

1958 FORD **POLICE CARS** and Emergency Vehicles



More Ford Police Cars Are Sold Than All Other Makes Combined

PROVED AND APPROVED
AROUND THE WORLD



There's nothing newer in the world
than the **58 FORD!**

PROVEN
rapid acceleration
and
top performance

In the most extensive road test ever given a new car before its introduction, the 58 Ford was driven around the world to prove its masterful performance and roadability under the most rugged conditions imaginable. Powered by the great 1958 Interceptor V-8 with new Cruise-O-Matic Drive, Ford conquered the steep winding roads of the Swiss Alps with easy grace . . . swept like a breeze through the rugged terrain of the Balkans . . . penetrated the great deserts and jungles of southeast Asia . . . to complete the greatest car test ever known. Here's dramatic proof that the 58 Ford delivers its own brand of high performance with real economy that's made to order for police duty.

PROVEN
stamina and
dependability

The secret of Ford's world proved and approved stamina and dependability is the great 58 Inner Ford—the new, tougher, more silent, solid and secure body and chassis, plus the mighty new 58 Ford engines with power and performance to spare whether climbing mountains or challenging blistering 100-plus degree heat. More than this has never been required of any police car, even in round-the-clock duty under the most demanding conditions. Ford's built to take it, and take it longer with less maintenance. No wonder more police cars are Fords than all other makes combined!

PROVEN
safety and
comfort

For years Ford has been the leader in safety engineering, and again in 1958, safety is the keynote of this *safest and most comfortable of all Fords!* Lifeguard Steering Wheel, Safety-Type Seat Anchorage and Lifeguard Double-Grip Door Locks are standard equipment on all 58 Ford models. New easier-handling Magic-Circle Steering means greater maneuverability, greater handling ease, greater safety in traffic. Ford's Giant-Grip Double-Sealed Brakes are designed for quick, safe stopping and minimum maintenance. The entire body and chassis construction of the sturdy new Inner Ford is designed to ride smoother, more solid and secure—and give greater passenger protection with Lifeguard Design throughout . . . further good reasons why over 70% of all state police cars sold are Fords.



Inside . . . Outside . . . All around the car . . .

**FORD FOR 58 IS A NATURAL
FOR POLICE SERVICE**



BIG, ROOMY FRONT SEAT AREA—The front seat of the 58 Ford is extra wide for comfortable seating with plenty of elbow room. There's leg room to spare, too, even for big 6-footers. Offset hinges allow a wide-opening front door for easy entrance and exit. Two-position door-checks hold front doors either 2/3- or full-open.



FULL-CIRCLE VISIBILITY—The best all-round visibility has been engineered into the 58 Ford. Front corner posts are of swept-back design to provide all-important lateral road vision. The wide wrap-around windshield is slanted at just the right angle for easy, full viewing. Side windows are large and back window is wrap-around type.



LIFEGUARD STEERING WHEEL—Steering wheel is designed to absorb high impact and thus lessen the chance of driver injury from the steering column in case of collision.



LIFEGUARD DOUBLE-GRIP SAFETY DOOR LOCKS—A high-tensile steel plate helps keep the lock from sliding out of engagement with the striker, for extra passenger safety.



NEW FUNCTIONAL DESIGN INSTRUMENT PANEL—Ford's new 58 instrument panel is specially contoured and has recessed control knobs for extra passenger safety in case of collision. Large, readable dials are grouped for easy viewing with rheostat-controlled illumination (from "off" to "soft" and "bright") for safer night driving.



SAFETY-TWIN HEADLIGHTS AND WRAP-AROUND FRONT BUMPER—Ford's new Safety-Twin headlighting system provides special lights for high beam, special lights for low. 25% wattage increase on low beam, 50% increase on high beam provides best, safest lighting for all conditions. Husky, wrap-around front bumper gives full protection.



SAFETY-TWIN TAILLIGHTS AND WRAP-AROUND REAR BUMPER—The outboard unit of Ford's 1958 Safety-Twin taillights serves as taillight, stoplight and directional signal. The inboard unit functions as an additional taillight. Taillights are highly visible for greater night-driving safety. Wrap-around rear bumper is of massive one-piece construction for extra rear-end protection.

Dependable 58 Ford POLICE CARS

Ruggedly built . . . handsomely styled



**1958 FORD
CUSTOM 300 SERIES**

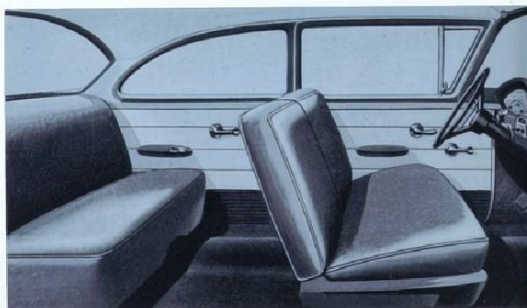
The new 58 Ford Custom 300 Series offers every important safety, ride and handling feature you could ask for in a police car—now lower in price to give you the greatest car-value in Ford Custom 300 history! Here's advanced styling with a purpose, from the brand-new Safety-Twin Headlights and integrated Honey-combed Grille and bumper design, to the new Safety-Twin Taillights and Sculptured Rear Deck. Ruggedly new as it is on the outside, it's the improved

Inner Ford that makes the *big difference*—with its softer-action, 4-Way Ball-Joint Front Suspension . . . smoother riding, Even-Keel Rear Suspension . . . and new, easier handling Magic-Circle Steering.

The upper car illustrated shows the optional bright-metal body side molding highlighted with ribbed gold anodized aluminum trim. The lower illustration shows the standard bright-metal body side molding.

