

**WORK**

strength

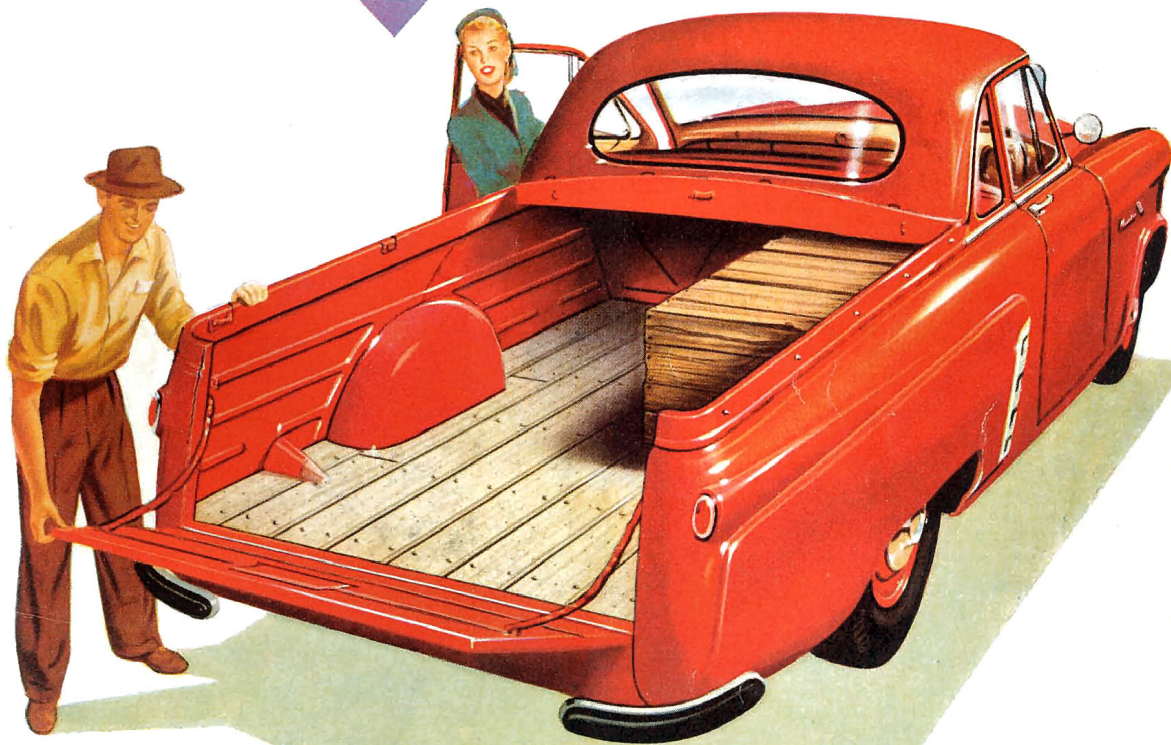
economy

power

**LEISURE**

styling

comfort



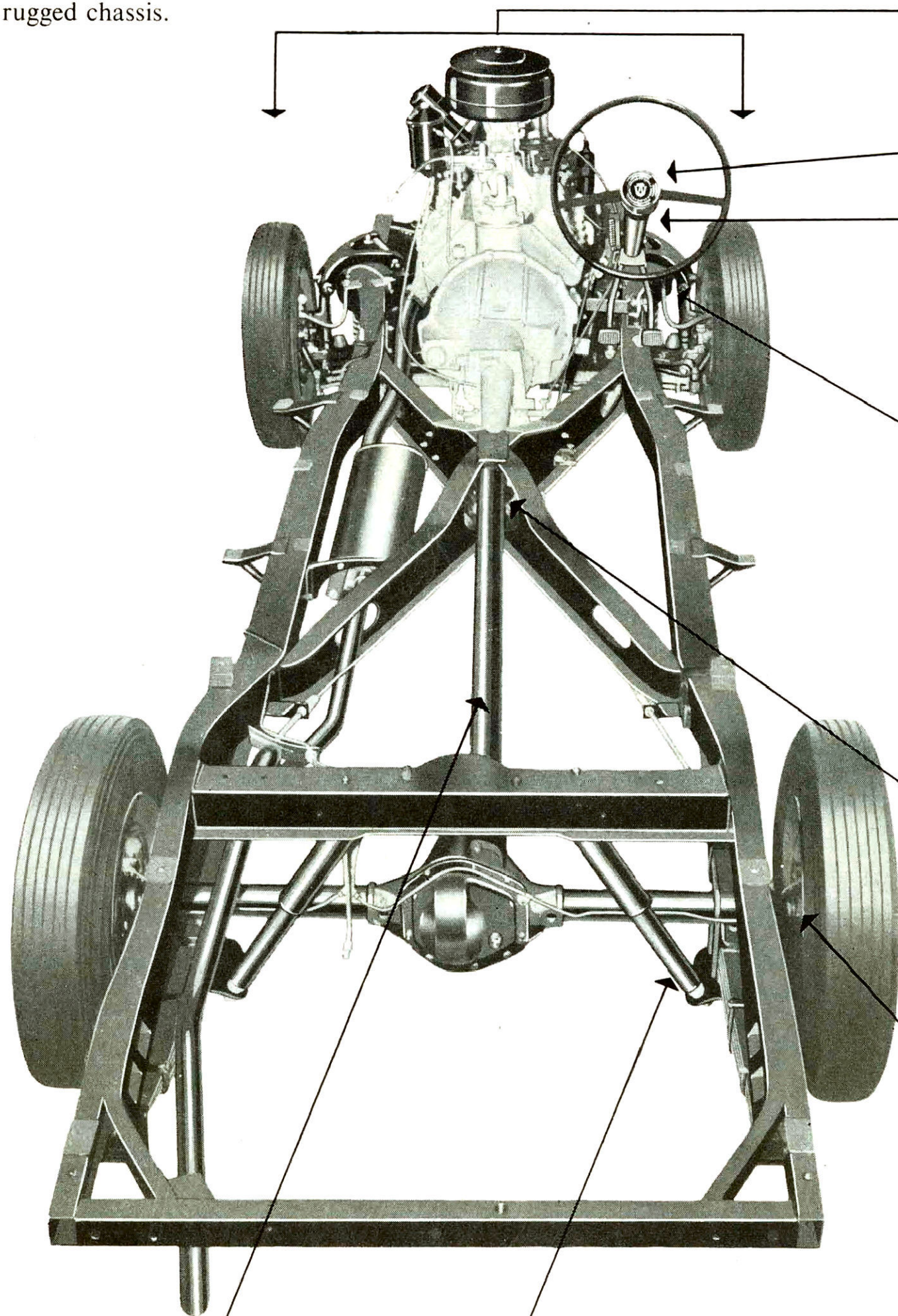
**A car to make living better  
and a commercial vehicle  
to make a better living.**

**FORD V8**

*Mainline* **COUPE UTILITY**

# RUGGED STRUCTURAL FRAMEWORK GIVES SOLID SUPPORT TO THE LOAD

FORD MAINLINE is founded on a chassis with exceptional torsional rigidity but so designed that there is no excessive weight. Everywhere there's strength—in the torsion-resisting box-section design of side members—in the massive X-member reinforcement. Long wheelbase and low centre of gravity contribute to the remarkable roadability of this rugged chassis.



with features designed to increase road stability, ease of handling and passenger comfort

**Wide Front Track** gives greater stability and shorter turning radius. A ribbed steel skid plate guards front undersection against damage in deep ruts, sand and mud.

