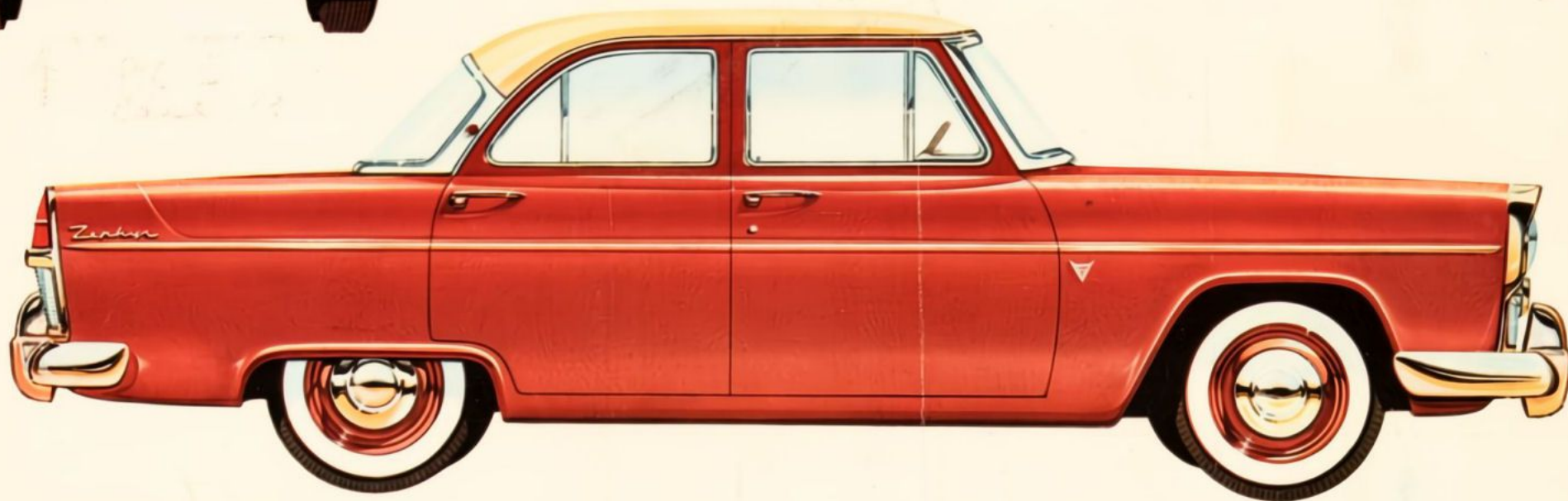




FORD



ZEPHYR

ONE GLANCE AT ITS NEW, LOW SLEEKNESS OF LINE TELLS YOU THAT IT IS THE FASHION LEADER OF ITS CLASS!

