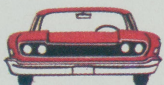




1960



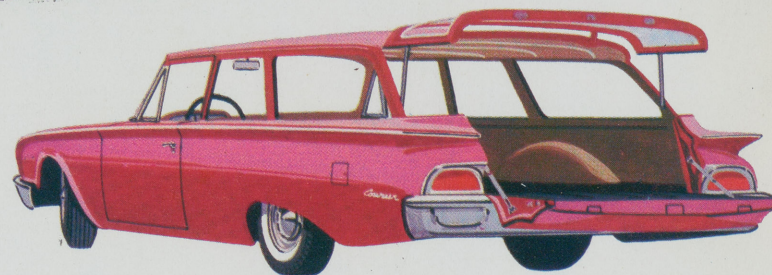
FORD

Courier

There's smart, new style in every line of the '60 Ford Courier—from the bright new grille to the wider, easy-opening tailgate. Loadspace is nearly ten inches longer than last year and three inches wider—for a whopping 97.4 cubic feet behind the front seat. The features listed at the right are but a few of the reasons why the 1960 Ford Courier is the best way to solve those hauling problems requiring a sedan-type of delivery vehicle. For all their beauty and luxury they are thrifty to operate. And you'll save still more with 4000-mile oil changes,

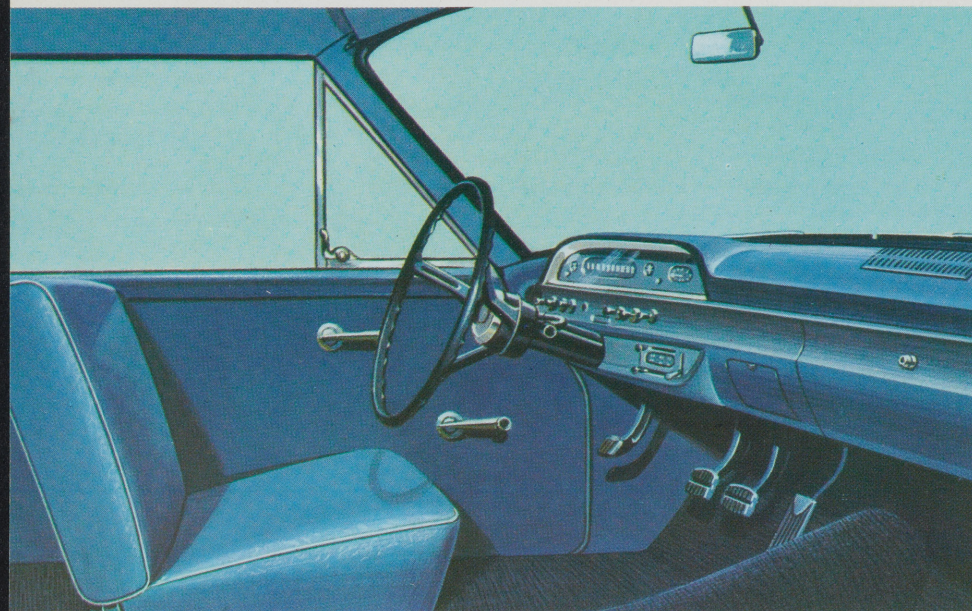
longer-lasting aluminized mufflers and Ford's Diamond Lustre Finish that never requires wax.

- **King-size brakes are 28.2% larger for greater stopping power, longer lining life.**
- **Wide-Tread Design with rear wheels 3½" farther apart and front wheels 2" farther apart gives greater stability, easier handling.**
- **Longer, wider leaf springs reduce squat and dive for greatly improved ride.**
- **20% increase in safety glass area and 33% larger windshield-wiper-pattern means better visibility, greater safety.**



New liftgate-tailgate makes loading and unloading easier than ever . . . provides extra load length. When released, the liftgate receives an automatic assist upward by concealed assist springs. Telescopic support arms with a positive-locking mechanism hold liftgate firmly and safely in the wide-open position. The tailgate drops level with the cargo floor and is held solidly by rugged, hinged support arms. Torsion bar hinges hold tailgate steady in any position.

ATTRACTIVE NEW INTERIORS



The '60 Courier is as functional as it is beautiful—inside you'll find many Ford advancements that help you do your job better. For instance, the adjustable seat has non-sag springs for greater comfort (matching auxiliary seat or full-width seat available at small extra

cost). The spare tire is carried in a handy recessed compartment in the rear floor. Sub-floor storage compartment provides 9.5 cu. ft. of additional space for packages or tools. Recessed beneath easy-lift well covers, it is conveniently located behind driver's seat.



FORDOMATIC DRIVE

Features simplified design with nearly one-third fewer parts. Starts in low range and automatically shifts to direct for smooth operation under all driving conditions.

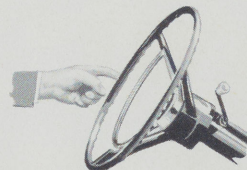


CRUISE-O-MATIC DRIVE

Most versatile automatic transmission. Two driving ranges for best economy. "D1" for fast accelerating starts. "D2" for normal acceleration. For low gear retention and braking.

POWER STEERING

Makes steering easier—does up to 85% of the work of parking and assists you in all driving. Yet permits you to retain the "feel of the wheel" on straightaways.



POWER BRAKES

Help provide smooth, sure braking. Stopping takes up to one-third less effort on brake pedal. Makes driving in traffic much easier. Low suspended pedal for greater convenience.



