

1969 FORD RANCHERO

Ranchero · Ranchero 500 · Ranchero GT



**Ranchero
by Ford...
America's
hi-style,
hi-performance
pickup**

Sleek, smart and sporty, the '69 Ranchero is a powerful performing pickup—the ultimate in luxury pickups with quicker handling and quicker, more powerful engines. Choose from the Ranchero, Ranchero 500 or Ranchero GT.



All Rancheros offer a wide power choice that includes two new 351-cu. in. V-8's, an improved 390-cu. in. V-8, and two pulse-pounding 428-cu. in. V-8's! The new 250-cu. in. Six is standard on all Rancheros except the GT which has the 302-cu. in. V-8 standard.

The Ranchero is a worker, too. The roomy 6½-ft. pickup box has over 39 cu. ft. of cargo space. Double-wall sides give added strength. Loading is convenient with low tailgate height and easy opening, counterbalanced one-hand tailgate. Optional heavy-duty suspension package and tires

provide plenty of stamina for loads up to 1250 lb. And Ranchero offers a complete array of luxury-convenience options that range from vinyl roof and bucket seats to power front disc brakes.



**Custom-tailored
for people
who travel
first class**

Ranchero 500 (cover)

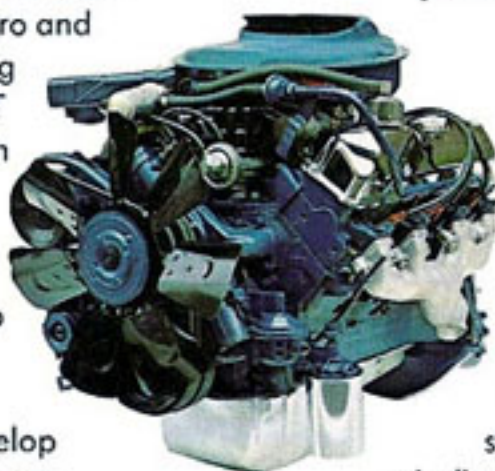


Ranchero GT

Ranchero

New power choices for sizzling performance

For '69 the Ranchero's standard engines are bigger and more powerful! New 250-cu. in. Six in the Ranchero and Ranchero 500 . . . and the big 302-cu. in. V-8 (2V) in the GT give you more zip right from the start. And for real performance buffs, Rancheros offer a broader choice of V-8 power . . . all the way up to the 428-cu. in. Cobra Jet V-8's. The Big Cobra Jet V-8's develop 335 hp with high-lift cams, over-size valves, 4-barrel Holley, and



2 1/4-in. dual exhausts. The **428 engine package** includes: performance/handling suspension; extra cooling radiator; 80 amp-hr battery; cast aluminum rocker covers; bright radiator cap, dipstick, oil-filler cap and air-cleaner top; and "428" emblem. In addition, the **428 Ram-Air Cobra Jet V-8** includes a special induction system that forces cool outside air directly to the carburetor through a hood air scoop for peak power.

ENGINES	250 SIX	302 V-8 (2V)	351 V-8 (2V)	351 V-8 (4V)	390 V-8 (4V)	428 V-8 (4V)*
Max. Gross HP (bhp @ rpm)	155 @ 4000	220 @ 4600	250 @ 4600	290 @ 4800	320 @ 4600	335 @ 5200
Max. Gross Torque (lbs-ft @ rpm)	240 @ 1600	300 @ 2600	355 @ 2600	385 @ 3200	427 @ 3200	440 @ 3400
Bore and Stroke (in. x in.)	3.68 x 3.91	4.0 x 3.0	4.0 x 3.5	4.0 x 3.5	4.05 x 3.78	4.13 x 3.98
Compression Ratio (to 1)	9.0 to 1	9.5 to 1	9.5 to 1	10.7 to 1	10.5 to 1	10.6 to 1

*Ram-Air induction Cobra Jet V-8 is also offered.



Popular Ranchero performance options



1. Sport hood scoop is standard on GT's. Hood air scoop is included with Ram-Air induction Cobra Jet V-8 on all Rancheros. 2. SelectShift Cruise-O-Matic transmission gives you fully automatic or manual shifting, shown with optional center console.



3. Four-on-the-floor fully synchronized 4-speed transmission. 4. Tachometer for V-8's has lighted dial with easy-to-read calibrations. 5. Power front disc brakes provide greater brake fade resistance, easier stopping. Heavy-duty alternator, battery and heavy-duty suspension package are also offered.



