

SPECIFICATIONS

FALCON XR GT

DATE OF INTRODUCTION:

XR range: 1966. GT: May 1967

VEHICLE TYPE:

Four-door sedan

MODEL LINE-UP:

GT

ENGINES (WITH SPECIFICATIONS):

* 289

Type: Conventional, watercooled, four-stroke, reciprocating piston type

Capacity: 4.727 litres (289 ci)

Number of cylinders: 8

Configuration: Front mounted, longitudinal, 90 degree vee

Head design: Pushrod and rocker actuated overhead valve with hydraulic lifters

Fuel system: Ford Autolite '4300' 446 cfm four barrel downdraught carburettor

Bore and stroke: 4.00 x 2.87 inches (101.6 mm x 72.9 mm)

Power output (DIN): 225 bhp (169 kW) at 4800 rpm

Torque (DIN): 305 lb/ft (411.75 Nm) at 3200 rpm

Compression ratio: 9.8:1

TRANSMISSIONS (WITH RATIOS):

* Type: Four-speed all-synchromanual

1st: 2.78:1

2nd: 1.93:1

3rd: 1.36:1

4th: 1.00:1

Reverse: 2.78:1

REAR AXLE RATIOS:

2.93:1 (eight inch, removable carrier type with limited slip diff)

ENGINE/TRANSMISSION COMBINATIONS:

Only combination available: four-speed manual transmission and 289 V8

PERFORMANCE WHEN NEW:

Model: XR GT

Engine: 4.7-litre V8

Final drive: 2.93:1

Top speeds in gears – four-speed manual

1st (2.78:1): 44 mph (71 km/h)

2nd (1.93:1): 65 mph (105 km/h)

3rd (1.36:1): 91 mph (146 km/h)

4th (1.00:1): 121 mph (195 km/h)

Elapsed time 0-100 km/h (61 mph): 9.7 seconds

Standing 400 metres (approx quarter mile): 16.5 seconds

CHASSIS/CONSTRUCTION:

All steel unitary

CLUTCH:

Single 10 inch (254 mm) dry plate

SUSPENSION:

* Front: Independent angle poised ball joint, MacPherson strut, coil springs, telescopic dampers, wishbones and antiroll bar

* Rear (with axle type): Hotchkiss type with semielliptic leaf springs, telescopic dampers and live axle

STEERING:

Recirculating ball with 16:1 ratio. Power assistance optional

BRAKES:

Servo assisted

* Front: 11 inch (270 mm) discs

* Rear: 10 inch (254 mm) drums

ELECTRICAL:

12 volt battery

IGNITION SYSTEM:

Single point distributor

EXHAUST SYSTEM:

Cast iron manifold, low restriction single exhaust

WHEELS:

Standard – 5.50 x 14 inch steel with stainless steel covers

TYRES:

185 x 14

INSTRUMENTS/CONTROLS:

Speedometer calibrated to 140 mph, tachometer calibrated to 7000 rpm, oil pressure, water temperature and fuel gauges. Alternator and high-beam warning lights

SEATING:

5

INTERIOR DIMENSIONS:

Front leg room: 40.9 inches (1040 mm)

Rear leg room: 35.2 inches (895 mm)

Front headroom: 38.3 inches (973 mm)

Rear headroom: 37.6 inches (955 mm)

Front shoulder room: 57.1 inches (1466 mm)

Rear shoulder room: 58 inches (1473 mm)

Front hip room: 59.5 inches (1511 mm)

Rear hip room: 59.5 inches (1511 mm)

EXTERIOR DIMENSIONS:

Total length: 15 ft 8.4 inches/188.4 inches (4689 mm)

Total width: 73.8 inches (1875 mm)

Total height at kerb weight: 54.7 inches (1389 mm)

Wheelbase: 111 inches (2814 mm)

Front track: 58 inches (1473 mm)

Rear track: 58 inches (1473 mm)

Kerb weight: 3150 lbs (1429 kg)

Turning circle kerb to kerb: 37.5 ft (11.3 m)

Fuel tank capacity: 16.4 gallons (75 litres)

Cargo capacity: 25.4 cubic ft (.69 cubic metres)

PRICE AT TIME OF INTRODUCTION:

\$3890

NUMBER BUILT:

Total:

596

Breakdown:

1967: 558 (all manual)

1968: 38 (all manual)

NB: The production number given for each GT model in these specification charts is based on Ford's official factory figures and contradicts most previously published figures. For example, the number of XR GTs built has been commonly recorded elsewhere as 760 units. See month by month production run-down at end of specification section

BODY/CHASSIS NUMBERS AND ENGINE CODES**(FOR IDENTIFICATION):**

Vehicle identification plate is located on the left hand side of the radiator support panel

The first four digits should be: JG33

The fifth digit is the year of manufacture: 1967 - G

The engine code for the 289 V8 is K

The transmission code for the four-speed manual is L

OTHER IDENTIFICATION MARKS:

