

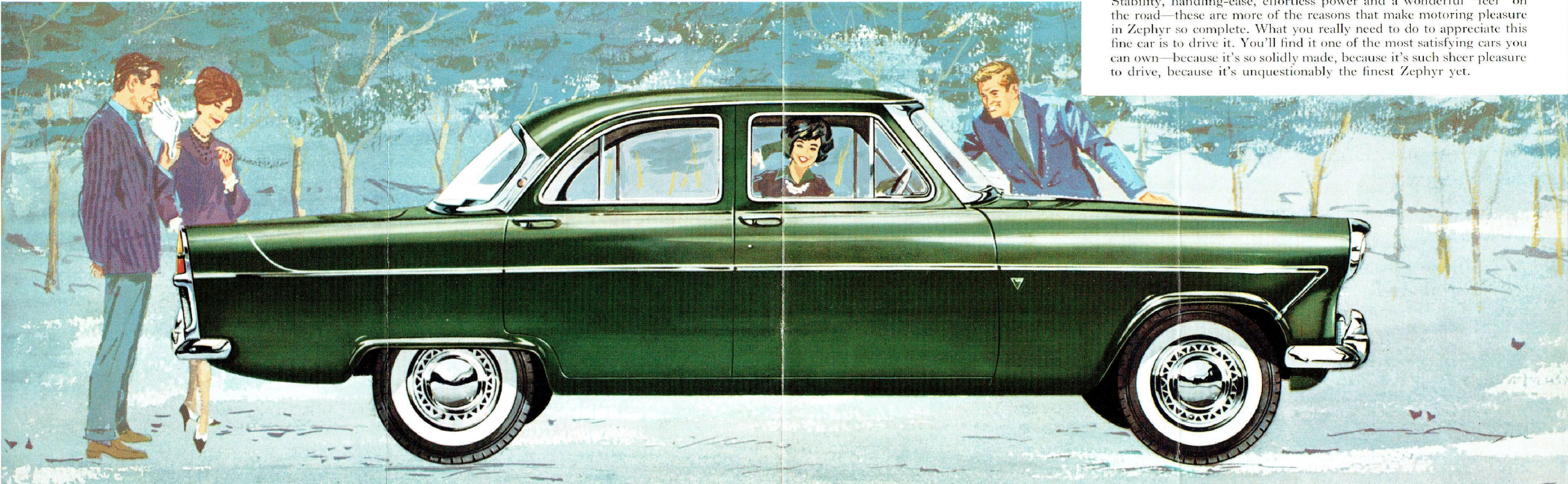
FORD

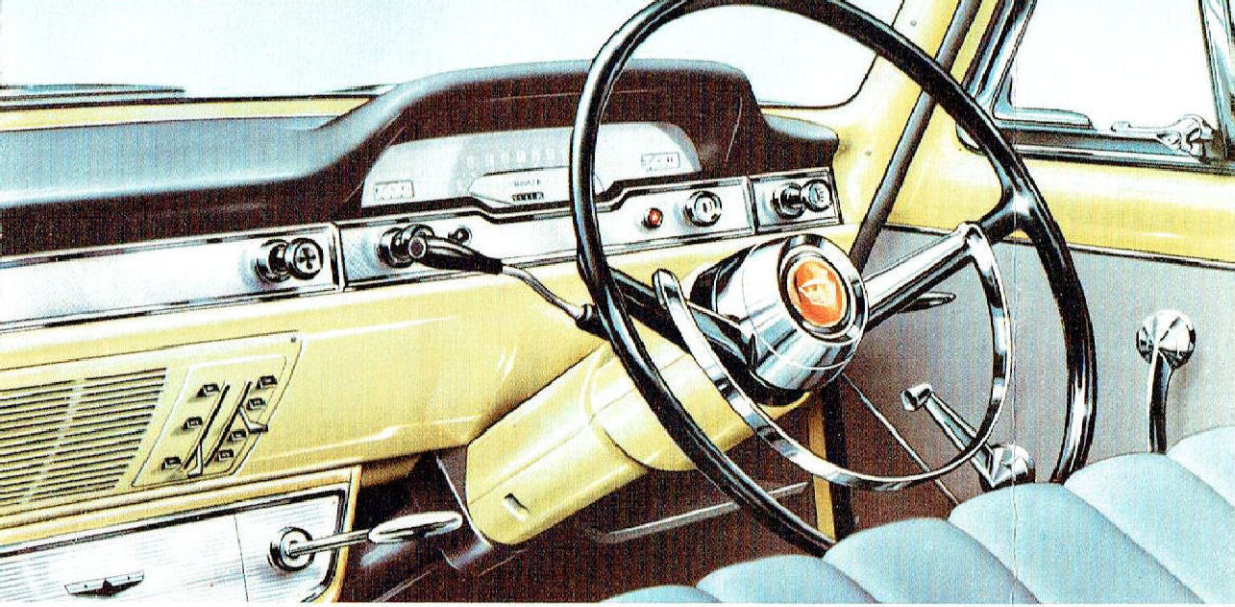
ZEPHYR

New high-style lines further enhance Zephyr's individuality . . .

