



... with more that's NEW than ever before

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FINE CAR OF ITS FIELD

in four new high-style lines . . .

including the new Fairlane series

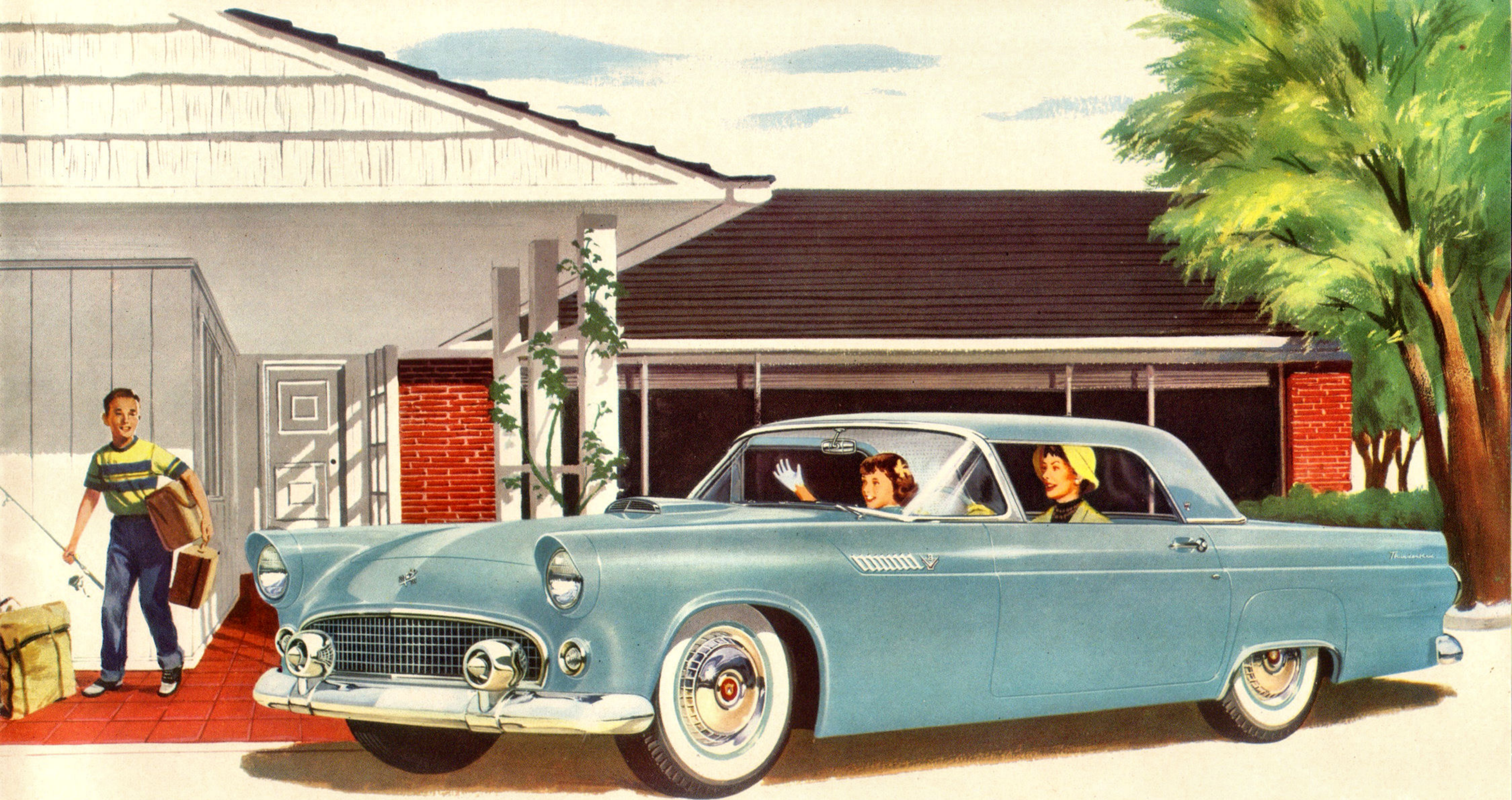
Whatever your tastes and requirements in a motor car may be, you'll find in Ford's new and wider range of cars for 1955 a model that fulfills your needs with brilliance and distinction. For in any model you select you'll enjoy styling of which you can well be proud . . . advances in engineering that set new standards in restful comfort and agile performance.

Ford's styling for 1955 is completely new and fresh. The crisp, clean lines that characterize the '55 Fords were inspired by the Thunderbird, the brilliant new personal car by Ford. There are daring new exterior colour treatments, colourful upholstery patterns and harmonizing trim ensembles that combine to strike a new note in motor car decor.

There's fleet new responsiveness, too, in every Ford for '55. It stems from Ford's new Trigger-Torque Power—the kind of power that gives you the instant action you want and need for today's driving. Then, too, there's Ford's new Angle-Poised Ride that makes even the smooth roads seem smoother.

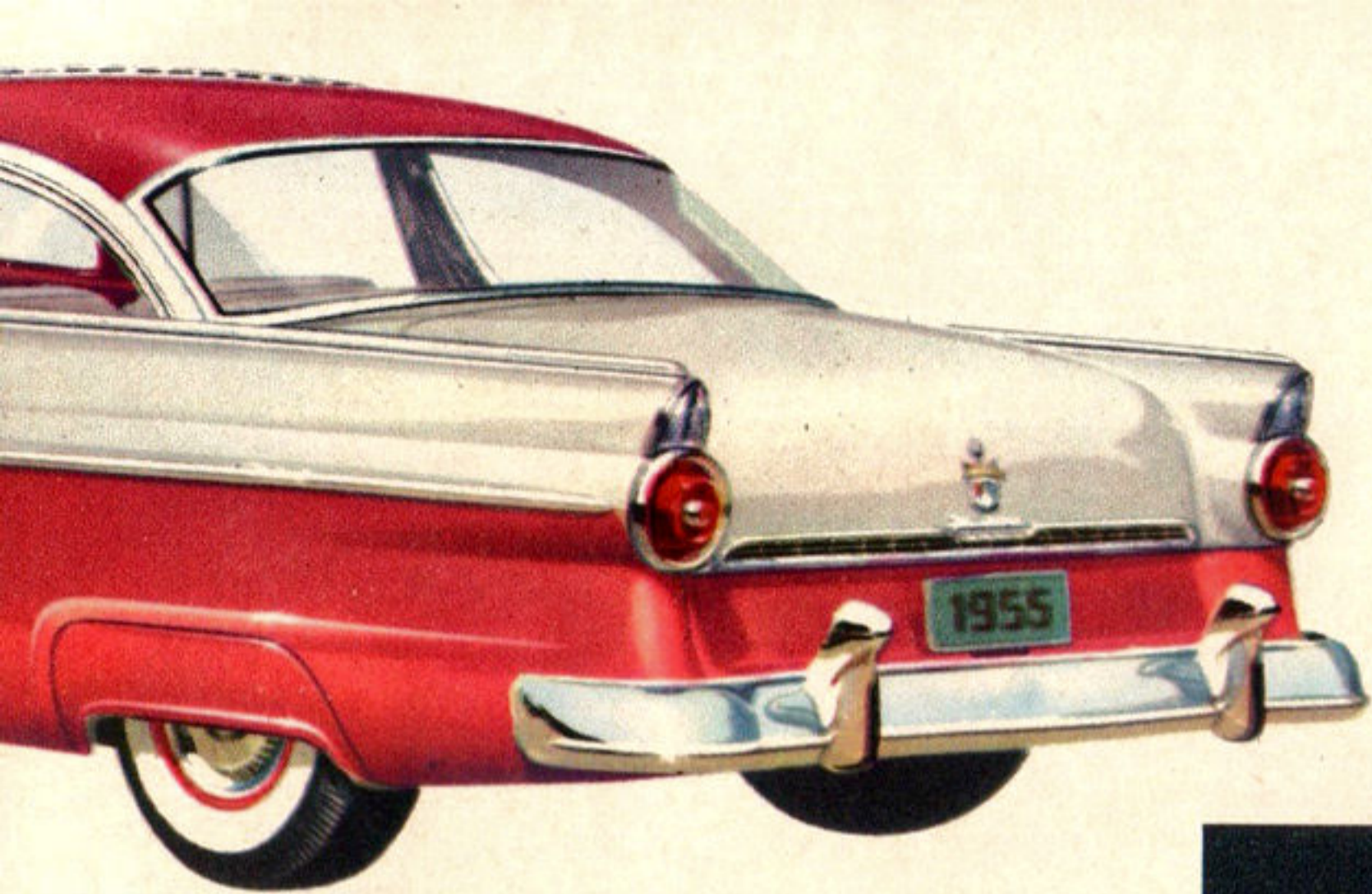
Whichever of Ford's new models you may choose, you'll find it "belongs" wherever you drive . . . and you'll find a new pleasure in driving it wherever you go.





When the Ford Thunderbird was first exhibited, it created a veritable sensation. No personal car before it ever combined such long, low, exciting lines, such comfortable and attractive interiors with the jet-like responsiveness of Trigger-Torque Power and the road-hugging cornering of Ball-Joint ride. And, quite naturally, thrilling attributes of the Thunderbird are reflected in the

characteristics of all Ford cars for 1955. Distinctive beauty combined with brilliant new responsiveness brings you something totally new and different in modern driving enjoyment. You'll find the whole exciting story of the new 1955 Fords on the following pages . . . you'll enjoy a delightful new experience, too, when first you take a Test Drive.



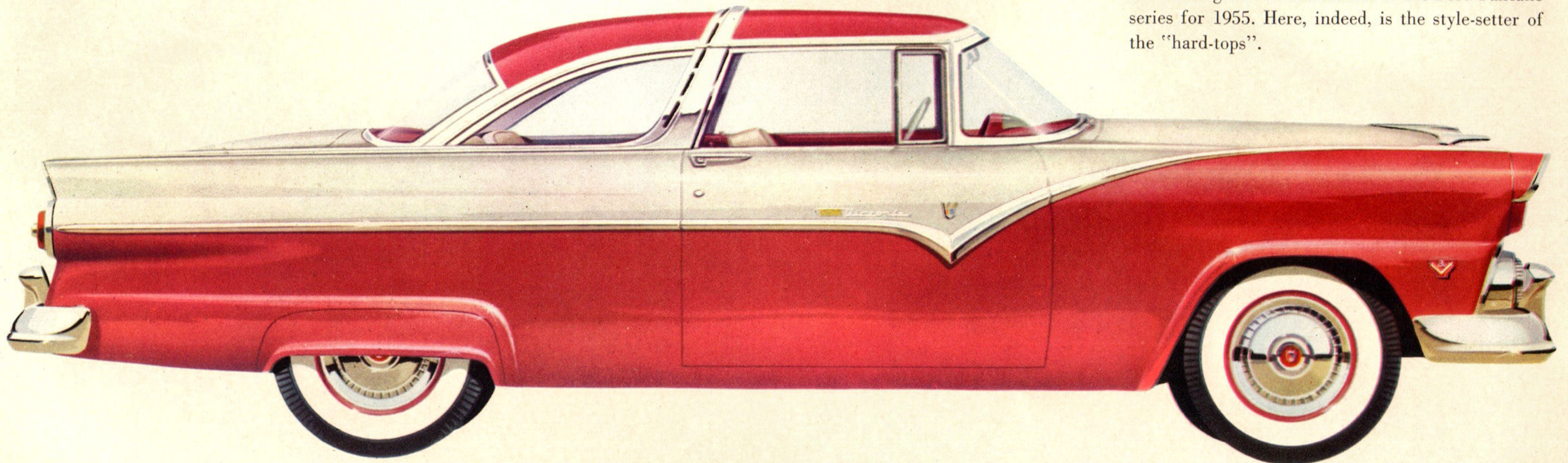
Fairlane... *A Distinguished New Ford Series*

Here's an exciting series newly added to the Ford line. Each of the beautiful new models carrying the Fairlane name brings a completely new idea in style, performance and quality to the Canadian road.



Fairlane Crown Victoria

This proud new beauty's "crown of chrome" and low silhouette will set the styling keynote for cars to come. In addition, there are new two-tone combinations and carefully placed exterior trim that distinguish all the models in the Ford Fairlane series for 1955. Here, indeed, is the style-setter of the "hard-tops".

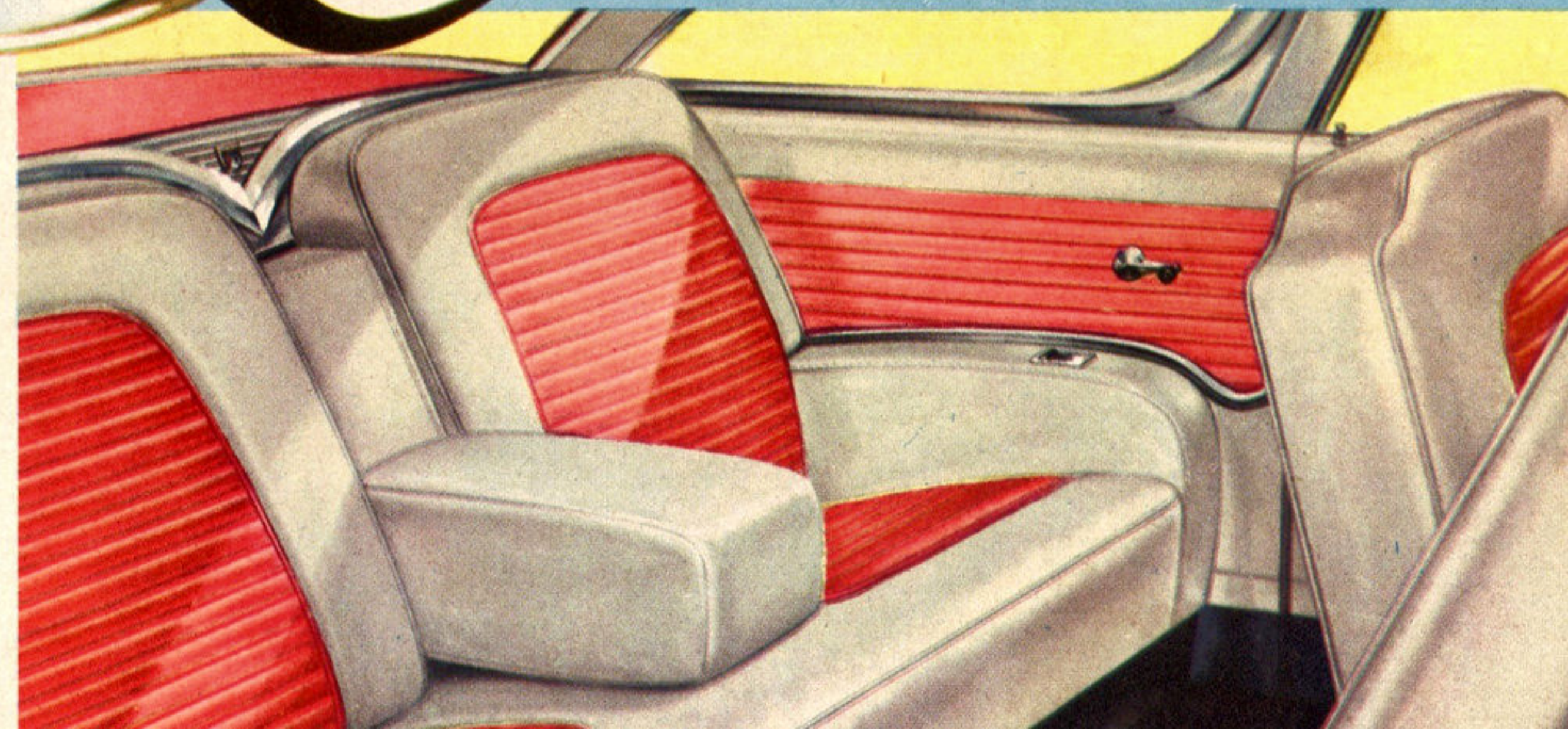


*Fairlane Crown Victoria
with transparent top*



Another original by Ford, this model of the new Crown Victoria has all the years-ahead features of the new crown styling plus a distinctive "skylighted" top. The entire front section of the car roof is a tinted transparent panel that lets in sky and stars. Convenient roof curtains zip into place . . . tuck away out of sight when not in use.

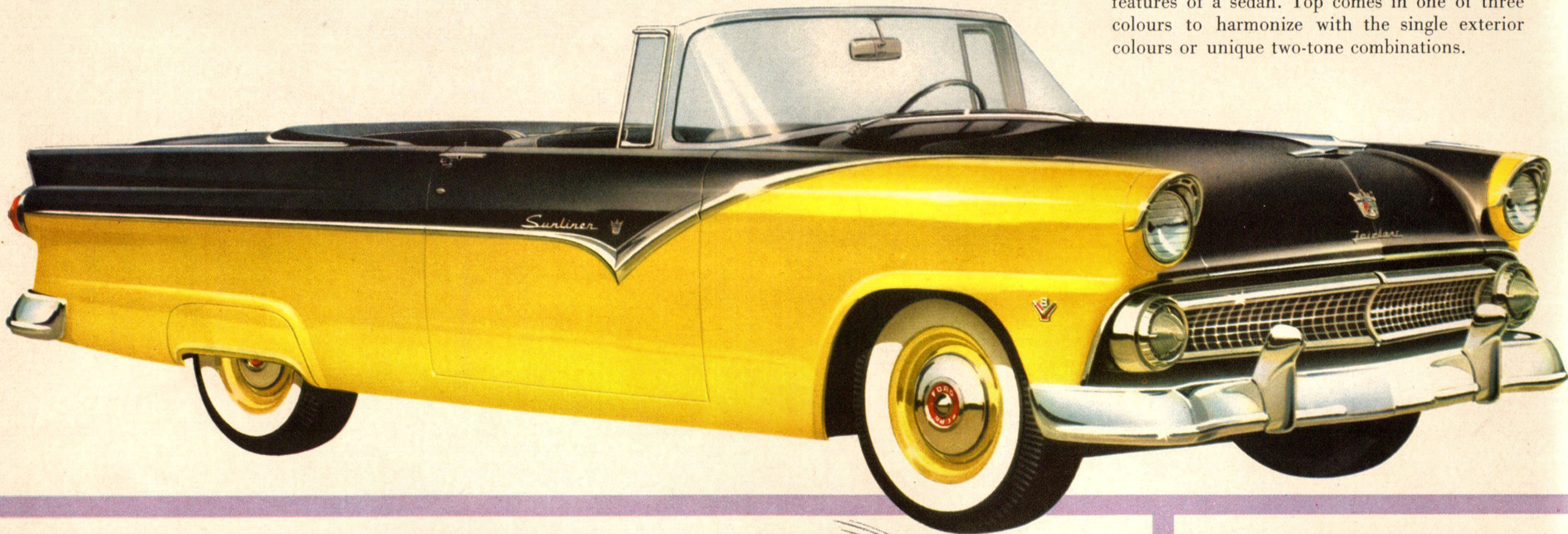
*Crown
Victoria
Interiors*



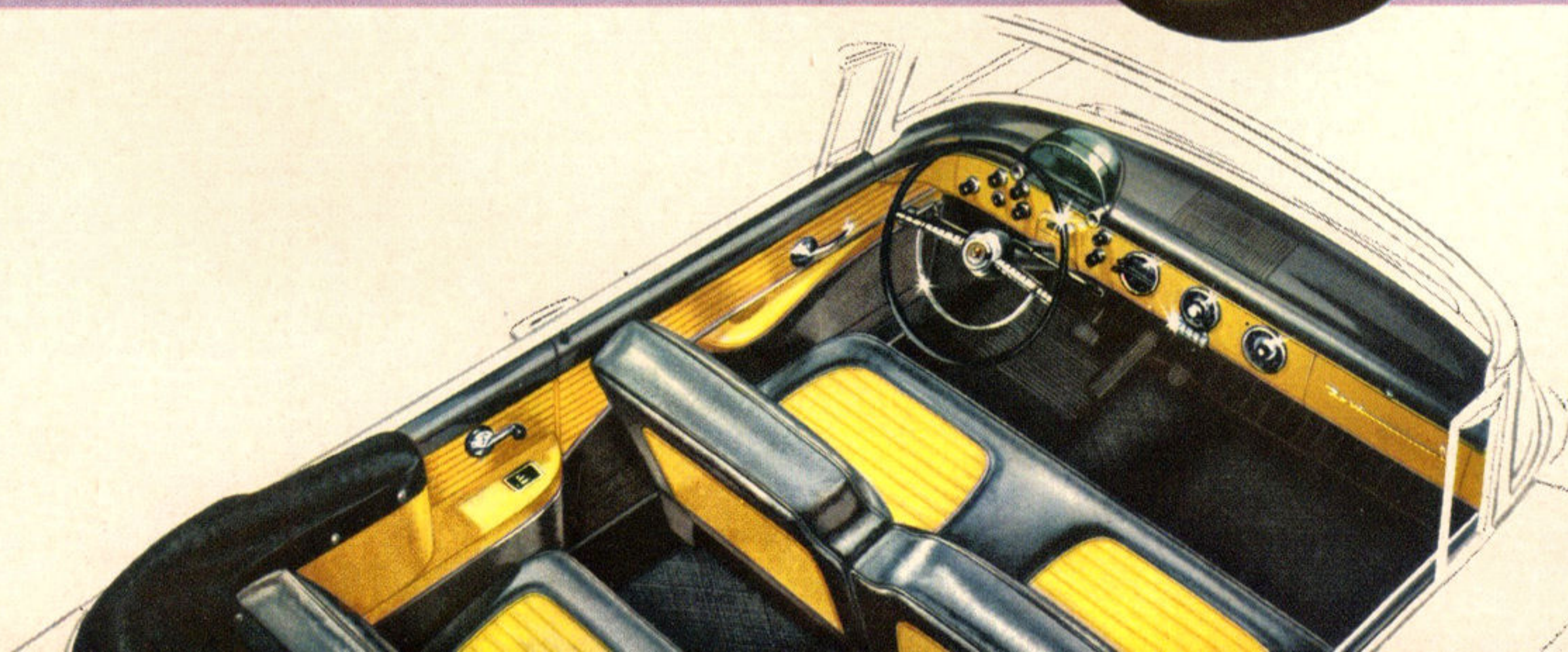
No finer, no fresher interiors will you find in any car—at any price. Nylon-and-Vinahyde and two-tone Vinahyde upholstery fabrics are as durable as they are beautiful. The entire interior, including the new two-tone Astra-Dial Control Panel, is colour-harmonized with the exterior. All seats are foam-rubber cushioned. Rear seat has a comfortable folding arm rest in the centre.

Fairlane Sunliner

No wonder the Sunliner is Canada's favourite convertible. Top down, it's the most dashing and distinguished open car in its field. Top up, with its glove-tight fabric fit, it has all the comfort features of a sedan. Top comes in one of three colours to harmonize with the single exterior colours or unique two-tone combinations.



