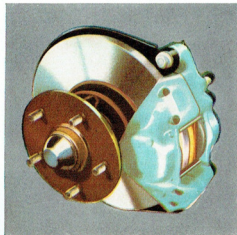
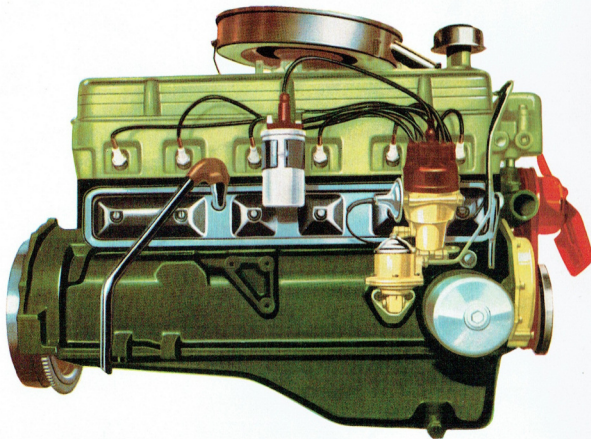


The completely new
**ZEPHYR
SIX**



Engineering superiority that puts you ahead and keeps you ahead. This Zephyr is in easy over 90 m.p.h. performance class — with an eager power flow that allows acceleration from 0 to 60 in 15.6 seconds. Economy, too, is surprising—touring consumption is 26 m.p.g. Developing 98 b.h.p., the new 6 cylinder engine is the latest advance in Zephyr's famous "oversquare" principle of design. This "oversquare" principle provides greater smoothness and longer life. Incorporated with it are new features which step-up power efficiency. Important among them are a re-designed exhaust system and improved engine breathing through bigger valves and porting of intake manifold.

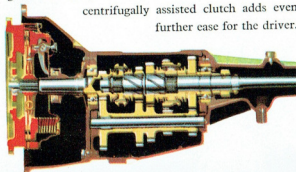
Lubrication servicing reduced to every 5000 miles Chassis greasing, through the use of a special Ford lubricant, is required only at 5000 miles intervals.



Disc brakes

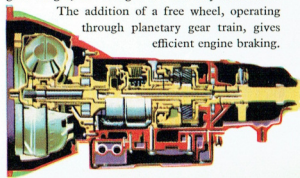
Front wheels, where 65% of braking effort occurs, have disc brakes as standard equipment. This, plus internal expanding 9" drum brakes on the rear wheels, with the overall system servo-assisted, provides progressive, consistent braking free of fade or judder. And pedal pressure is noticeably light.

Rugged 4-speed gearbox. Fully synchromesh on all forward gears it makes gear changing smoothly effortless — you move in and out of bottom gear as easily as top. Hydraulically operated, centrifugally assisted clutch adds even further ease for the driver.



3-speed automatic drive. As an optional extra, fully automatic transmission is available. With fluid coupling on its three forward gear ranges, all changes are scarcely detectable.

The addition of a free wheel, operating through planetary gear train, gives efficient engine braking.



Specifications

Engine—The engine is of the (In line) 6 cylinder OHV oversquare type with a bore of 3.25" and a stroke of 3.13". A cubic capacity of 155.8 cubic inches (2553 c.c.). The overhead mechanism is push rod operated and the Valve guides are an integral part of the cylinder head. The compression ratio of 8.3 : 1 provides 98 BHP at 4750 RPM and a torque of 135 lbs/ft. at 2000 r.p.m. The crankshaft which is dynamically balanced is supported by 4 main bearings. Increased valve head diameter and valve spring loadings combine with improved intake and exhaust manifold design, to increase the power output.

Pistons are autothermic-type with three rings above the piston pin. The engine and gearbox is mounted on rubber at 3 points.

Engine Lubrication—Pressure feed by submerged gear pump to crankshaft main bearings, big end bearings and camshaft bearings. Cylinder walls lubricated by oil squirt from connecting rod big end, timing chain by direct spray. Full flow filter. Accessible dip stick. Capacity of system 8 pints.

Ignition—12-volt system. Distributor has centrifugal and vacuum advance and retard control.

Fuel System—Diaphragm type fuel pump, camshaft operated. Down-draught Single-Venturi carburettor. Fitted with separate manual choke control combined paper element air cleaner and silencer. Electrical fuel gauge. Fuel tank forms part of luggage compartment floor. Capacity 12½ gallons.

Cooling System—13 lb/sq. in. pressurised. Belt driven two blade fan and water pump. Thermostatic heat control of coolant. Low height down flow radiator. Capacity: 19.3 pints.

