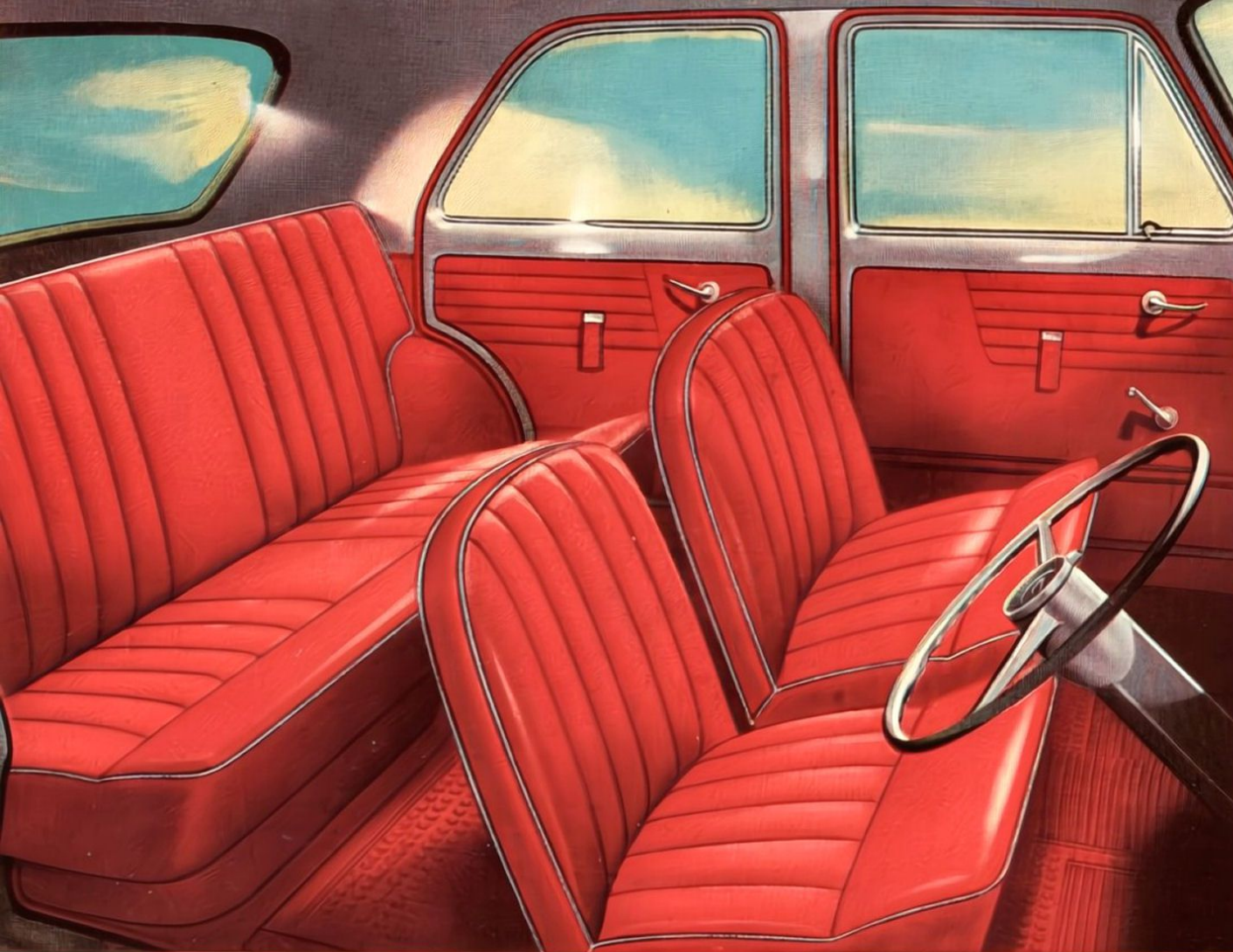


*The car that steps up 10 h.p. motoring
to all-better standards*



P R E F E C T



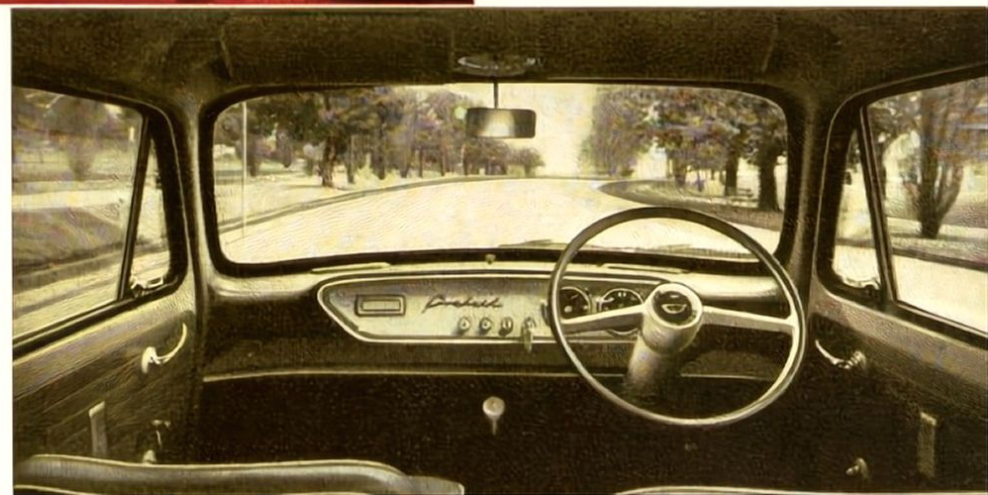
All-better from big luggage space to much greater vision . . .

With spare wheel conveniently to one side of the luggage boot there is 10 cu. ft. of weather-tight luggage space!

And the large curved wind-screen and rear window combined with space-planned seat positions provides all-round vision. The road-ahead view extends almost from front wheels onwards.

ALL-BETTER ROOM AND SMARTNESS

Above is the roomy interior of the Prefect 4-Door Sedan. You'll notice the modern styling and careful tailoring of the upholstery on those wide comfortable seats . . . and you'll like the colour range in which it is available. And those extras—the dome light, ash trays, dual sun visors and parcel shelves which extend the full width of the car under the dash and behind the rear seat—make the interior of your Prefect truly a masterpiece of roomy convenience and smartness!



ALL-BETTER VALUE IN FEATURE AFTER FEATURE

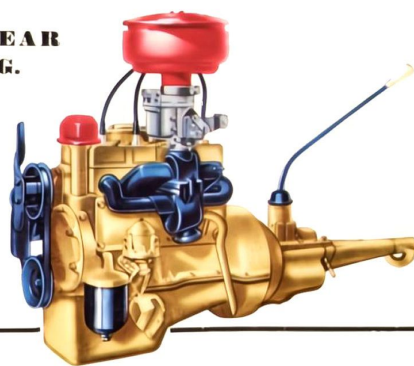
- Handsome new instrument panel with practical grouping of a full range of instruments — easily, quickly read through new two-spoke steering wheel.
- Interior dome light, dual sun visors, adjusters for both front seats and ash trays front and rear.
- New type door pulls on all doors with door-stop retainers to hold them open when required.
- Smooth acting door locks fitted with special nylon striker plate-blocks for life-long absence of vibration and rattle.
- Large luggage boot and interior parcel shelves.
- New chrome side strips and window surrounds for extra smartness.
- Bonded non-stitch interior trim for permanent shape and comfort.
- Full width, sturdy wrap-around heavy chrome bumpers.