Comfortable, deep-dimension INTERIORS

The spacious new 1958 Custom 300 interiors provide real man-size comfort with plenty of extra leg, head and shoulder room. Large front doors (nearly four feet across) open wide for easy entry and exit. Husky Posture-Controlled Front Seat with foam-rubber padding is standard, offering 11 fore-to-aft seat positions. An optional 4-way Manual-Tilt Front Seat with 77 adjustments is also available. Standard upholstery is durable Silver Lattice-Patterned nylon cloth with Silver Shantung Vinyl bolster. Long-wearing optional packaged interiors come in a choice of medium blue, green or gray Box-Striped Nylon with lighter toned Sof-Textured Vinyl bolsters. Washable, long-wearing all-vinyl upholstery and trim, as illustrated at right, is also available as a low-cost option.



MULTIPLE-DUTY VEHICLES

for routine and emergency police work

**1958 FORD
RANCH WAGONS**

For 58, Ford offers a new 6-passenger 2-door Ranch Wagon, plus a brand-new 6-passenger Fordor Ranch Wagon never before available. These big Ranch Wagons are now adaptable to almost any police or emergency use. They come upholstered in a choice of durable medium brown Shadow Pattern Woven Plastic or medium blue Embossed-Stitch

Vinyl with lighter toned Sof-Textured Vinyl bolster. The handsome 6-passenger Del Rio Ranch Wagon has a distinctive outside trim, with a choice of new Basket-Weave Plastic upholstery in two colors, or new Whipcord Embossed Vinyl in two colors, all with harmonizing new Sof-Textured Vinyl bolsters. Sof-Tred carpet-textured floor covering.



1958 FORD COUNTRY SEDANS



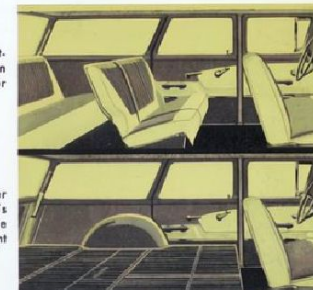
Ford's new 4-door Country Sedans come in a 6-passenger model, or the 9-passenger model shown. These husky, roomy Station Wagons measure up in every way to the most exacting emergency police duty. The 6- and 9-passenger models come in a choice of two woven plastic and vinyl interiors, and two all-vinyl interiors as shown on back cover. Floor is covered in durable Sof-Tred carpet-textured rubber. Available with engine-transmission combinations shown on page 7. Optional heavy duty suspension is also available.



All the 1958 Ford Station Wagons are easily adapted for ambulance, fire fighter, rescue and other law enforcement emergency uses. A special order side-opening rear door is available as shown. This door is hinged at the left side to facilitate easy, safe loading from the curb. Illustrated is a complete ambulance unit using the 6-Passenger Country Sedan with the convenience of four doors, as converted by Automotive Conversion Corporation, Birmingham, Michigan.

The roomy Country Sedan seats 9 comfortably with rear and Stowaway seats in position. Lots of leg and head room for everybody, with visibility unlimited.

With the rear seat out and the center Stowaway seat and tailgate down, there's over 37 sq. ft. of floor space that lets the vehicle double as an emergency equipment carrier.



Ford presents 6 mighty 1958 Power Plans . . . all at traditional low Ford prices!

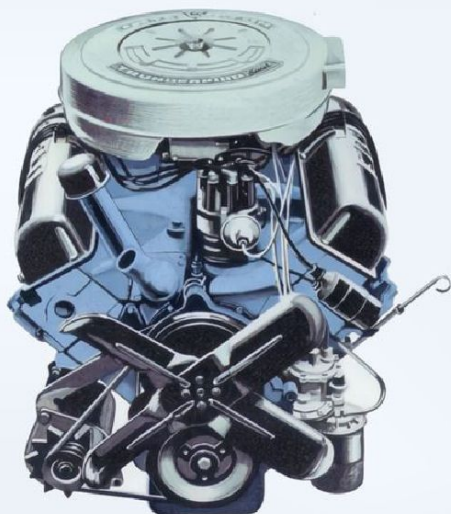
NEW 58 POLICE INTERCEPTOR V-8 ENGINES

with Precision Fuel Induction

★ NEW ADVANCES IN POWER WITH MORE OPERATING ECONOMY! ★ NEW SPLIT-SECOND RESPONSE

★ NEW LIGHTNING ACCELERATION! ★ NEW HIGH PERFORMANCE!

★ NEW DURABILITY FOR LONG SERVICE WITH LESS MAINTENANCE!



Police Interceptor V-8 Packages

The 2 Police Interceptor V-8's come with the following chassis components: Heavy duty front and rear springs; heavy duty front and rear shock absorbers; heavy duty rear axle assembly with higher capacity drive pinion bearings, axle shafts and wheel bearings; heavy duty front and rear bonded brake linings (lining area is increased to 203 sq. in. and drums are specially ribbed for better cooling, surer braking and longer lining life); 65 amp-hr battery when automatic transmission is selected; plus extra cooling capacity radiator.

These dynamic, all-new Police Interceptor V-8's are by far the most efficient, smoothest running, most responsive and economical engines ever developed for the Ford car. Here's split-second acceleration and pavement-pounding performance custom tailored to police requirements. Both engines feature Ford's new Precision Fuel Induction system with 4-barrel carburetor, free-breathing direct-passage intake manifold, large intake and exhaust valves, and self-adjusting hydraulic valve lifters, plus machined combustion chambers that polish off maximum power from today's premium fuel.

Cruise-O-Matic is teamed with Interceptor Special V-8's and a gas-saving rear axle ratio for "built-in" overdrive economy; giving up to 15% greater fuel mileage.

