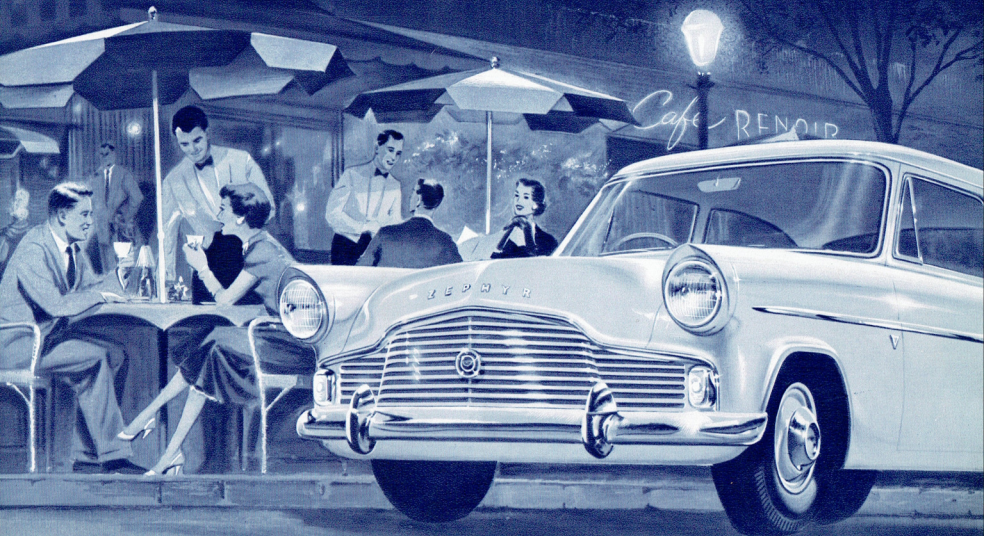


Zephyr-Six

The car for moderns on the move



SPECIFICATIONS ZEPHYR-SIX SEDAN

ENGINE

Six cylinder cast integrally with upper half of crankcase; bore 3.25 ins.; stroke 3.13 ins. Capacity 155.8 cu. ins. Overhead valves, push rod operated from harmonic cams in cylinder block. Compression ratio 6.9:1. B.H.P. 80 at 4,200 R.P.M. Torque 128 lbs./ft. at 2,000 R.P.M. Four bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating volume controlled combustion chambers for economy and smooth running. Special auto-thermic 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 8.5 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, 5, 3, 6, 2, 4.

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 at rear, capacity 10.5 gallons.

COOLING SYSTEM

Belt-driven fan and water pump with thermostatic heat control. Tube and fin type radiator. Capacity of system 22 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 — 3.90 to 1, 6.40 to 1, and 11.08 to 1. Reverse 15.06 to 1. Oil capacity of gearbox 2.5 pints approximately.

REAR AXLE

¾ floating, hypoid final drive. Heavy duty roller and ball bearings. Open type drive shaft. Universal joints have needle roller bearings. Axle ratio — 3.90 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 is 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 unit 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, gives excellent riding and steering.

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 SUSPENSION

Longitudinal semi-elliptic 6 leaf springs rubber insulated. Hydraulic double-acting shock absorbers.

BRAKES

Hydraulic internal — front 9 ins. x 2½ ins. Rear 9 ins. x 1¾ ins. Front — two leading shoes, rear — floating expander. Total lining area 147 sq. ins. Foot brake all four wheels, handbrake on rear wheels only.

STEERING

Recirculatory ball type. Ratio 18.0 to 1. Steering wheel diameter 17 ins. Two spoke type tyre.

WHEELS AND TYRES

Pressed steel with wide base rims. Rustless steel hub-caps. Tyres 6.40 x 13.

