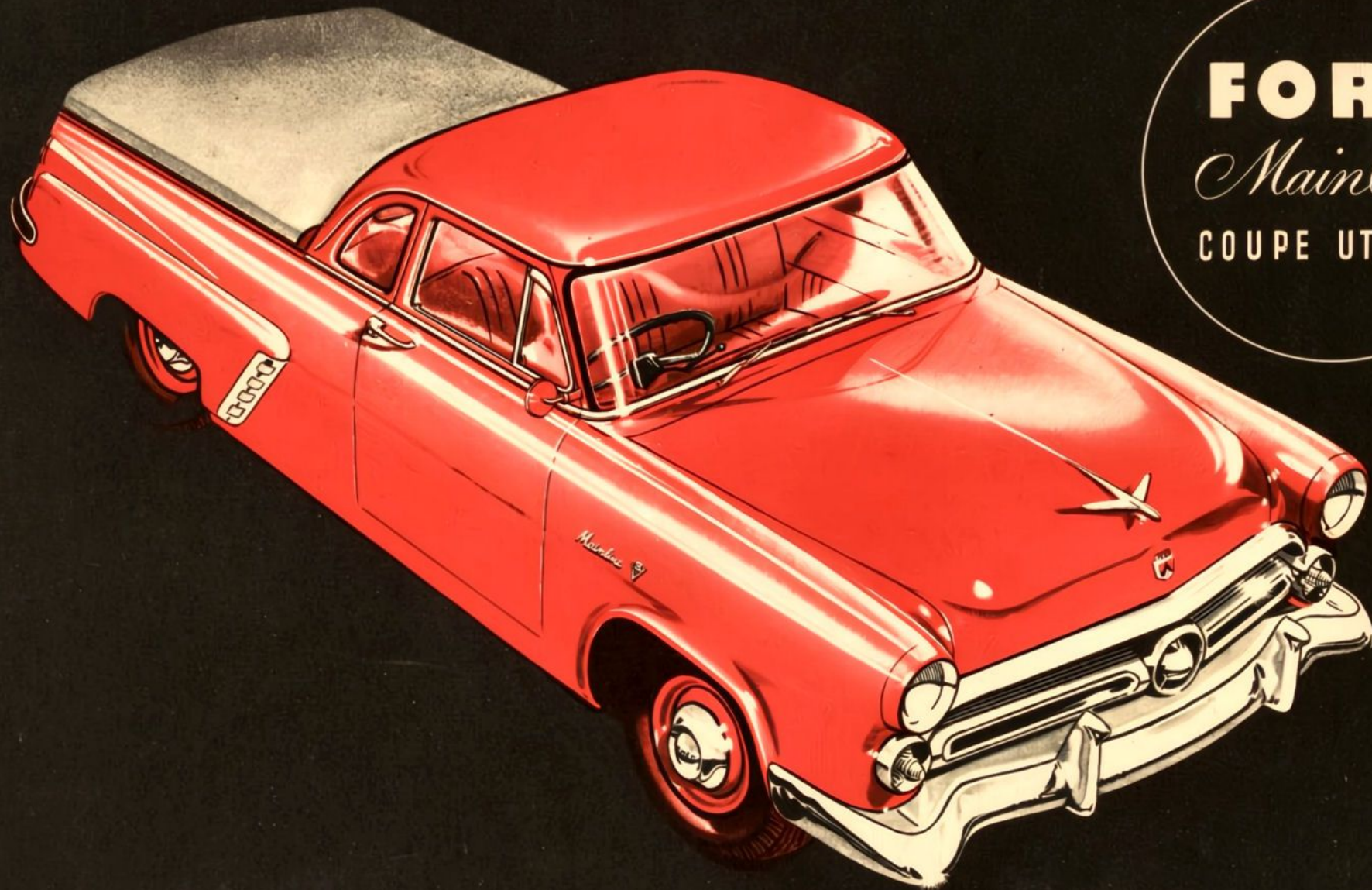
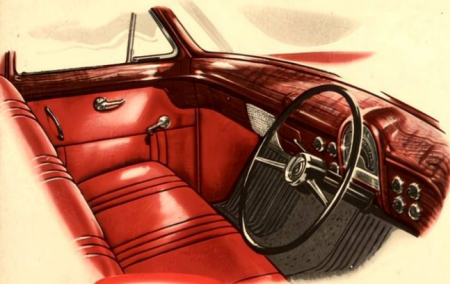