Available in GT Gold only. Black sports stripes running from wheel arch to wheel arch along sills. Blacked out boot lip panel. '289 Hi Performance' and 'GT' badges

FALCON XT GT

DATE OF INTRODUCTION:

March 1968

VEHICLE TYPE:

Four-door sedan

MODEL LINE-UP:

GT

ENGINES (WITH SPECIFICATIONS):*** 302**

Type: Conventional, watercooled, four-stroke, reciprocating piston type

Capacity: 4.942 litres (302 ci)

Number of cylinders: 8

Configuration: Front mounted, longitudinal, 90 degree vee

Head design: Pushrod and rocker actuated overhead valve with hydraulic lifters

Fuel system: Ford Autolite '4300' 441 cfm four barrel downdraught carburettor

Bore and stroke: 4.00 x 3.00 inches (101.6 mm x 76.2 mm)

Power output (DIN): 230 bhp (172 kW) at 4800 rpm

Torque (DIN): 310 lb/ft (418.5 Nm) at 3200 rpm

Compression ratio: 10:1

TRANSMISSIONS (WITH RATIOS):*** Type: Four-speed all-synchro manual**

1st: 2.78:1

2nd: 1.93:1

3rd: 1.36:1

4th: 1.00:1

Reverse: 2.78:1

*** Type: Three-speed C4 automatic**

1st: 2.46:1

2nd: 1.46:1

3rd: 1.00:1

Reverse: 2.20:1

REAR AXLE RATIOS:

3.0:1 (eight inch, removable carrier type with limited slip diff)

ENGINE/TRANSMISSION COMBINATIONS:

Four-speed manual transmission standard. Three-speed C4 automatic optional. Only the 302 engine available

PERFORMANCE WHEN NEW:

Model: XT GT

Engine: 4.9-litre V8

Final drive: 3.0:1

Top speeds in gears - four-speed manual

1st (2.78:1): 47 mph (76 km/h)

2nd (1.93:1): 69 mph (111 km/h)

3rd (1.36:1): 96 mph (155 km/h)

4th (1.00:1): 124 mph (200 km/h)

Elapsed time 0-100 km/h (61 mph): 8.5 seconds

Standing 400 metres (approx quarter mile): 16 seconds

CHASSIS/CONSTRUCTION:

All steel unitary

CLUTCH:

Single 10 inch (254 mm) dry plate

SUSPENSION:

* Front: Independent angle poised ball joint, MacPherson strut, coil springs, wishbones and anti-roll bar

* Rear (with axle type): Hotchkiss type with semi-elliptic leaf springs, telescopic dampers and live axle

STEERING:

Recirculating ball with 16:1 ratio. Power assistance optional

BRAKES:

Servo assisted

* Front: 11 inch (270 mm) discs

* Rear: 10 inch (254 mm) drums

ELECTRICAL:

12 volt battery

IGNITION SYSTEM:

Single point distributor

EXHAUST SYSTEM:

Cast iron manifold, low restriction single exhaust

WHEELS:

Standard - 6.00 x 14 inch steel with stainless steel covers

TYRES:
185 x 14

INSTRUMENTS/CONTROLS:

Speedometer calibrated to 140 mph, tachometer calibrated to 6000 rpm. Fuel, oil pressure and water temperature gauges. High-beam, brake system and ignition warning lights

SEATING:

5

INTERIOR DIMENSIONS:

Front leg room: 40.9 inches (1040 mm)
Rear leg room: 35.2 inches (895 mm)
Front headroom: 38.3 inches (973 mm)
Rear headroom: 37.6 inches (955 mm)
Front shoulder room: 57.1 inches (1466 mm)
Rear shoulder room: 58 inches (1473 mm)
Front hip room: 59.6 inches (1514 mm)
Rear hip room: 59.5 inches (1511 mm)

EXTERIOR DIMENSIONS:

Total length: 15 ft 8.4 inches/188.4 inches (4689 mm)
Total width: 73.8 inches (1875 mm)
Total height at kerb weight: 54.7 inches (1389 mm)
Wheelbase: 111 inches (2814 mm)
Front track: 58.5 inches (1486 mm)
Rear track: 58.5 inches (1486 mm)
Kerb weight: 3184 lbs (1444 kg)
Turning circle kerb to kerb: 36.6 ft (11.1 m)
Fuel tank capacity: 16.4 gallons (75 litres)
Cargo capacity: 25.4 cubic ft (.69 cubic metres)

PRICES AT TIME OF INTRODUCTION:

Manual - \$4050. Automatic - \$4280

NUMBER BUILT:

Total:
1415
Breakdown:
1968: 1135 (852 manual and 283 auto)
1969: 280 (210 manual and 70 auto)
NB: See month by month production run-down at end of specification section

BODY/CHASSIS NUMBERS AND ENGINE CODES (FOR IDENTIFICATION):