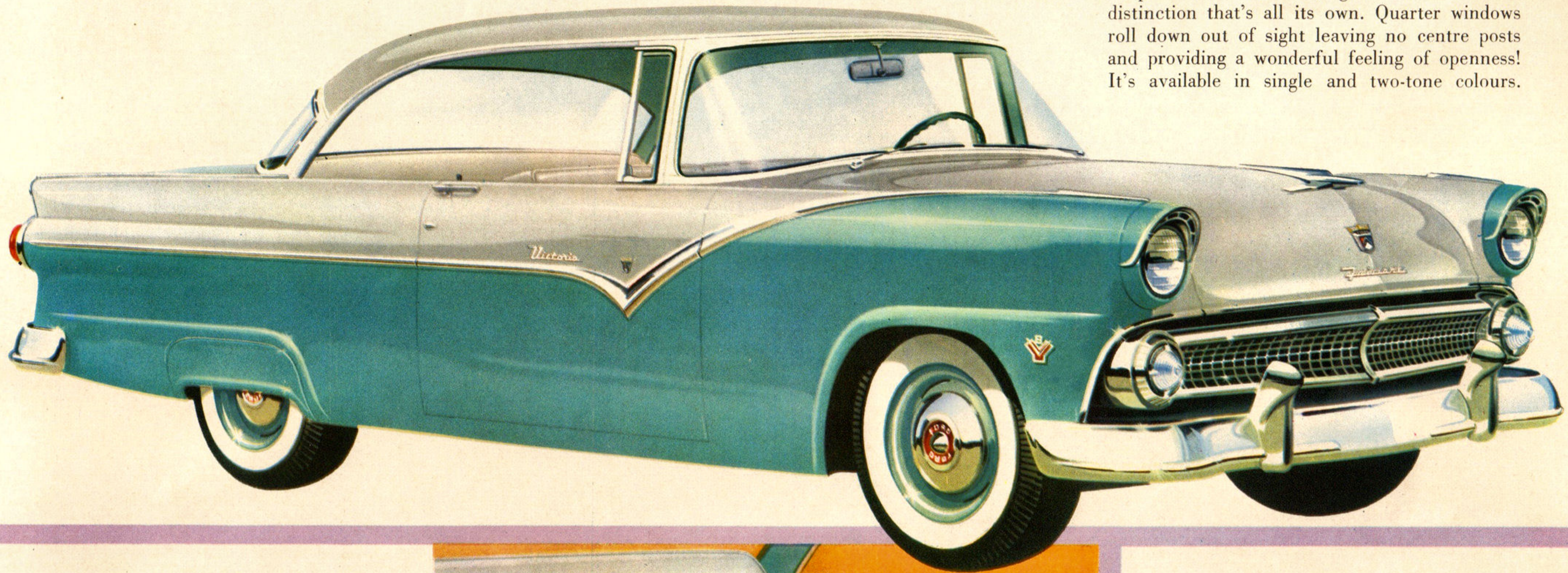
Sunliner Interiors



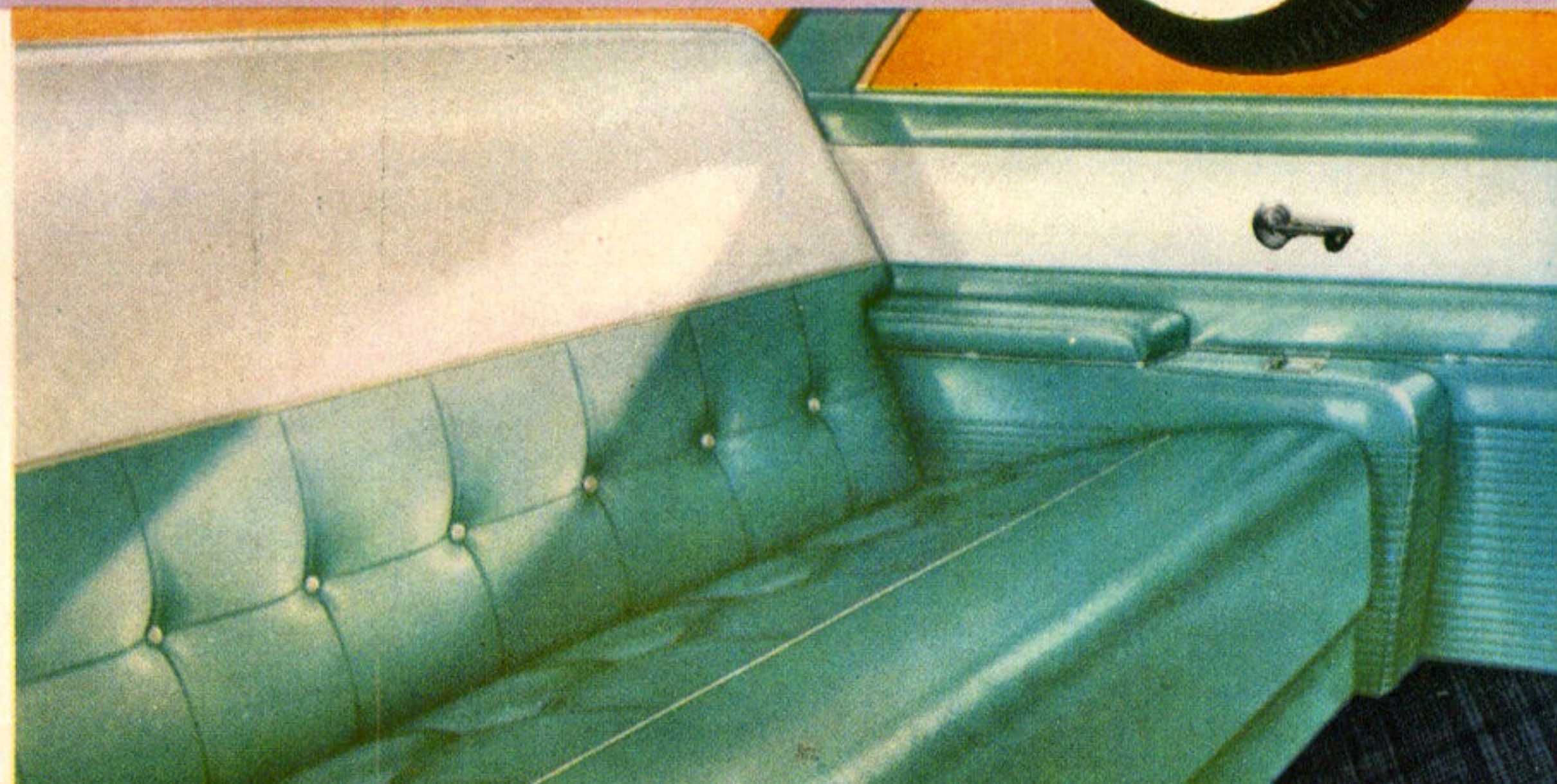
Colourful two-tone Vinahyde upholstery combinations are arranged to give you the smartest convertible interior on the road. Touch a conveniently located control and the electrically operated top moves forward, to offer you complete protection from the elements.

Fairlane Victoria

Here is a new and exciting open-sided beauty. Long, low, graceful lines, enhanced by the new wrap-around windshield, give the Victoria a distinction that's all its own. Quarter windows roll down out of sight leaving no centre posts and providing a wonderful feeling of openness! It's available in single and two-tone colours.



Victoria Interiors



In keeping with the beauty and grace of the Victoria's new exterior styling, you get the latest in modern nylon-and-Vinahyde or two-tone Vinahyde upholstery. Seats are pleated in a unique new block pattern. As in all Fairlane models, the new steering wheel and column are colour-blended with interior and exterior colours.

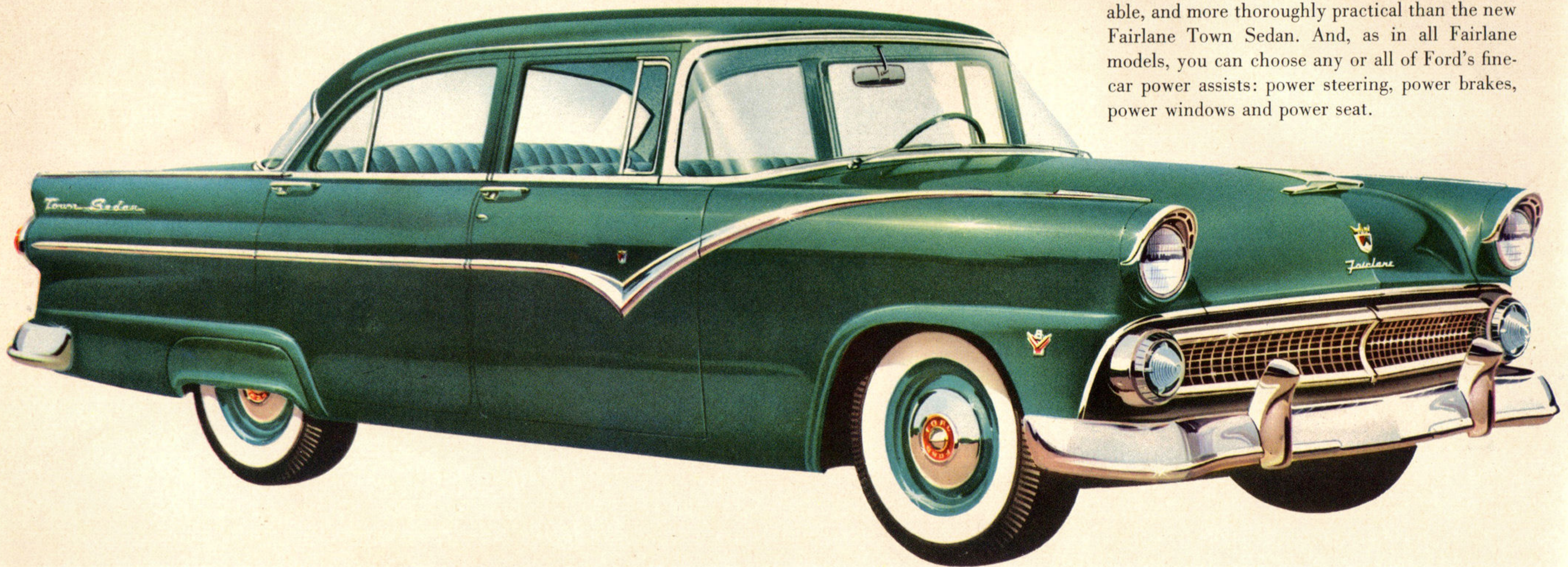
The **F**airlane Sedans for 1955

These new models strike a new note in sedan design. They bring you the maximum in convenience—together with distinction that compliments your good taste.



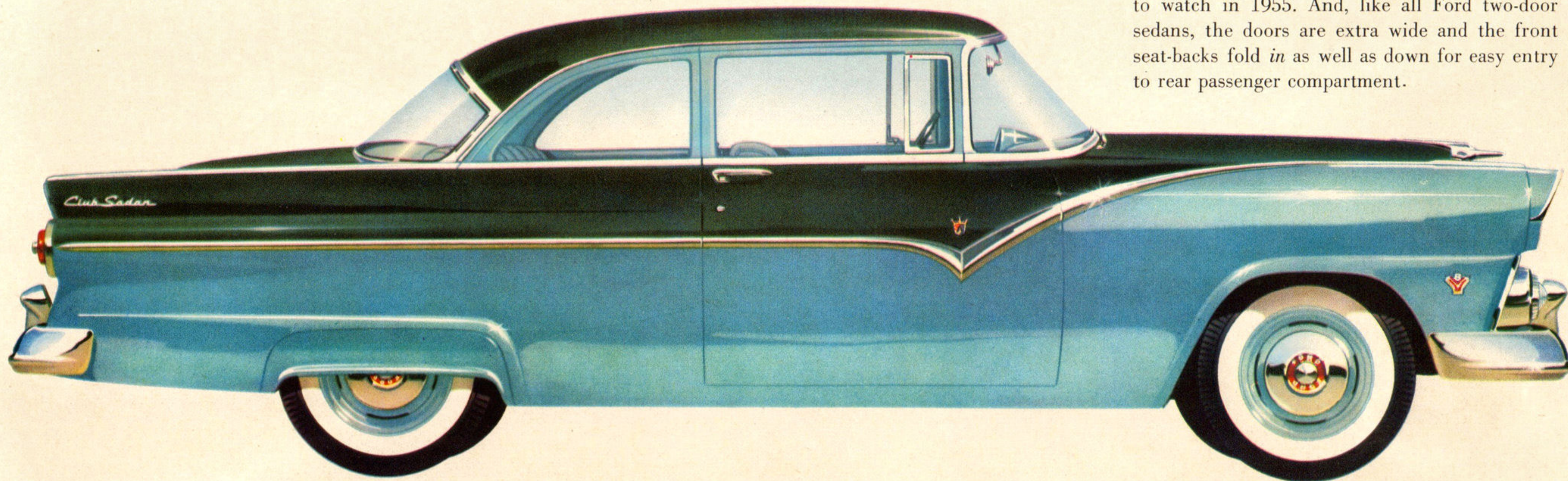
Fairlane Town Sedan

There's never been a four-door sedan more refined in appearance, more completely comfortable, and more thoroughly practical than the new Fairlane Town Sedan. And, as in all Fairlane models, you can choose any or all of Ford's fine-car power assists: power steering, power brakes, power windows and power seat.

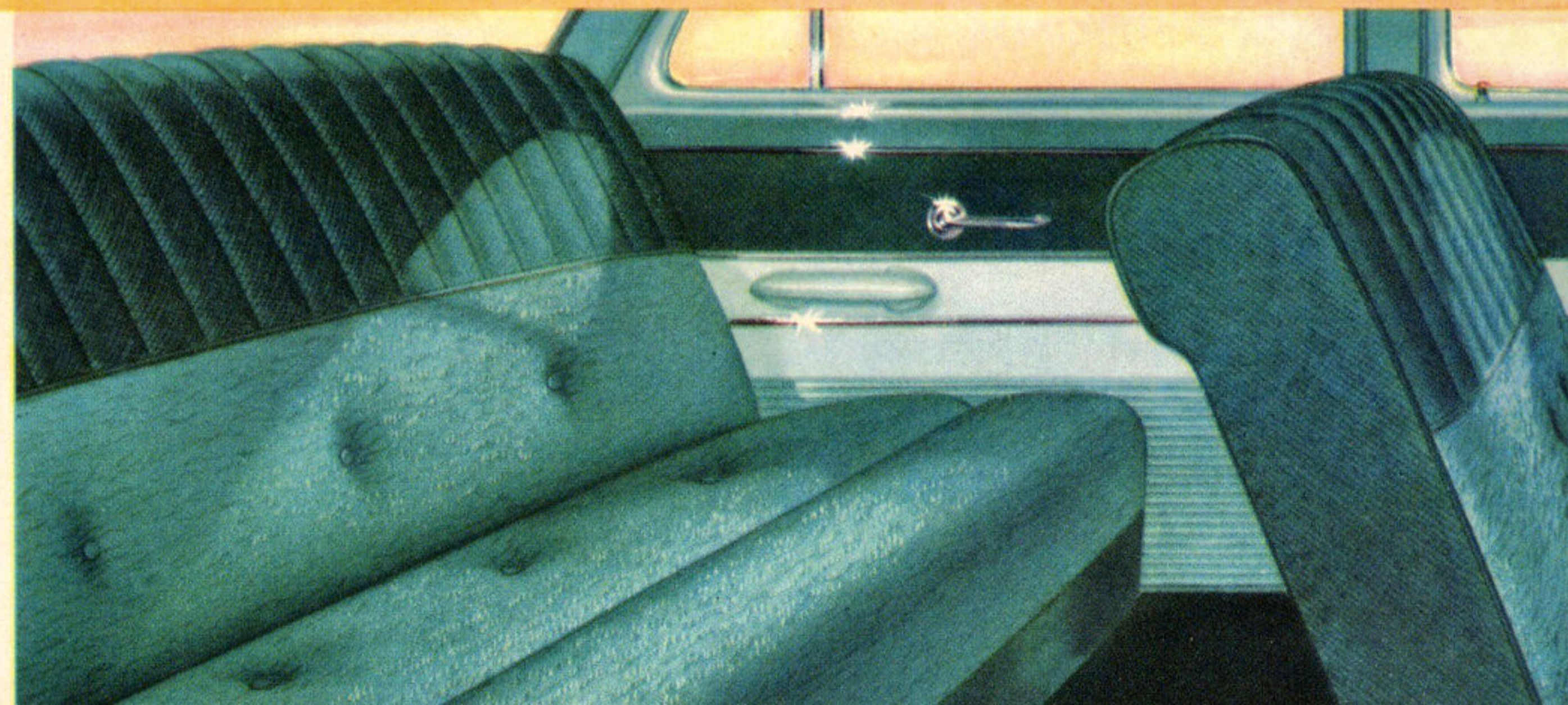


Fairlane Club Sedan

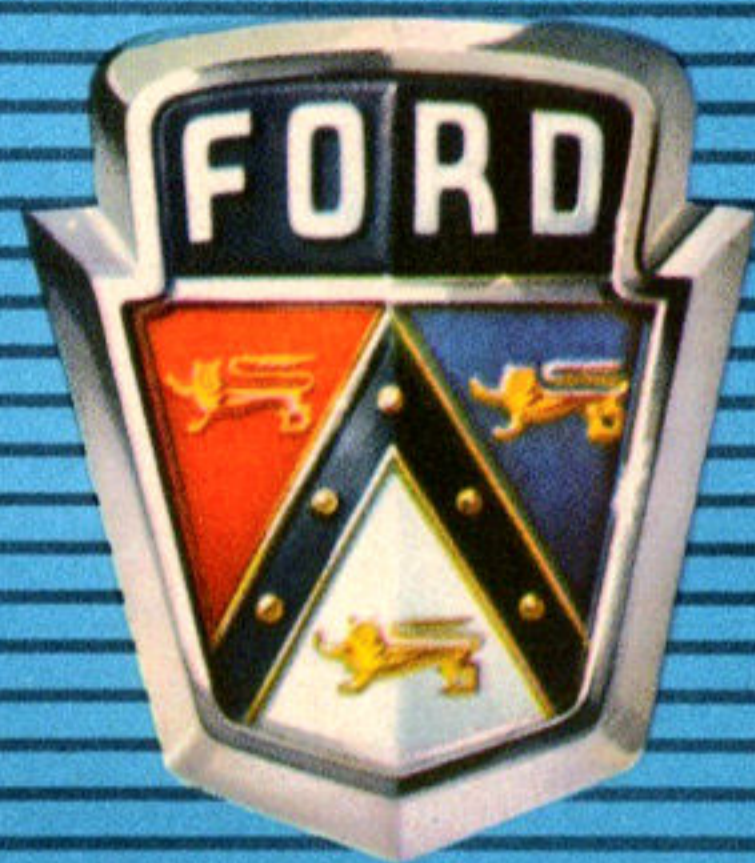
A completely new model, the Fairlane Club Sedan offers a "richness" of style, trim and upholstery that clearly marks this two-door sedan as the car to watch in 1955. And, like all Ford two-door sedans, the doors are extra wide and the front seat-backs fold *in* as well as down for easy entry to rear passenger compartment.



Town Sedan and Club Sedan Interiors



The Town Sedan and Club Sedan offer the last word in rich interior decoration. Contoured seats are upholstered in glamorous new metallic-threaded nylon with pleated nylon bolsters in a harmonizing colour. Door panels are decorated with a distinguished modern motif.



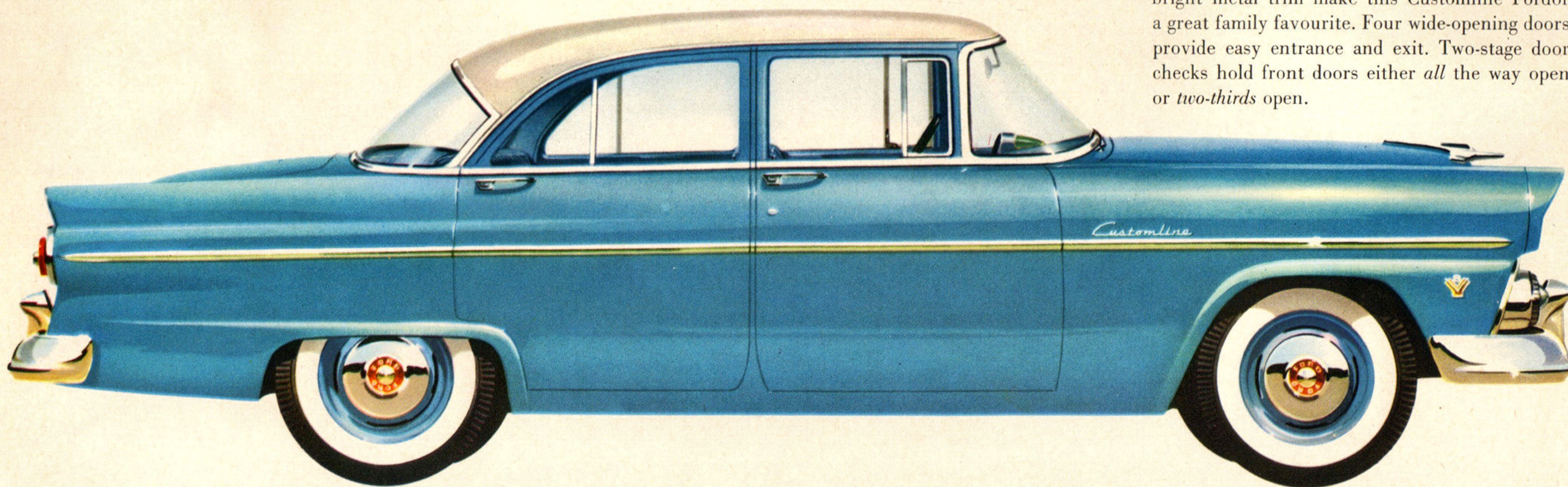
C Customline... Two Distinctive New Sedans

The Ford Customline for 1955 includes a two-door and a four-door sedan.

Both offer new comfort, new look-ahead styling for the modern family.

