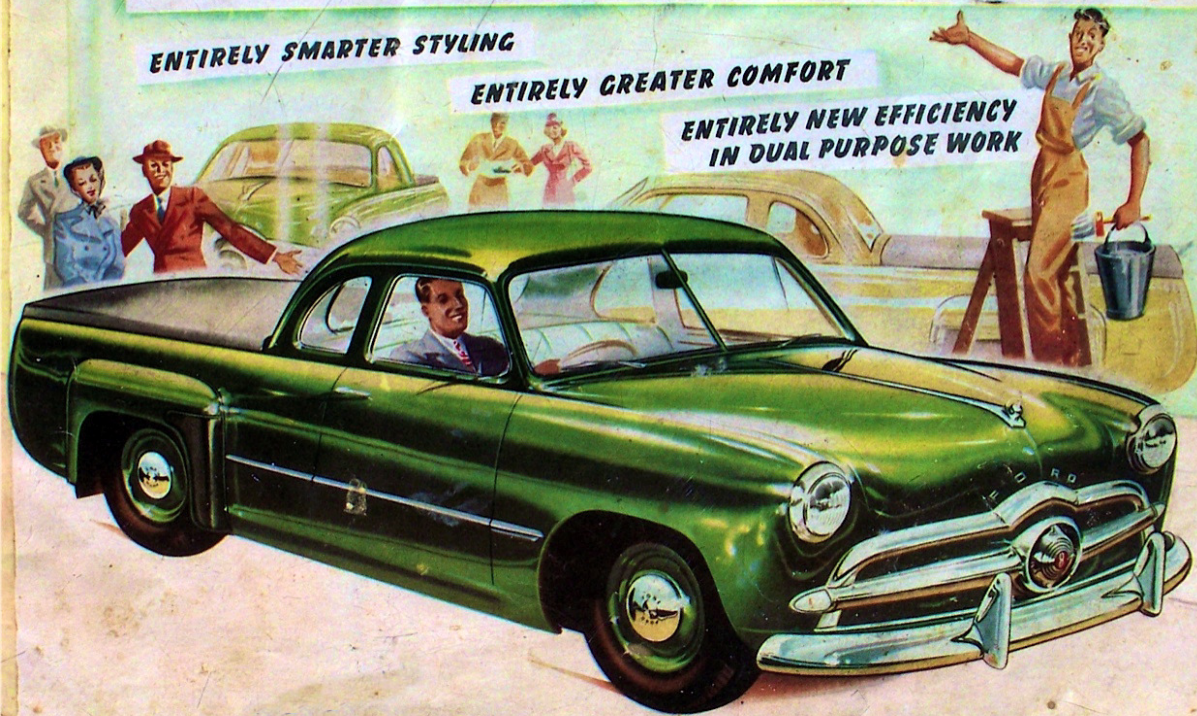


# **FORD** COUPE UTILITY FOR '49

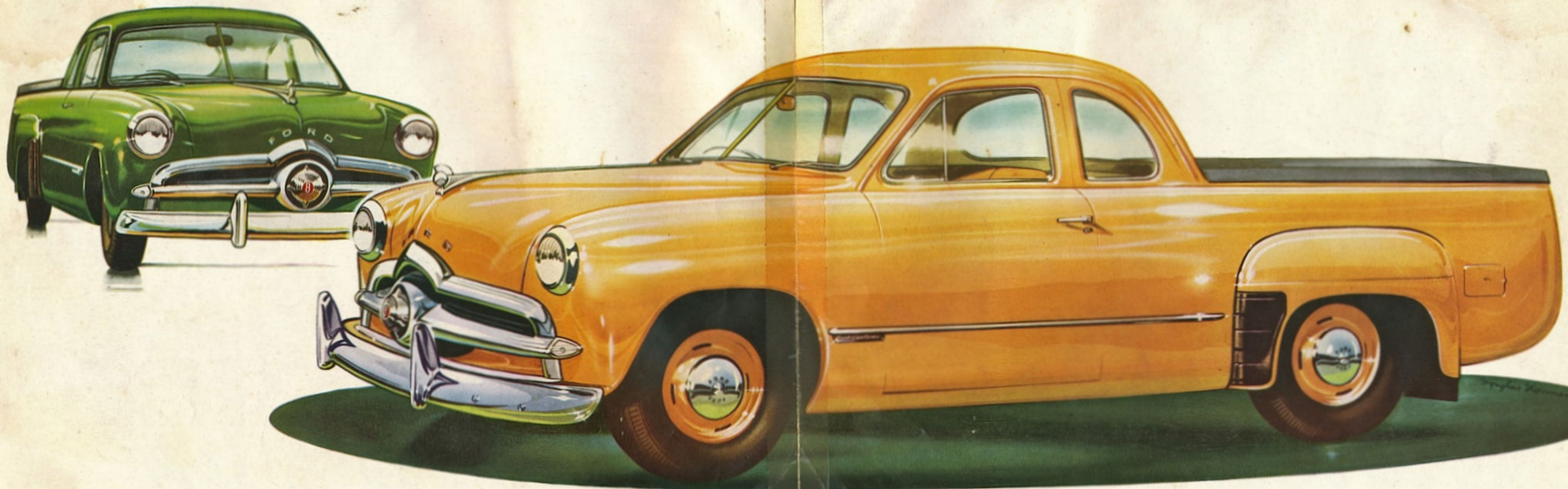
*ENTIRELY SMARTER STYLING*

*ENTIRELY GREATER COMFORT*

*ENTIRELY NEW EFFICIENCY  
IN DUAL PURPOSE WORK*



*A PICTURE OF SMARTNESS! HANDSOME SMARTNESS FOR PLEASURE! PRACTICAL SMARTNESS FOR WORK!*



**THE FORD V8 COUPE UTILITY**

# TECHNICAL SPECIFICATION DATA . . .

## V8 ENGINE.

No. of Cylinders—8, Bore and Stroke— $3\frac{1}{2}$ " x  $3\frac{3}{4}$ ".

Piston Displacement—Cubic Capacity—239.4 cub. in.

Compression Ratio—Alloy cylinder heads 7.2 to 1.

Taxable H.P.—32.5 R.A.C. rating.

Max. B.H.P.—100 at 3,800 r.p.m.

Cylinder Block—One-piece cast iron 99° V-type.

Crankshaft—Cast alloy steel. Sludge traps in all crankpin journals.

Pistons—Split skirt alum. alloy plated for anti-scuff.

4 Piston Rings—2 compression and with 2 oil control adjacent to piston pin.

Camshafts—Cast alloy iron—3-bearing type.

Valves—Silichrome intake, nickel-steel chrome alloy exhaust. Precision set, require no adjustment.

Valve Guides—One-piece. Valve assembly removable as one unit.

Valve Seat Inserts—Intake and exhaust 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 28.9 pints.

Oil Filter—Replaceable type externally mounted above left hand 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 (Air)—4-blade fan.