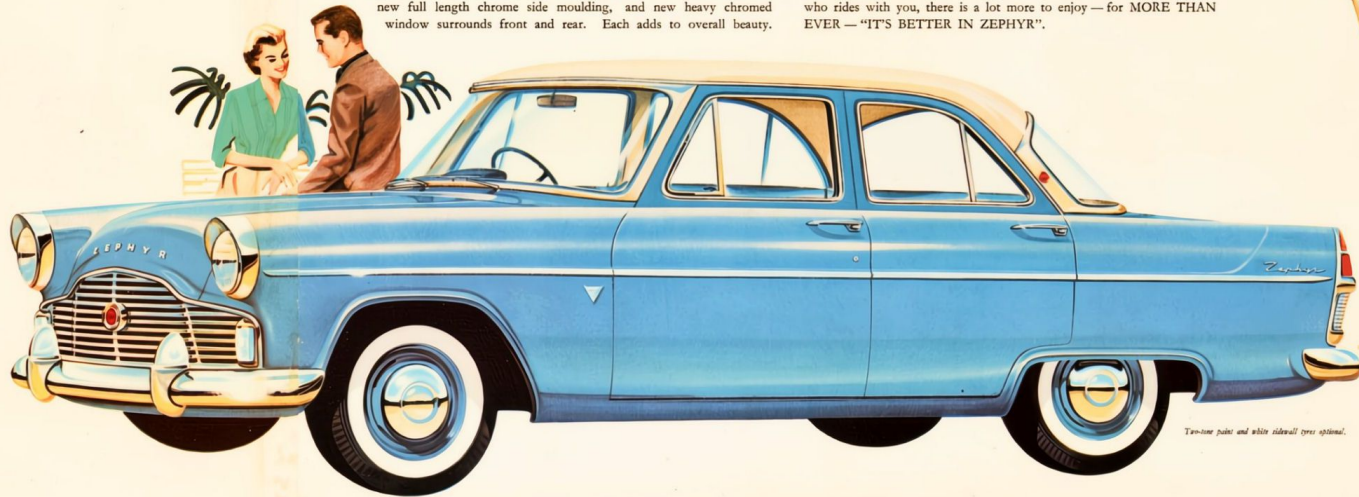


INSIDE, A NEW WORLD OF LUXURY, COMFORT AND SPACE

To step into the Zephyr is to step into truly personalised luxury and comfort. Six big people can relax with more leg room, more shoulder room, hip room and head room than is found in any car in its field. Deeper, wider, softer seats invite you to sink into their new luxury and comfort. Comfort further increased with convenient centre arm rest, plus arm rests on all four doors. Zephyr too offers an outstanding choice of eye-appealing upholstery colours and colour combinations . . . so easy to look at . . . easy to keep clean too. Other Zephyr refinements include . . . easily accessible ash tray and wide, commodious parcel shelf under the wider view rear window, all pleasing proof that Zephyr also leads its field for comfort.

It is Ford designing that has always provided the most noticeable advances in styling. This Zephyr is an eye-holding example. It has a new 'action-look' and lower, sleeker lines that emphasize its length and individuality. The new lower roof line merges so perfectly with the sweeping bonnet, and the elegance of the rear deck design, to enhance and emphasize Zephyr's style leadership. Lower roof but still the full head room for all six big passengers . . . another Zephyr achievement. Zephyr's fashion-setting styling features new chromed hooded headlights, new chrome drip rail, new full length chrome side moulding, and new heavy chromed window surrounds front and rear. Each adds to overall beauty.

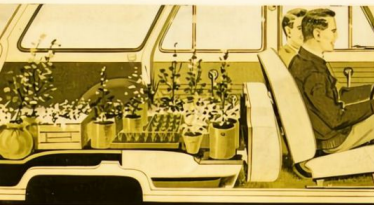
Broad panoramic windscreen and wider vision windows ensure all round visibility—no car in its class can compare with Zephyr's "see-ability". Zephyr looks what it is—the longest, widest, roomiest car in its class. Zephyr *acts* what it is, too—the performance leader in its class. A new higher compression ratio provides greater power development — and with fuel economy that is remarkable in a car with Zephyr's performance. Greater smoothness, stability and safety also play important parts in the undeniable fact that Zephyr is modern motoring at its best. For you and for everyone who rides with you, there is a lot more to enjoy — for MORE THAN EVER — "IT'S BETTER IN ZEPHYR".



Two-tone paint and white sidewall tires optional.



Above is shown the big six seater comfort the Zephyr Station Wagon offers. Plenty of width, plenty of leg room . . . and more luggage space than you'll find in any station wagon in its class.



With second seat folded away the Zephyr Station Wagon reveals itself as a practical "carry-all" vehicle. No more straining to fit outsize objects into the luggage boot. The Zephyr Station Wagon with its larger space is fully equipped to take care of all your light loading problems.



85 INCHES OF SLEEPING LENGTH . . . is brought about by the Zephyr Station Wagon's unique interior-design. Front seat moves forward to give full length sleeping comfort to even the over six footers. No more cramped sleeping with Zephyr's "biggest of all" sleeping space.

A NEW, MORE SPACIOUS KIND OF LIVING IS YOURS WITH THE ZEPHYR 3-WAY STATION WAGON

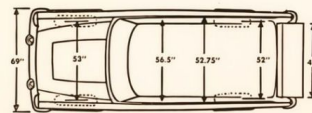
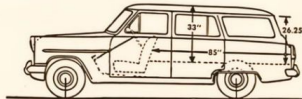
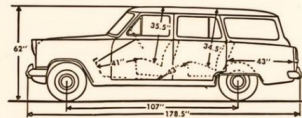


Two-tone paint and white sidewall tires optional.

When you step up to a Zephyr Station Wagon you open up a new world of living. "Versatility" is a word that might have been invented just to describe the Zephyr Station Wagon, for every day of your life a-wheel you'll find yourself saying "I couldn't do this without a Zephyr Wagon". The Zephyr Wagon, the longest, widest, roomiest in its class, offers you the smooth ride, easy handling, handsome interiors and styling found in a sedan. It features

more comfortable, roomier seating accommodation, greater luggage space for everyday motoring enjoyment. For practical use the Zephyr Station Wagon brings you increased loading space — you'll never stop being thankful for the hundred and one uses to which you can put this big and adaptable space. While for OUTDOOR LIVING . . . the Zephyr Station Wagon emphasises the fact that it does bring you a new way of living. Life is better—all the out-

