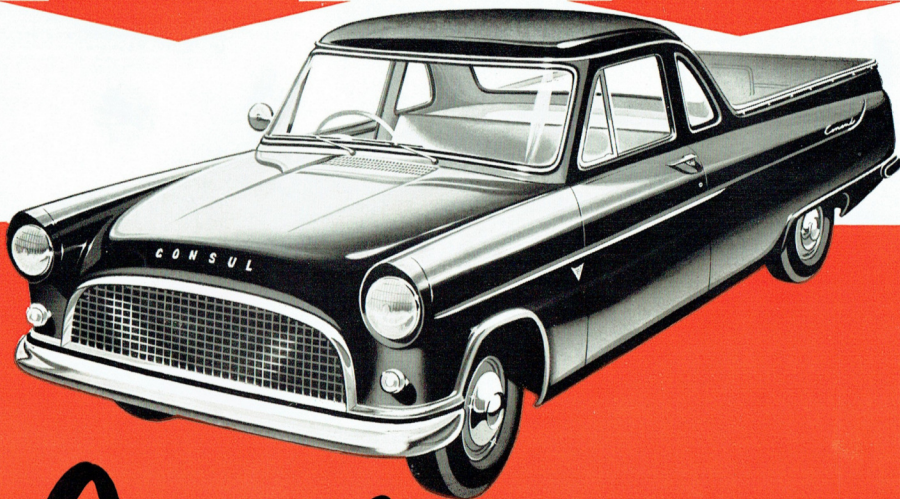


**POWER WITH THRIFT
OF 4 CYL.
OVERSQUARE ENGINE!**

**LONG AND WIDE
8 CWT.
LOAD-SPACE!**



Consul

COUPE UTILITY

Specifications CONSUL COUPE UTILITY

ENGINE: Four cylinder cast integrally with upper half of crankcase; bore 3.23 ins.; stroke 3.13 ins. Capacity 102.9 cu. ins. Overhead valves, push rod operated from harmonic cams in cylinder block. Compression ratio 6.9:1. B.H.P. 55 at 4,240 R.P.M. Torque 87 lbs./ft. at 2,300 R.P.M. Three bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating volume controlled combustion chambers for economy and smooth running. Special autothermic alloy pistons. Three point suspension of engine and gear box giving remarkably smooth power flow.

ENGINE LUBRICATION: Pressure feed by submerged gear pump to crankshaft main bearings, big-end bearings and camshaft bearings via drillings in cylinder block and crankshaft. Full flow type oil filter fitted direct to cylinder block. Accessible dip stick and oil filter. Sump capacity with oil filter, 7.5 pints.

IGNITION: 12 volt battery and coil (battery accessibly located under hood)—distributor has automatic advance and retard and additional vacuum control. Sparking plug size 14 mm. Firing order 1, 2, 4, 3.

FUEL SYSTEM: Diaphragm type fuel pump mechanically operated. Down draught carburettor has special choke control and is fitted with combined air cleaner and silencer. Electrical petrol gauge. Petrol tank capacity 11 gallons.

COOLING SYSTEM: Belt-driven fan and water pump with thermostatic heat control. Tube and fin type radiator. Capacity of system 18 pints.

TRANSMISSION: Clutch—dry single plate spring cushioned. Hydraulic operation from pedal to heavy duty ball-bearing thrust release. Remote control of gears on steering column. Light action synchro-mesh on top and second gears. Helically cut constant mesh gears. Three forward speeds. Overall ratio—4.44 to 1, 7.29 to 1, and 12.61 to 1. Reverse 17.14 to 1. Oil capacity of gear box 2.5 pints approximately.

REAR AXLE: $\frac{3}{4}$ floating, hypoid final drive. Heavy duty roller and ball bearings. Open type drive shaft. Universal joints have needle roller bearings. Axle ratio—4.44 to 1. Oil capacity 2½ pints approximately.

