

FORD V8 *Mainline*

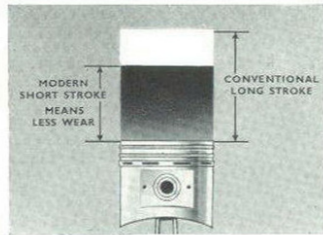
Australia's most modern, most practical Coupe Utility!



More usable power for greater working ease and safety

OVERHEAD VALVE Y-BLOCK V8 ENGINE

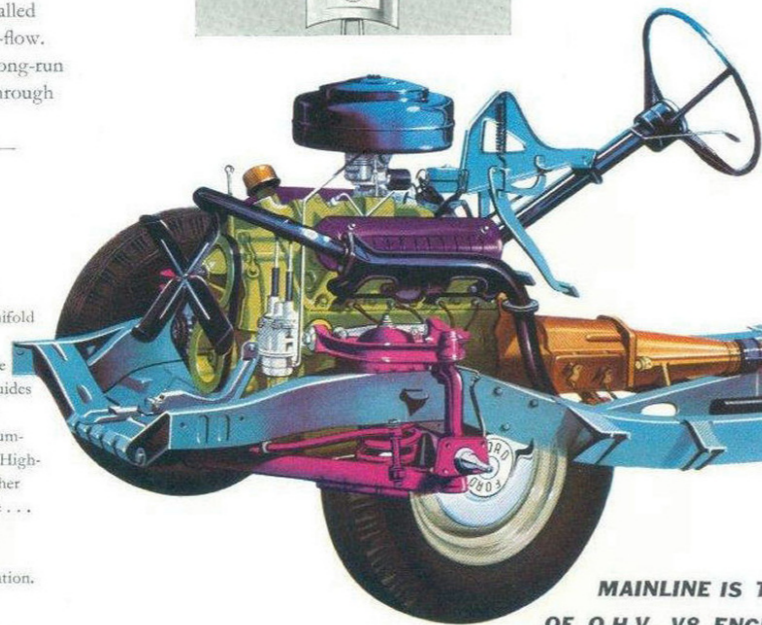
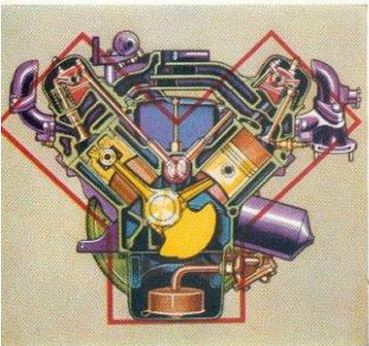
Power — flexible and smooth in its application and with big reserves — is an all-important consideration in the hard work expected of a coupe utility. That is why the famous Ford O.H.V. V8 engine is used in Mainline. It has what other engines haven't — an instant responsiveness aptly called "trigger-torque" and a greater, more flexible smoothness in its power-flow. This provides a vast difference in get-away, in pick-up on climbs, in long-run cruising and in traffic manoeuvrability. It also means greater safety through a faster, surer degree of driver-control over any situation. Another big advantage is economy — 20 and better miles per gallon — and the lower maintenance costs that result from Ford's wear-reducing, short-stroke, low friction design.



SHORT STROKE DESIGN GIVES BOTH EXTRA POWER AND EXTRA ECONOMY.

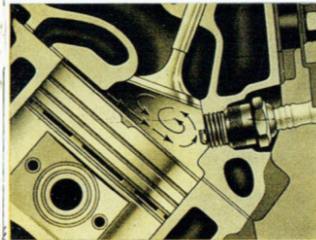
This Ford **LOW-FRICTION** principle allows shorter piston travel in every engine revolution. It results in less energy loss, more usable power and longer working life. In Ford's engineering every feature plays its efficient part.

EVERY FEATURE MEANS MORE EFFICIENCY Overhead valves and double-deck intake manifold for more evenly distributed fuel charges . . . Full turning intake and exhaust valves with integral guides for better performance and longer life . . . 3-ring super-fitted aluminium-alloy pistons step up power. . . High-rigidity, Y-block design for smoother performance and longer engine life . . . Precision-cast crankshaft with five main bearings and eight integral counterweights for smoother operation.

