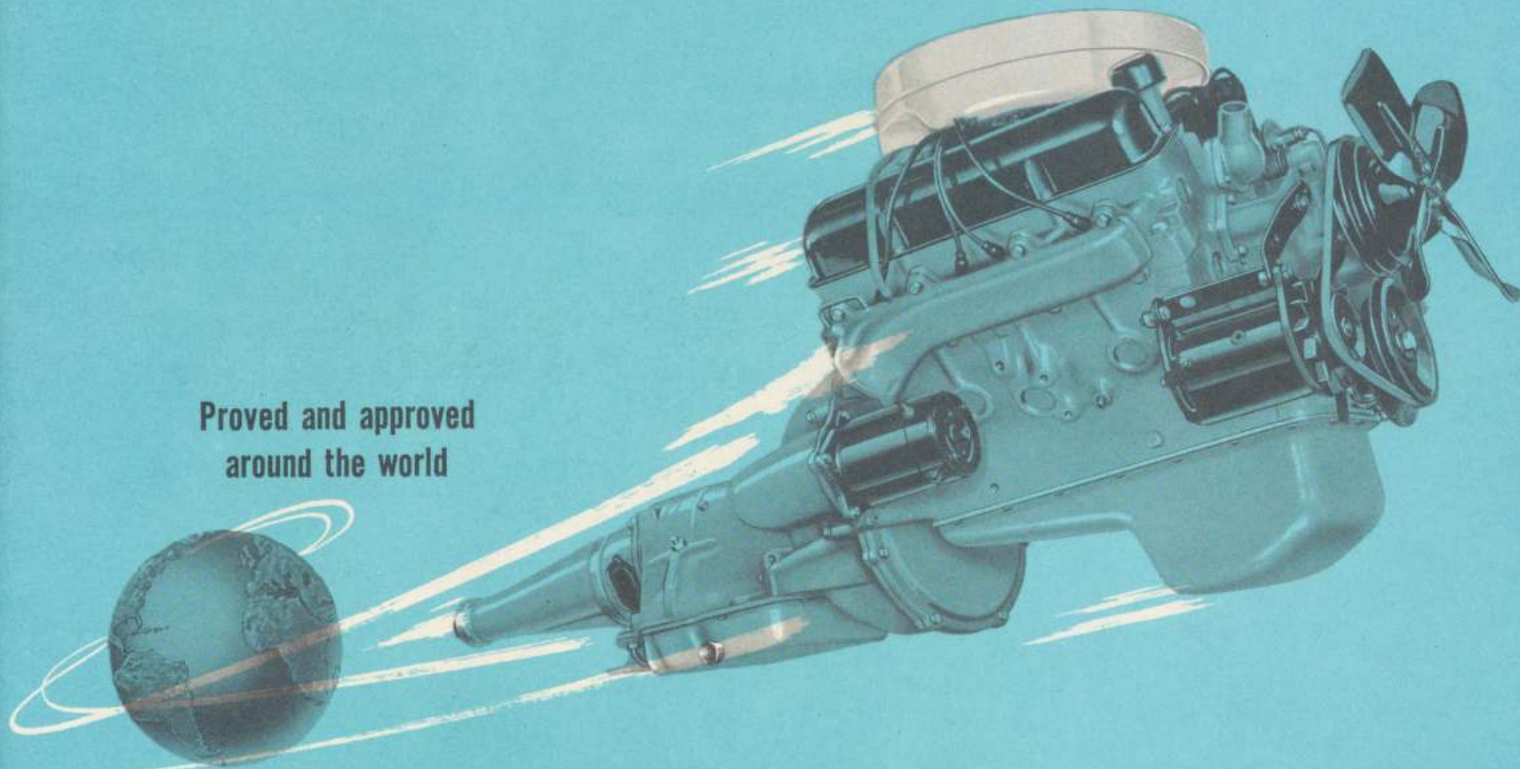


There's nothing newer in the world...

New FORD INTERCEPTOR V-8 Engines
with PRECISION FUEL INDUCTION

Proved and approved
around the world



New CRUISE-O-MATIC Drive
with overdrive economy

*Announcing the greatest advance
in V-8 design in 25 years . . .*

FORD'S new INTERCEPTOR V-8's **with PRECISION FUEL INDUCTION**



For 1958 Ford presents three engines that are new from fan blade to flywheel—the matchless Interceptor V-8's!

These new engines feature the most important advance in V-8 design in 25 years—an advance that gives you more power on *less* gasoline—*Precision Fuel Induction!*

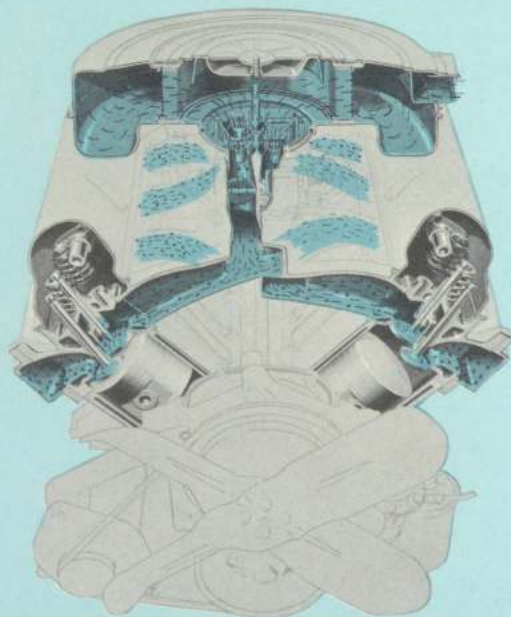
These Interceptor engines have *machined* combustion chambers (instead of rough cast) to polish

off every bit of power from every molecule of fuel . . . larger displacements . . . higher compression ratios (up to 10.2 to 1) . . . higher horsepower (up to 300 strong) . . . higher torque and more compact design.