1960 FORD COURIER SPECIFICATIONS

Maximum Gross Vehicle Weight: 4600 lb.

Nominal Payload: 1000 lb. • Wheelbase: 119 in.

Courier Exteriors: Standard equipment includes: front and rear bumpers, two taillights, one-piece curved windshield and dual windshield wipers. Available solid body colors are Raven Black, Corinthian White, Montecarlo Red, Platinum, Belmont Blue, Skymist Blue, Meadowvale Green, Adriatic Green, Beachwood Brown and Yosemite Yellow. New Two Tone exteriors available—Belmont Blue and Skymist Blue, Meadowvale Green and Adriatic Green, plus Corinthian White in combination with any of the standard colors listed above. Bright-metal windshield reveal treatment.

Courier Interiors: Standard equipment includes: left sun visor, inside rearview mirror, left arm rest, ash receptacle, dispatch box, single electric horn, 4-position ignition-starter switch, headlight beam control switch on toeboard, foot-operated parking brake and turn signals. The Courier has long-wearing medium blue or medium brown all vinyl cushions and seat backs. The medium brown or blue hardboard on doors plus medium blue cowl panels complete the over-all upholstery and interior trim. Front passenger-driver compartment floor is covered with practical Sof-Tred carpet-textured rubber.

Engines: 145-hp Mileage Maker Six—223-cu. in. displ., 3.62" bore x 3.60" stroke; 8.4 to 1 compression ratio, regular fuel. Unit design carburetor with large venturi, manual choke. Full-Flow oil filter standard.

185-hp Ford 292 V-8 (optional)—292-cu. in. displ., 3.75" bore x 3.30" stroke; 8.8 to 1 compression ratio, regular fuel. 2-venturi carburetor, automatic choke, Y-type single exhaust.

235-hp Ford 352 V-8 (optional)—352-cu. in. displ., 4.00" bore x 3.50" stroke; 8.9 to 1 compression ratio, regular fuel. 2-venturi carburetor, automatic choke, Y-type single exhaust.

300-hp Interceptor 352 Special V-8 (optional)—352-cu. in. displ., 4.00" bore x 3.50" stroke; 9.6 to 1 compression ratio, premium fuel. 4-venturi carburetor, automatic choke; includes 11" clutch and dual exhausts.

Engine Features: Short Stroke, low-friction design, Deep-Block construction; free-turning, overhead, intake and exhaust valves; Super-Filter air cleaner with reusable dry element; full-pressure lubrication; 12-volt electrical system with 55 amp-hr battery, 30-amp. generator; Turbo-Action 18-mm. spark plugs. V-8 engines are precision "mass-balanced" for maximum smoothness.

Clutch and Transmission: Semi-centrifugal clutch with suspended clutch pedal. Conventional Drive has 3 forward speeds and 1 reverse, gear ratios tailored to each engine. Overdrive (optional) is combination of 3-speed transmission plus an automatic 4th gear that cuts in at about 28 mph, cuts out at about 22 mph.

Contoured Frame: 5 cross member, precision-made, ladder-type, reinforced box-section construction. Unique widely flared side rails which extend outside seating and load areas, afford added protection. Silent-Grip live-rubber body mounting system.

Front Suspension: Angle-Poised Ball-Joint design with link-type stabilizer. Rubber-bushed suspension arms. Viscous-control shock absorbers.

Rear Suspension: Variable-rate type, outboard-mounted with graphite impregnated friction-control inserts in upper leaves. Rubber bushings in front and rear eyes and pads at axles. Viscous-control shock absorbers.

Rear Axle: Strong, low-slung hypoid semi-floating type with straddle-mounted deep-offset pinion. Conventional differential is standard and "locking" type is optional. Axle ratios for the various engine-transmission combinations are shown below.

ENGINES	CONVENTIONAL	OVERDRIVE	FORDOMATIC	CRUISE-O-MATIC
223 Six	3.89	3.89	3.56	—
292 V-8	3.89	3.89	3.56	3.56
352 V-8	3.56	3.56	3.10	2.91
352 Special V-8	3.56	3.56	2.91 or 3.10	2.91 or 3.10

Steering: Worm and recirculating-ball type. Symmetrical-linkage; 27 to 1 over-all ratio; 17½" 3-spoke Lifeguard deep-dish steering wheel. Approx. 41' turning diameter. Master-Guide Power Steering optional.

Brakes: Duo-Servo Giant-Grip hydraulic; suspended pedal; 11" drum; 248.4-sq. in. lining area. Swift Sure Power Brakes optional.

Tires: 8.00 x 14. 4 PR tubeless, 5½" safety-type rims.

Dimensions: 119" wheelbase; 61.0" front, 60.0 rear treads. Over-all length 213.7". Height (maximum with design load), 56.5".

Other Available Equipment: Lifeguard padded instrument panel and cushioned sun visors, Ford seat belts for front seat. MagicAir or Recirculating Heater and Defroster system, Console Range radio, electric clock, Sun Dial wheel covers, Aquamatic windshield washer-wiper, Power-Lift windows, I-Rest tinted safety glass, white sidewall tires, positive-action electric windshield wipers, PolarAir or SelectAir Air Conditioning, and many others. See your Ford Dealer.

The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this folder are at extra cost. For the price of the model with equipment you desire, see your Ford Dealer.

FORD DIVISION, *Ford Motor Company*, DEARBORN, MICHIGAN