FRONT SUSPENSION: Independent front wheel suspension employs low periodicity coil springs mounted on special hydraulic double-acting telescopic shock absorbers integral with the wheel spindle assembly. The upper end of this unit rotates in an anti-friction bearing suspended in rubber and mounted on the body high inside wing valance. The base of the wheel assembly is connected via a ball jointed transverse track control arm to a tubular cross-member bolted to underside of the unitary body. An anti-roll torsion bar is fitted which, being triangulated, holds the track control arms in the fore and aft direction. The wide spacing and high location of the springs and shock absorbers, combined with accurately controlled geometry, give excellent riding and steering.

REAR SUSPENSION: Longitudinal semi-elliptic 9-leaf springs rubber insulated. Hydraulic double-acting shock absorbers.

BRAKES: Hydraulic internal—front 9 ins. x 2½ ins. x 11.5 ins x 1¼ ins. Front—two leading shoes, rear—Roaring expander. Total lining area 147 sq. ins. Foot brake all four wheels, hand brake on rear wheels only.

STEERING: Recirculatory ball type. Ratio 18.0 to 1. Steering wheel diameter 17 ins. Two spoke safety type.

WHEELS AND TYRES: Pressed steel with wide base rims. Rustless steel hub-caps. Tyres 6.70 x 13—6 ply.

ELECTRICAL EQUIPMENT: Two-brush ventilated generator, compensated voltage control. Drive: "V" belt easily adjustable. Starter motor. Horn: high frequency, operated by button on steering column. Battery: 12 volt 57 amp. hr. at 20 hr. rate.

INSTRUMENTS: Conveniently grouped cluster immediately in front of driver includes speedometer, fuel gauge, ammeter, oil

pressure warning light, direction indicator warning lights, ignition warning light, head-lamp main beam warning light. Instrument lighting controlled by tumbler switch on fascia panel.

CONTROLS: Choke, combined ignition-starter switch, lighting switch, instrument light and windshield wiper. Plastic control knobs. Foot operated head-lamp dimmer switch.

BODY: All-steel welded integral construction. Safety glass all round. Curved type fixed windshield. Hinged no-draught ventilators embodied in front doors. Safety design push-button door handles. Adjustable, full-width tubular construction bench type seat. Washable vinyl headlining. Spare wheel housed in separate compartment beneath tailgate at rear.

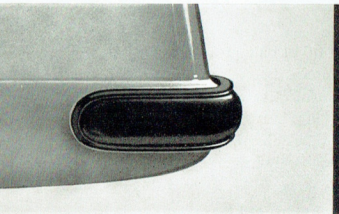
GENERAL EQUIPMENT: Dual windshield wipers operated from vacuum pump fitted on engine. Moisture-proof, flush fitting hooded head-lamps. Separate side lamps. Tail and stop lamps combined. Rear number plate illumination lamps. Interior light. Sun visors. Doors lockable on both sides. Approved flasher type direction indicators operated by self-cancelling arm on steering column. Exterior rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters and radio.

GENERAL DIMENSIONS: Overall length: 171 ins. Overall width: 67.5 ins. Overall height: 60.34 ins. Wheelbase: 104.5 ins. Track (front): 53 ins.; (rear): 52 ins. Turning circle: 38 ft. Kerb weight: 2,660 lbs. Maximum G.V.W.: 3,900 lbs.

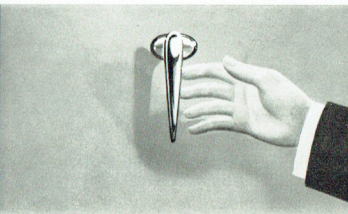
Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, to change specifications and prices at any time without notice or incurring liability to purchasers.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

(Incorporated in Victoria) Registered Office: Geelong, Victoria.



REAR END PROTECTION. Rubber-faced bumper-curtles curve right around the vital rear corners, absorb shocks better and do not show scratches.



CENTRAL TAILGATE HANDLE allows easy, single-handed operation. The tailgate suspension chains are P.V.C. covered for load-protection.



COMPACT TWIN TAIL-LIGHT ASSEMBLY . . . incorporates red stop light, amber flashing turn-indicator lights and built-in reflectors.