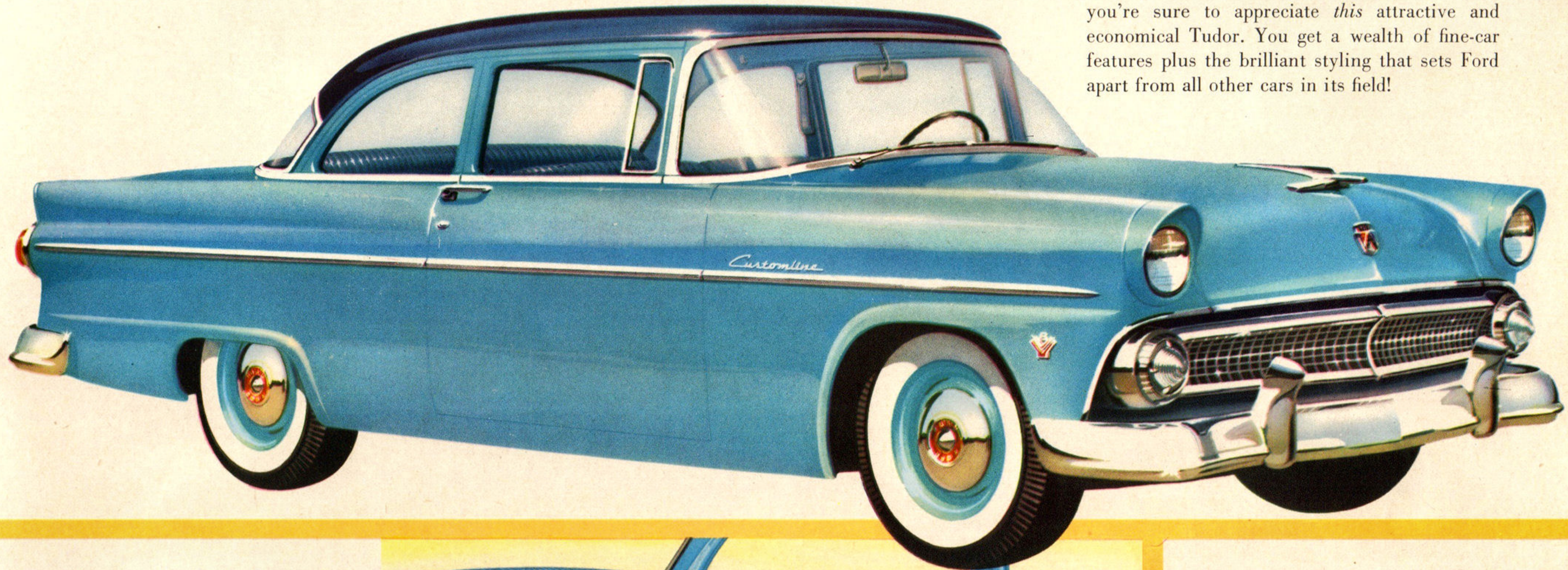
Customline Fordor

Graceful, clean-cut lines and smart touches of bright metal trim make this Customline Fordor a great family favourite. Four wide-opening doors provide easy entrance and exit. Two-stage door checks hold front doors either *all* the way open or *two-thirds* open.

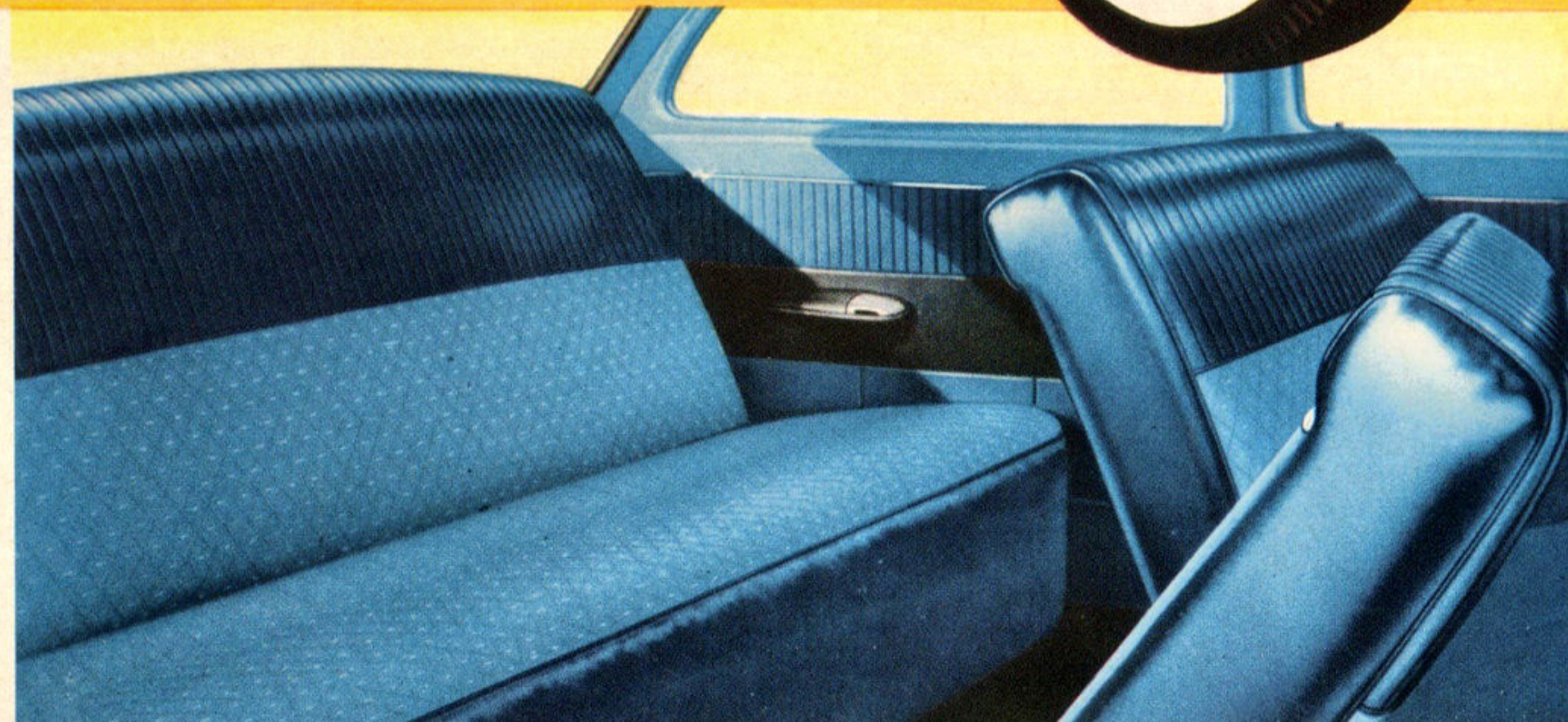


Customline Tudor

You may like a two-door for its trim appearance . . . or for the added safety it provides when you have the children along. Whatever your reason, you're sure to appreciate *this* attractive and economical Tudor. You get a wealth of fine-car features plus the brilliant styling that sets Ford apart from all other cars in its field!

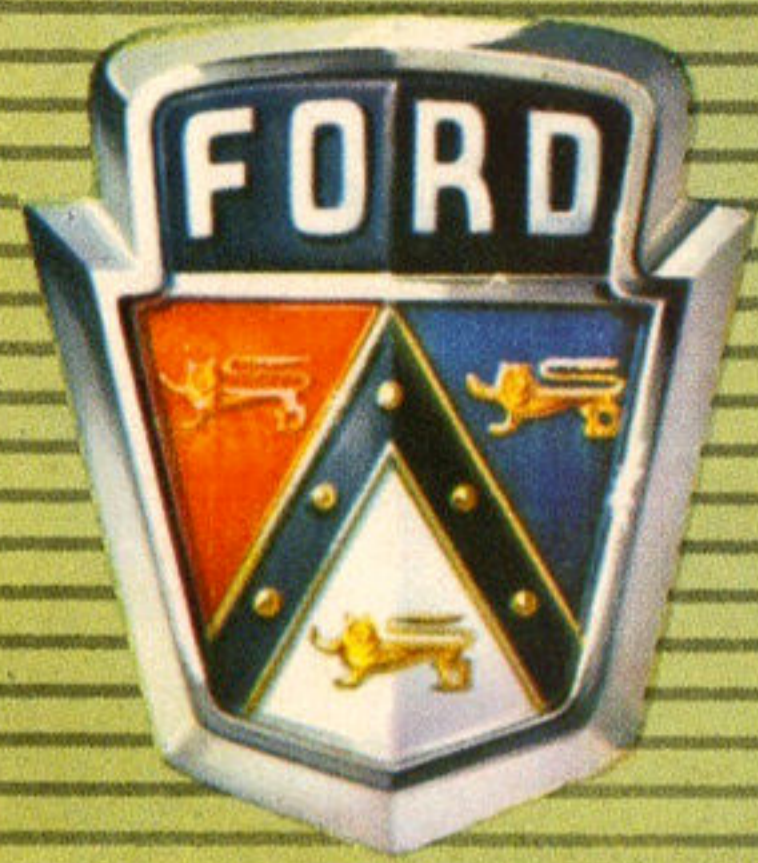


*Tudor and Fordor
Interiors*



Here are dreams come true! Both models have lounging room for six big passengers. Both have new, ultra-smart upholstery and trim. And both have the wonderful, welcoming comfort of foam-rubber cushioned seats . . . softly padded arm rests both front and rear.

(Tudor Interior illustrated)

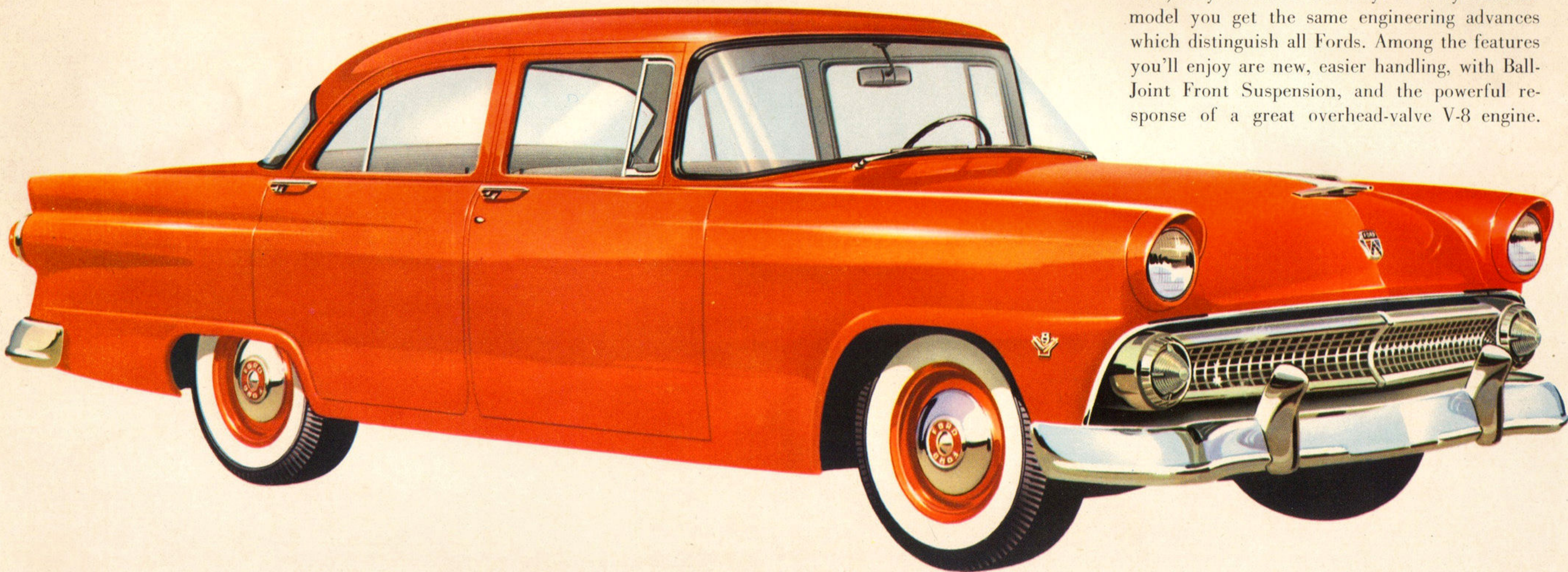


M *ainline... Three Smartly Practical New Body Styles*

Clean exterior lines and graceful contours give these three Ford Mainline beauties a well-tailored look that "belongs" wherever you drive.

Mainline Fordor Sedan

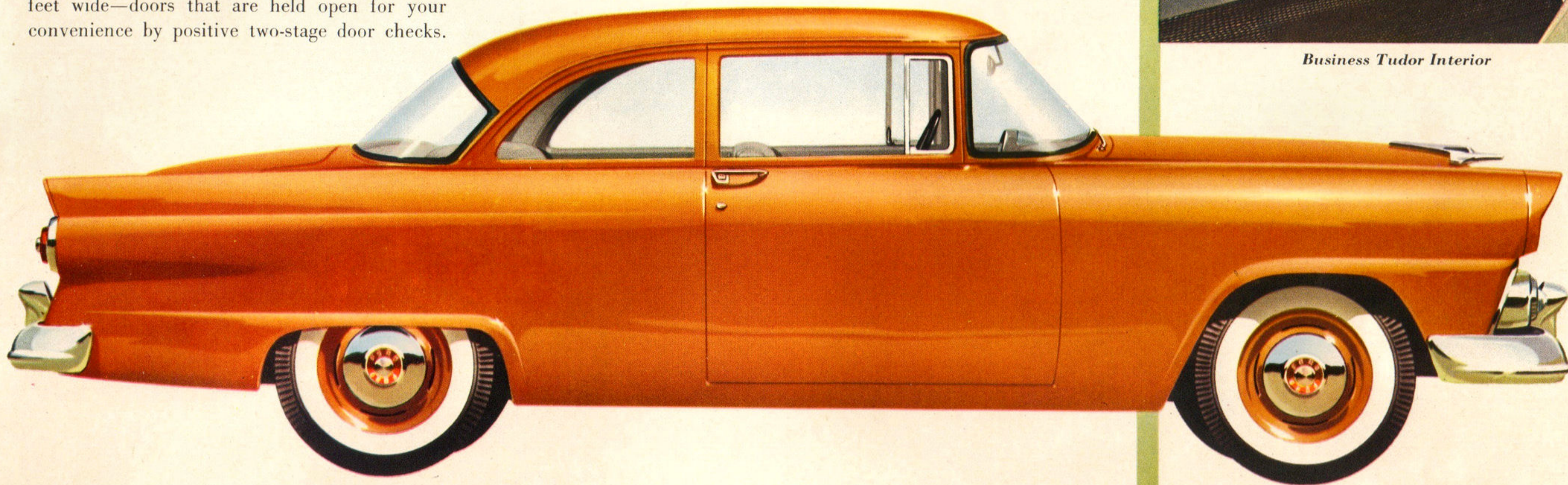
Four extra-large doors (each more than a yard wide) let you in and out easily. In every Mainline model you get the same engineering advances which distinguish all Fords. Among the features you'll enjoy are new, easier handling, with Ball-Joint Front Suspension, and the powerful response of a great overhead-valve V-8 engine.



Mainline Tudor Sedan

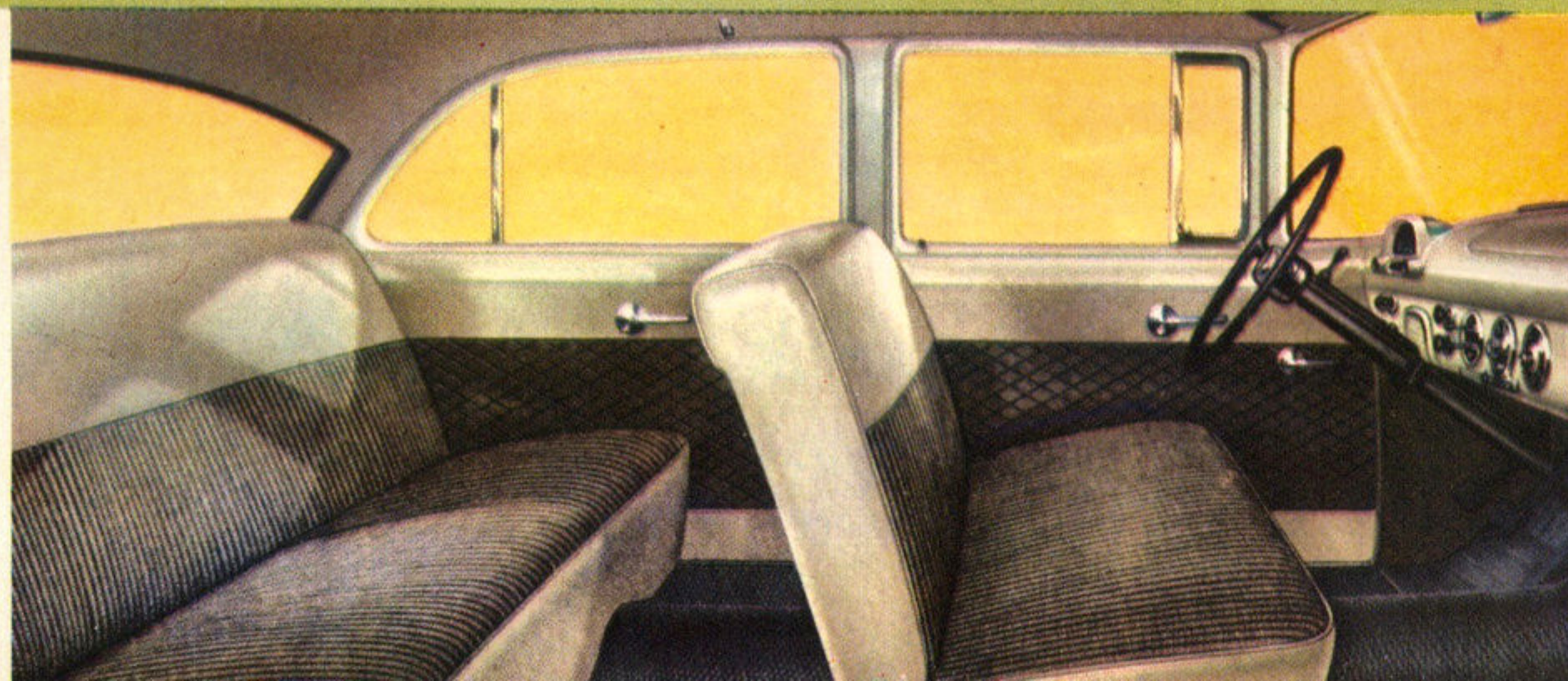
Here's a two-door beauty to be proud of . . . with comfort you might expect only in cars costing hundreds more. Both Ford's Mainline Tudor and Business Sedan have doors that are nearly four feet wide—doors that are held open for your convenience by positive two-stage door checks.

Business Tudor: Mainline Tudor is also available in this special version, with the back seat removed to provide up to 60 cu. ft. of usable carrying space . . . the ideal model for the commercial man.



Business Tudor Interior

Tudor and Fordor Interiors

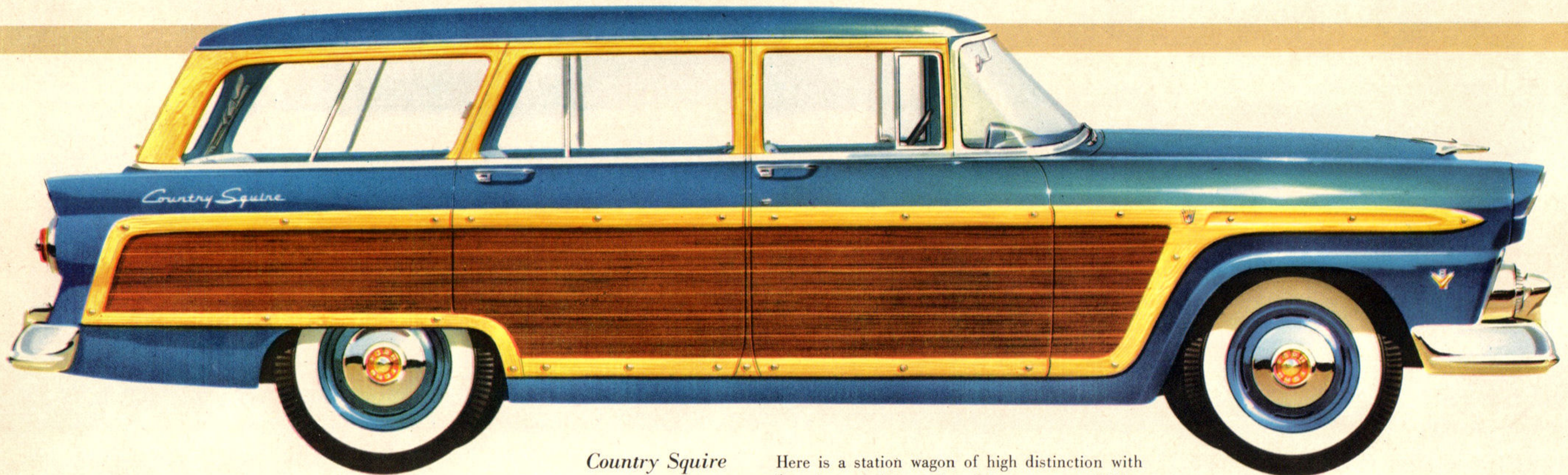


Mainline Tudor and Fordor offer roomy comfort for six big six-footers. That means *lots* of hip, shoulder, leg and head room. Durable, easy-to-clean Vinahyde and fabric upholstery blends beautifully with the exterior colour of your choice.

(Fordor Interior illustrated)

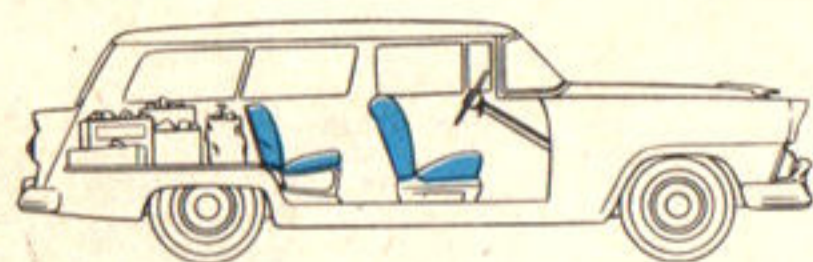
Ford Station Wagons for 1955

Ford, long the builder of Canada's favourite station wagons, now presents *four* new, all-steel, do-it-all beauties. You're bound to find one precisely suited to your needs and tastes—be it four-door or two-door . . . six passenger or eight . . .

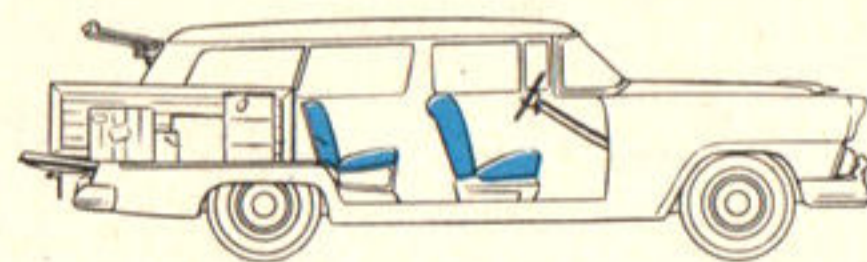


Country Squire

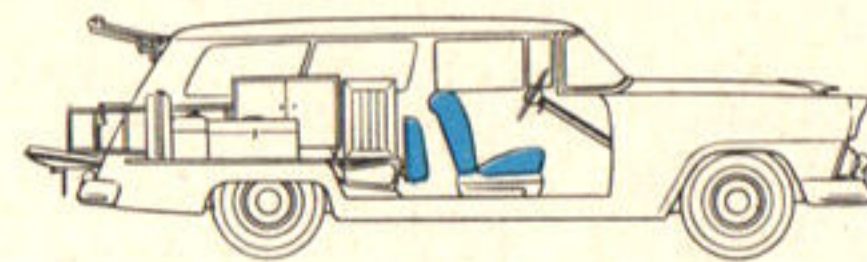
Here is a station wagon of high distinction with four doors and room for eight passengers. Mahogany-grain-finished panels are framed with wood-grained glass fibre mouldings.



