

FORD

V8

Douglas Norman

DETAILED FACTS ABOUT THE FORD V8

CHASSIS FRAME with welded, one-piece X-member, 9 in. deep in centre section. X-members form full box section where they join frame channels. Frame is lower than that used in pre-war models and has double the resistance to twisting force.

TRANSMISSION.—Dry single-plate clutch with plate pressure increased by centrifugal force. Three-speed transmission, all gears silent helical type. Clutch pedal has relay lever to provide soft pedal pressure. Gearshift lever on steering column.

REAR AXLE AND DRIVE.—Three-quarter floating rear axle, spiral bevel gears with straddle-mounted pinion. Roller bearings throughout. Torque-tube drive with radius rods. All driving and braking force transmitted directly to frame, leaving springs free to carry the load and cushion road shocks.

SHOCK ABSORBERS.—Four double-acting hydraulics, aero type.

STABILIZERS.—Spring steel torsion bar stabilizer at front and transverse stabilizers front and rear

LIGHTING.—Sealed beam headlamps.

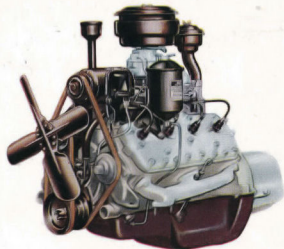
BRAKES.—Oversize hydraulics with self-centering action. Total lining area 162 square inches. Handbrake lever located under instrument panel, operates mechanically on rear wheels.

DIMENSIONS.—Wheelbase, 114 in.; springbase, 125 in.

ENGINE.—V8 90° L head. Bore 3-1/16 in. Stroke 3³/₄ in. Piston displacement 221 cub. ins. Rated horsepower 30.