ELECTRICAL EQUIPMENT

Two-brush ventilated generator, compensated voltage control. Drive: "V" belt easily adjustable. Starter motor. Dual "Windtone" horns operated by horn ring 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 facia 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. Seating within wheelbase. Safety glass all round. Curved type fixed windshield and wrap-around rear window. Hinged, no-draught ventilators embodied in front doors. Safety design push-button door handles. Adjustable full-width tubular construction bench-type front seat. Washable vinyl headlining. Separate luggage compartment accessible from outside of car. Spare wheel housed in luggage compartment on right-hand side.

GENERAL EQUIPMENT

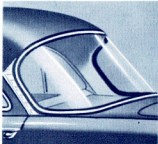
Dual windshield wipers operated from vacuum pump fitted on engine. Moisture-proof, flush fitting hooded headlamps. Separate side lamps. Tail and stop lamps combined. Rear number plate illumination lamps. Interior light. Sun visors. Front doors lockable on both sides. Flasher type direction indicators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

GENERAL DIMENSIONS

Overall length: 14 ft. 10.5 ins. Overall width: 5 ft. 9 ins. Overall height: 5 ft. 2 ins. Wheelbase: 107 ins. Track (front) 53 ins.; (rear) 52 ins. Kerb Weight: 2,691 lbs.



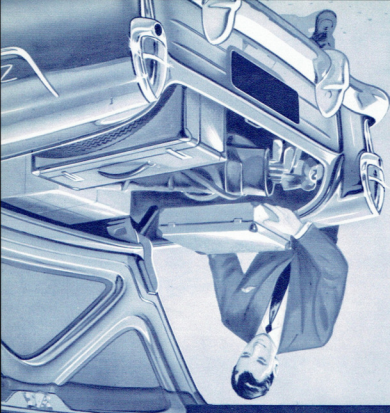
More Vision! Zephyr's full view wrap-around windshield provides a greater area of unobstructed vision and highlights modern styling.



The look from the rear! Gracefully curved to blend with body lines, the new full wrap-around rear window provides wider vision and a safer view of traffic for the driver. All four corners of Zephyr are clearly seen from the driver's seat.



The seats are larger! Wider, deeper, and with a special zig-zag spring construction to keep their shape and comfort longer, the seats provide correct body support and a softer feel. A luxury feature is the centre arm-rest in the front seat.



Zephyr's luggage compartment is a "lair" in its class—you have all the room you need to load large suitcases or sets of golf clubs . . . the boot being no less than 29 cu. ft. capacity.

Styled and sized for modern living . . .

SPECIFICATIONS ZEPHYR-SIX SEDAN

ENGINE
Six cylinder cast integrally with upper half of crankcase, bore 3.25 in., stroke 3.12 in., Capacity 155.8 cu. in. Overhead valves, push rod operated, top cam horizontal, in cylinder block. Compression ratio 8.9:1. R.P.M. 48 at 2,000 R.P.M. Torque 88 lbs. ft. at 2,000. Four bearing crankshaft with integral weight. Dynamically balanced. Detachable cast-iron cylinder head. Constant volume controlled combustion chambers for economy and smooth running. Special electronic alloy pistons. Three point suspension of engine and gear box. Ingress resistance through power flow.

ENGINE LUBRICATION
Pressure feed by submerged gear pump to crankshaft main bearings, big end bearings and camshaft bearings in cylinder block. Accessible dip stick and oil fill oil fill on left of front 6.5 pints.

IGNITION
12 volt battery and coil (battery assembly located under hood)— distributor, has automatic advance and retard and additional vacuum control. Sparking plug size 14 mm. Firing order 1, 3, 3, 6, 2, 4.

FUEL SYSTEM
Diaphragm type fuel pump mechanically operated. Down draught carburetor has special choke control and is fitted with combustion air cleaner and silencer. Electrical control gauge. Petrol tank at rear, capacity 10.5 gallons.

