

1959 Meteor Specifications

ENGINES:

145-hp Econ-O-Fuel Six—223-cu. in. displacement; 3.62" bore x 3.60" stroke; 8.4 to 1 compression ratio; regular gas; manual choke. Available in all models.

225-hp Tempest M-332 V-8—332-cu. in. displacement; 4.00" bore x 3.30" stroke; 8.9 to 1 compression ratio; regular gas. 2-venturi carburetor, automatic choke, Y-branch single exhaust.

303-hp Tempest M-361 V-8—361-cu. in. displacement; 4.05" bore x 3.50" stroke; 9.8 to 1 compression ratio; premium gas 4-venturi carburetor, automatic choke, dual exhausts.

Engine Features: For greater economy and longer life, all engines have Short Stroke, low-friction design, with Deep-Block construction; intake and exhaust valves are free-turning, overhead type; super-filter air cleaner has reusable paper element; vacuum-booster fuel pump for positive windshield-wiper action; lubrication is full-pressure type with Full-Flow disposable-type oil filter; 12-volt electrical system gives better starting ability; turbo-action 18-mm. spark plugs are designed for increased gas mileage; exhaust system features new aluminized muffler. V-8 engines are electronically balanced while operating under their own power for extra smoothness. Tempest V-8's feature self-adjusting, hydraulic valve lifters for quietness and Precision Fuel Induction for superior performance and economy.

TRANSMISSIONS:

New 2-speed Econ-O-Matic Drive—Two forward gears (low and high), one reverse. 60 lbs. lighter, 1/3 fewer parts. Highest torque capacity of any Meteor Automatic Transmission.

Multi-Drive Merc-O-Matic Drive—Choice of two driving ranges. "D-1" range starts in low gear, shifts to intermediate and then to high for solid acceleration. "D-2" range starts only in intermediate gear and shifts to high for sure-footed traction in slippery going. Multi-Drive Merc-O-Matic is installed with a low rear axle ratio (2.91 to 1) for extra gas economy and is available with Tempest V-8 engines only.

Conventional 3-speed Drive—is standard on all models and with all engines.

CHASSIS:

Wide-Contoured Frame: Strong, stiff, box-section frame. Sunliner has 4 cross members plus X-member; others have 5 cross members. Side rails extend outside passenger area, for better foot room and increased side protection. Silent Grip body mounting system.

Suspension: Independent front suspension has coil springs angled forward and lower control arms swept back so that front wheels can move up and back to absorb the shock of bumps better. Different coil springs are installed for lighter Sixes and heavier V-8's. Link-mounted ride stabilizer controls roll on turns.

Rear suspension is by 4-leaf, semi-elliptic springs with friction inserts between the

leaves. Tension shackles automatically increase spring stiffness under heavier loads. Viscous-Control shock absorbers front and rear. Heavier springs available for all models.

Axle Ratios (to 1)—Standard Models (except Station Wagons): Conventional Drive with Six or V-8's—3.56. Econ-O-Matic Drive with Six—3.56; with 225-hp V-8—2.91. Multi-Drive Merc-O-Matic Drive (with V-8's only) 2.91. Station Wagons: Conventional Drive with Six—3.89; with V-8's—3.70. Econ-O-Matic Drive with Six—3.56; with 225-hp V-8—3.10. Multi-Drive Merc-O-Matic (with V-8's only) 2.91.

New non-slip locking differential: Power transfer rear axle reduces chances of "getting stuck". Power is directed to the wheel having the best grip on the road. Available on all models.

Steering: Finger-Touch recirculating ball-type steering gear reduces friction for easier steering. 27 to 1 over-all steering ratio. 17 1/2", 3-spoke, Safeguard steering wheel. Approximately 41-ft. turning diameter.

Brakes: Double-Sealed self-energizing hydraulic brakes have suspended pedal, dash-mounted master cylinder. Drum diameter is 11". Lining area is 180 sq. in. (191 sq. in. on wagons). Optional Swift-Sure Power Brakes have special low position pedal and power reservoir tank.

Tires: 4-ply black tubeless on safety-type rims standard on all models. Sunliner convertible with V-8 and automatic transmission—8.00 x 14 on 5" rims. All others—7.50 x 14 on 5" rims.

