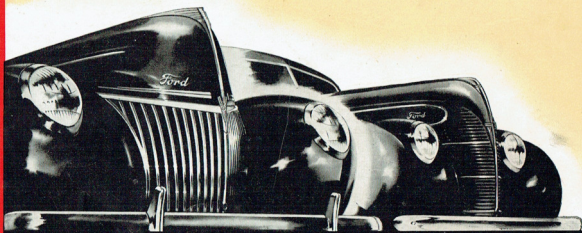


NEW
FOR
1939



TWO Ford V8 Cars IN SIX BODY STYLES

SPECIFICATIONS

ENGINE

V-8 90° I. Head. Piston displacement 221 cubic inches. Bore 3.062 in. Stroke 3.75 in. H.P. Rating R.A.C. 30.00. Lubrication—forced feed to all Main, Connecting Rod and Camshaft bearings. Capacity 4 quarts. Cylinder head material—De Luxe V-8 Series, Aluminium. V-8 Series, Cast Iron.

CRANKSHAFT.—Special Ford cast alloy steel. Weight, 65.5 lb.; 3 main bearings; total main bearing surface, 38.81 sq. inches. Statically and dynamically balanced.

CARBURETTOR.—Dual-down draught carburettor with oil bath type air cleaner and silencer.

FUEL SYSTEM.—Engine driven fuel pump. Terne plate steel fuel tank mounted at rear, capacity, 12.5 gallons.

COOLING.—Tube and fin type radiator. Cooling surface, V-8 Series, 361 sq. in.; De Luxe V-8 Series, 378 sq. in. Centrifugal water pumps, at front of each cylinder block. Two thermostats.

IGNITION.—Battery coil and distributor. Distributor driven directly off end of camshaft. Full automatic-vacuum control.

CHASSIS

CLUTCH AND TRANSMISSION.—Dry Single Plate Clutch with plate pressure increased by centrifugal force. Diameter, 9 in. Surface,

75.1 sq. in. 3 Speed selective gear transmission. All gears silent helical type. Synchronised second and high gears.

BRAKES.—Four wheel hydraulically operated, normally energised internal expanding 2-shoe type. Drum diameter 12 in. Hand lever location—right side of steering wheel under instrument panel. Hand brake operates mechanically on rear wheels.

SPRINGS.—Ford transverse cantilever front and rear of chrome alloy steel. Controlled by adjustable double acting hydraulic shock absorbers. Spring leaves grooved to take pressure gun lubrication through lubrication nipple on tie bolt.

FRAME.—Special Ford design. Pressed carbon steel. Double drop with X members. Channels extending to ends of frame. Main side members, depth, 5½ in.; width, 2 in.

STEERING GEAR.—Worm and Roller. Ratio, 18.2 to 1. Worm mounting—Two tapered roller bearings. Wheel diameter, 17 in.

FRONT AXLE.—Special Ford Carbon manganese steel, "I" beam reverse Elliott. Adjustable tapered roller wheel bearings.

REAR AXLE.—¾ floating type. Spiral bevel gear with straddle mounted pinion. Material of Ford carbon manganese steel. Roller bearings throughout. Gear ratio, 3.78 to 1. Shafts 1¼ in. diameter.

ROAD CLEARANCE.—8.2 in. TYRES, 6.00 x 16. Pressure, 30 lb.

TURNING CIRCLE.—38.2 ft. right or left.

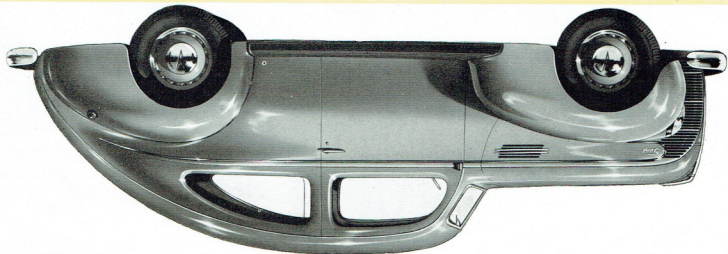
WHEELBASE.—112 in. Springbase, 123.13 in.

Ford Motor Company of Australia Pty. Ltd. (Inc. in Victoria), whose policy is one of continuous improvement, reserves the right to change specifications and prices at any time without notice or incurring liability to purchasers.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (INCORPORATED IN VICTORIA)

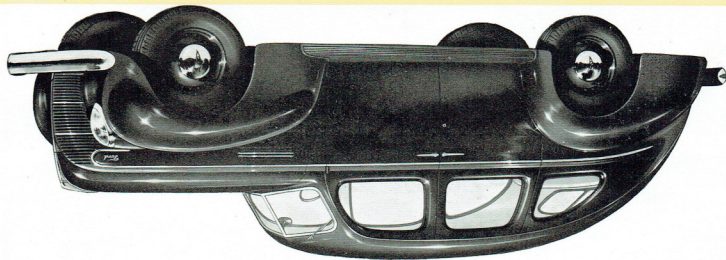
An entirely new body style of sedan appearance, seating six. Rear seat folds forward to form a long, broad, flat-floored luggage compartment extending from back of front seat to door in smooth-sloping rear deck.

