FORD V8 *Mainline*

Australia's most modern, most practical Coupe Utility

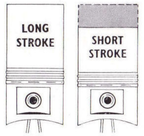
Power for ease and safety

OVERHEAD VALVE Y-BLOCK V8 ENGINE

Here is the latest, finest result of Ford's experience in building more V8 engines than any other maker. The responsiveness of this O.H.V. V8, instant "trigger-torque" power in get-away, in and out of corners, in pick-up on hills or smooth flexibility for ambling along in traffic mean both effortless performance and the big safety factor of instant driver-control in meeting emergencies.

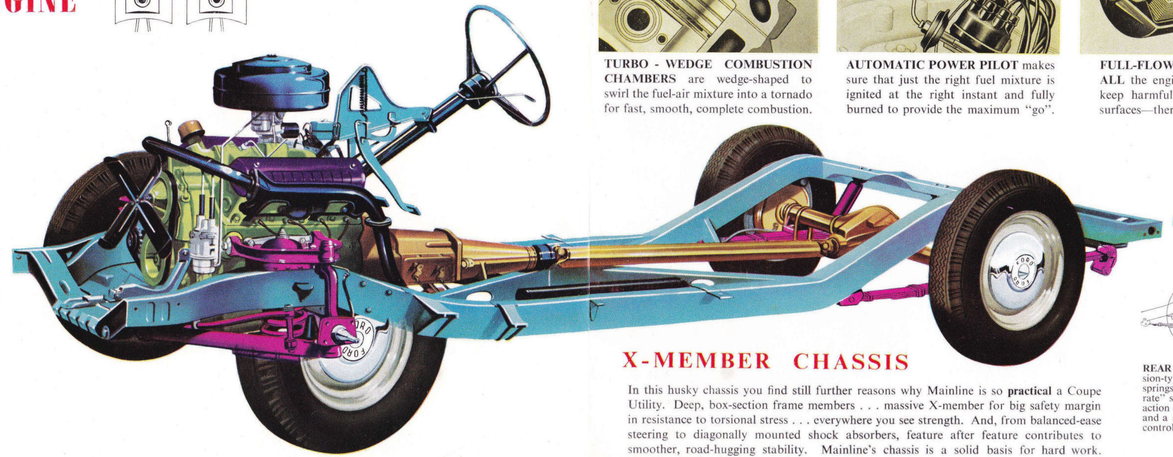
THIS O.H.V. V8 IS BIG ADVANCE IN COUPE UTILITY EFFICIENCY

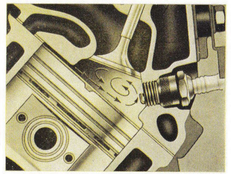
The handling of working loads is easier through the full range of driving speeds. Robust engineering and advanced features mean more resistance in the hard, tough usage a Coupe Utility can be given. Low friction, Y-block design allows longer working life. And, whether Mainline is in work or pleasure use, driver and passengers enjoy a new kind of engine performance which means noticeable increase in travel-ease.



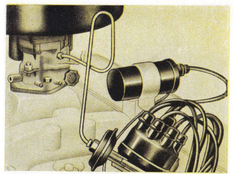
Short Stroke Design gives both extra power and extra economy

This Ford **LOW-FRICTION** principle allows shorter piston travel in every engine revolution. It results in less energy loss, more usable power and longer working life. In Ford's engineering every feature plays its part in new efficiency.

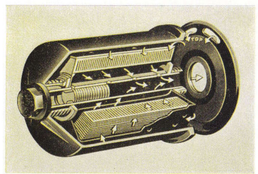




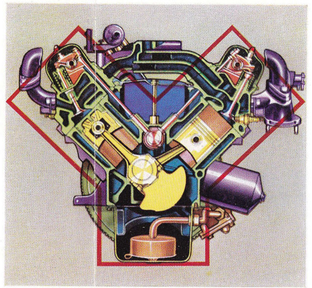
TURBO - WEDGE COMBUSTION CHAMBERS are wedge-shaped to swirl the fuel-air mixture into a tornado for fast, smooth, complete combustion.



AUTOMATIC POWER PILOT makes sure that just the right fuel mixture is ignited at the right instant and fully burned to provide the maximum "go".