303-hp POLICE INTERCEPTOR

361 Special V-8

(Exclusive for Police Use Only)

This brand-new power-packed 303-hp Police Interceptor engine—with Precision Fuel Induction—incorporates the greatest improvements in V-8 engine design in 25 years. The perfect engine for police use, it features larger displacement (361 cu. in.); higher compression ratio (10.5 to 1); higher torque (400 lbs.-ft.); larger bore (4.05); plus Ford's famous Short Stroke Design. It's the most powerful, compact and easily maintained Ford V-8 ever offered for police service.

300-hp POLICE INTERCEPTOR

352 Special V-8

A brand-new high-performance engine, this second distinguished member of Ford's 1958 Police Interceptor V-8 family features all the great engine improvements, including Precision Fuel Induction, that make Ford the performance leader in its field. The result: large displacement (352 cu. in.); high compression ratio (10.2 to 1); high torque (395 lbs.-ft.); large bore (4.00), plus Ford's Short Stroke Design. A powerful engine with trigger-quick acceleration that's more than a match for any police emergency!

265-HP INTERCEPTOR

332 SPECIAL V-8



This power-packed Interceptor V-8 features all the advances found on the new Interceptor 352 V-8 including Ford's all-new Precision Fuel Induction system, 4-barrel carburetor, and machined combustion chambers for instant-responding performance in any kind of going. Short-stroke, low-friction design for economy and long life. Full-pressure lubrication with disposable Full-Flow Oil Filter. Extra-strong Deep-Block Construction for long life. Delivers top performance on regular fuel. (Available with all transmissions in Custom 300, and with Cruise-O-Matic Drive only on Station Wagons.)

HIGH COMPRESSION

205-HP FORD 292 V-8



Ford's 292-cu. in. V-8 engine for 58 offers high-compression, high-torque performance for quick getaways and agile response in traffic. It has a new higher-velocity 2-barrel carburetor with greater gas-saving efficiency on regular fuel, new high-pressure fuel pump, new positive engine ventilation, plus all of Ford's time-proven features for durability and economy. Like all Ford V-8 engines, it is electronically balanced under its own power for optimum smoothness. (Available with Fordomatic Drive, Overdrive or Conventional Transmission in Custom 300 models.)

240-HP INTERCEPTOR

332 V-8



This Interceptor V-8 is built around the brand-new Precision Fuel Induction system for smoother power flow. Features 2-barrel carburetor, direct-passage intake manifold, and machined combustion chambers for peak performance and economy from regular fuel. Shares all the other Interceptor V-8 advances, such as new alternate intake-exhaust valve placement, new self-adjusting hydraulic valve lifters, new internally mounted oil pump and clean compact design. (Available with Fordomatic Drive, Overdrive or Conventional Transmission in Station Wagon models.)

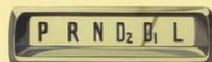
SMOOTH PERFORMING

145-HP MILEAGE MAKER SIX



An ultra-smooth, quick-responding performer—the most advanced, most economical Short Stroke Six in the industry. Features Ford's famous Deep-Block Design, high compression, high-turbulence combustion chambers, new angle-mounted reusable Super-Filter air cleaner, new unit-design carburetor for up to 10% better gas mileage, plus a host of other engine advances. Packs plenty of power reserve for the fast-responding agility so important in police cars. (Available with Fordomatic, Overdrive or Conventional Transmission.)

4 GREAT FORD 1958 TRANSMISSION CHOICES



NEW
CRUISE-O-MATIC DRIVE



FORDOMATIC
DRIVE



ECONOMICAL
OVERDRIVE



HIGH-TORQUE
CONVENTIONAL

Offers a choice of 2 full-time driving ranges: "D1"—used for all normal driving—gives brisk, solid take-offs in low; "D2" gives gentle, sure-footed intermediate starts on wet, icy or loose surfaces. (With Interceptor Special V-8's only.)

Improved for 1958, it features smoother-than-ever direct to intermediate downshifts as well as faster shifts into reverse. Three forward gears let you start normally in intermediate, or extra fast with accelerator "kick down" into low.

Delivers more miles per gallon, saves on engine wear and permits quieter driving. Economical automatic 4th gear lets the engine purr along at about 30% lower rpm than required at the same road speed in direct gear, for really smooth "cruising."

Provides 3 manual-shift forward speeds and a reverse. Has a semi-centrifugal, cushion-disc type, high-torque transmitting clutch. Features rugged, all helical gears for extra long life. New transmission linkage provides easier shifting into all gears.

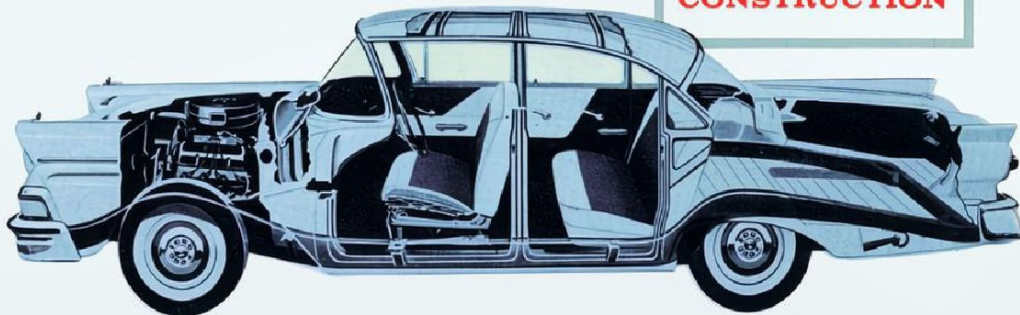
1958 FORD ENGINE SPECIFICATIONS AND AVAILABILITY