Transmission—Single dry plate clutch, spring cushioned. Hydraulic operation from pedal to large duty ball bearing thrust release. Spring assistance

of pedal. Steering column gear change. New four speed gearbox with synchromesh on all forward gears. Overall ratios:—1st 11.23, 2nd 7.86, 3rd 5.01, 4th 3.55, Reverse 11.88.

Rear Axle—Three-quarter floating, hypoid final drive heavy duty roller and ball bearings. Open type drive shaft. Axle ratio: 3.45 : 1.

Front Suspension—Proven McPherson type independent front suspension with low periodicity coil springs mounted on special hydraulic double-acting telescopic shock absorbers integral with the wheel spindle assembly. An anti-roll torsion bar is fitted which, being triangulated, holds the track control arms in the fore and aft direction.

Rear Suspension—Longitudinal, asymmetric, semi-elliptic leaf springs with hydraulic double acting lever type shock absorbers. Springs have full length rubber inserts.

Brakes—Operated from foot pedal by hydraulic servo with vacuum reservoir. Front disc brakes 9½ in. diameter. Rear drum brakes with single leading shoe. Drum sizes: 9 in. by 2½ in.

Steering—High-efficiency recirculatory ball type. Ratio 18 : 1. Two spoke deeply dished safety type steering wheel. Diameter 17 in. Turning Circle 36 ft.

Wheels and Tyres—13 in. pressed steel with wide based rims. Fitted with bright metal hub caps. Tyres: 6.40 x 13, 4-ply — tubed optional.

Electrical Equipment—Two brush ventilated generator 22 amp. Current voltage control, V belt drive. Horn: Twin tone, full horn ring. Battery: 12 Volt—6 cell, 57 amp. hour.

Instruments—Conveniently grouped cluster in front of driver includes: speedometer calibrated to 120 m.p.h., odometer, fuel gauge, temperature gauge, ignition and oil pressure warning lights, direction

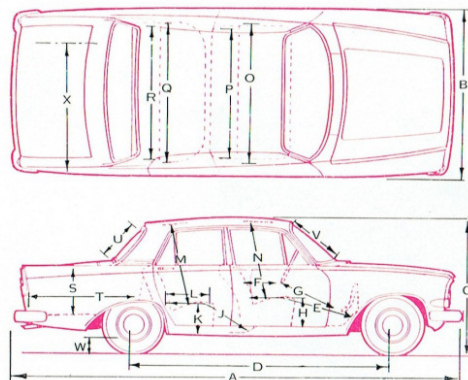
indicator tell-tale lights, main beam warning light, variable brilliance instrument lighting.

Controls—Mounted on top of fascia panel controls are: choke, windscreen wiper, key operated ignition / starter switch, combined instrument /side/headlamp lighting switch. Foot operated headlamp dipper. Fresh air ventilator (heater controls when fitted).

Body—All steel welded integral construction, seating within wheelbase. Safety glass all round. Chrome capped double curvature front and rear windows, hinged no-draught ventilators embodied in front door. Fixed quarter windows in rear doors. Push button door handles operating zero torque locks on all four doors. Combined door handles and arm rests have built-in release mechanisms. Soft padded sun visors. Dual tone Vinyl upholstery. Patterned Vinyl headlining. Moulded carpet matching interior scheme. Lockable glove compartment. Full-width front parcel tray with padded edge. Rear package tray. Bench seat, tubular frame, squab with sprung rollover top. Rear seats; one piece cushion, one piece squab. Full-width wrap round bumpers. Separate luggage compartment—Capacity 21.75 cu. ft. Release button has built-in barrel lock. Spare wheel housed in recess in luggage compartment on nearside.

General Equipment—Dual Electric windscreen wipers operated by variable speed motor. Sealed beam headlamps with chrome plated surrounds. Combined flasher and front side lamps. Twin tail and stop lamps incorporating rear flasher. Twin reflectors. Rear number plate illumination lamp. Flasher type direction indicators with self-cancelling arm on steering column. Two astrays. Interior rear-view mirror. Front door operated courtesy lights. Provision for fitting heater and radio.

Options at Extra Cost—Automatic transmission—Heater and demister—Radio.