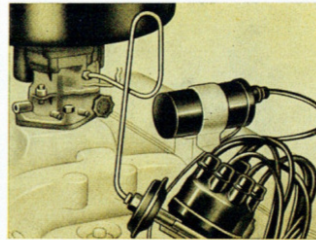


MAINLINE IS THE ONLY COUPE UTILITY WITH THE "PERFORMANCE COMBINATION" OF O.H.V. V8 ENGINE,

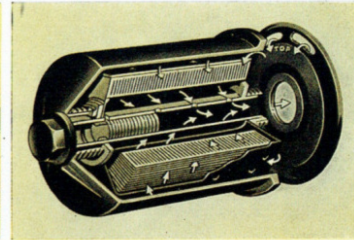
REINFORCED CHASSIS, BALL-JOINT SUSPENSION AND FORD'S CHASSIS STRENGTH



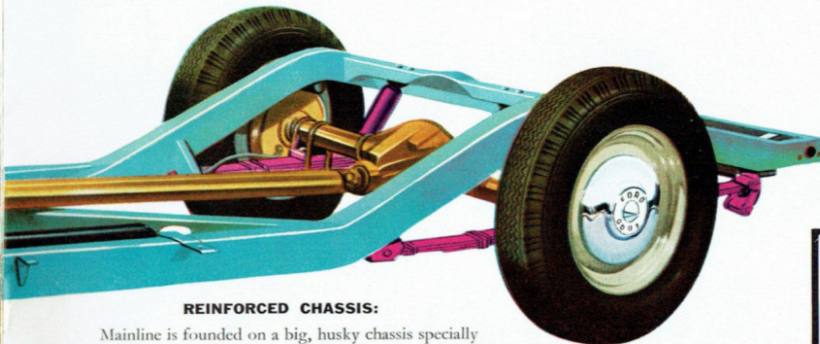
TURBO-WEDGE COMBUSTION CHAMBERS are wedge-shaped to swirl the fuel-air mixture into a tornado for fast, smooth and complete combustion.



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".

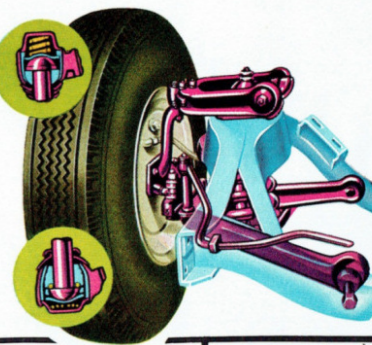


FULL-FLOW OIL FILTER cleans ALL the engine oil ALL the time, to keep harmful abrasives from bearing surfaces — thereby reducing wear and lengthening engine life.



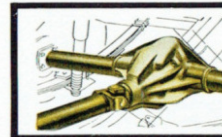
REINFORCED CHASSIS:

Mainline is founded on a big, husky chassis specially reinforced for exceptional torsional rigidity. Low centre of gravity, long wheel-base and wide track also add to a remarkable roadability.

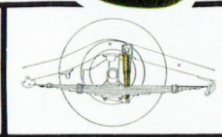


FORD'S BALL-JOINT SUSPENSION —

greatest advance in riding smoothness since independent springing. 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 "angle-poised" to absorb road shocks from the front as well as up-and-down.