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

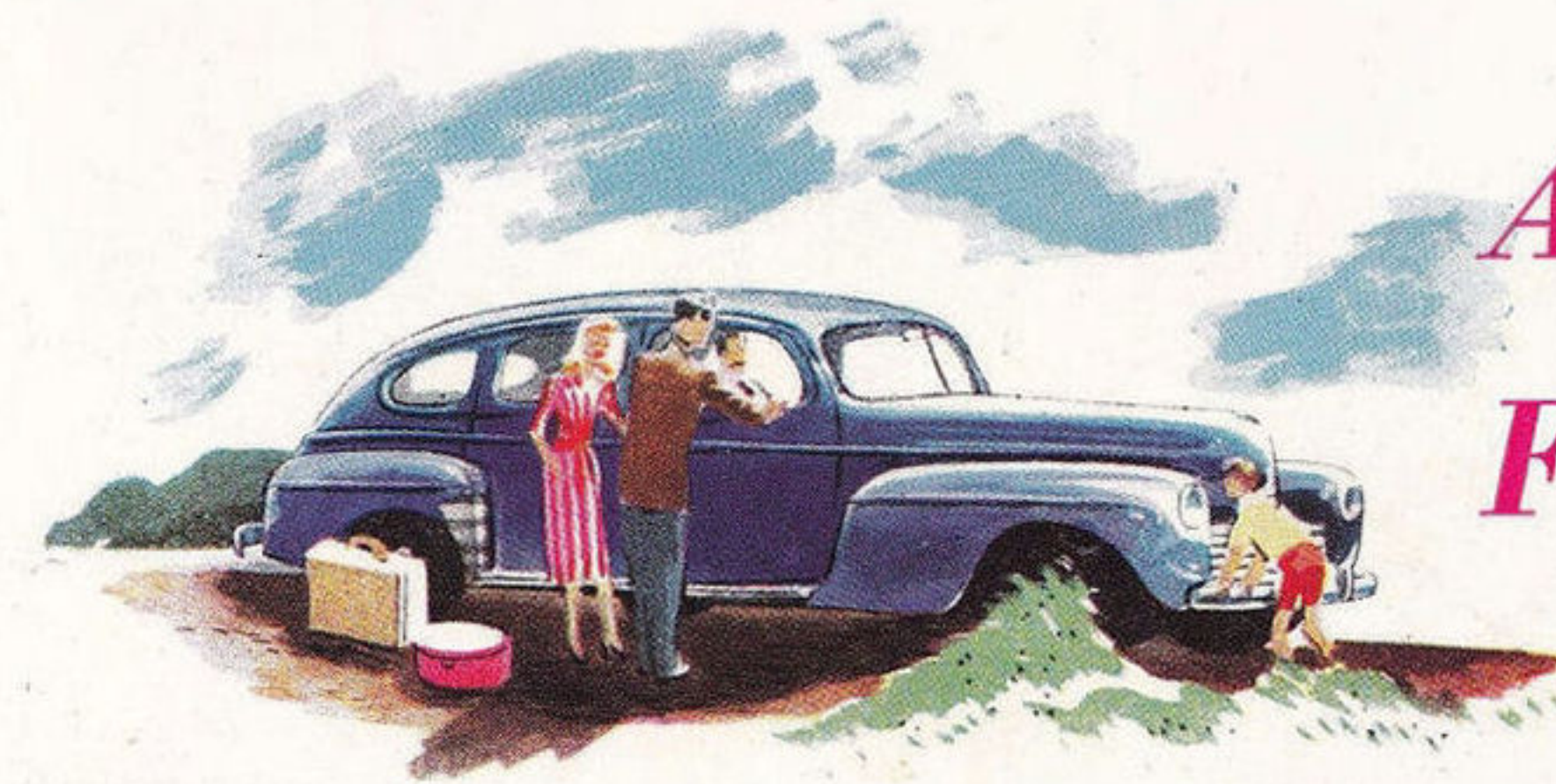
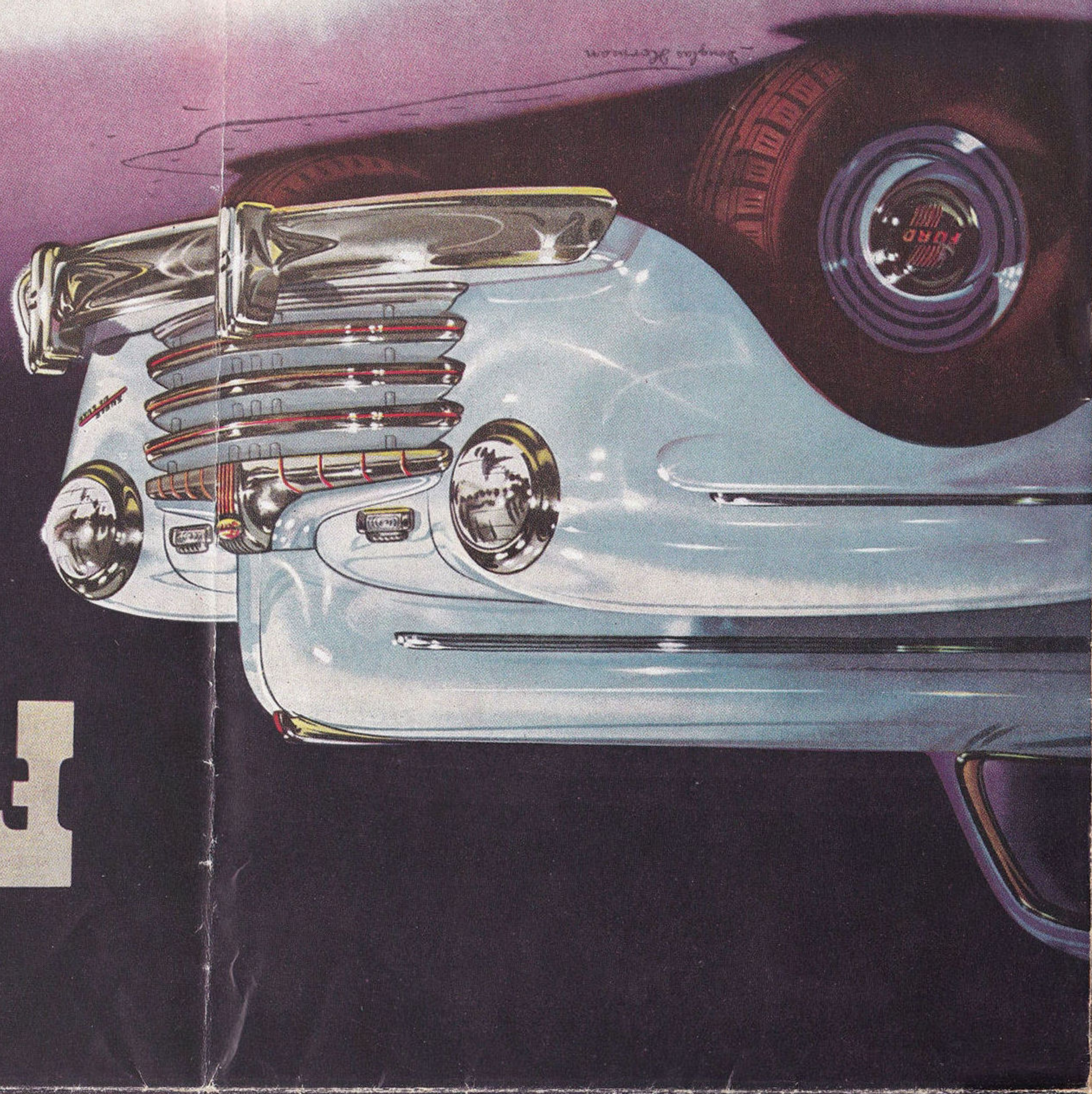
FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (INC. IN VIC.)
REG. OFFICE: GEELONG, VICTORIA