**Hydra-Coil Front Suspension**—with inbuilt, double-acting hydraulic shock absorbers. Operates in synchronised balance with extra-long Para-flex rear springs and diagonally mounted rear shock absorbers.

**Power-pivot Foot Controls** eliminating holes in floor, increasing foot room, lessening effort.

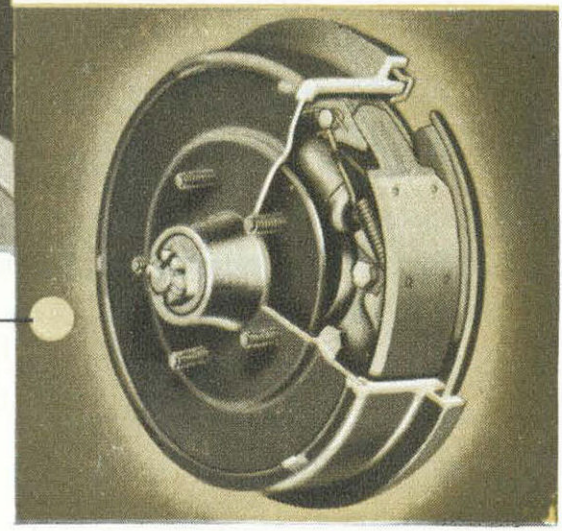
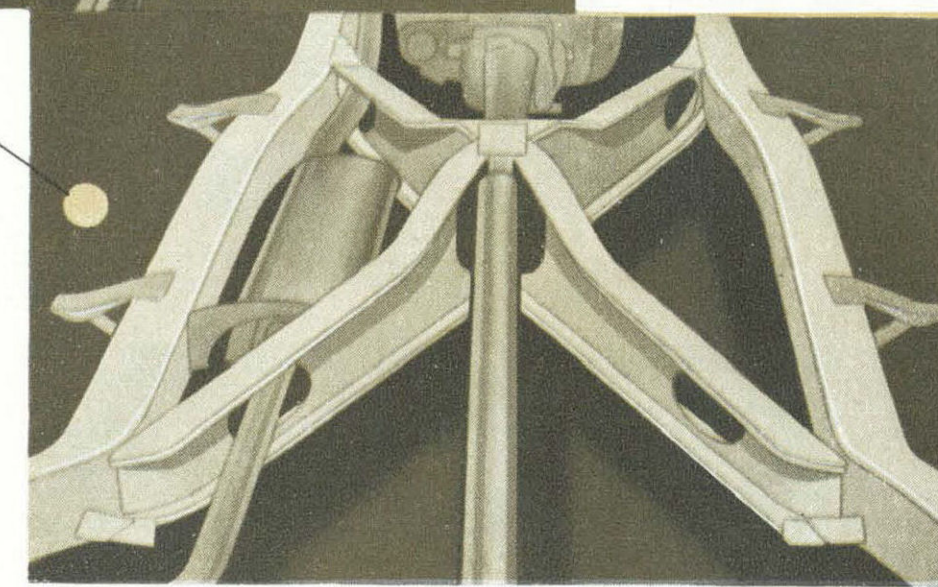
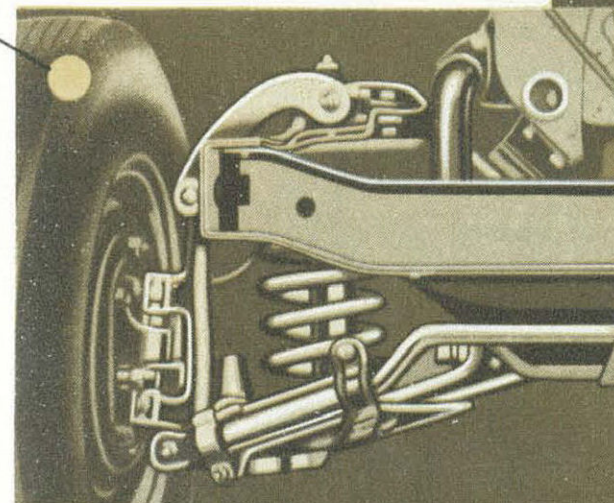
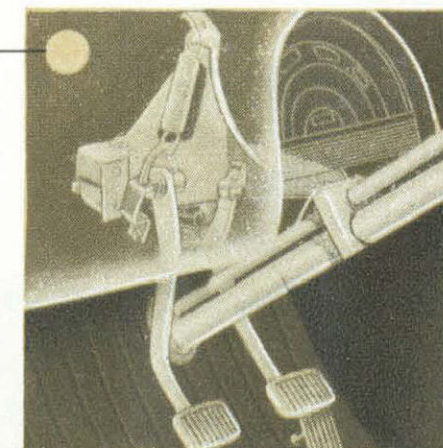
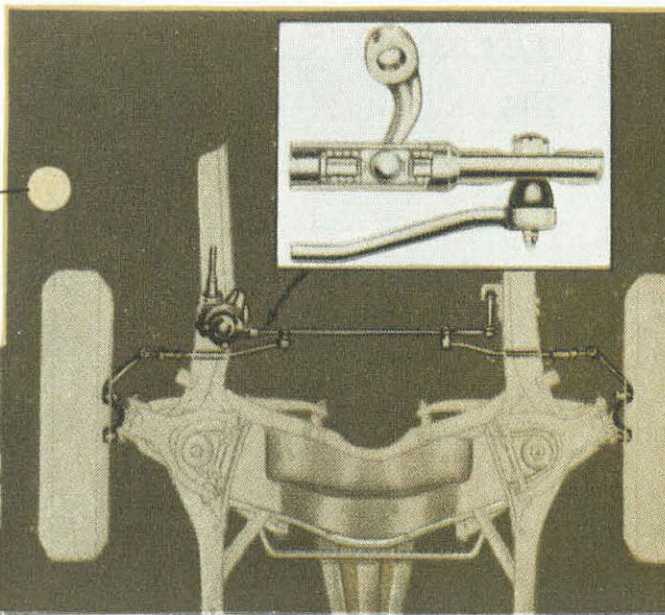
**Balanced-ease Steering**—symmetrical linkage perfectly balanced and with spring-loaded ball stud in cross link to insulate against road shocks.

**Reinforcing X-Member** of I beam construction. Completely welded to husky box-section side members, it increases overall torsional resistance of the entire chassis—providing extra reserve strength for full-load operation.

**Weather-proof Brakes**—lip-and-groove design of drum and backing plate seals these faster, smoother, "self-energising" brakes.