Engine Cooling (Water)—Series flow full-length water jackets, thermostatic temperature control with continuous by-pass tubular radiator, pressure radiator cap and 2 self-sealing pumps. Cooling System Capacity—18 quarts.

Exhaust Manifold—Exhaust cross-over pipe is now positioned around the front of the engine instead of under the oil pan. This permits easy removal of oil pan.

Fuel System—Dual down draft carburettor. Hand control choke.

Induction Manifold—Short, direct, nearly equal passages to each cylinder and level mounted for uniform fuel distribution.

Fuel Tank at Rear—Capacity 13 gallons, indicator gauge on instrument panel.

Fuel Pump—High pressure diaphragm type mounted high at top rear of intake manifold.

Ignition—Distributor is mounted in front of right hand cylinder block at an angle of 50° of vertical. Greatly improved accessibility for servicing. Distributor spark advance utilizes difference between vacuum in manifold and carburetor throat for more accurate spark advance for various loads and speeds.

Induction Air Cleaner—Oil bath air cleaner with built-in silencer.

## GEARBOX (Transmission).

Type—3 speeds forward, 1 speed reverse.

Gearbox Ratios—

First—2.819 to 1.

Second—1.604 to 1.

Third (top gear direct drive)—1 to 1.

Reverse—3.625 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.