FORD V-8 COUPE-SEDAN



With an even roomier all-steel body, redesigned interiors and larger, low-floor luggage compartment, the new Sedan offers unparalleled value. Front seat is adjustable and every appointment for comfortable motoring is standard at list price.

FORD V-8 SEDAN



SPECIFICATIONS

ENGINE

V-8 90° I. Head. Piston displacement 221 cubic inches. Bore 3.062 in. Stroke 3.75 in. H.P. Rating R.A.C. 30.00. Lubrication—forced feed to all Main, Connecting Rod and Camshaft bearings. Capacity 4 Quarts. Cylinder head material—De Luxe V-8 Series, Aluminium. V-8 Series, Cast Iron.

CRANKSHAFT—Special Ford cast alloy steel. Weight, 61.5 lb.; 3 main bearings; total main bearing surface, 38.81 sq. inches. Statically and dynamically balanced.

CARBURETTOR—Dual-down draught carburettor with oil bath type air cleaner and silencer.

FUEL SYSTEM—Engine driven fuel pump. Tonne plate steel fuel tank mounted at rear, capacity, 12.5 gallons.

COOLING—Tube and fin type radiator. Cooling surface, V-8 Series, 361 sq. in.; De Luxe V-8 Series, 378 sq. in. Centrifugal water pumps, at front of each cylinder block. Two thermostats.

IGNITION—Battery coil and distributor. Distributor driven directly off end of camshaft. Full automatic-vacuum control.

CHASSIS

CLUTCH AND TRANSMISSION—Dry Single Plate Clutch with plate pressure increased by centrifugal force. Diameter, 9 in. Surface,

75.1 sq. in. 3 Speed selective gear transmission. All gears silent helical type. Synchronised second and high gears.

BRAKES—Four wheel hydraulically operated, normally energised internal expanding 2-shoe type. Drum diameter 12 in. Hand lever location—right side of steering wheel under instrument panel. Hand brake operates mechanically on rear wheels.

SPRINGS—Ford transverse cantilever front and rear of chrome alloy steel. Controlled by adjustable double acting hydraulic shock absorbers. Spring leaves grooved to take pressure gun lubrication through lubrication nipple on tie bolt.

FRAME—Special Ford design. Pressed carbon steel. Double drop with X members. Channels extending to ends of frame. Main side members, depth, 1½ in.; width, 2 in.

STEERING GEAR—Worm and Roller. Ratio, 18.2 to 1. Worm mounting—Two tapered roller bearings. Wheel diameter, 17 in.

FRONT AXLE—Special Ford Carbon manganese steel, "I" beam reverse Elliott. Adjustable tapered roller wheel bearings.

REAR AXLE—1 floating type. Spiral bevel gear with straddle mounted pinion. Material of Ford carbon manganese steel. Roller bearings throughout. Gear ratio, 3.78 to 1. Shafts 1½ in. diameter.

ROAD CLEARANCE—8.2 in. TYRES, 6.00 x 16. Pressure, 30 lb.

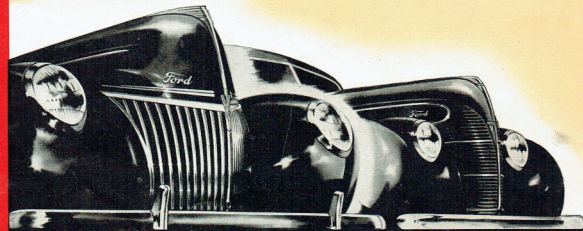
TURNING CIRCLE—38.2 ft. right or left.

WHEELBASE—112 in. Springbase, 123.13 in.

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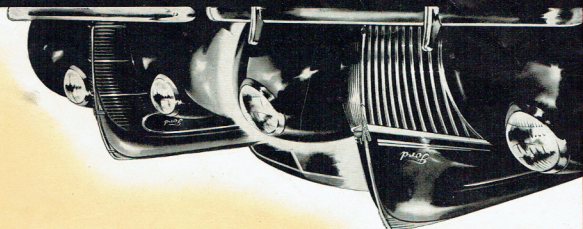
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NEW
FOR
1939