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

TRANSMISSION
Close-ratio, single shaft, spring subduction. Hydraulic operation. Foot pedal to Heavy Duty, ball-bearing thrust release. Smooth, 3 speed of gears on Overhaul column. Light series synchro-mesh, 1st, 2nd and 3rd gears. Partially cut constant mesh gears. Three Forward gears. Overall ratio 3.90 to 1, 1.40 to 1, and 11.80 to 1. Reverse 15.56 to 1. Oil capacity of gearbox 2.5 pints approximately.

REAR AXLE
½ Beating, hypoid final drive. Heavy duty roller and ball bearings. The wide drive shaft. Universal joints, rear bearings. Axle ratio—3.90 to 1. Oil capacity 2½ pints approximately.

FRONT SUSPENSION
Independent front wheel suspension employs four parallel coil springs mounted on special hydraulic double-acting telescopic shock absorbers equipped with the wheel spindle assembly. The rear end of this unit returns in an anti-friction bearing supported on rubber and mounted on the body frame side member. The base of the coil spring is in contact with the rear end of the rear axle. The control arm is a tubular cross-member bolted to underside of the unitary body. An anti-roll bar is fitted which, being re-anchored, holds the track control arms in the fore and aft direction. The wide spacing and high location of the springs and shock excellent riding and steering. The coil-over control geometry, gives

A new type of ventilation system has a re-located intake to parcel shelf stretching full width behind the rear seat. Summed up, Zephyr's interior gives you luxury and bigness than in any car of this price.

All instruments and controls are grouped around the steering-type hand brake is placed to the left of the steering column, within easy reach of the driver.

There's extra safety, too, built into Zephyr . . . the fascia panel is covered with fabric to guard against sun-glare, and the steering wheel is slightly 'dished' to give added protection against impact.

This comfort-planned interior blends perfectly with Zephyr's sleek, sweeping exterior lines. A luxury note is the centre armrest in the front seat, and the rich vinyl-type upholstery which not only lasts longer but is easier to keep clean.

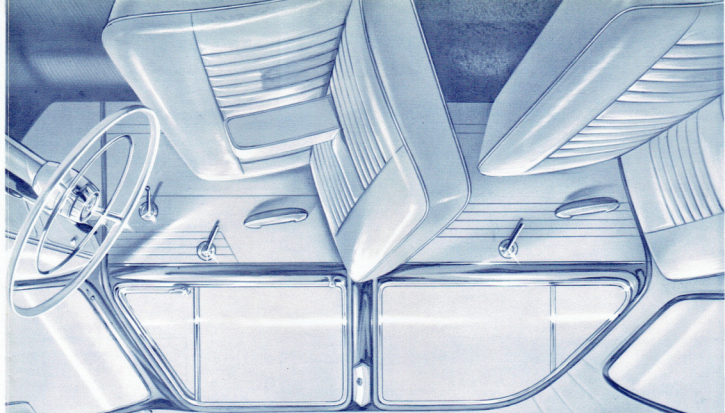
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The Zephyr-Six interior is a combination of modern, graceful styling and head room, more hip room and more spaciousness. With more leg room, more shoulder room, more hip room and more head room there is ample space for six big people.

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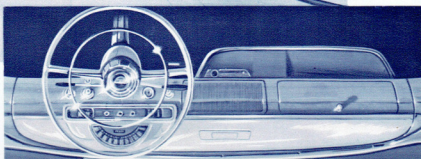
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REAR SUSPENSION
Longitudinal semi-elliptic 6 leaf springs rubber insulated. Hydraulic double-acting shock absorbers.

BRAKES
Hydraulic internal—front 9 in., a 2½ in. Rear 9 in., a 1¾ in. Front—two leading shoes, rear—leading shoeless. Total lining area 147 sq. in. Foot brake all four wheels, handbrake on rear wheels only.

STEERING
Recirculating ball type, Kalls 18.0 to 1. Steering wheel diameter 17 in. Two spoke safety type.

WHEELS AND TYRES
Pressed steel with wide base rims. Seamless steel tube hub-caps. Tyres 6.40 x 13.

