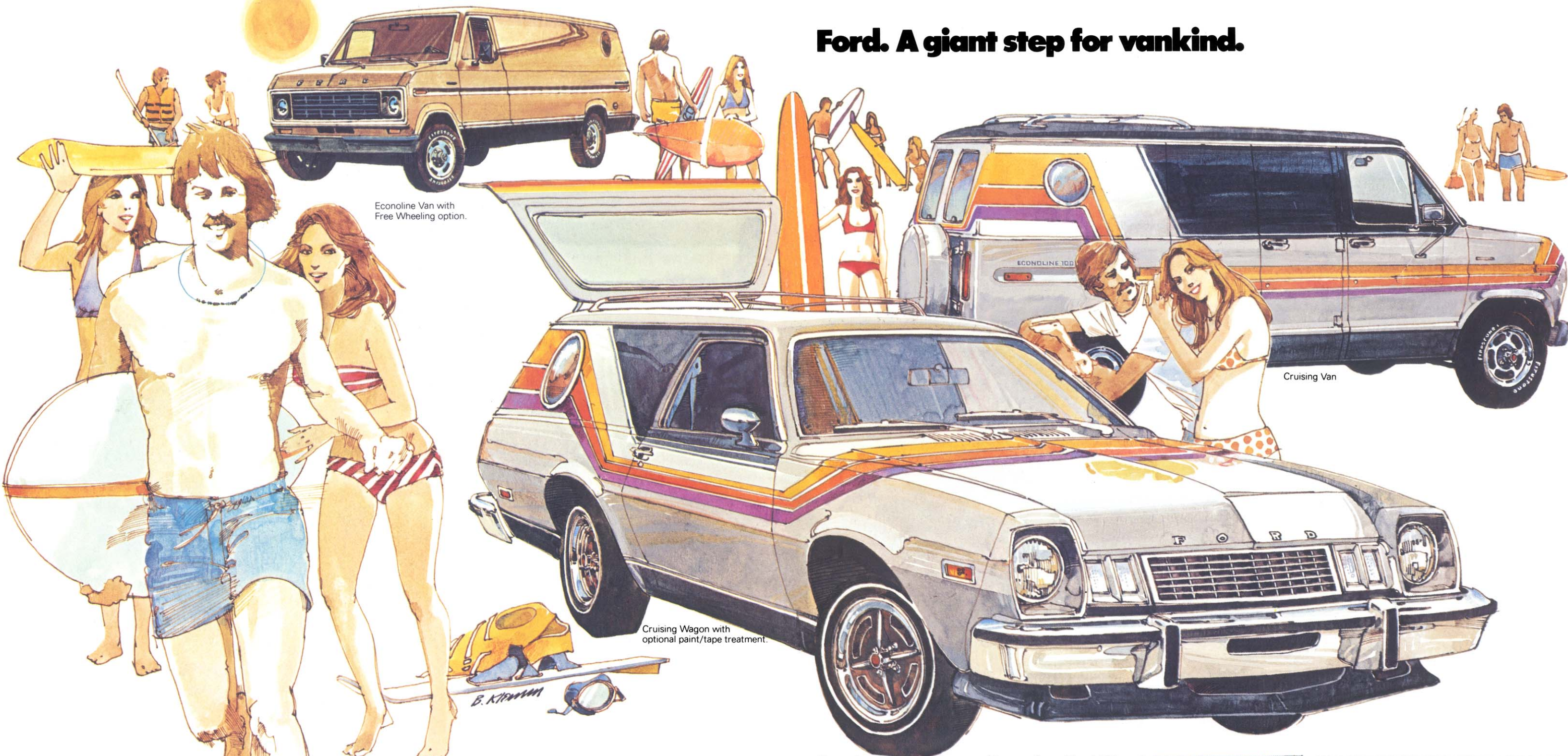
**Granada. LTD II. Thunderbird.  
Three for the road.**

Head for the horizon in one of Ford's stylish, 2-door coupes.  
They're what road machines are all about.

*Say Swish Jackie*



# Ford. A giant step for vankind.



Econoline Van with Free Wheeling option.

Cruising Van

Cruising Wagon with optional paint/tape treatment.

Ford practically invented vanning back in '61 with the original short wheelbase Econoline vans. Well, vanning's come a long way since then and so have Ford vans.

Our newest Econoline van features a forward engine design for easier servicing and more interior room. And Ford vans are the only vans built on a separate truck-type ladder frame, giving you strength

along with excellent dampening against noise and vibration. At Ford, we make sure the only vibes in your Ford van or

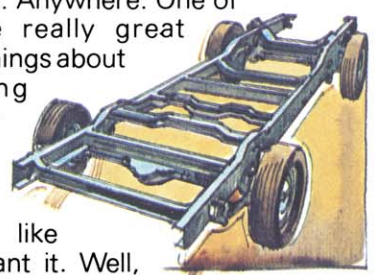
wagon are good ones.

Another Ford exclusive is Twin-I-Beam front suspension that's strong yet gives a smooth ride over the roughest roads. If you want to move up from the standard 300 CID Six,\* try the famous 351 CID V-8 or the hefty 460 CID V-8, the largest engine available on any van. Anywhere. One of the really great things about

vanning is tricking up your van exactly like you want it. Well,

there's no better place to start than with the dynamite factory options available on every Ford van, like Captain's Chairs or Privacy™ Glass.

For those of you who are do-it-yourselfers, we've got new options that provide all the basics. Yet still give you the flexibility to do your own thing. They are the exciting new Free Wheeling Econoline exterior option with low gloss black bumpers, blackout grille, black lower side accent and forged aluminum wheels. Free Wheeling interior option has woodgrain vinyl sides, full floor carpeting, and more.



If you're not a do-it-yourselfer, we've even got one nifty van where all the work's done for you. We call it the Cruising Van and it's now available in two distinctive paint schemes. It comes complete with a custom exterior, roof rack, outside spare tire carrier, and fully carpeted interior with plush cut-pile carpeting.