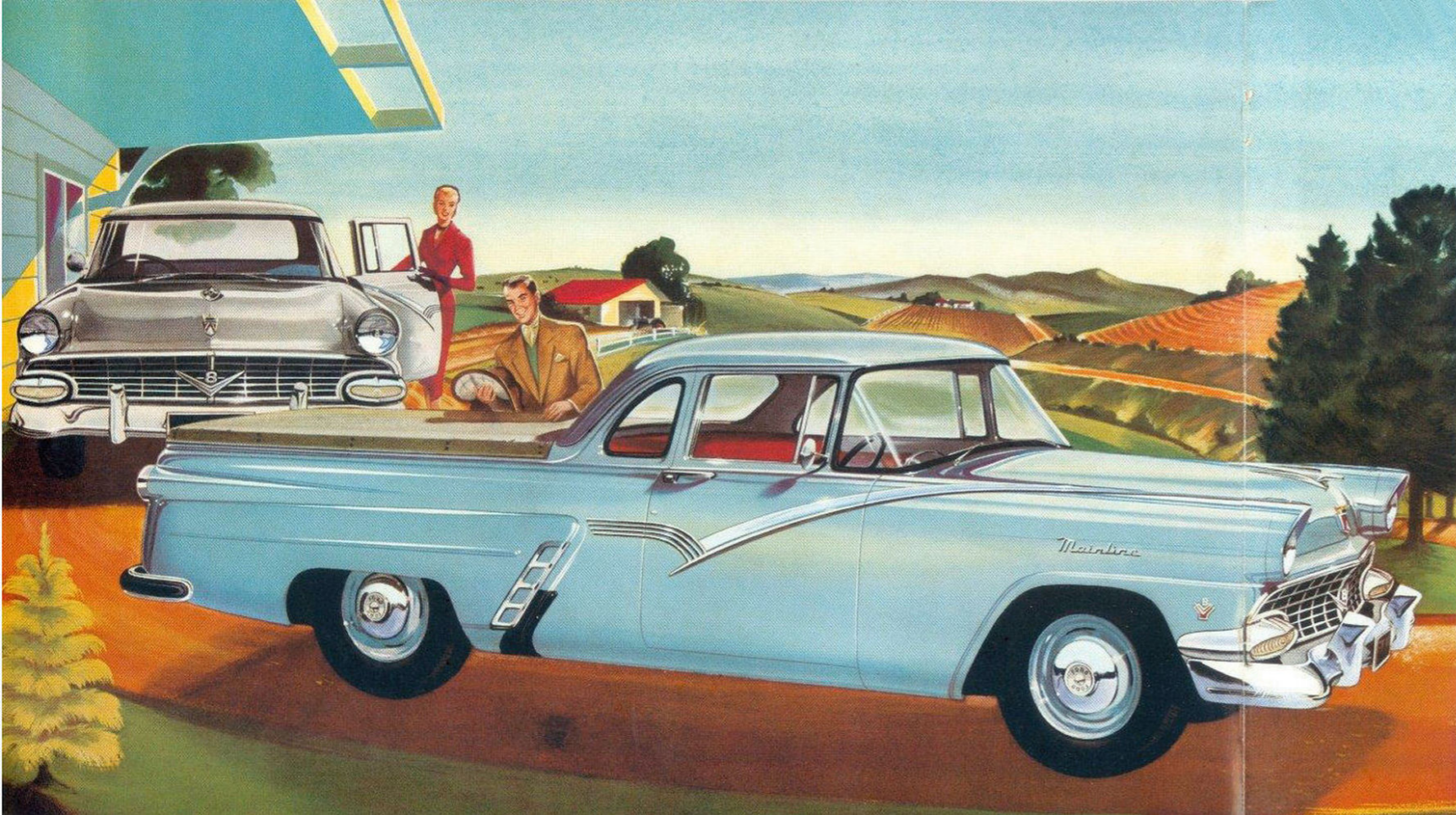
HOTCHKISS DRIVE. Ford's Hotchkiss drive eliminates excess weight and allows driving and braking forces to be transmitted through rear springs for smooth starts and stops and level-riding.



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.



BIG BRAKES—POWER PIVOT PEDALS. Double-scaled, self-engaging brakes have heavier shoes and more rigid plates. Power Pivot Pedals allow easier operation and eliminate all floor holes.



**SMARTEST STYLING OF ALL...YET IT'S A TOUGH,
WILLING WORKMATE**

Never before has strength on wheels been made so handsome. In this Mainline have been incorporated so many of the styling characteristics that have made Ford Customline the fashion-leader among sedans. For instance . . . that wide gleaming front grille with its big, distinctive V8 symbol . . . the full wrap-around windscreen with its 1,100 sq. ins. of unobstructed vision . . . the curved side strip of sparkling chrome that emphasises that long, low look and extends its smartness over the modern head lamp hoods. And notice the smooth way in which the big utility space is contoured into overall beauty! Even in the chromed stone-guard and the lower rubber protector on the rear wings there are combinations of usefulness and extra distinction.