## CHASSIS.

Structure—

Double drop box section chassis frame with full cruciform X-member, plus four cross members.

Frame side rails  $4\frac{1}{2}$ " x  $3\frac{3}{4}$ " with welded type box section from front suspension cross member to rear of chassis frame.

Front Suspension—

Type—Independent swinging links with coil springs.

Coil spring diameter outside—5.4 inches.

Shock absorbers—Hydraulic double-acting tubular type.

Caster and camber—Independent adjustment for each at each wheel.

Rear Suspension—

Type—Longitudinal semi-elliptic leaf springs progressive capacity (2-stage).

Spring length—50". Spring width—2".

Number of leaves—10.

Spring bracket and shackle bushings—Rubber concentrated pressure type. No lubrication required.

Drive from Gearbox to Rear Axle—Hotchkiss drive.

Rear Axle—

Type—Semi-floating.

Final drive gears (crown wheel and pinion)—Hypoid.

Rear axle ratio—3.91 to 1.

Axle shaft—Integral flanged steel forgings.

Wheel bearings—Sealed permanently, lubricated single row ball bearings.

## FOOT BRAKE (Service Brake).

Type: Duo-Servo (self-energising) 4-wheel hydraulic. Drum type—Composite cast iron and steel. Front drum diameter—10 in. Rear drum diameter—11 in. Front lining width— $2\frac{1}{2}$  in. Rear lining width— $1\frac{1}{2}$  in.

## HAND BRAKE.

Type—Mechanical application of rear brakes.

Actuation—T handle on dash through lever and equalising cable.

## STEERING SYSTEM.

Type—Symmetrical linkage with cross links and idler arm.

Steering gear—Worm and triple tooth roller.

Steering gear ratio—17.7 to 1.

## ROAD WHEELS.

Ventilated type steel disc wheels.

## TYRES.

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

## GENERAL.

Wheelbase—114". Track (Front)—56" (Rear)—60".

Turning radius (outer front wheel)—20' 6".

Maximum overall length (with tailgate shut)—16' 1".

Maximum height—ground to top of cab roof—5' 6 $\frac{1}{2}$ ".

Maximum width of vehicle—6' 3".

Maximum length along loading floor—7' 2 $\frac{1}{2}$ ".

Maximum width across loading floor—5' 1 $\frac{1}{2}$ ".

Maximum width above wheel arches across loading floor—5' 0 $\frac{1}{2}$ ".

Maximum width inside wheel arches across loading floor—48".

Maximum height of sides from loading floor to tonneau cover level—Front, 21"; Rear, 19 $\frac{1}{2}$ ".

Width of tailgate opening—18".

Height of tailgate opening—19 $\frac{1}{2}$ ".

Width across front seat—54".

MANUFACTURER'S MAXIMUM GROSS VEHICLE WEIGHT, I.E., THE VEHICLE, THE DRIVER, THE PASSENGERS, AND THE PAYLOAD, IS NOT TO EXCEED 4,500 LBS.

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FROM THE  
HOME OF FORD  
MANUFACTURING IN AUSTRALIA

# Yes! Ford has built another Leader!

With Styling that's Years Ahead



With New Luxurious Full Coupe Comfort



With New Loading Ease



With Finer Performance - Finer Working Features



The powerful V8 engine, proved and improved, has a new layout and a new performance. Accessories top-mounted for maximum accessibility. New design features give greater efficiency, greater economy.

New comfort for 3 B-I-G passengers—a cushioned "Mid-Ship" ride on a sofa-wide seat. Finely appointed coupe with new "Flight-Panel" Dash, Dual Ventilation and "Picture Window" visibility.

