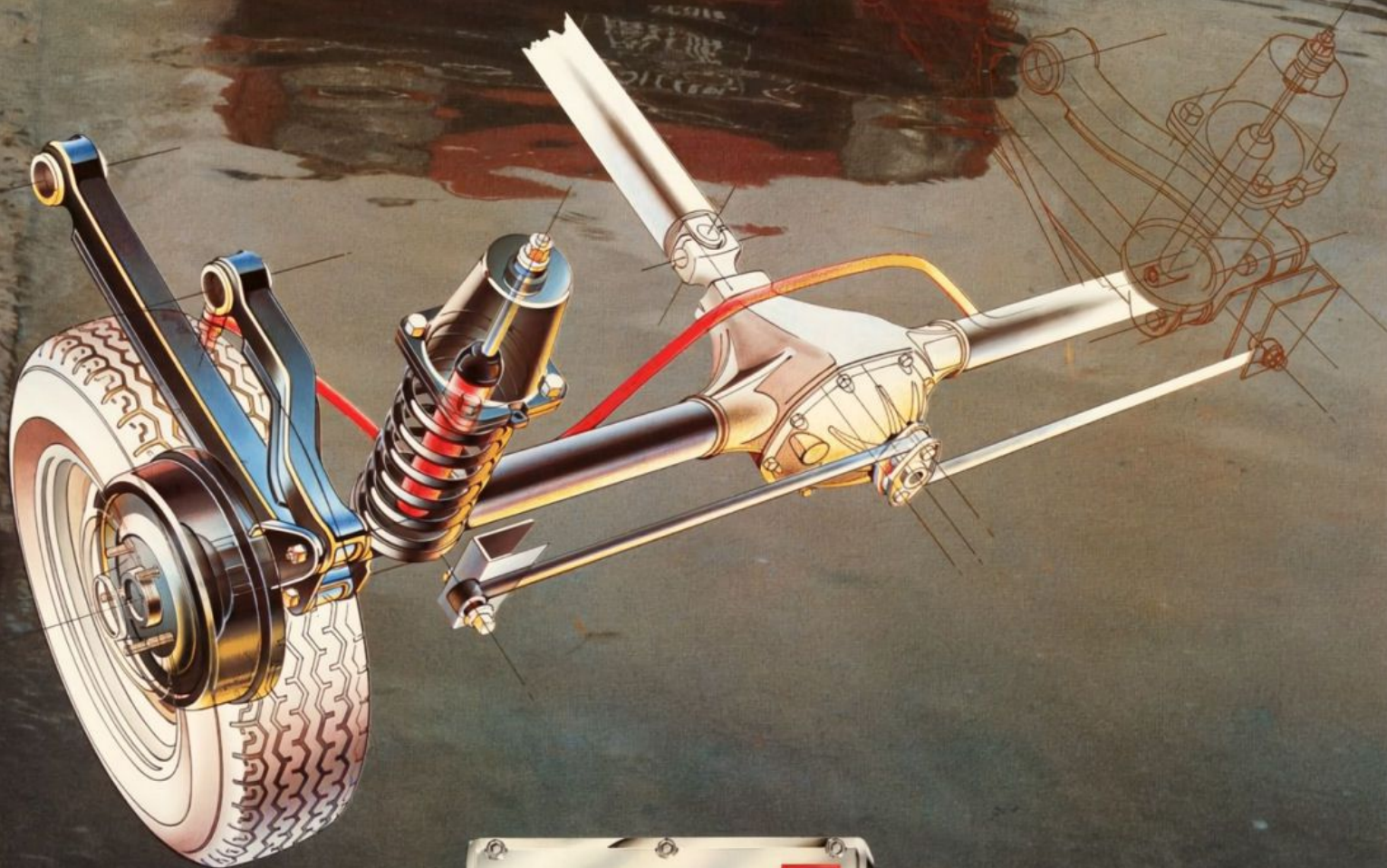


FALCON GL, FAIRMONT, FAIRMONT GHIA

PASSENGER VEHICLES



ALLOY HEAD 



Ford Australia - We're moving with you.