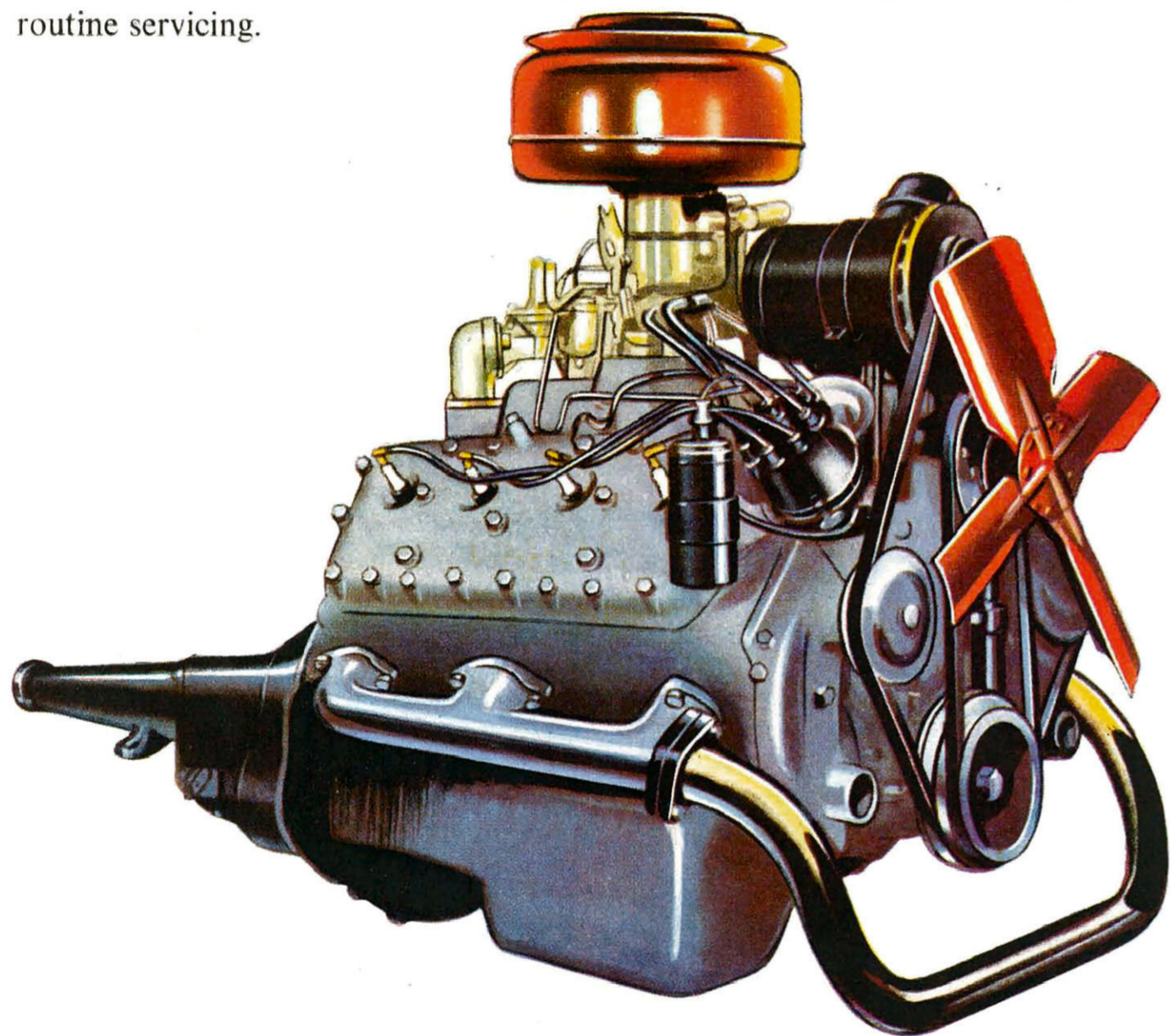
**Rear Shock Absorbers Diagonally Mounted** to help "level-keeling" on curves.

**Hotchkiss Drive** eliminates excess weight, and lowers the height of floor tunnel.



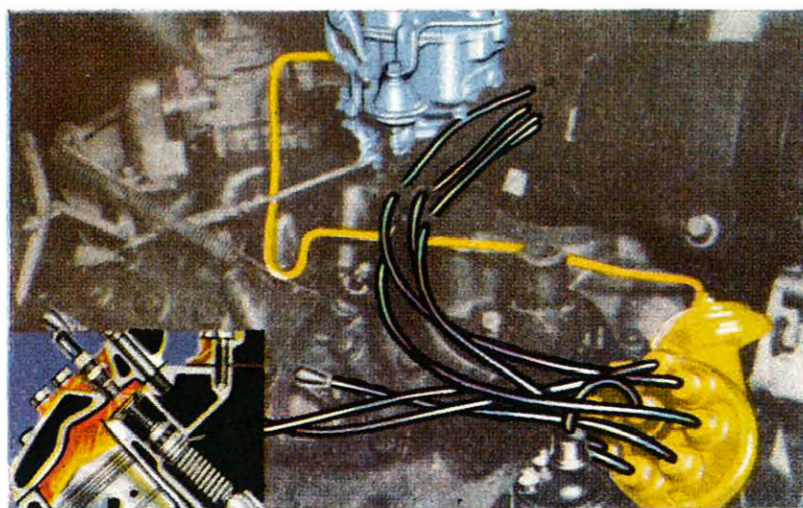
# TERRIFIC, INSTANT, THRIFTY high compression V8 power!

BEHIND this 32.5 h.p. Strato-Star V8 is Ford's experience in building more V8 engines than all other makers combined. The amazing power of the Strato-Star comes from high-compression ratio and the high-lift valves which allow a greater volume of fuel mixture to enter cylinders and permit easier escape of exhaust gases. But power is not the only advantage of Ford's advanced V8 engine design. Important, too, are silken smoothness, consistent economy and easy accessibility of all components for routine servicing.



## FORD'S EXCLUSIVE, AUTOMATIC POWER PILOT

This Ford feature completely integrates and self-regulates ignition, carburetion and combustion. It co-ordinates needed power for any condition with maximum economy. Ford's downdraft carburettor automatically switches to an "economy" jet for idling or to an extra-rich charge for fast acceleration. Ford's Loadomatic Ignition Distributor gives just the right spark advance automatically and instantly.

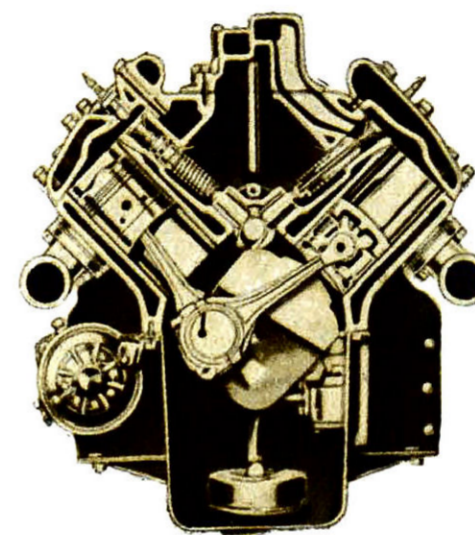


Ford's unique combustion chamber design controls combustion of every charge of fuel for smooth and maximum power impulse.

