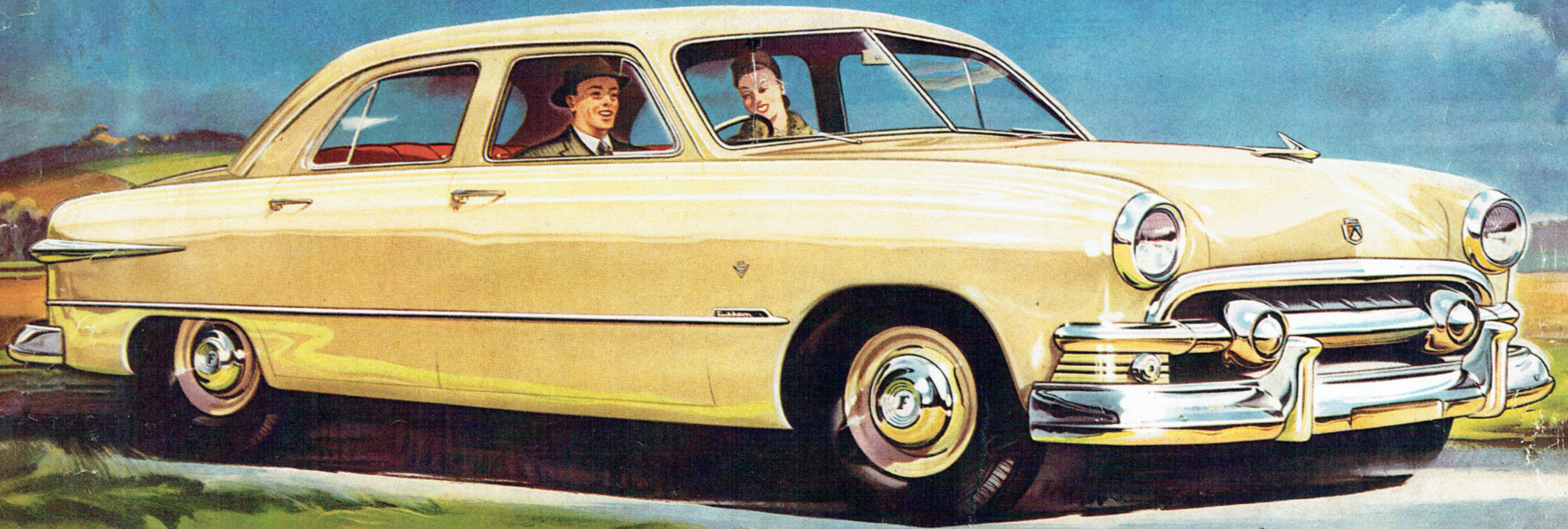


New **FORD** for '51



Douglas Norman

1951 FORD SPECIFICATIONS

V8 ENGINE

No. of Cylinders .. 8. Bore and Stroke, 3 $\frac{1}{8}$ " x 3 $\frac{1}{4}$ "
 Piston Displacement—Cubic Capacity .. 239.4 cu. in.
 Comp. Ratio .. 6.8 to 1.
 Taxable H.P., 32.5 R.A.C. rating. Max. B.H.P., 100 at 3600 r.p.m.
 Cylinder Block .. 90° V-type cast iron. Block and crankcase cast in one piece for greatest rigidity and accurate bearing alignment.
 Crankshaft .. Short, rigid, steel-alloy casting.
 Pistons .. Split skirt aluminium. Alloy plated for anti-scuff. Cam ground for quiet operation.
 Piston Rings .. 2 compression and with 2 oil control adjacent to piston pin.
 Camshaft .. Cast alloy iron. Cam contours have quieting ramp for quieter valve action.
 Valves .. Silichrome intake, nickel steel chrome alloy exhaust. Valves precision set, require no adjustment.
 Valve Guides .. One piece. Valve assembly removable as one unit.
 Valve Seat Inserts Intake and exhaust of Moly-chrome steel.
 Lubrication System Full pressure to main, connecting rod and camshaft bearings with positive lubrication to timing and distributor drive gears.
 Oil Pump .. High capacity, quiet and positive. Screened inlet located deep in crankcase
 Oil Filter .. Externally mounted above L.H. cylinder head. Replaceable type cartridge.
 Engine Ventilation Inlet location left of generator to valve chamber. Outlet location tube extension from left front of intake manifold into slip stream.
 Engine Cooling .. 4 blade fan. Series flow full length water jackets, thermostatic temperature control with continuous by-pass tubular radiator, pressure cap and 2 self-sealing water pumps.
 Fuel System .. Dual down draft carburettor. Hand control choke.
 Induction Manifold Short, direct, nearly equal passages to each cylinder and level mounted for uniform fuel distribution.
 Fuel Tank .. Capacity 13 $\frac{1}{2}$ gallons. Indicator gauge on instrument panel.
 Ignition .. Distributor mounted in front of R.H. cylinder block and is readily accessible for servicing when required. Distributor spark advance utilises difference between vacuum in manifold and carburettor throat for more accurate spark advance for varying loads and speeds.