Ford's newest idea in vanning is the Cruising Wagon, a stylish mini-van version of the popular Pinto with a new aerodynamic front end and solid side panels with port-hole windows. It is available with unique paint/tape designs and a long list of options, including the 2.8

liter V-6\* and automatic transmission. Cruising Wagon comes standard with a

peppy 2.3 liter OHC four, a fully synchronized four-speed floor shift, front disc brakes, front spoiler, styled steel wheels with trim rings, dual sport mirrors, and rack and pinion steering. There's even a fold-down rear seat in the back so you have a choice of carrying goodies or the gang in the back. Ford. The right wheels for today's good times.

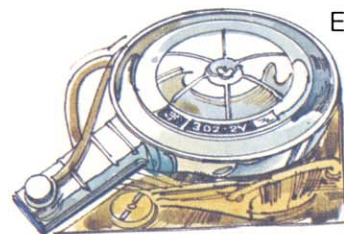


ENGINE SPECIFICATIONS		Econoline Vans	
	6 In-Line	V-8	V-8
Cylinders	6 In-Line	V-8	V-8
Displacement	300 cu. in.*	351 cu. in.	460 cu. in.†
Bore	4.00"	4.00"	4.36"
Stroke	3.98"	3.50"	3.85"
Carburetion	1-Barrel	2-Barrel	4-Barrel
Exhaust	Single	Single	Single
Valve Lifters	Hydraulic	Hydraulic	Hydraulic
TRANSMISSIONS/REAR AXLE RATIOS		E-100	
	3-Speed Manual	3-Speed Auto.	
6 In-Line	3.00	2.75*	
351 V-8	3.00	2.75*	
DIMENSIONS		E-100	
Wheelbase	124"/138"		
Overall Length	186.8"/206.8"		
Overall Height	79.3"/79.4"		
Overall Width	79.8"		
Tread, Front	69.4"		
Tread, Rear	67.0"		
Std. GVWR	5,150 lbs.		
Cargo Area Length	118.7"/138.7"		

\*Certain engines, transmissions, and axle ratios not available in Calif. or high altitude areas. †Available on E-250, E-350 series only. (See Pinto chart on page 13 for Cruising Wagon specifications.)

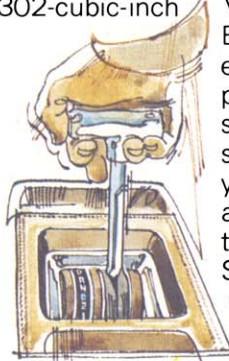


# Ford Mustang II for 1977. Sweet-handling SuperCoupe.

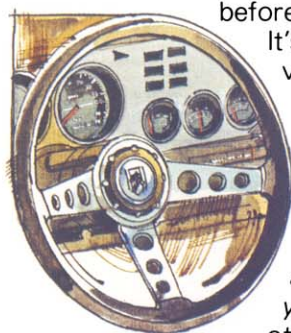


Everyone's got a favorite stretch of road. One that winds through the countryside with sweeping bends and corners that require just that little extra concentration. Mustang II is going to make that special bit of road even more interesting in 1977. That's because this year Mustang II is more responsive...so responsive, in fact, that our new carburetor linkage seems to be directly connected to an overhead cam, four-cylinder engine that's tough

to hold back. If you want even more excitement, there's a compact, light-weight optional 2.8 liter V-6,\* perfected in Europe, or a very strong optional 302-cubic-inch V-8.



Behind these quick, efficient power plants are two smooth transmissions. A slick do-it-yourself four-speed, and a crisp optional three-speed SelectShift that does it for you. Both are mounted on the floor right next to your throttle leg. And be sure to give the SelectShift a try



before you decide. It's put together very much with the driver in mind. It not only shifts for itself, you can override the machinery and shift for yourself. Another must-try option is the four-way manual driver's seat. It goes back and forth, *plus* up and down. It's got a position that's just right to keep you in touch with the road *and* all those gauges keeping track of amps, temperature, rpm's, fuel and speed. Other things that make

Mustang II very much a driver's car are rack and pinion steering, front disc brakes, staggered rear shocks, link-type stabilizer bars, close-ratio four-speed gearbox, and low-friction gearshift linkage. Put them all together and they spell Mustang II...a machine that handles with great snap and precision.

Once you've decided on Mustang II, your decisions have just begun. Mustang II's sweet handling comes in five packages. There's the hardtop...sweet handling at a low price. Next, the sleek