ELECTRICAL EQUIPMENT
Two-bulb sealed beam generator, compensated voltage control. Drive: 17 volt only electrical. Headlamps: Dual. Headlamps: Three operated by horn ring on steering column. Battery: 12 volt, 27 amp. hr. at 20 to 70°.

INSTRUMENTS
Conveniently grouped dials immediately in front of driver includes speedometer, fuel gauge, ammeter, oil pressure warning light, direction indicator warning lights, ignition warning light, hand lamp main beam warning light. Instrument lighting controlled by hand lamp on which each panel is illuminated.

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

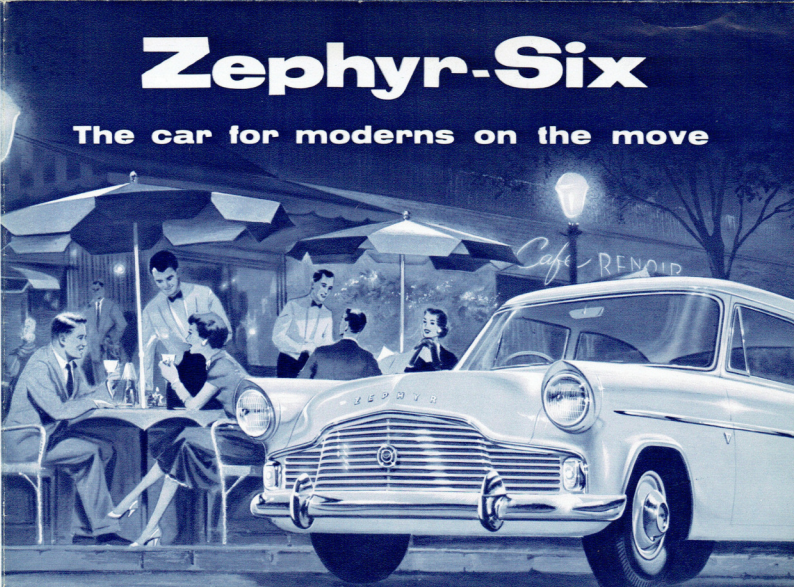
DOOR
All-steel welded integral construction. Sealing within wheelbase. Safety glass all round. Curved front door. Rear door with wrap-around rear window. Hinged no-draught ventilators embedded in front doors. Safety design front door handles. Adjustable full-width universal conversion bench-type front seat. Washable vinyl headlining. Separate luggage compartment accessible from rear. Metal body construction on front end.

GENERAL EQUIPMENT
Dual windshield wipers operated from vacuum pump fitted on engine. Mechanical, both fitting bonded headlamps. Separate side lamp. Tail and stop lamps combined. Rear number plate illumination lamp. Interior light, rear view mirror. Front door lockable on both sides. Flasher control. Rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters and radio. Centre rear armrest.

GENERAL DIMENSIONS
Overall length, 14 ft. 10.5 in. Overall width, 5 ft. 9 in. Overall height, 5 ft. 2 in. Wheelbase, 10 ft. 10.5 in. Trunk (front) 53 in. (Rear) 32 in. Kerf Weight, 2,691 lbs.

THE SEATS ARE LARGER! Wider, deeper, and with a special zig-zag spring construction to keep their shape and comfort longer, the seats provide correct body support and a softer feel. A luxury feature is the centre arm-rest in the front seat.

HERALD GRAVURE PRINT



HERALD GRAVURE PRINT

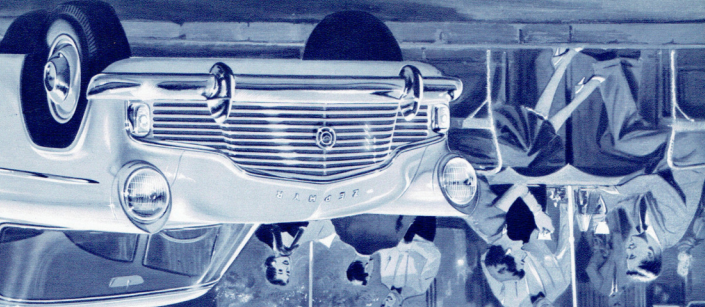
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FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.
Incorporated in Victoria Registered Office: Geelong, Victoria.