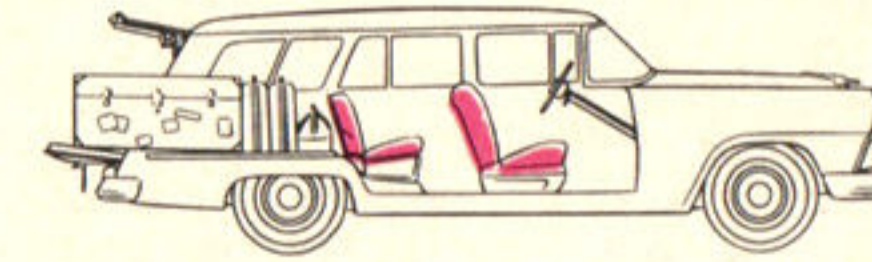
*Six-passenger
Station Wagons*



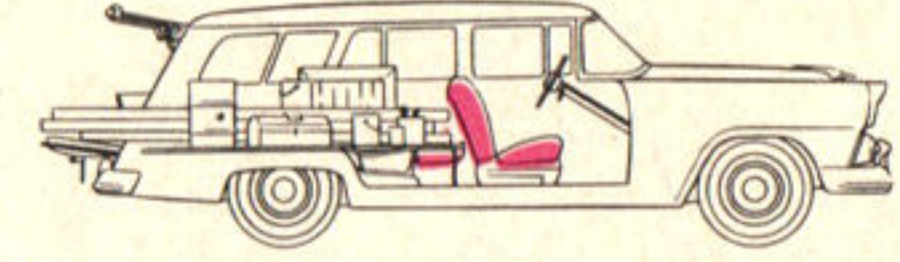
With Stowaway seat up there's room for six and plenty of luggage. Tail gate may be lowered for additional cargo. With Stowaway seat down there's room for three and you have over eight feet of load length to end of tail gate.

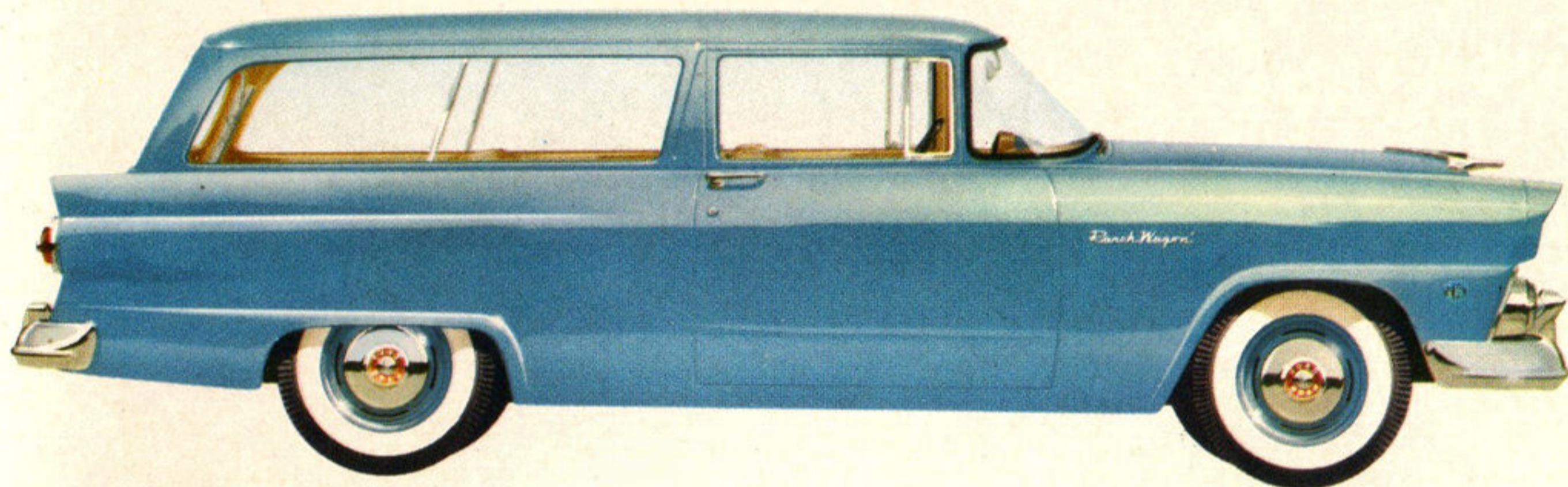


*Eight-passenger
Station Wagons*



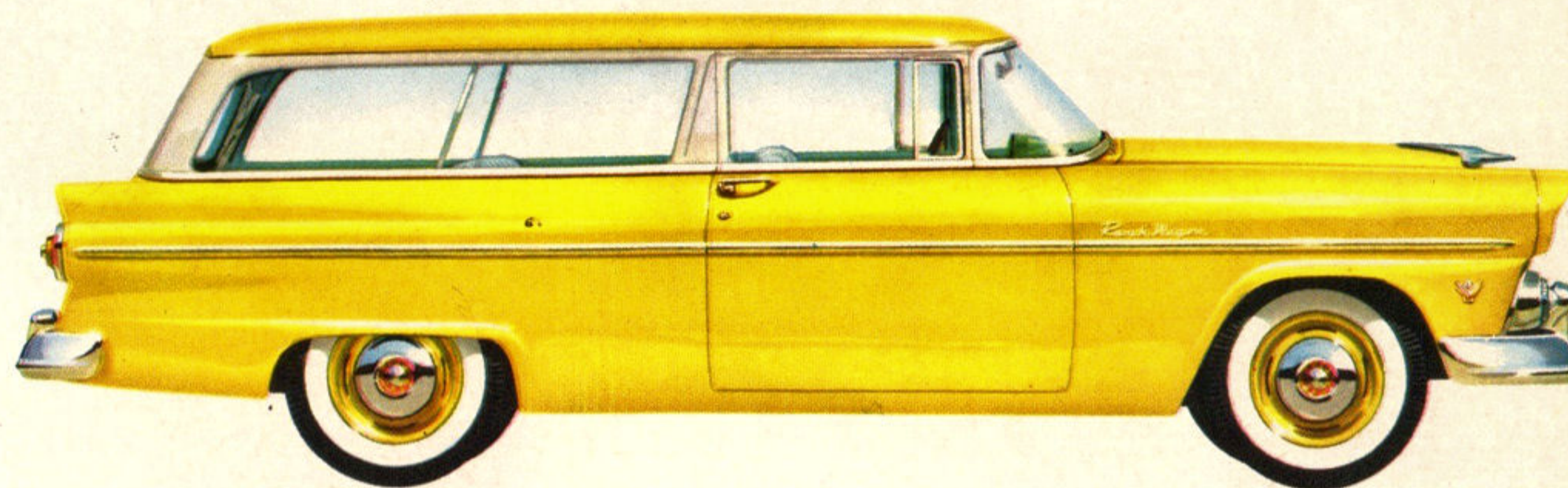
All seats in place, there's room for eight. Back seat lifts out easily to provide extra luggage room and seats for six. Then Stowaway seat folds flush with the floor for nearly nine feet of level load length to end of tail gate.





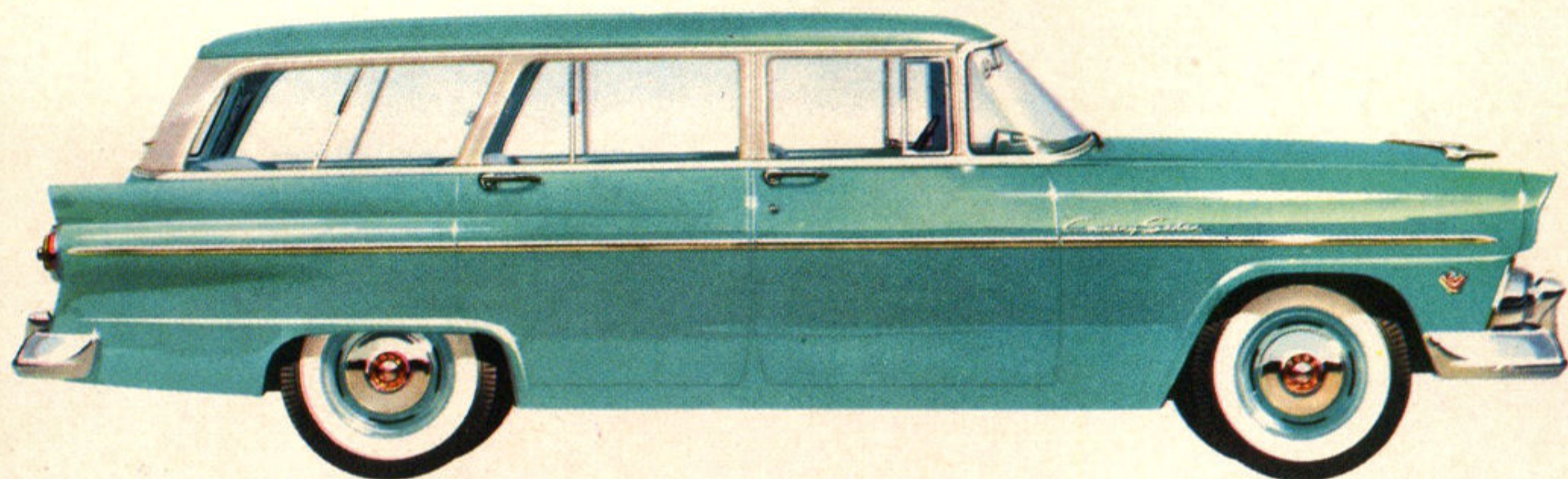
Ranch Wagon

This two-door, six-passenger beauty features simple, clean-cut exteriors—and a choice of two beautiful, long-wearing, woven plastic or Vinahyde upholstery combinations.



Custom Ranch Wagon

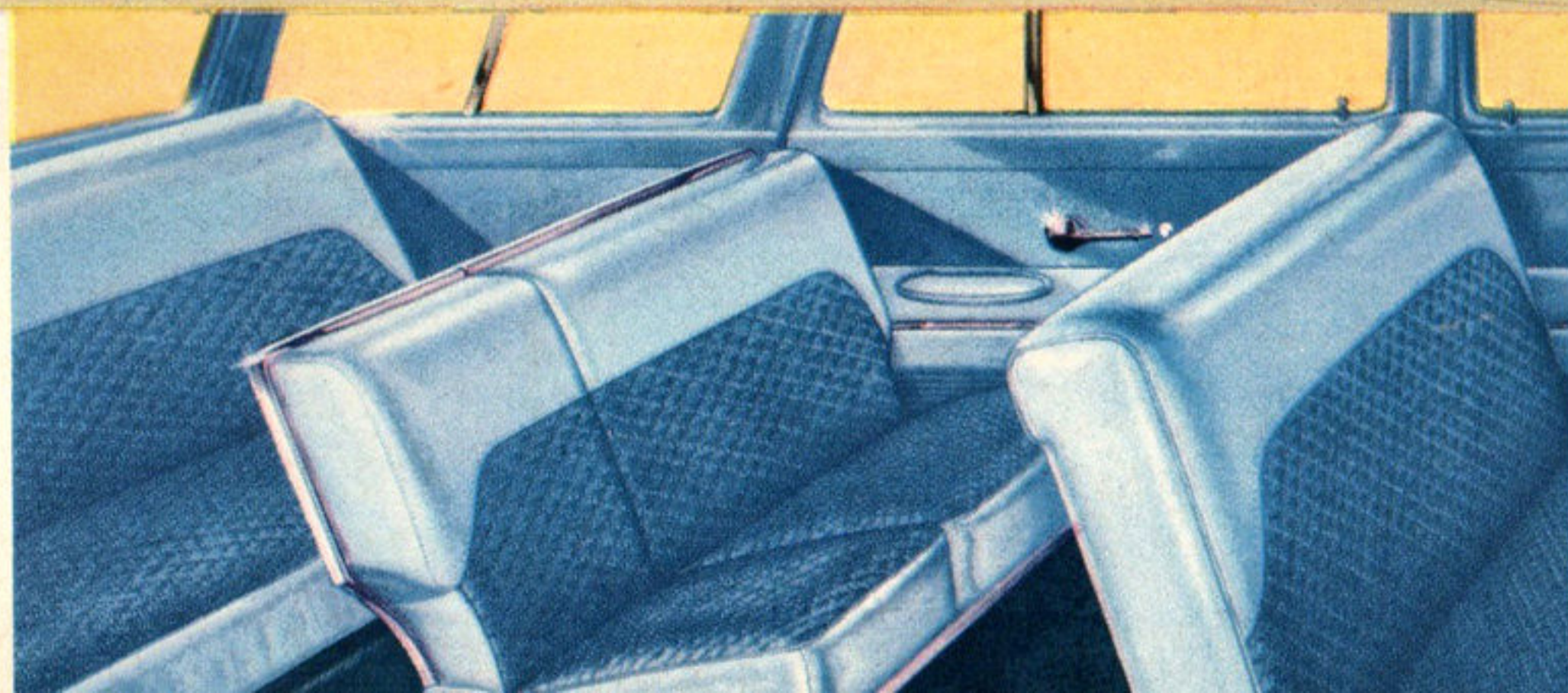
The extra-colourful interiors of this six passenger, two-door beauty harmonize with attractive single or two-tone body colours. New exterior trim complements graceful body lines.



Eight-passenger Country Sedan

As in the Country Squire, there's room for eight or all your freight in this smart, new beauty. Four doors and convenient folding centre seat give easy access for all eight passengers.

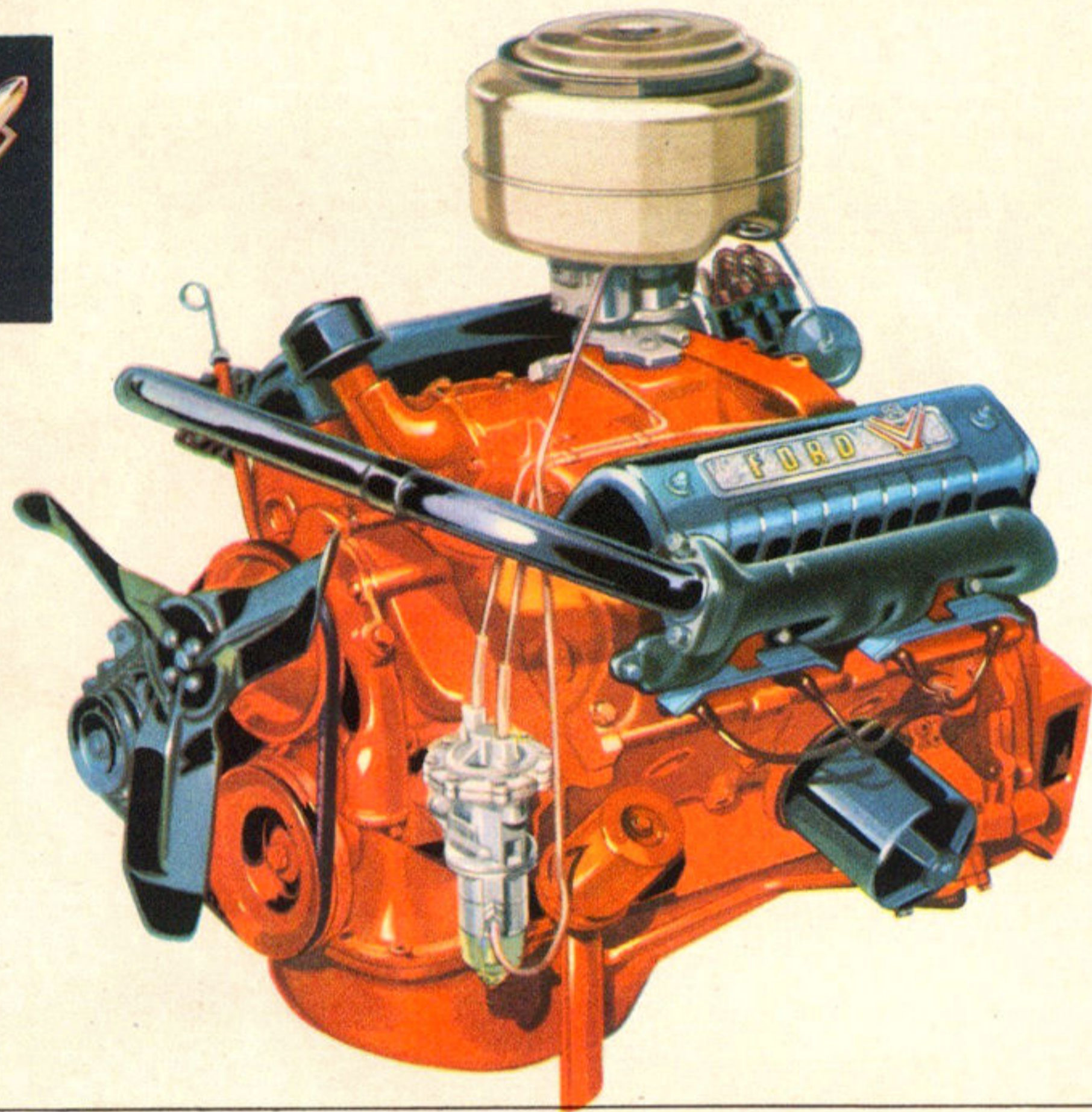
Station Wagon Interiors



This smart, sparkling Country Squire interior gives an excellent idea of the beauty to expect in all of Ford's Station Wagons for '55. All offer ultra-modern colours in woven plastic or Vinahyde. Non-scuff, ribbed linoleum flooring is colour-harmonized with interiors.

New TRIGGER-TORQUE Power in the '55 Ford

The new high-torque Y-block V-8



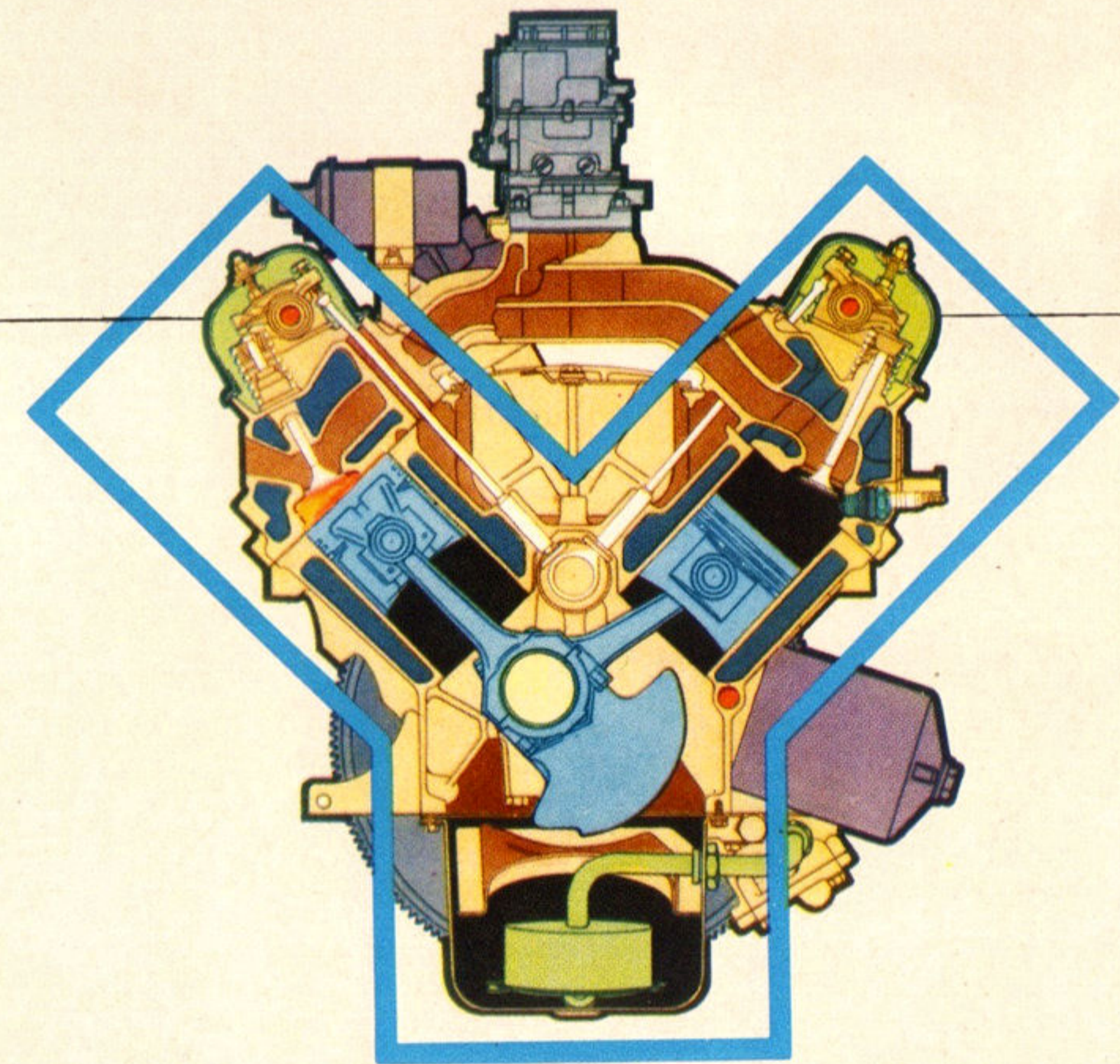
For 1955, Ford brings you a new, high-torque V-8 engine, the product of over 23 years' experience in building V-8's (Ford has built more than all other manufacturers combined). This new Ford V-8 stands as another engineering triumph, for it gives you the performance and safety advantages of "Trigger-Torque" power. "Torque" is the force developed by the

engine to give you the "get-away" power or "pick-up" which you need for every phase of today's driving. And this new Ford engine is capable of developing much higher torque throughout the full range of driving speeds. The result is new "Trigger-Torque" power for the finest all-speed responsiveness ever delivered by a Ford engine.

Many new advances make all this possible. This new V-8 has nearly 14% greater displacement and a higher compression ratio, for example. There are new free-flow intake and exhaust systems for fast, even fuel distribution (dual exhausts on Fairlane and Station Wagon models). There are brand-new, deposit-resistant, 18 mm. turbo-action spark plugs (a Ford "first") . . . and

new turbo-wedge combustion chambers.

