





**1934**

*introduces even  
greater advances  
of style and refinement in this most  
advanced of cars . . .*

**FORD V-8**

# SPECIFICATIONS

## Engine—4-cylinder

**HP** 70.0 with 80" peak torque. Compression ratio 22 with intake valve, 17.5 with piston. 160 cubic centimeters, 9.7 cu in. displacement using S.A.E. 1963 tests. Maximum torque 100 pounds-ft. at 1,500 r.p.m. Lubrication forced feed in all bearings—intake and piston in other parts. Mounted in intake in 1 position where distributor and valve adjuster both accessible after engine opened from outside. Cylinder walls of cast iron.

**IGNITION** Special Ford valveless contact coil. Distributor 1/2 inches wide, 14 points. Drive gear bearings steel with bronze rollers. 30° spark advance. Magnetically and mechanically advanced.

**EXHAUSTION AND FUEL SYSTEM** Two fuel pipes and two air pipes that have dual carburetor with dual intake for open carburetor, working in open atmosphere but designed for use with distributor. Carburetor air filter and air cleaner with automatic valve closure on all both type of air cleaner.

**COOLING** Fan and blower driven with free power of valve. Fan belt. Fan mounted on rear end of intake cylinder head. Distributor fly wheel.

**STARTER** Battery and solenoid. Motor type distributor drive directly off end of crankshaft. Full automatic timing mechanism.

**OPTIONAL** 4-cylinder engine 1.7 liter, cast in block. Peak displacement 100.1 cubic centimeters, 6.1 cubic inches, 9.4 cubic centimeters, 57.4 cu in. displacement using S.A.E. 1963 tests. Maximum torque 100 pounds-ft. at 1,500 r.p.m. Lubrication by mechanical pump, splash and gravity system. Mounted in intake in 1 position where distributor and valve adjuster both accessible after engine opened from outside. Cylinder walls 1/2 inch from center line of crankshaft.

**IGNITION** Contact breaker system used. Contactbreaker magnetically and mechanically advanced. Magn. timing arm, 18 points. Distributor, 1/2 inches wide, 14 points.

**EXHAUSTION AND FUEL SYSTEM** Two fuel in carburetor. Two air pipes. Two intake air pipes at high speeds and proper power advance. Free plate fuel tank. Super-chloride fuel pump. Fuel pump in carburetor intake pipe.

**COOLING** Conventional pump system. Free power intake valveless. Distributor fan driven by distributor fly wheel. Capacity of cooling system, 12 gallons.

**STARTER** Solenoid operated electric. Battery, coil and fly wheel.

## Passenger Car Chassis

**CLIPPER AND TRANSMISSION** Single drive for the clutch. Full floating bearing intermediate shafts operable during drive. Drive shaft splines gear housing. Synchronized ground and high gears. Drive shaft gear. Drive and ball bearings carry full torque in all forward gears.

**SHOCKS** Four wheel independently controlled integral springing. Clones of special cast alloy steel. Tube bending rollers, 100 cubic inches. Four wheel and parking brake control.

**SPRINGS** Four springs, leaf springs front and rear of driver side only. Rear springs have integral axle. All springs controlled by double acting hydraulic shock absorbers, independently mounted in comparison for varying reaction at road irregularities.

**FRAMES** Special four beam design. Alloy A-type cast aluminum suspension formed in cast of alloy, synthetic high carbon brass steel. Two axle, 1 1/2 inches wide track, 4 inches.

**SHOCK INSULATION** Rubber insulation at drive shaft ends. Shock absorber tubes and front tubes and ball joints on rear suspension.

**STEERING** SHOCK Front-wheel drive gear mounted 1 inch wide cast steel self-aligning drive bearing. Ratio, 12 to 1.

**FRONT AXLE** Heavy ball joint design 1 1/2 inch frame. Two-wheel wheel bearing.

**REAR AXLE** Two-wheel bearing type. Special level gear with special mounted plates. Wide bearing throughout. Gear ratio, 12 to 1. Wheel, 1 1/2 inches diameter.