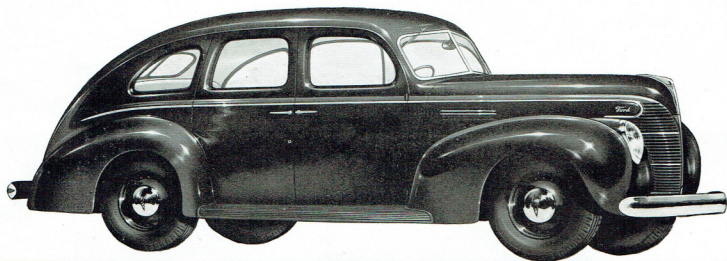


TWO Ford V-8 Cars IN SIX BODY STYLES

Two Ford V-8 Cars in Six Body Styles

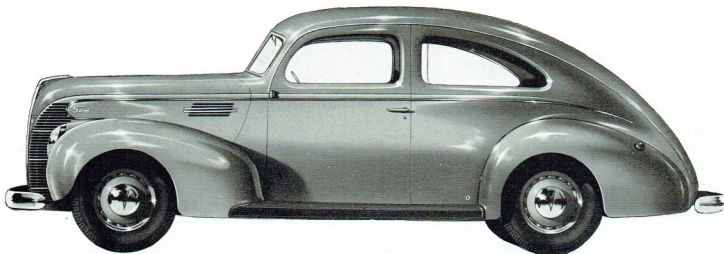


NEW
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1939



FORD V-8 SEDAN

With an even roomier all-steel body, redesigned interiors and larger, low-floor luggage compartment, the new Sedan offers unparalleled value. Front seat is adjustable and every appointment for comfortable motoring is standard at list price.



FORD V-8 COUPE-SEDAN

An entirely new body style of sedan appearance, seating six. Rear seat folds forward to form a long, broad, flat-floored luggage compartment extending from back of front seat to door in smooth-sloping rear deck.

SPECIFICATIONS

ENGINE

75.1 sq. in. 3 speed selective gear transmission. All gear silent helical type. Synchronized second and high gears.

BRAKES—Four wheel hydraulically operated, normally engaged internal expanding 2-shoe type. Drum diameter 12 in. Hand lever action—right side of steering wheel makes instrument panel. Hand brake operates mechanically on rear wheel.

SPRINGS—Ford transverse cantilever front and rear of chrome alloy steel. Controlled by adjustable double acting hydraulic shock absorbers. Spring, rear, geared to take pressure gun lubrication through lubrication.

FRAME—Special Ford design. Pressed cast-iron steel. Double drop with X members. Channels extending to ends of frame. Main side members depth, 13 in.; width, 2 in.

STEERING GEAR—Worm and Rollers. Ratio, 18.2 to 1. Worm mounting—Two tapered roller bearings. Wheel diameter, 17 in.

FRONT AXLE—Special Ford Carbon manganese steel, "I" beam reverse Elliot. Adjustable tapered roller wheel bearings.

REAR AXLE—Floating type. Spiral bevel gear with straddle mounted pinion. Material of Ford carbon manganese steel. Roller bearings throughout. Gear ratio, 3.78 to 1. Shaft 1 1/2 in. diameter.

ROAD CLEARANCE—8.2 in. TRAYS, 6.00 x 16. Pressure, 30 lb.

TURNING CIRCLE—38.2 ft. right or left.

WHEELBASE—112 in. Springs, 123.15 in.

Ford Motor Company of Australia Pty. Ltd. (Inc. in Victoria), whose policy is one of continuous improvement, reserves the right to change specifications and prices at any time without notice or incurring liability to purchasers.

CLUTCH AND TRANSMISSION—Dry Single Plate Clutch with with plate pressure increased by centrifugal force. Diameter, 9 in. Surface, of end of camshaft. Full automatic-vacuum control.

IGNITION—Battery coil and distributor. Distributor driven directly at front of each cylinder block. Two thermotrons.

COOLING—Tubular fan type radiator. Cooling surface, V-8 Series, 361 sq. in.; De Luxe V-8 Series, 378 sq. in. Centrifugal water pumps, tank mounted at rear, capacity, 12.5 gallons.

FUEL SYSTEM—Engine driven fuel pump. Three plate steel fuel pump mounted at rear, capacity, 12.5 gallons.

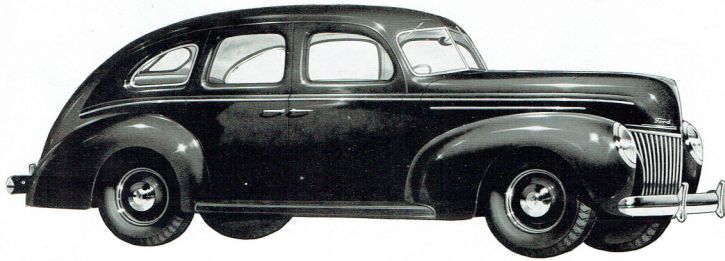
CARBURETOR—Down draught carburetor with oil bath and dynamically balanced.