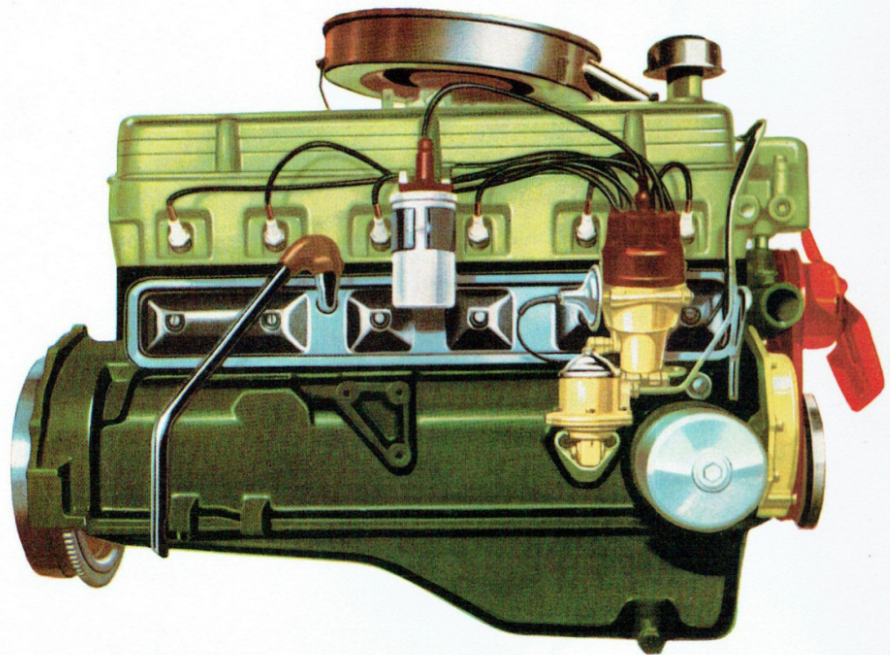
Dimensions

A	Overall length	180.35"
B	Maximum overall width	68.96"
C	Overall height (laden)	55.5"
	Overall height (unladen)	57.5"
D	Wheelbase	107.0"
E	Leg room (free) (or, with seat uncompressed)	43.7"
F	Steering wheel to seat back	12.31"
G	Steering to brake pedal	26.10"
H	Cushion height to carpet	11.02"
J	Leg room (free) (or, with seat uncompressed)	38.40"
K	Cushion height to carpet	13.07"
L	Cushion depth	18.0"
M	Head room (uncompressed cushion)	34.15"
N	Effective head room (compressed cushion)	37.75"
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	Effective head room (compressed cushion)	37.57"
Q	Hip room (to trim panels)	58.0"
P	Shoulder room	54.5"
Q	Hip room (to trim panels)	58.0"
R	Shoulder room	56.5"
S	Height—inside	19.5"
T	Length	44.0"
X	Width at floor, to spare wheel	53.0"
U	Back window height	17.88"
V	Windshield height	22.6"
W	Rear axle ground clearance	6.8"

The specifications contained herein were in effect at the time this catalogue was approved for printing. Ford Sales Company of Australia Limited, 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. Some of the items illustrated or referred to are optional at extra cost.

Engineering superiority that puts you ahead and keeps you ahead. This Zephyr is in easy over 90 m.p.h. performance class — with an eager power flow that allows acceleration from 0 to 60 in 15.6 seconds. Economy, too, is surprising—touring consumption is 26 m.p.g. Developing 98 b.h.p., the new 6 cylinder engine is the latest advance in Zephyr's famous "oversquare" principle of design. This "oversquare" principle provides greater smoothness and longer life. Incorporated with it are new features which step-up power efficiency. Important among them are a re-designed exhaust system and improved engine breathing through bigger valves and porting of intake manifold.

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Options at Extra Cost—Automatic transmission—Heater and demister—Radio.

Front Suspension—Proven McPherson type independent front suspension with low periodicity coil springs mounted on special hydraulic double-acting telescopic shock absorbers integral with the wheel spindle assembly. An anti-roll torsion bar is fitted which, being triangulated, holds the track control arms in the fore and aft direction.

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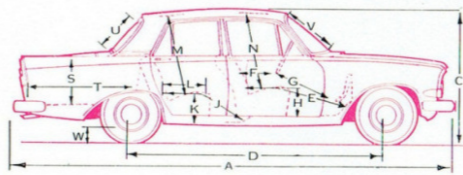
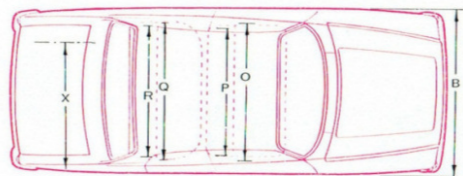
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Rugged 4-speed gearbox. Fully synchromesh on all forward gears it makes gear changing smoothly effortless — you move in and out of bottom gear as easily as top. Hydraulically operated, centrifugally assisted clutch adds even further ease for the driver.

3-speed automatic drive. As an optional extra, fully automatic transmission is available. With fluid coupling on its three forward gear ranges, all changes are scarcely detectable. The addition of a free wheel, operating through planetary gear train, gives efficient engine braking.