already a pacesetter for style, performance and quality, Zephyr now brings you more to enjoy than ever

OVER THE PAST FIVE YEARS Zephyr has won an enviable reputation throughout the world for its engineering advances, absolute reliability of operation, and solid, down-to-earth value. Now, here is the latest version of this international favourite. New touches have been added to Zephyr's beauty. The new chrome line from front to rear is rakish and handsome, adds verve to Zephyr's elegant lines. The new chromed wheel discs further increase Zephyr's individuality of style. But, it is more than style alone that makes Zephyr so good to own. Stability, handling-ease, effortless power and a wonderful "feel" on the road—these are more of the reasons that make motoring pleasure in Zephyr so complete. What you really need to do to appreciate this fine car is to drive it. You'll find it one of the most satisfying cars you can own—because it's so solidly made, because it's such sheer pleasure to drive, because it's unquestionably the finest Zephyr yet.





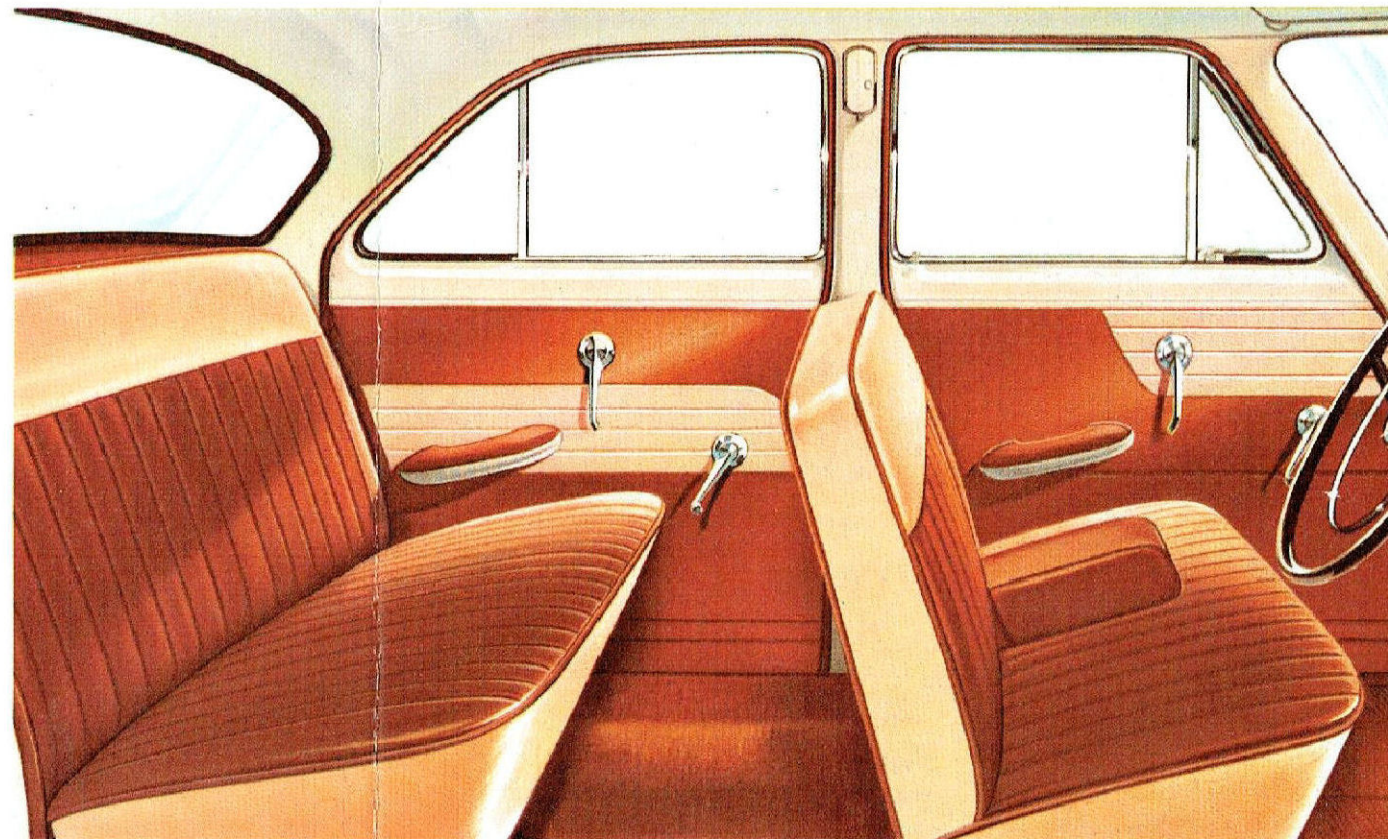
SAFETY PADDED FACIA PANEL

