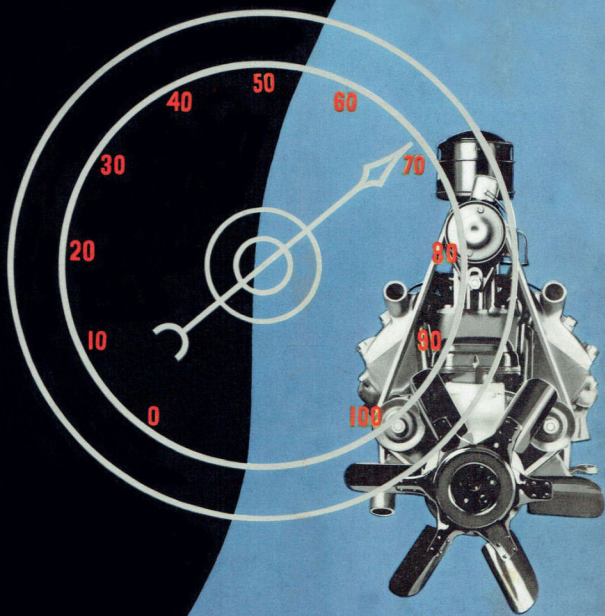


# POWER



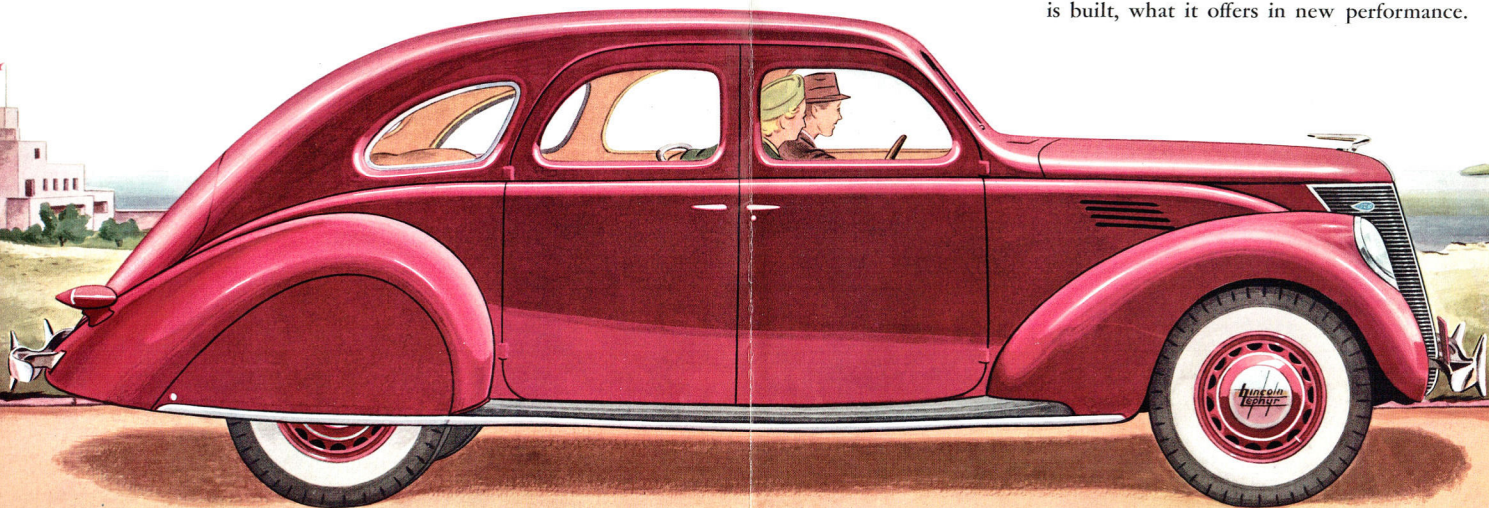
# V12 LINCOLN-ZEPHYR



# L I N C O L N Z E P H Y R

Born in the Lincoln tradition . . . bearing the Lincoln name. Thus Lincoln offers the Lincoln-Zephyr, a car new in idea, performance, appearance. It combines Ford ability and the vast Ford resources to give great value at low cost with the Lincoln tradition to build the best regardless of cost.