Zephyr-Six

The car for moderns on the move

Four-wheel independent front-end provides a ride which is smooth and comfortable. The rear axle is a live axle with coil springs and shock absorbers. The Zephyr-Six is a front-wheel drive car with a steering wheel on the left. The front suspension is a coil-over type with shock absorbers. The rear suspension is a coil-over type with shock absorbers. The Zephyr-Six is a front-wheel drive car with a steering wheel on the left. The front suspension is a coil-over type with shock absorbers. The rear suspension is a coil-over type with shock absorbers.



REAR SUSPENSION
 Coil-over type spring mounted. Hydraulic expansion shock absorbers. Rear axle beam with coil springs and shock absorbers. Rear suspension is a coil-over type with shock absorbers. The rear suspension is a coil-over type with shock absorbers.

FRONT SUSPENSION
 Coil-over type spring mounted. Hydraulic expansion shock absorbers. Front axle beam with coil springs and shock absorbers. Front suspension is a coil-over type with shock absorbers. The front suspension is a coil-over type with shock absorbers.

STEERING
 Rack and pinion steering. Power steering. Steering wheel on the left. The steering wheel is on the left. The steering wheel is on the left.

TRANSMISSION
 Four-speed manual transmission. Overdrive. The transmission is a four-speed manual with overdrive. The transmission is a four-speed manual with overdrive.

ENGINE
 Six-cylinder, 150 cubic inch, 120 horsepower. The engine is a six-cylinder, 150 cubic inch, 120 horsepower. The engine is a six-cylinder, 150 cubic inch, 120 horsepower.

EXTERIOR DIMENSIONS
 Overall length 14 ft. 10 in. Overall width 5 ft. 9 in. Overall height 5 ft. 2 in. Wheelbase 10 ft. 6 in. The exterior dimensions are: overall length 14 ft. 10 in., overall width 5 ft. 9 in., overall height 5 ft. 2 in., wheelbase 10 ft. 6 in.

INTERIOR DIMENSIONS
 Front seat height 38 in. Rear seat height 34 in. The interior dimensions are: front seat height 38 in., rear seat height 34 in.

WEIGHTS AND CAPACITIES
 Gross weight 3,200 lb. The weight and capacities are: gross weight 3,200 lb.

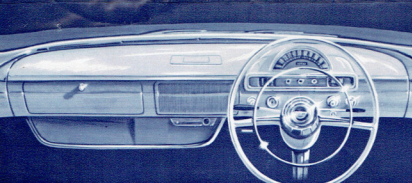
STANDARD EQUIPMENT
 Power windows, power locks, power mirrors, power windows, power locks, power mirrors. The standard equipment includes power windows, power locks, and power mirrors.

OPTIONAL EQUIPMENT
 Sunroof, radio, air conditioning, sunroof, radio, air conditioning. The optional equipment includes sunroof, radio, and air conditioning.

SALES
 Ford Motor Company of Australia Pty. Ltd. is the sole agent for the Zephyr-Six in Australia. The sales agent is Ford Motor Company of Australia Pty. Ltd.

REGISTRATION
 The Zephyr-Six is registered in Victoria, Australia. The registration is in Victoria, Australia.

FOR MOTOR COMPANY OF AUSTRALIA PTY. LTD.
 Registered Office: Melbourne, Victoria.



Styled and sized for modern living . . .



Zephyr's luggage compartment is a 'giant' in its class—you have all the room you need to load large suitcases or sets of golf clubs . . . the boot being of no less than 20 cu. ft. capacity.