BODY:

Exterior: Gleaming, durable, baked-on body enamels come in 18 exciting new colours. A choice of single colour, Tu-Tone or Styletone combinations is available. The basic colours are: Raven Black, Colonial White, Torch Red, Falisman Red, Velvet Maroon, Geranium, Satellite Blue, Blue Ice Metallic, Blue Velvet Metallic, Frosted Lime, Jade-glint Green Metallic, Moonrise Grey, Platinum Grey Metallic, Fawn Tan, Tahitian Bronze Metallic, Twilight Turquoise, Moonmist Yellow, Gold Metallic.

Dimensions: Wheelbase 118"; front tread 59.0"; rear tread 56.4." Overall length, 208"; Overall width, 76.6"; Overall height, 56".

The specifications contained herein were in effect at the time this folder was approved for printing. Ford Motor Company of Canada, Limited reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. Some of the items illustrated or referred to are optional at extra cost.

Ford Motor Company of Canada, Limited





'59's newest is the '59 Meteor...

Canada's exclusive fine car in the low price field

There is no mistaking Meteor for any other car on the Canadian road in 1959. Through four individual series and thirteen lithe, graceful models, Meteor is distinctive . . . not only in the low price field, but in Canada. You notice it first in Meteor's clean, Trim-Line styling and five-tiered grille of lustrous aluminum. Here is visual evidence of the difference Meteor brings you exclusively in its price class.

Front, side and rear, every Meteor series is identified with distinctive polished stainless steel accents, on sculptured metal. At the back—a stylish new sculptured “Vee” sets Meteor apart—as a car to be followed. In the important area of engine performance, once again Meteor gives new purpose to power. New Econ-O-Fuel design permits use of regular fuel in standard V-8 and 6-cylinder engines.

In Meteor, newness is everywhere! Choose from two automatic transmissions—Multi-Drive Merc-O-Matic or the all-new Econ-O-Matic, lowest priced way to drive without shifting. There's 12.6% greater glass area . . . a new bump-free balanced ride and an amazing new heater-defroster that never overheats at any speed. When you add a new non-slip differential that prevents wheels spinning in mud or snow—you have one more sample of why '59's newest is *obviously* the '59 Meteor.

RIDEAU 500 4-DOOR HARDTOP

Rideau 500

Every Meteor has a distinction all its own

Notice how these Rideau 500's, finest of the '59 Meteors, use chrome sparingly, yet effectively to add the illusion of length and lowness. The rear quarter is accented by luxurious polished chrome that blends with the massive one-piece rear bumper. A stylish "Vee" moulding on the rear deck, and bold turbine taillights further identify Rideau 500's as distinctive cars in the low price field and in Canada. As agile as they are beautiful, Rideau 500's offer, as do all Meteors, Finger-Touch ball-race steering as standard equipment. Less steering and parking effort is required. Driving the '59 Meteor is '59's newest adventure story.