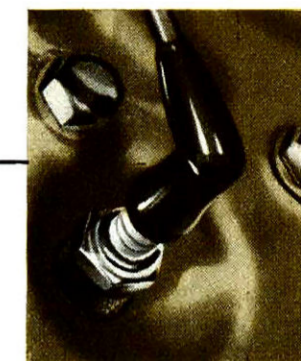
## EXCLUSIVE MATERIALS AND PROCESSES



For example . . . The Cast Crankshaft used in the V8 engine is of a unique metal alloy, cast by a special precision method exclusive to Ford. Strength and resistance to wear are greater than in an ordinary cast shaft of same size. High grade steel alloy of intake valves and chrome-silicon alloy of exhaust valves are further examples of Ford's finer materials.



Valve Assemblies do not require any periodic adjustment. Springs and guides are assembled into precision-set units at the factory. Valves are *free-turning*, they turn as they open and close, keep wear even, reduce chance of sticking.



**Waterproof Ignition System** for quick starts and top efficiency in adverse conditions of weather.

## ADVANCED ENGINEERING IN EVERY FEATURE

**Full-pressure Lubrication** for positive supply of oil to all vital bearing points. High-capacity oil pump is helical gear type for long life and quiet operation.

**Variable-Resilience Engine Mounting** for greater isolation of vibration from chassis and body.

**Positive Crankcase Ventilation** removes corrosive vapours by continuous circulation of clean air through crankcase.

**Two High-Capacity Water Pumps** of centrifugal type provide high-velocity circulation.

**Automatic Heat Control** for quicker engine warm-up and for more efficient operation in cold weather.

**Dual-Downdraft Carburettor** is really two carburettors in one to give more effective vaporisation, smoother acceleration, better economy.

**Deep-Breath Intake Manifold** has short, direct passages to each cylinder and is level-mounted for uniform fuel distribution.

**High-Torque Starting Motor** for quick starting in the coldest weather.

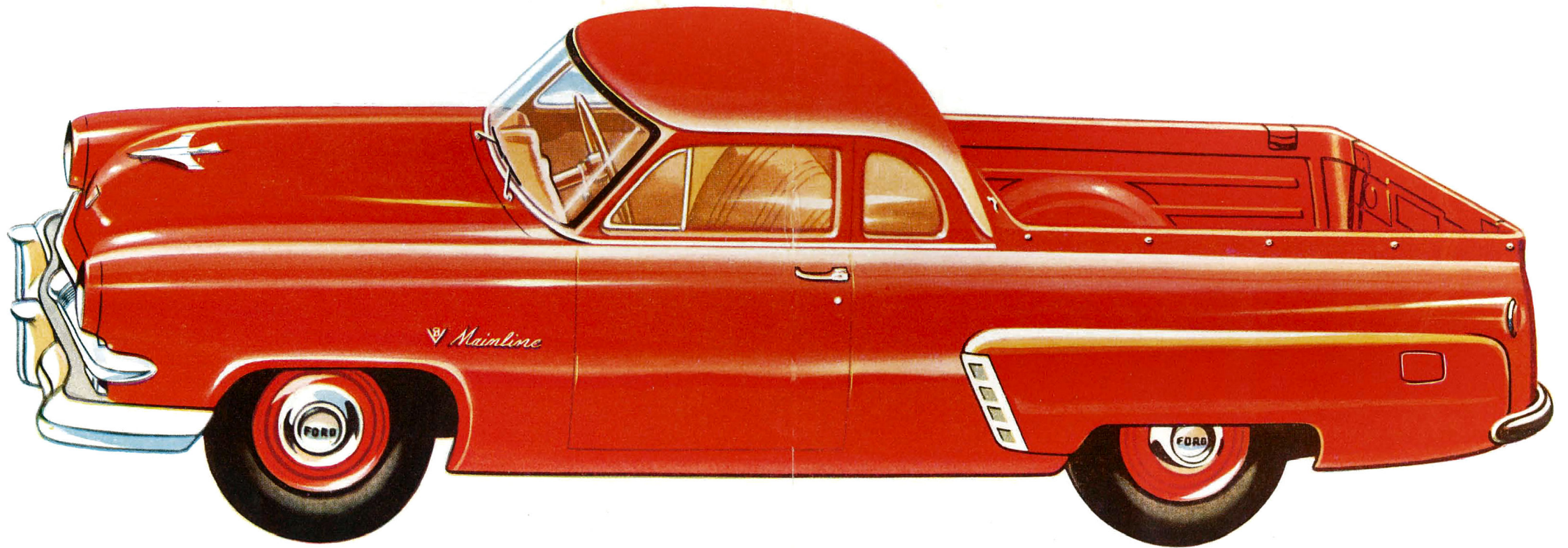
**Full-flo Fuel Pump** for constant, uniform supply of fuel to carburettor under all weather conditions.

**Three Wide Main Bearings** selectively fitted for longer life and have thin, steel-backed, lead-base-babbitt inserts exceptionally resistant to wear.

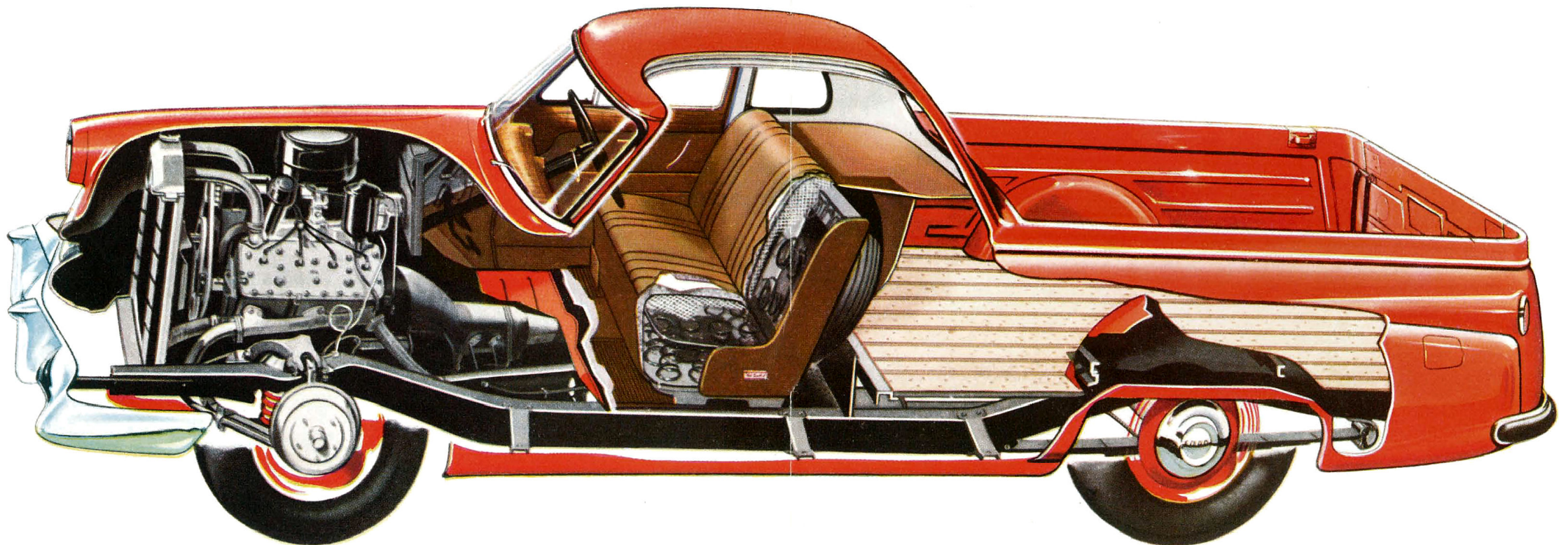
**Super-fitted, 4-Ring Aluminium Alloy Pistons** for longer life, better, quieter performance. Pistons are tin-plated and both top compression rings are cadmium plated.