Zephyr's safety-padded dash panel places controls at your fingertips, makes all instruments easy to read. Instruments are housed under a hood which completely eliminates reflections. The steering wheel is of deep-centre safety design. Parcel storage is considerably greater, with additional tray space on right of driver. The glove-box is big and lockable, the ash-tray giant-size, and every control pictorially marked for quick identification. Driver's visibility to the instrument panel and to the road ahead is completely unobscured.

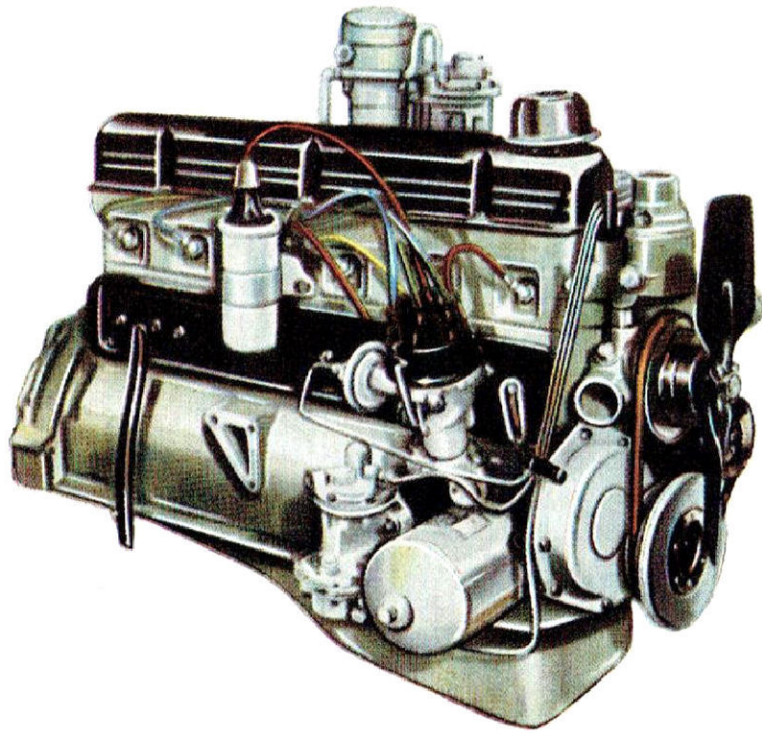
Comfort advances to add to your motoring enjoyment

FULL SIX-SEATER SPACIOUSNESS— MANY COMFORT FEATURES

A car doesn't have to be over-big to give spacious comfort for six. Zephyr proves it. You get every relaxing comfort feature—shoulder high seats, stretch-out room for legs in front *and* in the rear, plenty of shoulder and headroom. There's a centre arm rest in the front seat, too, for truly relaxed driving. Plus arm rests on all four doors . . . eye-appealing upholstery colours and colour combinations . . . easy-to-clean, durable fabrics . . . and two interior sun-visors above the wind-screen.

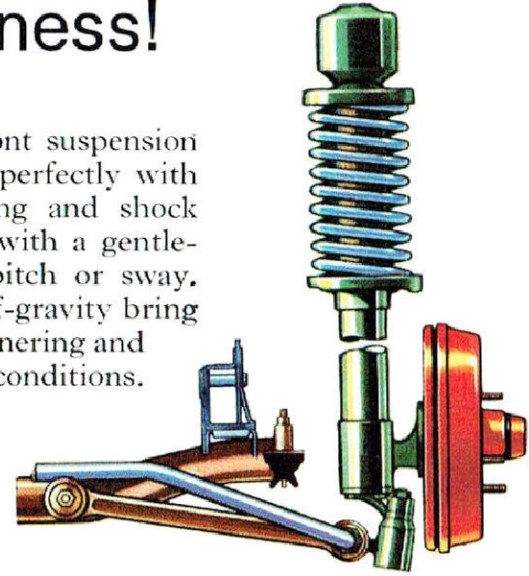


The last word in engineering... for the last word in performance, driving ease and smoothness!