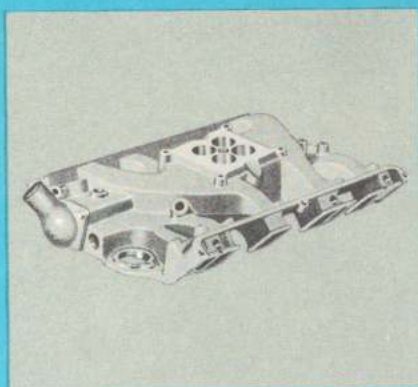
After each V-8 is assembled, it is electronically balanced while running under *its own power* before being mounted in the car. It is equal in smoothness to the most expensive engines built—yet you get it at the low Ford price!

Here is what Precision Fuel Induction means to you:

Greater power on *less* gasoline. Why? Because engine heads are solidly joined by a rugged, one-piece manifold. This new manifold zooms fuel-air mixture from the carburetor *directly* through 8 “expressways” to the cylinder heads. No old-fashioned, inefficient, zig-zag routes. Result: a more rigid, smoother, longer-lived engine . . . greater “go” on less gas . . . quieter, too, because engine sound is “sealed in.”



Totally new from oil pan to air cleaner, Ford's Interceptor V-8's bring you these modern features:



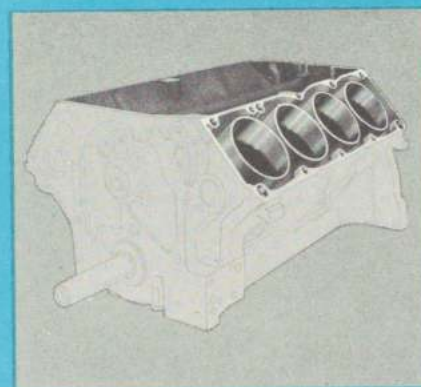
New direct passage Induction System

Fuel-and-air mixture flows more freely through this new intake manifold to deliver the most even, powerful charge possible to each combustion chamber. Think of this induction system as a superhighway with eight big one-way lanes as opposed to a narrow winding country road. And because fuel-air "traffic" flows more efficiently, your engine can run far smoother . . . far longer . . . far thriftier, too. There's nothing newer or better!



New uniformly-machined combustion chambers

Here's another spare-no-expense feature of every Interceptor V-8 engine. Wedge-shaped combustion chambers are *machined* (rather than rough cast) so that volume is equalized for more uniform power output from each cylinder. And the higher compression ratios of these '58 engines mean that fuel-air mixture in each combustion chamber has been compressed tighter than ever—for greater power, better fuel economy.

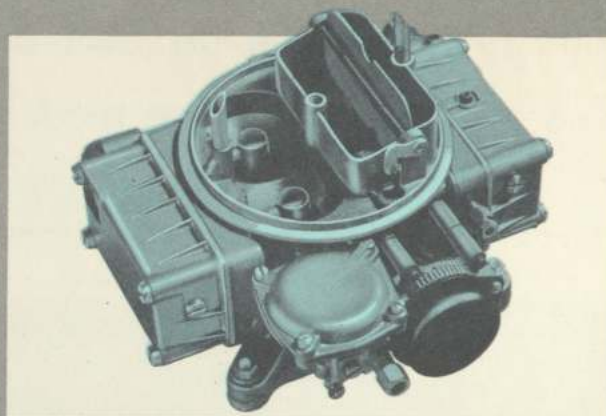


New pressure-type cooling system

This new cooling system operates at 13 pounds pressure, and it's especially designed to allow the engine to operate at its most efficient temperature. No overflow can occur until the pressure inside the system reaches 13 pounds per square inch. In fact, this pressure-type cooling system permits up to 33 degrees higher operating temperatures without loss of coolant. You get fast engine warm-up, longer engine life.

Low-Silhouette Carburetor

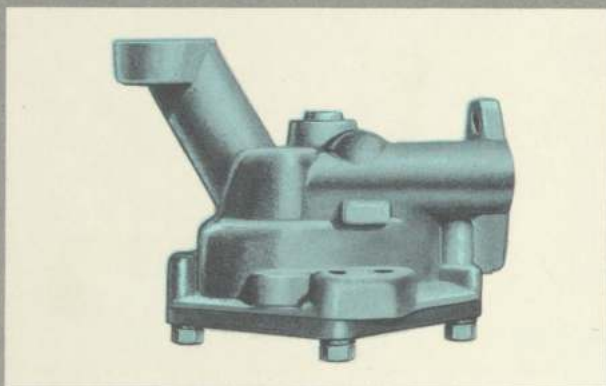
Like everything about Ford's new Interceptor V-8 engine, the carburetor is new and of the most advanced design. To blend with the Ford's low lines, it gives a low silhouette—yet it has been precision engineered to give you the utmost in fuel economy, spirited performance and toe-tip responsiveness. Its fuel inlet needle valves are thoroughly reliable—even with today's high-volatility fuels.