Specifications CONSUL COUPE UTILITY

ENGINE: Four cylinder cast integrally with upper half of crankcase. Bore 3.33 in. stroke 3.15 in. Capacity 102.9 cu. in. Overhead valves, push rod operated from harmonic cam on cylinder block. Compression ratio 6.6:1. B.P.M. 55 at 4,200. Torque 87 lbs. ft. at 2,200 R.P.M. Three bearing crankshaft with integral water pump. Remotely balanced crankshaft. Dual carburettor. Head incorporated with volumetric controlled combustion chambers for economy and smooth control. Special camshaft valve gear. Three point suspension of engine and gear box giving remarkably smooth power flow.

ENGINE LUBRICATION: Pressure feed by submerged gear pump to overhead main bearings, big-end bearings and connecting rod bearings via drillings in cylinder block and crankshaft. Full flow type oil filter fitted direct to cylinder block. Accessible dip stick and oil filler. Some capacity with oil filter, 7.5 pints.

IGNITION: 12 volt battery and coil (battery accessibility located under hood) — distributor has magnetic advance and retard and additional vacuum control. Sparking plug size 14 mm. Spring order 1, 2, 4, 3.

FUEL SYSTEM: Diaphragm type fuel pump mechanically operated. Down draught carburettor has special choke control and is fitted with combined air cleaner and silencer. Electrical petrol gauge. Petrol tank capacity 13 gallons.

COOLING SYSTEM: Belt-driven fan and water pump with thermostat heat control. Tube and fin type radiator. Capacity of system 18 pints.

TRANSMISSION: Clutch — dry single plate spring cushioned. Hydraulic operation from pedal by heavy duty, ball-bearing thrust release. Remote control of gears on steering column. Light action synchromesh gear box and second gear. Mechanically operated handbrake. Three Forward Gears. Overall gear ratio 4.44 to 1, 2.29 to 1 and 12.61 to 1. Reverse 17.36 to 1. Oil capacity of gear box 2.5 pints approximately.

REAR AXLE: 3½ Beating, hypoid final drive. Heavy duty roller and ball bearings. Open type drive shaft. Universal joints have needle roller bearings. Axle ratio—4.64 to 1. Oil capacity 2.5 pints approximately.

FRONT SUSPENSION: Independent front wheel suspension employs low periodically coil springs mounted on special hydraulic double-acting telescopic shock absorbers integral with the wheel spindle assembly. The upper end of this unit rests in an anti-friction bearing suspended in rubber and mounted on the body high inside wing valve. The base of the control arms is a tubular cross-member bolted to underside of the engine body. An anti-roll bar is fitted which, being triangulated, holds the track control arms in the fore and aft direction. The wide spacing and high location of the springs and shock absorbers, combined with accurately controlled geometry, give excellent riding and steering.

REAR SUSPENSION: Longitudinal semi-elliptic 9-leaf springs rubber insulated. Hydraulic double-acting shock absorbers.

BRAKES: Hydraulic internal — front 9 in. x 2½ in. Rear 9½ in. x 1½ in. Front—two leading shoes, rear—leading expander. Total lining area 147 sq. in. Foot brake all four wheels, hand brake on rear wheels only.

STEERING: Recirculatory ball type. Ratio 18.0 to 1. Steering wheel diameter 17 in. Two spoke steering.

WHEELS AND TYRES: Pressed steel with wide base rims. Built-in steel hub-caps. Tyres 6.70 x 12 — 9 ply.

ELECTRICAL EQUIPMENT: Two-brush ventilated generator, commutated voltage control. Drive "in" ball easily adjustable. Starter motor: Main: high frequency, operated by button on steering column. Battery: 12 volt 27 amp. hr. at 29 hr. rate.

INSTRUMENTS: Conveniently grouped cluster immediately in front of driver includes speedometer, fuel gauge, ammeter, oil

pressure warning light, direction indicator warning light, ignition warning light, headlamps with beam warning light. Instrument lighting controlled by fan-beam switch on fuel gauge panel.

CONTROLS: Choke, combined ignition-starter switch, lighting switch, instrument light and windshield wiper. Plastic control knobs. Four opened head-lamp dimmer switch.

BODY: All-steel welded integral construction. Safety glass all round. Curved type fixed windscreen. Slotted non-drug ventilators embedded in front doors. Safety design push-button door handles. Adjustable, full-width tubular construction bench type seat. Washable vinyl headlining. Spare wheel housed in separate compartment beneath luggage at rear.