ZEPHYR LEADS IN ITS FIELD with a front suspension system (shown right) that combines perfectly with the balanced action of rear springing and shock absorbers. Rough surfaces are taken with a gentleness that eliminates uncomfortable pitch or sway. Zephyr's wide track and low centre-of-gravity bring new stability of ride, extra safety in cornering and greater, surer driving control under any conditions.

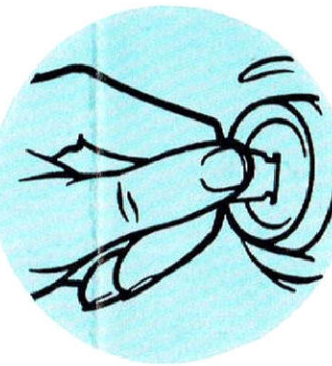
BIG, FAST-STOPPING BRAKES! The total lining area of 147 square inches make Zephyr's brakes biggest of all in its field. Instant action gives faster, surer, arrow-straight stops.



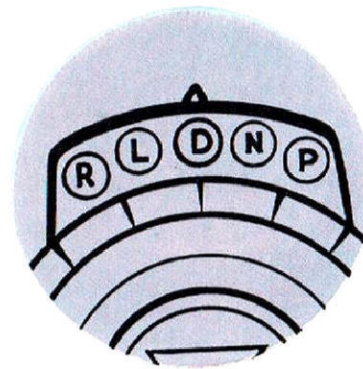
High-performing 6-CYLINDER, O.H.V. DESIGN

Zephyr's famous 6-cylinder, "oversquare" design engine was engineered for high performance driving. Its 86 brake horsepower swallow the miles without being heavy on petrol.

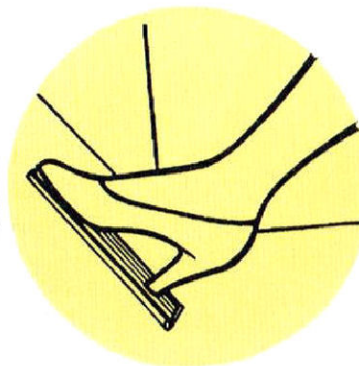
Zephyr's "short-stroke" design adds to smoothness and quietness of operation, and lengthens engine life. The mechanically minded will appreciate the functional nature of Zephyr's engine layout. Component parts are placed for ease in the normal servicing which keeps an engine in peak condition.



IT'S AS EASY AS THIS—
Start the Engine—a turn of the ignition key brings Zephyr's powerful engine to quiet idling so that you are ready to . . .



Set the Indicator—to D (Drive) and then, free forever of clutch and gear lever movement effort, you are set to so smoothly . . .



Go—your foot pressure on the accelerator changes gear automatically in acceleration, cruise or climb. To stop, merely press the brake pedal. It's as easy as that!

FORD

ZEPHYR

SPECIFICATIONS

ENGINE: Six cylinder cast integrally with upper half of crankcase; bore 3.25 ins.; stroke 3.13 ins. Capacity 155.8 cu. ins. Overhead valves, push rod operated from harmonic cams in cylinder block. Compression 7.8:1. B.H.P. 86 at 4,200 R.P.M. Torque 136 lbs. ft. at 2,000 R.P.M. Four bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating volume controlled combustion chambers for economy and smooth running. Special autothermic alloy pistons. Three point suspension of engine and gearbox giving remarkably smooth power flow.

ENGINE LUBRICATION: Pressure feed by submerged gear pump to crankshaft main bearings, big-end bearings and camshaft bearings via drillings in cylinder block and crankshaft. Full flow type oil filter direct to cylinder block. Accessible dipstick and oil filter. Sump capacity with oil filter 8.5 pints.

FUEL SYSTEM: Diaphragm type fuel pump mechanically operated. Down draught carburettor has special choke control and is fitted with combined air cleaner and silencer. Electrical petrol gauge. Petrol tank at rear, capacity 10.5 gallons.

IGNITION: 12 volt battery and coil (battery accessibly located under hood)—distributor has automatic advance and retard and additional vacuum control. Sparking plug size 14 mm. Firing order 1, 5, 3, 6, 2, 4.

COOLING SYSTEM: Belt-driven fan and water pump with thermostatic heat control. Tube and fin type radiator. Capacity of system 22 pints.

TRANSMISSION (Conventional): Clutch—dry single plate spring cushioned. Hydraulic operation from pedal to heavy duty ball-bearing thrust release. Remote control of gears on steering column. Light action synchro-mesh on top and second gears. Helically cut constant mesh gears. Three forward speeds. Overall ratio—3.90 to 1, 6.40 to 1, and 11.08 to 1. Reverse 15.06 to 1. Oil capacity of gearbox 2.5 pints approximately.