Mustang II Mach 1

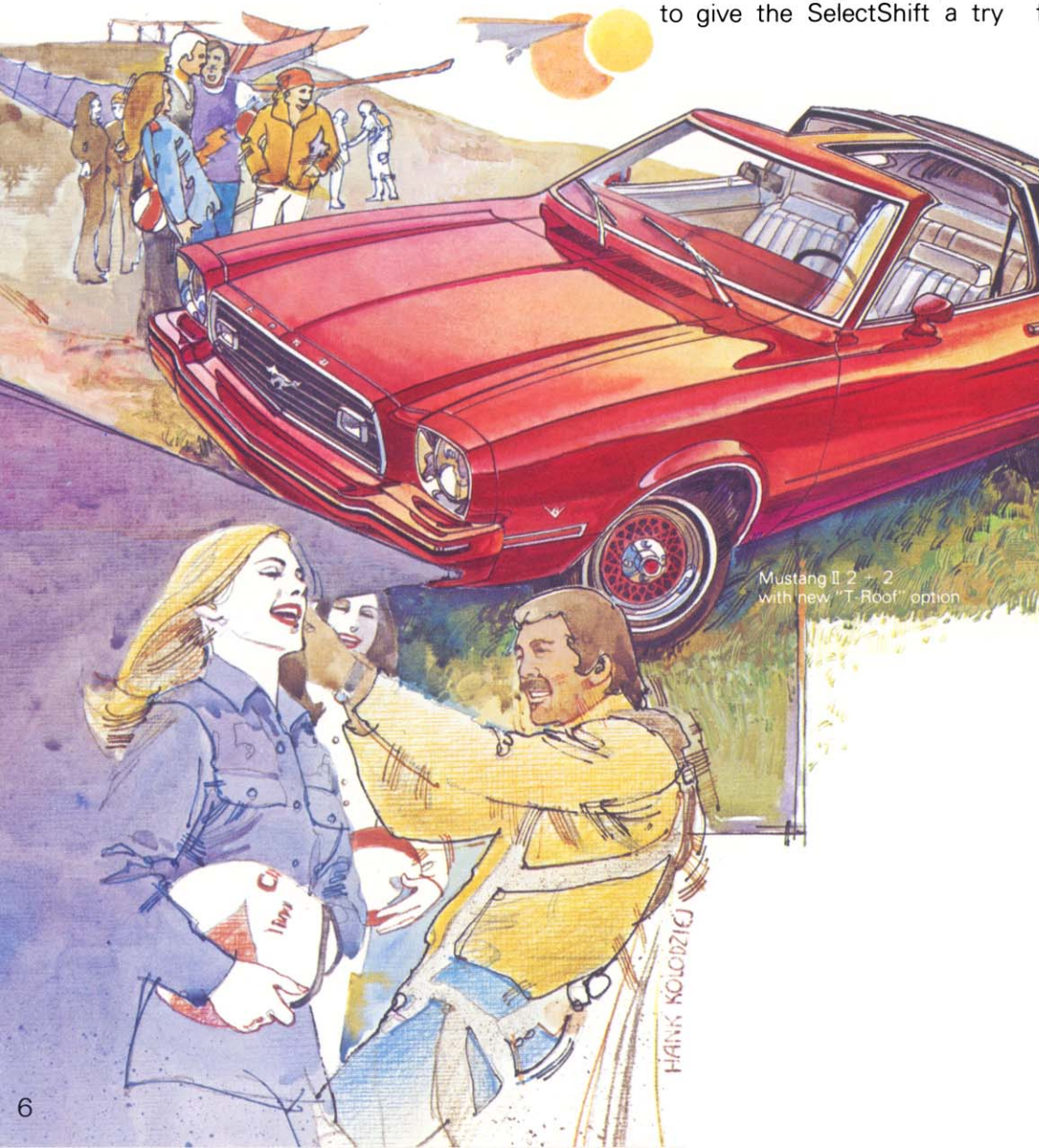
2 + 2 gives you a functional fold-down rear seat and wide-opening hatchback for easy loading.

Then there's the Mach 1 and its striking cousin: Cobra II. Both with slippery looks to match their smooth performance. And finally, the most stylish of the five—the Ghia. If you're not, there's no better way to learn what driving's all about.

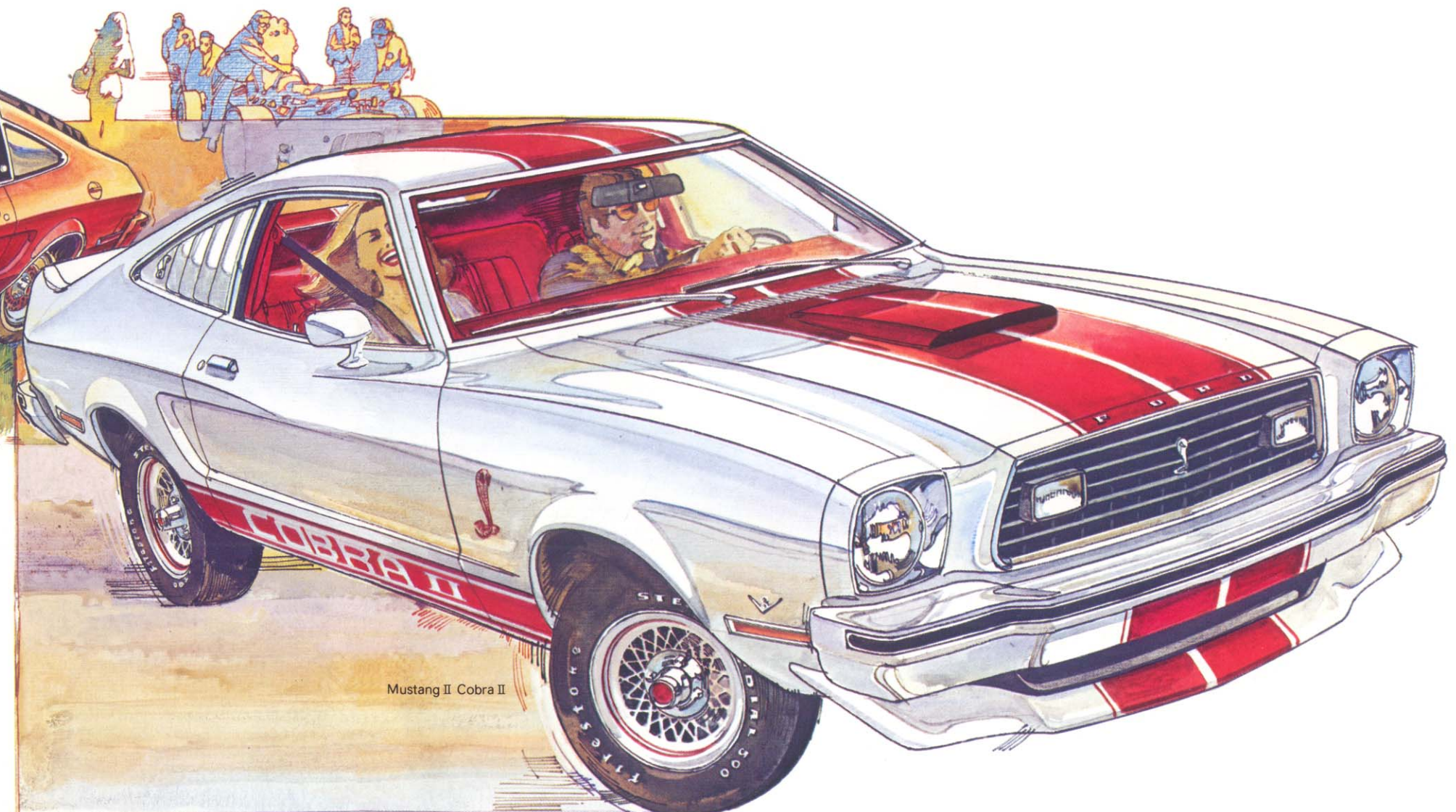
Is that it? Hardly. Because Mustang II is a car that invites customizing. Wild paint, wheels and tires, special equipment...whatever you have in mind. Come in and try a Mustang II today.