**TURNING CIRCLE** 9 feet.

**WHEELS AND TIRES** Two steel spindles, cast iron wheels, 12 x 1 1/2 inches wide.

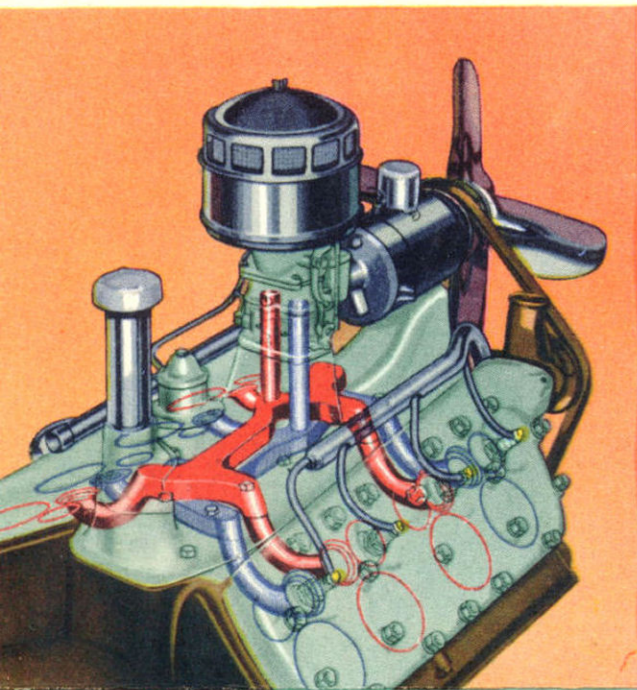
**WEIGHTS** 110 pounds.

**BALL AND ROLLER BEARINGS** Front-end ball and roller bearings are cast bearings.

For More Copies of *Automobile For Sale*, when price is set in continuous impression, contact the Dept. of Motor Information and place in your own printed matter or covering liability is provided.

# NEW FEATURES

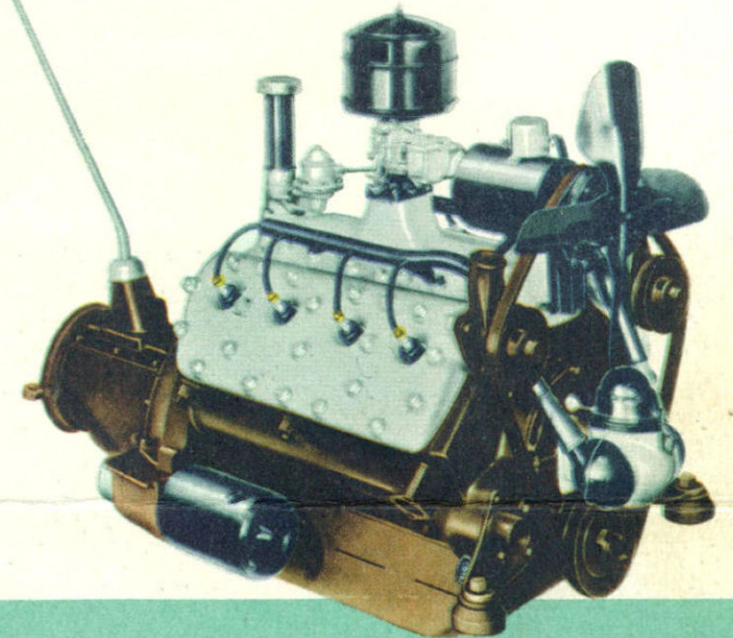
## OF THE 1934 FORD V-8



**GREATER PETROL ECONOMY.** New dual carburettor, and dual intake manifold give better operating efficiency. Several more miles per gallon. More power. Easier cold weather starting.

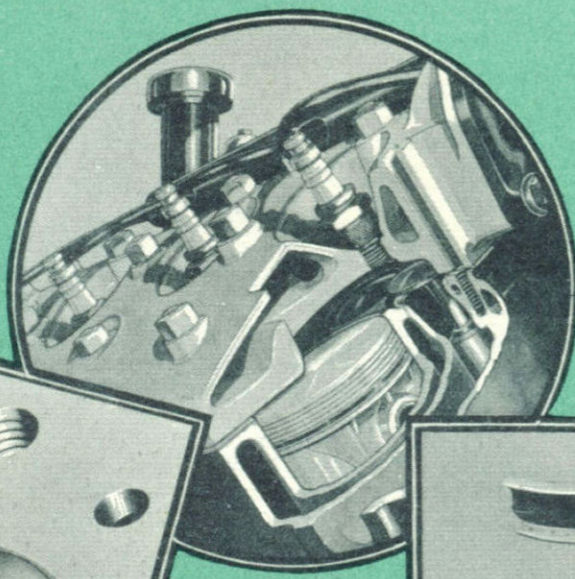
The 1934 Ford V-8 has new lines, new interiors and new upholstery. Clear vision ventilation. Easier steering. Greater riding comfort with exclusive Ford transverse cantilever type springs. Increased petrol mileage because of the new dual carburettor and a dual intake manifold, which also gives increased engine efficiency and easier, quicker starting in cold weather. Greater oil economy. More speed,

power, smoothness and acceleration. The wheel base of the 1934 Ford is 112 inches. The V-8 type engine, by taking less space, leaves more inside body room—more available passenger space. Ride in this 1934 Ford V-8 and see for yourself what it can do. You will find it the most completely satisfying car you have ever driven—regardless of price. And the most economical, too.