IMPORTANT ADVANCEMENTS THAT GIVE A COOLER, CLEANER, MORE ECONOMICAL ENGINE

- Fixed connecting rod bearings of the individual locked-in type for greater durability and oil economy.
- New aluminium alloy pistons for improved performance. Four piston rings for greater oil economy.
- New positive rear main bearing oil seal to conserve oil.
- Cartridge type filter, keeps oil clean and reduces engine wear.
- New crankshaft with built-in traps to catch injurious sediment. Crankshaft has two oil holes for each crank pin.
- New crankcase ventilating system uses manifold vacuum and has special valve which meters constant and correct flow of fresh air. Air drawn through air cleaner on breather pipe.
- Engine front supports of oil-resistant rubber.
- High pressure, larger capacity oiling system for longer engine life.
- Ignition wiring neoprene covered—oil and heat resistant.
- New balanced carburetion, stabilizes air-fuel ratio under all conditions. Increased economy and performance.
- More efficient fan for better cooling.
- New aluminium timing gear. Longer life, quiet operation.
- Valve springs shot-blasted and rust-proofed for longer life.
- Hard alloy steel valve inserts for intake and exhaust valves.
- Pressure valve radiator cap prevents loss of water when operating at extreme heat.
- New long-life voltage regulator automatically controls generator output.

8
A
FORD



A PROMISE FULFILLED

It is with especial pride we present the new FORD V8, for it is the best . . . and much the best, we have ever shown you. The promise "Look forward to your future FORD" is fulfilled . . . and with its fulfilment comes the stored-up research of wartime years and many post-war engineering advances. It is thrifty and its staying power is in the time-honoured Ford tradition.

ROOM FOR SIX *BIG* PEOPLE

The new body takes full advantage of a 2-inch longer wheelbase. Run a tape measure across the seats . . . 6 inches has been added at the front . . . 4½ inches at the rear. Headroom, too, has been increased, yet this car looks lower and is lower to the ground.

A GRAND NEW VELVET-SMOOTH RIDE

Making this Ford longer and lower does more than add to a smart appearance. It gives even better roadability. Scientific advancements in springing combined with front and rear stabilizers, shock absorbers and torsion-bar give a truly velvet-smooth ride.

V8 PERFORMANCE . . . AT ITS BEST

Lift up the bonnet of this new Ford. There you will find the famous V8 engine, but this year with 20 advances, making it even more economical, more silent, cooler. Added reasons why this year's Ford is the greatest in motoring history.

PANORAMIC VISION

There's a broad, sweeping view of the road ahead for the driver. Narrow window pillars plus 23% more safety glass give clear, unobstructed all-round vision. Front, side, rear, are in plain view to driver and passengers. There are no blind spots when you drive this new luxury car.

ACCENT ON STYLE

Rich colour harmonies in exciting new body colours, trims and carpets will please the most discriminating. High quality upholstery with individually padded pleats and concealed stitching gives even longer lasting, luxurious comfort. Yes, we are enthusiastic about this new car . . . We know you, too, will be when you see it . . . drive it . . . own it.