Twelve cylinders power this car of many-sided appeal. Read, on the page within, what the Lincoln-Zephyr engine is, how it is built, what it offers in new performance.



## **THE LINCOLN-ZEPHYR CONDENSED SPECIFICATIONS**

**ENGINE:** V-type, 12 cylinders: Bore and stroke— $2\frac{3}{4}$  x  $3\frac{3}{4}$  inches; Piston displacement—267.3 cubic inches; S.A.E. rated horsepower—36.3; Brake horsepower—110; Suspension, three-point mounted in rubber; Number of main bearings—4; Connecting rods—side-by-side type; Main and connecting rod bearings—steel-backed; Cylinder heads—aluminum; Pistons—cast steel alloy; Number of piston rings, 3—two compression, one oil-control; Camshaft drive—silent gear; Valves—diameter  $1\frac{1}{8}$  exhaust and inlet; Non-adjustable valve lifters—factory precision-set clearances; Exhaust valve seat inserts—tungsten alloy-steel.

**CARBURETION SYSTEM:** Carburetor—dual down-draft type equipped with silencer; Fuel pump—mechanical, mounted on top of engine.

**CLUTCH:** Single plate type. Throw-out bearing of pre-lubricated type.

**IGNITION SYSTEM:** Distributor direct driven from forward end of camshaft. Fully automatic vacuum-controlled centrifugal governor.

**STEERING SYSTEM:** Steering gear—worm and roller type, 18.4 to 1 ratio. Turning radius—22 feet left and right.

**TRANSMISSION:** Number of forward speeds—3. Gears—helical silent type. Synchronizing unit between second and high speed gears.

**REAR AXLE:** Type—Three-quarter-floating, with straddle-mounted pinion. Drive—Full torque tube type.

**BRAKES:** Fully enclosed internal expanding two-shoe servo-type, cable-conduit control.

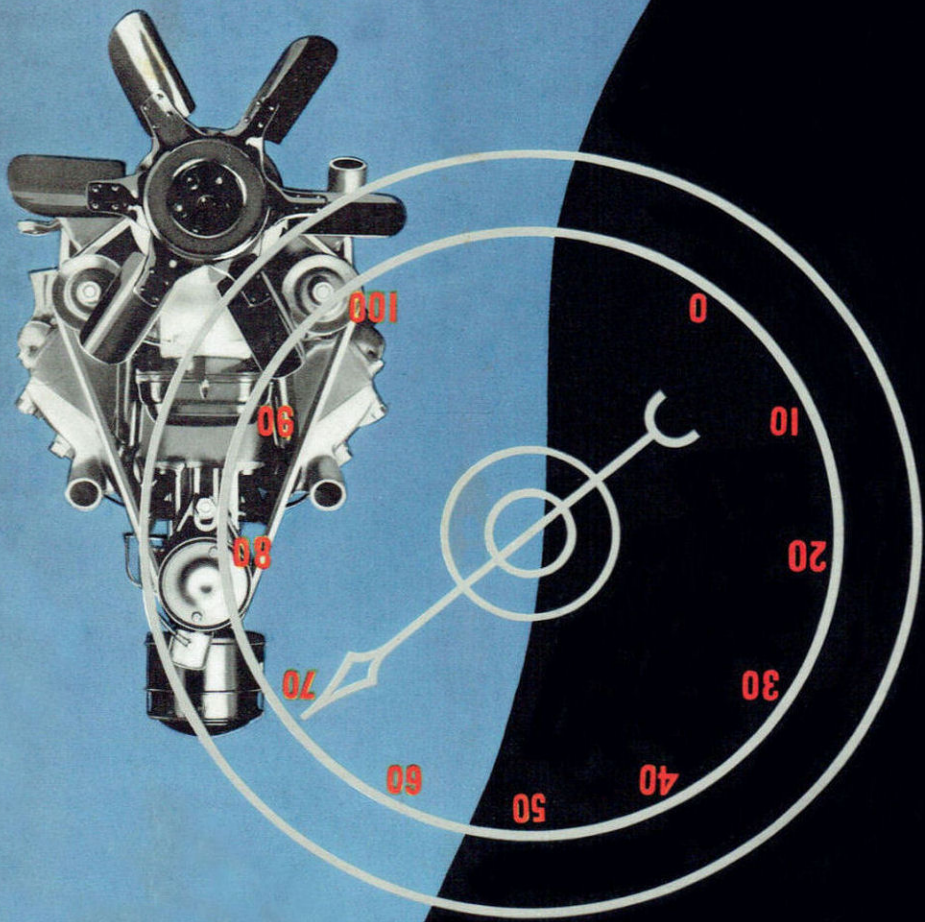
**SPRINGS:** Type—Transverse cantilever. Front—length  $40\frac{1}{2}$  inches; rear—length  $46\frac{1}{2}$  inches. Spring-base—133 inches. Wheelbase—122 inches.