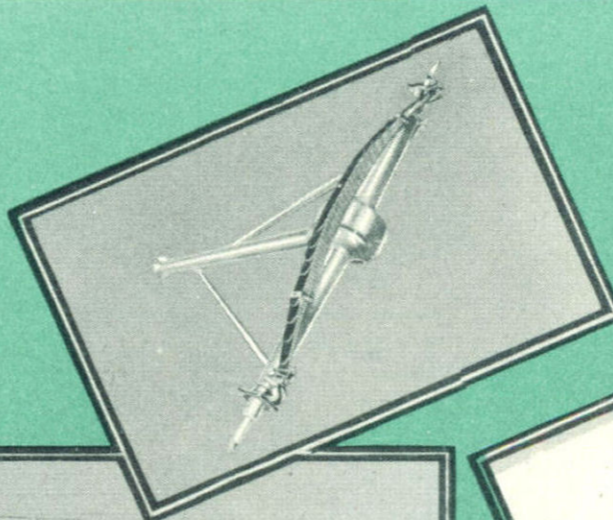


THE V-8 ENGINE

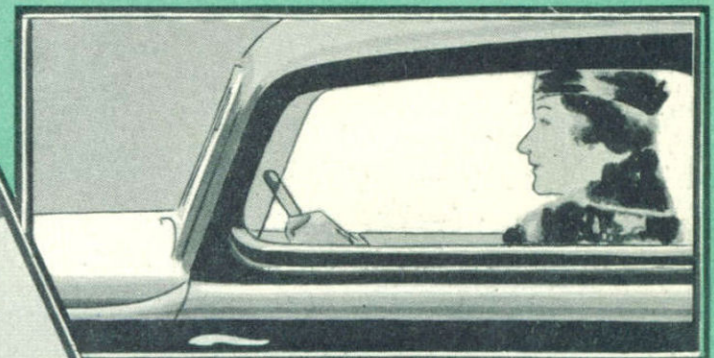
**VALVE SEAT INSERTS.** High tungsten chrome alloy exhaust valve seat inserts. Corrosion-proof and unusually wear-resistant at high temperatures. Longer life.



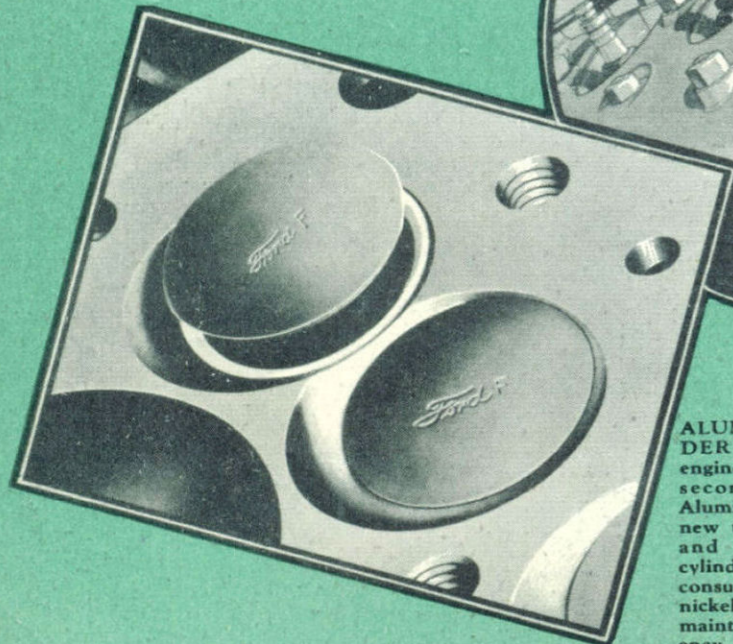
**STRONG RIGID FRAME.** Double-drop, double channel. Two members forming X-brace are continued full length of side rails.