CLUTCH

Type .. Semi-centrifugal, dry, single plate.
 Dimensions .. Outside diameter, 9 $\frac{3}{4}$ ". Total frictional area, 85.2 sq. in.

(TRANSMISSION)

GEARBOX

Type: 3 speeds forward, 1 speed reverse.

Gearbox Ratios:

First .. 2.819 to 1.
 Second .. 1.604 to 1.
 Third (top gear direct drive): 1 to 1.
 Reverse .. 3.625 to 1.

Type of Gears .. All helical.

How Engaged: Gear change lever on steering column.

First and reverse Sliding gear.
 Second and third Constant mesh with blocker type synchroniser.

CHASSIS

Structure:

Five cross member, box section chassis frame of double drop design. Frame side rails of 4" x 3 $\frac{1}{4}$ " and now with continuous weld box section for full length.

Front Suspension:

Type .. Independent swinging links with coil springs.
 Coil spring diameter outside .. 5.4 inches.
 Shock absorbers Hydraulic double acting tubular type.
 Caster and camber .. Independent adjustment for each at each wheel.
 Stabilizer bar .. One piece, linkless type.

Rear Suspension:

Type .. Longitudinal semi-elliptic leaf springs.
 Number of leaves (4 door sedan): 7.
 Type of spring liner .. Impregnated fabric inserts at tips of leaves.
 Spring shackles .. Tension type.
 Spring bracket and shackle bushings Rubber concentrated—pressure type.
 Lubrication required .. None.
 Method of propulsion (type of drive line): Hotchkiss drive.

Rear Axle:

Type .. Semi-floating.
 Final drive gears (crown wheel and pinion) .. Hypoid.
 Rear axle ratio 3.73 to 1
 Axle shafts .. integral flanged steel forgings.
 Wheel bearings Sealed, permanently lubricated, single row ball.

FOOT BRAKE

(SERVICE BRAKE)

Type .. Duo-Servo (self-energising) 4 wheel hydraulic.
 Drum type .. Composite cast iron and steel. Labyrinth seal between backing plate and drum.

Front drum diameter .. 10 in.
 Rear drum diameter .. 10 in.
 Front lining width .. 2 $\frac{1}{4}$ in.
 Rear lining width .. 1 $\frac{3}{4}$ in.

HAND BRAKE

Type .. Mechanical application of rear brakes.
 Actuation .. T handle on dash through lever and equalising cable.

STEERING SYSTEM

Type .. Symmetrical linkage with cross link and idler arm.
 Steering gear .. Worm and triple tooth roller.
 Steering gear ratio .. 17.7 to 1.

ROAD WHEELS

Ventilated type steel disc wheels.

TYRES

5 No. 6.70 x 15 x 4-ply tyres and tubes, on 5 in. rims.

GENERAL

Wheelbase: 114". Track (Front): 56". (Rear): 56".
 Turning Radius (outer front Wheel) .. 20' 5 $\frac{1}{2}$ "
 Maximum overall height 4 door sedan with normal load .. 63.2"
 Maximum overall length over standard bumper guards .. 197.3"
 Maximum width .. 73"
 Fuel tank capacity—gallons .. 13 $\frac{1}{2}$
 Crankcase capacity refill—pints .. 9
 Cooling system capacity—quarts .. 19

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

(INC. IN VICTORIA)

REGISTERED OFFICE: GEELONG, VICTORIA

Ford Motor Company of Australia Pty. Ltd., 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.