TRANSMISSION (Automatic): Three automatic forward speeds with a direct drive lock-up (converter bypassed through the action of a single plate clutch incorporated in the torque converter). Gear ratios (without converter reduction):* Top gear—1:1; Intermediate gear—1.435:1; Low gear—2.301:1; Reverse gear—2.012:1. *The maximum converter reduction is approximately 2.16:1.

REAR AXLE: $\frac{3}{4}$ floating, hypoid final drive. Heavy duty roller and ball bearings. Open type drive shaft. Universal joints have needle roller bearings. Axle ratio—3.90 to 1. Oil capacity 2 $\frac{1}{2}$ pints approximately.

BRAKES: Hydraulic internal—front 9 ins. x 2 $\frac{1}{2}$ ins. Rear 9 ins. x 1 $\frac{3}{4}$ ins. Front—two leading shoes, rear—floating expander. Total lining area 147 sq. ins. Foot brake all four wheels, handbrake on rear wheels only.

STEERING: Recirculatory ball type. Ratio 18.0 to 1. Steering wheel diameter 17 ins. Two spoke safety type.

FRONT SUSPENSION: Independent front wheel suspension employs low periodicity coil springs mounted on special hydraulic double-acting telescopic shock absorbers integral with the wheel spindle assembly. The upper end of this unit rotates in an anti-friction bearing suspended in rubber and mounted on the body high inside wing valance. The base of the wheel assembly is connected via a ball jointed transverse track control arm to a tubular cross-member bolted to underside of the unitary body. An anti-roll torsion bar is fitted which, being triangulated, holds the track control arms in the fore and aft direction. The wide spacing and high location of the springs and shock absorbers, combined with accurately controlled geometry, give excellent riding and steering.

REAR SUSPENSION: Longitudinal semi-elliptic 6 leaf springs, rubber insulated. Hydraulic double-acting shock absorbers.

WHEELS AND TYRES: Pressed steel with wide base rims. Rustless steel hub-caps. Tyres 6.40 x 13.—(conventional), 6.70 x 13 Automatic.

ELECTRICAL EQUIPMENT: Two-brush ventilated generator, compensated voltage control. Drive: "V" belt easily adjustable. Starter motor. Dual "Windtone" horns operated by horn ring on steering column. Battery: 12 volts, 57 amp. hr. at 20 hr. rate.

INSTRUMENTS: Conveniently grouped cluster immediately in front of driver includes speedometer, fuel gauge, temperature gauge, oil pressure warning light, direction indicator warning lights, ignition warning light, head-lamp main beam warning light. Instrument lighting controlled by switch and rheostat incorporated in main lighting switch.

CONTROLS: Choke, combined ignition-starter switch, lighting switch, instruments light and windshield wiper. Plastic control knobs. Foot operated head-lamp dimmer switch.

12,000 MILES OR 12 MONTHS**(whichever comes first)****WARRANTY****FIRST FROM FORD**

Ford-Australia was *first* in providing the greater owner-protection of the "12/12 Warranty" simply because it was Ford who built the cars to *warrant* such a warranty. As with every Ford-built vehicle, Zephyr has been built to the industry's highest standard for quality, durability, and reliability. Zephyr's warranty covers both parts and labour for the full warranty period. As a Zephyr owner, you remain responsible only for the normal maintenance service and routine replacement of maintenance items.

BODY: All-steel welded integral construction. Seating within wheelbase. Safety glass all round. Curved type fixed windscreen and wrap-around rear window. Hinged no-draught ventilators embodied in front doors. Safety design push-button door handles. Adjustable full-width tubular construction bench-type front seat. Washable vinyl headlining. Separate luggage compartment accessible from outside. Spare wheel housed in luggage compartment on right-hand side.

