

1970 Ford Thunderbird

2dr Coupe . 8-cyl. 429cid/360hp 4bbl

#1 Concours condition

\$28,200

▼ -1.1%

#2 Excellent condition

\$21,900

▼ -1.4%

#3 Good condition

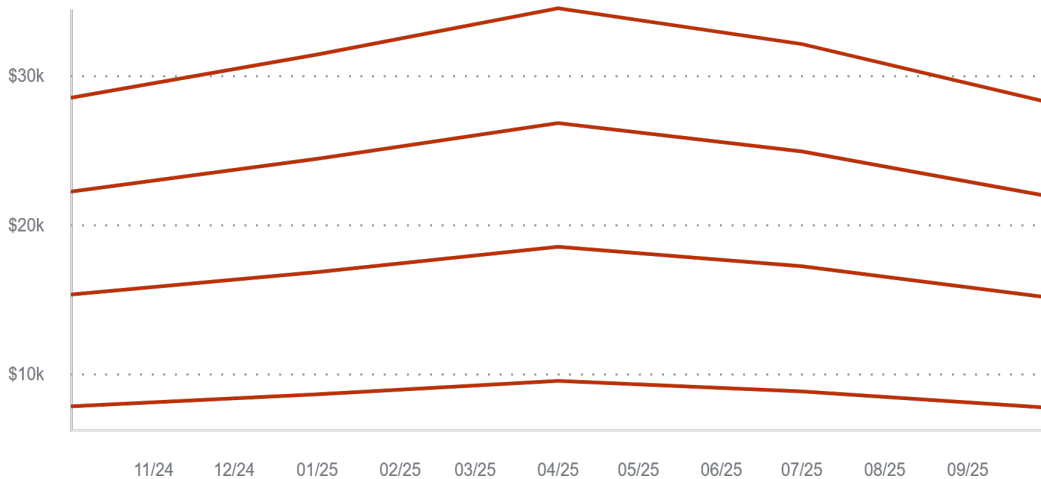
\$15,100*

▼ -1.3%

#4 Fair condition

\$7,700

▼ -1.3%



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

Value adjustments

+10%
for factory a/c.

-10%
for bench seat.

Model description

Ford took a bold step in redesigning the Thunderbird in 1967. Added to the T-Bird range this year was a four-door sedan model, with forward opening "suicide" rear doors, which included part of the roof. Even more drastic, the company dropped the convertible from the Thunderbird lineup for the first time. Underneath, the car began to utilize body-on-frame construction instead of a unibody setup. Despite what purists must have thought, the move was an attempt to broaden the car's appeal and sell more units, which was easily accomplished. Ford sold nearly 10,000 more Thunderbirds in 1967 than it did in 1966.

In addition to the four-door Landau sedan, a two-door coupe and Landau coupe were also offered. The Landau models had a vinyl roof and a decorative bar dressing up the C-pillar. All of the new Thunderbirds were longer and heavier than the preceding model, with full-width grilles, hidden headlights, and full-width taillights. Engines ranged from 275- and 315-hp 390-cid V-8s, through two high-performance motors of 427-cid, offering 410 and 425 hp, up to the 428-cid, 345-hp Thunderbird Special.

*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.

Thunderbirds were little changed for 1968, though the 429-cid, 360-hp Thunderjet engine was added to the options list and the 427-cid engines were dropped. Overall, sales dipped slightly to below where they were at for the 1966 model year, at 64,391 units. The 1969 T-Birds were the last to use this body with a few detail changes, including more people opting for buckets seats. Sales slid to below 50,000 for the first time since recession-sick 1958.

For 1970, the Thunderbird got received a new body shell that was longer and lower, with a projecting beak in the center of the grille, and full-width inverted "U" taillights. Body styles remained the same and motors ranged from 390 cid to 429 cid. The 1971 model year saw the last of this generation of T-Bird, with the 1972 car becoming upsized. As the last of the line, few changes were made.

This era of Ford Thunderbird can still be purchased quite reasonably. The cars don't have the elegance of the first gen T-Birds, or the atomic styling of the "Bullet Bird" era, but they do have an interesting look that has aged quite well. They are heavier and thirstier than their predecessors, which makes the driving dynamics best suited to cruising. The 1970-71 "beaked" cars have all but disappeared and the quirky four-door is now quite rare in either series, meaning they both stand out on today's roads. Somewhat surprisingly, parts aren't all that difficult to obtain, and a lot of these cars still exist in fairly decent shape. Restored examples, however, are very unusual, mainly due to the cost of restoration being so much greater than the model's current market value.

Body styles

2dr Coupe 2dr Landau Coupe 4dr Landau Sedan

Engine types

8-cyl. 429cid/360hp 4bbl

1967-1971 Ford Thunderbird stats

Highest sale	Lowest sale	Most recent sale	Sales
\$60,480	\$220	\$44,000	143

Equipment

Standard Equipment

AM
Automatic Transmission
Bench Seat
Heater/Defroster
Power Steering

Optional Equipment

AM/FM
Air Conditioning
Bucket Seats
Power Windows
Speed Control

Additional Info

Vehicle Length: 215 in

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.