New positive displacement

Oil Pump

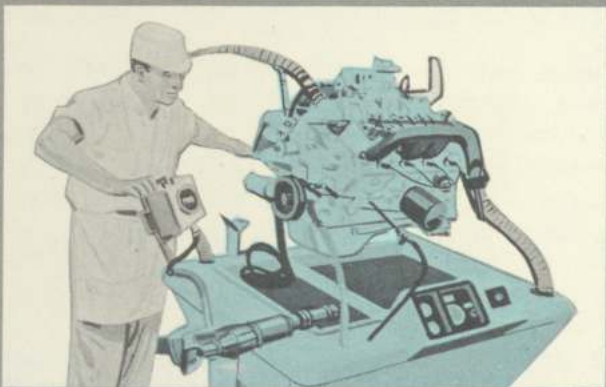
Located at the front of the engine within the oil pan, this new positive displacement, rotor-type oil pump provides quiet, dependable operation. Redesigned for '58, this pump incorporates a spring-loaded relief valve located on the pressure side of the pump.



Electronically balanced

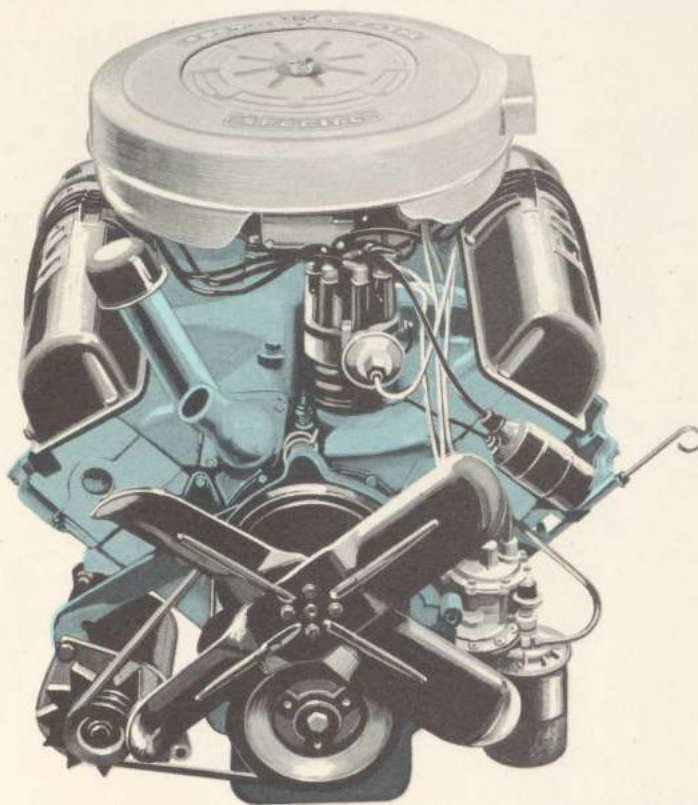
V-8 engines

To make sure that every V-8 engine operates satin-smooth, Ford electronically *balances* each engine while operating under *its own power*. Ford was first in its field to undertake this important advance in engine testing. It's designed to provide engines that will operate smoothly for mile after mile after mile.



Interceptor 352 Special V-8

with Precision Fuel Induction



So efficient it gets more out of gasoline than ever before!

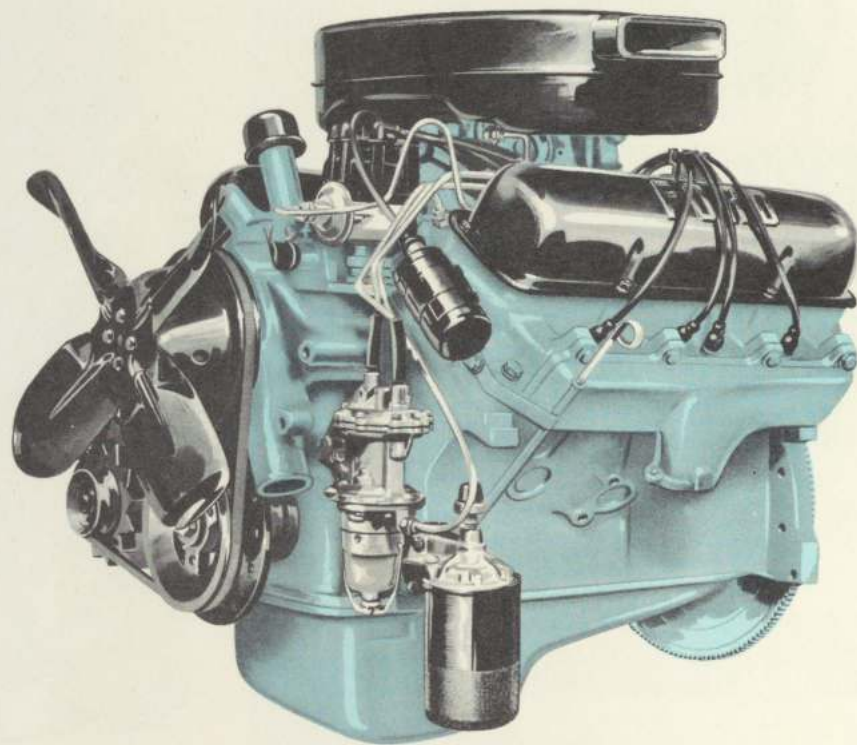
Here is the finest engine ever produced by Ford, the world's largest and most experienced builders of V-8 engines. Delivering a mighty 300 horsepower, this all-new, 4-barrel Interceptor 352 Special delivers its maximum useful thrust at normal everyday driving