FULL-FLOW OIL FILTER cleans **ALL** the engine oil **ALL** the time, to keep harmful abrasives from bearing surfaces—thereby reducing their wear.



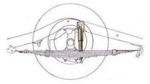
ADVANCE AFTER ADVANCE INCORPORATED IN FORD'S OVERHEAD VALVE V8 DESIGN

High-rigidity, Y-block design, special alloy-iron block, for smoother performance and longer life ● Short-stroke, low-friction design for top performance, greater economy, reduced engine wear ● High-compression, wedge-shaped combustion chambers for high turbulence, power and efficiency ● Overhead valves and double-deck intake manifold for more complete and evenly distributed fuel charges ● Free-turning intake and exhaust valves with integral guides, for best performance and longest valve life ● Full pressure lubrication system with built-in, full-flow oil filtration for increased engine life ● Positive-flow crank-case ventilation for protection of vital engine parts ● 3-ring super-fitted aluminium-alloy pistons for greater efficiency and longer life ● Improved Automatic Power Pilot for better performance and greater petrol economy ● Twin-jet carburettor provides better breathing for instant power development ● Automatic choke means easier starts.

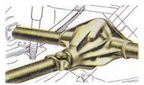
TYPICAL OF FORD'S PRECISION ENGINEERING is this new crankshaft. Cast by an exclusive Ford method from a special iron-alloy, it has five main bearings and eight integral counterweights. Its smoother operation adds to engine life.

X-MEMBER CHASSIS

In this husky chassis you find still further reasons why Mainline is so **practical** a Coupe Utility. Deep, box-section frame members . . . massive X-member for big safety margin in resistance to torsional stress . . . everywhere you see strength. And, from balanced-ease steering to diagonally mounted shock absorbers, feature after feature contributes to smoother, road-hugging stability. Mainline's chassis is a solid basis for hard work.



REAR SUSPENSION. Tension-type shackles at rear of springs result in a "variable rate" spring effect—soft, easy action over little irregularities, and a stiffer action for more control over big road bumps.



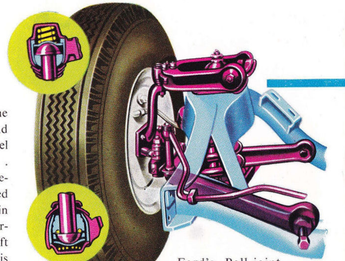
HOTCHKISS DRIVE. Ford's Hotchkiss drive eliminates excess weight and allows driving and braking forces to be transmitted through rear springs for smooth starts and stops and level-riding comfort.

X-MEMBER REINFORCEMENT. Increases the exceptional torsional rigidity of Mainline's husky chassis. Low centre of gravity, long wheelbase and wide track also add to a remarkable roadability.

NEW BRAKES — POWER PIVOT PEDALS. More husky, self-energising brakes have heavier shoes and more rigid plates. Power Pivot Pedals allow easier operation and eliminate all floor holes.

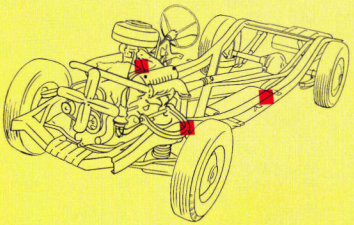
BALL-JOINT SUSPENSION

This outstanding Ford Mainline feature puts new pleasure and ease into driving . . . makes travel safer . . . cornering steadier . . . and rough going smoother. Movement of wheels is controlled through ball-joints, whether in up-and-down motion, or in steering motion when wheels turn left or right. Ball-joint Suspension is tilted, in effect "angle-poised," to absorb road shocks from the front as well as up-and-down.



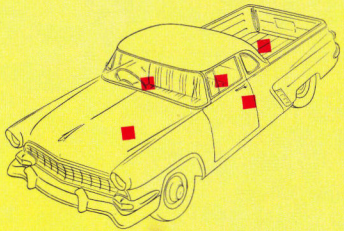
Ford's Ball-joint Suspension is greatest advance in riding smoothness since the introduction of independent springing.