In addition, the new Y-block V-8 has design features that mean finer performance in every way. There's rigid deep-block construction for longer life and smoother operation . . . low-friction design for less wear—more power from less gas . . . and Ford's exclusive power-boosting, fuel-saving Automatic Power Pilot.



New SPEED-TRIGGER Fordomatic Drive

New automatic low gear makes it more versatile than ever

FORDOMATIC DRIVE* for '55 is smoother and more versatile than ever. It embodies a new automatic low gear for extra-fast starts or quicker, safer passing at low speeds.

Here's what it does for you. First, with selector set at Drive (DR) you may start in either low gear or intermediate as you prefer. For a real "Speed-Trigger" start just press the accelerator to the toe-board and you'll flash away in low gear . . . with transmission shifting automatically from low to intermediate to direct. For most driving, starts will be through intermediate gear as in previous Fordomatics. Second, if you want extra pick-up at low speeds (below about 18 mph) you can shift back to low gear simply by depressing accelerator to toe-board.

And, of course, you can "kick down" to intermediate for extra passing ability at higher speeds (up to about 58 mph).



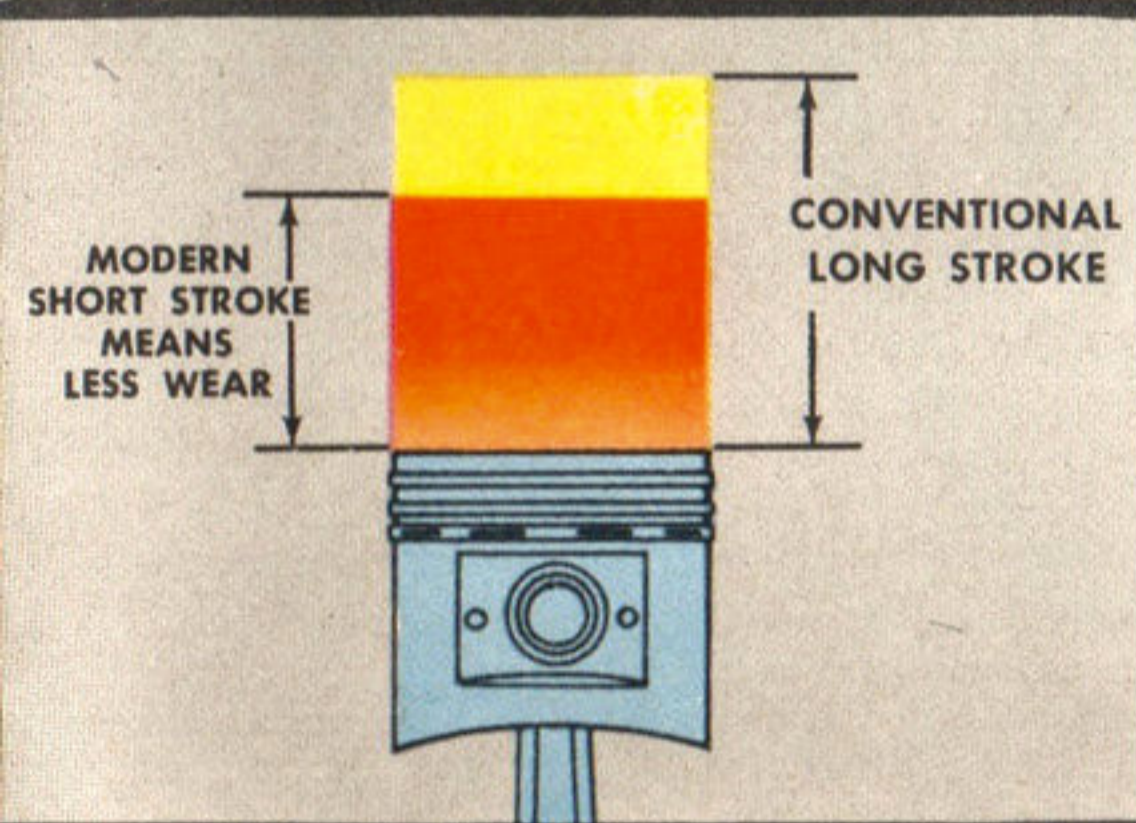
New Safety-Sequence Selector is mounted in control panel just above steering column where it's easier to see. It is illuminated for easy night reading.

OVERDRIVE* is an automatic "4th gear" that lets your engine loaf along at 35 miles an hour while your car's doing 50 . . . saves you up to 15 cents on every gas dollar . . . makes driving smoother, quieter, more relaxing . . . adds greatly to engine life. And, for extra "Go" when you need it . . . to get by a slower moving vehicle, or for hill climbing . . . just press the accelerator all the way down and direct drive takes over.

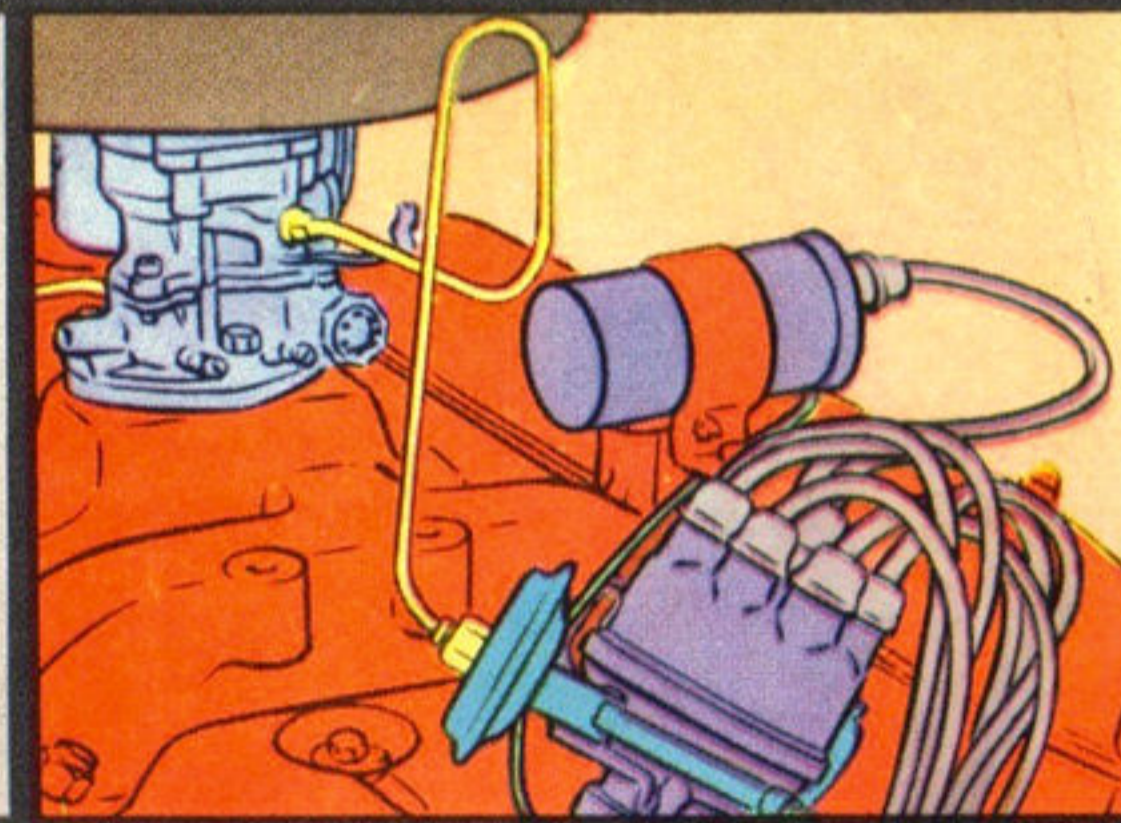
CONVENTIONAL DRIVE has higher torque transmitting capacity for 1955. It is teamed with Ford's new, heavier-duty semi-centrifugal clutch (with heavier pressure-plate springs) plus suspended clutch pedal, for easy, quiet manual shifting.

(* Optional at Extra Cost)

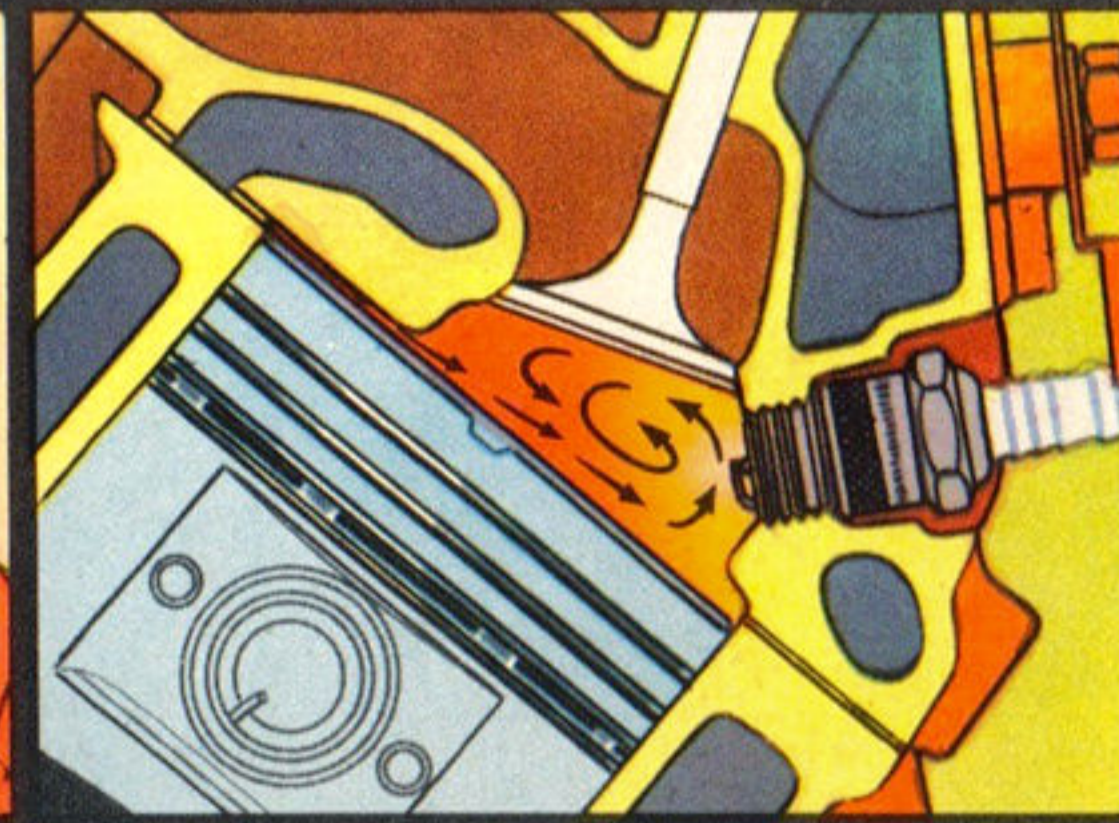
Ford V-8 Engines have these 5 features



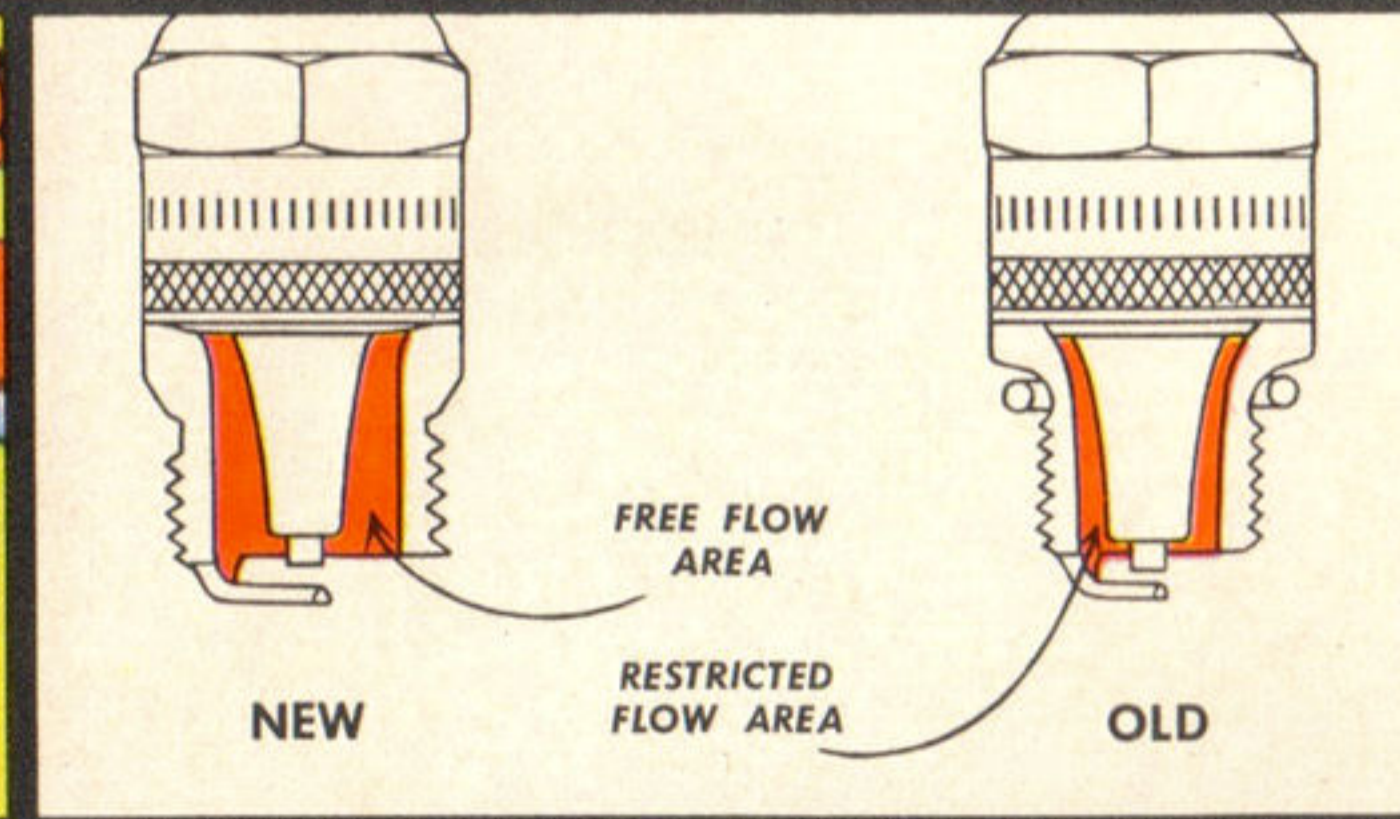
Low-Friction Design means that pistons travel a shorter distance for a given amount of car travel. This means less energy loss, more available power, longer engine life.



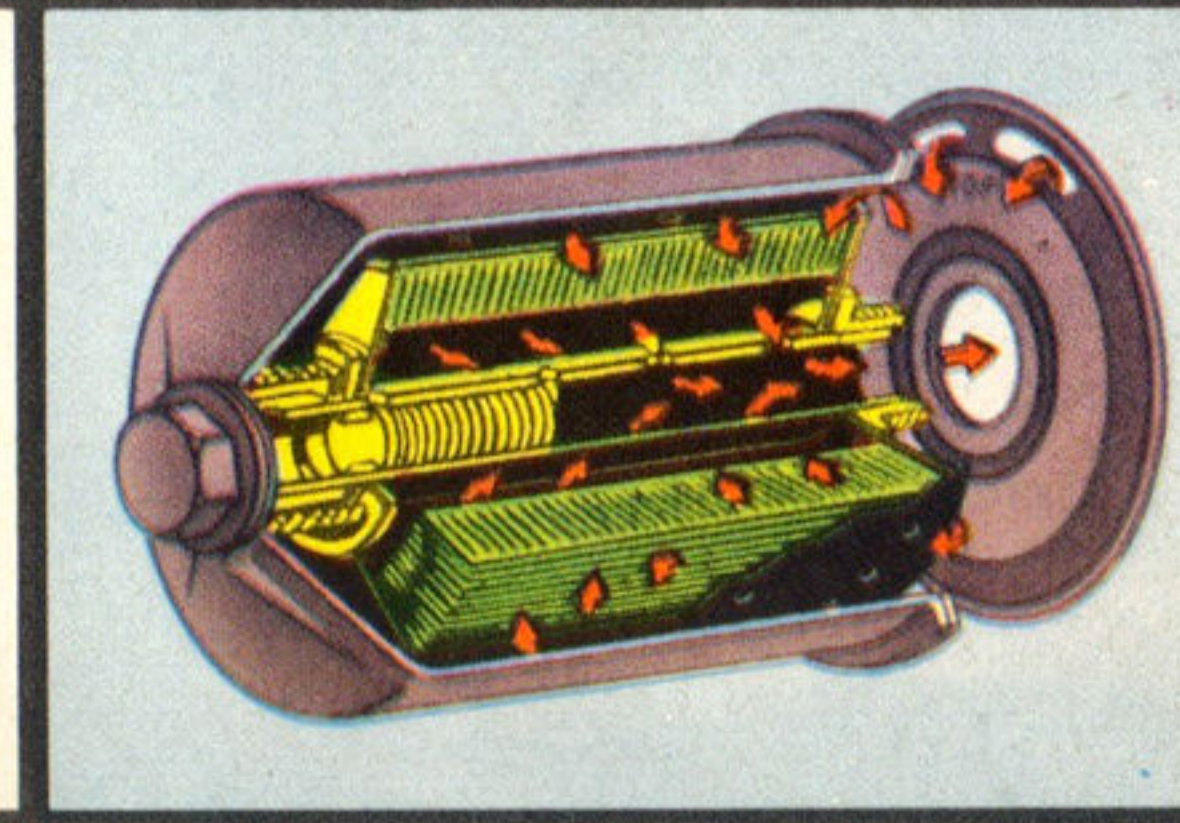
Automatic Power Pilot makes sure just the right gas mixture is ignited at the right instant and burned completely to give you the most "Go" from every drop of gas.



Turbo-Wedge Combustion Chambers are wedge-shaped to swirl fuel-air mixture into a virtual tornado for fast, smooth more complete burning.



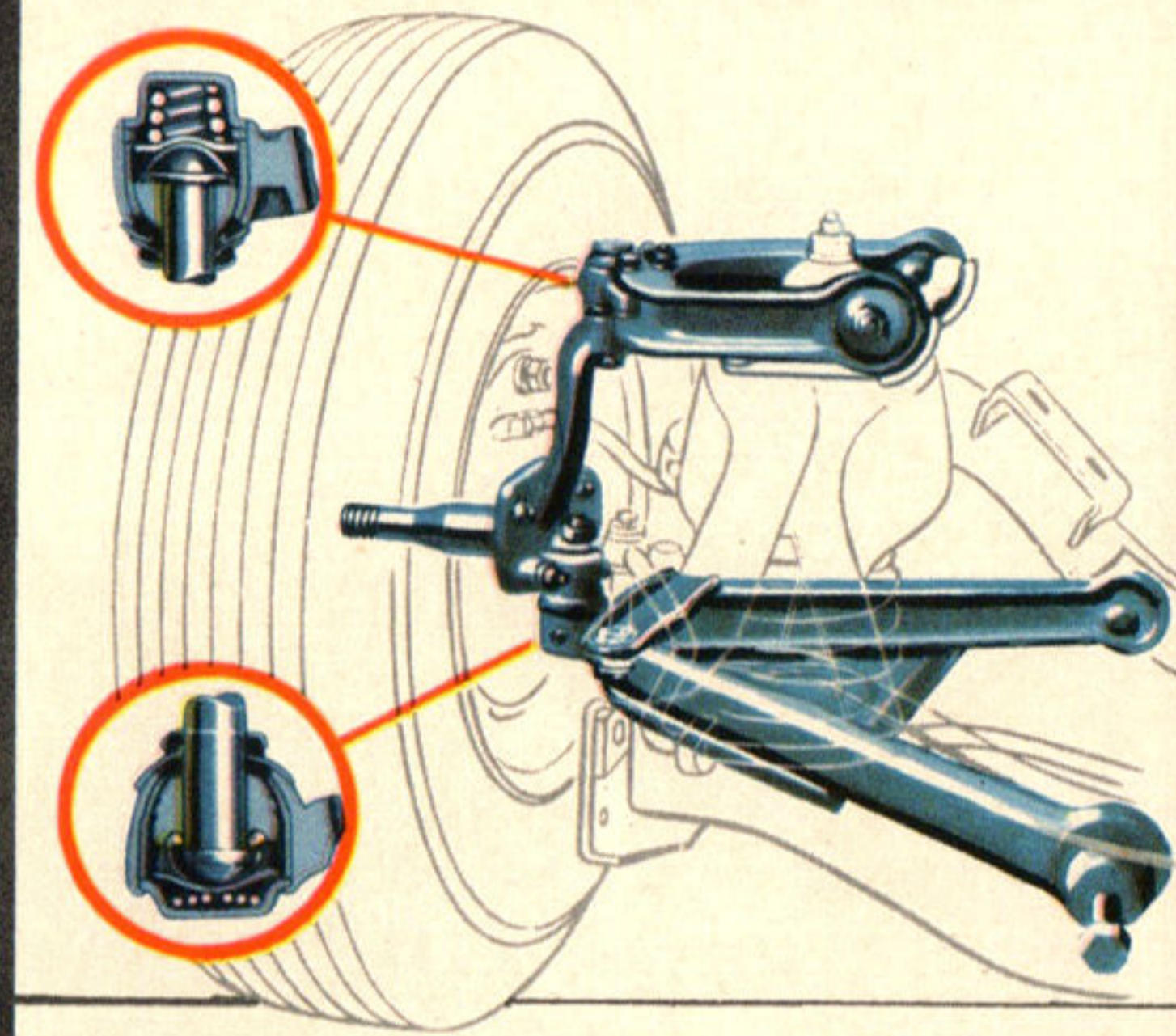
New 18mm spark plugs (a Ford "first"), specially designed for this new, high-compression type of engine, resist formation of deposits up to 3 times as long as conventional plugs, assure top performance.



Full-Flow Oil Filter cleans all the oil in your engine all the time to keep harmful abrasives from vital bearing surfaces. This reduces wear up to 66%.