ENGINE	HP	TORQUE	CARB.	EXH.	BORE & STROKE	RATIO	DISP. CU. IN.	TRANSMISSION	MODELS
Police Interceptor 361 Special V-8	303	400 lbs.-ft	Four-barrel	Dual	4.05" x 3.50"	10.5 to 1	361	All Transmissions	CUSTOM 300 STATION WAGONS
Police Interceptor 352 Special V-8	300	395 lbs.-ft	Four-barrel	Dual	4.00" x 3.50"	10.2 to 1	352	All Transmissions	CUSTOM 300 STATION WAGONS
Interceptor 332 Special V-8	265	360 lbs.-ft	Four-barrel	Y-type Single*	4.00" x 3.30"	9.5 to 1	332	**All Transmissions	CUSTOM 300 STATION WAGONS
Interceptor 332 V-8	240	340 lbs.-ft	Two-barrel	Y-type Single	4.00" x 3.30"	9.5 to 1	332	Conventional Overdrive Fordomatic	STATION WAGONS
Ford 292 V-8	205	295 lbs.-ft	Two-barrel	Y-type Single	3.75" x 3.30"	9.1 to 1	292	Conventional Overdrive Fordomatic	CUSTOM 300
Mileage Maker Six	145	212 lbs.-ft	Single-barrel	Single	3.62" x 3.60"	8.6 to 1	223	Conventional Overdrive Fordomatic	CUSTOM 300 STATION WAGONS

*Available on Custom 300 models.
**Cruise-O-Matic only on Station Wagons.

For a safer, quieter, more solid and secure ride

58 INNER FORD QUALITY BODY CONSTRUCTION



The 1958 Ford body is ruggedly constructed with quality features throughout for greater safety, durability and comfort. The all-steel body components are joined, sealed and welded into a sturdy, integrated assembly. Important stress areas are fully strengthened and reinforced to give a more

silent, solid and secure ride in the roughest kind of going.

The 58 Ford has plenty of extra brawn to meet the most rigorous requirements for police service . . . from its massive front end and heavy-gauge welded center pillar structure, to its rigidly bolted-on fenders.

- ★ New roof panel has equal-spaced strengthening fore-to-aft grooves and is supported by 5 roof cross braces (6 on Station Wagons) for extra rigidity, greater safety.
- ★ One-piece front fenders are securely bolted to front pillars and radiator support, for greater front-end rigidity.
- ★ The upper and side panels of the cowl are integrated with the front door pillars and dash panel to form a strong, rigid and safer unit.
- ★ Massive, one-piece, wrap-around front bumper has integral guards for extra front-end protection.
- ★ Sturdy rear deck lid is mounted on spring-counterbalanced hinges, for easy opening.
- ★ Voltage regulator is newly located farther back on apron for greater protection.
- ★ Spring-counterbalanced, easy-opening front-hinged hood is controlled by latch inside the car below instrument panel.

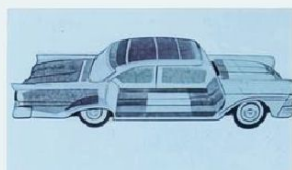
- ★ Double-ribbed floor pan has 5 reinforcing floor members, for extra sturdiness, more quiet.
- ★ Extra-heavy front seat track hold-down bolts are securely anchored to frame structure and floor-pan cross member for extra protection in case of accident.
- ★ Body back panel incorporates convenient Center-Fill fuel intake.
- ★ Horn is newly located on fender apron for easier accessibility, faster service.



EXTRA-RIGID ROOF SUPPORTS AND BRACES . . . New fluted roof panel is supported by 5 all-steel roof cross braces. In addition to giving reinforcement to the roof, they provide valuable passenger protection in case of roll-over.



EXTRA REINFORCEMENT IN REAR BODY AREA . . . Husky reinforcements tie the roof rails, package tray, wheelhousings and floor pan into a sturdy, welded assembly. Integral stiffening ribs add rigidity to the domed steel wheelhousings.



HIGHEST QUALITY SOUND AND WEATHER INSULATION . . . The 58 Ford provides the best, most thorough insulation against sound, heat and cold. Joints and connections are sealed against dust and weather for maximum comfort.

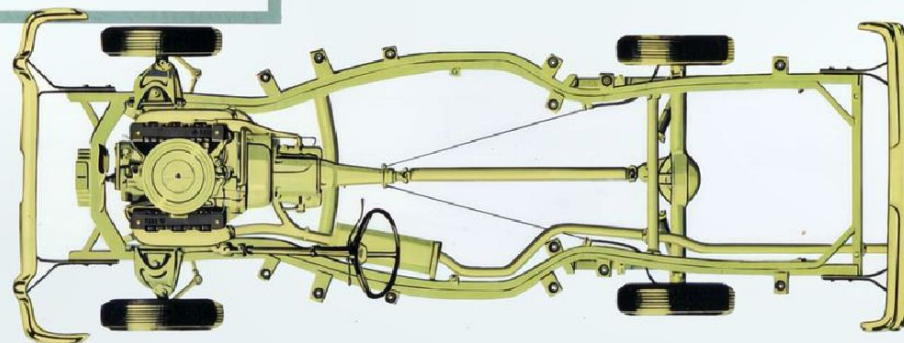


DOUBLE-WALL STEEL SAFETY DASH . . . This triple-insulated, double-walled protection between passenger area and engine compartment means greater quietness, a more durable, safer body.

COWL-TOP VENTILATION SYSTEM . . . High-level air intake passages, located in front of the windshield on the cowl top, provide fresher air for body ventilation. Rainproofed to keep out moisture.