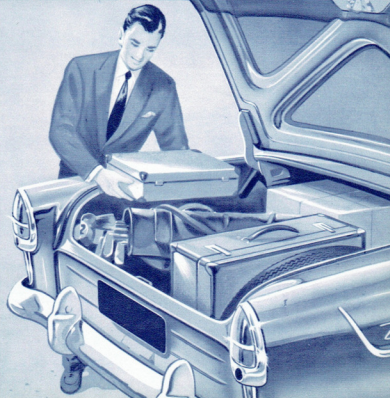
The Zephyr-Six interior is a combination of modern, graceful styling and spaciousness. With more leg room, more shoulder room, more hip room and more head room there is ample space for six big people.

This comfort-planned interior blends perfectly with Zephyr's sleek, sweeping exterior lines. A luxury note is the centre armrest in the front seat, and the rich vinyl-type upholstery which not only lasts longer but is easier to keep clean.

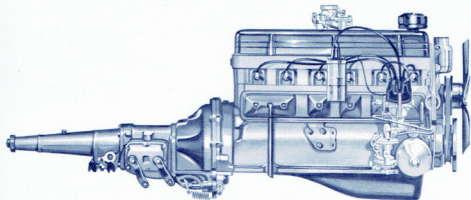
There's extra safety, too, built into Zephyr . . . the fascia panel is covered with fabric to guard against sun-glare, and the steering wheel is slightly 'dished' to give added protection against impact.

All instruments and controls are grouped around the steering column for easier reading and handling . . . and the ratchet-type hand brake is placed to the left of the steering column, within easy reach of the driver.

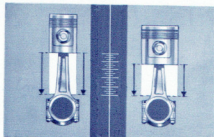
A new type of ventilation system has a re-located intake to ensure that only fresh, clean air enters the car. As well as the glove box, there's a convenient roomy parcel tray beneath the fascia panel on the passenger seat side, and a parcel shelf stretching full width behind the rear seat. Summed up, Zephyr's interior gives you luxury and 'bigness' greater than in many far higher priced cars.



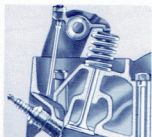
Power with modern meaning



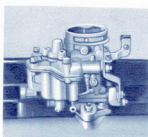
This O.H.V. oversquare engine gives Zephyr the greatest power of any car in its class. With an R.A.C. rating of 25.4 h.p., it develops a maximum 80 B.H.P. You'll enjoy smoother cruising speeds, more instant responsiveness and greater fuel economy. The modern "oversquare" principle of its design lessens internal friction, adds to smoothness, increases life.



Zephyr's oversquare type engine wherein the length of the piston stroke is less than the diameter of the cylinder bore results in higher cruising speeds without pistons racing—and consequently less friction and wear, more efficient performance and far longer life.



The Overhead valves permit a more efficient combustion head shape which spreads the explosion evenly, giving more responsive power, smoother running and more efficient and economical use of fuel.



The double Venturi carburettor features a unique new metering system for greater fuel economy than ever before, provides the most efficient fuel-air mixtures for the greatest power charges and economy.

For longer engine life . . .

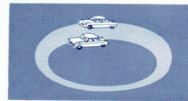
To lengthen engine life provision is made for a direct injection of oil into the cylinder walls when the engine is started from cold, and larger main and connecting rod bearings are used.

Engine lubrication is by pressure feed by a submerged gear pump to crankshaft main bearings, big-end bearings and camshaft bearings.

The added power of 12-volt ignition system that ensures more positive and quicker cold weather starting.

Travel with modern ease

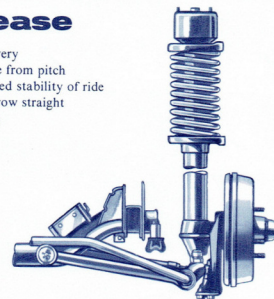
Zephyr's smoothness of ride and complete driver control result from the very latest suspension system. Rough surfaces are taken with a gentleness, free from pitch or sway, and Zephyr's wide track, low centre of gravity provide unmatched stability of ride safer, easier cornering, and more relaxing driving-ease. And stops are arrow straight when you call on Zephyr's swift-acting brakes . . . they have a total lining area of 147 sq. ins., for smoother, surer braking.