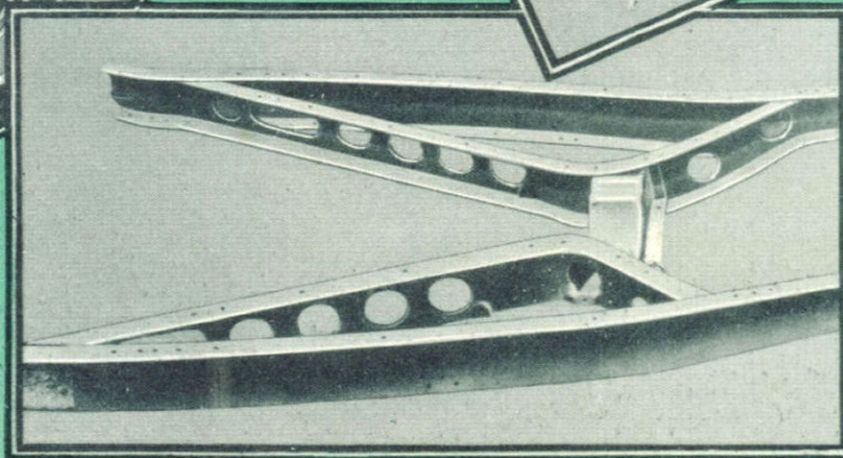
**RIDING COMFORT.** Exclusive Ford transverse double cantilever type springs have great flexibility and, coupled with double-acting shock absorbers, give unusual riding comfort.



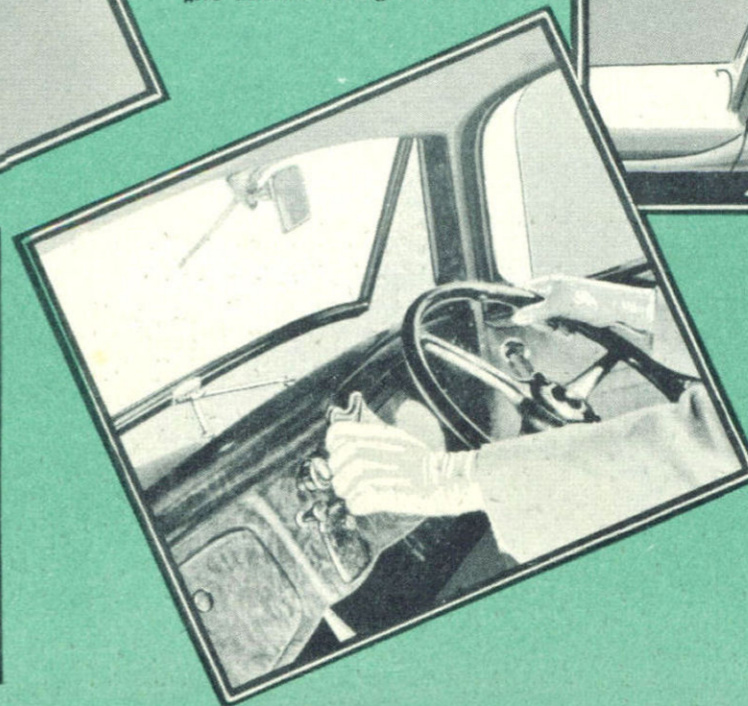
**CLEAR VISION VENTILATION.** New type of "individual control" ventilation prevents draughts, and is effective at all speeds and in any weather. Nothing to obstruct vision.