**High-Lift, Quiet-Contoured Camshaft** is precision moulded alloy iron—and cam lobes lift valves high for greater efficiency.

AS BEAUTIFUL AS IT IS VERSATILE AND USEFUL

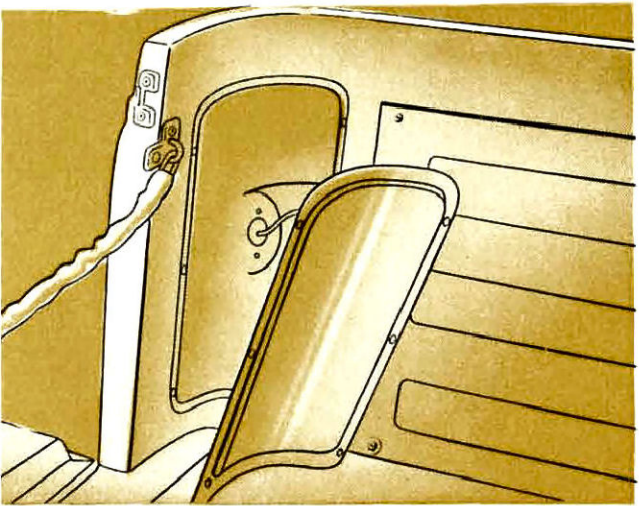
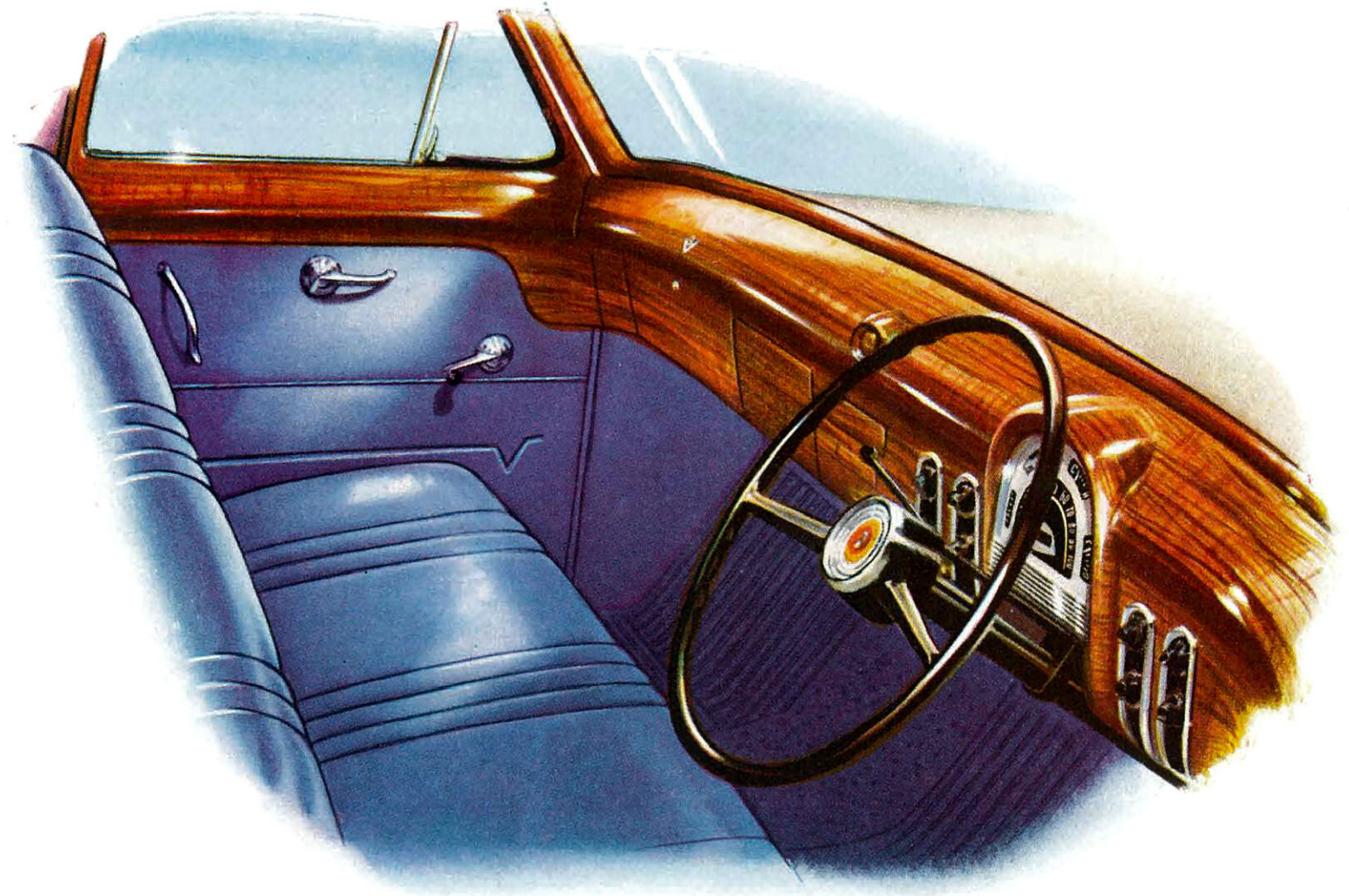
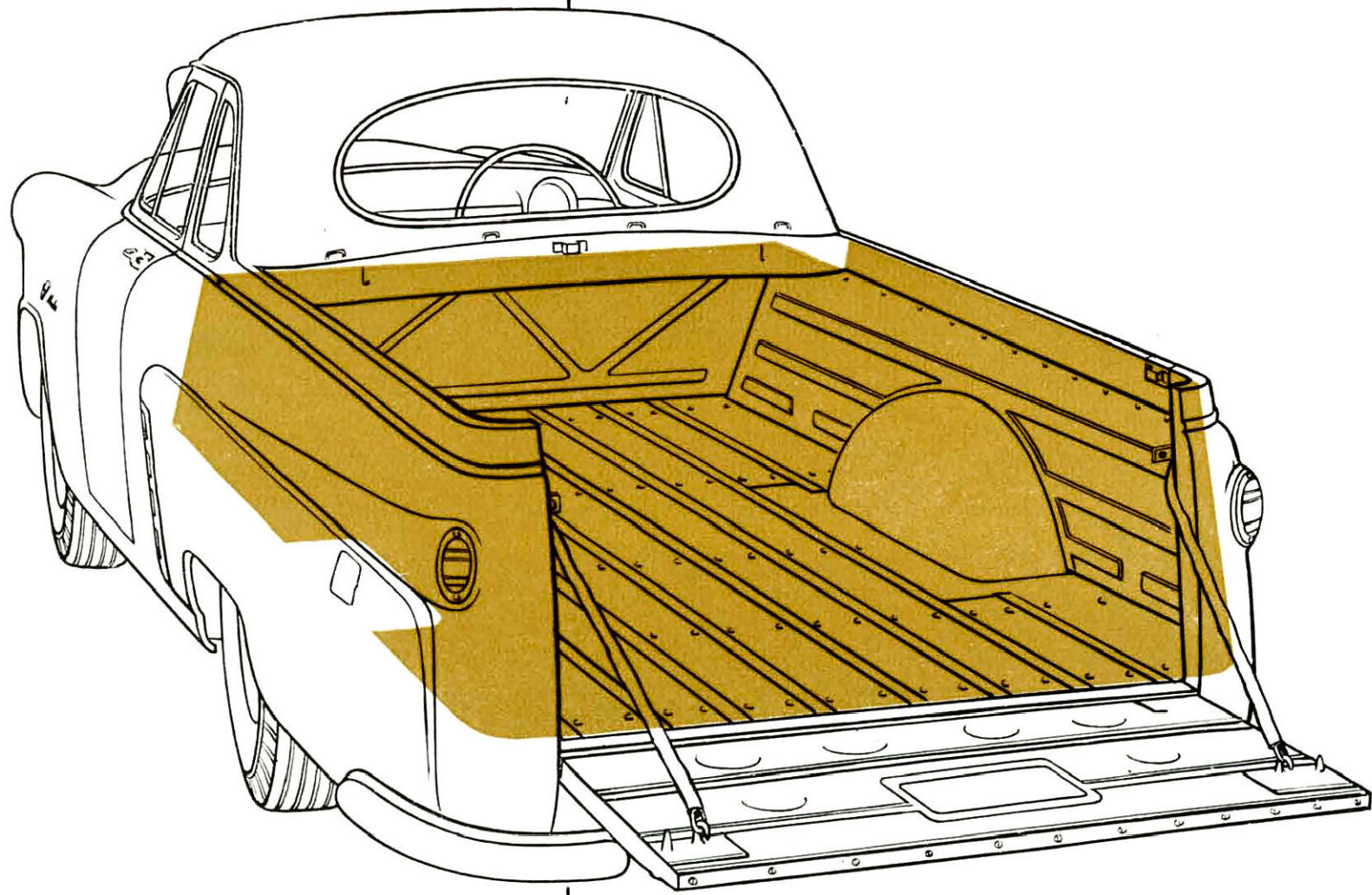