- New tail-light assembly provides greater visibility for flashing type traffic indicators.
- Smooth acting hydraulic brakes and hydraulically assisted clutch operated by pendant type foot controls.
- The safety, strength and quietness of integral "Box Form" body and frame construction.



*PREFECT takes you anywhere with
more room, performance, comfort and style at less cost per mile*

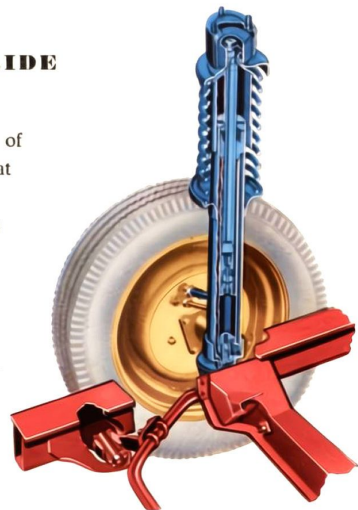
ALL-BETTER IN REMARKABLE TOP GEAR PERFORMANCE WITH UP TO 40 M.P.G.

● **Latest cylinder head design** for even rate of combustion and high compression without detonation ● **Wide diameter inlet valves** to permit adequate breathing for full power intake ● **Auto-thermic pistons** to make large "cold" clearance unnecessary. ● **Full-pressure lubrication** by gear-type pump. By-pass oil filter on side of engine ● **Three extra large, steel-backed replaceable main bearings** for the counter-balanced, cast-alloy steel crankshaft ● **Cooling system thermostat** and centrifugal type water pump. ● **Hydraulically-assisted clutch** for smoother, lighter operation.



ALL-BETTER IN A MIRACLE-RIDE UNIQUE AMONG LIGHT CARS

Important indeed among Prefect's many attributes of travel comfort is the front suspension system shown at the right. Road shocks are reduced not only because each wheel is free to rise and fall independently of the other . . . with inbuilt shock absorbers damping out coil spring compression and rebound, the shocks transmitted to each wheel are isolated and absorbed. In addition, an anti-roll torsion bar increases stability. Operating in perfect balance with this front suspension is the rear assembly of underslung longitudinal semi-elliptic springs and incline-mounted telescopic double-acting shock absorbers.