RIDEAU 500 4-DOOR SEDAN



RIDEAU 500 SUNLINER CONVERTIBLE

RIDEAU 500 2-DOOR HARDTOP

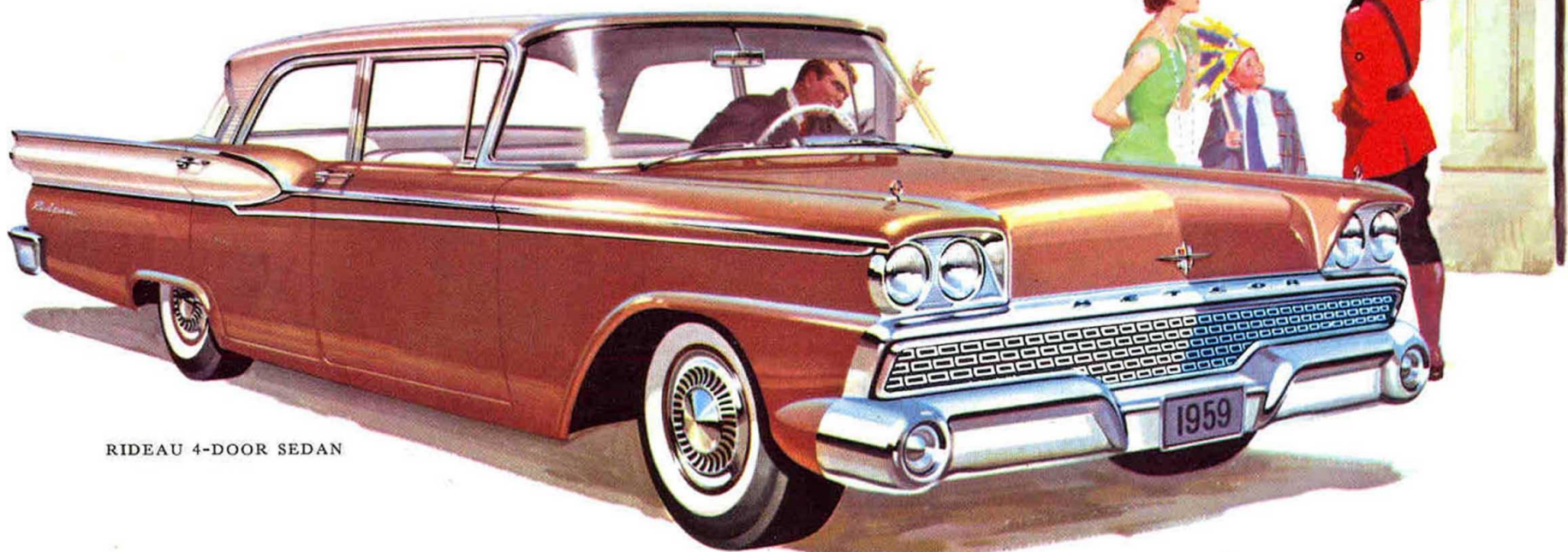
From deep pile carpeting throughout, to a distinctive new ivory-hued, deep-dish safety steering wheel, Rideau 500 Fashion-Lounge interiors attain a new measure of quality in the low price field. Leather-soft vinyls and textured nylons combine for a more spacious look . . . in a car that is more spacious in headroom, legroom and shoulder room.



Rideau

Scene-stealing beauties with a practical nature

Trim of line—sure of stance, Meteor Rideaus fit the Canadian scene as only Canada's exclusive cars could. In both two and four-door sedans, Rideau models look for all the world like hardtops, with slim centre supports concealed by lustrous chrome pillars. Like all Meteors, the Rideaus invite sightseeing with more than 3650 square inches of safety glass, 12.6% more than in 1958. In fact, Meteor's Trim-Line styled roof seems to float on air. On the road—Meteor still seems to be floating on air . . . its ride is superb. New standard Econ-O-Fuel designed Tempest V-8 and Thrifty 6 engines deliver high performance on regular fuel! Two new automatic transmissions harness power—stretch mileage.

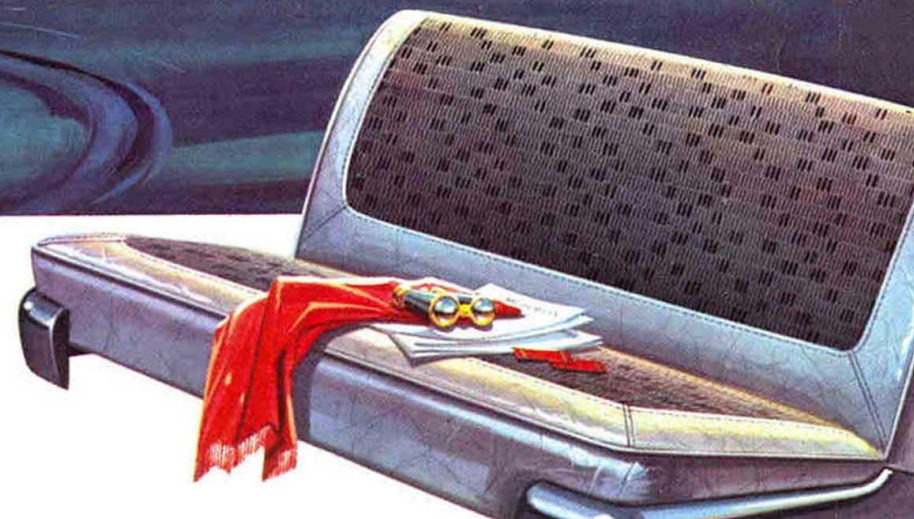


RIDEAU 4-DOOR SEDAN



RIDEAU 2-DOOR SEDAN

Exciting as they are—these distinctive Rideau sedans have quiet ways. Special insulation surrounds passengers—muffles sound before it becomes noise. Meteor's braced and bonded new body has 11% more torsional rigidity than 1958 models . . . and Meteor's safeguard frame encloses passenger seating with steel girders for added safety and riding comfort.