**WHEELS AND TIRES:** Wheels—cold drawn steel, demountable, diameter 16 inches. Tires—size 7.00x16.

**EQUIPMENT:** Hydraulic shock absorbers—double-acting type, safety glass throughout, cigar lighter and ash receptacle, electric clock, glove compartment in instrument panel fitted with lock, dual windshield wipers, two adjustable sun visors, front and rear arm rests, foot hassocks, rear view mirror, two synchronized horns, metal spring covers, rear wheel shields, twin tail and stop lights—all included in F. O. B. factory price.

We reserve the right to make changes, without notice, in prices, specifications, and equipment, at any time without incurring any obligation—Lincoln Motor Company.

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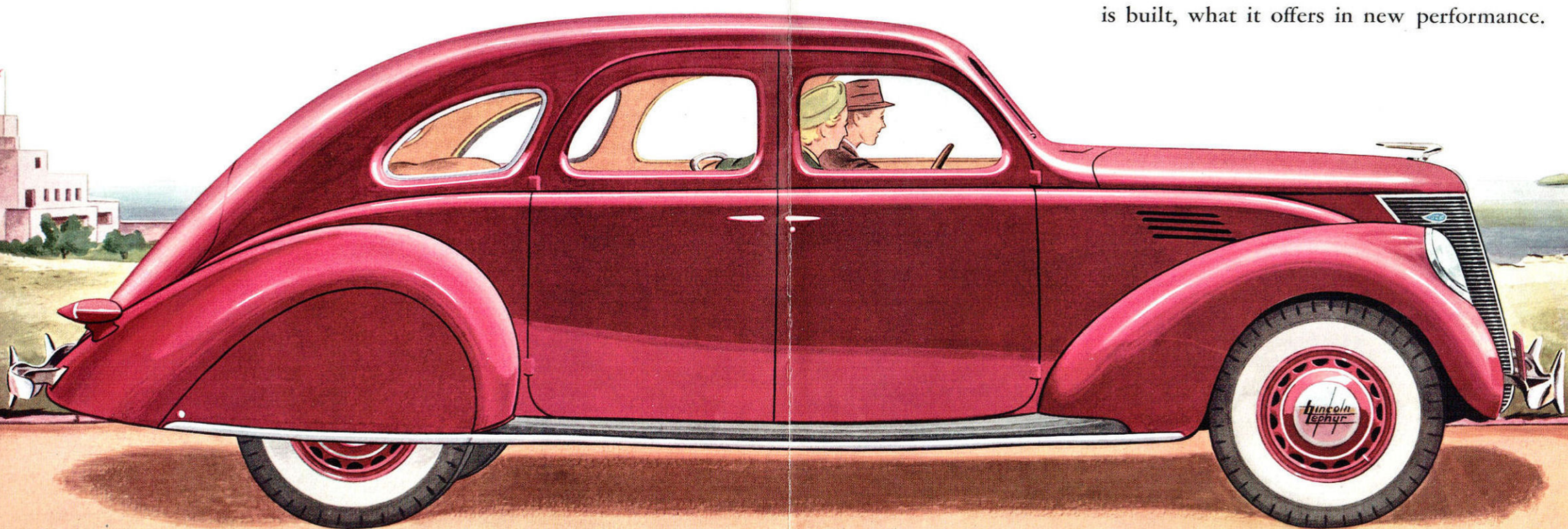
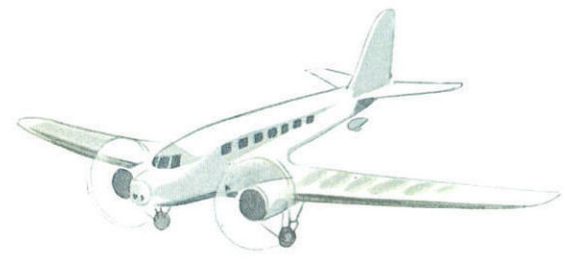
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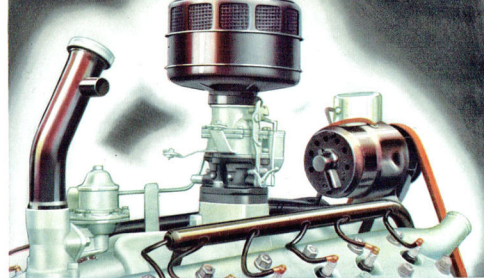
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LINCOLN  
ZEPHYR

