

FREE SAMPLE

The opening pages of

1965 Ford Falcon Restoration Guide

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Factory-Correct Restoration Reference

1965 Ford Falcon Restoration Guide

Model Years 1965

Model	Ford Falcon, Futura and Sprint — final year of the span
Construction	Unibody; 109.5-in wheelbase
Engines	170 six (105 hp); 200 six (120 hp); 289 V8 (200 hp)
Transmissions	3-speed and 4-speed manuals; Cruise-O-Matic 3-speed automatic (new)
Production	About 210,000 (see conflict note); Sprint 3,196
Identity	Detail-final year: 289 catalogued, three-speed automatic arrives, Sprint fades

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor vehicles. Where sources disagree or the record is silent, this guide says so rather than guessing.

Published by RestorationEssentials



1. What this guide is — and is not

This is a single-year guide. It covers model year 1965 only. Where a neighbouring year differs, the difference is stated as a difference — the other year's parts, ratings and trim are never silently borrowed. Shared platform engineering is shared honestly; the specification table, the year-change register and the finishes in this guide are this year's own.

2. The year in brief

The 1965 Falcon changed little to look at — a simpler grille, revised side trim, stainless steel replacing anodized aluminium on the Futura's flanks — and a great deal underneath the order sheet. The 289 V8 stood in the catalogue in 200 hp form; the three-speed Cruise-O-Matic gave the Falcon its first three-speed automatic; front seat belts became standard. This was also the last year for two body styles: Falcon convertible production ended on June 26, 1965, and the sedan delivery bowed out with the year.

The Sprint tells the year's saddest and most collectible story. Decontented for 1965 — the special chrome, unique steering wheel and standard tachometer of 1963½–64 were gone — it sold just 3,196 cars by the range documentation's total, with the Falcon Club's body split recording 2,806 hardtops and 300 convertibles (which sums slightly lower, as period figures do; both are printed here). Total Falcon production is given as about 210,000 in this program's references, while one marque compilation prints 185,927 — the conflict is recorded, not resolved by preference. The Mustang had taken the Falcon's future; the 1965 car's job is to be the honest end of the line.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1965 car and a car that merely looks like one from across the street.

Item	1964	This year (1965)
Grille / trim	1964 pattern	Simpler grille; revised side trim; Futura trim now stainless steel
289 V8	Late-year arrival	Catalogued: 200 hp
Automatic	Fordomatic 2-speed	Cruise-O-Matic 3-speed — first 3-speed automatic in a Falcon
Seat belts	Optional fare	Front seat belts standard
Sprint content	Tach, special chrome, sport wheel (1964)	Decontented: those items no longer standard
Sprint production	18,108 HT (1964)	3,196 total (2,806 HT / 300 conv. recorded)
Convertible / delivery	Offered	Final year for both (convertible production ended June 26, 1965)



4. Specification table — 1965

Item	Specification
Wheelbase	109.5 in
Sixes	170, 105 hp; 200, 120 hp (gross)
V8	289 cu in, 200 hp
Automatic	Cruise-O-Matic 3-speed
Production	About 210,000 (one compilation: 185,927 — conflict recorded); Sprint 3,196

5. Numbers, tags and identity

- A 1965 Sprint cannot be authenticated by its tachometer or chrome — they were no longer standard. Sprint identity this year is paperwork, plate codes and the surviving hardware set; judge claims accordingly.
- Cruise-O-Matic identity matters: a two-speed Fordomatic in a claimed-original 1965 automatic car is a replacement or a misread — verify the box before the story hardens.
- Paint follows the standing rule with 1965's own chart: several letters changed colours again (Midnight Turquoise B, Tropical Turquoise O, Ivy Green R among the additions in period references).

6. Engines and transmissions

- **170 / 200 sixes.** 105 and 120 hp — the 200 is the six to drive, the 170 the six of record for base cars.
- **289 V8.** 200 hp in catalogue form — the Falcon's strongest factory engine of the span, and standard Sprint fare in its final year.
- Cruise-O-Matic: three forward gears behind sixes and V8 alike, the transmission the Falcon had needed since 1960.
- Running gear splits as always: sixes on four-lug/9-in hardware, V8s on five-lug with the heavier axle family.

7. Paint, trim and finishes

Stainless Futura side trim is the visual 1965 tell against a 1964 car — it polishes differently and survives differently, and substituting the 1964 anodized pieces is the classic quiet error of this two-year shell. The simpler grille is the other tell; both belong in the pre-paint audit.

8. Rust and inspection map

Final-year cars were bought against the Mustang's shadow and often kept as second cars — condition varies more widely than any earlier year. The structural map is unchanged and non-negotiable.

- Front torque boxes and the front subframe rails — the unibody's structural heart; rot here is a rebuild decision, not a patch.
- Floor pans front and rear, and the toe boards at the cowl.
- Rocker panels, inner and outer — they are structure on a unibody car, not trim.
- Rear spring hangers and the rear rails around them; check shackle mounts with the car on a lift.
- Trunk floor and drop-offs, rear quarter lowers and wheel-arch lips.