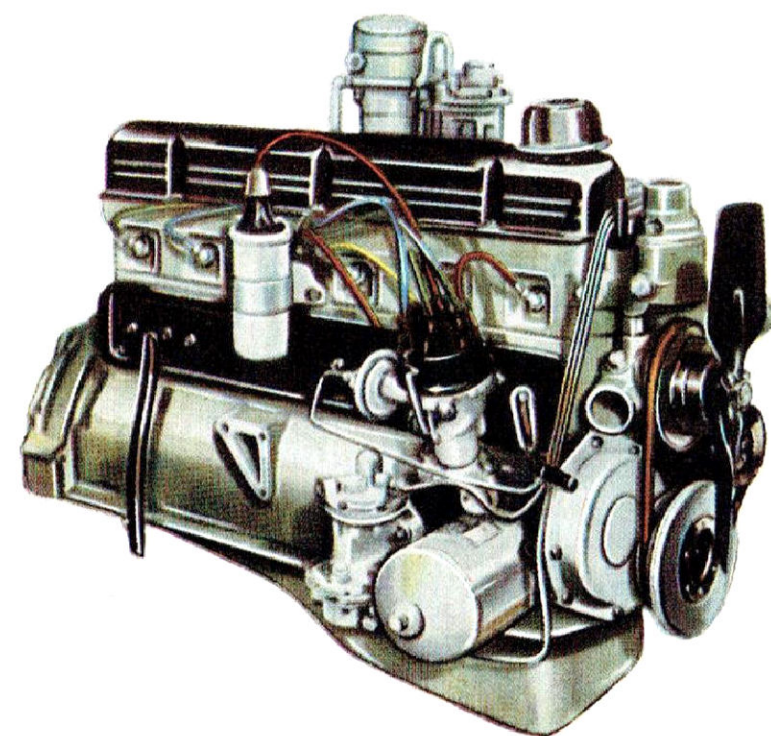
GENERAL EQUIPMENT: Dual windscreen wipers operated from vacuum pump fitted on engine. Moisture-proof, flush fitting hooded headlamps. Separate side lamps. Tail and stop lamps combined. Rear number plate illumination lamps. Interior light. Sun visors. Front doors lockable on both sides. Flasher type direction indicators operated by self-cancelling arm on steering column. Rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters and radio. Centre front armrest.

GENERAL DIMENSIONS: Overall length: 14 ft. 10.5 ins. Overall width: 5 ft. 9 ins. Overall height: 5 ft. 1 in. Wheelbase: 107 ins. Track (Front) 53 ins.; (Rear) 52 ins. Kerb Weight: 2,691 lbs.

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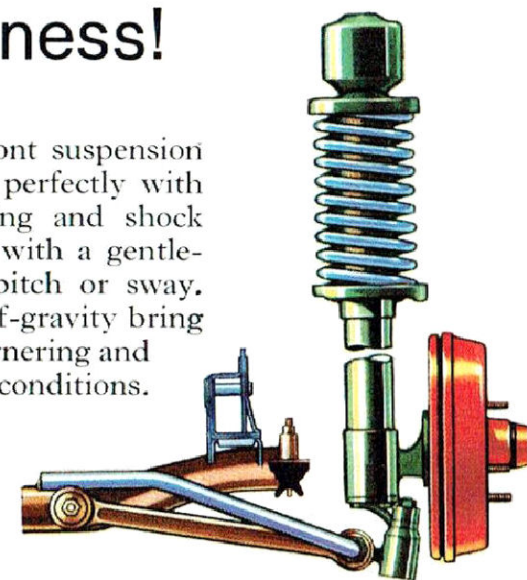
FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.
(Incorporated in Victoria) Registered Office: Geelong, Victoria

The last word in engineering... for the last word in performance, driving ease and smoothness!



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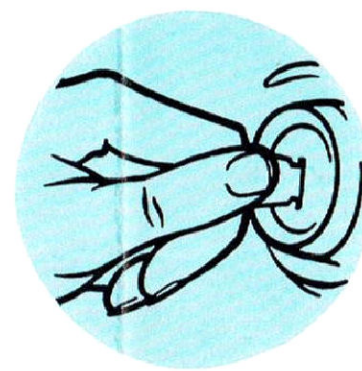


The ease of FULLY AUTOMATIC DRIVE

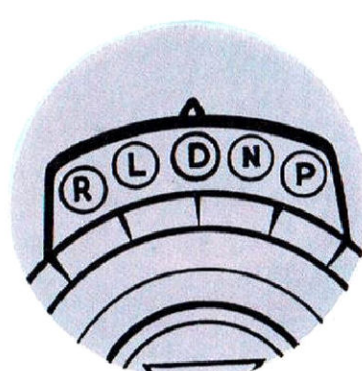
In addition to all the proven design advantages incorporated in Zephyr, you can enjoy the advantage of fully automatic transmission. Here is clutchless, shiftless driving that makes motoring seem new and exciting all over again. Fully automatic transmission makes relaxed driving a reality . . . brings super smoothness . . . saves energy and engine wear. Its availability, as optional equipment, is yet another reason why Zephyr is the logical choice for the motorist who wants every modern advantage.