ENGINE SPECIFICATIONS			
Cylinders	4 In-Line	V-6*	V-8
Displacement	2.3 Liter (140 cu. in.)	2.8 Liter (170.8 cu. in.)	302 cu. in.
Bore	3.78"	3.66"	4.00"
Stroke	3.126"	2.70"	3.00"
Carburetion	2-Barrel	2-Barrel†	2-Barrel†
Valve Lifters	Hydraulic	Mechanical	Hydraulic
TRANSMISSIONS/REAR AXLE RATIOS			
	4-Speed Manual	SelectShift Auto.	
4-Cylinder	3.18	3.18	
V-6	3.00	3.00	
V-8	3.00*‡	3.00	
DIMENSIONS		Hardtop	2 + 2
Wheelbase		96.2"	96.2"
Overall Length		175.0"	175.0"
Overall Height		50.3"	50.0"
Overall Width		70.2"	70.2"
Tread, Front		55.6"	55.6"
Tread, Rear		55.8"	55.8"
Trunk or Cargo Vol. (cu. ft.)		6.7	22.8
Fuel Capacity (gal.) w/302 V-8		16.5	16.5
Curb Weight (lbs.) Base Vehicle		2,716	2,765

\*Not available in high altitude areas.  
†Variable venturi in Calif. ‡Not available in Calif.



Mustang II 2 + 2 with new "T-Roof" option

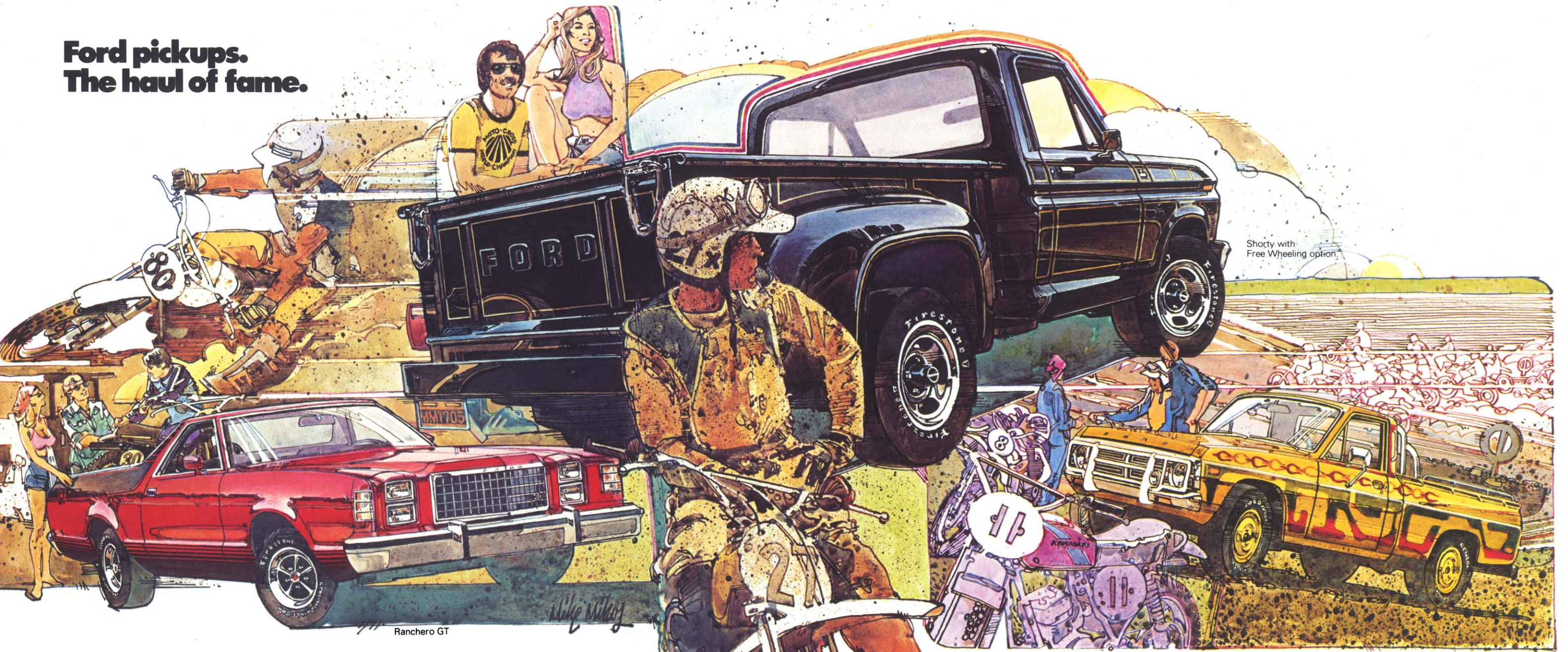


Mustang II Cobra II

HANK KOLODZIK



# Ford pickups. The haul of fame.



Shorty with Free Wheeling option.