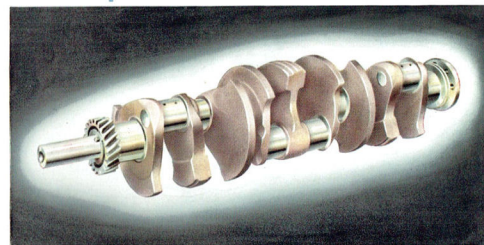
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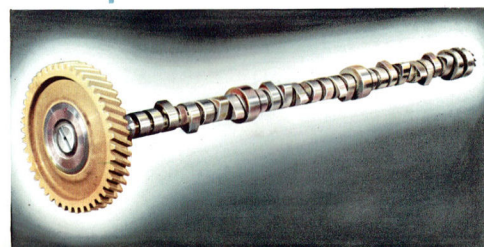




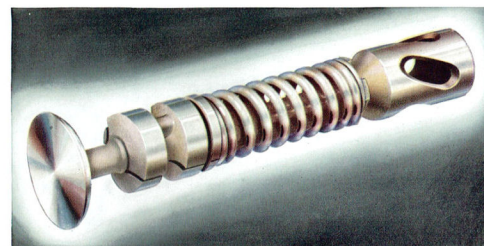
Lincoln-Zephyr dual carburetion is typical of Ford and Lincoln practice. The carburetor, in conjunction with efficient manifold, distributes fuel mixture to all cylinders evenly. The intake manifolds are integral with the valve chamber cover.



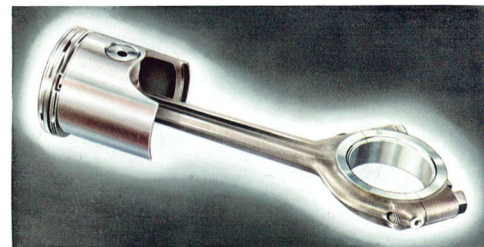
The crankshaft on this new car is of a special cast alloy-steel—developed after long experiment. The material tends to dampen engine noise and to increase the life of bearings by reducing friction. It offers additional evidence of Ford pioneering.