100 HORSEPOWER

The result of unequalled experience in producing V-type 8 cylinder engines. Ford Dual Downdraft Carburetion combines two carburettors into a single unit. Manifolds have short, direct and nearly equal passages to each cylinder and are level mounted for equal fuel distribution and economy. Automatic Mileage Maker is a self-regulating unit that matches timing to fuel charges for maximum efficiency. High turbulence combustion chambers are designed for the best and most economical use of the fuel mixture.

OVER-SIZE DUO-SERVO (Self-Energising) HYDRAULIC BRAKES.

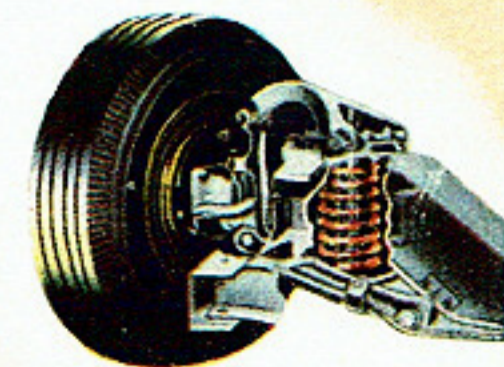
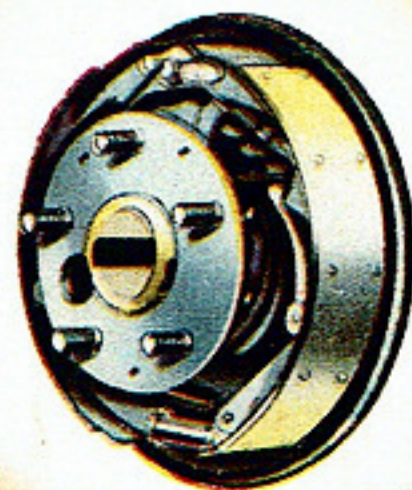
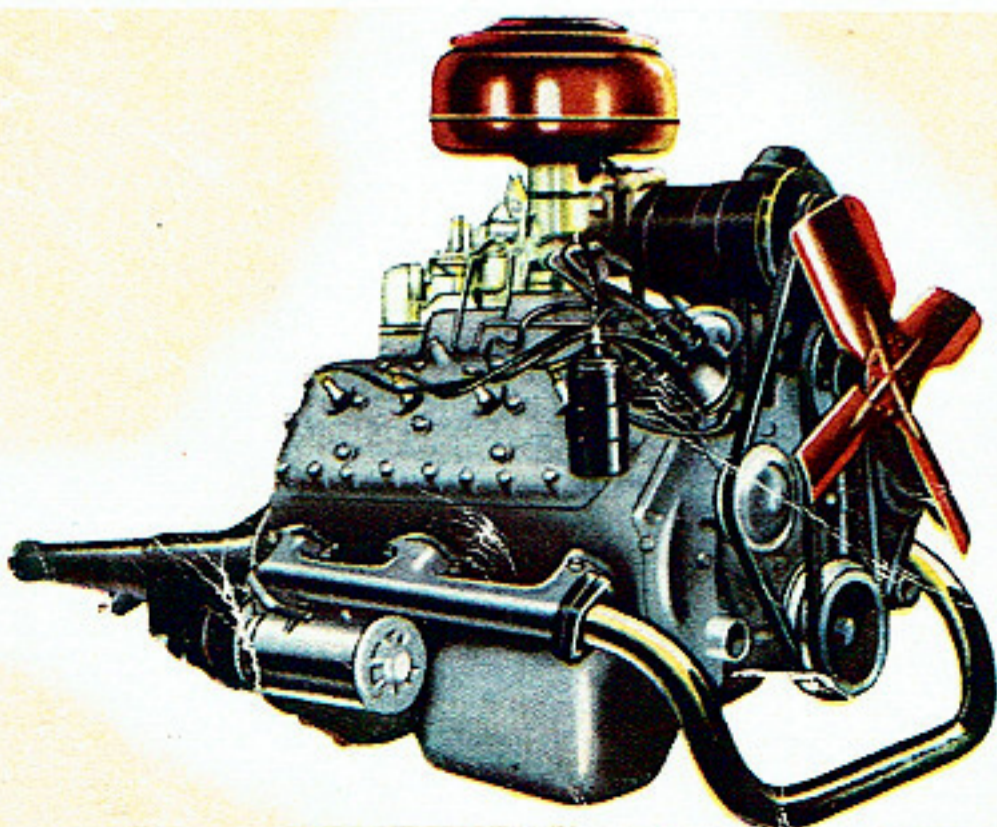
The '51 Ford halts fast and smoothly with only a tip-toe touch on the pedal. Double seals provide protection against dust and water for extra safety and long life.