Ranchero GT

Customized Courier



Truckin' is a fever sweeping the country and Ford's got the right trucks for the times. Ford's been synonymous with truckin' since the classic Model T and Model A pickups, and now Ford returns the classic look of the '50s in a truck of the '70s. We call it the Ford Shorty. Shorty means it's a tough-built Ford pickup with the snappy 6½-foot Flare-side box riding in back. Options include a four-speed transmission, air conditioning, and two new high-efficiency V-8's in either the 351 CID or 400 CID size. Ford's dynamite line of

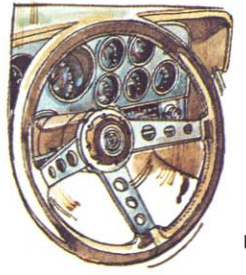
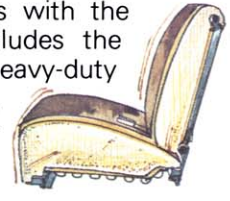
pickups just begins with the Shorty. It also includes the famous F-100, the heavy-duty half-tonner F-150, and the extra-muscular F-250. Also available in the classic Model T and Model A pickups, and now Ford returns the classic look of the '50s in a truck of the '70s. We call it the Ford Shorty. Shorty means it's a tough-built Ford pickup with the snappy 6½-foot Flare-side box riding in back. Options include a four-speed transmission, air conditioning, and two new high-efficiency V-8's in either the 351 CID or 400 CID size. Ford's dynamite line of

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five inches in the back for real comfort. The Shorty pickup shown above sports Ford's new Free Wheeling Flare-side option. This super-sharp Shorty now offers tape pinstriping in black, white or gold, charcoal grille and low-gloss black channel rear bumper. For Style-side enthusiasts, there's a special Free Wheeling option, too. Ford's stylish Ranchero boasts a classic new look for '77 with new front styling and stacked dual rectangular headlights. Ford created the whole concept of a stylish pickup back in 1957, and now, twenty years later, brings you the most glamorous Ranchero ever. Ranchero comes in

three different models including the sporty Ranchero GT, and offers a variety of V-8 engines\* and other optional equipment. If you're looking for a truck that says luxury and style, Ranchero is the answer. Rounding out Ford's range of trucks is the Courier, the gutsy little truck that's built Ford tough. Courier's news is a bigger cab for more stretch-out room and an optional 5-speed transmission which gives you the right gear when you

want it. Dressy new Courier Convenience/Decor Group, sporty dual accent tape stripes and new soft-ride package are other popular Courier options. Driving Courier is a kick. And if the fun gets rough or there's work to be done—fine. Courier is solidly built. Take the wheel... you're in command of more than just a truck. It's eager, nimble, responsive. And as rugged as it is smooth riding. Whatever truckin' means to you, Ford's the right place to start. When you head for good times, head for your Ford Dealer.



ENGINE SPECIFICATIONS				
	'76 Courier	Ranchero	F-100	
Cylinders	4 In-Line	V-8	6 In-Line	V-8
Displacement	110 cu. in.	302 cu. in.*	300 cu. in.*	302 cu. in.
Bore	3.07"	4.00"	4.00"	4.00"
Stroke	3.70"	3.00"	3.98"	3.00"
Carburetion	2-Barrel	2-Barrel	1-Barrel	2-Barrel
Exhaust	Single	Single	Single	Single
Valve Lifters	OHC	Hydraulic	Hydraulic	Hydraulic
TRANSMISSIONS/REAR AXLE RATIOS				
	'76 Courier	Ranchero	F-100*	
3-Spd. Manual	N.A.	N.A.	3.00/3.07	
4-Spd. Manual	4.11	N.A.	3.00/3.07	
5-Spd. Manual	4.11	N.A.	N.A.	
3-Spd. Automatic	4.62	2.50	2.75/2.72	
DIMENSIONS				
Wheelbase	104.3"	118"	117"/133"	
Overall Length	171.5"	220.1"	194.8"/211"	
Overall Height	61.5"	53.5"	71.5"/70.9"	
Overall Width	63.0"	79.0"	79.6"	
Tread, Front	51.2"	63.6"	64.6"	
Tread, Rear	51.2"	63.1"	64.4"	
Std. GVWR	4,005 lbs.	—	4,900/4,700 lbs.	
Box Length	71.5"	6'	6¾/8' Styleside 6½/8' Flare-side	

\*Certain engines, transmissions, and axle ratios not available in California or high altitude areas.

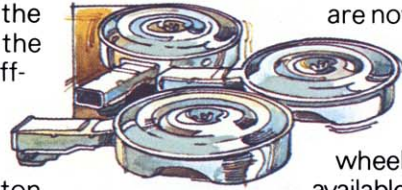


# 4x4xFord.



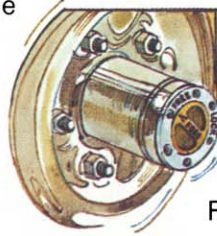
There are times when you just want to get away from it all, and sometimes it's to places the road doesn't reach. That's when you need a Ford four-wheeler, the rugged four-wheel drive trucks with Ford toughness. Ford's complete line of 4x4's begins with the lean and nimble Bronco, the sporty little four-wheeler without the bulk of many large units. It's designed to go places many of the larger vehicles can't, and comes with V-8 power and front disc brakes standard. Equip your Bronco any way you

please with a long option list. Try the Sport Bronco for style, or perhaps the Bronco Ranger for luxury in an off-road vehicle. If you're looking for a 4x4 pickup, Ford's line of brawny four-wheelin' rigs begins with the heavy-duty half-ton F-150. Like all Ford 4x4 pickups, it runs on any type of gas, an important feature when you're out in the boonies where the choice of gas is limited. Since some guys like full-time 4-wheel drive and others like the part-time kind, Ford gives you a choice of *either* type on V-8 automatic models. Free-running front hubs

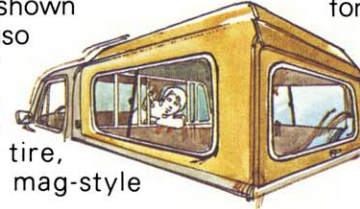


are now standard equipment on pickups with part-time 4-wheel drive and available on Bronco.