speeds. And thanks to Precision Fuel Induction, it runs smoother, more quietly and with greater fuel economy than any engine in its class! Here, indeed, is an engine destined to bring a new high level of performance to the American Road.

Available for all Fairlane 500 and Station Wagon models

Interceptor 332 Special V-8

with Precision Fuel Induction



. . . so alive it makes horsepower figures meaningless

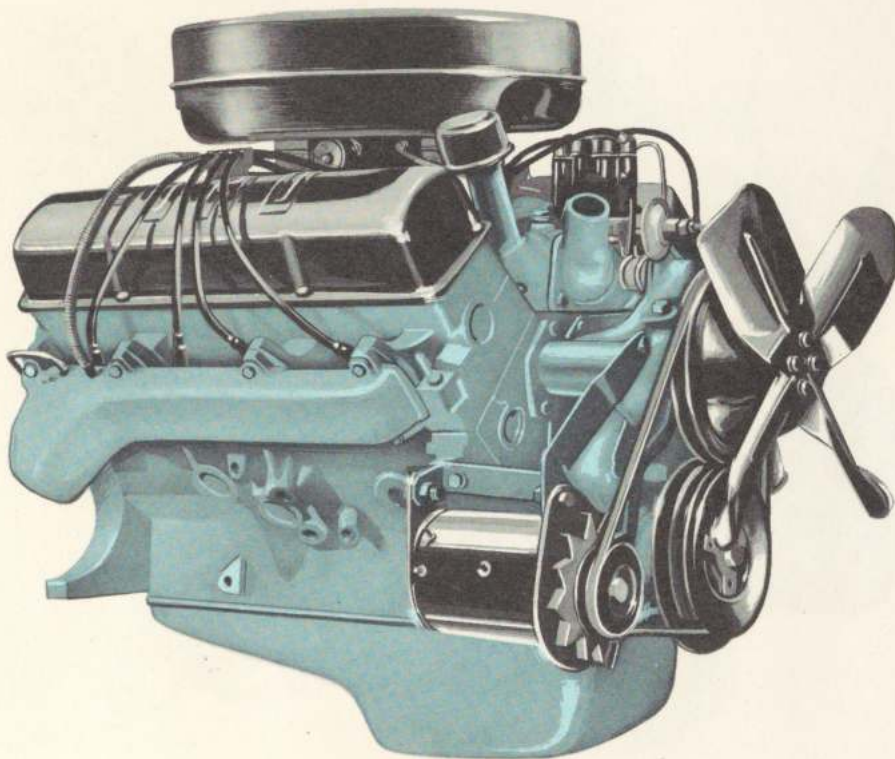
This all-new, 4-barrel masterpiece of engine design delivers a powerful, 265-horsepower wallop . . . and does it on regular gasoline, too! The Interceptor 332 Special has uniformly machined combustion cham-

bers . . . so *smooth* that carbon build-up and hot-spots are discouraged. And the precision fit of all moving parts cuts horsepower-robbing friction . . . reduces engine wear. You've never "felt" an engine so lively!

Available for all models

Interceptor 332 V-8

with Precision Fuel Induction



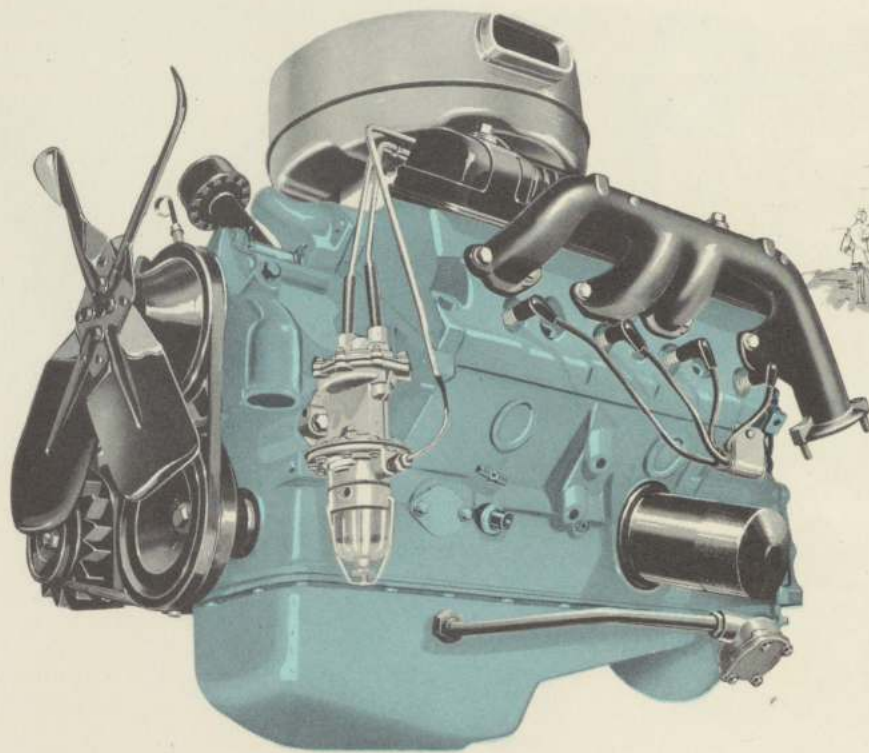
... so quiet you hardly know it's there!