Vehicle identification plate is located on the left hand side of the radiator support panel
The first four digits should be: JG33
The fifth digit is the year of manufacture: 1968 - H
The engine code for the 302 V8 is W
The transmission code for the four-speed manual is L
The transmission code for the three-speed automatic is O

OTHER IDENTIFICATION MARKS:

Two Lucas Ranger driving lights mounted on front grille. Full length narrow reflective red, white or gold or non-

reflective black stripes situated along side waist-line. 'GT' and '230 HP' badges. Blacked out grille and sill panels

FALCON XW GT AND GT-HO

DATE OF INTRODUCTION:

GT: June 1969. GT-HO: August 1969. GT-HO Phase II: August 1970

VEHICLE TYPE:

Four-door sedan

MODEL LINE-UP:

GT, GT-HO, GT-HO Phase II

ENGINES (WITH SPECIFICATIONS):

*** 351 Windsor**

Type: Conventional, watercooled, four-stroke, reciprocating piston type

Capacity: 5.763 litres (351 ci)

Number of cylinders: 8

Configuration: Front mounted, longitudinal, 90 degree vee
Head design: Pushrod and rocker actuated overhead valve with hydraulic lifters

Fuel system: GT - Ford Autolite '4300' 450 cfm four barrel downdraught carburettor; GT-HO - Holley 600 cfm four barrel downdraught carburettor

Bore and stroke: 4.00 x 3.50 inches (101.6 mm x 89.0 mm)

Power output (DIN): GT - 290 bhp (217 kW) at 4800 rpm; GT-HO - 300 bhp (225 kW) at 5400 rpm

Torque (DIN): GT - 385 lb/ft (520 Nm) at 3200 rpm; GT-HO - 380 lb/ft (513 Nm) at 3400 rpm

Compression ratio: GT - 10.7:1; GT-HO - 11:1

*** 351 Cleveland**

Type: Conventional, watercooled, four-stroke, reciprocating piston type

Capacity: 5.763 litres (351 ci)

Number of cylinders: 8

Configuration: Front mounted, longitudinal, 90 degree vee
Head design: Pushrod and rocker actuated overhead valve with hydraulic lifters

Fuel system: GT - Ford Autolite '4300' 650 cfm four barrel downdraught carburettor; GT-HO Phase II - Holley 750 cfm four barrel downdraught carburettor

Bore and stroke: 4.00 x 3.50 inches (101.6 mm x 89.0 mm)

Power output (DIN): 300 bhp (224 kW) at 5400 rpm

Torque (DIN): 380 lb/ft (513 Nm) at 3400 rpm

Compression ratio: 11:1

TRANSMISSIONS (WITH RATIOS):

*** Type: Four-speed all-synchro manual**

1st: 2.78:1

2nd: 1.93:1

3rd: 1.36:1

4th: 1.00:1

Reverse: 2.78:1

*** Type: Four-speed all-synchro manual, close ratio**

1st: 2.32:1

2nd: 1.69:1

3rd: 1.29:1

4th: 1.00:1

Reverse: :1

* **Type: Three-speed FMX automatic**

1st: 2.40:1

2nd: 1.47:1

3rd: 1.00:1

Reverse: 2.00:1

REAR AXLE RATIOS:

GT - 3.25:1; GT-HO - 3.0:1

Nine inch **removable** carrier type with limited slip 'traction lock' diff and 28 spline axles

GT-HO Phase II - 3.50:1

Nine inch 'Daytona' 31 spline axle with 'Detroit Locker' diff and nodular iron carrier

ENGINE/TRANSMISSION COMBINATIONS:

Early GTs standard with 351 Windsor. Later GTs standard with 351 Cleveland. Windsor High Output standard on GT-HO. Cleveland High Output engine standard on later GT-HOs and Phase IIs. Four-speed manual transmission standard on all models. Three-speed FMX automatic optional

PERFORMANCE WHEN NEW:

Model: XW GT-HO Phase II

Engine: 5.76-litre V8

Final drive: 3.50:1

Top speeds in gears - four-speed manual

1st (2.78:1): 50 mph (82 km/h)

2nd (1.93:1): 70 mph (115 km/h)

3rd (1.36:1): 90 mph (148 km/h)

4th (1.00:1): 135 mph (221 km/h)

Elapsed time 0-100 km/h (61 mph): 6.4 seconds

Standing 400 metres (approx quarter mile): 14.4 seconds

CHASSIS/CONSTRUCTION:

All steel unitary

CLUTCH:

Twin 9.25 inch dry plates

SUSPENSION:

* Front: Independent angle poised ball joint, MacPherson strut, coil springs, wishbones and anti-roll bar

* Rear (with axle type): GT - Hotchkiss type with semi-elliptic leaf springs, telescopic dampers and live axle; GT-HO and GT-HO Phase II - Same as GT with anti-roll bar

STEERING:

Recirculating ball with 16:1 ratio. Power assistance optional

BRAKES:

Servo assisted

* Front: 11.25 inch (285 mm) discs. Dust shields removed on Phase II

* Rear: 10 inch (254 mm) drums. Wider and finned on Phase II. Proportioning valve fitted

ELECTRICAL:

12 volt battery. Heavy duty alternator and regulator fitted to GT-HO and GT-HO Phase II

IGNITION SYSTEM:

GT & GT-HO - Single point distributor; GT-HO Phase II - Twin point distributor

EXHAUST SYSTEM:

Cast iron manifold, low restriction twin exhaust

WHEELS:

GT and GT-HO - 6.00 x 14 inch steel '12 slot'. Chrome dress rim and hubcap; GT-HO Phase II - 6.00 x 14 steel '5 slot'

TYRES:

E70HR x 14

INSTRUMENTS/CONTROLS:

Speedometer calibrated to 140 mph, tachometer calibrated to 6000 rpm for Windsors and 8000 for Clevelands. Fuel, oil pressure and water temperature gauges. Alternator, high-beam and brake system warning lights. Clock

SEATING:

5

INTERIOR DIMENSIONS:

Front leg room: 42.1 inches (1069 mm)

Rear leg room: 37.8 inches (960 mm)

Front headroom: 37.7 inches (983 mm)

Rear headroom: 37.6 inches (955 mm)

Front shoulder room: 58.0 inches (1473 mm)

Rear shoulder room: 58.0 inches (1473 mm)

Front hip room: 59.5 inches (1511 mm)

Rear hip room: 59.5 inches (1511 mm)

EXTERIOR DIMENSIONS:

Total length: 15 ft 8.4 inches/188.4 inches (4689 mm)

Total width: 73.8 inches (1875 mm)

Total height at kerb weight: 54.7 inches (1389 mm)

Wheelbase: 111 inches (2814 mm)

Front track: 58.9 inches (1496 mm)

Rear track: 58.9 inches (1496 mm)

Kerb weight: 3308 lbs (1500 kg)

Turning circle kerb to kerb: 36.6 ft (11.1 m)

Fuel tank capacity: 36 gallons (164 litres)

Cargo capacity: 25.4 cubic ft (.69 cubic metres)

PRICES AT TIME OF INTRODUCTION:

GT - \$4200; GT-HO - \$4495; Phase II - \$4790

NUMBER BUILT:

Total:

2949 (including 662 GT-HOs)

Breakdown:

1969: 1010 GTs, 260 HOs

1970: 1277 GTs, 402 HOs

NB: The total number of XW GT-HO Windsor (ie 'Phase I')

models built is believed to be 201, with 50 GT-HO Phase I Clevelands and the balance (411) made up of Phase IIs. However, Ford's official factory figures do not confirm this split among HOs nor do they provide the auto/manual balance for the XW GT range. See month by month production run-down at end of specification section

BODY/CHASSIS NUMBERS AND ENGINE CODES (FOR IDENTIFICATION):

Early model XWs have the vehicle identification plate located on the left hand side of the radiator support panel. Later models including the Phase II have it located on the left hand side of the firewall

The first four digits should be: JG33

The fifth digit is the year of manufacture:

1969 - J

1970 - K

1971 - L

The engine codes are:

351 V8 - T

351 HO V8 - H

The transmission code for the four-speed manual is L

The transmission code for the three-speed automatic is B

OTHER IDENTIFICATION MARKS:

* GT: Full length stripe along side above wheel arches making 90 degree down turn on front guard. 'Super Roo' decals on front guard. 'GT', 'GT Ford' and '351 GT' badges. Two grille mounted quartz iodine driving lights. Blacked out grille, sill panels, bonnet scoop, bonnet panels, upper door frames. 'GT' and '351 High Performance' badges inside. (Stripes, 'Super Roo' decal and bonnet blackouts were delete options)

* GT-HO & GT-HO Phase II: As per GT with - Front air-dam. 'GT-HO' on glovebox

FALCON XY GT AND GT-HO

DATE OF INTRODUCTION:

GT: Late 1970. GT-HO Phase III: Mid 1971.

GT-HO: Mid 1971

VEHICLE TYPE:

Four-door sedan

MODEL LINE-UP:

GT, GT-HO Phase III

ENGINES (WITH SPECIFICATIONS):

* 351

Type: Conventional, watercooled, four-stroke, reciprocating piston type

Capacity: 5.763 litres (351 ci)

Number of cylinders: 8

Configuration: Front mounted, longitudinal, 90 degree vee

Head design: Pushrod and rocker actuated overhead valve with hydraulic lifters

Fuel system: GT - Ford Autolite '4300' 600 cfm four barrel down draught carburettor; GT-HO Phase III - Holley 780 cfm four barrel down draught carburettor

Bore and stroke: 4.00 x 3.50 inches (101.6 mm x 89.0 mm)

Power output (DIN): GT - 300 bhp (224 kW) at 5400 rpm;
GT-HO Phase III - 370-390 bhp (276-291 kW) at 5400 rpm