FALCON GL, FAIRMONT, FAIRMONT GHIA

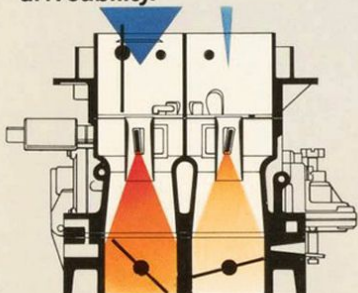
Presenting the XE model range. Passenger vehicles with excellent engineering features designed to further confirm that they are the answers for Australia's new generation of family motorists. The XE builds on the outstanding success of its predecessor, incorporating many engineering advances such as a more fuel-efficient 6-cylinder Alloy Head II engine, and a Watts Link Rear Suspension System on sedans which is unique on Australian produced cars.



A key element in the XE range is the second generation Ford Alloy Head II engine with a two stage carburettor, viscous clutch fan and other engineering refinements which together with electronic ignition provide excellent 6-cylinder fuel economy.

For Selected Fuel Economy Data refer to the back page.

New XE models deliver improved fuel economy combined with stepped up performance and better driveability.



Heart of the Alloy Head II engine is an alloy carburettor of advanced design. This accurate fuel metering device features twin venturis (23mm primary, 29mm secondary), with progressive throttle control. The primary venturi controls fuel flow until it reaches around two-thirds opening. Increased power demand then leads to the actuation of the secondary venturi, with both venturi being wide open only when full power is attained. The benefits of this two-stage system are significant:

Improved economy.

Moderate throttle openings actuate the first stage only, so that lower fuel consumption can be realized under normal driving conditions.

Better driveability.

Initial accelerator travel actuates stage one of the carburettor only, making it less sensitive to small accelerator movements, and improving the smoothness of everyday driving.

| Engine | XD Model | XE Model | % Improvement |
|------------------------|----------------|---------------|---------------|
| 3.3 litre Power DIN kW | 84.5 @ 4100rpm | 90 @ 4100rpm | 7% |
| Torque DIN Nm | 231 @ 2300rpm | 240 @ 2500rpm | 4% |
| 4.1 litre Power DIN kW | 95 @ 3600rpm | 105 @ 3800rpm | 11% |
| Torque DIN Nm | 305 @ 2000rpm | 310 @ 2300rpm | 2% |

The above figures are not necessarily applicable for vehicles manufactured for sale in New South Wales.

Stepped up performance.

The better breathing characteristics of the two-stage carburettor combined with refinements to the Alloy Head II engine result in improved power and torque figures compared with the XD model.

Smoother running.

The possibility of fuel line vapourisation in high operating temperatures is substantially reduced due to the circulation of fuel between the carburettor and the fuel tank. A solenoid valve interrupts the fuel supply to prevent engine run-on in hot conditions.

Improved cold start operation.

Fuel usage is reduced and driveability is improved during warm-up through the accurate control afforded by the electrically modulated automatic choke.

Smoother acceleration.

Fuel delivery via the diaphragm-type accelerator pump is more positive and results in more precise fuel metering.

Improved fuel efficiency.

The increased power/torque output allows the use of tall axle ratios, without detracting from performance or hill climbing ability.

More aerodynamic body styling.

Refinements suggested by scale model research were implemented and full scale testing was then carried out at the Lockheed Corporation's wind tunnel facility. As a result of data derived from these tests, air-flow management has been improved by the following changes:

- Front bumper and integral valance.
- Two bar radiator grille.
- Contoured quartz headlamps/turn indicators.
- Flush hood appearance between headlamps.

The smoother airflow over the front of the vehicle has resulted in an overall improvement in drag and pressure distribution.



Illustrated front cover Falcon GL Sedan and Watts Link Rear Suspension System.

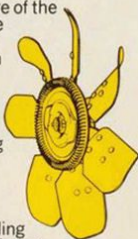
Lighter by around 45 kg (99 lb).

In their quest for improved fuel efficiency, Ford engineers have cut back significantly on weight in a number of key areas without cutting down on strength.

- A total of 38 steel pressings have been changed, many being converted to durable, high-strength, low-alloy steels with a healthy reduction in weight but without adversely affecting the overall structural strength of the vehicle.
- Energy absorbing bumpers have been redesigned and manufactured in a high density polymer material, reducing weight with no loss in impact performance.
- In models with front-disc/rear drum brakes, new lightweight alloy front disc calipers have replaced the previous iron type. This change performs a weight saving function without loss of durability.
- By replacing the rear seat cushion spring and frame assembly with a full-foam moulded polyurethane rear seat cushion, weight reduction has been achieved along with an improvement in comfort.