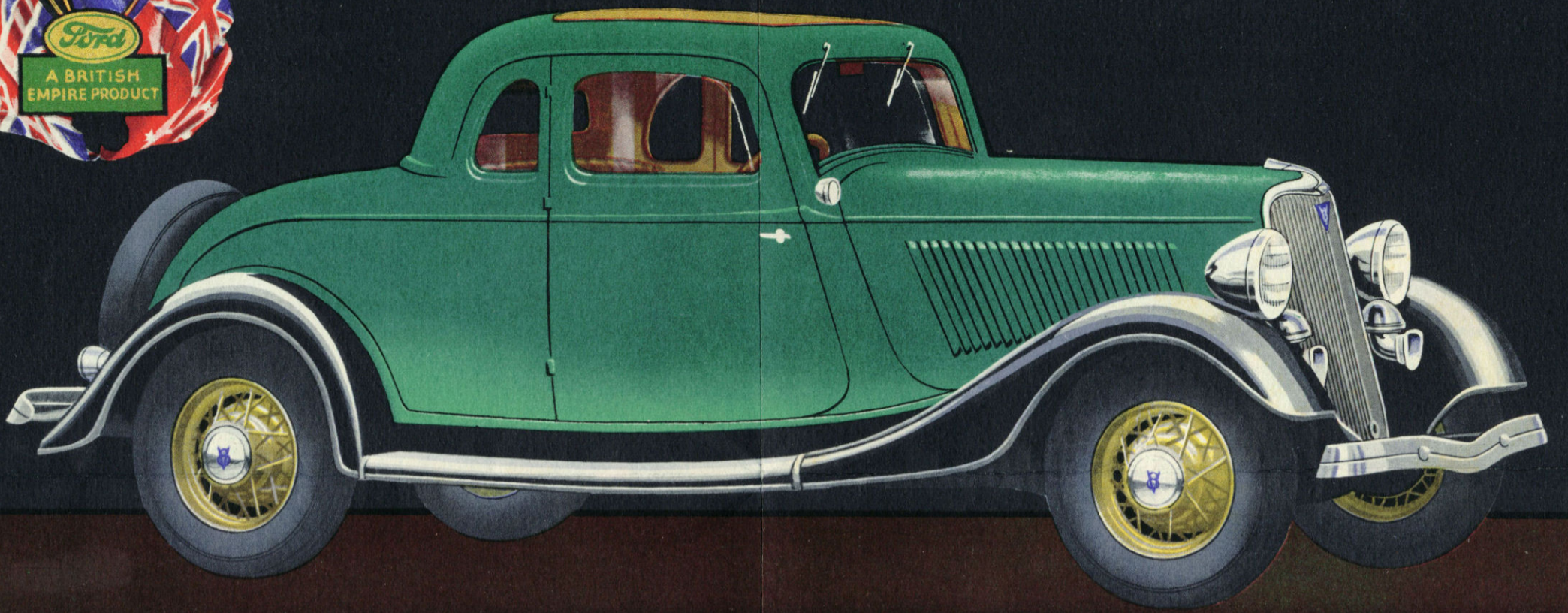


**ALUMINIUM CYLINDER HEADS.** Better engine performance with second grade petrol. Aluminium pistons with new type piston rings, and mirror finished cylinder walls reduce oil consumption. Chrome-nickel alloy valves help maintain engine efficiency.



**ADJUSTABLE WINDSCREEN.** Opens with simple thumb and finger movement, and provides full vision for drivers under all conditions. Adjustable cowl ventilator supplies additional air.

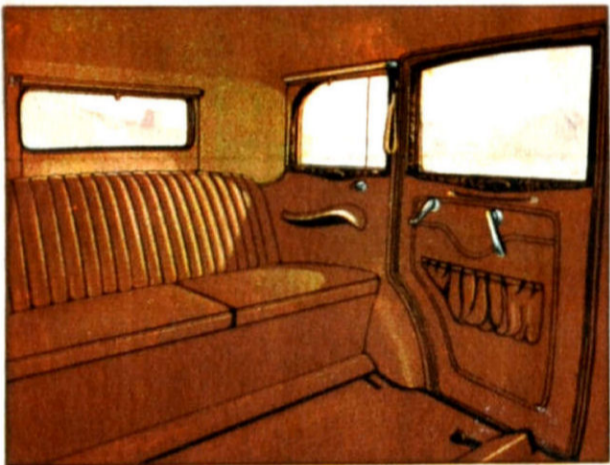




NEW FORD DE LUXE V-8 COUPE  
(5) WINDOWS

# FORD V8

## THE CAR OF TO-MORROW HERE TO-DAY

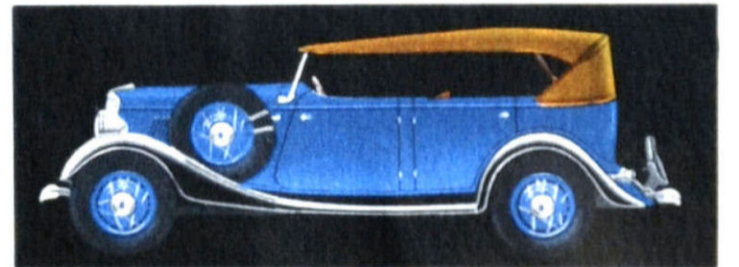


CLEAR VISION VENTILATION—GREAT ROOMINESS  
MATCHED INTERIORS. All closed models have a built-in system of ventilation, allowing the fullest vision and preventing body draughts. Interiors are remarkably roomy, affording the maximum comfort and relaxation to passengers....Matched interiors provide a pleasing and ultra-smart harmony of colour.