HUSKY 1958 FORD CHASSIS CONSTRUCTION



Makes the 1958 Ford stand up to the toughest police service

- ★ Husky, wide-contoured frame has flared side rails for wall-to-wall passenger protection—features 5 sturdy cross members for extra rigidity.
- ★ The Interceptor 361 Special V-8, 352 Special V-8 and Interceptor 332 Special V-8 have large-diameter dual exhausts. The 58 Ford 292 and Interceptor 332 V-8 engines have free-flow, large diameter, Y-type single exhaust system. The big triple-wall mufflers are zinc coated on inside to resist corrosion. The

Mileage Maker Six has extra-husky exhaust pipe, with double-wall muffler and heavy-gauge tailpipe.

- ★ Husky universal joints have high-capacity, pre-lubricated needle bearings for smoother performance, longer life in the most rugged police service.
- ★ Husky driveshaft with deep-offset pinion is designed for low shaft tunnel height and vibration-free operation.

- ★ Large-capacity, pressure-type radiator produces more uniform engine cooling at all speeds. Cooling system operates at 13 pounds pressure, permits up to 33 degrees higher operating temperatures without loss of coolant.

- ★ Large fuel tank holds 20 gallons, for fewer fuel stops.

- ★ Ford's 14-inch tires make every ride smoother; have safety rims as standard equipment.



NEW MAGIC-CIRCLE STEERING . . . Ford's new recirculating-ball type steering mechanism uses low-friction steel balls instead of usual worm gear. Magic-Circle Steering is designed to reduce steering effort whether driving or standing still.



NEW SOFTER-ACTION BALL-JOINT FRONT SUSPENSION . . . The upper control arm pivots of Ford's new, smoother riding front suspension have exclusive Ford-designed threaded bushings that are permanently sealed and lubricated for longer life.



NEW, SMOOTHER RIDING REAR SUSPENSION . . . The springing action on the 58 Ford has been softened and shock absorbers newly valved for a smoother ride. Ford's new spring-leaf design means a better balanced, more uniform ride.



DEEP-OFFSET HYPOID REAR AXLE . . . Ford's deep-offset hypoid rear axle has a sturdy straddle-mounted pinion for smoother, quieter operation and longer life.

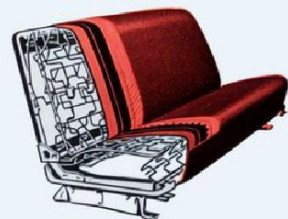
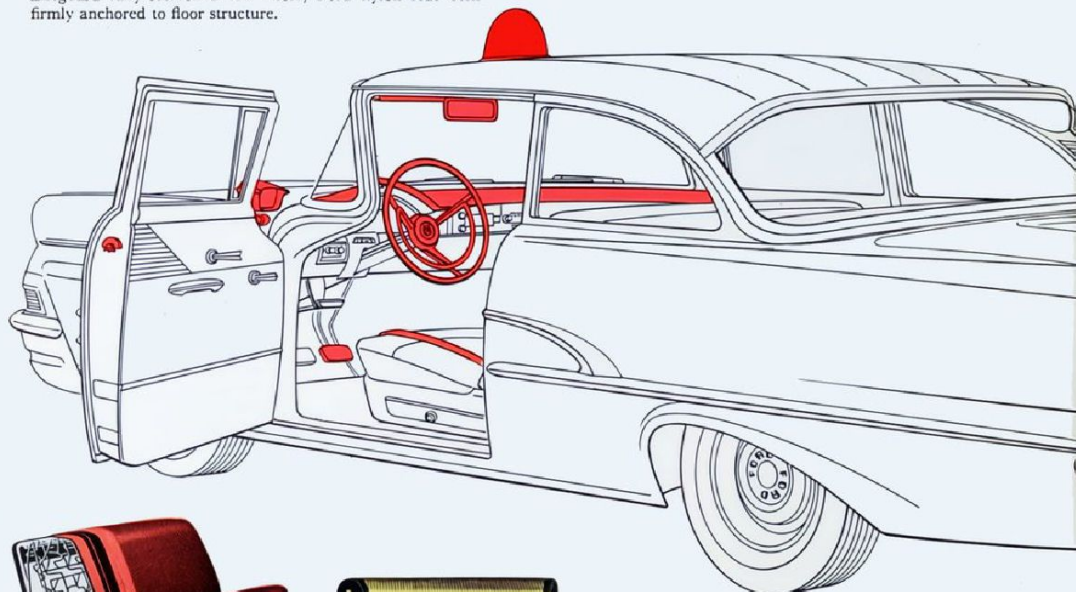


GIANT-GRIP DOUBLE-SEALED BRAKES . . . Ford's big, self-energizing brakes require less effort to operate, are double-sealed against dirt and water for longer life, less maintenance.

FACTORY - INSTALLED HEAVY DUTY OPTIONS

EXCLUSIVE 1958 FORD LIFEGUARD DESIGN

Safety is a built-in feature of all 1958 Fords! *Standard equipment:* Safety-Curved instrument panel with recessed control knobs; Lifeguard deep-dish steering wheel; safety-type seat anchorage; Lifeguard Double-Grip door locks. *Optional:* Lifeguard super-cushioned instrument panel padding; new double-anchored Lifeguard fully-cushioned sun visors; Ford nylon seat belts firmly anchored to floor structure.



SPECIAL "24 HOUR DUTY" FRONT AND REAR SEATS . . . Both front and rear seats have heavy-gauge springs in cushions and seat backs. Available with either cotton or foam-rubber cushion pads for comfort and durability. Washable, long-wearing dark brown all-vinyl upholstery and trim, in place of standard upholstery and trim, is also available at slight extra cost.