Torque (DIN): 380 lb/ft (513 Nm) at 3400 rpm

Compression ratio: GT - 11.0:1; GT-HO Phase III - 11.5:1 (varies by 0.5)

TRANSMISSIONS (WITH RATIOS):

* Type: Four-speed all-synchro manual

1st: 2.78:1

2nd: 1.93:1

3rd: 1.36:1

4th: 1.00:1

Reverse: 2.78:1

* Type: Three-speed FMX automatic

1st: 2.40:1

2nd: 1.47:1

3rd: 1.00:1

Reverse: 2.00:1

REAR AXLE RATIOS:

GT: Standard - 3.00:1. Optional - 3.25:1 and 2.75:1

Nine inch removable carrier type with limited slip 'traction lock' diff and 28 spline axles

GT-HO Phase III: Optional - 3.25:1, 3.50:1 or 3.91:1

Nine inch 'Daytona' 31 spline axle with 'Detroit Locker' diff and nodular iron carrier

ENGINE/TRANSMISSION COMBINATIONS:

351 V8 standard on GT. 351 High Output engine standard on Phase III. Four-speed manual transmission standard on all models. Three-speed FMX automatic optional

PERFORMANCE WHEN NEW:

Model: XY GT-HO Phase III

Engine: 5.8-litre V8

Final drive: 3.25:1

Top speeds in gears - four-speed manual

1st (2.78:1): 60 mph (97 km/h)

2nd (1.93:1): 85 mph (137 km/h)

3rd (1.36:1): 110 mph (177 km/h)

4th (1.00:1): 142 mph (229 km/h)

Elapsed time 0-100 km/h (61 mph): 6.5 seconds

Standing 400 metres (approx quarter mile): 14.4 seconds

CHASSIS/CONSTRUCTION:

All steel unitary

CLUTCH:

Twin 9.25 inch dry plates

SUSPENSION:

* Front: Independent angle poised ball joint, MacPherson strut, coil springs, wishbones and anti-roll bar

* Rear (with axle type): GT - Hotchkiss type with semi-elliptic leaf springs, telescopic dampers and live axle; GT-HO Phase III - Same as GT with anti-roll bar

STEERING:

Recirculating ball with 16:1 ratio. Power assistance optional (except on HO)

BRAKES:

Servo assisted. Vacuum reserve tank fitted on Phase III
 * Front: 11.25 inch (285 mm) discs. Dust shields removed on Phase III
 * Rear: 10 inch (254 mm) drums. Wider and finned on Phase III. Proportioning valve fitted

ELECTRICAL:

12 volt battery. Heavy duty alternator and regulator fitted to Phase III

IGNITION SYSTEM:

GT – Single point distributor; GT-HO Phase III – Twin point distributor

EXHAUST SYSTEM:

GT – Cast iron manifold, low restriction twin exhaust; GT-HO Phase III – Steel extractors

WHEELS:

Standard – 6.00 x 14 inch steel '5 slot'. Chrome dress rim and hubcap; Optional – 6.00 x 14 inch alloy 5 spoke Globe 'Daytona' wheels from 1972

TYRES:

E70HR x 14

INSTRUMENTS/CONTROLS:

Speedometer calibrated to 140 mph, tachometer calibrated 8000 rpm. Fuel, oil pressure and water temperature gauges. Alternator, high-beam and brake system warning lights. Clock

SEATING:

5

INTERIOR DIMENSIONS:

Front leg room: 42.1 inches (1069 mm)
 Rear leg room: 37.8 inches (960 mm)
 Front headroom: 37.7 inches (983 mm)
 Rear headroom: 37.6 inches (955 mm)
 Front shoulder room: 58 inches (1473 mm)
 Rear shoulder room: 58 inches (1473 mm)
 Front hip room: 59.5 inches (1511 mm)
 Rear hip room: 59.5 inches (1511 mm)

EXTERIOR DIMENSIONS:

Total length: 15 ft 8.4 inches/188.4 inches (4689 mm)
 Total width: 73.8 inches (1875 mm)
 Total height at kerb weight: 54.7 inches (1389 mm)
 Wheelbase: 111 inches (2814 mm)
 Front track: 59 inches (1499 mm)
 Rear track: 58.5 inches (1486 mm)
 Kerb weight: 3360 lbs (1527 kg)
 Turning circle kerb to kerb: 36.6 ft (11.1 m)
 Fuel tank capacity: Standard – 16.4 gallons (75 litres).
 Optional – 36 gallons (164 litres)
 Cargo capacity: 25.4 cubic ft (.69 cubic metres)

PRICES AT TIME OF INTRODUCTION:

GT – \$4250. Phase III – \$5250

NUMBER BUILT:

Total:
 1857 (including 300 GT-HOs)
 Breakdown:
 1970: 757 GTs
 1971: 800 GTs, 300 Phase IIIs
 NB: No split is given for manual/auto GTs. All HOs were manual. See month by month production run-down at end of specification section