SMARTNESS AND COMFORT TO MAKE LIVING BETTER



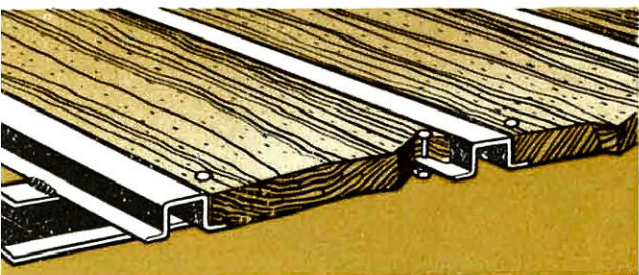
STURDY WORKING STRENGTH TO MAKE A BETTER LIVING

# WORK RIDES HERE . . . COMFORT SITS HERE



### Double-Section Panelling with Service Access Plates

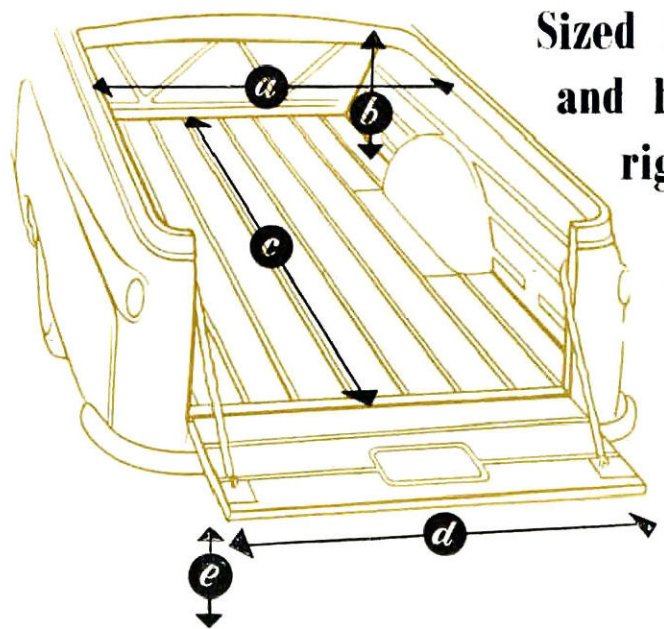
At important points on the inner panel of the double-panelling of tough steel, detachable plates allow quick, easy access for body service.



### Skid-strip Reinforced Hardwood Floor

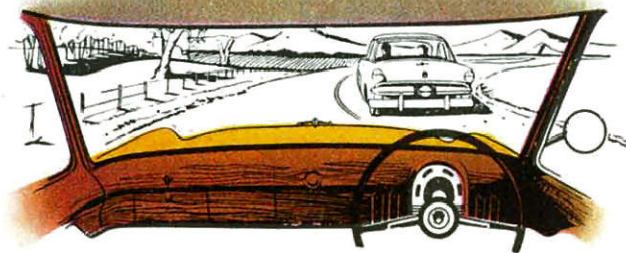
Stout hardwood boards are bolted to longitudinal floor skid-members of 16 gauge steel and these skid-strips are spot-welded to the body's channel cross members.

CONTAINED within its smart but husky walls of double-steel, this big space for 10 cwt. loads is long enough to take a door and wide enough for two bales of wool side by side. It is reinforced at every point where load-stress is taken. That wide-opening tailgate has a central handle for single-handed operation and, when lowered, forms a useful loading platform. Equipment includes a smart tonneau cover with framed carrier.



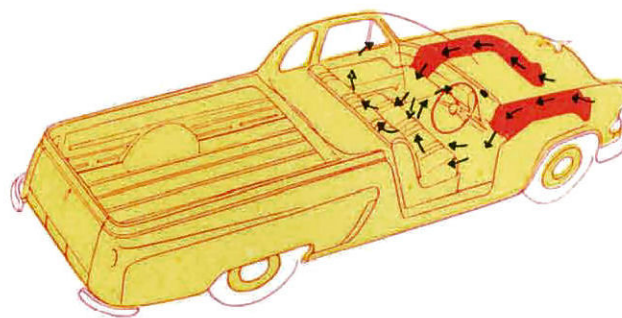
Sized right and built right for utility work

(a) 57 inches, (b) 21 inches, (c) 85 inches, (d) 48 inches, (e) 23 inches.



### FULL-SPREAD VISION

Huge, curved, one-piece windshield gives panoramic view and narrow but strong door posts minimise "blind spots".