Here's an all-new engine with a 2-barrel carburetor that delivers premium performance . . . and on regular gas! A brilliant member of Ford's new Interceptor family, it makes you master of 240

horsepower. From its rigid, deep-block design to its rim-bolted valve-rocker covers, every feature contributes to smoother operation and greater over-all durability. You'll love its quiet . . . and its GO.

Available for all Station Wagon models

Ford 292 V-8



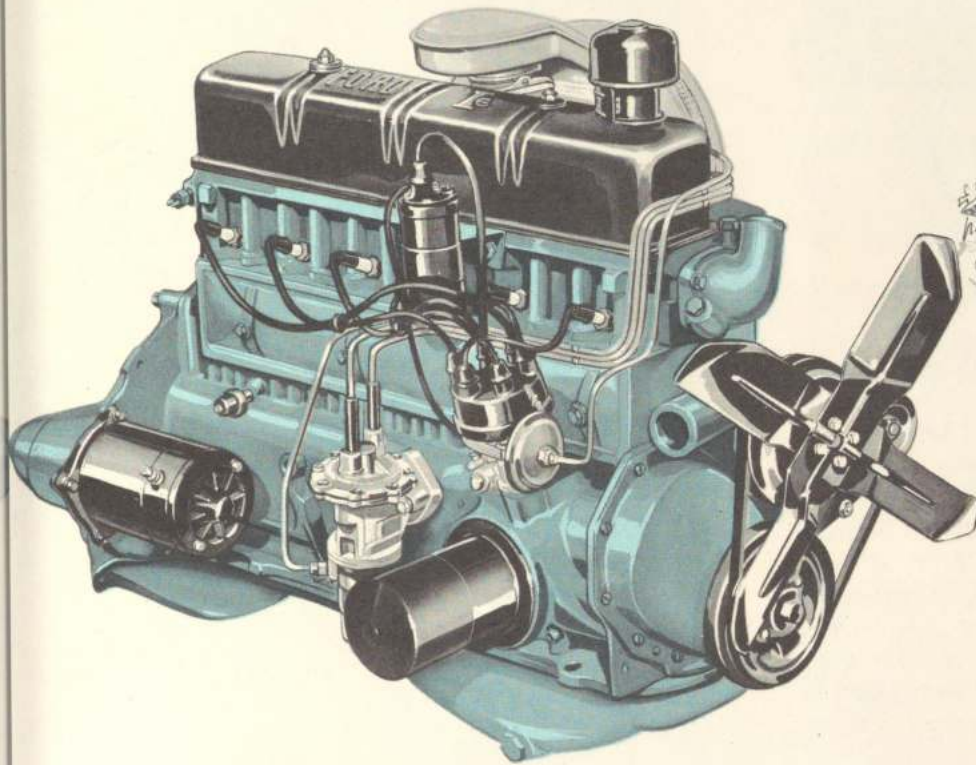
...rounding out the widest choice of V-8 engines ever offered!

If you like the GO of a V-8 engine, here is one of the most dependable ever built. Ford engineers have refined it further for 1958 with improved carburetion, new fuel pump, new ventilation and higher compres-

sion design. Made by the makers of *more* V-8 engines than all other car manufacturers *combined*, this deep-block, overhead-valve Ford V-8 offers you 205 horsepower. And it's thrifty, too—runs on regular gas!

Available for all Fairlane and Custom 300 models

Mileage Maker Six



*... so economical it delivered more miles
per gallon than any engine in the Mobilgas Economy Run!*

Here is an engine that brings you really *thrifty* performance! In the latest Mobilgas Economy Run, this Mileage Maker Six delivered *more* miles per gallon than *any* other engine! And now new timing and

carburetion advances give up to 10% more fuel economy! This modern Six with its 145 horsepower, actually gives you the kind of power and performance you once expected to find only in a V-8 engine.

