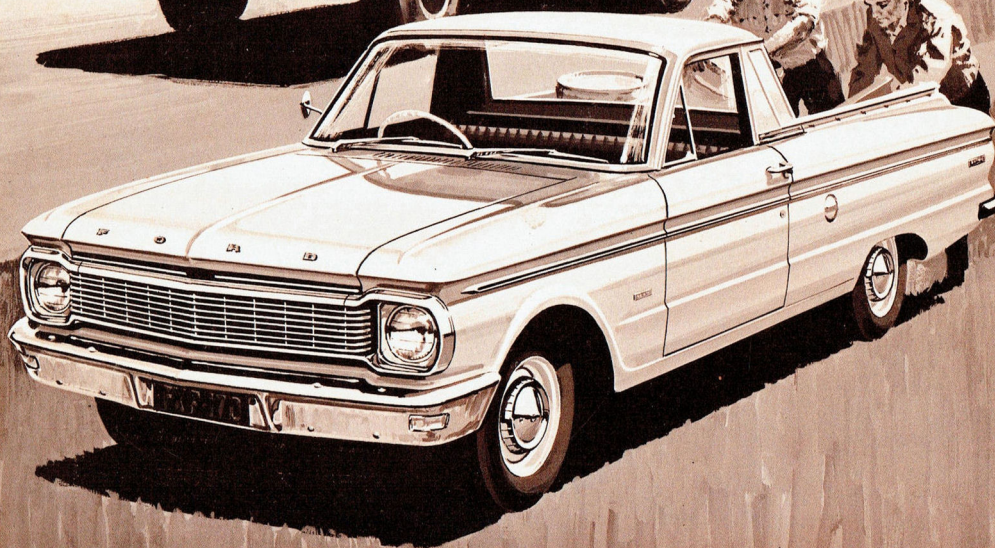


NEW TRUCK-BUILT FORD FALCON UTILITY



Whatever the point of view...

NEW FALCON UTILITIES ARE TRUCK-BUILT...



FROM ROAD TO ROOF ...

Dramatic refinements have made them tougher, harder working, smarter to look at, easier to drive than ever before. New boxed-in chassis-type frame members of heavier gauge metal provide a firm foundation for these refinements. They include revised extra durable front suspensions and truck-type rear suspensions. There's a choice of engine, the Standard 144 or the Pursuit 170,

with optional Fordomatic transmissions available, and a full 10½ cwt. of easy-to-load carrying capacity. And truck-built brawn is enhanced by new beauty. Falcon Utilities' new, smart styling promotes business prestige; their quality of manufacture makes them the most advanced, most durable Australian utilities ever. Both Standard and Deluxe models are available.

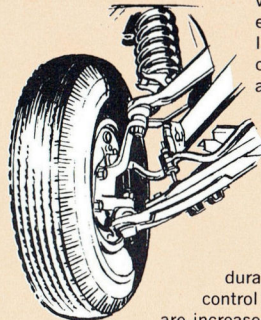
***Built stronger
to last longer***

HERE'S WHERE FALCON UTILITY IS EXTRA TOUGH!

Extra durable front suspension

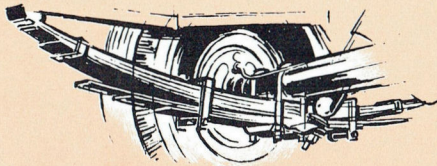
Falcon Utility's front suspension spring rates have been increased, shock absorbers have been revised to provide even firmer handling, improved cornering ability, and greater spring capacity to cope with frequent maximum loads.

The ride is smoother, with noise and vibration kept right down, while durability and vehicle control over rough roads are increased. The combined result makes this the best-performing, most durable utility front-end yet, on or off the highway.



Truck-type two-stage rear springs

Falcon Utility's 7-leaf, 2-stage truck-type rear springs have increased spring rates, and revised shock absorbers, which give better handling and a lot more durability than those of car-designed



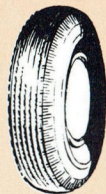
utilities. Graphite-impregnated polythene pads between the spring leaves control spacing without hindering performance; and they require absolutely no lubrication.

Insulated against rust. All of Falcon's vital underbody parts are specially coated against rust.

5-stud wheels. 5-stud wheels are fitted all round as standard equipment.

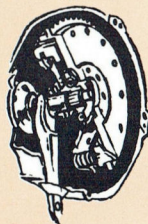
Stronger back axles, 6-ply tyres

The rear axle of the new Falcon Utility is made stronger to bear the extra strain of utility work. The axle pinion bearing spacers have been revised to maintain pre-load and a breather vent excludes dust and water. Six-ply tyres give extra strength for the most rigorous work.



