

# 1963 Ford Galaxie 500 XL Sunliner

2dr Convertible . 8-cyl. 390cid/300hp 4bbl

#1 Concours condition

**\$54,700**

↗ +2.8%

#2 Excellent condition

**\$40,700**

↗ +2.8%

#3 Good condition

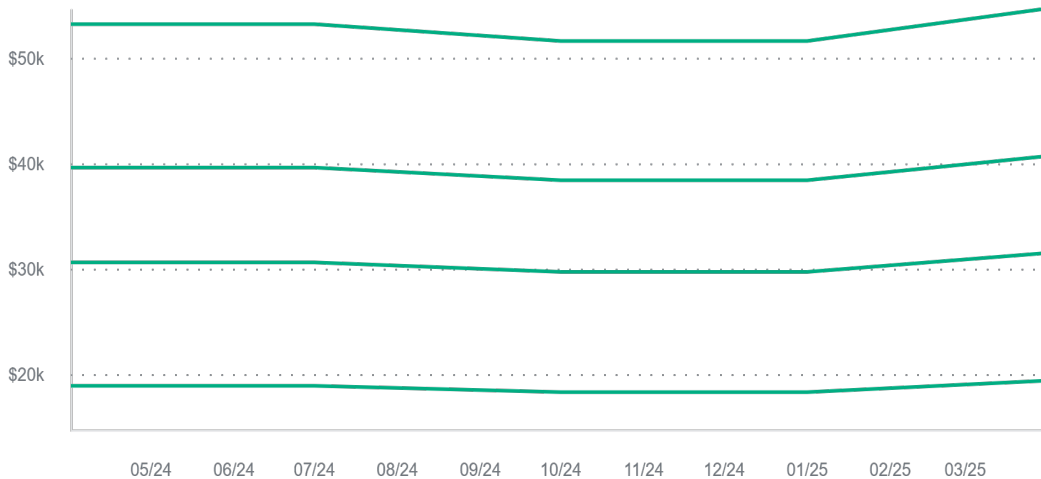
**\$31,500\***

↗ +2.9%

#4 Fair condition

**\$19,400**

↗ +2.6%



NOTE: The chart displays price changes for the last year.

## Value adjustments

**+15%**  
for factory a/c.

**-20%**  
for 6-cyl.

## Model description

The 1960 Ford was an all-new car based upon a concept car; it even required a temporary one-year "pass" from various state requirements in order to be sold legally as-built! The cars, at 81½ inches, were actually wider than normal limits, and technically should have been sold with orange "clearance" lights on the roof.

The Galaxie versions were still the top of the line, and for 1960, it was a proper model series instead of a sub-series of the Fairlane 500. A new "fastback" Starliner two-door hardtop coupe joined the line-up, with the signature Thunderbird-style roof that started the Galaxie line removed. In fact, the Thunderbird-style roof was restricted to the Galaxie four-door Town Victoria, a pillarless hardtop. The retractables were also gone forever, but soft-top Sunliner convertibles were still available. Styling was restrained with fins laid on their side. The standard round taillights took a break for 1960, and the smallest 292 V-8 was economized and detuned from 200 to 185 horsepower. Despite being an all-new car versus a warmed-over one at Chevy, Ford's rival still outsold them by 215,000 cars.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

The 1961 Galaxie was reskinned from the glass house down and lost the distinct look of the 1960 cars. '61s had mini-fins and signature round Ford taillights. Ford also outsold rival Chevy in '61; perhaps offering up to 401hp from the factory helped, as people started to once again think in terms of "performance." The new FE 390 engine was just the ticket.

The 1962 cars looked cleaner yet, and all vestiges of fins were gone. 1962 also saw the return of a Thunderbird-style formal roof two-door hardtop. Despite the changes, Chevy outsold Ford handily, partly due to the introduction of the Chevy II.

The 1963 Galaxie was reskinned from the glass house down again, and maximum factory power was 425 horsepower from another enlarged FE big-block Ford V-8 displacing 427 cubic inches. Half way through the year, a new Sports Hardtop (semi-fastback) was introduced, along with changing fashion.

The 1964 Galaxie was once again reskinned, with the formal two-door hardtop once again going extinct. By now, Dearborn was getting desperate as Chevy was outselling them 3 to 2, despite the mid-year introduction of the highly popular Mustang. Something had to be done.

**Body styles**

2dr Convertible

**Engine types**

8-cyl. 260cid/164hp 2bbl	8-cyl. 352cid/220hp 2bbl	8-cyl. 390cid/300hp 4bbl	8-cyl. 390cid/330hp 4bbl Interceptor
8-cyl. 406cid/385hp 4bbl Hi-Perf	8-cyl. 406cid/405hp 3x2bbl Hi-Perf		

**1960-1964 Ford Galaxie stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$622,860</b>	<b>\$587</b>	<b>\$14,175</b>	<b>1788</b>

**Equipment**

**Additional Info**

Shipping Weight: 3820 lbs

Vehicle Length: 209.9 in

Wheelbase - Inches: 119 in

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## Vehicle's condition classification

### #1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

### #2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

### #3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

### #4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.