**EVERYWHERE YOU LOOK YOU FIND
MAINLINE IS AHEAD IN DESIGN**

The smart tonneau cover you can see in the picture on the left is standard equipment. Overleaf are some details of the great comfort inside those wide-opening doors with their push-button handles. There is also more about the practicability of the long, wide load space. Before you turn the page have another glance at the right and see the useful smartness of those big tail-lamps and wide rear window.

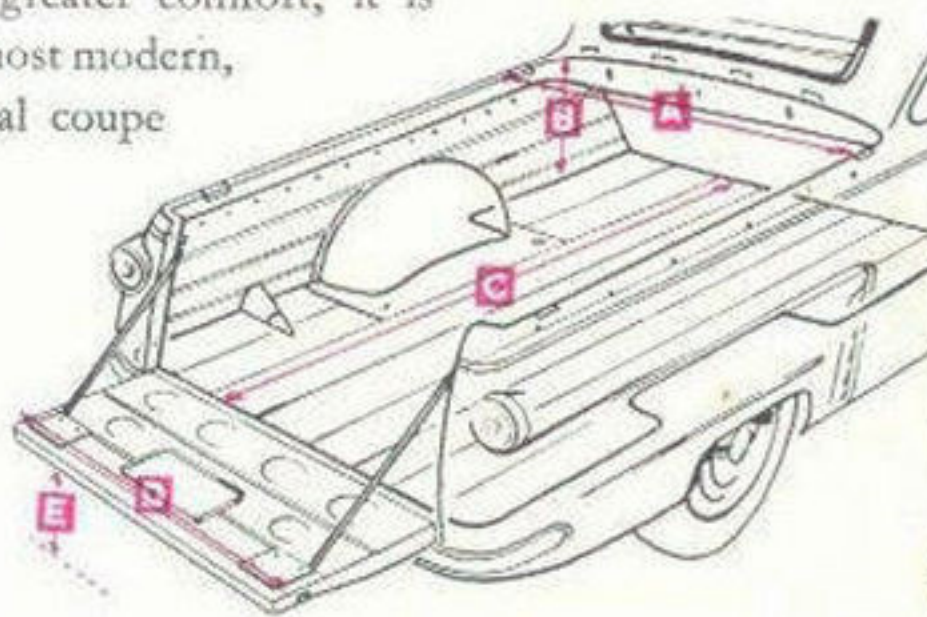
*A car to make living better
— and a commercial vehicle
to make a better living!*





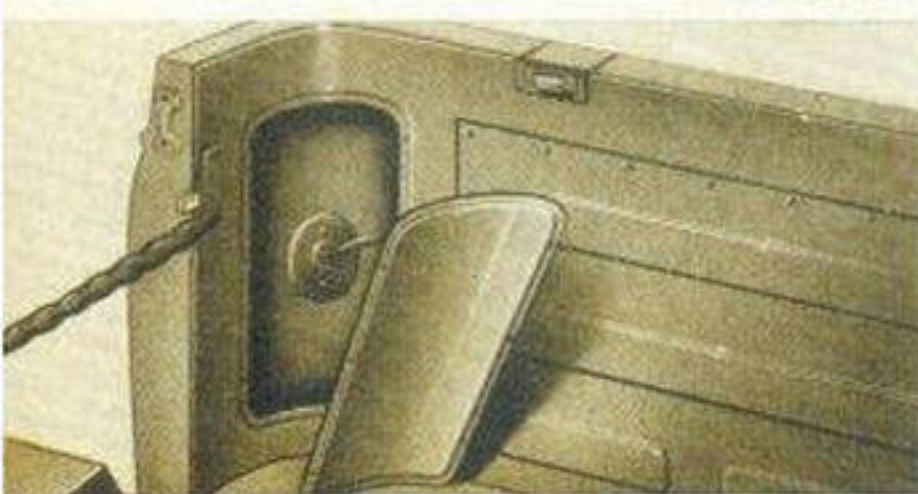
DOUBLE-STEEL CONSTRUCTION . . .

Ford-Australia designed and built the first coupe utility type of vehicle. Since then, in features and efficiency, Ford-built coupe utilities have always provided extra and better service to their owners. This Mainline steps up, once again, this owner-satisfaction — for, in everything from big-dimensioned strength to greater comfort, it is Australia's most modern, most practical coupe utility.