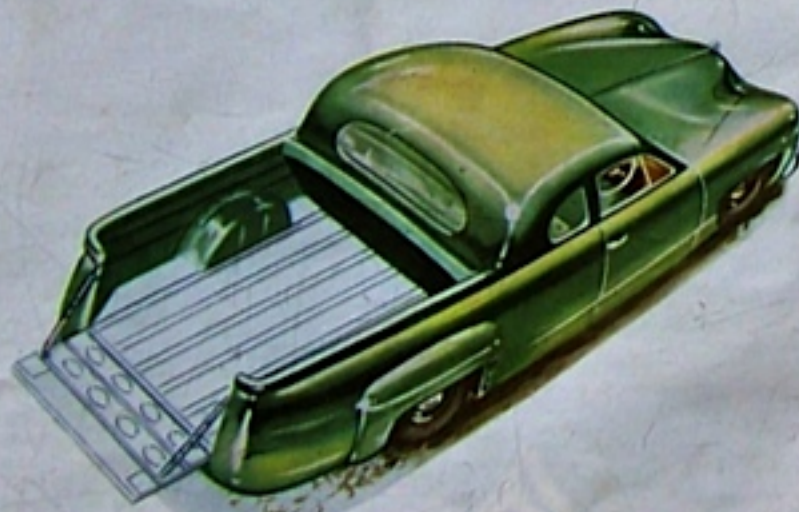
Entirely new body: the front end has the fashion-setting styling of the famous new Ford for '49 passenger sedan; the rear end has long, graceful, streamlined proportions. By far the smartest Coupe Utility you have ever seen!

Long and wide utility body built with steel inner and outer panels. Steel skid strips and wide tailgate facilitate handling of loads. Tonneau cover is framed and curved and provides a weather proof fit.



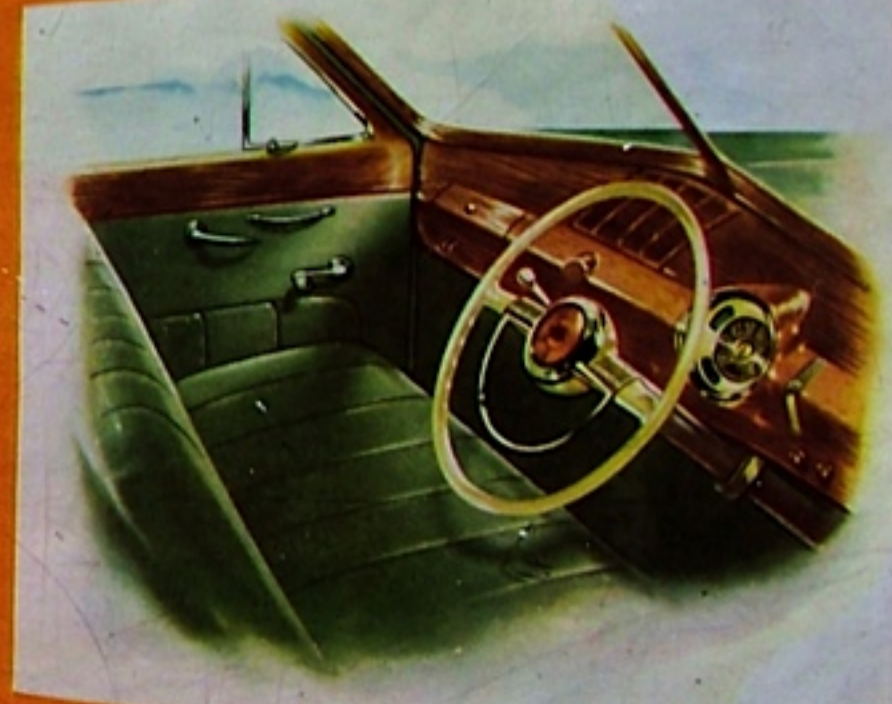
Extra riding and driving comfort—new independent front springs. Extra safety—new "Magic Action" brakes, actually 35% easier to apply.

New reinforced Para-flex rear springs. And new basic toughness to stand up to hard work—a new double-drop box section chassis frame with X centre section.



Here is an entirely new dual-purpose vehicle . . . that is just as right outside a theatre or golf-club as it is working for you in your business. Inside that all-steel safety body three passengers ride at ease, surrounded by every appointment that makes motoring more pleasurable. **Visibility** is better—**suspension** better—**ease of handling** better.

Smart styling and passenger comfort are but part of the story, for here is also a sturdy and dependable load carrier in the well-proportioned all-steel utility body. Matching this new styling and usefulness are Ford advances in V-8 engine and chassis which give leadership in performance, economy and dependability.



Holds the Eye — Holds the Load — Holds the Road