Niagara 300

Can these be Meteor's lowest priced cars?

Although they carry Meteor's lowest price tags, Niagara 300's share a beauty and distinction all their own. Both two and four-door sedans ride on the same 118 inch wheelbase as the more luxurious Rideaus. This is two inches longer than in 1958. Distinctively styled with Trim-Line grace Niagara 300's look expensive although their economy is amazing. Tempest M-332 V-8 and Canada's Thriftiest Six use lower priced regular fuel. Meteor's exclusive Full-Flow oil filter reduces oil changes by 75%—new aluminized muffler is built to last twice as long as ordinary mufflers—and a new Econ-O-Matic transmission delivers accelerated performance without extravagance. There's even a new heater that regulates heat with a damper so that even-heating, not overheating is the rule. New as they are—Niagara 300's are still low, low priced.

Niagara 300 Fashion Lounge interiors are fresh and distinctive. At left is one of three luxury trims available. Glove-like vinyl in a pleated pattern blends with nylon upholstery to achieve a comfort and luxury usually found in the higher priced cars only.

NIAGARA 300 2-DOOR SEDAN

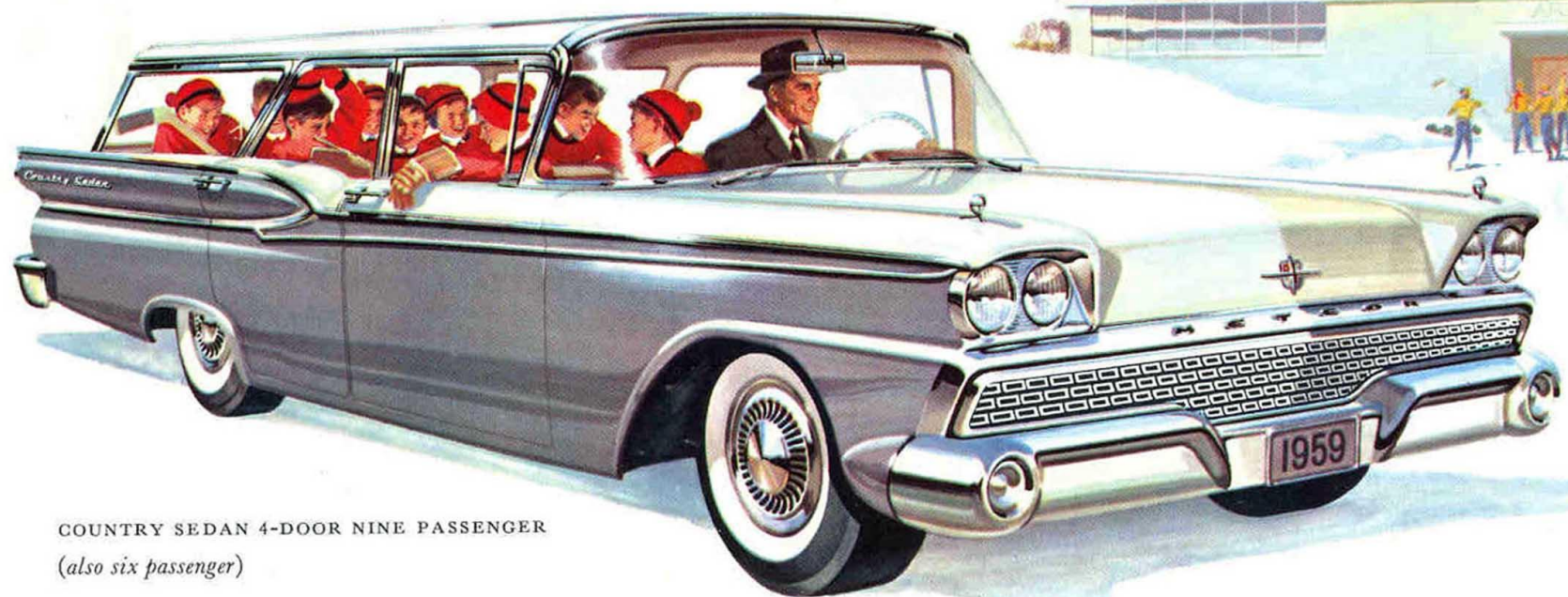
NIAGARA 300 4-DOOR SEDAN

Hardtop styled Station Wagons

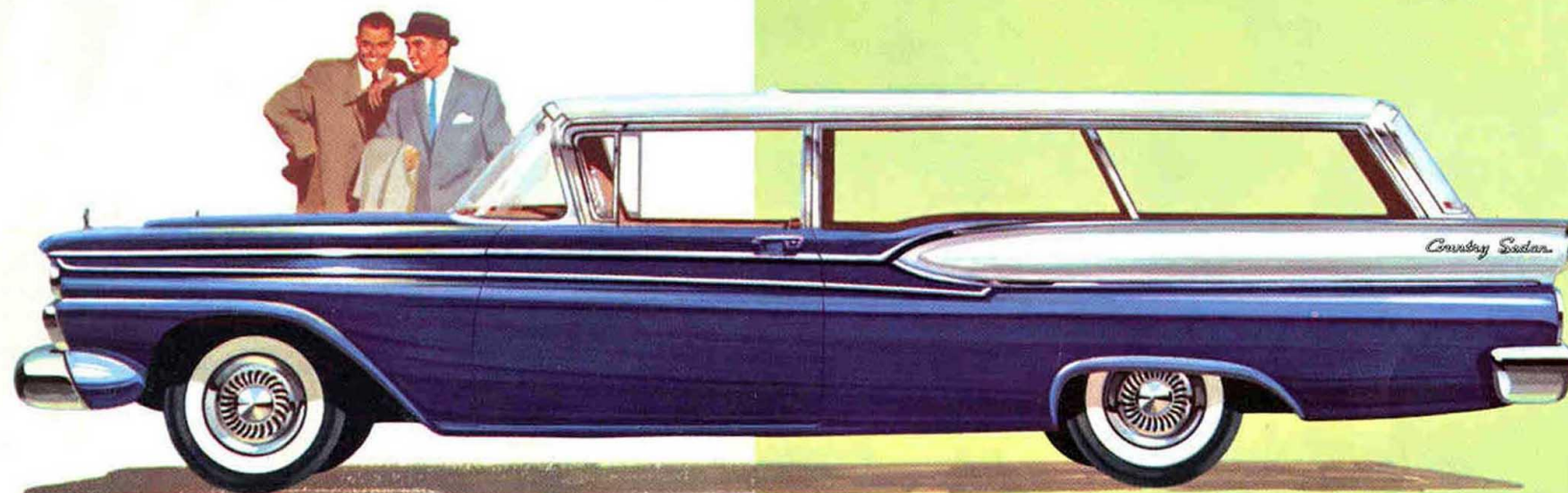
Wonderful capacity for work or play

Adventure is but a tiptoe away—when you seek the wide-open spaces in a space-generous hardtop styled Meteor wagon for '59. In looks, loadspace and level riding comfort, here are '59's top performers—inside and out. Interiors are roomier because Meteor's new roof is raised in the rear portion, giving additional headroom although overall height is lower by more than one inch. New 118 inch wheelbase permits almost half a foot longer loadspace *and* more legroom for rear passengers.