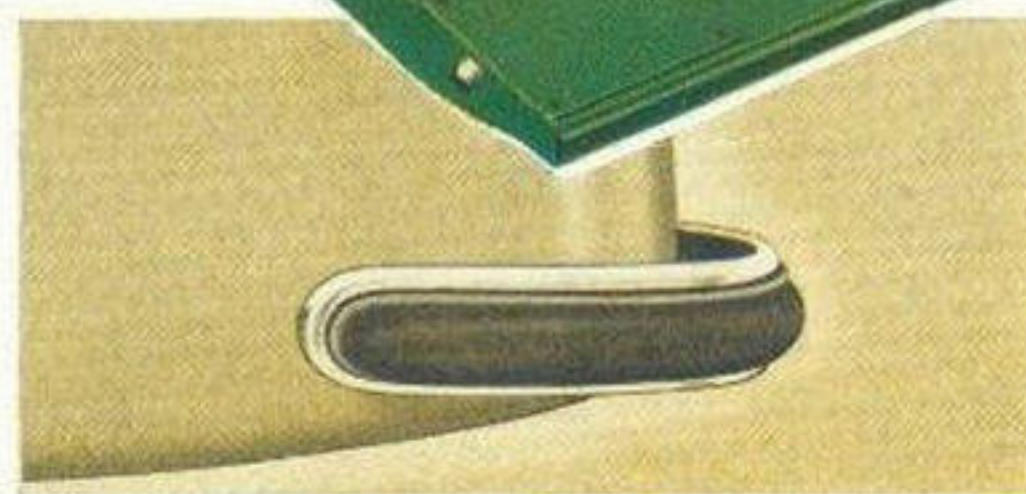


PRACTICAL PROPORTIONS:

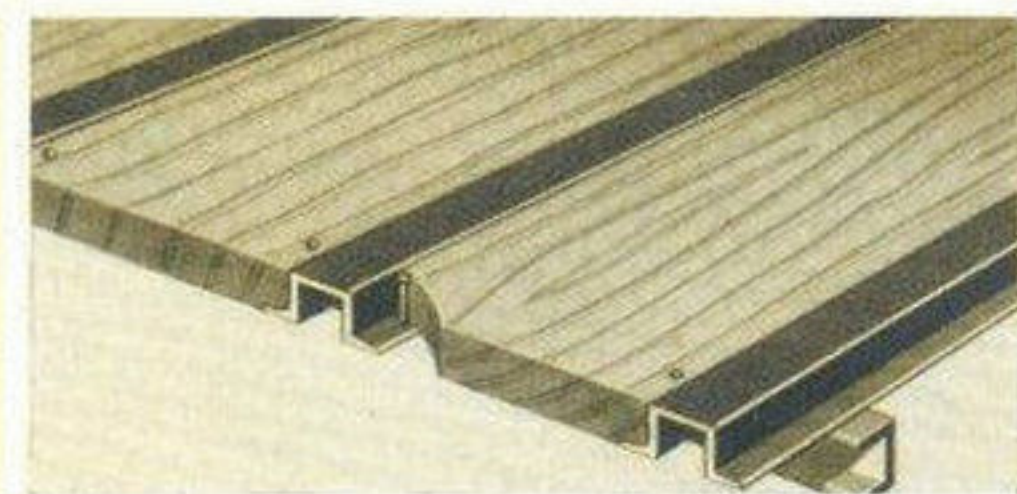
General measurements give plenty of load space. As shown in illustration above, they are (a) 57 inches, (b) 21 inches, (c) 82.5 inches, (d) 48 inches, (e) 23 inches.