BIG, BRAWNY *and beautiful*



FORD
Mainline
COUPE UTILITY

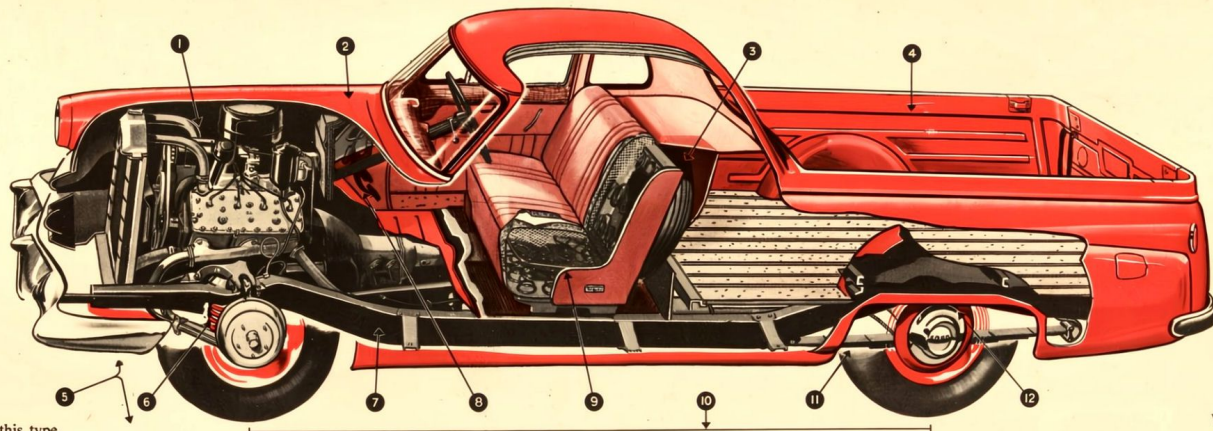
IT'S PACKED FULL OF NEWNESS, SMARTNESS AND BUSINESS!



NEW BEAUTY AND COMFORT

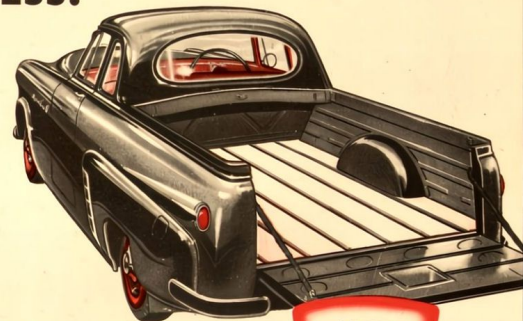
EVER SINCE Ford introduced this type of vehicle to Australia, Ford has provided the "firsts" in Coupe Utility design. And now new Ford "Coachcraft" styling steps up beauty and comfort. No personal car

has more modern outside handsomeness than this Ford Mainline. No other combination pleasure and work vehicle has the complete comfort of Mainline's wide-spread, carefully appointed interior. Three big people can spread on that giant seat, cushioned on new, non-sag softness. Ahead and around them is wonderful visibility... windscreen is one big piece of curved glass, door pillars, side and rear windows are re-designed for extra vision. Everything is handsome and **good**—from new Flight-style instrument panel to Vinex head-lining and new security-locking catch on ventilating windows.



EVERY FEATURE PUTS YOU AHEAD — WAY OUT FRONT — WITH THE FORD MAINLINE COUPE UTILITY

- | | | |
|--|--|--|
| 1 32.5 h.p. Ford V8 Strato-Star engine with Automatic Power Pilot. | 5 Wider front track for easier steering. | 9 Extra-comfort, non-sag seat construction. |
| 2 Ford "Coachcraft" exterior and interior styling. | 6 Balanced Hydra-coil front suspension. | 10 Longer wheelbase and lower centre of gravity. |
| 3 Spare wheel locked in cabin behind seat | 7 Box section chassis with reinforced X-member for extra strength. | 11 Rear Spring length increased by 2 inches. |
| 4 Long, wide and double-panelled utility body. | 8 Pendant type clutch and brake controls. | 12 Diagonally mounted rear shock absorbers for greater comfort and road stability. |



NEW STRENGTH AND CAPACITY

WITH OUTSIDE contouring blending perfectly with the overall lines of the vehicle, all-steel double panels surround this big space for 10 cwt. loads. Inbuilt reinforcements provide extra strength for load stress. The wide, long hardwood floor has steel skid strips and is low for easy loading. The tail gate has a central handle for single-handed operation and forms a loading platform level with the low floor. Rear fenders are integral with side panels and the bumperettes on the rear are rubber-faced to absorb shocks and not show scratches. Everywhere, even in placing of the new twin tail lamps, is evidence of practical design for utility work. A smart, framed tonneau cover is standard equipment. At vital points, inner panel cover plates provide service access to outer panels.



*Ford keeps Australia a
long hop ahead in
motor manufacture.*

FORD SERVICE IS AN ADVANTAGE OF FORD OWNERSHIP

It is easy and economical to keep at its best the fine performance of Ford Mainline Coupe Utility. Wherever you go, you'll find a Ford Dealer equipped to give specialised service and provide genuine spare parts. In special schools in Ford factories. Dealers mechanics are trained in efficient service for every new Ford model.

FORD RADIO

Motorings finest companion is a Ford Radio. For Mainline, a special new set has been built, matching, in wonderful wide-range reception, the other advances of this new coupe utility. For your convenience it can be installed at the factory before you take delivery of your vehicle. Ask your Ford Dealer about this new Radio.