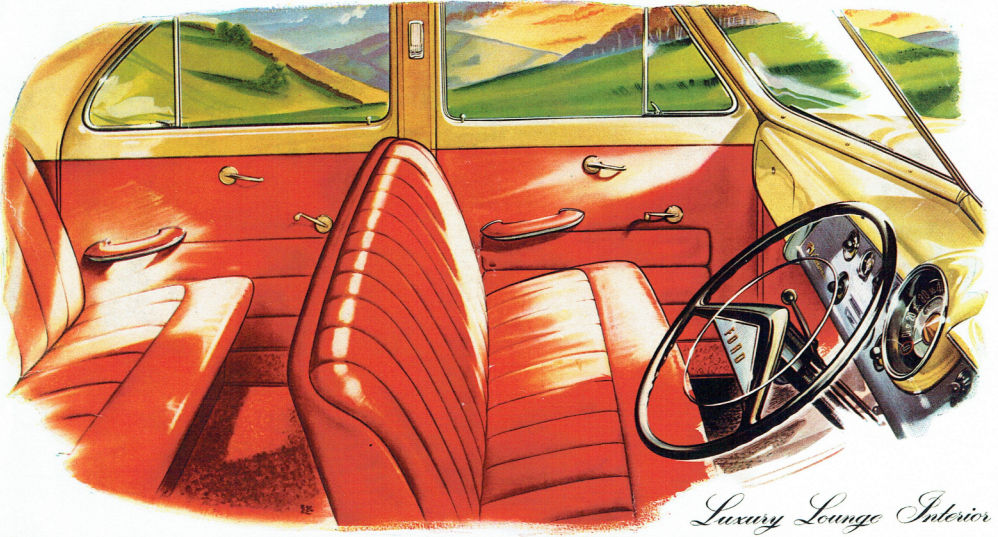


"Para-Flex" leaf springs at rear. Direct acting tubular shock absorbers at all four wheels have instant damping effect on road shocks. One piece stabilizer bar at front checks any tendency to "roll" on corners.

SPRINGING.

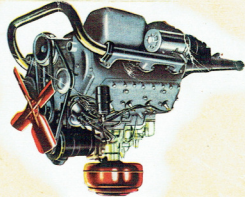
"Hydra-coil" front suspension has independent swinging links with soft action coil-springs which operate in perfect balance with long, semi-elliptic



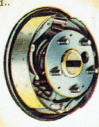


Luxury Lounge Interior

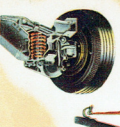
You'll love the feel and the look and the quality of the finely finished, Fordcraft upholstery . . . "Color-keyed" to the Instrument Panel and Body Exterior. Seats are tailored in genuine leather; carpets are of high quality. In Ford for '51 six big people have room to stretch out and relax in armchair comfort.



100 HORSEPOWER
This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.



(OVER-SIZE DUO-SERVO) HYDRAULIC BRAKES.
The '51 Ford has the last and smoothest with only a tip-toe touch on the pedal. Double seals provide protection against dust. Rubber floor mats for extra safety and long life.

