

THUNDERBIRD BODIES

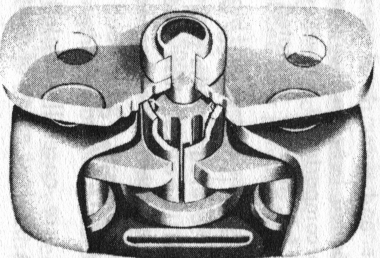
DOORS

Thunderbird doors are double-panel, welded-steel structures with offset-type hinges and bronze bushings to assist in opening the doors. Two-position door checks in the lower hinges hold doors in the full-open or intermediate position when desired. When closed, the doors are tightly sealed against moisture and dirt with compression-type neoprene weatherstripping. The weatherstripping is specially designed to provide minimum resistance to door closing.

The crank-operated vent windows, new for '64, feature easy operation and more positive sealing. The bright-metal trimmed windows pivot smoothly on low friction bushings and will remain firmly in any opened position. The tempered safety glass side windows feature easy-open action and are sealed at the bottom with rubber weatherstripping to help prevent the entry of dirt and water inside the door panel.

Bear-Hug door latches—also new for Thunderbird in 1964 and exclusive with Ford-built cars—combine several highly desirable door latch functions: easy to open and close . . . quiet operation . . . rattle-resistant . . . designed to reduce the chance of opening on impact.

Bear-Hug door latches consist of a latch assembly on the door with double yoke jaws enclosed in a steel housing, and a sturdy striker pin attached to the body pillar. The striker pin has a rubber shock bushing surrounding it, and an outer slotted metal sleeve to protect the bushing.



BEAR-HUG DOOR LATCH

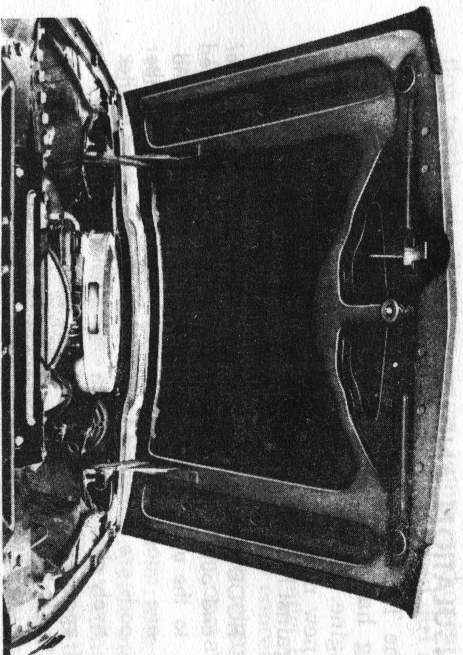
When the door swings shut, the striker pin meshes with the yoke jaws, which latch in a vertical position and compress the rubber bushing and slotted steel sleeve to grip the pin firmly and hold the door in alignment. A rubber block in the latch housing behind the jaws acts as a bumper to cushion the striker pin when it contacts the latch on closing. This bumper presses tightly against the pin when the door is fully closed and latched to help prevent rattles.

The wide opening presented by the unlatched yoke jaws permits easy door latching even if there is a slight misalignment between latch and striker pin. The jaws literally grasp the pin at top and bottom to align the door and hold it closed securely.

The large-diameter flange on the end of the striker pin is designed to limit end movement and keep the pin securely between the closed yoke jaws.

HOOD

Thunderbird's hood is of double-panel construction with the inner panel formed into channel-type reinforcing sections. This type of construction provides excellent rigidity, and resistance to twisting for the wide hood assembly. The inner and outer panels are welded around the outside edge, and the reinforcing channels are bonded to the outer panel with a special heat-curing adhesive. The power dome section in the upper panel forms a deep channel that also increases hood strength. Fiberglass padding attached to the upper panel underside minimizes engine sounds. Molded rubber pads and a full-width cowl seal help eliminate hood squeaks and rattles. The two front pads are adjustable for aligning the hood with the fenders. Heavy double-link hinges with coil-type counterbalance springs make hood operation easy. The springs hold the hood in full-open position for a servicing and inspection convenience, and also help retard "slamming" when closing.



THUNDERBIRD HOOD CONSTRUCTION

LUGGAGE COMPARTMENT

The Thunderbird has a completely redesigned luggage compartment for 1964, with a usable luggage capacity of 11.5 cubic feet in the Hardtop models. Most important, however, is the shape of the compartment: A deep well permits stowage of bulky or odd-shaped articles that heretofore would not fit within Thunderbird's trim, low lines. In addition, the location of the well at the rear of the compartment increases loading and unloading convenience, and provides easier accessibility to stowed articles.

The Hardtop luggage compartment deck lid is key-operated from the rear of the car. The rotor-type latch may be released with the key; then the lid will open easily, assisted by torsion bars on the deck lid hinges. The torsion bars also hold the deck lid in the full-open position for loading convenience.

The floor area, side walls, and wheelhousings of the luggage compartment, as well as the spare tire, are covered with a vinyl-coated material for a neat appearance and cargo protection. The hardboard side panels form a concealed car jack and wheel wrench compartment at the right-hand side. The compartment is illuminated whenever the deck lid is raised.