GENERAL EQUIPMENT: Dual windshield wipers operated from vacuum pump fitted on engine. Moisture-proof, flush fitting hooded headlamps. Separate side lamps. Tail and stop lamp combination. Rear window glow illumination lamp. Interior light sun visors. Door handles on both sides. Approved Rasher type direction indicators operated by self-cancelling arm on steering column. Exterior rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters and radio.

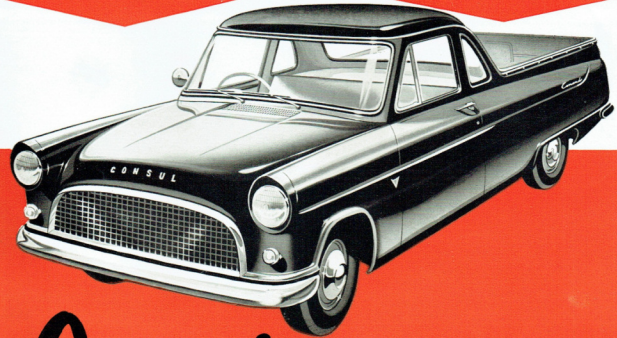
GENERAL DIMENSIONS: Overall length: 171 in. Overall width: 62.6 in. Overall height: 60.24 in. Wheelbase: 104.5 in. Track (front): 53 in. (rear): 32 in. Turning circle: 28 ft. Kerb weight: 2,600 lbs. Maximum G.V.W.: 3,900 lbs.

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.
(Incorporated in Victoria) Registered Office: Geelong, Victoria.

POWER WITH THRIFT
OF 4 CYL.
OVERSQUARE ENGINE!

LONG AND WIDE
8 CWT.
LOAD-SPACE!



Consul

COUPE UTILITY

COMPACT TWIN TAIL-LIGHT ASSEMBLY . . .
incorporates red stop light, amber flashing
turn-indicator lights and built-in reflectors.

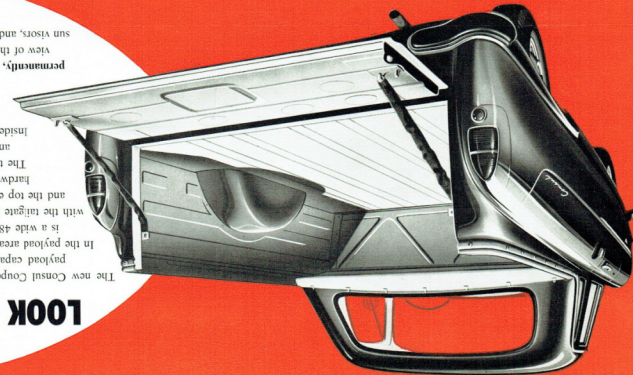
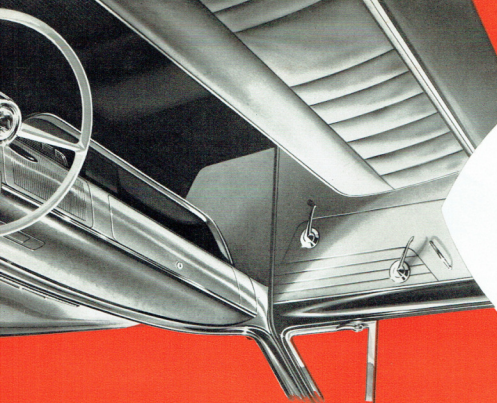
CENTRAL TAILGATE HANDLE allows easy,
single-handed operation. The tailgate sus-
pension chains are P.V.C. covered for load-
protection.

REAR END PROTECTION. Rubber-faced bumper-
ettes curve right around the vital rear corners,
absorb shocks better and do not show scratches.