### VENTILATING SYSTEM

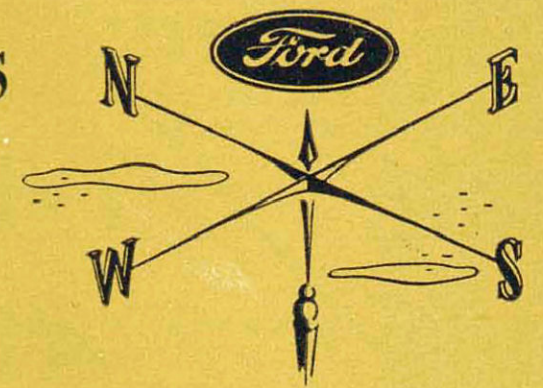
Forward motion of the vehicle and two screened air scoops, with intake controls on instrument panel, bring in fresh air to circulate throughout the Coupe. Controlled ventilation is also provided by side window vents.

**Ford "Crestmark" bodywork provides wide-spread room for three—and comfort complete even to special non-sag seat construction.**

IN this smartly-appointed Coupe, three big people can spread and relax on the softly-cushioned, genuine hide of that deep, wide seat. In this seat, a special Ford method of springing construction not only gives a softer feel and more stabilised ride action but also prevents sag or distortion.

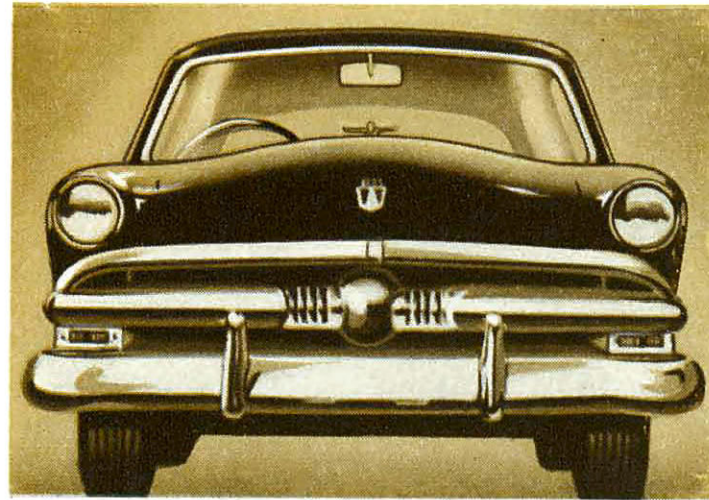
Adjustment of seat position is made effortless through ball-bearing track and assist springs. The seat back is hinged for easy access to spare wheel and tool box.

EVERYWHERE YOU LOOK, THERE ARE "WORTH-MORE" FEATURES THAT GIVE YOU MORE VALUE, COMFORT AND PERFORMANCE



FORD OWNERS HAVE SERVICE WHEREVER THEY GO

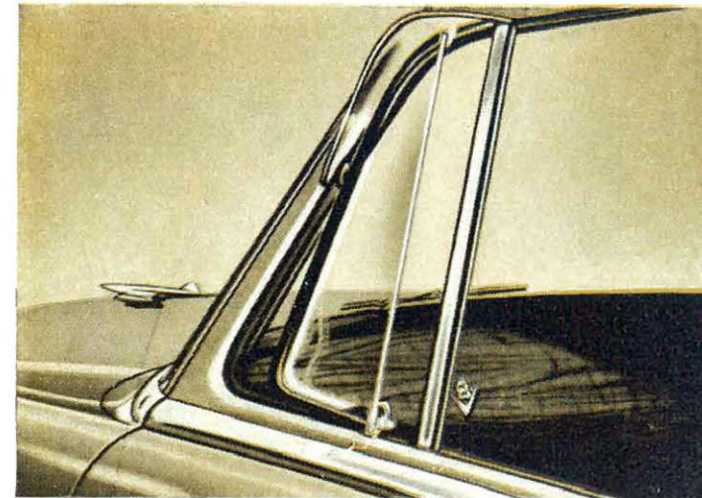
Both the availability and the specialised nature of Ford service are advantages of Ford ownership. Wherever you go there is a Ford Dealer who has the "know-how" in the servicing of your Ford-built vehicle. He sends his mechanics to special schools in Ford factories and maintains a stock of genuine Ford parts.



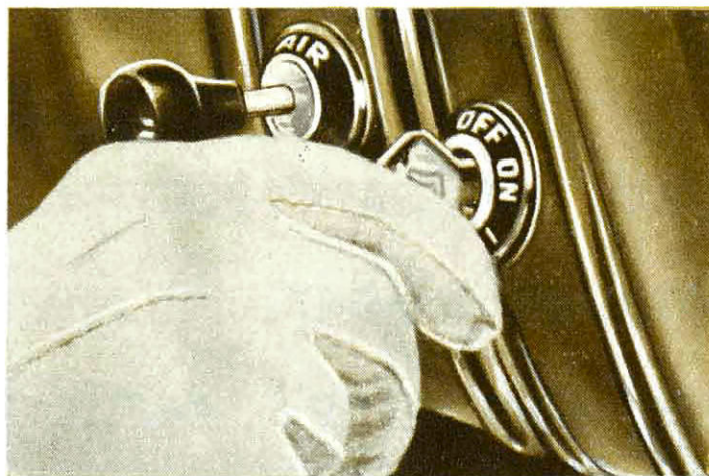
**Wider, Lower, More Massive Grille**—This distinctive front end styling is matched by the long, wide and smooth lines of the entire vehicle—all adding up to an impression of style-setting quality.



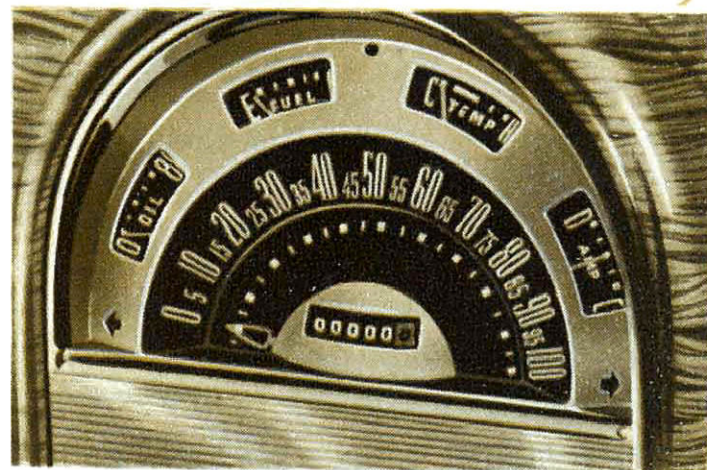
**Offset Door Hinges** permit effective sealing between doors and body and move the door further outward for greater entry-or-exit room. Silent-doorman stay checks hold doors two-thirds or fully open as desired.



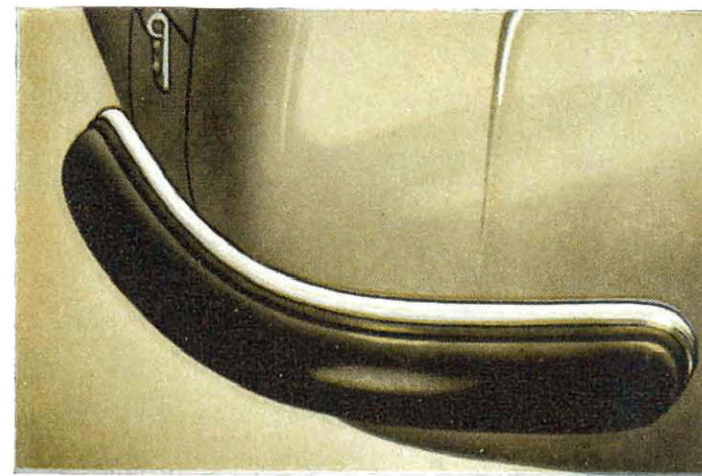
**Theft-proof Quarter Windows**—These pivoting, easy-action type quarter vent windows provide draught-free ventilation. They are fitted with a special security latch and are overhung by effective rain shields.