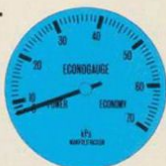
T.S.V.C. fan. More fuel efficient and quieter.

Another important feature of the Alloy Head II engine is the Temperature Sensitive Viscous Clutch Fan which allows fan speed to be dictated by engine temperature and not engine revolutions. When the car is operating at reasonable speed and the ram-flow of air through the radiator is providing most of the cooling, the viscous coupling drives the fan at a speed lower than the engine revolutions. This in turn reduces the power demands on the engine with a consequent saving in fuel and a reduction in fan generated noise. Depending on engine temperatures, the fan speed ranges between 800 and 3500 rpm, while the engine speed may be much higher.



Econogauge.

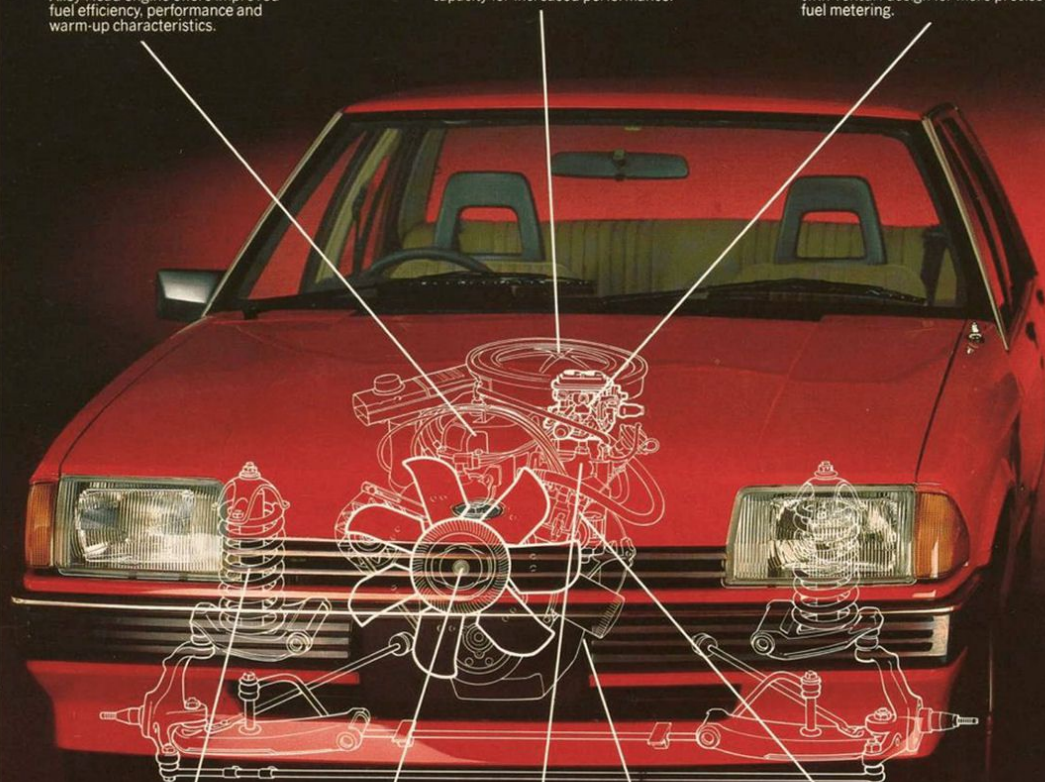
This device on the Falcon GL and Fairmont indicates the engine's intake manifold vacuum, which is a guide to, though not a measure of, fuel economy. It can be used to tailor your driving style, and so improve fuel economy.



Alloy Head II. The second generation Alloy Head engine offers improved fuel efficiency, performance and warm-up characteristics.

Air cleaner. With increased flow capacity for increased performance.

Two-stage carburettor. Sophisticated twin venturi design for more precise fuel metering.