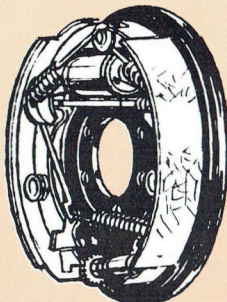
Long-life clutch

The new heavier duty long-life clutch has adjustable fingers to ensure micromatic precision installation resulting in smooth trouble-free operation. Improved lining material adds greatly to effective life. Strengthened components of the linkage and pedal are designed to take the sort of treatment a busy light commercial can expect.



Bigger, self-adjusting brakes

The new Falcon Utility's brakes are well in keeping with the extra loads it is expected to carry. They are bigger and self-adjusting. They reduce costly and time-absorbing maintenance. Adjustment is simple — it takes place automatically when you apply the brakes when reversing. The Falcon Utility's self-adjusting brakes never need regulating during the life of the brake linings. They require only the lightest pressure on the brake pedal to be completely effective.



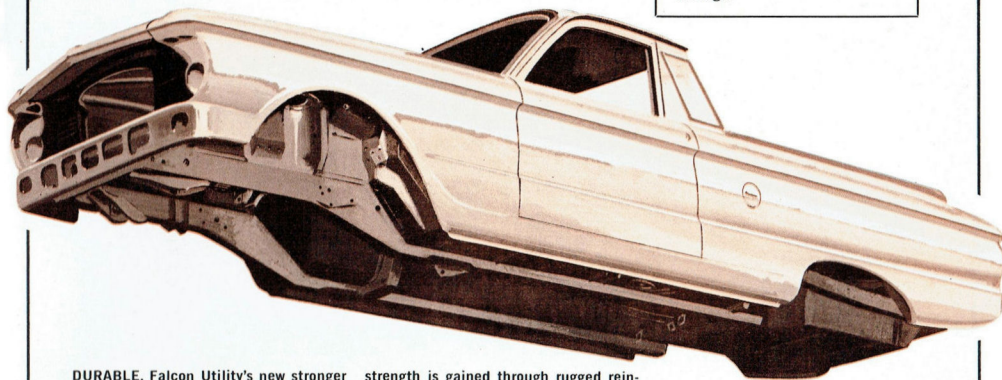
Handbrake

The handbrake is more effective for increased parking safety. The handle is stronger and a new nylon cable makes it easier to apply.

BRAWNY BOX SECTION TYPE FRAME GIVES GREAT BODY STRENGTH

Brawny box section frame from front to back gives great body strength. This 'road's eye' view of a new Falcon Utility body shows the rigid boxed-in chassis-type frame members that reinforce the whole length between the wheelbase.

Falcon's rugged double wall steel construction gives added strength to the sides and tailgate. Rubbing strips along the tops of tray sides prevent minor damage.



DURABLE. Falcon Utility's new stronger box section chassis-type frame members welded into the body increase strength and rigidity against hard driving over rough ground. Additional strength is gained through rugged reinforcement of the front end, which further increases durability, and reduces maintenance requirements after the vehicle has run up big mileages.

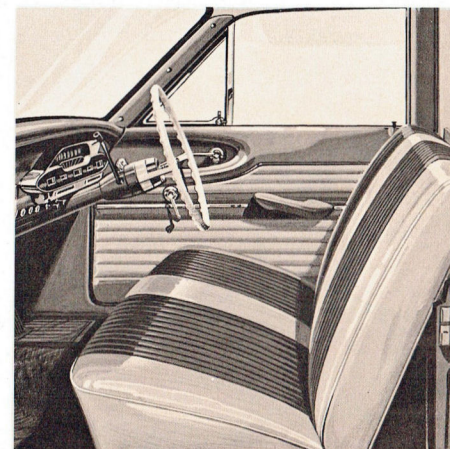
New comfort and driving ease in '65 Falcon Utility

The interior of the new Falcon Utility is all new. It is a combination of luxury and hard-wearing quality, with all the comfort features and driving ease of passenger cars.

The front seat is 2" wider and gives spacious comfort with ample hip and shoulder room even with three abreast — and now travels 1" further back to allow more leg room. It adjusts automatically upwards as well as forward for shorter people. Vision is excellent through the huge windscreen.