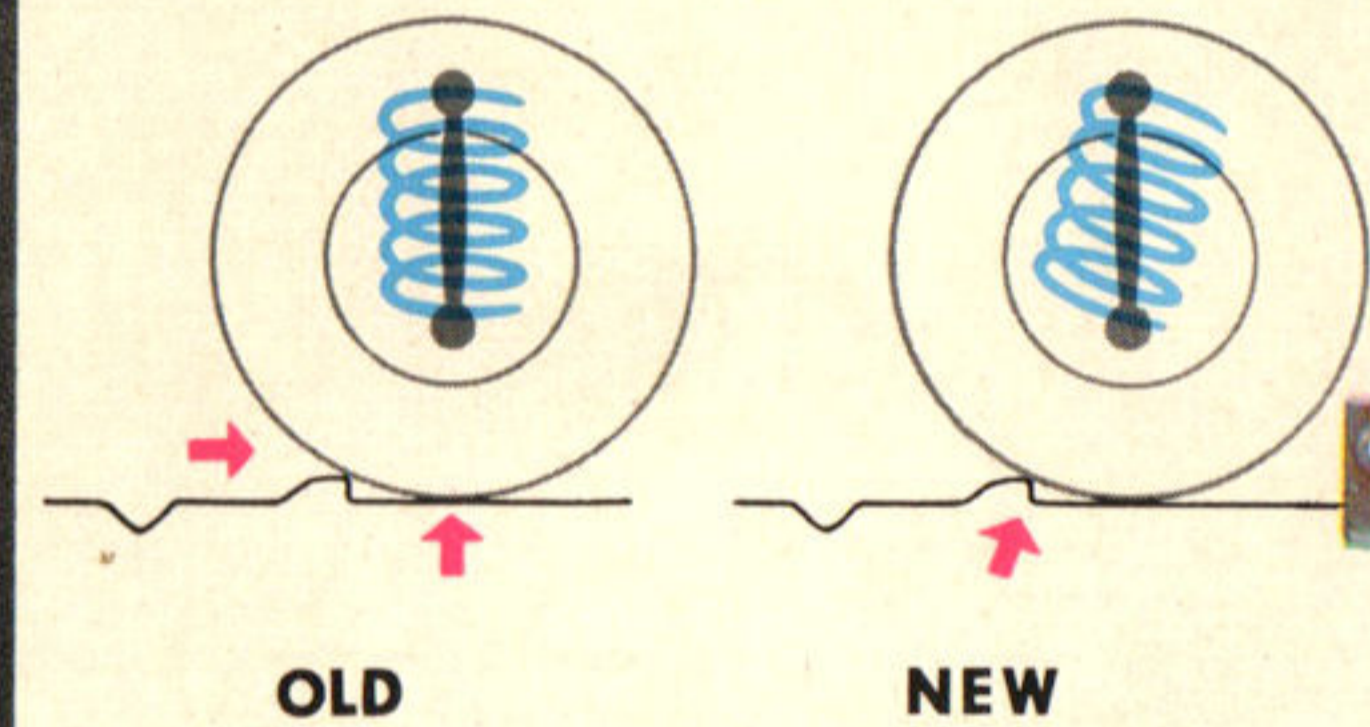
Ball-Joint Front Suspension

Here's the most modern suspension of all! Movement of wheels is controlled through ball joints whether in up-and-down motion (when wheels travel over rough spots) or in steering motion (when wheels turn right or left). Ball joints have specially-shaped seats that can't bind or get out of line. This means consistently easy handling.



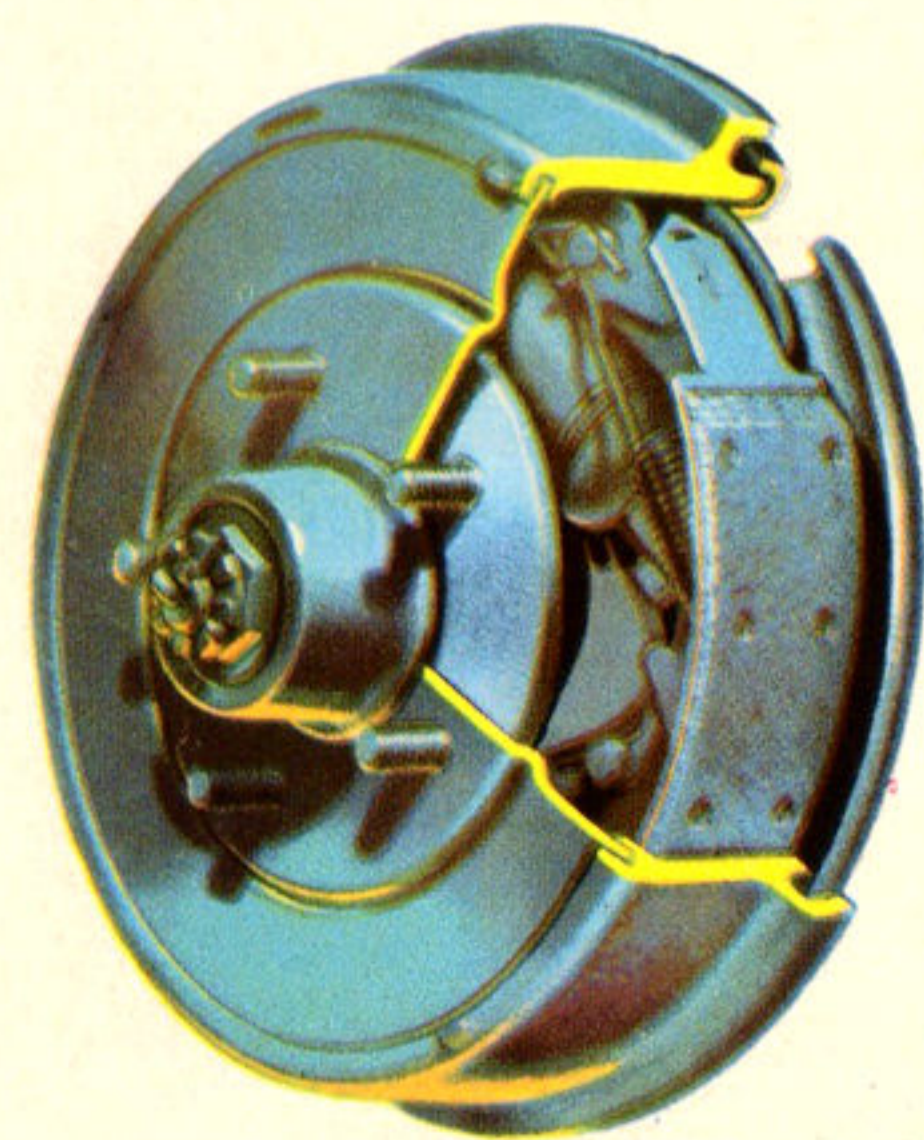
New Angle-Poised Ride

Ball-Joint Suspension is tilted so springs may absorb shock from the front as well as up-and-down. This enables front wheels to glide over annoying little bumps much like the tip of a ski. The "road joint jar" you get from imperfections and joints in paved surfaces is thus reduced by up to 15% in the new Ford.

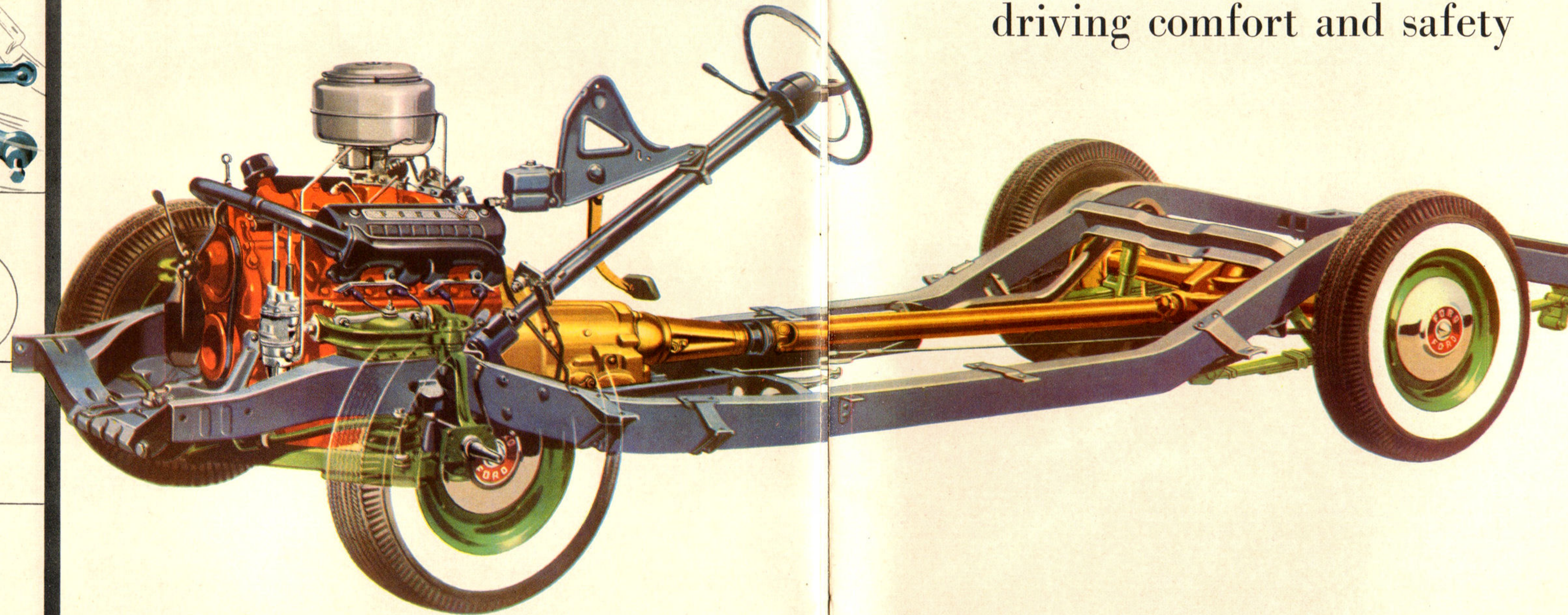


New Magic-Action Brakes

Brakes are 10% larger for '55 and more rugged in construction. Linings last up to 50% longer. Front brakes are double sealed to keep out dirt and water. Brake master cylinder is mounted on front of dash where it's easy to inspect and service. Ford brakes are outstanding in their ability to provide easy, straight-line stops.



The last word in chassis design . . . for the last word in driving comfort and safety



One of the first things you'll notice when you drive the 1955 Ford is that the ride is unbelievably smooth—that *all* handling is remarkably easy.

The smoother ride is a direct result of Ford's advanced tailored-to-weight front springs, Ford's rubber-mounted three-piece front stabilizer, Ford's Variable-Rate Rear Spring Suspension,

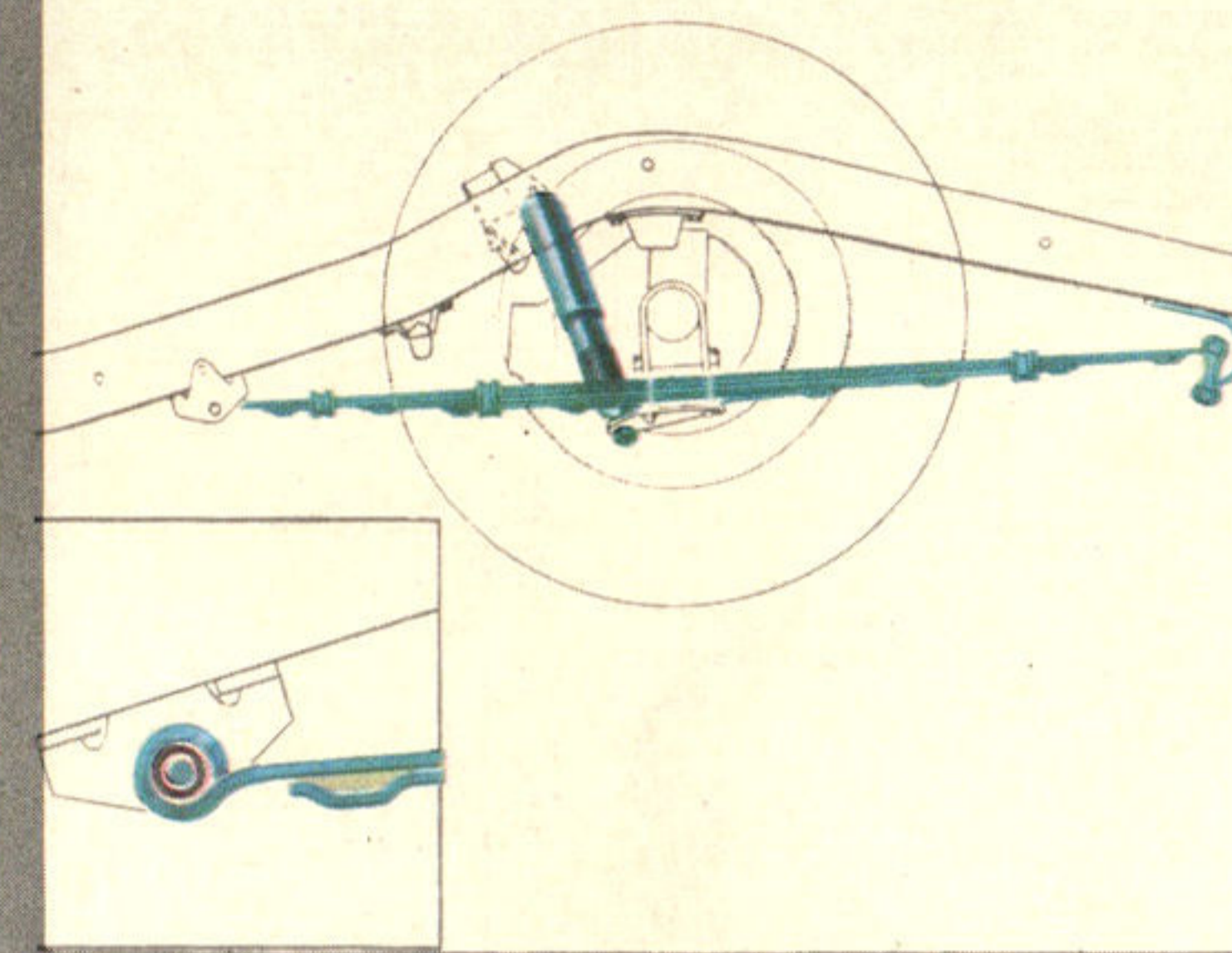
Ford's diagonally-mounted rear shock absorbers and, most important, Ford's new Angle-Poised Ball-Joint Front Suspension system. These features all work together as a smoothly co-ordinated team to adjust instantly and *automatically* to every road condition—giving you a consistently smooth, soft and steady ride.

There is another important chassis feature which adds to Ford's wonderful new performance. Whichever model, engine and transmission combination you choose, you get one of Ford's seven special, Torque-Tailored Rear Axle Ratios to give you just the right over-all drive ratio for brilliant new Trigger-Torque response.

There are many other chassis features of importance, too: the easy steering that derives from Ford's symmetrical steering linkage . . . the blow-out and puncture-resisting qualities of tubeless tires (plus their softer ride, quieter cornering) . . . the easy operation and space-savings of suspended pedals . . . to name a few.

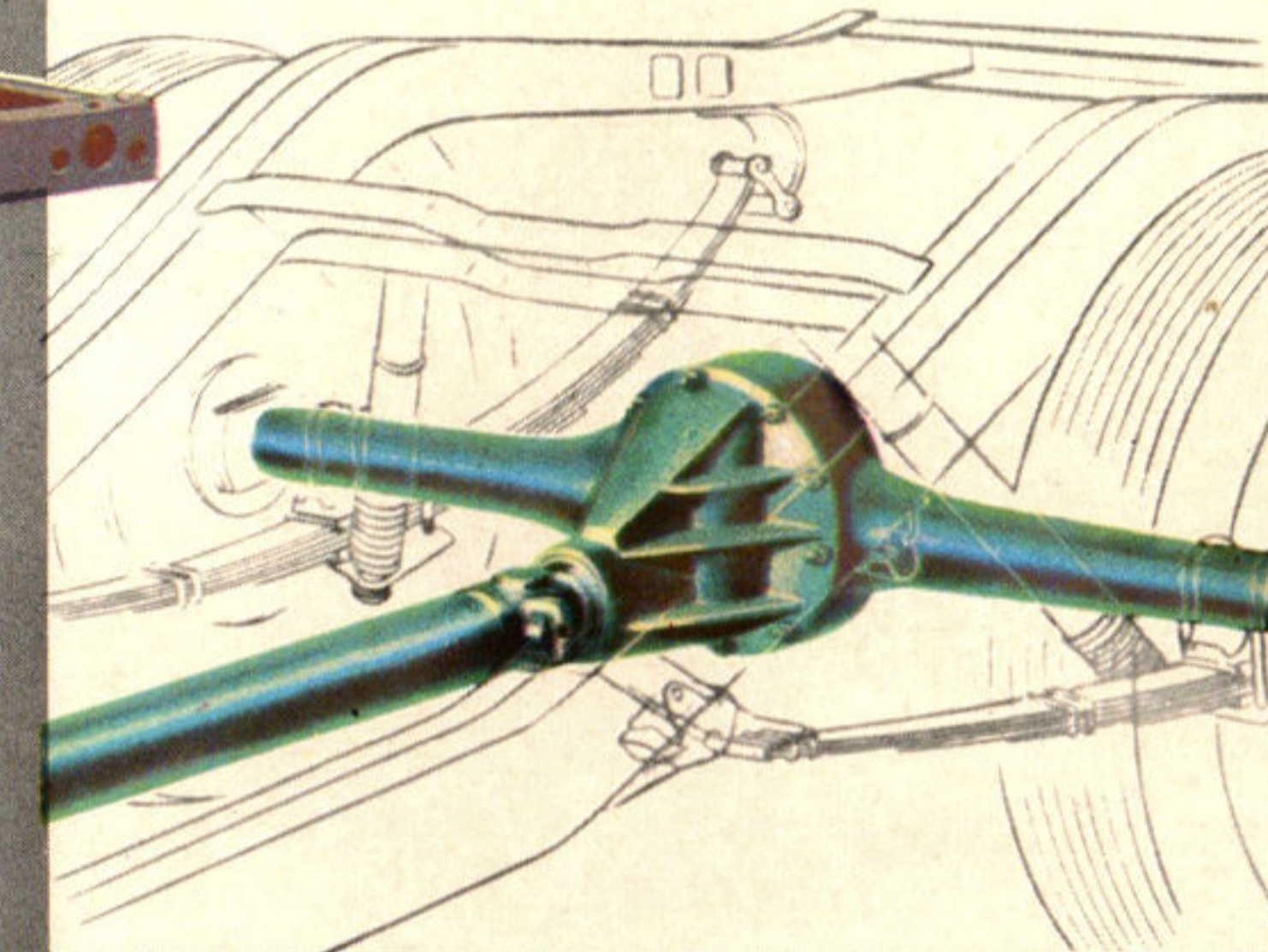
Rear Suspension

Tension-type shackles at rear of springs result in a "variable rate" spring effect—soft, easy action over the little irregularities and stiffer action over the big bumps—for uniform riding comfort under all conditions. Rubber bushings at shackles and brackets plus special inserts between tips of leaves eliminate need for lubrication. Bushings at front ends of springs are steel-encased for longer life.



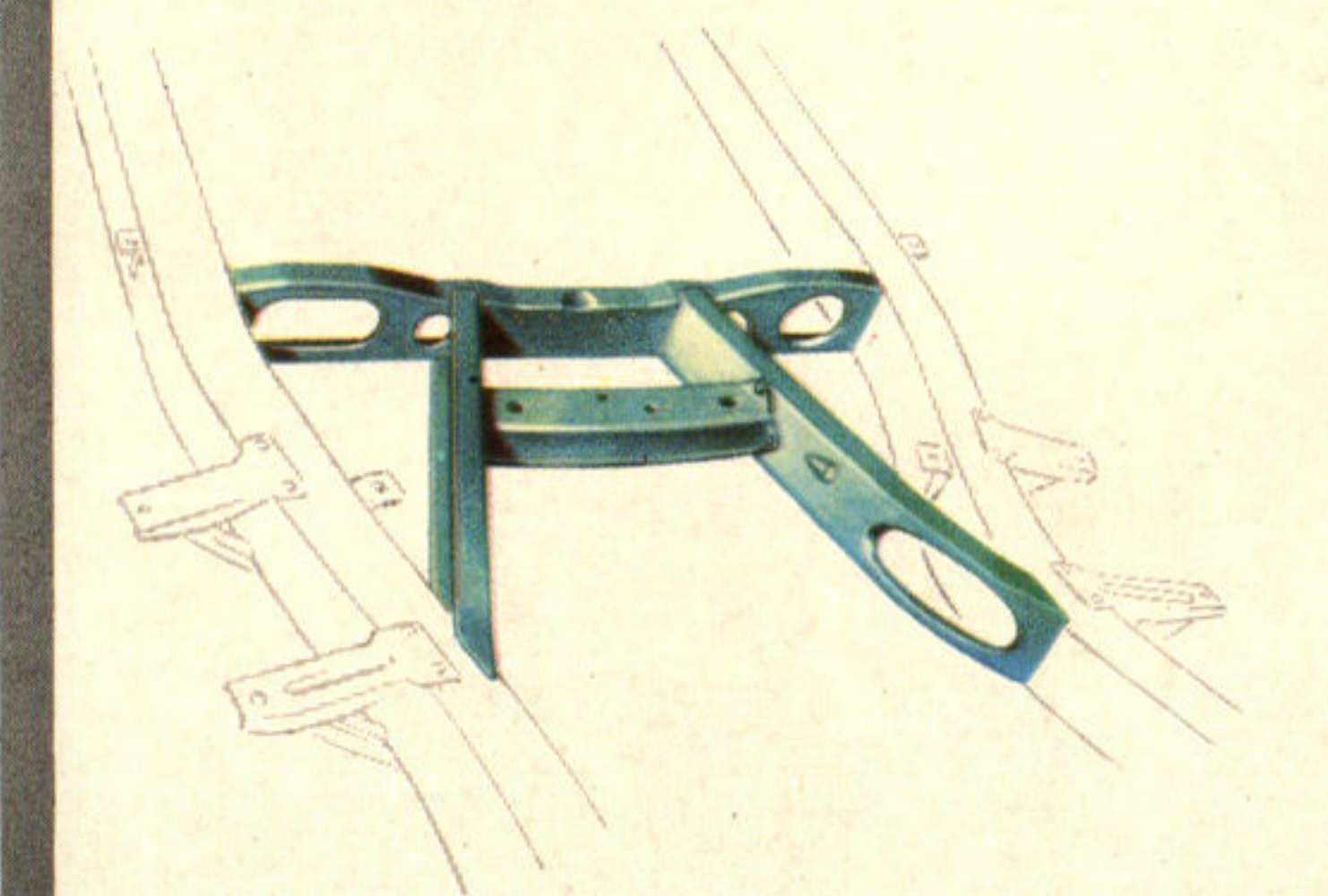
Hotchkiss Drive

For smooth riding comfort Ford retains the Hotchkiss Drive system in '55. All driving and braking forces are transmitted from rear axle to frame through the rear springs. The long, flexible, rubber-bushed springs insulate the chassis from road noises and provide a cushioning action for smooth, easy starts and stops.



New K-bar Frames

Completely new frames have a husky K-bar member for extra twist-resistance, and deeper box-section side rails that are 10% more rigid. Frames are specially tailored to accommodate the particular needs of the different body types. And they are lower, for lower car height and lower centre of gravity.