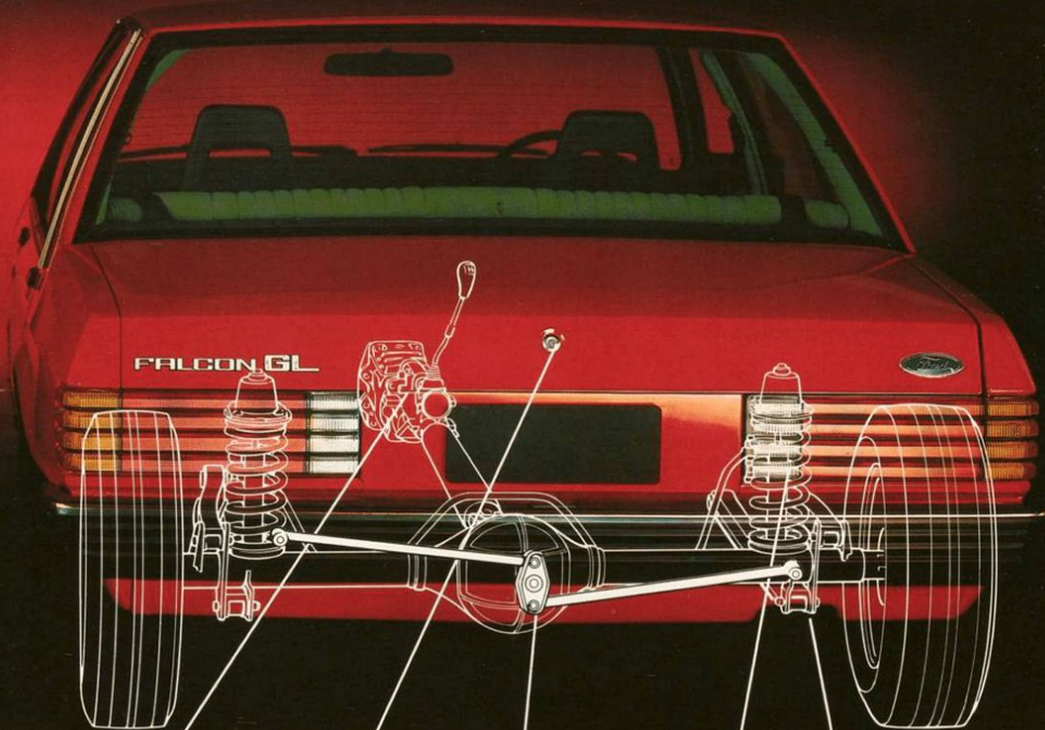
Variable rate coil springs. Improved road adhesion, handling and ride.

Intake manifold. Re-designed for improved gas flow.

Electronic Ignition. Ensures a consistent high-energy spark, maintains engine tune and permits optimized spark calibrations which contribute to improved economy, performance and emission control. Helps keep maintenance costs down.

Temperature sensitive viscous clutch fan. To absorb less engine power and operate more quietly.

Rear engine mount and cross-member. Re-designed to reduce the transfer of vibration.



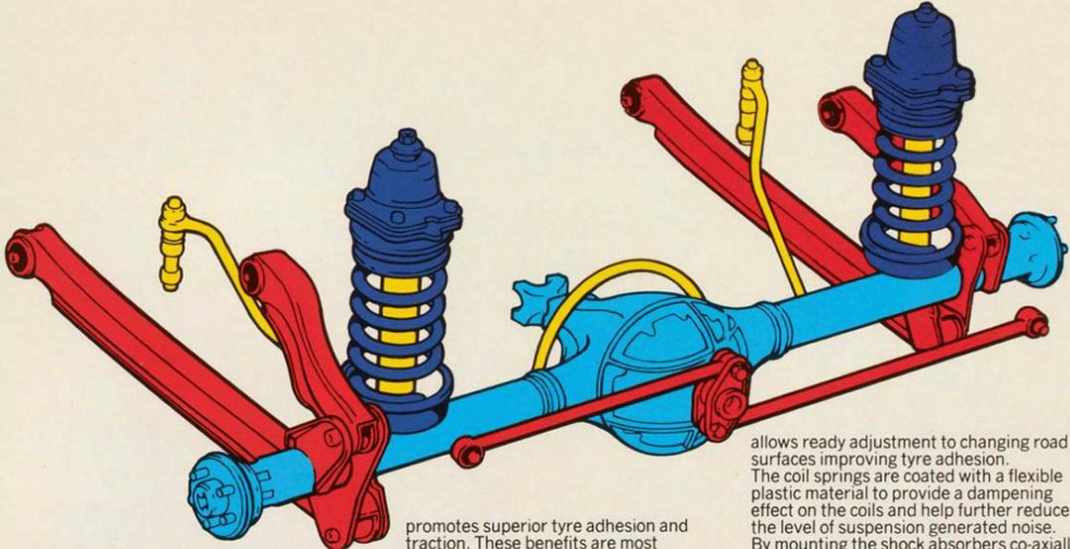
Four-speed manual transmission. A 4-speed transmission is standard on Falcon GL. Five speed transmission optional at extra cost with 3.3 litre engine.