Thick layers of foam and wool cushioning provide deep-down luxury. New springs in the seat construction prevent seat "sag". And the wide range of colours and patterns blends beautifully with the interior low-gloss paint which reduces glare. The Deluxe model has a choice of 3 colour-keyed vinyl interior trims.

The Standard Utility offers a choice of single and two-tone vinyl interior trims.



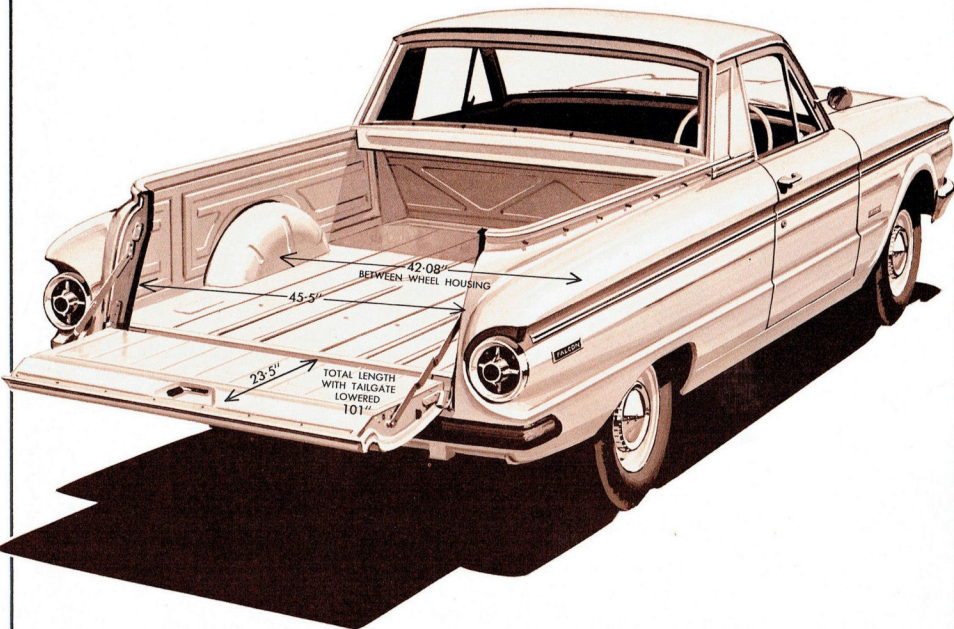
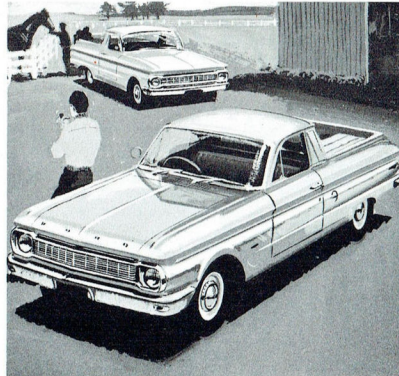
FULL 10½ cwt. CAPACITY WITH EASY-TO-GET-AT LOAD SPACE ONLY 21" FROM THE GROUND . . .

The business end of the Falcon Utility means more work done and more money made.

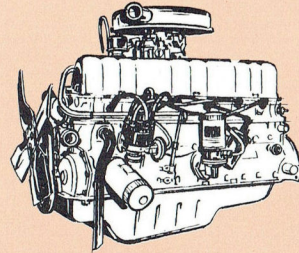
Not only has Falcon got more carrying capacity than any other utility in its class, but body dimensions are bigger. Body floor is over 6' long, and, when the tailgate is lowered, there is over 8' of usable load space. Falcon is easier to load because the tailgate is only 21" from the ground. Falcon has the widest tailgate opening, too, which is a full 45.5" effective width making it easier to load big and bulky items. Falcon has double-wall construction on sides and tailgate. For added strength, the double-steel tray floor is reinforced with seasoned hardwood and tough steel skid strips.

Versatile

Falcon Utility has proved its versatility and adaptability to both city and country work. Whatever your Utility needs test drive the '65 Falcon and you'll be convinced of its superior quality and value.



FALCON UTILITY HAS MORE IN TOTAL PERFORMANCE . . .



Falcon Utility has more in total performance

Falcon Utility has a better combination of all the factors that go to make up total performance. In other words, Falcon has the best balance of carrying capacity, driver comfort, power, economy, road-holding, visibility and safety.

(1) FALCON'S POWER.

(a) **Standard 'economy champ' 96-horsepower engine** is overhead valve, short-stroke design, gives greatest petrol economy. It delivers smooth and adequate power — 96 brake horsepower, 138 lbs./ft. of torque, 144 cu. in. displacement, 8.7:1 compression ratio.