Shorter turning circle. Easier to park, easier to manoeuvre in traffic, simpler to handle in narrow places, Zephyr's driver enjoys the handling ease of a short turning circle of only 36 feet.



You enjoy a smoother ride with centre-slung seating. All seats are suspended 'hammock-wise' between front and rear axles to reduce upward and downward movement of the ride.



The hooded headlamps don't just look smarter, they're safer—the projection providing a hood which eliminates upward glare. The parking lights are flasher type for telling oncoming traffic you are turning.



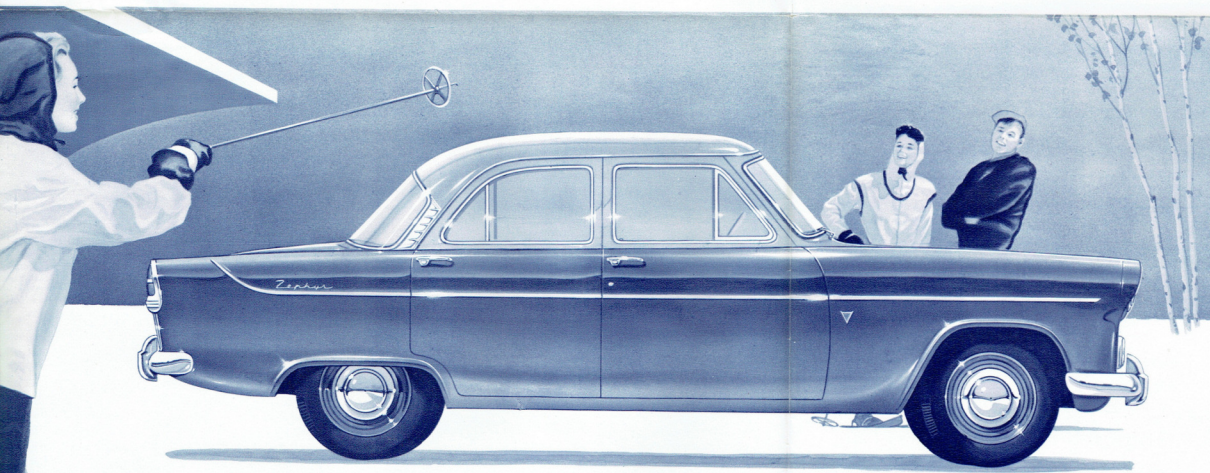
Latest design tail-light assembly is large, clearly defined. As well as your 'stop' light, amber turn signal lights are incorporated in the unit—another safety feature. An inbuilt reflector completes the smart three-purpose assembly.



Yet another extra feature is the key-turn ignition for one-hand operation. Turning the ignition key to the right switches on the ignition, and, in the one action, a further turn of the key to the right starts the motor.



Centre-fill fuelling. The petrol tank filler cap is centrally located for 'filling up' from either side. It is concealed behind the rear number plate which is hinged and spring-loaded. This position eliminates any risk of the bodywork being scratched by the petrol pump hose.



More than ever before, Zephyr sets the fashion with styling designed to stay modern for years ahead.

Longer and wider than any other car in its class, Zephyr is a full six seater with beautiful, graceful sweeping lines.

The crisp, long-low look . . . with a refreshing absence of clutter . . . demands attention from any angle. Coming toward you the low-set chrome grille emphasises that low, wide appearance, and when showing you fleet 'heels' there's an impression of dash from the flowing, distinctive rear design.

Yes, here is the car that for 'looks' alone sets heads turning . . . but there's much much more than looks that you'll admire. There's also more that's new than ever before in comfort, luxury and performance . . . in short, Zephyr is a skilful blend of all that's new and best in modern motoring and is by far the finest value in its class.

Zephyr-Six

— a new concept of styling with a big, wide look of action