Standard in all models except Skyliner and Sunliner

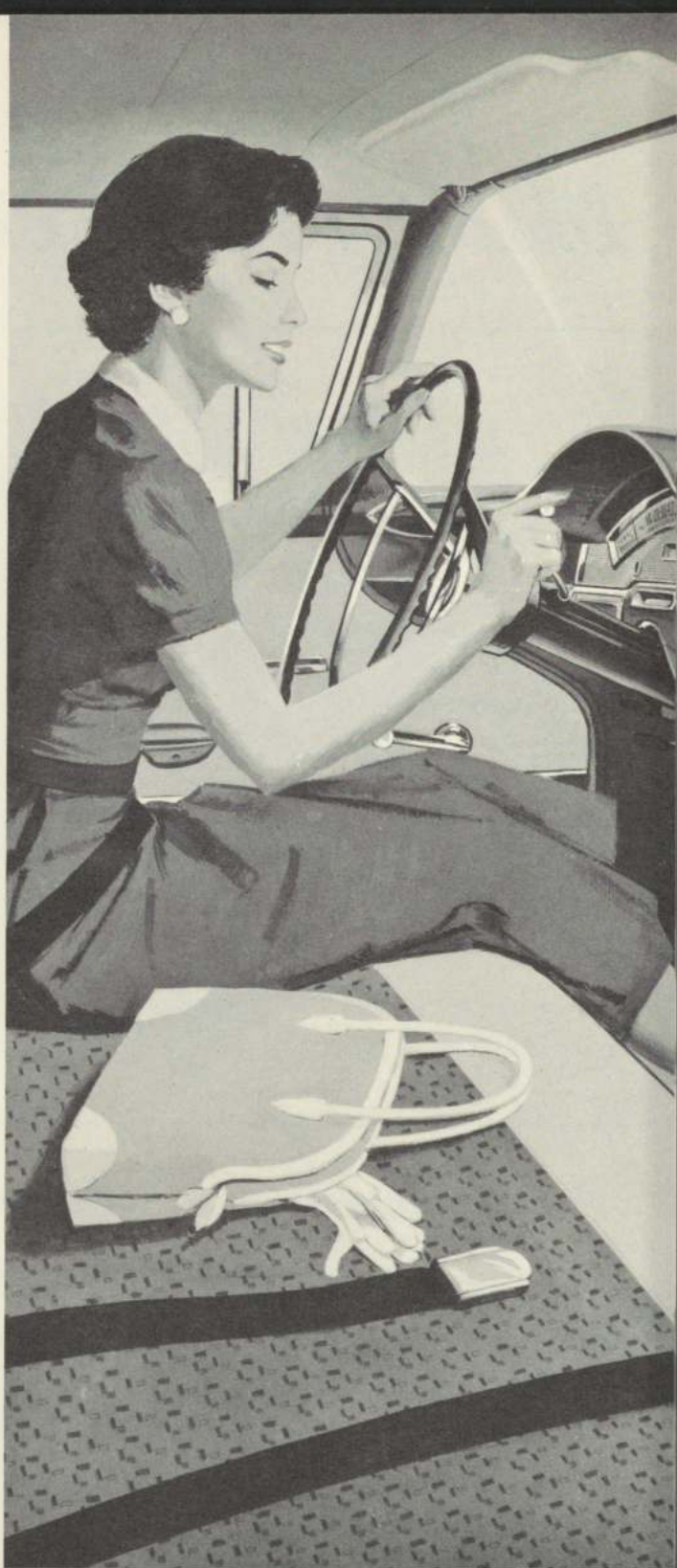
*There's nothing newer
in the world than*

Cruise-O-Matic

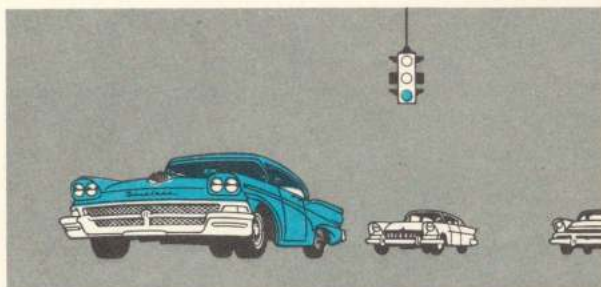
*with "built-in" overdrive
economy*

Ford's Cruise-O-Matic is the world's newest, most versatile and thriftiest automatic drive. The great new D₁ drive position moves you smoothly, automatically—with but a touch of your toe—through all your normal driving ranges, from brisk solid-feeling starts right up to super-highway cruising speeds. A new D₂ drive is available for gentle, sure-footed starts on ice, snow or loose gravel. What's more, you can move to position "L" Low, at *any* driving speed for positive deceleration and superior hill-retarding action, automatically—or it provides maximum performance for pulling or climbing unusually steep grades. Position "P" Park, serves as an extra brake for safer parking. Engine starts in either "P" or "N" Neutral positions.

You can save up to 15% on your fuel bills, too, because Cruise-O-Matic is teamed with the new Interceptor Special V-8 engines. And a specially tailored rear axle ratio (2.69 to 1) gives you "built-in" overdrive economy! So whether you're looking for economy or performance, there's nothing newer, nothing better than Ford Cruise-O-Matic Drive!

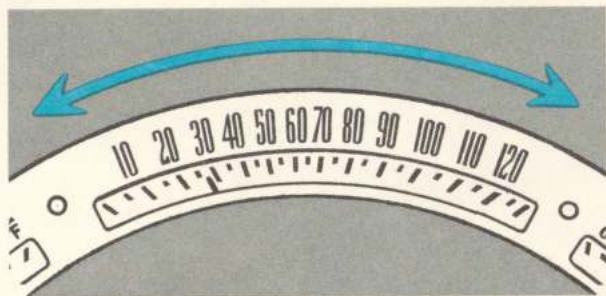


Cruise-O-Matic's great versatility gives you . . .