Both the Bronco and F-150 4x4 feature Mono-Beam front suspension for ruggedness and a smooth ride. Big coil springs, forged steel radius rods, track bar and a steering linkage shock absorber combine for strength, ride and easy handling. Ford's huskiest 4x4 pickup is the rugged F-250, a man-sized truck with extra strength built in everywhere. It's rated up to 7,700 lbs. GVWR and can handle the roughest types of off-road



situations you can find. All Ford 4x4 pickups offer new high-efficiency V-8 options for '77. Choose from either the new 351 CID V-8 or the big 400 CID V-8. Ford also offers increased rust protection with over 350 sq. ft. of galvanized and precoated steel in every Styleside. Design your own Ford 4x4 pickup with a long list of options including the plush Ranger and Ranger XLT trim packages, or the brush Free Wheeling option shown below. You can also add an electric rear window defroster, air conditioning, lockable spare tire, power steering, mag-style



wheel covers for 15-inch wheels, speed control, and a big exterior tool storage compartment. If you need more space for passengers, Ford even offers the Crew Cab—a roomy six-passenger 4x4. A popular choice for 8-ft. Styleside pickups is Ford's box cover. This sleek, streamlined fiberglass cover is great for extended backwoods trips. Shorty fans can be 4-wheelers, too. The snappy 6½-foot Flareside body is available on Ford F-150 4x4's. Four-wheelin' Fords. The 4x4's that are built Ford tough.



ENGINE SPECIFICATIONS	F-150, F-250 (4x4)		
	6 In-Line	V-8	V-8
Cylinders	6	8	8
Displacement	300 cu. in.*	351 cu. in.	400 cu. in.
Bore	4.00"	4.00"	4.00"
Stroke	3.98"	3.50"	4.00"
Carburetion	1-Barrel	2-Barrel	2-Barrel
Exhaust	Single	Single	Single
Valve Lifters	Hydraulic	Hydraulic	Hydraulic
TRANSMISSIONS/REAR AXLE RATIOS			
	4-Speed Manual	3-Speed Auto.	
300 6-cyl.*	3.50†	N.A.	
351 V-8	3.50†	3.50†	
400 V-8	N.A.	3.50†	
Full or part-time 4wd available with V-8/automatic.			
DIMENSIONS	F-150	F-250	
Wheelbase	117"/133"	133"	
Overall Length	194.8"/211"	211"	
Overall Height	75.4"/73.3"	77.1"	
Overall Width	79.6"	79.6"	
Tread, Front	64.3"	66.3"	
Tread, Rear	64.4"	65.0"	
Std. GVWR	6,050/6,150	6,750	
Box Length Styleside	6½' & 8'	8'	
Box Length Flareside	6½' & 8'	8'	

\*Not available in Calif. †14:10 on F-250.

Sport Bronco with Special Decor Group.



F-150 Ranger with Free Wheeling option.



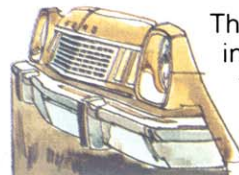


Pinto 3-Door Runabout



Customized Pinto 3-Door Runabout

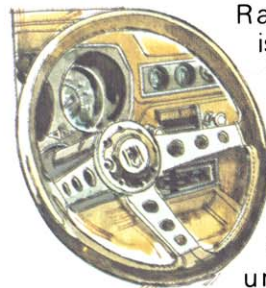
## '77 Ford Pinto. Changed. But not just for the sake of change.



There are big changes in Pinto for 1977 and they're all for the better. The styling changes are obvious, like the new resilient front end and a new optional glass third door on the Runabout. But there are also important changes that aren't so obvious. Like a substantial weight reduction through our new aluminum bumpers. The suspension's been refined, too, with revised shock absorber valving and stiffened rear-spring front eye bushings. There's also a new carburetor linkage on the four-cylinder with faster throttle response, plus a shorter floor-mounted shift lever on

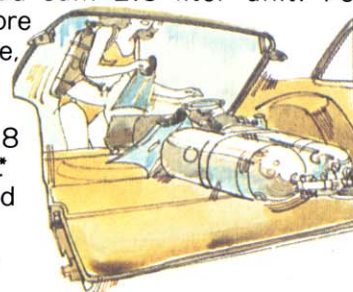
manual transmissions for faster gear selection.

Though Pinto's handling may remind you of many European cars, its interiors are all-American, offering a wide range of features, colors and fabrics. How about options like our removable, flip-up open air roof, or the new exclusively Ford four-way driver's seat that adjusts fore or aft and up or down. Of course, automatic transmission is optionally available. So are styled steel wheels with trim rings and our new forged aluminum wheels. The Sports

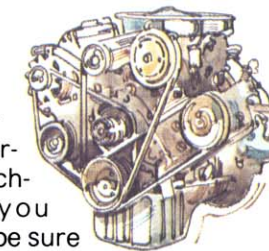


Rallye Package is just the ticket if you're the kind of driver who demands great handling and wants to know exactly what's going on underneath the hood. First off, you'll notice Pinto's new sport steering wheel which makes it clear that this is a car to be taken seriously. Then you'll see the in-dash instrumentation, including speedometer, tachometer, fuel gauge, ammeter and temperature gauge. The Sports Rallye Package also reaches into areas where you can't see, and

includes a front stabilizer bar and higher rate springs, front and rear. Combine all these with the optional steel-belted radials and you have a car with remarkable handling. Ford is the only manufacturer to offer a subcompact that's available with a choice of four- or six-cylinder engines. The standard engine is a four-cylinder overhead cam 2.3 liter unit. For even more response, there's the optional 2.8 liter V-6.\* Born and bred in Europe,



it's a beautifully smooth, strong engine that you should consider if you're into performance. Which ever engine you choose you can be sure that it's a thoroughly developed, thoroughly proven power unit that has Ford reliability built in. Pinto's lines are just right for your own personal touches, too. And Pinto's economical price lets you go a long way in customizing it without spending a whole lot of bread. Try a Pinto yourself. It's a lot of fun to drive. And it's one tough little car that's meant to be used hard and often.