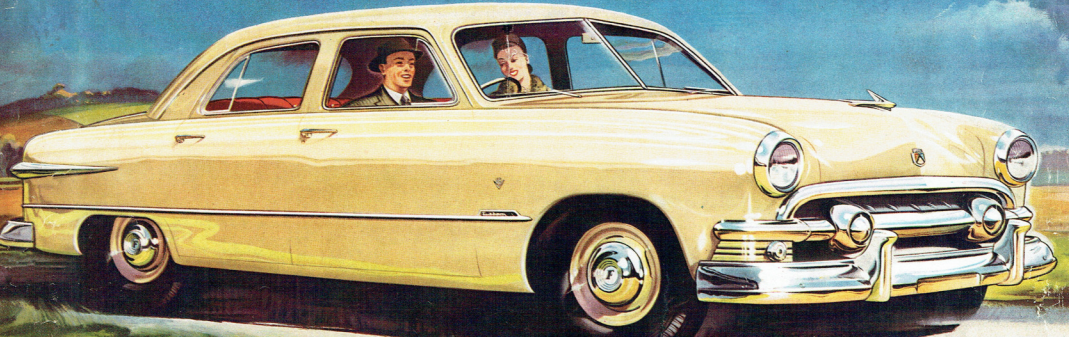


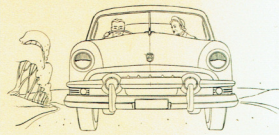
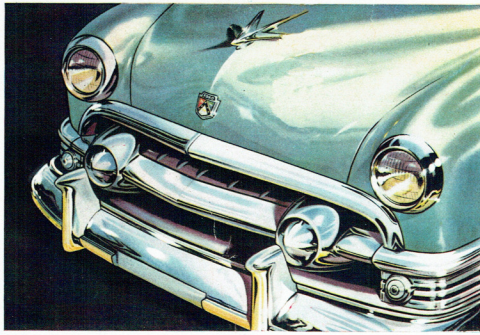
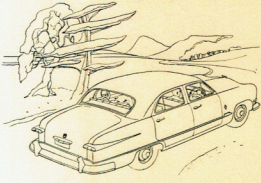
SPINNING. "Hydro-coil" front suspension has independent action coil-springs which operate with front semi-elliptic Direct acting tubular shock absorbers in all wheel corners. One piece stabilizer bar at front checks any tendency to roll on corners.

100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	(OVER-SIZE DUO-SERVO) HYDRAULIC BRAKES. The '51 Ford has the last and smoothest with only a tip-toe touch on the pedal. Double seals provide protection against dust. Rubber floor mats for extra safety and long life.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.
100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.
100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.
100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.	100 HORSEPOWER This result of unequalled experience in producing V-type 8 cylinder engines Ford Dual Downdraft Carburetion combines two equal passages to each cylinder and are level mounted for maximum efficiency. High turbulence scavenging unit that makes fuel distribution and economy. Automatic Mixture Maker is a feature into a single unit. Making fuel distribution more equal and more economical.

1951 FORD SPECIFICATIONS

New FORD for '51



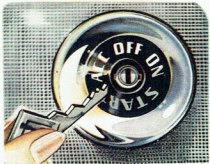


Distinguished Front-end Design: The new Dual Spinner Grille emphasises the '51 Ford's modern, low, road-hugging massiveness. Wrap-around bumper and grille centre bar sweep well around fenders for added protection. These, with newly styled parking lights and recessed headlights, achieve a distinctive beauty that is years ahead.

FORD FOR '51 presents GLORIOUS NEW STYLING

ENHANCED WITH MANY "LOOK AHEAD" FEATURES AND HIGH QUALITY APPOINTMENTS

FEATURE FOR FEATURE - FINER BY FAR!



Key-Turn Starting: Just turn the ignition key past the "ON" position and automatically the engine comes into operation with its smooth, almost imperceptible purr.

