

1970 Ford Gran Torino



For 1970, the Torino now became the primary model and the Fairlane was a sub-series of Torino. Ford moved away from emulating the boxy lines of the full-size Fords to a completely new body for the 1970 Torino/Fairlane line influenced by coke bottle styling. Just as tailfins were influenced by jet aircraft of the 1950s, stylists such as Ford stylist Bill Shenk who designed the 1970 Ford Torino were inspired by supersonic aircraft with narrow waists and bulging forward and rear fuselages needed to reach supersonic speeds.

The new car featured a more prominent long hood short deck styling, and was longer lower and wider than the 1969 models. The roofline was lower, while all models now featured a much less formal roof line than previous years. The windshield rake was increased, and the SportsRoof models had an even flatter fastback roofline. The overall styling appeared much more aerodynamic than years previous, and featured a pointed front end. The grille covered the full width of the front fascia, and surrounded the quad headlights. The front fender line gracefully extended to front door, sloping downward and gradually disappearing in the quarter panel. Both front and rear bumpers were slim tight fitting chromed units, that carefully followed the body lines. The taillights were situated in the rear panel above the bumper, and were now long rectangular units with rounded outer edges.

The model line-up for 1970 was quite extensive, initially featuring 13 models. The base model was the "Fairlane 500", which was available in a 2-door hardtop, 4-door sedan, and 4-door wagon. Next was the mid-level "Torino", which was available as a 2-door and 4-door hardtop, and a 4-door sedan and station wagon. The 4-door hardtop was a new body style for the 1970 model year. The "Torino Brougham" was the top trim level, and was available as a 2-door and 4-door hardtop, and a 4-door station wagon. The sporty "Torino GT" was available as a 2-door SportsRoof and convertible. Finally, the top performance model, the "Torino Cobra" was available as a 2-door SportsRoof only.

The new body for 1970 added inches and pounds to the Torino. All cars grew by about 5-inch (127 mm) in length, and now rode on a 117-inch (2,972 mm) wheelbase (station wagons used a 114-inch (2,900 mm) wheelbase). The wheel track was widened, to help the Torino improve its road holding abilities. Although the track was widened, the suspension remained unchanged from the 1969 models. Weight was up for most models by at least 100 lb (45 kg). The competition suspension and heavy duty suspension packages remained as options. The competition suspension package featured extra heavy duty front and rear springs (500 pounds (226.8 kg) per inch front, and 210 pounds (95.3 kg) per inch rear), Gabriel shocks (rear shocks staggered on 4-speed cars), and a large 0.95" front sway bar (0.75" standard on other suspensions). In a 1970 Motor Trend test of a Torino Cobra, Motor Trend described the competition suspension as "completely different: The car goes through tight turns in a confidence-inspiring controlled slide. It's all very smooth and unusual."

The engine line-up received major changes, and only the 250 CID I-6, 302-2V and the 351W-2V were carried over from 1969. Most models continued to feature the 250 CID I-6 as the standard engine. Optional engines included the 302-2V (standard on GT and Brougham models), 351W-2V, the new 351 Cleveland available with a 2 or 4 barrel carburetor, and the new 429-4V 385 Series V8 (standard on the Cobra models). It should be noted that selecting the 351-2V on the option list could have resulted in the buyer receiving either the 351W-2V or the 351C-2V; both shared the same power rating and VIN code. The 429-4V was available in three different versions. The first was the 429 Thunder Jet, the standard engine for the Cobra, rated at 360 hp (270 kW). Next was the 429 CJ (Cobra Jet), rated at 370 hp (280 kW), which included a 2-bolt main block, hydraulic lifters, a 700 CFM Rochester Quadrajets carburetor, and was available with or without Ram Air. The top 429 option was the 429 SCJ (Super Cobra Jet), rated a 375 hp (280 kW), and was part of the "Drag Pack" option. Selecting the "Drag Pack" option turned a 429 CJ into a 429 SCJ. The drag pack required either the 3.91:1 or the 4.30:1 axle ratio, and included a 4-bolt main engine block, forged pistons, 780 CFM Holley carburetor, engine oil cooler, and a solid lifter cam. The "Detroit Locker" rear differential was included when the 4.30:1 axle was ordered while the "Traction-Lock" limited-slip differential was included with the 3.91:1 axle. The 429 SCJ was available with or without Ram Air induction both versions sharing the same power ratings. Ram Air Induction was also optional on the 351C-4V. The Ram Air option was revised to include a new "shaker hood" where the scoop was attached to the top of the air cleaner assembly, and protruded through a hole in the hood. The 'shaker' nickname came from the fact that it vibrated, or 'shook', when the engine was running. A 3-speed transmission was standard on all models except the Cobra. The Cruise-O-Matic and 4-speed transmissions remained options.

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