POLARAIR CONDITIONER . . . Circulates mechanically refrigerated air throughout the car from 6 different vents. One control knob turns the air conditioner on, with choice of high, medium or low fan speeds. Another knob controls temperature in 6 ranges. Comes with I-Rest tinted safety glass all around the car when conditioner is installed at the factory.



DURABLE FLOOR MATS . . . Designed to reinforce front and rear wear points. Fine for police service especially in protecting around pedals and front floor area.



HEAVY DUTY 12-VOLT BATTERIES 55 amp-hr capacity standard; 55 or 70 amp-hr low specific gravity battery plus regular 65 or 70 amp-hr also available.



HEAVY-DUTY 11" CLUTCH . . . Built for top performance, longer life under rugged driving. Ball-type release bearing has fitting for pressure lubrication.



***SPECIAL RIBBED BRAKE DRUMS** Provide better cooling, longer lining life, more uniform and sure braking. Optional linings for either city or highway use.



***HEAVY DUTY 4-WAY BALL-JOINT FRONT SUSPENSION** . . . Similar to standard but includes special coil springs and heavy duty shock absorbers.



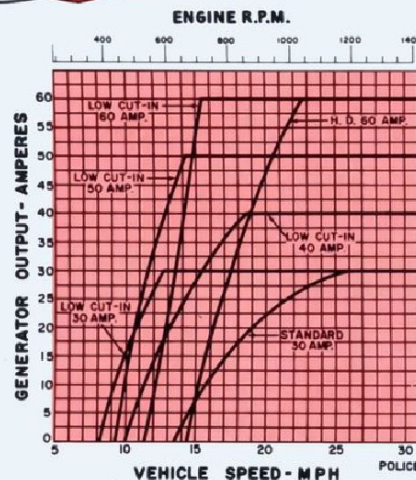
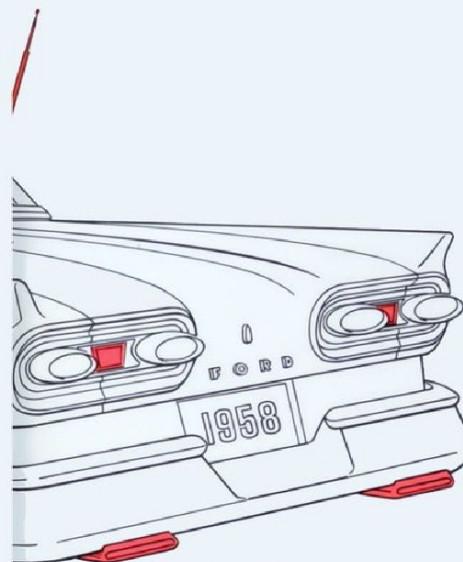
***BIG CAPACITY REAR AXLE** Special deep-offset hypoid rear axle provides greater torque capacity and axle strength for outstanding dependability.



***HEAVY DUTY REAR SUSPENSION** . . . Utilizes Ford's Even-Keel construction with extra-capacity spring leaves and heavy duty shock absorbers.

*Included with Police Interceptor Engine Package

. . . fully equip the 58 Ford for the most rigorous police service!



GENERATOR OPTIONS . . . Generator options for Ford's 12-volt electrical system include a 30-amp. low cut-in model plus 40-, 50- or 60-amp. heavy duty units. To help you select the one to suit your needs, performance curves indicating cut-in speeds and maximum output are shown at right. Alternator-rectifier systems in 50-amp. standard, or 50-amp. heavy duty, are available. (60-amp. on special order.)



Ford factory-installed police car options are designed to make law enforcement duty safer and more economical. We recommend you give extra consideration to the rugged, heavy duty components illustrated. They give the 58 Ford extra stamina for extra-long life in the most strenuous police and emergency service. In addition to a wide variety of single options, two new police car kits are available this year at low money-saving prices. All options, except as noted, are available on the Custom 300 and Station Wagon Series. For complete details, see your Ford Dealer.

ADDITIONAL OPTIONAL EQUIPMENT

AS ILLUSTRATED

Red dome roof light
Visored Spotlight-Mirror
Swift Sure Power Brakes
Master-Guide Power Steering

Exhaust deflectors*
Backup lights
Deluxe rear antenna
Inside non-glare mirror

OTHER OPTIONS

Gray, blue or green Box-Striped nylon upholstery*
Color-keyed steering wheel with horn rings
Arm rests, front and rear
Ash receptacle in front seat back
Right-hand sun visor
Automatic front door dome light switchest
Cigarette lighter†
Dark brown all-vinyl upholstery and trim
Radio—Console Range or Signal-Seek
Front-mounted radio antennas
Radio suppression kit—local use or highway use
1/4" and 2 1/4" conduit for radio cable
Ventilation and radio mounting-base in luggage compartment for radio equipment*
Spark plugs with built-in suppressors (10,000 ohms)
Special map light
Red blinking sealed-beam spotlight
Siren and siren controls
Red flashing lights in grille and in taillights
Calibrated Speedometer, steering-column mounted, with special needle-stop for pacing
Manual throttle control for Police Interceptor Engines
Heavy duty speedometer cable
Ford-Aire Suspension (for station wagon models)
Heavy duty spring suspension (for station wagon models)
MagicAire heating and ventilating system
Recirculating heater and defroster
Self-regulating electric clock
Single key locking system (one key for all locks in fleet)
Automatic windshield washer-wiper
DeLuxe Adjust-O-Ring, Visored full-view or full-view outside-mounted mirror
I-REST tinted safety glass (windshield or all glass)
Heavy duty Super-Filter air cleaner
Extra-capacity radiator and high-speed fan
Ceramic fuel filter
Electric vacuum-booster pump
Special fuel and vacuum-pump unit
Power-Lift windows (except Business Sedan)
4-Way Power Front Seat
4-Way manually operated front seat
Ventilated seat cushions
Seat covers