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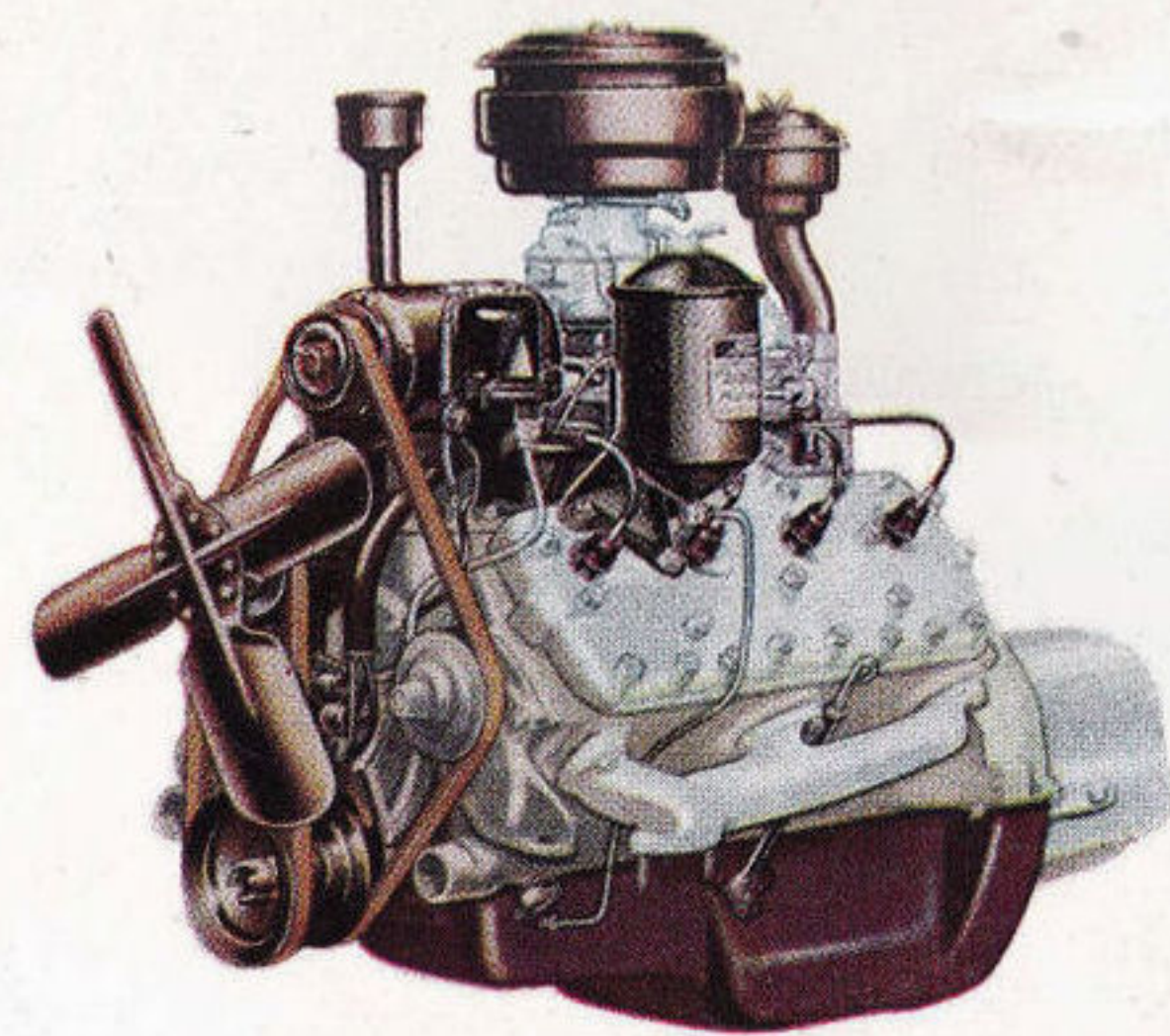
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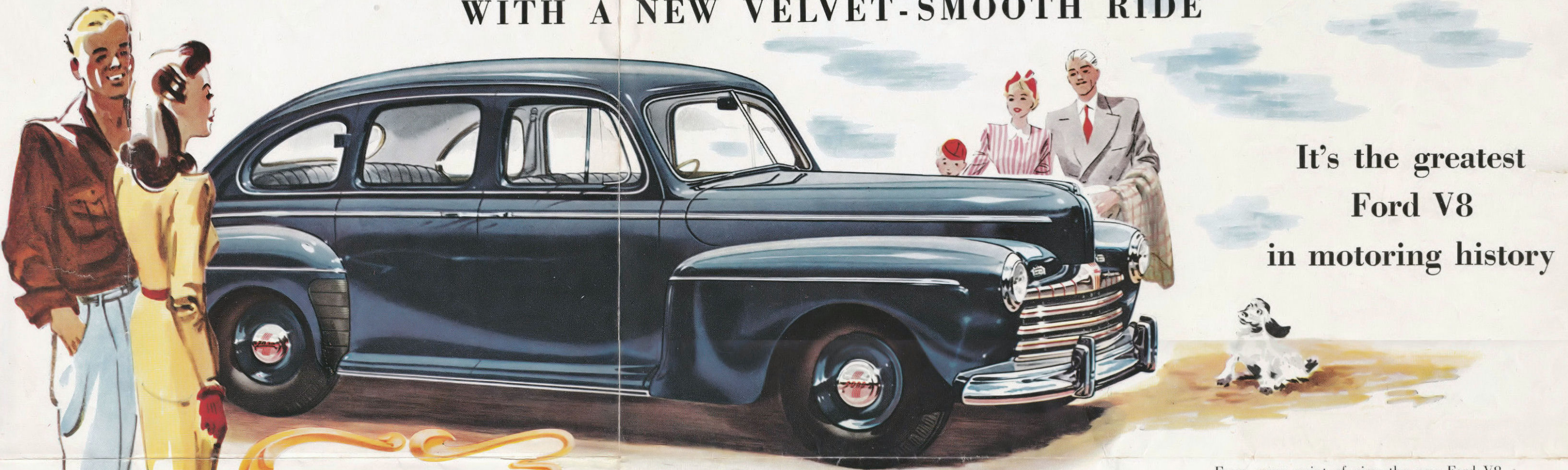