Every Coupe Utility buyer will find big, extra worths for his money in Mainline



FINEST PERFORMANCE-COMBINATION EVER BUILT INTO THE ONE VEHICLE

No other Coupe Utility offers Mainline's remarkable performance-combination. The first factor in this exclusive performance-combination is the instantly responsive "trigger-torque" power of Ford's O.H.V. V8. The second factor is the riding smoothness and handling ease of Ford's Ball-joint Suspension. The third is the stability and strength of Ford's massive X-member Chassis. They combine in a performance which, throughout the full range of driving speeds, is effortless and safer in instantly responsive power . . . and smoother and more stable in road-ability.

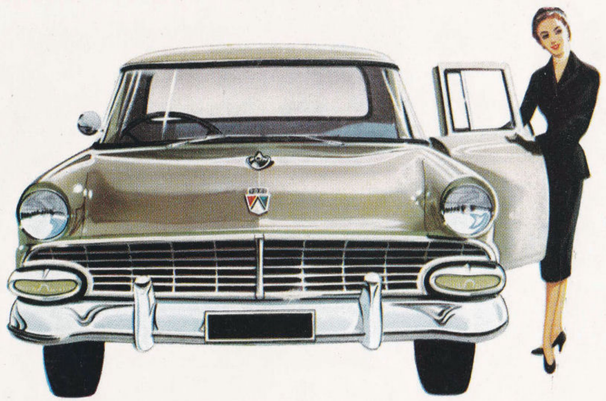


LATEST PROOF THAT FORD HAS THE EXTRA "KNOW-HOW" IN COUPE UTILITY DESIGN

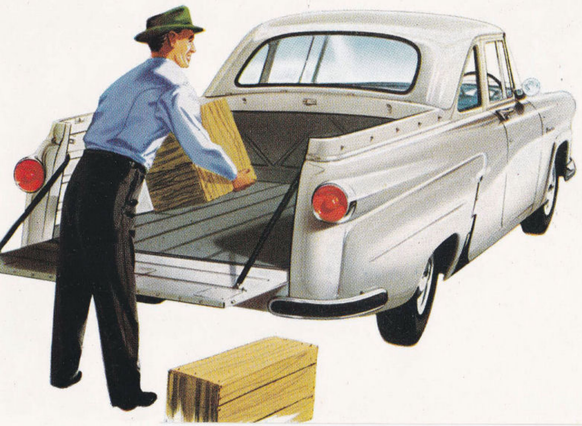
Ford designed the first Coupe Utility. And Ford has gone on leading in the Coupe Utility field. The latest Mainline is proof positive of this leadership . . . it is right out in front . . . in styling . . . widespread interior comfort and smartness . . . body-design advances from wrap-around windscreen to Lifeguard steering wheel and door locks . . . and in long, wide, deep utility room for bulky loads. In Mainline you buy **more** of everything that is really modern and practical in Coupe Utility design.