*Custom 300 only
†Included as package with the 3 optional upholstery for Custom 300

AVAILABLE AT LOW KIT PRICES

1. Fordor Package for Custom 300 includes:

Std. or opt. cloth or dark brown vinyl seats and trim
Heavy duty brakes
Economy carburetor (Six, with Fordomatic or HD clutch)
Heavy duty clutch—except automatic transmission
Heavy duty front and rear seats
Heavy duty front and rear springs with heavy duty shock absorbers and rear shock absorber brackets
"Coarse Pitch" conventional transmission for 6-cylinder only
Steel speedometer gears

2. Deluxe Package for Custom 300 Models includes Fordor Package plus:

Arm rests, ash receptacle in front seat back, and heavy duty front and rear floor mats.

1958 FORD POLICE CARS

Specifications

Custom 300 Exteriors: New gleaming, durable baked-on body enamels are available in Single Color and Style Tone selections. The *Single Colors* are: Raven Black, Silvertone Blue, Azure Blue, Colonial White, Silvertone Green, Seaspray Green, Bali Bronze, Desert Beige, Gunmetal Gray and Torch Red. *Style Tone* selections combine Colonial White with any Single Color including Sun Gold; also Silvertone Blue with Azure Blue, Silvertone Green with Seaspray Green, Bali Bronze with Desert Beige and Raven Black with Gunmetal Gray. Both Single Color and Style Tone selections are available with a choice of standard full-length bright-metal side molding, or as optional, a full-length bright-metal side molding highlighted by ribbed gold anodized aluminum trim.

Station Wagon Exteriors: Handsome, durable baked-on body enamels are available in Single Color and Style Tone selections. The *Single Colors* for all models are: Raven Black, Silvertone Blue, Azure Blue, Colonial White, Silvertone Green, Seaspray Green, Bali Bronze, Desert Beige, Gunmetal Gray and Torch Red. *Style Tone* selections for all models except the Country Squire combine Colonial White with any Single Color including Sun Gold; also Silvertone Blue with Azure Blue, Silvertone Green with Seaspray Green and Bali Bronze with Desert Beige. Palomino Tan with Colonial White is also available on 9-Passenger Country Sedan. The Ranch Wagon and Fordor Ranch Wagon have half-length bright-metal forward sweeping body side molding; the Del Rio Ranch Wagon, 6- and 9-Passenger Country Sedans have full-length bright-metal body side molding with Single Color and are highlighted with ribbed gold anodized aluminum trim with Style Tone exteriors. The gold anodized trim is also optional with Single Colors.

Custom 300 Interiors: Standard interior has Silver Lattice-Patterned nylon cloth upholstery with Silver Shantung-Grain vinyl on back-rest bolster, trim and pleated door and quarter panels. Optional interiors come in a choice of medium gray, blue or green nylon fabric upholstery in Box-Striped pattern, with harmonizing Sof-Textured vinyl on bolsters in cushions and seat backs and trim, in padded pleats and sections of door and quarter panels. Included as a package with the above optional upholstery are color-keyed steering column and wheel with horn ring, front and rear arm rests, right-hand sun visor, cigarette lighter and automatic front door switches (for dome light operation). Also optional is long-wearing dark brown all-vinyl upholstery and trim. Floor is covered in Sof-Tred carpet-textured black rubber.

Station Wagon Interiors: The Ranch Wagon and Fordor Ranch Wagon come in a choice of medium brown Shadow Pattern woven plastic or medium blue Embossed-Stitch vinyl upholstery, with lighter toned Sof-Textured vinyl bolster and trim. The Del Rio Ranch Wagon and 6-Passenger Country Sedan upholstery is of Basket-Weave plastic with silver Lurex accent in a choice of medium blue or brown, with harmonizing Sof-Textured vinyl bolsters and trim. Whipcord Embossed vinyl upholstery with simulated white stitching is also available in medium green or red, with lighter toned Sof-Textured vinyl bolsters and trim. The 9-Passenger Country Sedan offers a choice of red or green Sof-Textured all-vinyl upholstery with vertically pleated back rests and color-keyed bolsters and trim. Medium blue or brown Thong-Patterned Plasti-Fab Weave upholstery with color-keyed Sof-Textured vinyl bolsters and trim also available. Door and side panels in all wagons are in deep-depth color-matched vinyl. Passenger compartment floor covering is black Sof-Tred rubber. Color-coordinated ribbed vinyl is placed on loadspaces, tailgate and Stowaway seat backs.

Engines: 145-hp Mileage Maker Six—223-cu. in. displacement; 3.62" bore x 3.60" stroke; 8.6 to 1 compression ratio; regular fuel; manual choke. Available with all transmissions except Cruise-O-Matic.

Optional 205-hp Ford 292 V-8—292-cu. in. displacement; 3.75" bore x 3.30" stroke; 9.1 to 1 compression ratio; regular fuel. Low-silhouette 2-venturi carburetor, automatic choke, Y-type single exhaust. Available in Custom 300 with all transmissions except Cruise-O-Matic.

Optional 240-hp Interceptor 332 V-8—332-cu. in. displacement; 4.00" bore x 3.30" stroke; 9.5 to 1 compression ratio; regular fuel. Low-silhouette 2-venturi carburetor, automatic choke, Y-type single exhaust. Available in Station Wagons with all transmissions except Cruise-O-Matic.