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- Pressure valve radiator cap prevents loss of water when operating at extreme heat.
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IT'S BIGGER, IT'S ROOMIER

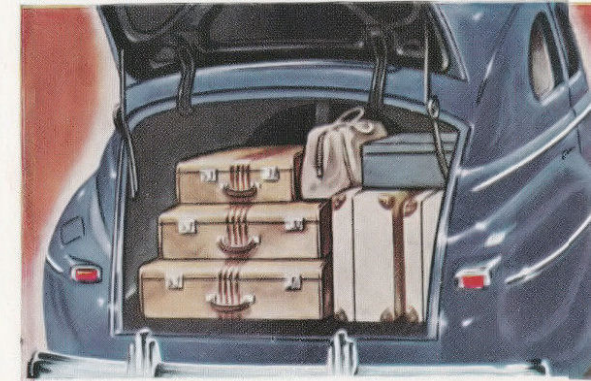
WITH A NEW VELVET-SMOOTH RIDE



It's the greatest
Ford V8
in motoring history

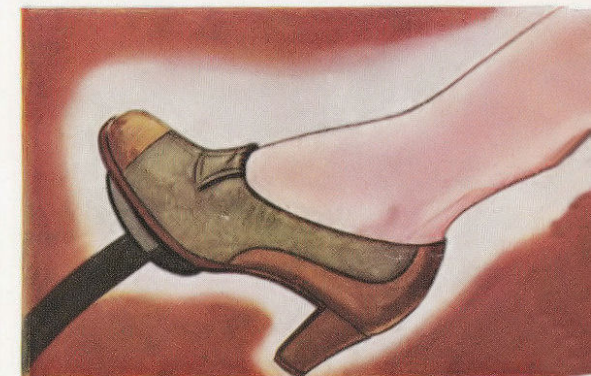
FORD V8
DE LUXE AND SUPER DE LUXE SEDANS

From every point of view the new Ford V8 is the greatest in motoring history. It's bigger, it's roomier with even more head room. It brings to post-war motoring a new conception of luxury standards in body work, interior fittings and finish, in velvet-smooth riding. It brings new scientific and technical advancements in fuel economy, in silent performance, in "stop" and "go" braking and acceleration, in road-holding and cornering. It is with pride and pleasure you'll own the new Ford V8. Illustrated above is the new Ford V8 Super De Luxe Sedan.



There are 700 square inches of safety glass in the windshield alone, giving clear, panoramic vision. Ventilating windows are easily adjusted. Instrument panel is in rich graining and modern plastic.

More room for passengers; more room for luggage. The baggage space now exceeds twenty cubic feet.



We said interiors were new . . . here's a picture of how new they are, and how big. The new wider seats are designed for complete riding comfort. Seat springs are individually wrapped and retain their resiliency. All pleats are separately padded, and stitching is concealed for added smartness and durability. Every interior feature for your complete enjoyment is there in abundance.

New ride stabilization, technical advances in springing, a lower car with wider wheel tread and a springbase almost a foot longer than its wheelbase assure a velvet-smooth ride . . . providing relaxing, restful travel on any road. Illustrated here is the new Ford V8 De Luxe Sedan.

Oversize brakes act quickly, quietly, with less pedal pressure. Self-centering hydraulics with slotted shoes apply pressure evenly over the drum surface.