Deeper boot. For more useable luggage space and vertical stowing of spare wheel for easier access.

Watts Link Rear Suspension System. Transverse strut rods and bellcrank, plus upper and lower trailing arms provide outstanding axle control for improved ride and handling.

Progressive rate coil springs. For improved ride and handling. Plastic-coated for noise isolation.

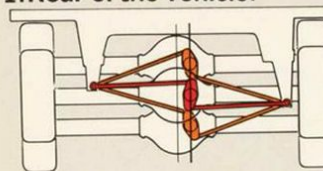
Exhaust system. Re-tuned to allow Falcon to operate more quietly with increased engine output.



Watts Link Rear Suspension System

—a world-class suspension system featuring a Watts linkage provides safer roadholding. By combining accurate control of axle location with excellent dynamic geometry and sophisticated progressive rate coil springing, the XE Sedans offer an advanced level of ride and handling. It provides a sure-footed stance that's reassuringly stable and well behaved even on rough road surfaces. Due to the space required for vertical suspension travel of rear coil springs the Watts Link System is not fitted to Falcon GL and Fairmont wagons. The system embraces two upper trailing arms, two lower trailing arms and a Watts linkage—two transverse strut rods mounted to a bellcrank at the rear of the differential housing. Two progressive rate coil springs with co-axially mounted shock absorbers are integrated into the system. Until now, the outstanding benefits of the Watts linkage have been available on only a small number of imported luxury/sports vehicles. Now Ford offers you one of the most sophisticated rear suspension systems fitted to an Australian produced family sedan. To appreciate the all-round superiority of the Watts Link System over most other types, it needs to be viewed from two positions:

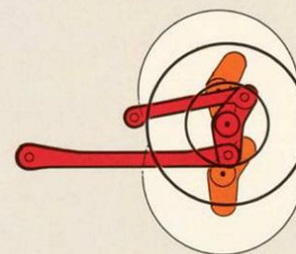
1. Rear of the vehicle.



The Watts linkage constrains the differential to move up and down vertically, preventing sideways movement of the axle in relation to the car body—and is recognised as the best available method of achieving lateral location on live axle vehicles. This provides outstanding stability and

promotes superior tyre adhesion and traction. These benefits are most important when towing, cornering and travelling over uneven roads. In these respects the Watts linkage is superior to the single link Panhard rod system.

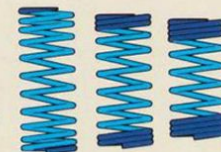
2. Side of the vehicle.



The upper and lower trailing arms can be seen connecting the axle housings to the vehicle underbody. These arms limit up and down axle movement to a closely defined path and help restrict axle rotation, providing excellent rough-road handling stability by eliminating axle tramp or wind up under heavy acceleration and braking.

Because the Watts linkage positively locates the rear axle, vertical coil springs can be used with excellent effect.

Progressive rate coil springs.



Note the varied pitch of the coils. At the top and bottom of the spring, the coils are close together to provide excellent riding comfort when lightly loaded and travelling over relatively smooth surfaces. The more powerful, widely spaced coils in the centre are designed to provide the suspension travel needed to resist bottoming on rough roads or when the vehicle is loaded or towing. This 'progressive' rate springing

allows ready adjustment to changing road surfaces improving tyre adhesion. The coil springs are coated with a flexible plastic material to provide a dampening effect on the coils and help further reduce the level of suspension generated noise. By mounting the shock absorbers co-axially inside the coil springs, and vertically above the rear axle, both are able to work with efficiency, while reducing the loads fed into the upper and lower trailing arms.

Superior towing benefits.

The Watts Link System delivers improved towing stability as a result of the accurate sideways location of the rear axle.

Reduced unsprung weight means a better ride.