The Ranchero features a stylish, full-width seat handsomely upholstered in all-vinyl black, blue or nugget gold . . . color-coordinated with vinyl door trim panels and interior paint. Other standard features include: deluxe seat belts with outboard retractors, vinyl-coated rubber floor mat, attractive vinyl headlining, ventless side windows, door-operated courtesy light switches, fresh air heater/defroster with sliding controls, satin

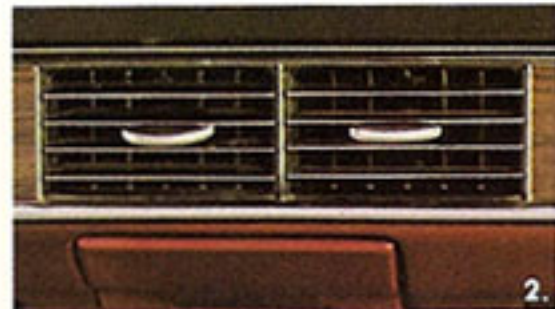


finished horn ring, day/night inside rear-view mirror, spare tire and tool stowage compartments behind the split seat back. **The Ranchero 500** has, in addition to or in place of Ranchero features, deep-pile wall-to-wall carpeting color-coordinated with the black, red, blue, or nugget gold pleated all-vinyl seat upholstery; deluxe door trim panels and moldings, electric clock, spare tire cover, bright-metal wheel covers, and bright-metal body side and wheel opening moldings. **The sports-blooded Ranchero GT** has a uniquely detailed grille, sport hood scoop, deluxe wheel covers, whitewall tires, and

a distinctive GT body stripe in black, white, red or gold—color-coordinated with body and interior color schemes.



Ranchero GT interior (with deluxe steering wheel)



Ranchero 500 interior



Ranchero interior (with deluxe steering wheel)

Smart options add even greater comfort and convenience. **1. Body side moldings** provide added sports flair on the Ranchero and Ranchero 500. **2. SelectAire Conditioner** integral with heater for splendid, all-season comfort, freedom from wind noise. **3. AM-FM Stereo Radio** provides outstanding reception and sound. **4. Deluxe steering wheel** for all models. **Intermittent Windshield Wipers** provide new convenience, **Electric Clock** (Ranchero), **Power Steering**, **Forced Ventilation System**, **Tinted Glass** (all around), **Wheel Covers**, **Styled Steel Wheels**, and **Courtesy Light Group** are also offered.

1969 Ranchero Specifications

Brakes: Dual master cylinder hydraulic system, self-adjusting, front—10" x 2½", rear—10" x 2"; and foot-operated parking brake. 10" x 2½" rear brakes with 351, 390 and 428 V-8 engines.

Clutch: Single-plate torsion-disc clutch, aluminum housing, 10" diameter w/250 Six and 302 V-8; 11" w/351 and 390 V-8's; 11½" w/428 V-8's.

Colors: Raven Black, Wimbledon White, Candyapple Red, Royal Maroon, Dresden Blue, Brittany Blue Metallic, Presidential Blue Metallic, Aztec Aqua, Gulfstream Aqua Metallic, New Lime, Lime Gold Metallic, Meadowlark Yellow, Black Jade Metallic, Champagne Gold Metallic, and Indian Fire Metallic. Two-tone combinations are available with Wimbledon White roofs with all other

body colors or Raven Black roofs with all colors except Dresden, Brittany and Presidential Blues or Black Jade.

Front Suspension: Independent, angle-poised, ball-joint type with coil springs and shock absorbers. Spring capacity @ pad: 1190 lb. w/Six, 1300 lb. w/302 and 351 V-8's, 1540 lb. w/390 V-8 and special performance handling package with 428 V-8's.

Rear Suspension: Leaf springs with anti-friction inserts and shock absorbers. Spring capacity @ pad: 1070 lb. (1280 lb. w/HD suspension package option).

Tires: Standard—7.35 x 14 B* (whitewalls on Ranchero GT). Optional—7.75 x 14 B* and D**, F-70 x 14 B* (includes 7.35 x 14 spare). Whitewalls optional.

*Load range B=4 PR

**Load range D=8 PR

ENGINE	TRANSMISSION	AXLE RATIOS*	
		Conventional	Limited-Slip
250 Six	3-Speed Cruise-O-Matic	3.00, 3.25	3.00, 3.25
302 V-8 (2V)	3-Speed	3.25, 3.00	3.25, 3.00
	Cruise-O-Matic	3.00	3.00
351 V-8 (2V)	3-Speed	3.00, 3.25†	3.25
	4-Speed Cruise-O-Matic	3.00, 3.25†	3.25
351 V-8 (4V)	3-Speed, 4-Speed Cruise-O-Matic	3.25, 3.00	3.25
390 V-8 (4V)	3-Speed, 4-Speed Cruise-O-Matic	3.00, 3.25†	3.25
428 V-8's (4V)	4-Speed Cruise-O-Matic	3.50	3.50, 3.91

*Standard or recommended ratio shown first.

†3.25 ratio standard w/GT.



Rancheros make a hard-working top hand for farms and ranches, spruce up dude ranches, too!



The Ranchero is a popular "command car" and parts/supplies expediter on construction jobs.

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