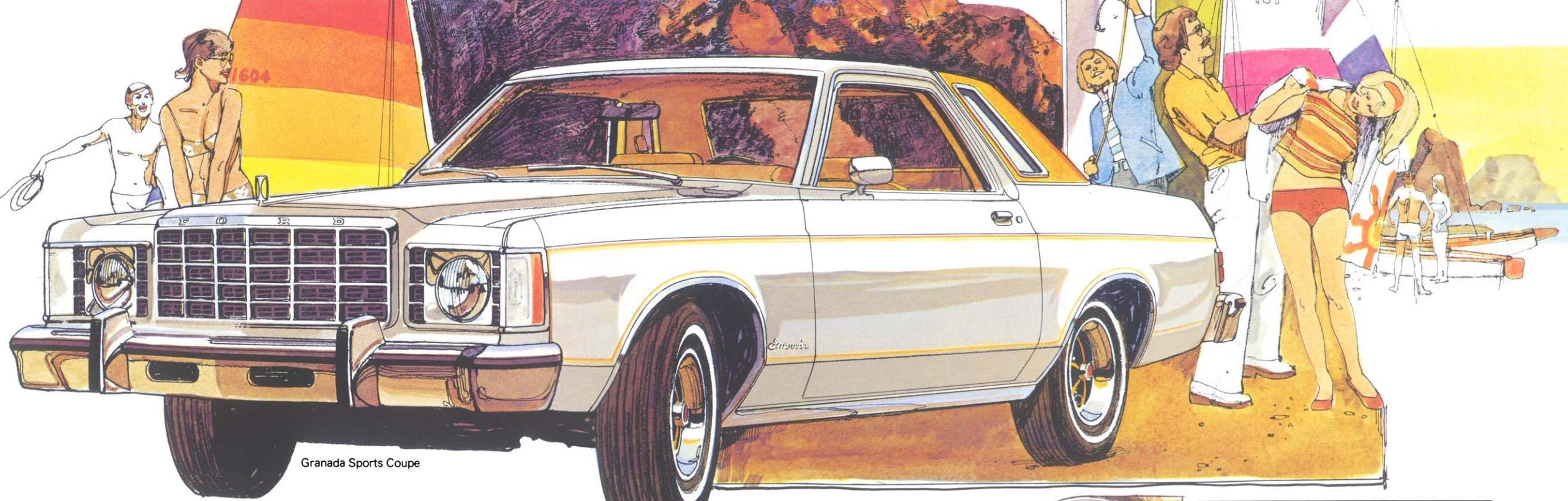


ENGINE SPECIFICATIONS		
	OHC 4-Cyl. In-Line	OHV V-6*
Cylinders	4	6
Displacement	2.3 Liter	2.8 Liter
Bore	3.78"	3.66"
Stroke	3.126"	2.70"
Carburetion	2-Barrel	2-Barrel
Valve Lifters	Hydraulic	Mechanical
TRANSMISSIONS/REAR AXLE RATIOS		
	4-Speed Manual	SelectShift Auto.
4-Cylinder	2.73	3.18
V-6	—	3.00
DIMENSIONS		
	Sedan/ Runabout	Wagons
Wheelbase	94.5"	94.5"
Overall Length	169.3"	179.1"
Overall Height	50.6"	52.0"
Overall Width	69.4"	69.7"
Front Tread	55.0"	55.0"
Rear Tread	55.8"	55.8"
Trunk or Cargo Vol. (cu. ft.)	6.3/29.0	57.2
Fuel Capacity (gal.)	13.0	14.0
Curb Weight (lbs.) Base Veh.	2,418/2,454	2,624

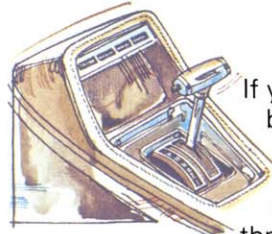
\*V-6 not available in high altitude areas or with manual transmission.



# Ford Granada. LTD II. Thunderbird. Three for the road.



Granada Sports Coupe



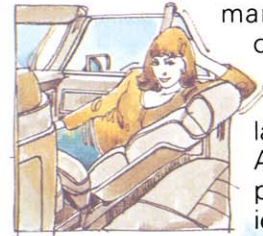
If you want to head back to that spot where the road meets the horizon, Ford offers

three 2-door coupes to get you there. Built to pack miles into minutes with luxury and comfort, they're a fresh statement of what a good road machine is all about.

The 1977 Granada Sports Coupe is a good case in point. Its half-vinyl roof, floor shift, gold accents, leather-wrapped steering wheel and styled wheels are all standard. Comfort scores well, too, in the standard reclining bucket seats. But the Sports Coupe's beauty is more than skin deep, with its heavy-duty suspension, steel-

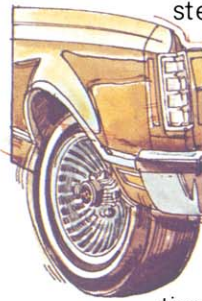
belted radial tires, and staggered shock absorbers. So, you'll find that Granada Sports Coupe's roadability, like its styling, is reminiscent of expensive European road cars.

The Granada Sports Coupe is available with four different engines. The lineup includes two six-cylinder units, and two V-8's. SelectShift automatic transmission is available with all but the smallest six-cylinder engine, and the manual four-speed overdrive is standard on all engines but the largest V-8\*.



