



1968 Torino GT Fastback's only concession to convention is six-passenger seating if you prefer

Ford made it hard to tell
at a glance
which are the competition cars,
and which are the road cars.

This year Torino isn't
going to make it any easier!

'68 TORINO!
Ford's newest bright idea.

Someone had tunnel vision—wind tunnel that is—and the result is the best shape Ford's middleweight has ever been in. Now we're not going to tell you that this turnpike express goes better because it's pretty, but like the man said, "It can't hurt."

Another thing that can't hurt is the improved 427 engine. This is the old rough, tough 427 forced into a shirt and tie. Hydraulic valve lifters and a new camshaft make this optional V-8 quieter, while practically eliminating valve adjustments.

Biggest news is a beefed-up automatic transmission that's been specially engineered for the 427. This is the automatic that lets you shift manually, too. It has a high-stall-speed torque converter, and higher shift points. With this rig you can be

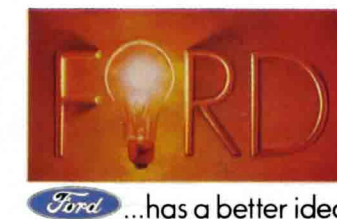
as shifty as Gas Ronda, except no one in his right mind will call your Torino a "funny car."

If the gentled giant is more muscle than you need, consider Torino's all-new 302-cubic-inch V-8. Based on the thin wall 289, the little watch fob V-8 that's won more road races than Mario Andretti, this new engine is a bear for punishment. High lift cam, lightweight pistons, stronger crankshaft, chrome-plated valve stems, and a new combustion chamber shape are some of the things that make this one a future contender.

Torino has four V-8's in all . . . they go from 210 horses to escape velocity. Just to make things tougher decision-wise, Torino also throws in three different transmissions, 3-speed all synchro, 4-speed all synchro, and

3-speed SelectShift. Two decisions Torino GT makes: you get front wheel disc brakes and heavy-duty suspension with anything over 300 horses. They just don't build them in Torino land—they drive them, too.

Torino GT gives away things like a 302-cu. in. 210-hp V-8, GT stripes, bucket seats, styled wheels, shoulder harnesses, wide-oval tires, and much more. In fact Torino GT is so non-stock the next step is learning to weld and building your own GT!



TORINO GT HARDTOP BASIC SPECIFICATIONS:

Length	201.1"
Width	74.6"
Height	53.6"
Wheelbase	116"
Curb Weight (approx.)	3372 lb.
Trunk Volume	15.2 cu. ft.

Torino GT standard equipment includes 302-cu. in. V-8 engine with fully synchronized manual transmission, wide-oval white sidewall tires, GT stripes, GT identification, bucket seats, electric clock and GT styled steel wheels.

TORINO BODY STYLES:

4-Door Sedan	2-Door GT Fastback
2-Door Hardtop	GT Convertible
2-Door GT Hardtop	Squire Wagon

TORINO ENGINE, TRANSMISSION AND RUNNING GEAR OPTIONS:

200-cu. in. 120-hp Six	390-cu. in. 265-hp V-8
302-cu. in. 210-hp V-8	390-cu. in. 325-hp V-8
	427-cu. in. 390-hp V-8

Cruise-O-Matic available with all engines including Six 4-speed manual (close or wide ratio gears) available on all V-8's except 427 cu. in. Heavy-duty 3-speed manual available on all V-8's except 427 cu. in.

Power front disc brakes, Power steering
Limited-slip differential available with all engines
Heavy-duty suspension available only with V-8's
Wide-oval tires
Radial ply tires (regular and wide-oval)
GT handling suspension (standard with 325- and 390-hp V-8's)

TORINO OTHER OPTIONS:

- Bench seats (GT's)
- Tinted windshield and/or windows
- Select-Aire Conditioner
- Remote-control outside mirror
- Push-button AM radio and antenna
- AM/FM Stereo Radio
- Center console with bucket seats