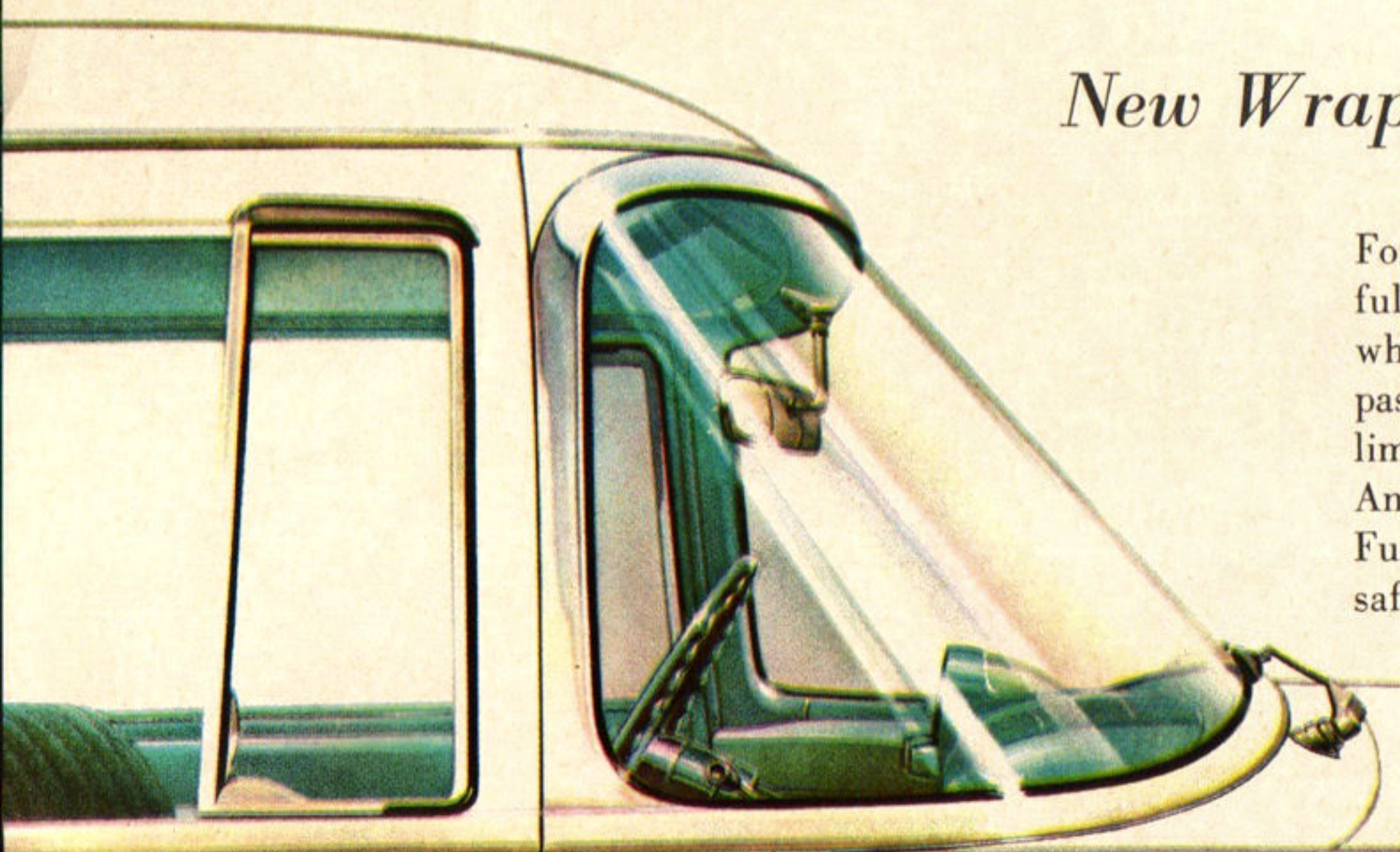
New styling and comfort advances in new Ford bodies



New Astra-Dial Control Panel

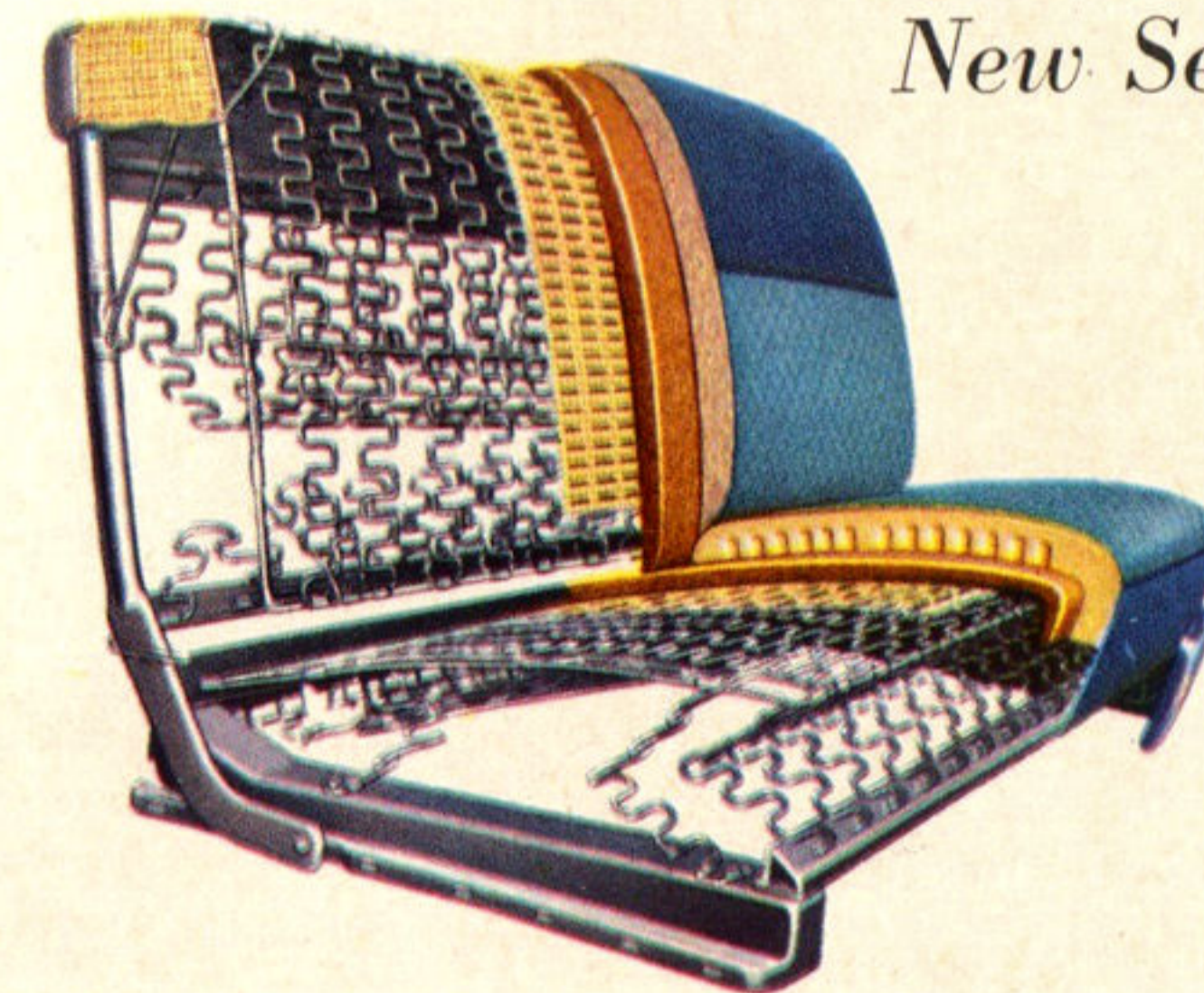
Here's real beauty with practicality. Speedometer, high up on control panel, just below driver's line of sight, has a transparent hood for daylight illumination. Water temperature and fuel gauges, and signal lights for oil pressure and generator, are just below speedo-

meter. Drive Selector (on Fordomatic cars) is in control panel above steering column. New full-circle radio dial is perfect match for the circular heater control and clock design. All controls are individually lighted for quick, easy reading at night.



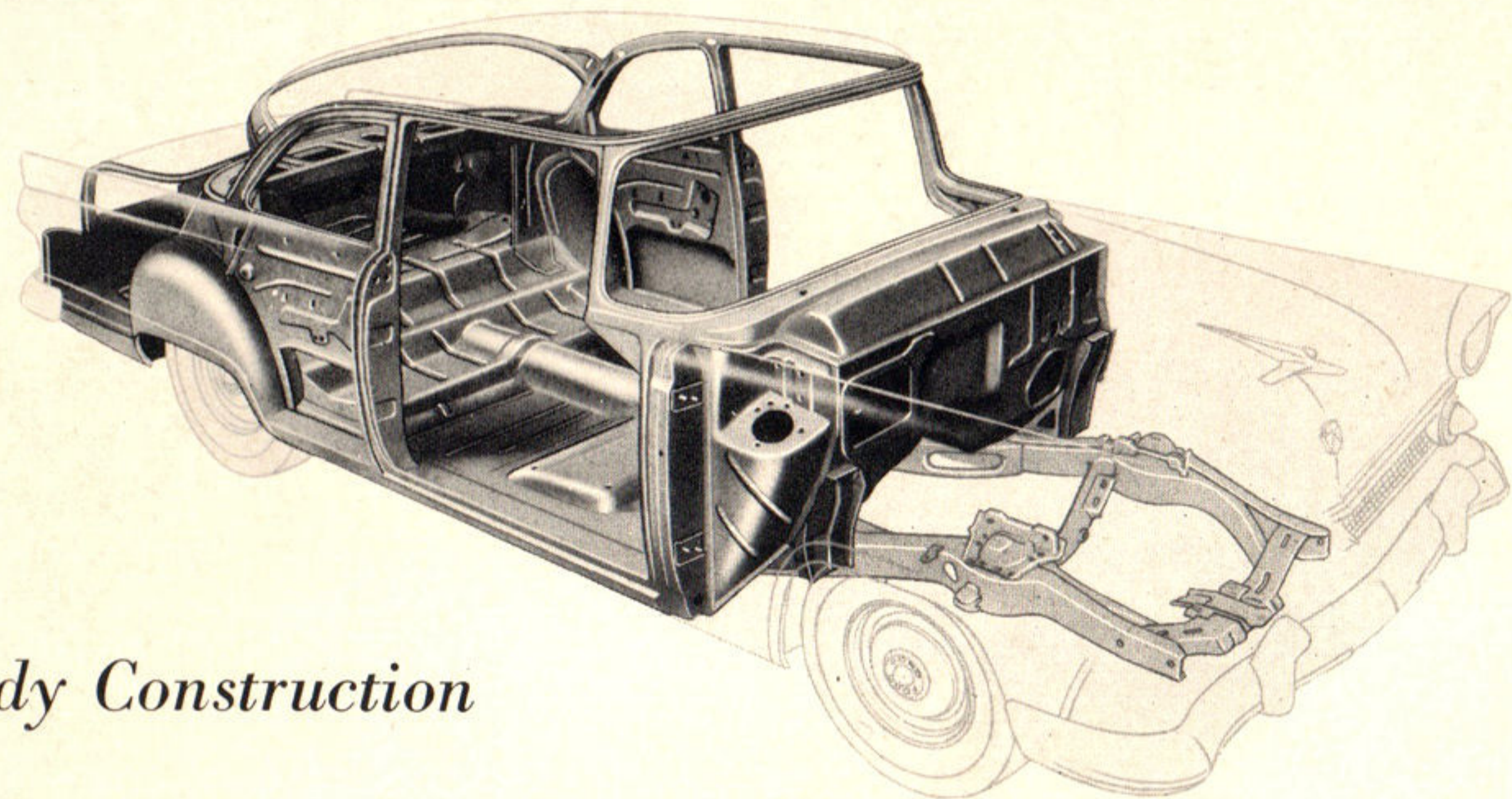
New Wrap-Around Windshield

Ford's full wrap-around windshield adds to the beautiful, ultra-modern appearance of the car and offers a whole new world of enchantment to driver and passengers. Before your eyes you have vision unlimited—nearly 1100 square inches of glass area. And, with full wrap-around rear window, you have Full-Circle Visibility. I-REST Glass, a green-tinted safety glass, is available in *all* windows.



New Seat Construction

Resilient non-sag springs on rigid new seat frame provide long-lasting seating comfort. There are foam-rubber cushions, front and rear, in Fairlane and Customline models and in front seats of Custom Ranch Wagon, Country Sedan and Country Squire.



New Body Construction

The new Ford bodies are the strongest and finest Ford has ever built. For example, the whole front end of the passenger compartment is welded into a single, box-like unit of exceptional rigidity. Body pillars are extra-narrow for better vision, provide even greater strength. And so it goes for every

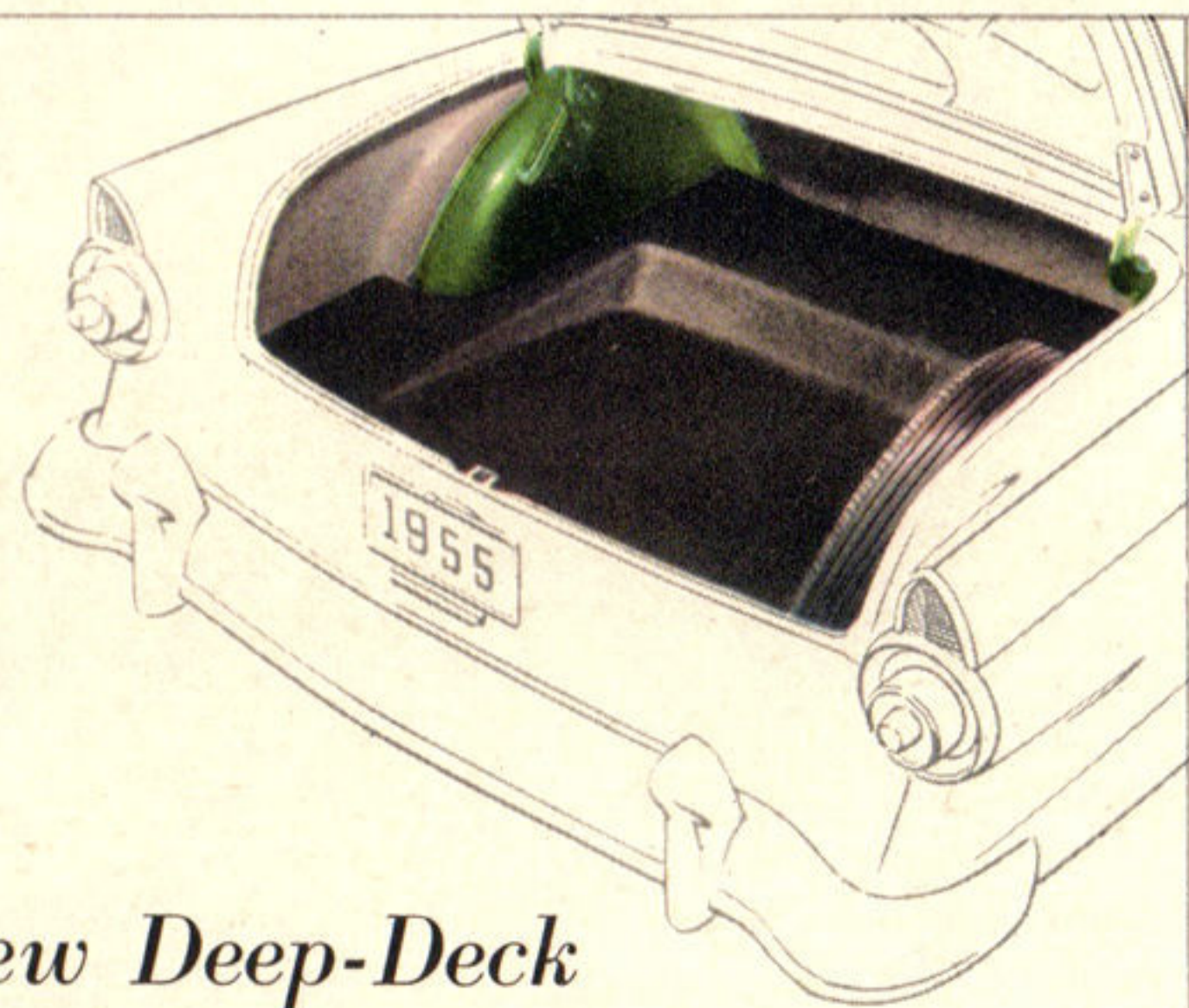
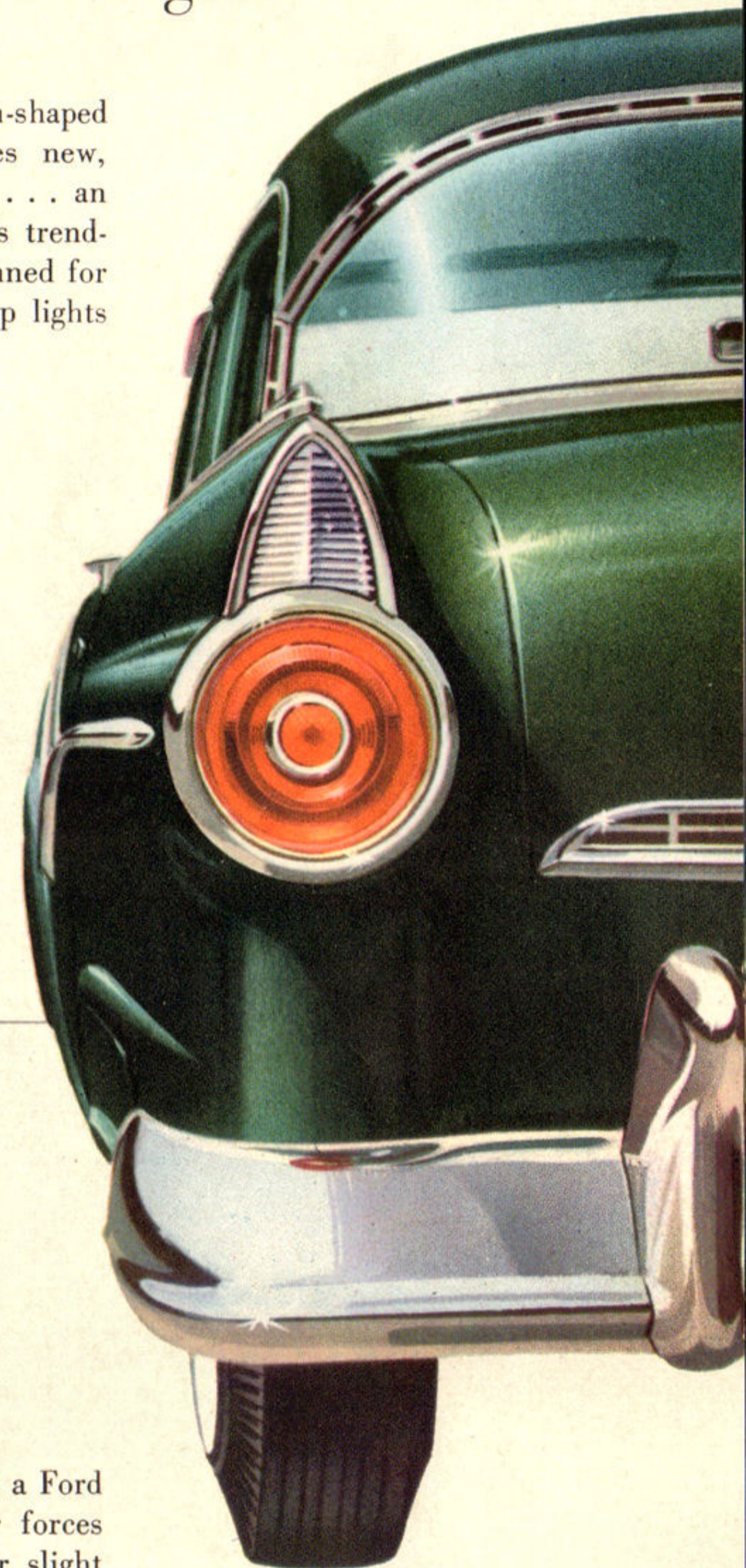
detail of body construction—you can be sure this Ford body is built to last!

There is no quieter body at any price than Ford. The body is attached to the chassis on outriggers and inriggers by rubber-insulated body bolts. Sound and heat insulation is used under the

roof, hood and floors . . . in door and side panels . . . behind the dash panel. And Ford's new bodies are the best-dressed in the business—with a durable and protective baked-enamel finish that's noted for its ability to keep your car looking young and fashionable far longer.

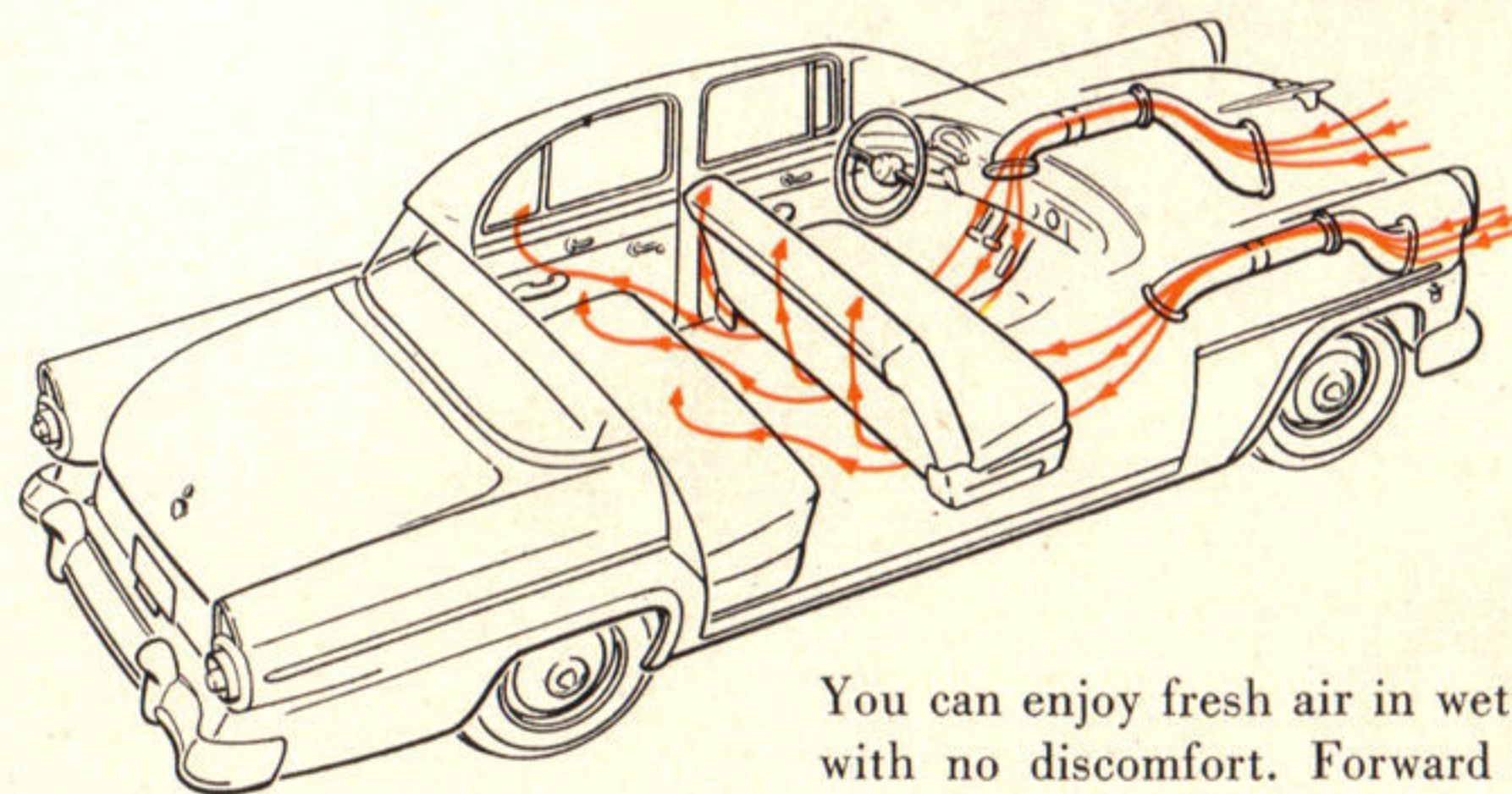
New Jet-Tube Rear Lights

New straight-line fender is fin-shaped at the top-rear and includes new, easy-to-see Jet-Tube tail light . . . an important safety feature. This trend-setting design is specially planned for installation of built-in back-up lights just above the tail lights.