A step up to LTD II puts the road car idea into a little

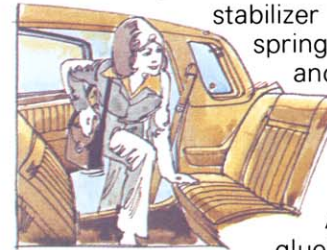
bigger package. With coil-spring suspension, staggered rear shocks, and steel-belted radial tires, its manners on the road are noteworthy. But it's hardly mild-mannered with a choice of three V-8's\*, from a standard 302-2V, all the way to optional 400 CID power.



And speaking of options, LTD II has a list that invites individuality. For example, there is a special instrument panel that includes a full complement of gauges, including tach, a Traction-Lok differential, individual front bucket seats, and about 50 more.

LTD II, the car that combines LTD quality and luxury with the sporty spirit of Mustang II.

If you're looking for the ultimate car at an affordable price, it's here . . . Thunderbird for 1977. Thunderbird traditional quality and comfort have been combined with a nimble 114-inch wheelbase, tuned front and rear



stabilizer bars, all coil springs, radial tires, and staggered rear shocks for a ride that's hard to believe. And to really glue it to the road,

there's an optional handling suspension.

The result, a whole new kind of Thunder. At

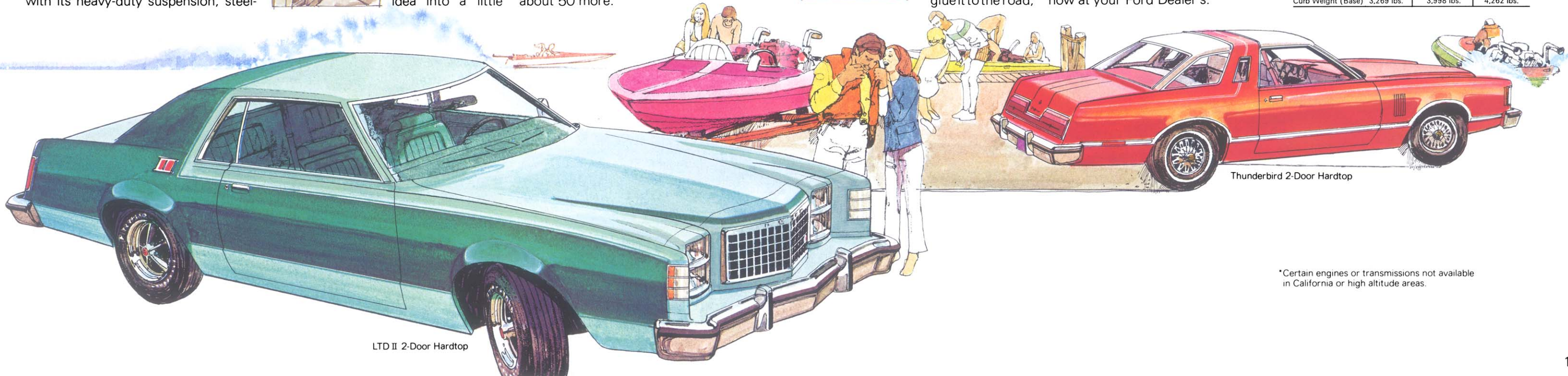
a sticker price thousands less than last year. So, now more people can experience Thunderbird's way with the road while enjoying one of its five optional sound systems or two optional air conditioning systems. But that's the better idea behind all these Ford 2-Doors. Responsive road machines that come beautifully equipped just the way they stand and give you plenty of leeway in making your own personal statement. Check them out now at your Ford Dealer's.



ENGINE SPECIFICATIONS	Granada			
	6 In-Line	6 In-Line	V-8	V-8
Cylinders	6 In-Line	6 In-Line	V-8	V-8
Displacement	200 cu. in.*	250 cu. in.	302 cu. in.	351 cu. in.
Bore	3.68"	3.66"	4.00"	4.00"
Stroke	3.13"	3.91"	3.00"	3.50"
Carburetion	1-Barrel	1-Barrel	2-Barrel	2-Barrel
Valve Lifters	Hydraulic	Hydraulic	Hydraulic	Hydraulic

ENGINE SPECIFICATIONS	LTD II & Thunderbird		
	V-8	V-8	V-8
Cylinders	V-8	V-8	V-8
Displacement	302 cu. in.*	351 cu. in.	400 cu. in.
Bore	4.00"	4.00"	4.00"
Stroke	3.00"	3.50"	4.00"
Carburetion	2-Barrel	2-Barrel	2-Barrel
Valve Lifters	Hydraulic	Hydraulic	Hydraulic

DIMENSIONS	Granada	LTD II	Thunderbird
	Wheelbase	109.9"	114.0"
Overall Length	197.7"	215.5"	215.5"
Overall Height	53.2"	52.6"	53.0"
Overall Width	74.0"	78.0"	78.5"
Tread, Front/Rear	59.0"/57.7"	63.6"/63.5"	63.2"/63.1"
Fuel Capacity (gal.)	19.2	26.0	26.0
Curb Weight (Base)	3,269 lbs.	3,998 lbs.	4,262 lbs.



LTD II 2-Door Hardtop

Thunderbird 2-Door Hardtop

\*Certain engines or transmissions not available in California or high altitude areas.





When America needs  
a better idea,  
Ford puts it on wheels.

**Notes:**

**AFTERMARKET ITEMS.** Many of the items shown on vehicles in this book are available through retail organizations and establishments not connected with the Ford Motor Company. Availability, price, quality and durability of these items rest solely with their manufacturers and sales organizations.

**PRODUCT CHANGES.** Ford Division reserves the right to change specifications at any time without incurring obligations.

**AVAILABILITY.** Some features presented are optional at extra cost. Some options are required in combination with other options. Availability of some models and features described may be subject to a slight delay. Ask your Ford Dealer for the latest information on options, prices and availability.

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