Summed up—

A car to make living better and a commercial vehicle to make a better living



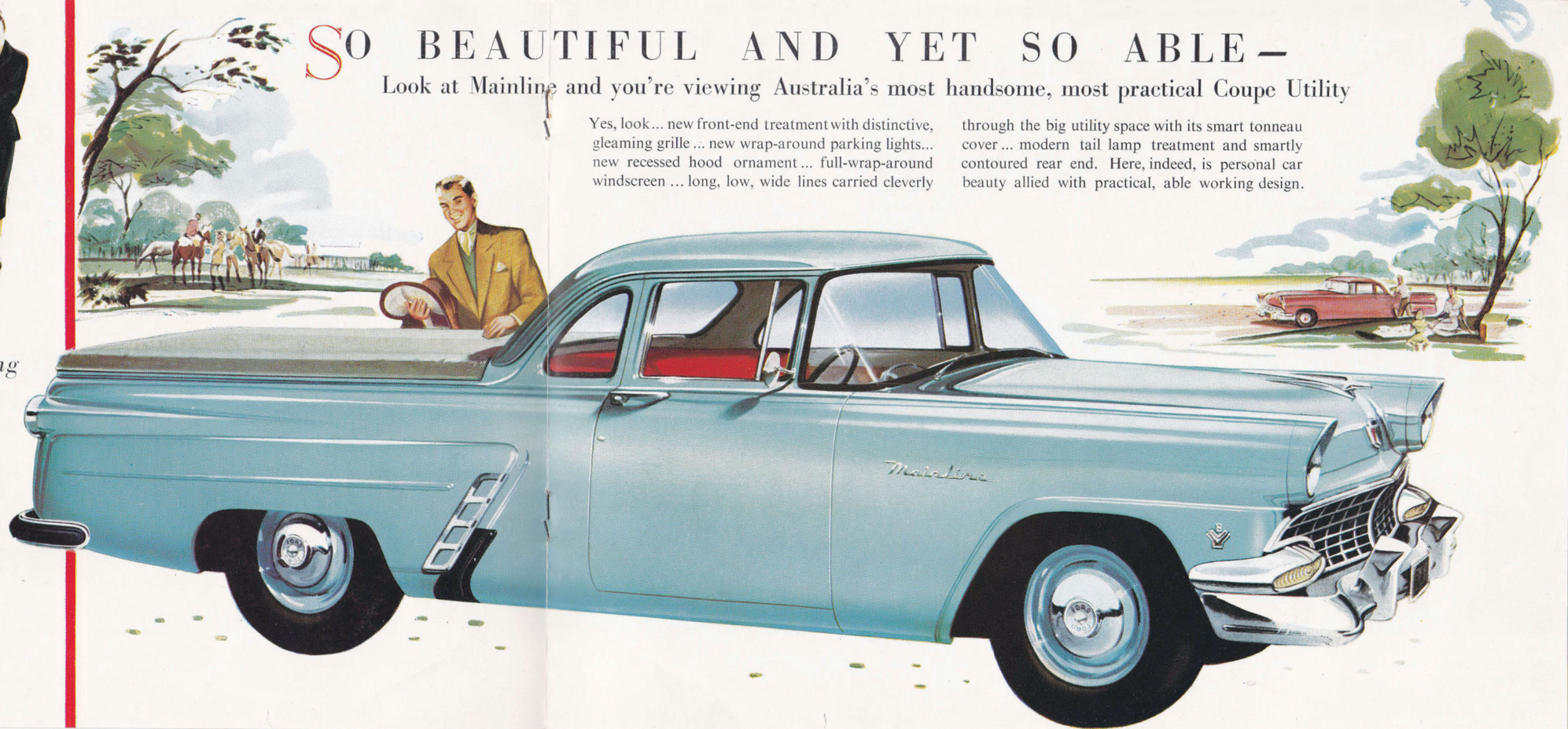
A car to make living better — and a commercial vehicle to make a better living



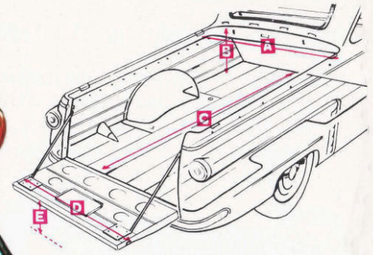
SO BEAUTIFUL AND YET SO ABLE—

Look at Mainline and you're viewing Australia's most handsome, most practical Coupe Utility

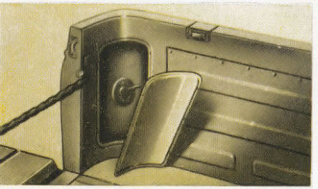
Yes, look ... new front-end treatment with distinctive, gleaming grille ... new wrap-around parking lights... new recessed hood ornament ... full-wrap-around windscreen ... long, low, wide lines carried cleverly through the big utility space with its smart tonneau cover ... modern tail lamp treatment and smartly contoured rear end. Here, indeed, is personal car beauty allied with practical, able working design.



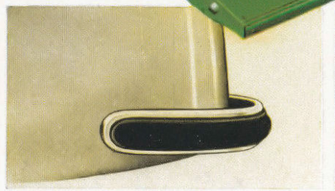
RUGGED ROOM FOR LOAD AND SMART ROOM FOR COMFORT



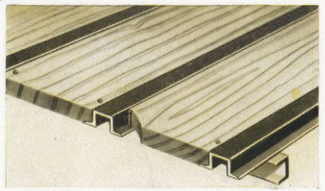
PRACTICAL PROPORTIONS. — General measurements give plenty of load space. As shown in illustration above, they are (a) 57 inches, (b) 21 inches, (c) 82.5 inches (d) 48 inches, (e) 23 inches.