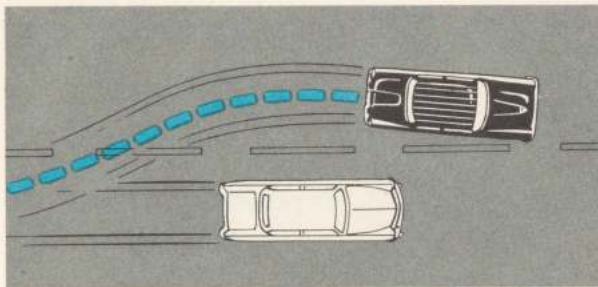
Choice of "lightning quick" or normal starts

Just set your Cruise-O-Matic Drive in position D₁ and take off like a hungry tiger! This position starts you in low for a full-power getaway . . . gives brisk, solid-feeling starts for all normal driving. Position D₂ starts you in intermediate for sure-footed starts, especially good on snow, ice or gravel.



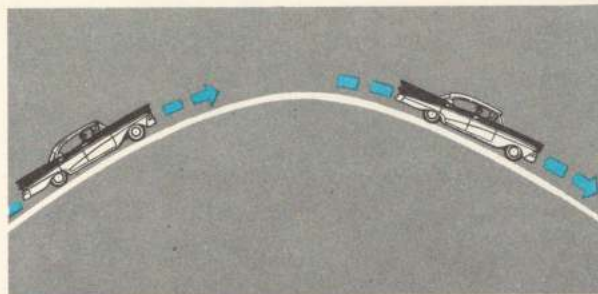
Almost imperceptible upshifting and downshifting

Whether you start in position D₁ or D₂, Cruise-O-Matic gives you movement through all normal driving ranges so *smoothly* that it's almost imperceptible as the car picks up or reduces speed. And, wonder of wonders, Ford does all this *not* with a wasteful fluid coupling . . . but with an efficient combination of torque converter and gears!



Safer, "Trigger Quick" passing

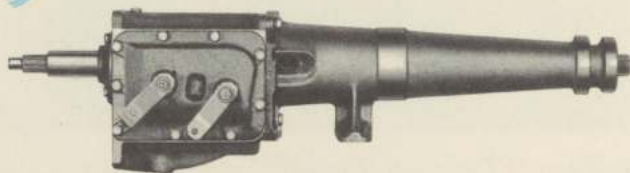
At today's highway speeds, you sometimes need to get out and around slow-moving vehicles in the shortest, safest time possible. And you can with Cruise-O-Matic Drive. Just nudge the gas pedal and whoosh! There's no hesitation . . . no "glue-pot" sensation. Cruise-O-Matic lets you pass with a solid, substantial feeling all the way. There's nothing smoother, more responsive.



Fast response climbing power . . . positive downhill engine braking

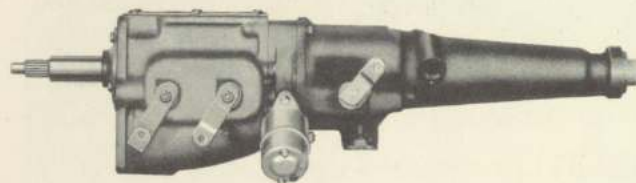
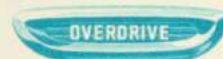
Not only does Cruise-O-Matic respond beautifully in a climb, it also gives positive deceleration on straightaways or down-grades simply by moving the indicator to "L" Low, at *any* speed! What's more, position "P" Park, serves as an extra brake for safer parking—even on steep grades. There's just *no* "automatic" like Ford's new Cruise-O-Matic.

Ford lets you select the transmission best suited to the engine you choose!



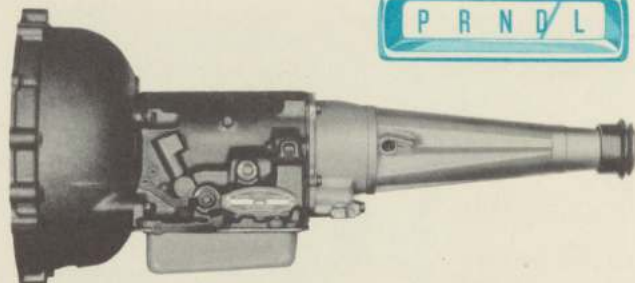
3-Speed Conventional

The driver who likes to "shift for himself" can't do better than Ford's 3-speed conventional drive with tailored-to-engine ratios. It offers the easiest, quietest, most responsive manual shifting ever.



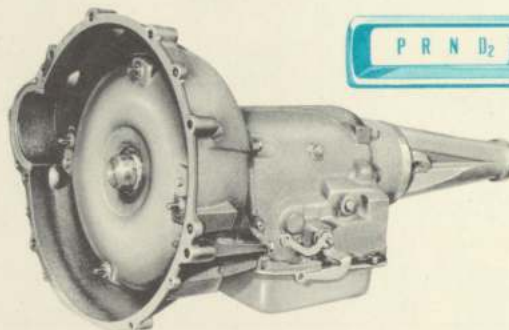
Overdrive

A combination of standard 3-speed transmission and an automatic 4th gear. Permits the engine to loaf at 35 mph while you're actually traveling at 50 mph, giving maximum driving economy and engine life!