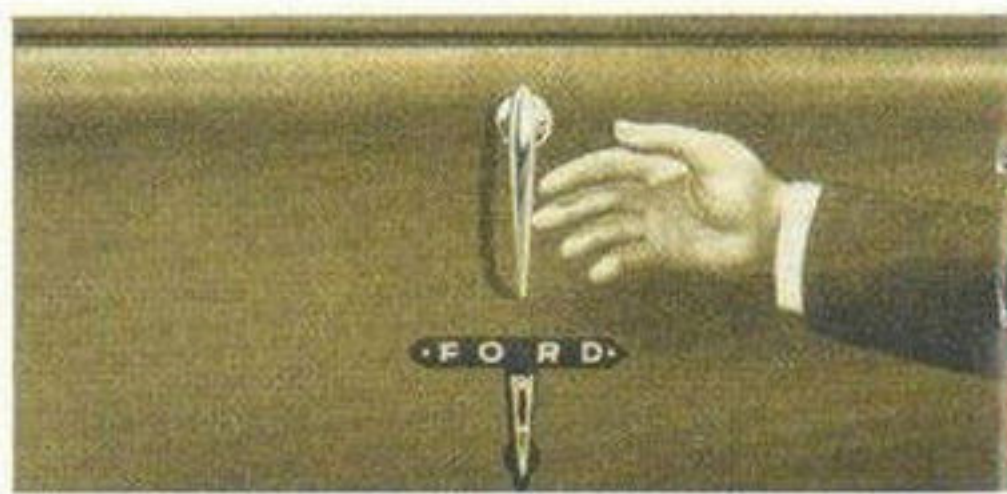
DOUBLE-STEEL PANELLING. Double panels of tough steel ensure strength to the utility body and protection for the load. Removable plates provide immediate access for body service.



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 and these sturdy strips are welded to the body's channel cross members.