**High-performing
6-CYLINDER, O.H.V. DESIGN**

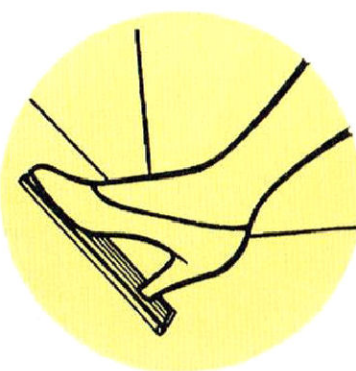
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DM 17—12/61

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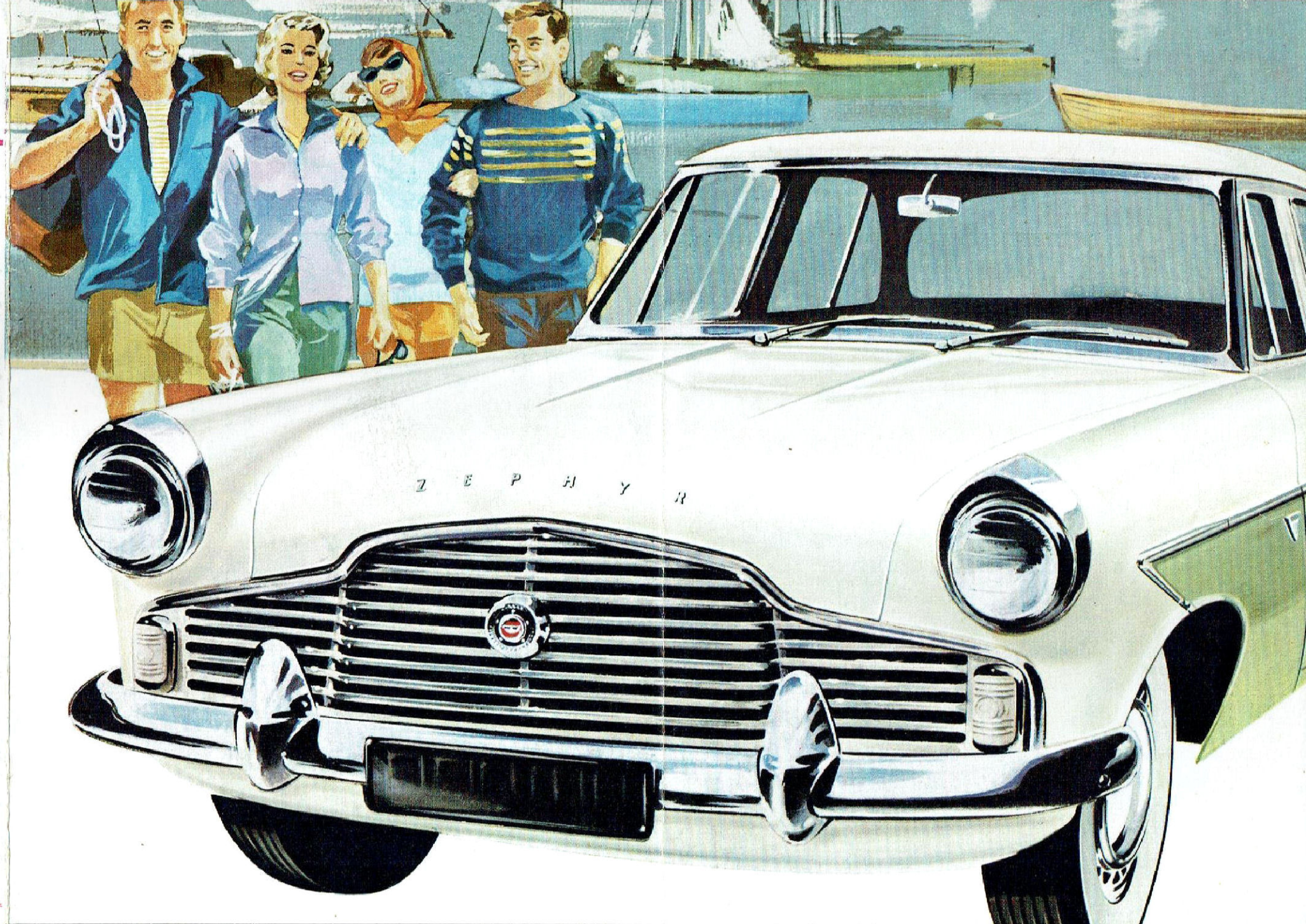
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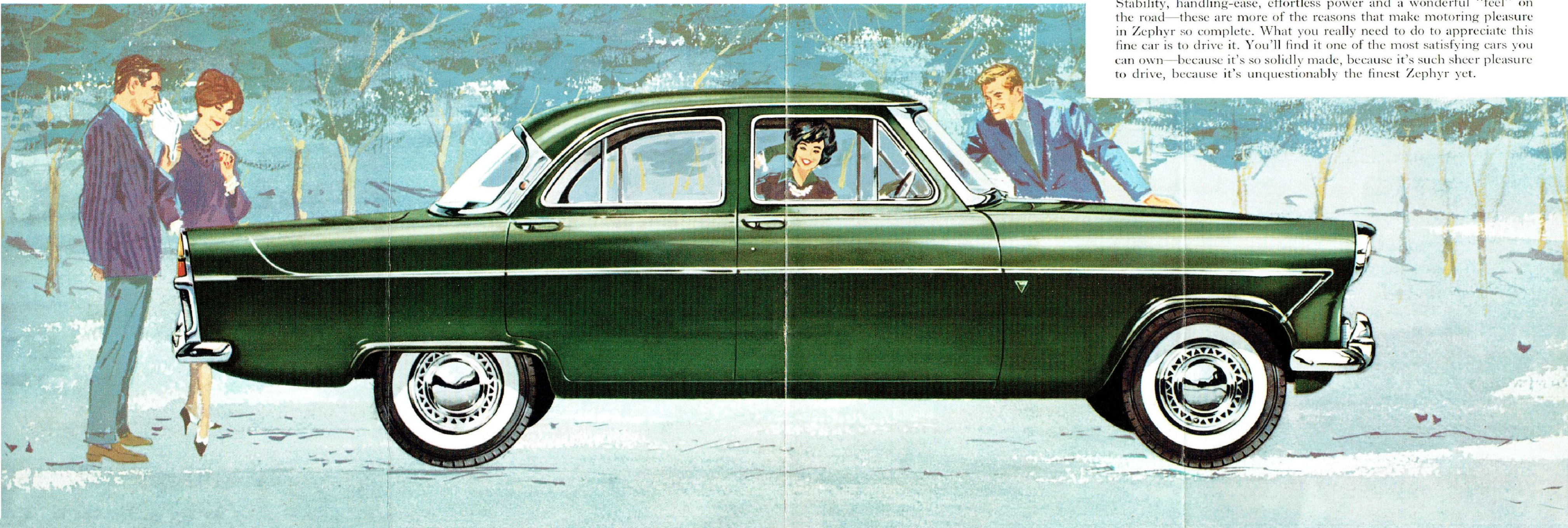