The new Consul Coupe Utility is spacious in every practical aspect — in width, long 8 cwt. payload capacity, and in wide comfort for three people. In the payload area, measurement along floor to tailgate is 57", the tailgate is 54" wide, 48" height of the wall is 18.75" and the overall height of the load area with the tailgate lowered is 96". Adjusted double panel wall surrounds the load area and the four edges of these panels are formed by heavy-duty steel loading strips. The hardwood floor is designed for convenient loading height and is made said strips. The tailgate, when lowered, forms a loading platform level with the floor. A smart weatherproof tonneau cover is standard equipment. Inside the coupe there is no squeeze for the passenger — legroom — hiproom — and headroom are outstanding. Other features for extra comfort and convenience include the deep cushioned seat with special zig-zag spring construction which keeps his shape permanently, the top-around windshield which provides an unobstructed view of the road ahead almost from the front wheels onwards. Two interior sun visors, and the steering wheel of "ribbed" design to provide added driver-protection in case of impact.

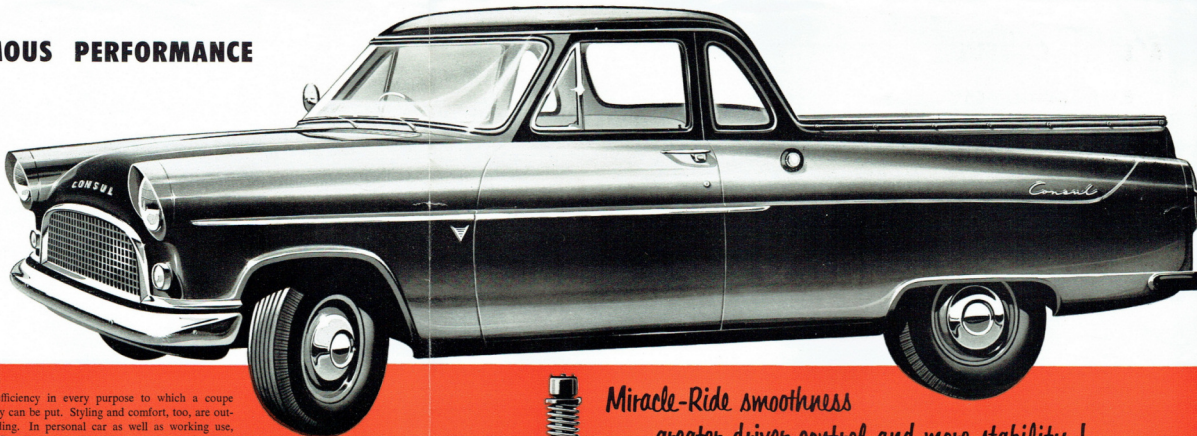
LOOK AT THE S-P-A-C-E-I!



ALL OF CONSUL'S FAMOUS PERFORMANCE

AND ECONOMY —
PLUS **8** CWT.
CAPACITY!

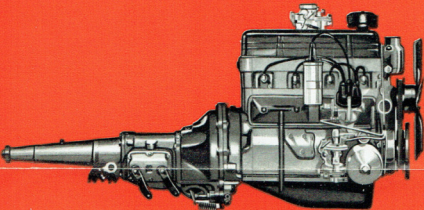
All the benefits of
Ford-Australia's greater
"know-how" in
coupe utility design!



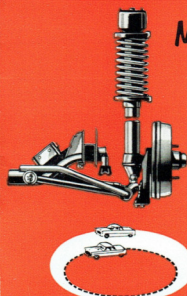
Ford-Australia designed the first coupe utility type of vehicle. Since then, the coupe utilities built by Ford have kept on bringing new advances. Here is the latest example of this continuing progress — a balance of power, load-rating and overall weight which steps

up efficiency in every purpose to which a coupe utility can be put. Styling and comfort, too, are outstanding. In personal car as well as working use, this Consul coupe utility brings you new and greater advantages.

Oversquare OHV power with a plus — and economy of 30 m.p.g.!



With an R.A.C. rating of 16.9 h.p., this modern engine develops 55 b.h.p. In coupe utility work the flexibility of its performance is particularly important. Faster power output means sparkling acceleration, reserves are there for long climbs and heavy going, and, in cruising, it does an effortless job at the relatively low rate of revolutions and short piston stroke provided by its oversquare design. This oversquare design is of great importance — for it contributes to greater smoothness, longer life and a fuel economy of up to and over 30 m.p.g. Power-to-weight ratio is another factor in the Consul engine's favour. In the normal servicing which a coupe utility needs in its busy working life, there is an advantage, too, in the easy accessibility of the components in this Consul engine.