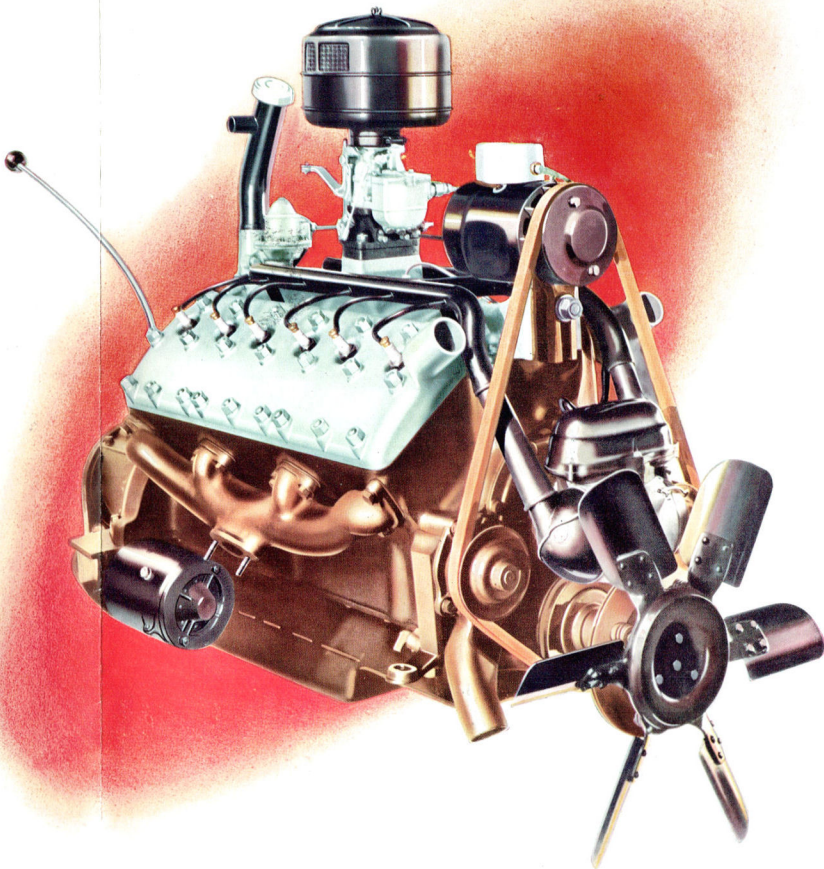
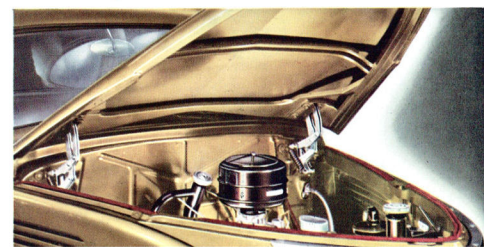
The Lincoln-Zephyr camshaft is of cast alloy iron with an extremely hard surface. It runs in steel-backed bearings, lubricated under full pressure, and is driven by a bakelized fabric gear which insures long life and continuously accurate valve timing.



Each valve, valve spring, split valve guide and retainer is assembled in a single complete unit. Valves and exhaust valve seat inserts are of high-alloy steels. Even after long service the engine develops full performance, so perfectly are valves seated.



New cast alloy steel pistons are used in the Lincoln-Zephyr. They are virtually as light as aluminum alloy types, but expand less. The illustration below shows accessibility of engine; the units ordinarily requiring attention can be reached from the top.



Almost the first question asked about the new Lincoln-Zephyr—after people have admired its graceful, streamlined form—is, “*What kind of an engine has it?*”

The Lincoln-Zephyr has a twelve-cylinder engine of the V-type, which develops 110 horsepower. It is an unusual idea to place a motor of so many cylinders in a medium-price car. The motor itself is new. But the idea behind it—to provide smooth, effortless performance as economically as possible—is as old as the Lincoln organization.

Lincoln engineers, out of their long experience with the Lincoln V-12, are responsible for the Lincoln-Zephyr engine. It is the culmination of years of research and experiment. It is designed exclusively for this car, and is built side by side with the Lincoln engine, by Lincoln precision methods.

Many features about the engine are entirely new; many others, exclusive with the Ford and Lincoln, are now extended to this car. Thus, for the first time, engineers have succeeded in casting a complete twelve-cylinder engine block in a single piece with exhaust passages and flywheel housing included. The crankshaft turns freely at a touch of the hand, so finely fitted and adjusted are bearings into which it is seated. Pistons are of cast alloy steel, a development pioneered by the Ford organization. Cylinder walls are honed and mirror-polished—a typical example of precision workmanship. The Lincoln-Zephyr, for all its size, is a car light

in weight. The body framework is a steel truss structure over which steel panels are welded—top, sides, and bottom. Because of the light weight and efficient engine design, Lincoln-Zephyr owners are getting from 14 to 18 miles to a gallon!

You may live in the Southwest, where hot country and hard-traveled roads can eat the heart out of a car. You may live in a city, where traffic lines are long and slow-moving always. You may live in the North, the East, the South—near roads good, bad, or indifferent. And you may ask much of any car you drive! But of this we are confident: the economical Lincoln-Zephyr engine—Lincoln designed, Lincoln built—will furnish power, and power to spare, for all your driving needs! It has put engineering skill, precision methods of manufacture, and materials of quality to their best use!



An important factor in the purchase of a Lincoln-Zephyr is the UCC  $\frac{1}{2}\%$  a month finance plan. This authorized plan is available exclusively to buyers of Lincoln, Lincoln-Zephyr and Ford cars. A small down payment followed by easy monthly installments permits budgeting from income to care for entire price of a new Lincoln-Zephyr.