Optional 265-hp Interceptor 332 Special V-8—332-cu. in. displacement; 4.00" bore x 3.30" stroke; 9.5 to 1 compression ratio; regular fuel. Low-silhouette 4-venturi carburetor, automatic choke. Available in Custom 300 with dual exhausts and all transmissions; in Station Wagons with Y-type single exhaust and Cruise-O-Matic.

Optional 300-hp Police Interceptor 352 Special V-8—352-cu. in. displacement; 4.00" bore x 3.50" stroke; 10.2 to 1 compression ratio; premium fuel. Low-silhouette 4-venturi carburetor, automatic choke, dual exhausts. Available with all transmissions.

Optional 303-hp Police Interceptor 361 Special V-8—361-cu. in. displacement; 4.05" bore x 3.50" stroke; 10.5 to 1 compression ratio; premium fuel. Low-silhouette 4-venturi carburetor, automatic choke, dual exhausts. Available with all transmissions.

Engine Features: Short Stroke, low-friction, deep-block design; free-turning overhead valves; self-adjusting hydraulic valve lifters on all Interceptor V-8 engines; Super-Filter air cleaner has reusable paper element; full-pressure lubrication; Full-Flow disposable type oil filter; 12-volt electrical system; 65 amp-hr battery with Police Interceptor V-8's and automatic transmission, 55 amp-hr battery with others; 450-watt generator; Turbo-Action 18-mm. spark plugs; V-8 engines electronically balanced under own power for maximum smoothness.

Clutch and Transmission: Semi-centrifugal clutch with full-weighted levers for positive engagement; suspended clutch pedal; 9½-in. dia. with Six, 10-in. dia. with 292 V-8 and 11-in. dia. with Interceptor V-8 engines. *Conventional Drive* has 3 forward speeds and 1 reverse, with gear ratios tailored to each engine. Shot-peened, fine-pitch helical gears for high strength and quietness; forged bronze synchronizers. *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.

Automatic Transmissions: *Fordomatic*—features smooth-acting torque converter combined with automatic gear train. Three forward gears, 1 reverse. Water-cooled with V-8's, air-cooled with Six. *Cruise-O-Matic*—offers low-gear starts in "D1" range for full-power getaways, and intermediate-gear starts in "D2" range for sure-footed acceleration, coupled with a 2.69 to 1 rear axle ratio for fuel economy. With Interceptor Special V-8's only.

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

Front Suspension: Angle-Poised, 4-Way Ball-Joint Front Suspension has new, threaded, permanently lubricated bushings in upper control arm for softer, easier ride. Newly valved, viscous-control shock absorbers. Standard light-riding as well as optional heavy duty springs on Station Wagons.

Rear Suspension: Softer-action, variable-rate type, outboard-mounted, long-leaved rear springs with extra leaf lengths ahead of axle for smoother, more comfortable Even-Keel ride. Four leaves on Custom 300, six leaves on Station Wagons (standard light-riding or optional heavy duty), with friction-controlled inserts. Fully insulated with rubber bushings in front and rear eyes. Wind-up rubber bumper on frame side rail over forward spring section limits deflection under load, further contributing to Even-Keel ride. Newly valved, viscous-control shock absorbers.

Ford-Aire Suspension: Provides the utmost in smooth, soft riding regardless of load or road conditions. Engine-driven compressor furnishes air to reservoir tank which feeds to individual nylon-rubber "pillows" at each wheel. Automatic leveling valves regulate air pressure to maintain constant car height regardless of load. Optional for Station Wagon models equipped with Interceptor V-8's and automatic transmission.

Rear Axle: Husky, low-slung hypoid, semi-floating type with straddle-mounted deep-offset pinion. Station Wagons have higher capacity shafts, wheel and differential bearings.

Custom 300 Axle Ratios (to 1): *Conventional Drive*—3.70 with Six, 3.56 with V-8's. *Overdrive*—3.70 with Six or 292 V-8, 3.56 with Special V-8's. *Fordomatic Drive*—3.56 with Six, 3.10 with 292 V-8, 2.91 with Special V-8's. *Cruise-O-Matic Drive*—2.69 with Special V-8's.

Station Wagon Axle Ratios (to 1): *Conventional Drive*—3.89 with Six, 3.70 with Interceptor V-8's. *Overdrive*—3.89 with Six, 3.70 with Interceptor V-8's. *Fordomatic*—3.56 with Six, 3.10 with Interceptor 332 V-8, 2.91 with Interceptor 352 or 361 Special V-8. *Cruise-O-Matic Drive*—2.69 with Interceptor 332, 352 and 361 Special V-8's.

Steering: New Magic-Circle recirculating-ball type steering gear provides less friction, easier steering. Antifriction bearings throughout. Symmetrical-linkage; 27 to 1 over-all ratio; 17½" 3-spoke Lifeguard deep-dish steering wheel. Approx. 40° turning diameter.

Brakes: Giant-Grip, Double-Sealed, self-energizing hydraulic; suspended pedal; dash-mounted master cylinder; 11" dia. drum. Lining area: 180 sq. in. on Custom 300, 191 sq. in. on Station Wagons.

Custom 300 Tires: 7.50 x 14-in., 4-ply, black tubeless, 5" safety-type rims.

Station Wagon Tires: 4-ply black tubeless on 5½" safety-type rims. 8.00 x 14 on 9-pass. Country Sedan. 7.50 x 14 on other models.

Custom 300 Dimensions: 116" wheelbase; 59.0" front, 56.4" rear treads. Over-all length, 202.0". Height (maximum with design load), 57.1".

Station Wagon Dimensions: 116" wheelbase; 202.7" over-all length. Height (maximum with design load), 58.6" for 6-pass. models, 58.8" for 9-pass. models.

Prices: All Power Assists and Accessories as well as some of the items illustrated or referred to in this folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

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