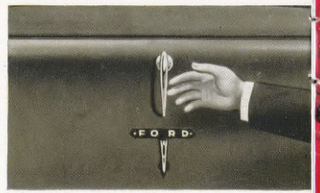
DOUBLE-STEEL PANELLING. Double panels of tough steel ensure strength to the utility body and protection for the load. Removable plates allow immediate access for body service.



REAR QUARTER PANEL PROTECTORS. Rubber-faced protectors curve right round the vital corners. At the front end, the big bumper-bar curves right round to protect the front fenders.

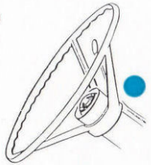


SKID-STRIP FLOOR REINFORCEMENT. Mainline's stout hardwood flooring is bolted to 16 gauge steel skid strips which are welded to the body's channel cross members.



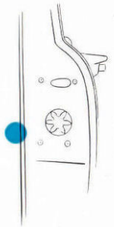
CENTRAL TAILGATE HANDLE. Allows easy, single-handed operation. When lowered on its covered chains the gate forms a useful loading platform, flush with load-space floor.

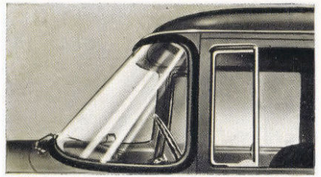
Widespread, adjustable seat with rich but washable Vinyl upholstery . . . remarkable vision . . . Lifeguard steering wheel . . . power pivot pedals . . . Astra-dial instruments with almost eye-level mounting of speedo and transparent top for daylight back-lighting of its dial . . . complete sealing of body against dust, water and draughts . . . Lifeguard door locks . . . ventilating system . . . comfort, practicability and safety combine in Mainline's spacious and smart interior.



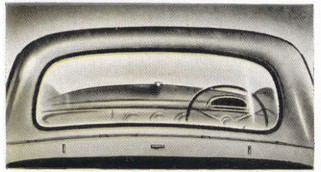
LIFEGUARD STEERING WHEEL with deep centre design that allows safety of greater absorbing of impact.

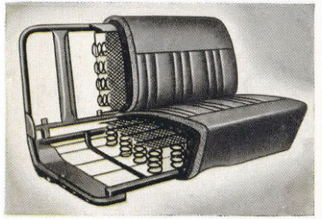
LIFEGUARD DOOR LOCKS have a **double-grip** which keeps doors closed under conditions that would spring the normal type of lock.





WRAP - AROUND WINDSCREEN AND FULL-WIDTH REAR WINDOW. These modern features not only add to Mainline's smartness but also provide wider spreads of visibility which mean greater safety, greater driver convenience and more pleasure for passengers. Wrap-around windscreen alone has 1,100 square inches of unobstructed vision.





SEAT CONSTRUCTION. Ford's special seat construction includes special non-sag springs on rigid frames ensuring longer life and comfort. Deep upholstery is covered in long-wearing Vinyl that can be washed easily.

FORD *Mainline* COUPE UTILITY

SPECIFICATIONS

ENGINE—V8 O.H.V. Engine. No. of Cylinders —8. Bore and Stroke 3.625 x 3.30.

PISTON DISPLACEMENT—Cubic capacity—272 cu. in.

COMPRESSION RATIO—7.1 : 1.

TAXABLE H.P.—42 R.A.C.

CYLINDER BLOCK—90° Y type cast iron. Block and crankcase cast in one piece for greatest rigidity and bearing alignment.

CRANKSHAFT—Short, rigid, steel alloy casting.

PISTONS—3 Ring super-fitted aluminium alloy. Cam ground for quiet operation.

PISTON RINGS—3 Rings—all above piston pin —2 compression and 1 oil control.

CAMSHAFT—Cast alloy iron. Cam contours have quietening ramp for quieter valve action. Silent chain drive.

VALVES—Silichrome intake, nickel chrome exhaust—free turning intake and exhaust valves with integral guides and seats.

LUBRICATION SYSTEM—Full pressure lubrication system—with full flow oil filter—to main, connecting rod and camshaft bearings with positive lubrication to timing chain and distributor drive gears.

OIL PUMP—High capacity quiet and positive. Screened inlet located deep in crankcase.

OIL FILTER—Full flow—externally mounted on L.H. side of crankcase. Replaceable type cartridge.

ENGINE VENTILATION—Constant flow crankcase ventilation. Inlet at top of engine through oil wetted filter. Outlet through draught tube in crankcase fitted with an excension tube screen.