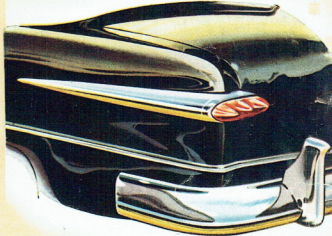


FORD FOR '51

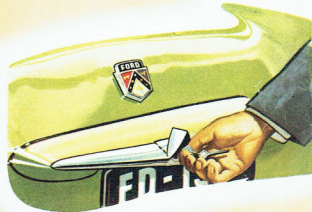
Under the "crest of quality," the '51 Ford steps ahead for the years ahead. Here is the car that progressive planning, designed, engineered, and made come true. In its every detail the '51 Ford is styled and built not just for this year and next, but for the years ahead.

With new "Look Ahead" features, the '51 Ford makes motoring smoother, safer, smarter and more comfortable. The lines are lovelier, the front grille more distinctive, and the two-tone instrument panel is most attractive. Other fine features include luxury lounge upholstery, automatic key turn starting, automatic mileage maker for higher V8 performance, better fuel economy, hydraulic brakes doubly sealed against dust and water.

Consider each detail of the '51 Ford in terms of styling, ease of handling, safety, smoothness and dependability. We're sure you'll agree that here is luxury that lasts because the quality is there. Feature for feature, Ford's finer by far.



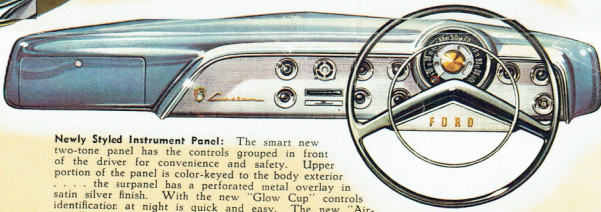
Rear End Styling: Wide vision rear window, symmetrically flowing rear deck and Jet-Styled windplits housing the rear lights combine to retain streamlined beauty right to the end.



Key Release Deck Lid Latch: When the key is turned, the lid springs open as if by magic. This makes it possible to unlock and open the luggage locker with one hand.



Spacious "Deep-Deck" Luggage Locker: With nearly 25 cubic feet of space, The "Magic Lift" deck lid is perfectly spring balanced for easy, one hand opening and maximum safety. Counter-balanced hinges are entirely concealed when the lid is closed. Spare tyre is mounted at one side and the floor is covered with a durable rubber mat.



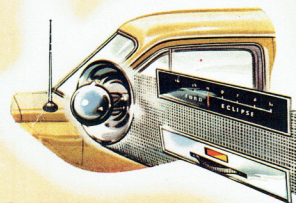
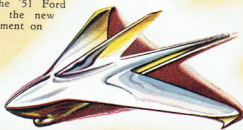
Newly Styled Instrument Panel: The smart new two-tone panel has the controls grouped in front of the driver for convenience and safety. Upper portion of the panel is color-keyed to the body exterior. . . . the surpanel has a perforated metal overlay in satin silver finish. With the new "Glow Cup" controls identification at night is quick and easy. The new "Air-wing" steering wheel gives a clear view of the instrument cluster which is indirectly lit for clear reading without distracting glare.



Smart identification insignia adds touches of distinction.



The striking grace and beauty of the '51 Ford begins with the new winged ornament on the bonnet.



Ford Car Radio: Such a grand car as Ford for '51 deserves a "Ford Radio"—finest of all car radios. It has been designed to fit neatly in behind the smartly styled radio grille on the instrument panel. "Ford Radio" will add to the joy of your motoring with its long range reception, clear tone and audibility throughout the car. Have a word with your Ford Dealer about it.

NEW "LOOK-AHEAD" FEATURES

- New Multi-Protection Bumpers
- New Styled Parking Lights
- New "Dual Spinner" Grille
- New Recessed Headlights
- New "Winged Hood Ornament
- New "Key-Turn" Starting
- New Read-at-a-glance Instrument Cluster
- New "Glow-Cup" Controls
- New Full Circle Horn Ring
- New "Air-Wing" Steering Wheel
- New Baked-Enamel Body Colors
- New Magic-Lift Deck Lid
- New Jet-Styled Deck-Lid Latch
- New Deep-Seal for Hydraulic Brakes
- New "Cushion Quiet" Wheel Caps
- New Quiet-in-operation Valve Mounting
- New Strength in Chassis Frame
- New Smoother ride
- New Rear window styling
- New Anti-lock Bumper Guards