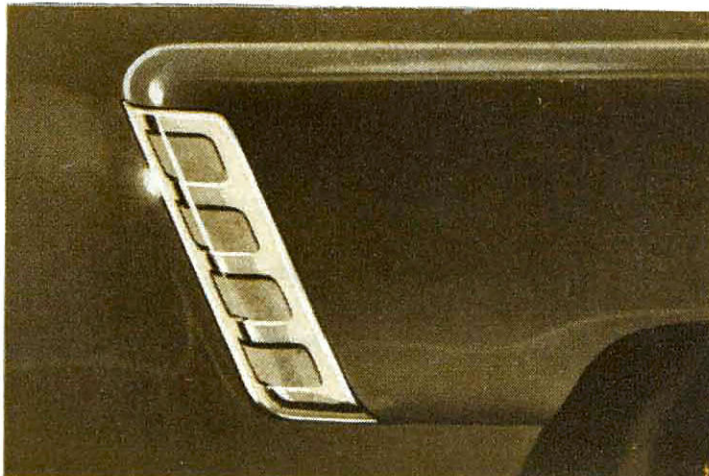
**Key-Turn Starting**—A turn of the ignition key past the "on" position immediately operates the starter, instantly "bringing to life" the engine. No more searching for a foot pedal or stretching for a starter button.



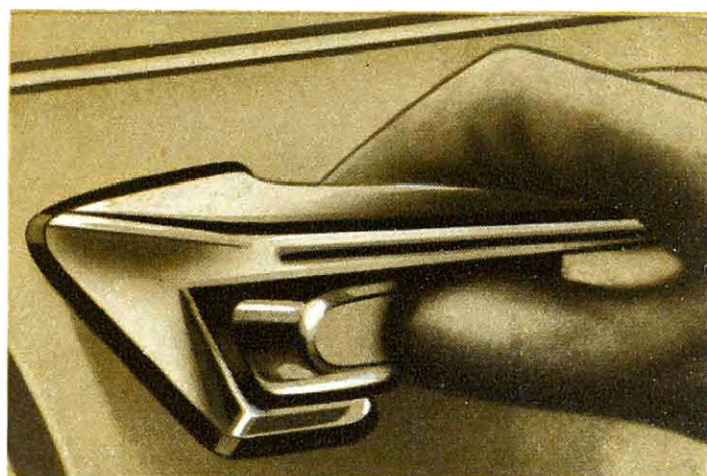
**Flight-style Instrument Cluster**—All instruments grouped for easiest reading and lighting can be dimmed as desired. Full instrument panel is quality-finished in graining and controls are individually lighted for quick night-identification.



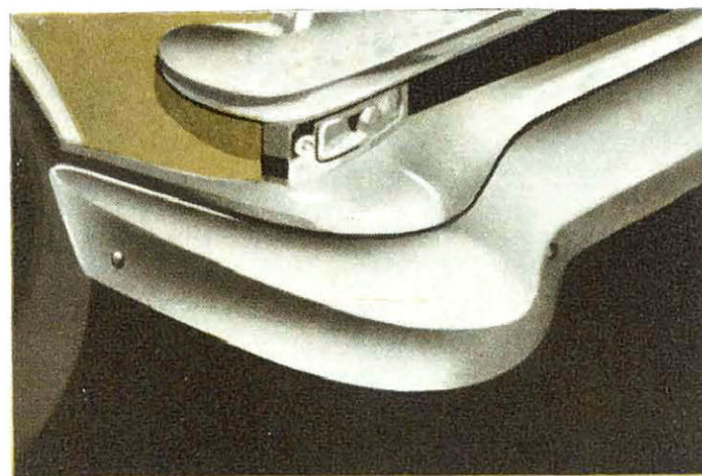
**Rubber-Faced Rear Quarter Panel Protectors**—Every detail of Ford Mainline is right for utility work. For instance, these rubber-pad-faced protectors curve right round those smartly contoured rear quarter panels.



**Rear Cap Moulding** is distinctive and is an effective gravel deflector. Everywhere you look there's practical smartness—even those twin tail lamps are placed and contoured to be right for utility work.



**Push-button Handles** not only mean greater operating ease but, with Ford's rotary door latches, keep doors closed safely even after years of operation. Located under these smart handles, Ford's pin tumbler locks are finest available.

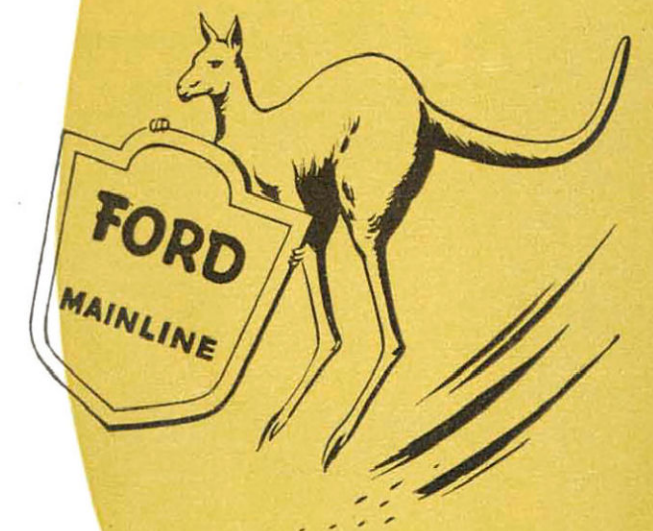


**Body-Guard Bumper** blends with new grille and is curved to follow contours of vehicle for greater beauty, greater protection. New parking lights are inset above the bumper, out of the way, and clearly visible.



SPECIALLY DESIGNED FORD RADIO

A Ford radio is motoring's finest companion—and a top-quality set has been designed for Ford V8 vehicles. Among car radios its performance is outstanding and the set can be installed at the factory, before you take delivery of your Ford Mainline. Your Ford Dealer will give you full details.



# FORD V8

## Mainline Coupe Utility

### S P E C I F I C A T I O N S

#### V8 ENGINE

**No. of Cylinders**—8.  
**Bore and Stroke**— $3\frac{1}{8}$ " x  $3\frac{3}{4}$ ".  
**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-scuff. 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.  
**Lubricating 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-draft 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. in.

#### 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—26.3 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  $4$ " x  $3\frac{3}{4}$ " 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 $\frac{3}{4}$ ".

#### 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 ton-

neau cover level—Front 21". Rear 19".

Width of tailgate opening—48".

Height of tailgate opening—19".

Width across front seat—58".

*Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, to change specifications and prices at any time without notice or incurring liability to purchasers.*

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

GEELONG, VICTORIA