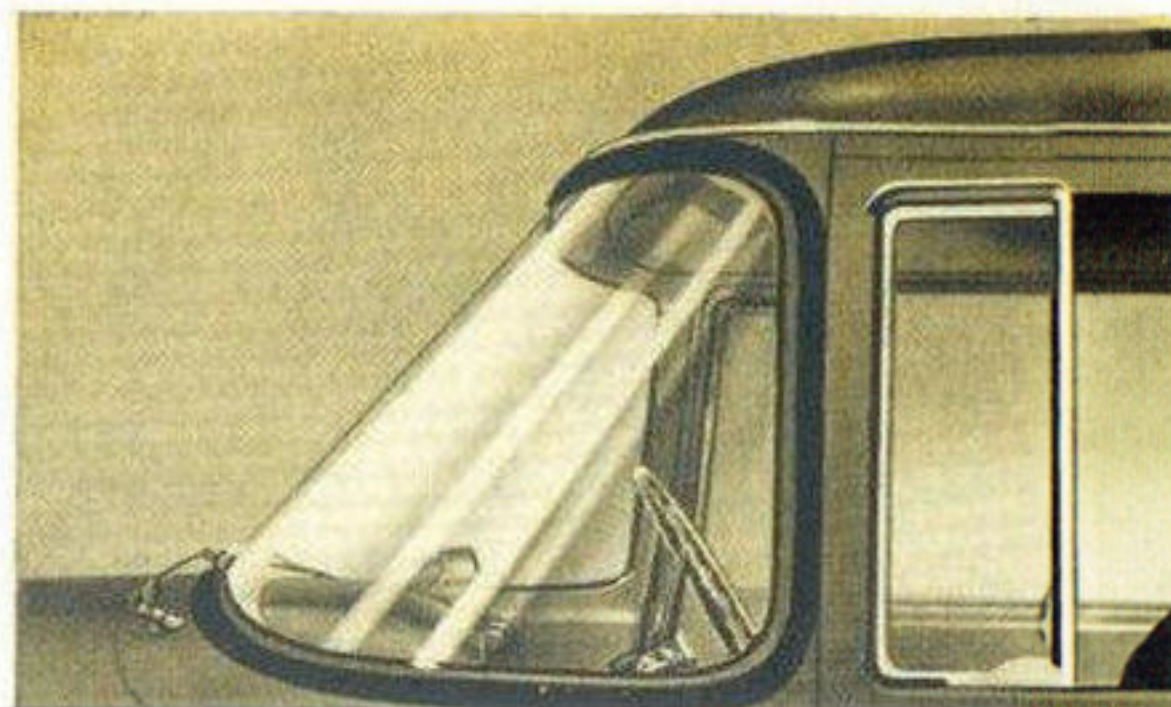
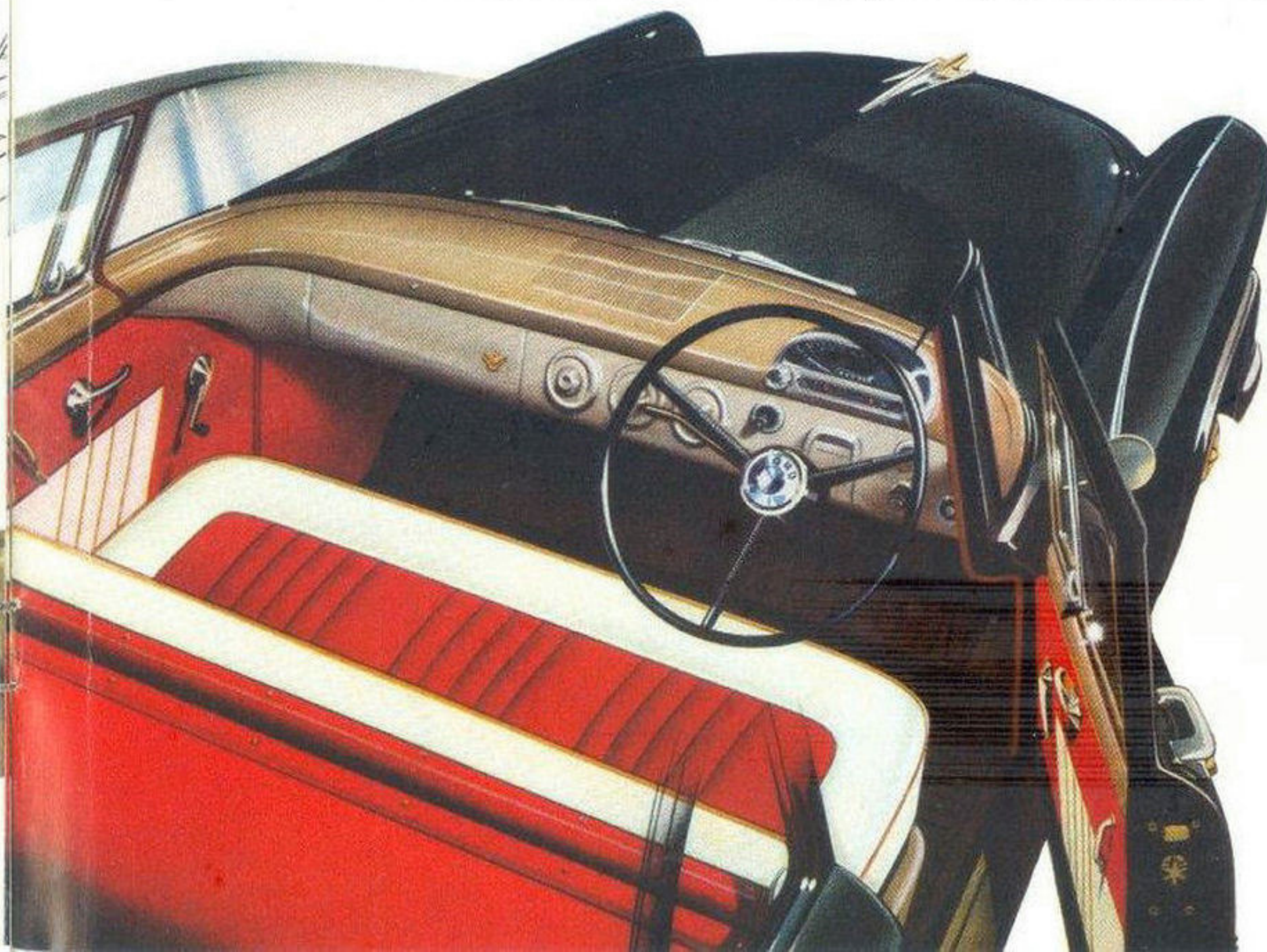


CENTRAL TAILGATE HANDLE. Allows easy, single-handed operation. When lowered on the plastic covered chains, the gate forms a useful loading platform — flush with the load-space floor.