ENGINE COOLING—4 Blade fan. Series flow full length of water jackets, thermostatic temperature control; increased capacity water pump. Water feed to each bank in the block via an equalizing chamber.

FUEL SYSTEM—Dual down draught carburetor. Automatic thermostatically controlled choke induction manifold—short, direct nearly equal passages to each cylinder for equal distribution.

FUEL TANK—Capacity 14½ gallons. Indicator gauge on instrument panel.

IGNITION—Distributor mounted to rear of R.H. cylinder bank and is readily accessible.

GEAR BOX (Transmission) Type—3 speeds forward, 1 speed reverse; all gears helical type. Ratios—First 2.57 : 1, second 1.63 : 1, third 1 : 1; Reverse 3.13 : 1.

How engaged—Gear change lever on steering column. First and reverse—Sliding gear. Second and third—Constant mesh with blocker type synchroniser.

CLUTCH—Type—Semi-centrifugal: dry single plate; ball type throw out bearing; 10" diameter pressure plate; suspended pedal.

CHASSIS—Structure: Five cross member, box section chassis frame of double drop design, with reinforced X-member of 1 beam construction. Frame side rails of 4" x 3½" and now with continuous weld box section for full length.

FRONT SUSPENSION—Type: New angle poised ball joint suspension. Rubber bushed, tilted, transverse link type with ball joints; tailored-to-weight coil springs with tubular shock absorbers; rubber bushed 3 piece ride stabilizer.

REAR SUSPENSION—Type: Longitudinal semi-elliptic leaf springs. Number of leaves—10 Spring shackles—tension type. Spring bracket and shackle bushings—rubber concentrated—pressure type. Lubrication—None required.

HOTCHKISS DRIVE—Tubular propeller shaft; pre-lubricated needle-bearings in universal joints.

REAR AXLE—Semi-floating type with hypoid gears. Ratio 4.09 : 1. Axle shafts—integral flanged steel forgings. Wheel bearings—Sealed, permanently lubricated.

FOOT BRAKE—(Service Brake)—Type—Duo-Servo (self energising) 4 wheel hydraulic drum type—composite cast iron and steel. Drum diameters 11 inch; 193 sq. inch lining area.

HAND BRAKE—Type—Mechanical application of rear brakes. Actuation 'T' handle below instrument panel through lever and equalising cable.

STEERING SYSTEM—Type—Symmetrical linkage—with spring loaded ball-stud in steering cross link; worm and roller type gear anti-friction bearings in gear box and steering column 25.3 : 1 overall steering ratio. 18 inch diameter steering wheel; approximately 41' turning diameter.

ROAD WHEEL—Ventilated type steel disc wheels.

TYRES—5-6.00 x 16 x 6-ply std. super balloon tubes and tyres.

GENERAL—Wheelbase—115½"; Track (Front) 58". Track (Rear) 56". Maximum overall length (with tailgate shut) 197". Maximum height—ground to top of cab roof—62" loaded. Maximum width of vehicle—76.5". Maximum length along loading floor—82.5". Maximum width across loading floor—58". Maximum width inside wheel arches (across loading floor)—44". Maximum height of sides from loading floor to tonneau cover level front 21", rear 19". Width of tailgate opening—48". Height of tailgate opening—19". Width of front seat—58".

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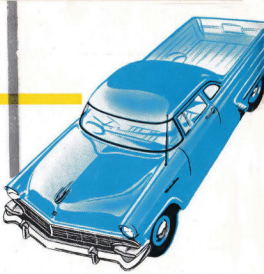
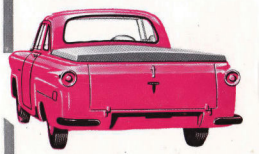


FORD WIDE-RANGE RADIO for clear reception and superlative tonal quality. Incorporating latest features of automotive radio it matches the new Mainline's advances. Your Ford Dealer will arrange installation before or after delivery of your vehicle.



FORD 4-WAY BETTER SERVICE wherever you go, means that in every corner of Australia there is a friendly Ford Dealer ready to give you the outstanding advantages of . . . Factory-trained mechanics . . . Special time-saving equipment for Ford Servicing . . . Factory-approved methods of doing each service job . . . and Genuine Ford Parts.

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