(b) **'Pursuit 170' engine** (optional extra cost). Lively, well-proven overhead valve short stroke powerplant of 111 brake horsepower. Other statistics: 156 lbs./ft. of torque, 170 cu. in. displacement, 8.7:1 compression ratio.

(2) **FORDOMATIC AUTOMATIC TRANSMISSION.** Famous Fordomatic 2-speed automatic transmission is available for Falcon Utilities as an optional extra.

(3) **OUTSTANDING ECONOMY.** Up to 30 miles per gallon with the standard '144' and 'Pursuit 170' engines.

(4) **BIG, QUICK-STOPPING BRAKES.** Falcon's brakes have a total lining area of 154.2 sq. in. They're the nearest thing yet to power brakes.

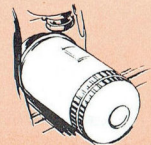
(5) **STABILITY AND ROAD-HOLDING.** Long wheelbase (109.5"), wide track (55" front and 54.5" rear) and lower centre of gravity combine to give you the steadiest, most road-hugging ride.

Engine refinements. Refinements to the well-proven Falcon Utility engines include new loop-type exhaust pipe mounts for even quieter running. A new muffler galvanised inside and outside further reduces sound level, and has extra-long life. Alternators for both engines are available as optional, where extra generating output is required, particularly on low-speed operation. Select either Deluxe or Standard — both with a choice of engines.

Falcon Utility's choice of engines and transmissions enables you to tailor your power needs to suit the requirements of your job. Falcon Utility operators have the added advantage of the Ford '12/12' warranty that provides protection for 12,000 miles or 12 months. Most important of all — they have the advantage of operating a true truck-type utility that's built stronger to last longer.

Lubed-for-life steering. Lubed-for-life steering linkage provides a high level of steering safety and efficiency, and eliminates lubrication costs. The service interval on the drive-shaft assembly is 36,000 miles. The fuel filter also has a service life of 36,000 miles, and has a replaceable element.

6000-mile oil change. A full flow oil filter allows you to go 6000 miles between oil changes. In addition to these maintenance items, Falcon's built-in quality features and double-wall body construction greatly reduce maintenance. Removable body panels allow easy replacement or repair.



Ready availability of genuine FoMoCo low-cost parts. Falcon Utility operators suffer only minimum down-time when replacement parts eventually become necessary. That's because Ford's vast distribution network ensures that the right genuine FoMoCo part is to hand — in the right place at the right time. Only genuine FoMoCo parts have exactly the same components and quality manufacture as those they replace.

SPECIFICATIONS:

Falcon Design: Welded, integral body and frame for quietness and high strength-weight ratio, including built-in 'torque-boxes' incorporating floor side members for increased rigidity. Rear-hinged counter-balanced engine hood with outside safety-type latch. Chromed one-piece front bumper. Twin solid rubber bumperettes at rear. Corrosion-resistant heavily plated grille. Bright metal windshield moulding. Cowl top ventilation system. Clear-visibility safety glass throughout. Wide-angle windshield with forward-sloping pillars. Large wide-opening doors, with assist-type door checks and bronze-bushed hinges. Double-grip safety door locks. Rear-mounted 12-gallon fuel tank with side-fill fuelling.

Engine: Standard 96 h.p. overhead valve Falcon Six—144 cu. in. displacement; 3.50" bore x 2.50" stroke; 8.7:1 compression ratio; brake horsepower 96 at 4,200 r.p.m.; maximum torque 138 lbs./ft. at 2,000 r.p.m. Optional Pursuit 170 Six—170 cu. in. displacement; 3.50" bore x 2.94" stroke; 8.7:1 compression ratio; brake horsepower 111 at 4,400 r.p.m.; maximum torque 156 lbs./ft. at 2,400 r.p.m. Low-silhouette unit-design carburettor, manual choke; full-vacuum spark control; integral cylinder head and 6-port intake manifold; precision-moulded crankshaft with four precision-type main bearings; rotor-type oil pump; oil capacity 3 quarts, with filter change 4 quarts. All-galvanised muffler for reduced noise and extra long life. Alternators for both engines are available as optional extras if required.