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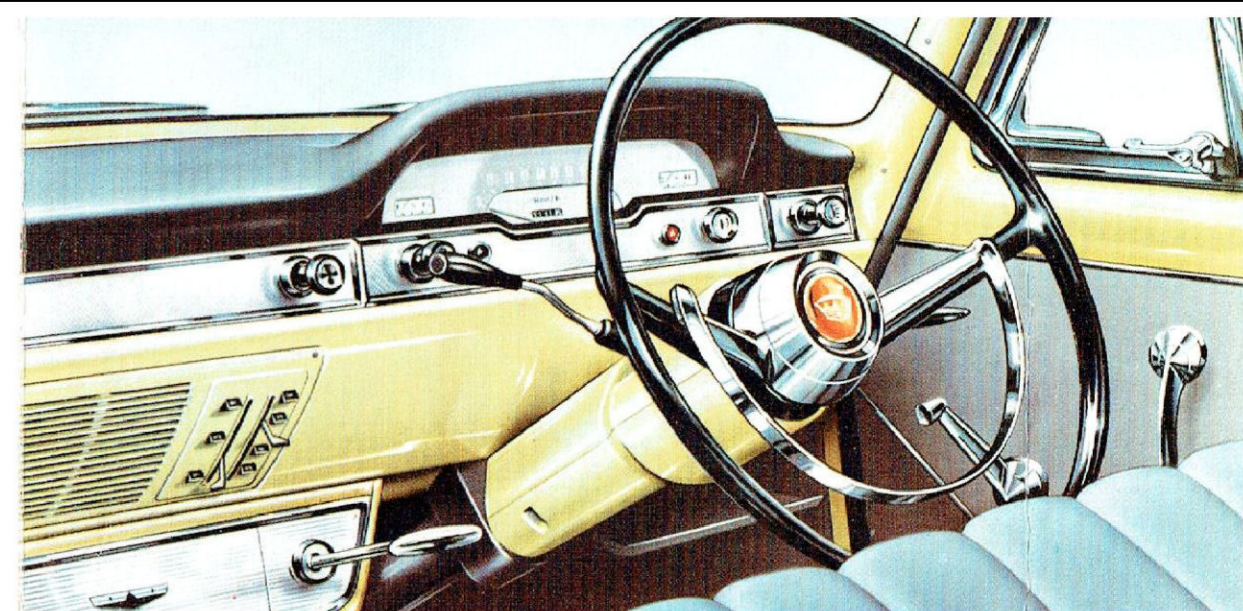
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