Fordomatic Drive

Features smoother shifting from direct to intermediate or into reverse. Three forward gears let you start normally or extra fast, as you wish. It is the most versatile low-priced automatic ever offered!



Cruise-O-Matic Drive

The newest, most versatile automatic drive yet developed features *two* separate driving ranges. It uses a specially tailored gas-saving rear axle ratio that gives you the effect of a "built-in" overdrive.

*Name your power team! You'll be ahead
all the way with any combination you choose*

ENGINE	HORSEPOWER AND COMPRESSION RATIO	TRANSMISSION	MODELS
Interceptor 352 Special V-8	300 Horsepower 10.2 to 1	Cruise-O-Matic Fordomatic Overdrive 3-Speed	Fairlane 500 Station Wagon
Interceptor 332 Special V-8	265 Horsepower 9.5 to 1	Cruise-O-Matic Fordomatic Overdrive 3-Speed	Fairlane 500 Fairlane Custom 300
		Cruise-O-Matic	Station Wagon
Interceptor 332 V-8	240 Horsepower 9.5 to 1	Fordomatic Overdrive 3-Speed	Station Wagon
Ford 292 V-8	205 Horsepower 9.1 to 1	Fordomatic Overdrive 3-Speed	Fairlane Custom 300
Mileage Maker Six	145 Horsepower 8.6 to 1	Fordomatic Overdrive 3-Speed	All models (except Skyliner & Sunliner)

And look at these other features

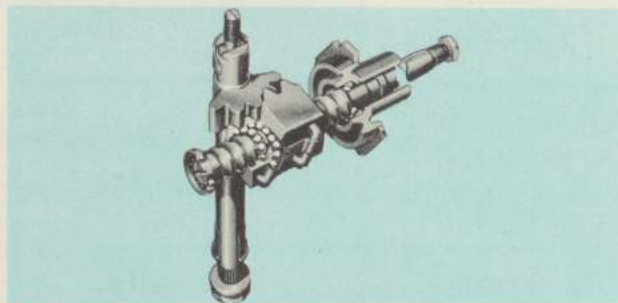
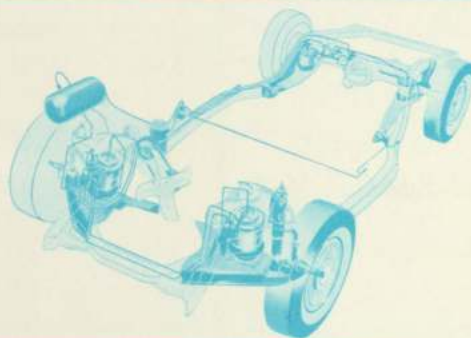


New Sculptured Styling

This Power-Flow Hood ornament symbolizes the sculptured beauty of every '58 Ford. Featuring a new Honeycombed Grille, a massive one-piece bumper, new Sculptured Rear Deck and Slipstream Roof, it earned the praise of Paris fashion experts.

New Ford-Aire Suspension

Riding on Ford-Aire Suspension is like riding on a cloud, because nylon-rubber air pillows at each wheel literally "soak up" the bumps! It gives the most luxurious ride ever offered . . . and it's available at a low Ford price!



New Magic-Circle Steering

You'll discover a world of difference with Ford's new Magic-Circle Steering. Recirculating steel balls that are almost friction-free have replaced the standard worm gear. The result is smooth, easy operation—the next best thing to power steering.

There's nothing newer

Ford offers you for '58:

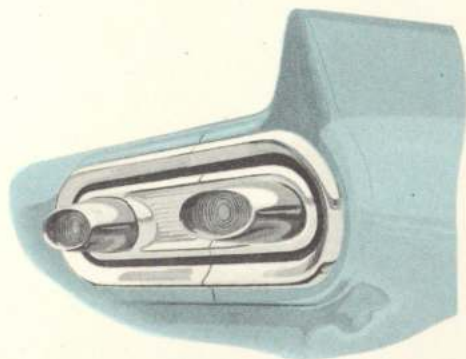
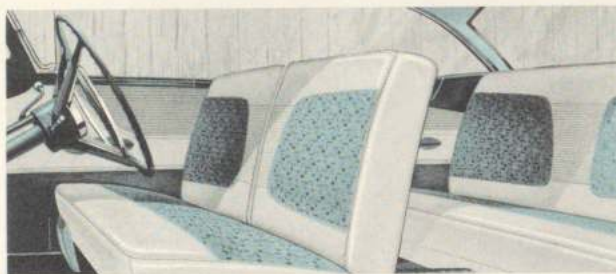


New Safety-Twin Headlights

Here's the biggest advance in car lights since the sealed-beam lamp. They provide *two* separate sets of headlights—special lights for high beam, special lights for low—for *all* night driving conditions. There's nothing newer!

New Luxury Lounge Interiors

Inside the glamorous '58 Ford, exclusive new color-keyed Luxury Lounge Interiors are more beautiful than ever before. And they're easy to live with, too. They clean easily and quickly . . . and they *wear* just as well as they look!



New Safety-Twin Taillights

A styling highlight sure to catch every eye is Ford's new Safety-Twin Taillights. All four lights operate as taillights, with the outside lights serving also as stop lights and turn signals. They ride high for greater visibility and safety.

in the world

58 FORD ENGINES AND TRANSMISSIONS

proved and approved
around the world



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