Miracle-Ride smoothness
greater driver control and more stability!

Consul's suspension is ideally suited to coupe utility usage. It not only provides a superlatively smooth ride but also extra stability and road-hugging which are particularly noticeable in cornering and on uncertain surfaces. This combination of comfort and safety is achieved through the unique front suspension shown at the left . . . long, heavy-duty underslung rear springs . . . lower centre of gravity . . . heavy-duty telescopic shock absorbers . . . wide track . . . and 13" diameter wheels with wide base rims and correspondingly wide road contact of tyres.

SHORTER TURNING CIRCLE: Consul is easy to manoeuvre in confined loading areas, in traffic and in any parking situation. The turning circle is only 38' and high-efficiency steering with light but positive action also assists in manoeuvrability. The driver's remarkable vision, front, rear and sides, is another big asset in handling ease.

EVERY FEATURE INCREASES COUPE UTILITY EFFICIENCY!

Big 27" diameter brakes with a braking area of 147 sq. ins. . . longer wheelbase of 104 3/4" . . . pendant-type brake and clutch pedals and clutch action is hydraulically assisted . . . key-turn starting . . . 12-volt electrical system . . . safety "dish" design steering wheel . . . built-in and controllable ventilating system with air-intake coming in the centre of the engine hood out of the

way of road times and dust . . . extra strength of box-iron integral body frame construction and special central reinforcement of underbody frame so that longitudinal channel members extend completely from front to rear as continuous support for the most concentrated load . . . flasher-type direction indicators . . . wide opening doors lockable on both sides of vehicle.



OVERSQUARE, SHORT-STROKE

DESIGN: The most efficient power in modern engines comes from oversquare design in which the diameter of the cylinders is increased in relation to their depth. This allows a shorter piston stroke which lessens internal friction, saves wear and gets more efficiency from less petrol. On the right, above, is illustrated Consul's "short-stroke" of piston in comparison with that of the conventional engine as shown on the left.

OVERHEAD VALVES:

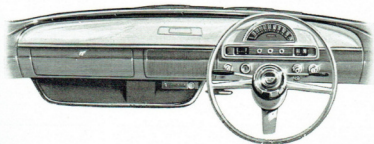
These permit a more efficient combustion head shape which spreads the explosion evenly — and gets more power from every fuel charge. In Consul, valve life, too, is greater for the valve guides are an integral part of the cylinder head thus improving heat dissipation.

DOUBLE VENTURI CARBUR-

ETTOR: An automatic high-power jet means greater fuel economy through provision of the most efficient fuel-air mixtures for all driving conditions. The down-draught design of the carburetor, special intake manifold design and overhead valves also increase efficiency.

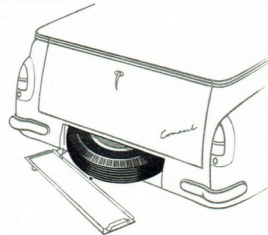
ALL THESE ADVANCES IN ENGINE DESIGN:

Four bearing crankshaft with integral weights. The shaft is exceptionally rigid in design and bearing surfaces are larger because of increase in width between centres of cylinder bores . . . Improved cooling of exhaust valves . . . full-flow oil filter . . . 3-point rubber-cushioned engine mounting system . . . special design aluminium alloy pistons . . . direct injection of oil onto the cylinder walls when the engine is started cold for longer engine life.



The handsome Consul fascia panel is covered in soft, non-glare washable Vinyl, all instruments are neatly grouped around the steering column for easier reading and ready accessibility, and, as well as a generous-size glove box, there is a spacious parcel tray underneath the dashboard and a full-width parcel tray at the rear of the seat.

Spare tyre compartment: Conveniently placed under the tailgate, and without obstructing the load space area, is a completely separate and weather-tight locking compartment for the spare tyre. The coverplate is hinged at the left to ensure against loss when spare is taken out.



Consul — THE COUPE UTILITY FOR POWER, LOAD AND THRIFT!