V8 ENGINE

No. of Cylinders—8.
Bore and Stroke— $3\frac{3}{16}$ " x $3\frac{1}{2}$ ".
Piston Displacement—Cub. Cap.—239.4 cu. in.
Compression Ratio—6.5 to 1.
Taxable H.P.—32.5 R.A.C. Rating.
Max. B.H.P.—108 at 3500 r.p.m.
Cylinder Block—90° V-type cast iron. Block and crankcase cast in one piece for greatest rigidity and accurate bearing alignment.
Crankshaft—Short, rigid, steel-alloy casting.
Pistons—Split skirt aluminium. Alloy plated for anti-scurf. Cam ground for quiet operation.
Piston Rings—2 compression and with 2 oil control adjacent to piston pin.
Camshaft—Cast alloy iron. Cam contours have quieting ramp for quieter valve action.
Valves—Silichrome intake, nickel-steel chrome alloy exhaust. Valves precision set, require no adjustment.
Valve Guides—One piece. Valve assembly removable as one unit.
Valve Seat Inserts—Exhaust of Moly-chrome steel.
Lubrication System—Full pressure to main, connecting rod and camshaft bearings, with positive lubrication to timing and distributor drive gears.
Oil Pump—High capacity, quiet and positive. Screened inlet located deep in crankcase. Crankcase capacity refill, 7 pints plus 2 for dry filter.
Oil Filter—Externally mounted above L.H. cylinder head. Replaceable type cartridge.
Engine Ventilation—Inlet location left of generator to valve chamber. Outlet location tube extension from left front of intake manifold into slip stream.
Engine Cooling—4-blade fan. Series flow full length water jackets, thermostatic temperature control with continuous by-pass tubular radiator pressure cap and 2 self-sealing water pumps.
Fuel System—Dual down-draught carburettor. Hand control choke.
Induction Manifold—short, direct, nearly equal passages to each cylinder and level-mounted for uniform fuel distribution.
Fuel Tank—Capacity, 12 gallons, Indicator gauge on instrument panel.
Ignition—Distributor mounted in front of R.H. cylinder block and is readily accessible for servicing when required. Distributor spark advance utilises difference between vacuum in manifold and carburettor throat for more accurate spark advance for varying loads and speeds.

CLUTCH

Type—Semi-centrifugal, dry, single plate.
Dimensions—Outside diameter, $9\frac{1}{2}$ ". Total frictional area, 85.2 sq. ins.

GEARBOX (Transmission)

Type—3 speeds forward, 1 speed reverse.

Gearbox Ratios—

First—2.779 to 1.
Second—1.614 to 1.
Third—(Top gear direct drive)—1 to 1.
Reverse—3.635 to 1.

Type of Gears—All helical.

How engaged—Gear change lever on steering column. First and Reverse—Sliding gear. Second and Third—Constant mesh with blocker type synchroniser.

STEERING SYSTEM

Type—Symmetrical linkage with cross link and idler arm.
Steering gear—Worm and triple-tooth roller.
Steering gear ratio—18.2 to 1.

CHASSIS

Structure :

Five cross member, box section chassis frame of double drop design, with reinforced X member of I beam construction.
Frame side rails of $4\frac{1}{2}$ " x $3\frac{1}{2}$ " and now with continuous weld box section for full length.

Front Suspension :

Type—Independent swinging links with coil springs.
Shock Absorbers—Hydraulic double-acting tubular type.
Castor and Camber—Independent adjustment for each at each wheel.
Stabiliser Bar—One-piece, linkless type.

Rear Suspension :

Type—Longitudinal semi-elliptic leaf springs.
Number of leaves—10.
Spring Shackles—Tension Type.
Spring bracket and shackle bushings—Rubber, concentrated—pressure type.
Lubrication required—None.
Drive line—Hotchkiss.

Rear Axle :

Type—Semi-floating.
Final drive-gears (crown-wheel and pinion)—Hypoid.
Rear Axle ratio—4.09 to 1.
Axle Shafts—Integral flanged steel forgings.
Wheel bearings—Sealed, permanently-lubricated, single row ball.

FOOT BRAKE :

(Service Brake)

Type—Duo-Servo (Self-energising), 4-wheel hydraulic.
Drum type Composite cast iron and steel.
Labyrinth seal between backing plate and drum
Front drum diameter—11".
Rear drum diameter—11".
Front lining width—2".
Rear lining width—1 $\frac{1}{2}$ ".

HAND BRAKE

Type—Mechanical application to rear brakes.
Actuation—T-handle on dash through lever and equalising cable.

ROAD WHEELS

Ventilated type steel disc wheels.

TYRES

5 No. 6.00 x 16 x 6-ply tyres and tubes.

GENERAL

Wheelbase—115". Track (Front)—58". (Rear)—56".
Maximum overall length (with tail gate shut)—197".
Maximum height—ground to top of cab roof—63.5".
Maximum width of vehicle—73.5".
Maximum length along loading floor—84.87".
Maximum width across loading floor—58".
Maximum width above wheel arches—58".
Maximum width inside wheel arches across loading floor—44".
Maximum height of sides from loading floor to tonneau cover level—Front 21".
Rear 19".
Width of tailgate opening—48".
Height of tailgate opening—19".
Width across front seat—58".

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