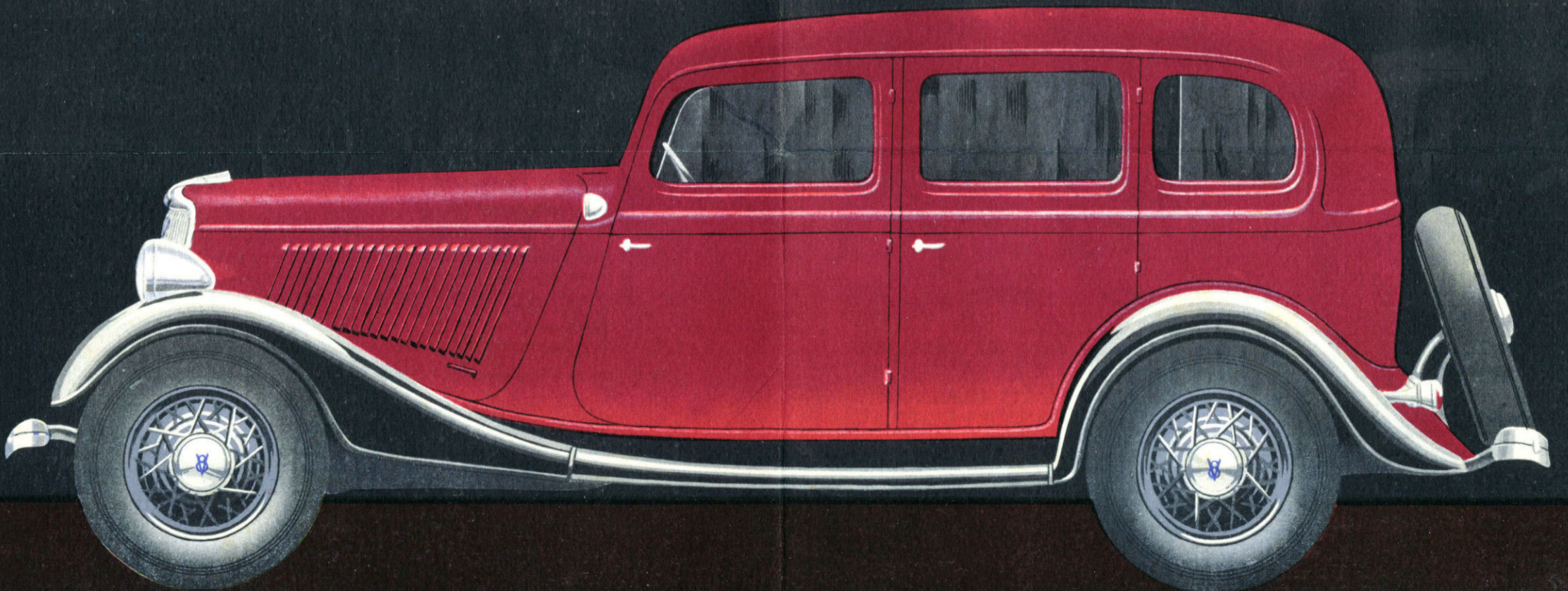
The 1934 Ford V-8 has a new distinctive appearance enhanced by the newly designed radiator shell and grille, new hood louvres, new hub caps. New built-in ventilation provides ventilation without draught and prevents fogging of windshields. Interiors are more beautiful. De Luxe closed models are upholstered in genuine chrome leather to match body colour; floor carpets and roof linings also match. New domed headlining gives the interior of the body a gracefully moulded effect. New window garnish moulding. New instrument panel. New arm rests on front doors and new swivel-type sun visors, adjustable to any angle, on all De Luxe cars. Pull-to straps on all doors. Toggle grips in rear. ¶ All body types now have improved safety glass wind-screen. De Luxe closed bodies are also equipped with dome light, ash tray and lighter. Standard body types are upholstered in a choice of attractive, long-wearing upholstery fabrics. ¶ A wide choice of pleasing colours is offered in all new Ford cars. On De Luxe cars wheels and fenders are in colour to harmonise with body.



NEW FORD V-8 DE LUXE ROADSTER



NEW FORD V-8 DE LUXE PHAETON



NEW FORD V-8 DE LUXE SEDAN