Clutch and Transmission: Single cushion disc, dry-plate clutch for smooth engagement; adjustable fingers; aluminium housing; permanently lubricated ball-bearing-type clutch release-bearing; suspended clutch pedal for easy action and no draft hole in toeboard. Face diameter is 8½". Total frictional area is 68.1 sq. ins. 3 forward speeds and 1 reverse. Shot-peened fine-pitch helical gears for high strength and quietness with forged bronze synchronisers for smooth operation. Anti-friction bearings throughout. Standard 'H' shift pattern with lever on steering column. Ratios (to 1): 1st 3.29, 2nd 1.83, direct 1.00, reverse 4.46. Fordomatic 2-speed automatic transmission optional extra with 'Pursuit' motor.

Rear Axle: Heavy duty semi-floating type with hypoid crown wheel and pinion. Induction-hardened forged 5-stud axle shaft with permanently lubricated double-sealed ball-type bearings. Needle roller bearing universal joints. Axle ratio: 4.00:1.

Front Suspension: Angle-poised ball-joint type with coil springs pivot-mounted and rubber-insulated lower arms. Built-in anti-drive control. Internally mounted hydraulic double-acting shock absorbers with rebound cutoff. Front end has link-type, rubber-bushed ride stabiliser to control roll on turns. Tapered-roller wheel bearings. Increased spring rates and revised shock absorber valving for firmer ride and durability.

Rear Suspension: Longitudinal, semi-elliptic, 2-stage 7-leaf springs of asymmetrical design with rear axle located

forward from centre of springs for anti-squat control on take-off. Provides soft-action, variable-rate with rubber bushed supports and compression-type shackles for soft, levelized ride. Axle nose bumper. Diagonally mounted hydraulic double-acting shock absorbers. Increased spring rates and revised shock absorber valving. Graphite impregnated polythene interlining pads, no lubrication required.

Steering: Magic-Circle low-friction recirculating-ball-type steering provides easy handling. Protective rear mounting. Anti-friction bearings throughout. Symmetrical linkage, lubed for life. Overall steering ratio 27:1. Safety type 16", 3-spoke deep centre steering wheel, black with centre horn button. Deluxe Model: White steering wheel with horn ring. Turning diameter 37.7'.

Brakes: Self-adjusting, double-sealed, self-energising hydraulic brakes with suspended pedal and dash-mounted master cylinder. Drums, 10" diameter front and rear, with riveted linings, for long life, cool operation and fade resistance. Lining area is 154.2 sq. in. Offset 'T' handle parking brake at right of steering column applies rear brakes. Nylon-lined handbrake cable.

Tires: Black, tubeless: 6.70 x 13, 6 ply, on safety rims. Pressed steel ventilated 4½" disc wheels. Spare wheel and tyre under load area floor.

Standard Equipment: Two sun visors. Two parallel-action electrically operated windshield wipers of the two-speed type. Exterior rear-view mirror. Single horn. Instrument panel with speedometer, odometer, fuel, temperature gauges, oil and generator warning lights, high-beam and twin turn-signal indicators in cluster, lighted control identifications, ash tray, glove box, dome light operated by headlight switch. Pre-focused sealed-beam head lights, parking lights, tail lights with stop lights, and amber turn-indicator lights, numberplate illumination light. Rheostat controlled illumination for instrument cluster.

Deluxe Model: Additional items include white steering wheel, horn ring, door operated courtesy light, cigar lighter, colour keyed vinyl upholstery, left hand door lock, arm rest.

Optional Equipment: As well as the items previously mentioned, the following are available as optional equipment: Tinted Banded Laminated Windshield, Padded Dash, Padded Sun Visors, Heavy-duty Battery.

Weight: Kerb weight, 2,710 lbs.; GVW 3,890 lbs. Add the following for extra equipment: radio, 7 lbs.; 17 lb. heater; Fordomatic transmission, 56 lbs.

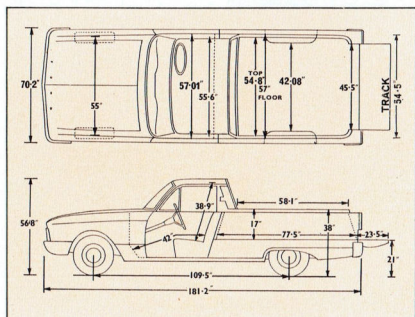
Falcon's Four-way Better Service: Your satisfaction as a Falcon owner is increased by the after-sales service of Ford Falcon Dealers. It has four big advantages to you... Falcon Dealers send their mechanics to specialised Ford Falcon factory service schools... have time-saving equipment just right for Falcons... follow Ford Falcon factory-approved servicing methods... use FoMoCo genuine parts.

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(Incorporated in Victoria)

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