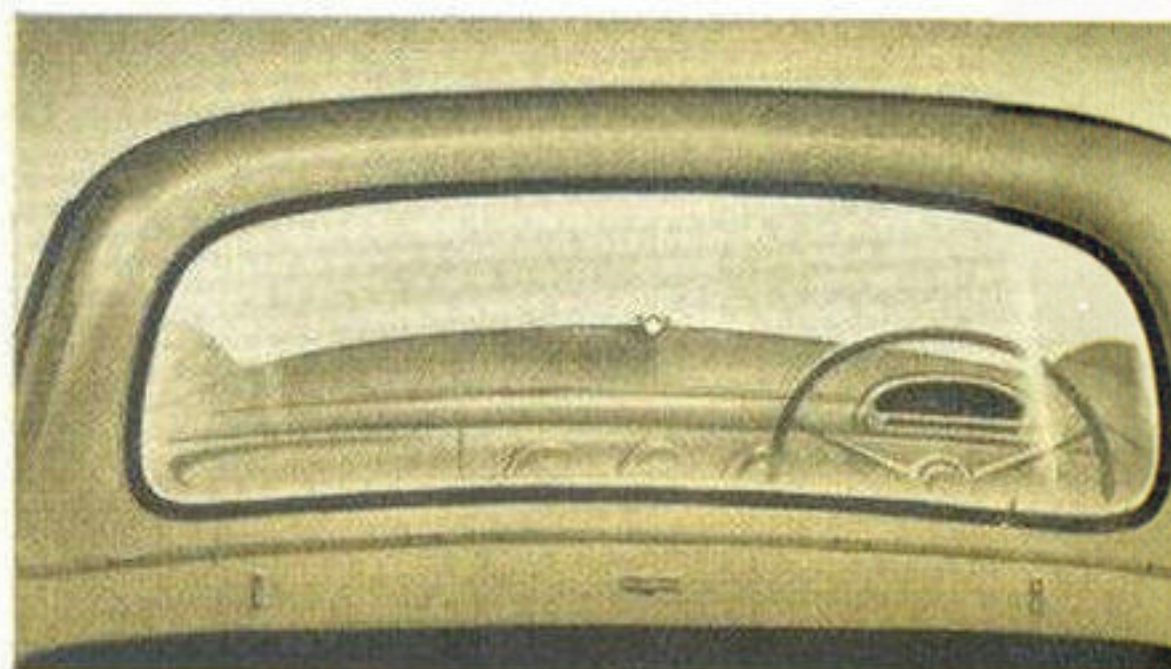
AND THE LUXURY OF WIDE-SPREAD COMFORT

Whether for on-the-job travel for three big people or for a leisure-time outing, Mainline's interior provides greater and smarter comfort. The new trim of seat and doors is handsome indeed — and the washable Vinyl upholstery has new graining and a softer feel, Headlining has a new self-patterned surface. Instrument panel treatment in a

two-toned effect adds yet another advance in styling. There is a choice of two-toned or single-toned trims in a new colour range. A really big parcels shelf behind the seat, locking glove box, finger-tip seat adjustment, Astradial instrument panel, ash tray, cigarette lighter and Lifeguard steering wheel and double-grip door locks are examples of Mainline's completeness of equipment.



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. The safety-glass wrap-around windscreen alone has 1,100 square inches of unobstructed vision.



and these added safety features . . .

LIFEGUARD DOOR LOCKS

Mainline's door locks have a *double-grip*. A steel plate covers the rotor so that the lock stays locked and the door stays closed under conditions which spring a normal lock.

LIFEGUARD STEERING WHEEL

The deep-centre steering wheel is a big safety feature. Its design allows far greater absorbing of any impact—providing the safety factor of greater protection for the driver.

FORD



Mainline coupe utility

S P E C I F I C A T I O N S

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 — J 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 alloy 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 trough oil wetted filter. Outlet through road draught tube in crankcase fitted with an extension 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 carburettor. 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 I beam construction. Frame side rails of 4" x 3½" 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 — 6.00 x 16 x 6-ply sid. 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".

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.



FORD WIDE-RANGE RADIO

for clear reception and superlative tonal quality. Incorporating the 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

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

(Incorporated in Victoria) Registered Office: Geelong, Victoria.