CRANKSHAFT—Special Ford cast alloy steel. Weight, 61.5 lb.; 4 gears. Crankshaft head material—De Luxe V-8 Series, Aluminum.

VALVES—Intake Valve, 1 1/2 in. Diameter. Capacity 10.00. Lubrication—forced feed to all Main, Connecting Rod and Camshaft bearings. Capacity 7.50. Piston displacement 221 cubic inches. Bore 3.62 in. Stroke 3.27 in. H.P. Rating R.A.C. 21.00.

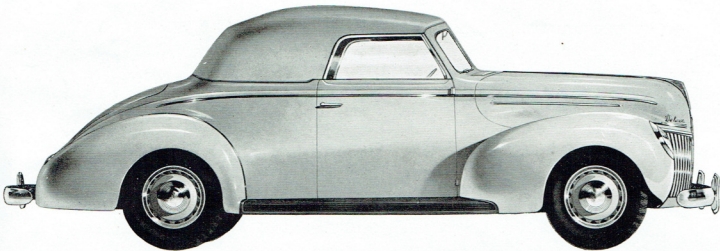
FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (INCORPORATED IN VICTORIA)

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DE LUXE FORD V-8 SEDAN

Newly and brilliantly streamlined with massive front end and luxurious interior accommodation... Doors are wide, floor is low and equipment includes: adjustable front seat, clear vision ventilation, arm rests (centre arm rest in rear seat optional at slight extra cost), larger luggage compartment and a wide choice of new body colours and interior ensembles.



DE LUXE FORD V-8 CONVERTIBLE CABRIOLET

A club body style, accommodating six passengers. The smartly tailored hood is quickly lowered or raised and when down fits into compartment flush with body. Windows lower into doors. Large luggage compartment is reached through rear deck.

HIGHLIGHTS OF FORD V-8 FOR 1939

TWO NEW CARS—The New Ford V-8. A New De Luxe Ford V-8.

NEW TRIPLE-CUSHIONED COMFORT with improved cushions and squabs, centre-poise riding.

NEW MODERN STYLING embodying graceful and practical lines.

NEW COUPE BODY of flowing lines and greater spaciousness.

NEW CONVERTIBLE CABRIOLET for sunny days or winter rains.

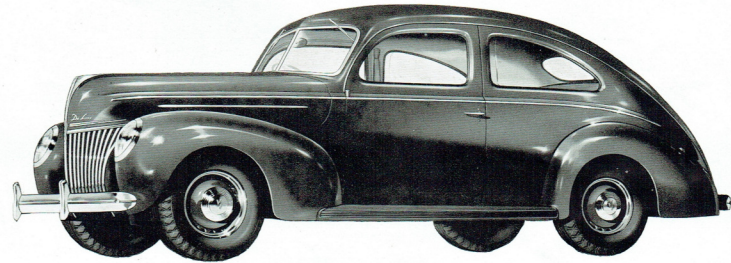
NEW INTERIORS—New trim designs and colors—new Instrument Panels.

NEW BODY COLORS in Ford Baking Enamel of lasting lustre.

NEW HYDRAULIC BRAKES of improved design for even better braking efficiency.

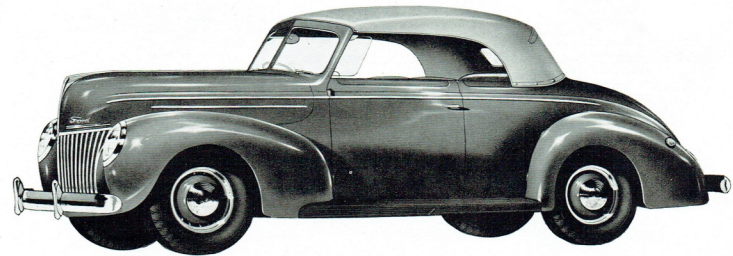
IMPROVED V-8 ENGINE with heavier crankshaft and larger main bearings, new Piston Rings, New Seat Inserts for both inlet and exhaust valves, Newly designed connecting rods for greater rigidity and smoother operation.

IMPROVED CARBURETTOR—
IMPROVED MUFFLER.
INCREASED LUGGAGE SPACE.



DE LUXE FORD V-8 COUPE-SEDAN

A completely new, roomy and strikingly beautiful streamlined model. Rear seat folds forward, providing a flat-floor luggage compartment, accessible through door in rear deck. Full choice of body and interior colours.



DE LUXE FORD V-8 CLUB ROADSTER

The popular roadster type body in dashing new styling. Accommodates six adults. Front seat back is split for easy access to rear seat through wide doors. Exceptional V-8 performance, low centre of gravity and superb riding comfort make the new Roadster the ideal sportsman's car.