BODY/CHASSIS NUMBERS AND ENGINE CODES (FOR IDENTIFICATION):

The vehicle identification plate is located on the left hand side of the firewall

The first four digits should be: JG33

The fifth digit is the year of manufacture:

1970 – K

1971 – L

The engine codes are:

351 V8 – T

351 HO V8 – H

The transmission code for the four-speed manual is L

The transmission code for the three-speed automatic is B

OTHER IDENTIFICATION MARKS:

* GT – 'Shaker' bonnet scoop. Sports stripe running length of car above wheel arches. 'Super Roo' decals on front guards. 'GT' and 'Falcon GT' badges. Two bonnet blackouts. Shaker blacked out. Blacked out grille, rear boot lid between tail-lights, upper door frames and sill panels. 'GT' and '351 High Performance' badges inside
 * Phase III – As per GT with – Boot lid wing and front bib-spoiler. 'GT-HO' badge on glovebox

FALCON XA GT

DATE OF INTRODUCTION:

March 1972. GT Hardtop: August 1972. GT RPO 83: 1973

VEHICLE TYPE:

Four-door sedan. Two-door coupe

MODEL LINE-UP:

GT, GT RPO 83

ENGINES (WITH SPECIFICATIONS):*** 351**

Type: Conventional, watercooled, four-stroke, reciprocating piston type

Capacity: 5.763 litres (351 ci)

Number of cylinders: 8

Configuration: Front mounted, longitudinal, 90 degree vee

Head design: Pushrod and rocker actuated overhead valve with hydraulic lifters

Fuel system: GT – Ford Autolite '4300' 600 cfm four barrel downdraught carburettor; GT RPO 83 – Holley 780 cfm four barrel downdraught carburettor

Bore and stroke: 4.00 x 3.50 inches (101.6 mm x 89.0 mm)

Power output (DIN): 300 bhp (224 kW) at 5400 rpm

Torque (DIN): 380 lb/ft (513 Nm) at 3400 rpm

Compression ratio: 11:1

TRANSMISSIONS (WITH RATIOS):*** Type: Four-speed all-synchro manual**

1st: 2.78:1
 2nd: 1.93:1
 3rd: 1.36:1
 4th: 1.00:1
 Reverse: 2.78:1

*** Type: Three-speed FMX automatic**

1st: 2.40:1
 2nd: 1.47:1
 3rd: 1.00:1
 Reverse: 2.00:1

REAR AXLE RATIOS:

Manual gearbox – Standard – 3.0:1. Optional – 2.75:1
 Automatic – Standard – 2.75:1. Optional – 3.0:1
 Nine inch removable carrier type with limited slip 'traction lock' diff and 28 spline axles

ENGINE/TRANSMISSION COMBINATIONS:

351 4V V8 standard on GT and GT RPO 83. Four-speed manual transmission standard on all models. Three-speed FMX automatic optional

PERFORMANCE WHEN NEW:

Model: XA GT
 Engine: 5.8-litre V8
 Final drive: 3.0:1
 Top speeds in gears – four-speed manual
 1st (2.78:1): 50 mph (80 km/h)
 2nd (1.93:1): 75 mph (121 km/h)
 3rd (1.36:1): 100 mph (161 km/h)
 4th (1.00:1): 126 mph (203 km/h)
 Elapsed time 0-100 km/h (61 mph): 8 seconds
 Standing 400 metres (approx quarter mile): 15.8 seconds

CHASSIS/CONSTRUCTION:

All steel unitary

CLUTCH:

Twin 9.25 inch dry plates

SUSPENSION:

* Front: Independent angle poised ball joint, MacPherson strut, coil springs, wishbones and anti-roll bar
 * Rear (with axle type): Hotchkiss type with semi-elliptic leaf springs, radius rods and live axle

STEERING:

Recirculating ball with 16:1 ratio. Power assistance optional

BRAKES:

Servo assisted
 * Front: 11.25 inch (285 mm) discs
 * Rear: 10 inch (254 mm) drums. Later RPO 83s with discs

ELECTRICAL:

12 volt battery

IGNITION SYSTEM:

Single point distributor

EXHAUST SYSTEM:

Cast iron manifold, low restriction twin exhaust

WHEELS:

Standard – 6.00 x 14 inch steel '12 slot'. Chrome dress rim and hubcap; Optional – 6.00 x 14 inch alloy 5 spoke

TYRES:

E70HR x 14

INSTRUMENTS/CONTROLS:

Speedometer calibrated to 140 mph, tachometer calibrated 8000 rpm. Fuel, oil pressure and water temperature gauges. Ammeter, clock

SEATING:

5

INTERIOR DIMENSIONS:

Front leg room: 41.5 inches (1054 mm)
 Rear leg room: 31.5 inches (800 mm)
 Front headroom: 36.8 inches (935 mm)
 Rear headroom: 35.8 inches (909 mm)
 Front shoulder room: 60.0 inches (1524 mm)
 Rear shoulder room: 60.0 inches (1524 mm)
 Front hip room: 60.2 inches (1529 mm)
 Rear hip room: 60.2 inches (1529 mm)

EXTERIOR DIMENSIONS:

Total length: 15 ft 6.5 inches/186.5 inches (4737 mm)
 Total width: 77.5 inches (1968 mm)
 Total height at kerb weight: Sedan – 54 inches (1372 mm);
 Coupe – 51.9 inches (1318 mm)
 Wheelbase: 111 inches (2819 mm)
 Front track: 60.5 inches (1536 mm)
 Rear track: 60 inches (1524 mm)
 Kerb weight: 3053 lbs (1385 kg)
 Turning circle kerb to kerb: 39.4 ft (12 m)
 Fuel tank capacity: GT: Standard – 17.5 gallons (80 litres);
 Optional – 30 gallons (136.5 litres); GT RPO 83:
 Standard – 30 gallons (136.5 litres)
 Cargo capacity: Sedan – 27.6 cubic ft (.78 cubic metres);
 Hardtop – 29.3 cubic ft (.83 cubic metres)

PRICES AT TIME OF INTRODUCTION:

GT Sedan – \$4790. GT Hardtop – \$4955

NUMBER BUILT:

Total:
 2759 (including 1868 four-doors and 891 two-doors)

Breakdown:

1971: 1 (four-door manual)
 1972: 1222 four-doors, 529 two-doors
 1973: 645 four-doors, 362 two-doors

NB: No split is given for autos and manuals. It is not known whether these figures take into account the four Phase IV models built in 1972. The XA built in 1971 was probably a GT production prototype. See month by month production run-down at end of specification section

**BODY/CHASSIS NUMBERS AND ENGINE CODES
(FOR IDENTIFICATION):**

The vehicle identification plate is located on the left hand side of the firewall

The first four digits should be:

JG33 – Four-door sedan

JG66 – Two-door coupe

The fifth digit is the year of manufacture:

1972 – M

1973 – N

1974 – P

The engine codes are:

351 V8 – T

351 HO V8 – H

The transmission code for the four-speed manual is L

The transmission code for the three-speed automatic is B

OTHER IDENTIFICATION MARKS:

* All models – '351 GT' and 'GT' badges. Two air intakes on bonnet, air vents in front guards. Lower portion of car including below front and rear bumpers, around wheel arches and sill panels blacked out. Blacked out grille, rear tail-light panel and bonnet air intakes

FALCON XB GT

DATE OF INTRODUCTION:

1974

VEHICLE TYPE:

Four-door sedan. Two-door coupe

MODEL LINE-UP:

GT

ENGINES (WITH SPECIFICATIONS):

* 351

Type: Conventional, watercooled, four-stroke, reciprocating piston type

Capacity: 5.763 litres (351 ci)

Number of cylinders: 8

Configuration: Front mounted, longitudinal, 90 degree vee

Head design: Pushrod and rocker actuated overhead valve with hydraulic lifters

Fuel system: Ford Autolite '4300' 605 cfm four barrel downdraught carburettor

Bore and stroke: 4.00 x 3.50 inches (101.6 mm x 89.0 mm)

Power output (DIN): 300 bhp (224 kW) at 5400 rpm

Torque (DIN): 330 lb/ft (513 Nm) at 3400 rpm

Compression ratio: 11:1

TRANSMISSIONS (WITH RATIOS):

* Type: Four-speed all-synchro manual

1st: 2.78:1

2nd: 1.93:1

3rd: 1.36:1

4th: 1.00:1

Reverse: 2.78:1

* Type: Three-speed FMX automatic

1st: 2.40:1

2nd: 1.47:1

3rd: 1.00:1

Reverse: 2.00:1

REAR AXLE RATIOS:

Manual gearbox: Standard – 3.0:1. Optional – 2.75:1

Automatic: Standard – 2.75:1. Optional – 3.0:1

Nine inch removable carrier type with limited slip 'traction lock' diff and 28 spline axles

ENGINE/TRANSMISSION COMBINATIONS:

351 V8 standard. Four-speed manual transmission standard.

Three-speed FMX automatic optional

PERFORMANCE WHEN NEW:

Model: XB GT

Engine: 5.76-litre V8

Final drive: 3:1

Top speeds in gears – four-speed manual

1st (2.78:1): 48 mph (77 km/h)

2nd (1.93:1): 74 mph (119 km/h)

3rd (1.36:1): 97 mph (156 km/h)

4th (1.00:1): 120 mph (193 km/h)

Elapsed time 0-100 km/h (61 mph): 8.1 seconds

Standing 400 metres (approx quarter mile): 16.5 seconds

CHASSIS/CONSTRUCTION:

All steel unitary

CLUTCH:

Twin 9.25 inch dry plates

SUSPENSION:

* Front: Independent angle poised ball joint, MacPherson strut, coil springs, wishbones and anti-roll bar

* Rear (with axle type): Hotchkiss type with semi-elliptic leaf springs, radius rods and live axle

STEERING:

Recirculating ball with 16:1 ratio. Power assistance optional

BRAKES:

Servo assisted

* Front: 11.25 inch (285 mm) discs

* Rear: 11.25 inch (285 mm) discs

* Total swept area: Front – 230.4 sq in. Rear – 66.8 sq in.