The all-better way to keep a bank balance and a fine car



Here—in this very latest Prefect, is 10 h.p. motoring at its all-time best! Not only does Prefect bring you sparkling performance, eye-catching styling and smooth, roomy comfort—but you enjoy all these Prefect features for less cost per mile. And easy, confidential terms, plus a better trade-in deal which your Ford dealer will make with you further add to Prefect as the best way to keep a bank balance and a fine car !

SPECIFICATIONS OF THE PREFECT SEDAN — THE ALL-BETTER 10 H.P. CAR

ENGINE

Side valve. Cylinders cast integrally with upper half of crankcase. Three bearing crankshaft, dynamically balanced. Detachable cast iron cylinder head incorporating volume controlled combustion chambers for economy and smooth running. Special autothermic alloy pistons. Three point rubber suspension of engine and gear box giving remarkably smooth power flow.

No. of Cylinders	4
Bore	2.5 inches
Stroke	3.64 inches
Capacity	71.55 inches
Compression Ratio	7 : 1
B.H.P.	36 at 4,500 r.p.m.
Torque	52 lb. ft. at 2,500 r.p.m.
Taxable H.P.	10

ENGINE LUBRICATION

Pressure feed by submerged gear pump to crankshaft main bearings, big-end and camshaft bearings, via drillings in cylinder block and crankshaft. By-pass oil filter fitted direct to cylinder block. Accessible dipstick and oil filter sump, capacity 4 pints.

IGNITION

12 volt battery and coil (battery accessibly located under hood). Distributor has automatic advance and retard operated by mechanical governor weights. Sparking plug size, 14 mm. Firing order, 1-2-4-3.

FUEL SYSTEM

Diaphragm type fuel pump mechanically operated. Downdraught carburettor has special zero starter and is fitted with combined air cleaner and silencer. Electrical petrol gauge. Petrol tank at rear, capacity 7 gallons.

COOLING SYSTEM

Belt driven fan and water impeller with thermo-static heat control. Tube and fin type radiator.

TRANSMISSION

Clutch — dry, single-plate spring cushioned-hydraulic operation from pedal to heavy duty ball bearing thrust release. Centre shift gear change lever. Light action synchro-mesh on top and second gears. Helically cut constant mesh gears. Three forward speeds. Oil capacity, 1.68 pints. Overall Ratios — 1st 15.07: 1, 2nd 8.25: 1, 3rd 4.43: 1, Reverse 19.71: 1.

REAR AXLE

$\frac{3}{4}$ floating. Spiral bevel crown wheel and pinion. Heavy roller and ball bearings. Hotchkiss drive. Universal joints have needle roller bearings. Axle Ratio — 4.429: 1. Oil capacity, 1.36 pints.

FRONT SUSPENSION

Independent front 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 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 springs, with hydraulic double-acting shock absorbers.

BRAKES

Hydraulic internal expanding. Front two leading shoes and rear single leading shoes. Foot brakes on all four wheels, hand brakes on rear wheels only.

STEERING

High efficiency worm and peg type. Two-spoke spring type steering wheel.

WHEELS AND TYRES

Pressed steel with wide base rims. Rustless steel hubcaps. Tyres 5.20 x 13 x 4-ply.

ELECTRICAL EQUIPMENT

Two-brush ventilated generator, compensated voltage control. Drive — "V" belt, easily adjustable. Dual electrical type horns operated by central button on steering column. Battery — Ford type 12 volt. Starter Motor.

INSTRUMENTS

Conveniently read through 2-spoke steering wheel, includes speedometer, temperature gauge, fuel gauge, oil pressure light, generator warning light. Instrument lighting controlled by switch to the right, under the fascia panel.

CONTROLS

Starter, choke, ignition and lighting switch, instrument light and windshield wiper. Foot-operated headlamp dimmer switch.

GENERAL EQUIPMENT

Dual windscreen wipers operated by a vacuum supplied direct from intake manifold assisted by a vacuum booster tank. Moisture-proof flush fitting headlamps. Separate side lamps. Tail and stop lights combined. Rear number plate illumination lamps. Interior light. Three ashtrays. Direction indicators, flasher-type operated by self-cancelling switch on steering wheel. Rear view mirror. Provision for fitting radio.

GENERAL DIMENSIONS

OVERALL LENGTH	151¼ inches
OVERALL WIDTH	60.64 inches
OVERALL HEIGHT	58.75 inches
WHEEL BASE	87 inches
TRACK FRONT	48 inches
TRACK REAR	47.5 inches
KERB WEIGHT	1,788 lb.

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.

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