Dimensions

A	Overall length	180.35"
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	Overall height (unladen)	57.5"
D	Wheelbase	107.0"
E	Leg room (free) (or, with seat uncompressed)	43.7"
F	Steering wheel to seat back	12.31"
G	Steering to brake pedal	26.10"
H	Cushion height to carpet	11.02"
J	Leg room (free) (or, with seat uncompressed)	38.40"
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P	Shoulder room	54.5"
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S	Height—inside	19.5"
T	Length	44.0"
X	Width at floor, to spare wheel	53.0"
U	Back window height	17.88"
V	Windshield height	22.6"
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The completely new
**ZEPHYR
SIX**

A new, distinguished individuality in styling. The new Zephyr looks what it is — a car designed for particular people. Front, side, rear, roofline, length and width — every aspect is shaped and dimensioned to contribute in an overall, fashion-leading individuality. Every curve and line accents a styling distinction which is all Zephyr's own. Yet this eye-holding beauty is but the surface of Zephyr's quality. In every function of a car, in every mile you drive, this all-new Zephyr adds an extra excellence which is an endless source of ownership pleasure.

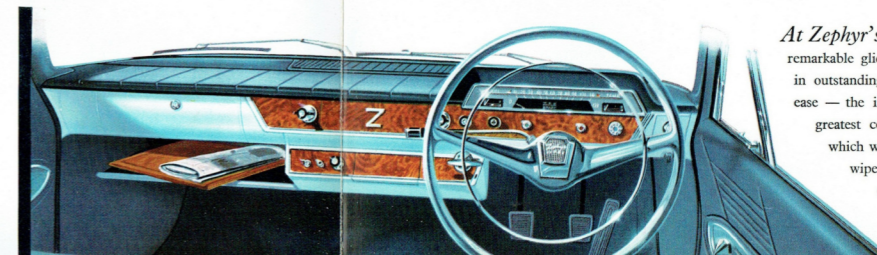
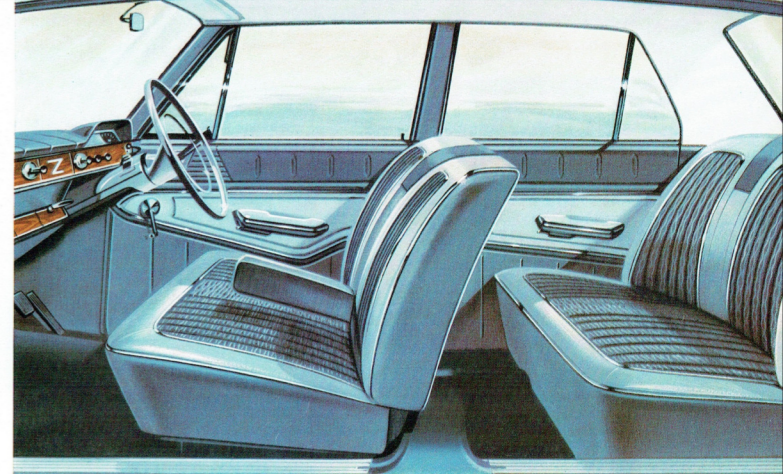


Spacious comfort complemented by elegance. Inside the Zephyr, comfort and completely modern smartness are in new alliance. There is uncramped room for six. Under their handsome, colourful trim those inviting seats have deep, shape-keeping, foam-filled cushions. There are armrests on all doors thoughtfully designed so that they also act as door pulls. They incorporate the door release catches, shielding them from accidental operation, and separate safety catches are mounted at window level. Zero-torque locks enable the wide doors to be shut smoothly with very little pressure. A folding arm rest in the front seat adds another practical asset in relaxing travel.

21.75 cubic feet of luggage space

Under the sleek lines of Zephyr's rear deck the deep, wide boot space is flat-floored and spare wheel is in a special side well. Counter-balanced lid lifts high for easy access.

Zephyr's individuality is all its own — and good to own.



At Zephyr's wheel drivers enjoy their motoring. So many features contribute — and not least are Zephyr's remarkable glide-ride suspension system and recirculatory ball type steering. Their effects are very noticeable in outstanding stability and instant control on all types of road surface. Everything is planned for driving ease — the instruments lie directly in the driver's line of vision . . . switches and controls are placed for greatest convenience . . . for safety's sake, padding runs across the top of the handsome fascia panel in which walnut finish inserts add another touch of design distinction . . . powerful variable speed electric wipers maintain constant visibility . . . a press button on the turning indicator lever puts into operation for two seconds a full headlamp beam approach signal to oncoming traffic. The driver's all-round vision is remarkable and the posture of the adjustable seat reduces fatigue.