Total – 480.8 sq in
material from reprint (1994)

ELECTRICAL:

12 volt battery

IGNITION SYSTEM:

Single point distributor

EXHAUST SYSTEM:

Cast iron manifold, low restriction twin exhaust

WHEELS:
Standard – 6.00 x 14 inch steel '12 slot'. Chrome dress rim

TYRES:
E70HR x 14

INSTRUMENTS/CONTROLS:
Speedometer calibrated to 140 mph, tachometer calibrated 8000 rpm. Fuel, oil pressure and water temperature gauges. Clock

SEATING:
5

INTERIOR DIMENSIONS:
Front leg room: 41.5 inches (1054 mm)
Rear leg room: Sedan – 36.7 inches (932 mm); Hardtop – 31.9 inches (810 mm)
Front headroom: Sedan – 38.0 inches (965 mm); Hardtop – 37.2 inches (945 mm)
Rear headroom: Sedan – 36.7 inches (932 mm); Hardtop – 35.8 inches (909 mm)
Front shoulder room: 60.0 inches (1524 mm)
Rear shoulder room: 60.0 inches (1524 mm)
Front hip room: 60.2 inches (1529 mm)
Rear hip room: 60.2 inches (1529 mm)

EXTERIOR DIMENSIONS:
Total length: 185 inches (2572 mm)
Total width: 77 inches (1886)
Total height at kerb weight: Sedan – 54 inches (1323 mm); Hardtop – 52 inches (1274 mm)
Wheelbase: 111 inches (2814 mm)
Front track: 60 inches (1470 mm)
Rear track: 60 inches (1470 mm)
Kerb weight: 3500 lbs (1589 kg)
Turning circle kerb to kerb: 39.4 ft (12 m)
Fuel tank capacity: Standard – 17.5 gallons (80 litres).
Optional – 27 gallons (123 litres)
Cargo capacity: Sedan – 27.6 cubic ft (.78 litres); Hardtop – 29.3 cubic ft (.83 cubic metres)

PRICES AT TIME OF INTRODUCTION:
GT Sedan – \$5200; GT Hardtop (auto) – \$5316

NUMBER BUILT:
Total:
2899 (including 1950 four-doors and 949 two-doors)
Breakdown:
1973: 229 four-doors, 138 two-doors
1974: 1003 four-doors, 563 two-doors
1975: 434 four-doors, 123 two-doors
1976: 284 four-doors, 125 two-doors
NB: No split is given for autos and manuals. See month by month production run-down at end of specification section

BODY/CHASSIS NUMBERS AND ENGINE CODES (FOR IDENTIFICATION):

The vehicle identification plate is located on the left hand side of the firewall

The first four digits should be:

JG33 – Four-door sedan

JG66 – Two-door coupe

The fifth digit is the year of manufacture:

1974 – P

1975 – R

1976 – S

The engine codes are:

351 V8 – T

351 HO V8 – H

The transmission code for the four-speed manual is L

The transmission code for the three-speed automatic is B

OTHER IDENTIFICATION MARKS:

* Sedan: 'GT' badges. 'GT 351' decals on front guards behind wheel arches and on boot lid. Blacked out grille, bonnet bulge, lower part of car including below front and rear bumpers, around wheel arches and sills, upper door frames, tail-light and boot area

* Hardtop: As per sedan but without 'GT 351' decal on boot lid

GT AND GT-HO COLOUR AVAILABILITY

(Source: Ford Australia)

XR

GT Gold

XT

GT White, Candy Apple Red, Zurcon Green, GT Gold

XW

Polar White, Candy Apple Red, Dark Green metallic, Gold metallic. Silver metallic, Starlite Blue metallic

XW (JULY 1969)

Diamond White, Candy Apple Red (Red replaced Candy Apple Red in July 1970), Reef Green, Grecian Gold metallic, Silver Fox metallic, Starlite Blue metallic

XY

Ultra White, Monza Green, Track Red, Yellow Ochre, Bronze Wine, Nugget Gold metallic, Quick Silver (deleted July 1971), Electric Blue, Vamilion Fire

XY (JULY 1971)

Frosted Pewter metallic, Wild Violet metallic, Jewel Green metallic

XA

Onyx Black, Ultra White, Wild Violet metallic, Blue, Jewel Green metallic, Burgundy, Red Pepper

XB (JULY 1975)

Tango, Banana Blush, Copper Bronze metallic, Red