New wrap-around lift gate is wider, provides a bigger opening for loading and unloading. A new push-button handle means easier opening of tailgate with either left or right hand . . . and a new non-slip differential provides extra traction in mud, sand or snow. Easy to look at, easy to handle—easy to convert for work or play. That's Meteor—the quintet of wagons made expressly for Canadians.



COUNTRY SEDAN 4-DOOR NINE PASSENGER
(also six passenger)



COUNTRY SEDAN 2-DOOR

Here's room for six passengers—or, with rear seat stowed away—presto! a giant size cargo carrier. Meteor gives you bigness with beauty, half-ton load capacity with the passenger car riding comfort of exclusive Balanced-Ride. And in V-8 or 6, you get more miles per gallon than ever before . . . thanks to Meteor's Econ-O-Fuel design.

METEOR 4-DOOR RANCHWAGON

Beneath their eager, Trim-Line styling Meteor wagons are built safe and solid. Five cross braces in roof and a special *interlocked* body make Meteor a quiet car with the ability to withstand rugged use. Here's a hardtop look and a hard-working nature.

METEOR 2-DOOR RANCHWAGON

A Canadian family favourite . . . and no wonder. Even a playpen can be set up inside a roomy 41 sq. ft. area from front seat to tailgate. As in all Meteors, interiors blend beauty with utility. Supple vinyl and woven plastic fabric look smart . . . stay smart with little care.