New styling results in roomier luggage compartment. New deck-lid hinges and latch mechanism allow more space and improved luggage handling. Centre-Fill Fueling eliminates long filler pipe—makes room for an extra bag.

New Deep-Deck Luggage Compartment



Body Ventilation

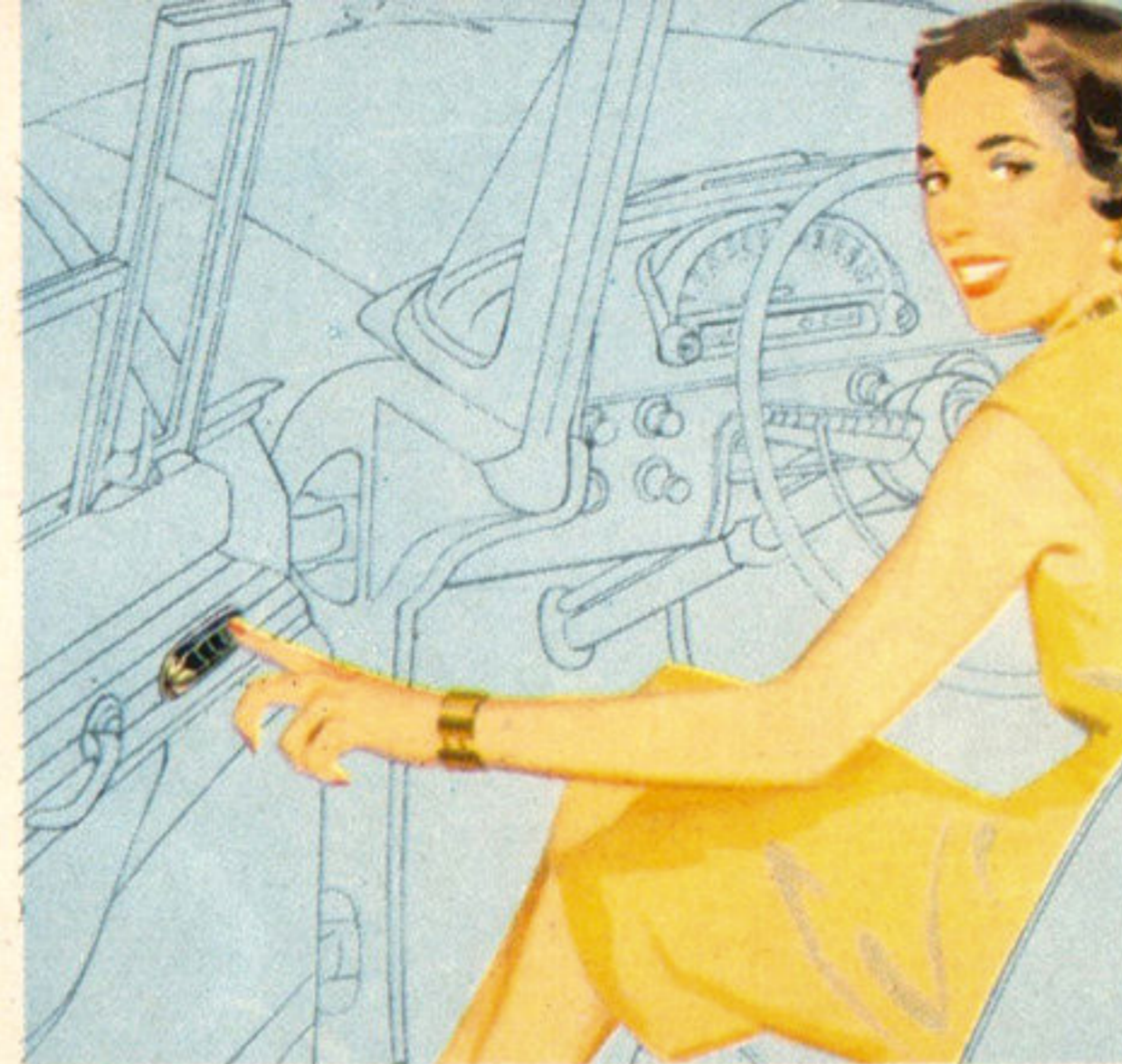
You can enjoy fresh air in wettest weather in a Ford with no discomfort. Forward motion of car forces fresh air through ducts into car body under slight pressure. This permits opening side vent windows sufficiently for circulation without rain entering. Fogging is reduced to a minimum.

Canada's most modern power assists

*... to make your driving as
automatic as you wish*

For 1955, Ford offers all of the power assists you might usually expect only in the most expensive cars. You can have power steering, power brakes, power windows all around, and a 4-way power front seat—all specially-engineered and developed to make your Ford still easier and more convenient to drive.

Power steering and power brakes are available on all models. Power seat is available in all Fairlane, Customline and Station Wagon models. Power windows are available on all Fairlane models (except Club Sedan), on Customline Fordor, Country Sedan and Country Squire.



Power-Lift Windows*

Driver can open or close all four side windows by means of the four buttons on his door. This is especially convenient in bad weather. Each window also has its own control button.

4-Way Power Seat*

The front seat goes up or down, forward or back as you prefer. It permits the exact adjustment for a driver of any height and thus adds to comfort and safety. One control regulates movement in all four directions.



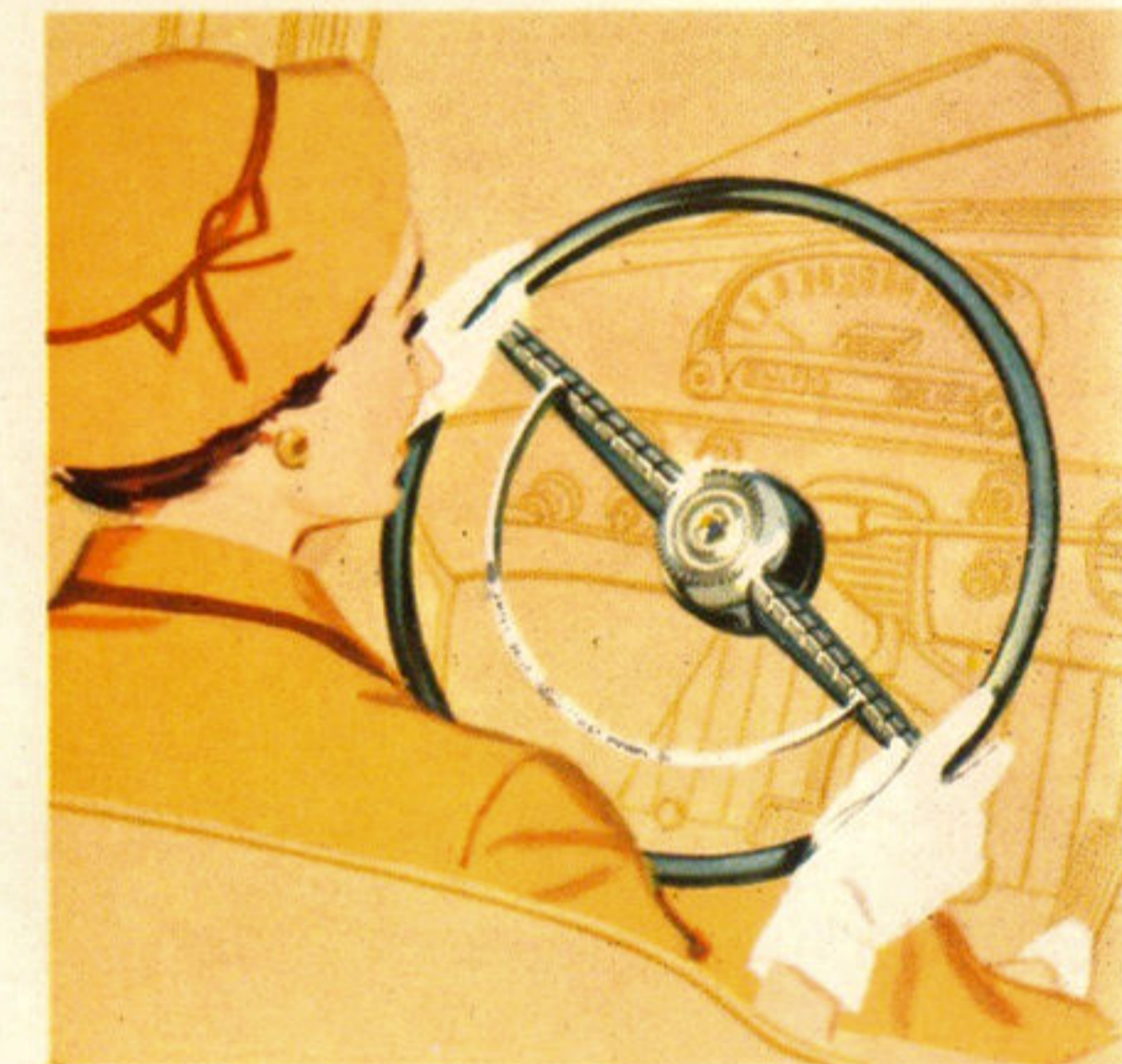
Swift Sure Power Brakes*

Power does up to one-third of the work of stopping the car for you. It's a wonderful help in today's stop-and-go driving in traffic... makes you feel more relaxed after long trips.

"Master-Guide" Power Steering*

You can ease the car into or out of tight parking spaces with up to 75% less effort. It also helps you take the turns, yet it leaves you with natural feel of steering on straightaways.

(*Optional at Extra Cost)



Quality Ford Accessories ... They're made for each other!
Distinctive new accessories grouping complements the smartly fashioned new Astra-Dial Control Panel for '55.

Ford MagicAir System

Here's real all-season, all-climate heating, ventilating and defrosting. Ford MagicAir System offers you even heat distribution—complete car ventilation—and full windshield defrosting through an efficient new 4-nozzle outlet system.

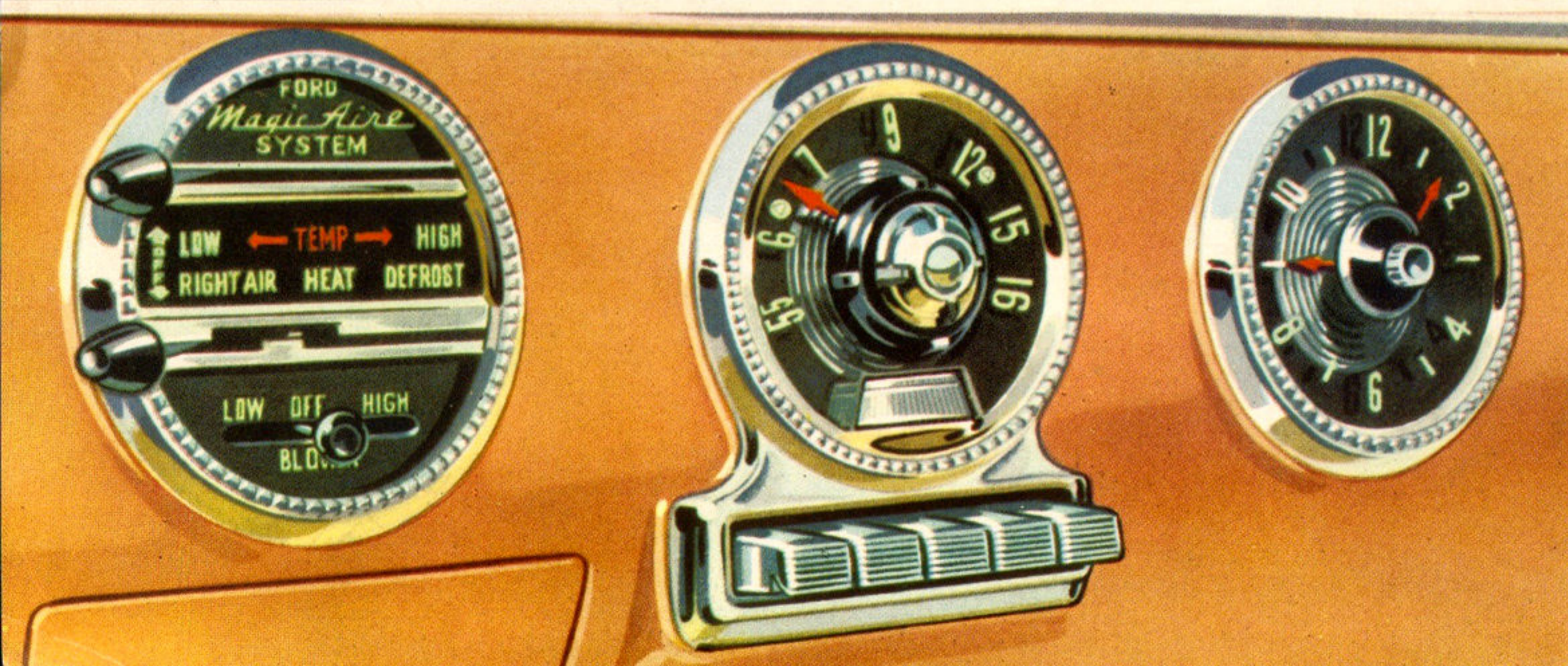
Ford Super-Range Radio

You'll enjoy this powerful console-range radio with its convenient 5-station push button

tuning. A manual station selector and wide-range tone control complete your listening pleasure. Choice of 8- and 6-tube models, and optional rear-seat speaker.

Ford Precision-Built Clock

New modern-design 30-hour clock is a feature on all '55 Fords except Mainline models and the Ranch Wagon. It has an attractive, easy-to-read, full-circle dial.



Specifications

Y-Block V-8 Engine: 272 cu. in. displacement; overhead-valve, 90°-V type; 3.62 in. bore x 3.30 in. stroke; 5 main bearings; dual downdraft carburetor. Dual exhaust system on Fairlane and Station Wagon models.

Engine Features: Deep-block construction; short-stroke, low-friction design; Automatic Power Pilot; turbo-wedge combustion chambers; 4-point suspension system; 3-ring super-fitted aluminum alloy pistons, rubber-floated vibration damper; free-turning intake and exhaust valves with integral guides and seats; precision-moulded alloy iron crankshaft; high-lift, cast alloy camshaft with silent-chain drive. Full-pressure lubrication system with full-flow oil filter, oil bath air cleaner; series-flow cooling system with positive-action thermostat. Six-volt starter-ignition system; low cut-in 35 amp. generator; high-torque starting motor, anti-kickout drive; weatherproof ignition system; special anti-fouling 18-mm spark plugs; 17-plate, 90-ampere-hour battery.

Semi-Centrifugal Clutch (with Conventional and Overdrive Transmissions): Dry, single-plate type; sintered bronze pilot bearing; ball-type throwout bearing; suspended pedal. 10 in. diameter pressure-plate.

Conventional Drive: Selective gear type, 3-speeds forward, 1 reverse; all gears helical type. Ratios (to 1); first 2.57, second 1.63, reverse 3.13.

Overdrive: 3-speed, selective-gear type transmission with planetary gear train providing automatic fourth gear (ratio 0.70 to 1); cuts in at 28 mph (approx.), cuts out at 22 mph (approx.).

Fordomatic: Torque converter type with automatic planetary gear train; single stage, 3-element, hydraulic torque converter; forced air cooling; no electrical or vacuum connections; illuminated Safety-Sequence Selector. Automatic "low-gear" starts with wide-open throttle; automatic intermediate gear. Oil level dip stick in engine compartment.

New Double-Drop Frames: 5 cross-member type; heavy box-section side rails; K-bar construction. Special frame construction on Victoria, Crown Victorias, Sunliner and Station Wagons.

New Angle-Poised Ball-Joint Front 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.

Variable Rate Rear Suspension: 5-leaf, semi-elliptic springs, rubber-bushed brackets and tension-type shackles; friction-control inserts between all leaves; diagonally mounted tubular hydraulic shock absorbers. Station wagons have 7-leaf, semi-elliptic springs with inserts between top 4 leaves.

Rear Axle: Semi-floating type with hypoid gears; pressed steel, banjo-type housing. Station wagon axle has composite type housing. Ratios (to 1) with Conventional Drive: Sedans and Coupes—3.73 std., 3.90 available. Station wagons—4.09 std., 4.27 available. Ratios (to 1) with Overdrive: Sedans and Coupes—3.90 std., 3.73 available. Station wagons—4.27. Ratios (to 1) with Fordomatic: Sedans and Coupes—3.31 std., 3.54 available. Station wagons—3.54.

Steering System: 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-to-1 over-all steering ratio; 18-in. dia. steering wheel; approximately 41-ft. turning diameter.

Hotchkiss Drive: Tubular propeller shaft; pre-lubricated needle-bearings in universal joints.

New Hydraulic Brakes: Double-seal, 4-wheel duo-servo type; suspended pedal. 11 in. dia. composite drums; 192 sq. in. lining area or Sedans and Coupes, 202 sq. in. on Station Wagons.

Wheels and Tires: Super-balloon tubeless-type tires with quiet, high-traction treads. Mainline and Customline models and Fairlane Sedans—6.70 x 15 4-ply on 5-in. rims std. Sunliner, Victoria and Crown Victorias with Conventional or Overdrive transmissions—6.70 x 15 4-ply tires std.; with Fordomatic—7.10 x 15 4-ply std. Ranch Wagons—7.10 x 15 4-ply tires std., 6-ply available. Country Sedan and Country Squire—7.10 x 15 6-ply tires std.

Exterior Dimensions: 115.5" wheelbase; 58" front and 56" rear treads. Over-all width—75.9"; over-all length—station wagons 197.6", all others 198.5"; over-all height (design load)—Tudor and Fordor models 61.0"; Victoria 60.1"; Crown Victoria 59.0"; Sunliner 58.9"; station wagons 62.2".

Features—All Models: Astra-Dial Control Panel with ash tray, locking-type parcel compartment and illuminated controls; dual windshield wipers; double-swivel rear view mirror; 2-spoke steering wheel; interior light with manual switch; Automatic Posture Control front seat mechanism; non-sag seat construction; positive-action door stay checks, 2-position type on front doors; rotor-type door latches; safety-type inside push-button on rear doors of 4-door models; body ventilation air ducts with controls.

Mainline Features: Sun visor on driver's side; steering wheel horn button; single horn; black rubber floor mats; black rubber exterior moulding at windshield and back window; coat hooks.

Customline Features: Two sun visors; half-circle horn ring; twin horns; black rubber floor mats; bright metal windshield and back window exterior mouldings; bright metal belt moulding; arm rests, front and rear; ash tray in rear compartment; assist straps in Tudor; cigarette lighter; stem-wind clock; coat hooks; dome light operated by integral switch and also by front door switches; bright metal moulding on body sides; foam rubber in seat cushions.

Fairlane Features: Two sun visors; half-circle horn ring; twin horns; arm rests, front and rear; ash tray in rear compartment; cigarette lighter; stem-wind clock; bright metal windshield and back window exterior mouldings; bright metal belt moulding on Sedans; bright metal finials above tail lamps; bright metal curved mouldings along body sides; Fairlane nameplate and crest on hood and deck lid; crest and body style nameplate on each side of body; interior light operated by integral switch and also by front door switches; bright metal mouldings on deck lid and rear fender crowns; bright metal mouldings on headlight visors; foam rubber in seat cushions; carpets, front and rear (black rubber mats in Sunliner and in Victoria with all-Vinahyde interiors). Crown Victorias have folding rear seat centre arm rest and bright metal roof transverse moulding.

Station Wagon Features: All models: counterbalanced lift gate; two support arms with manual release on tail gate; gas tank filler tube at left rear; coat hooks; hinged license plate bracket and light on tail gate; ribbed linoleum in load space; black rubber mats in passenger compartment; Stowaway type second seat. Ranch Wagon: sun visor at driver's side; steering wheel horn button; single horn; black rubber windshield and back window exterior mouldings. Other Station Wagons: two sun visors; foam rubber pads in front seat cushions; bright metal windshield and back window exterior mouldings; bright metal belt moulding; arm rests, front and rear; interior light operated by integral switch and also by front door switches; cigarette lighter; stem-wind clock; half-circle horn ring; twin horns. Custom Ranch Wagons and Country Sedan have bright metal moulding along body sides; Country Squire has glass-fibre maple-grained body and tail gate mouldings. Country Squire and 8-passenger Country Sedan have removable-type third seat.

Other Available Equipment: Dual exhaust system, 4-Way Power Seat, Swift Sure Power Brakes, Master-Guide Power Steering, Power-Lift Windows, I-REST tinted safety glass, Fordomatic, Overdrive, white sidewall tires, stem-wind clock, cigarette lighter, positive-action windshield wiper unit, heater, radio, rear fender shields, full wheel covers.

Prices: Some of the items illustrated or referred to in this catalogue are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

For complete specifications on the Ford Thunderbird, see the Thunderbird Catalogue.

The specifications contained herein were in effect at the time this catalogue was approved for printing. Ford Motor Company of Canada, Limited, Windsor, Ontario, reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. Certain features illustrated or mentioned are "Standard" on some models, available at extra cost on others.

FORD MOTOR COMPANY OF CANADA, LIMITED
WINDSOR, ONTARIO



FM 2069

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