The Watts Link System significantly reduces unsprung weight leading to a softer and better controlled ride.

Improved Front Suspension



To complement improved rear suspension performance, the twin wishbone front suspension features dual rate coil springs.

4-Speed Manual Transmission

A floor mounted 4-speed transmission is now a standard feature on Falcon GL, providing the opportunity for more economical motoring.

5-Speed Manual Transmission

The latest 5-speed floor shift design is optional at extra cost with the 3.3 litre Alloy Head II engine. This 5-speed transmission with its precise shift feel has a fifth gear ratio of 0.79 to 1 which enables a significant reduction in engine rpm. It offers the potential for an improvement in overall fuel economy and for quieter cruising. Both the 5-speed and 4-speed transmissions feature a sport-styled gear-shift knob and European type boot.



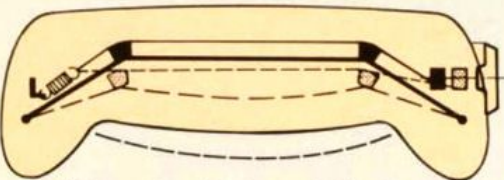
Corrosion protection.

The XE range is protected by a highly advanced cathodic electrocoat system which provides excellent corrosion resistance and paint adhesion. The complete body shell is totally immersed in a solution which is electrically charged to draw the protective film onto the panels and into the most concealed corners. In addition, aluminized wax and zinc-rich primer are applied to vulnerable body areas, while acid resistant paints provide durability and help maintain that 'new car' look longer. In addition, plastic splash shields inside the front wheel housings help reduce the build up of corrosion inducing deposits.

Fewer scheduled services help reduce the cost of ownership.

To provide a breathing space between the ever-rising costs of motoring, the recommended intervals between scheduled maintenance services for the XE range have been significantly extended, from 10,000 to 15,000 km.

Lumbar support and cushion angle adjustments.



On Fairmont and Fairmont Ghia, two significant comfort features have been incorporated to improve driving efficiency. The driver's seat cushion angle can be varied by a three-position lever to adjust the degree of under-thigh support. Secondly, a rotary knob located on the side of each front seat backrest provides for the adjustment of the seat back contour to support the lumbar spinal region.



'Z' beam quartz halogen headlamps.

The 'Z' beam lenses reduce unnecessary vertical beam dispersion on the left of the road, concentrating the light where it is needed most. This benefits on-coming drivers as well as reducing glare in the rear view mirrors of drivers being overtaken. Standard fitting on Falcon GL and Fairmont. Fairmont Ghia combines 'Z' beam with long reach integral driving lights.

Built-in protection for driver and passengers.

The XE models feature front and rear crumple zones designed to deform progressively, on impact. Side doors are fitted with deep-section high-strength steel beams. And a soft moulded crash pad to provide front seat protection. To these can be added safer road-holding afforded by the Watts Link Rear Suspension System. Better side visibility of the front-turn indicators due to increased wrap-around. Quartz halogen headlamps feature 'Z' beam cut-off to reduce glare. When you combine these with the excellent responsiveness of these vehicles you've got a package that makes it clearer than ever why Falcon is the answer.

Selected Fuel Economy Data for Falcon GL Sedan

This data is based upon AS2077-1979 tests conducted by Ford. It is not applicable to vehicles manufactured for sale in New South Wales.

| 3.3 litre 4-speed manual | |
|-----------------------------|-------------------|
| City Cycle | Highway Cycle |
| 23.5 mpg | 35.3 mpg |
| 12 litres/100 km | 8 litres/100 km |
| 3.3 litre 5-speed manual | |
| City Cycle | Highway Cycle |
| 22.6 mpg | 37.7 mpg |
| 12.5 litres/100 km | 7.5 litres/100 km |
| 4.1 litre 3-speed automatic | |
| City Cycle | Highway Cycle |
| 21.7 mpg | 31.4 mpg |
| 13 litres/100 km | 9 litres/100 km |

These figures are provided to assist you in comparing the fuel consumption of the Falcon GL Sedan with other vehicles. The actual fuel consumption you achieve will depend, however, on many factors, including your driving habits, the prevailing conditions and your vehicle's equipment, condition and use. Data for Fairmont, Fairmont Ghia and the other available engine/transmission combinations can be obtained from your Authorised Ford Dealer.

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FORD FALCON