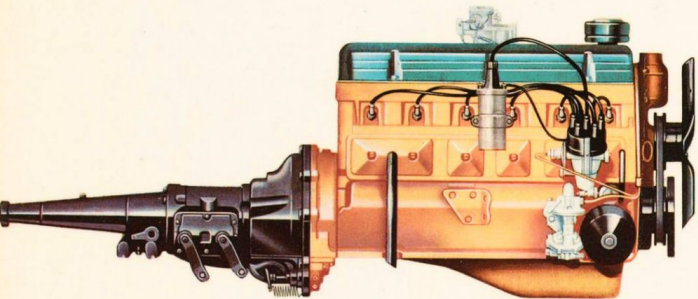
doors are yours when you go along with the Zephyr Wagon. Sleeping comfort you'll experience in no other station wagon in its class is yours in the Zephyr. Ford designers have created a new way of Station Wagon living. The front seat has a full-forward adjustment. Then, with tailgate closed, there is an 85 ins. long, fully enclosed sleeping space. There is no twist or cramp in the space-planned Zephyr Wagon. Even the over six footers can stretch out in full and complete comfort.



SPEAKING OF SPACE . . . The new Zephyr Station Wagon offers more loading space than any wagon in its class. Look at the wider, longer loading area—designed for that extra luggage, for those shopping jaunts, those moving jobs, and, of course, for the complete camping comfort of full-length sleeping space.

RETRACTABLE REAR WINDOW. The big rear window retracts into the tailgate and is controlled by a lockable winding handle. The fact that this window can be locked in any desired position permits the control of ventilation for "all-weather" comfort.

NEVER BEFORE SO VERY MANY ADVANTAGES IN THE POPULAR PRICE FIELD!



POWER IN ITS NEWEST FORM

Zephyr's power is now increased with a new compression ratio of 7.8:1 giving 86 B.H.P. at 4,200 R.P.M. R.A.C. rating is 25.4 H.P. Apart from unequalled power-packed performance, the modern "oversquare" principle of design lessens internal friction, adds to smoothness, increases economy and lengthens engine life. In relation to Zephyr's increased power, the fuel economy of up to 30 m.p.g. will pleasantly surprise you. The mechanically minded will immediately appreciate the functional nature of Zephyr's engine design. Component parts are placed for both maximum efficiency during operation and more ease in the normal servicing which keeps an engine in peak condition.



THE AMAZING DRIVING EASE OF FULLY AUTOMATIC TRANSMISSION

Now, in addition to all the new leadership advantages incorporated in Zephyr, the Zephyr owner can enjoy the advantage of this greatest advance in modern motoring—fully automatic transmission. Here is clutchless, shiftless driving that makes motoring seem new and exciting all over again. Fully automatic transmission makes relaxed driving a reality . . . brings super smoothness . . . saves energy and engine wear. Its availability, as optional equipment, is yet another reason why Zephyr is the logical choice for the motorist who wants every modern advantage.



IT'S AS EASY AS THIS—

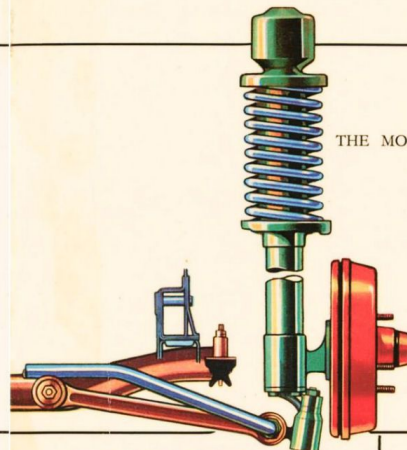
Start the Engine—a turn of the ignition key brings Zephyr's powerful engine to quiet idling so that you are ready to . . .



Set the Indicator—to D (Drive) and then, free forever of clutch and gear lever movement effort, you are set to go smoothly . . .



Go—your foot pressure on the accelerator changes gear automatically in acceleration, cruise or climb. To stop, merely press the big brake pedal. It's as easy as that!



THE MOST ADVANCED SUSPENSION SYSTEM

Zephyr leads its field with a front suspension system (shown left) that combines perfectly with the balanced action of rear springing and shock absorbers. Rough surfaces are taken with a gentleness that eliminates uncomfortable pitch or sway. Zephyr's wide track and low centre of gravity bring new stability of ride, extra safety in cornering and greater, surer driving control under any conditions.

BIGGEST OF ALL BRAKES!

The total lining area of 147 square inches make Zephyr's brakes biggest of all in its field. Instant action gives faster, surer, arrow-straight stops.



WRAP-AROUND VISION . . . SAFETY GLASS ALL ROUND TOO

. . . ensure that Zephyr provides the widest, safest ahead and side view of any car in its class! All four corners are clearly visible from the driver's seat, while passengers relax and enjoy the broad panoramic view in perfect comfort. This feature, too, accents the modern styling that puts Zephyr so far ahead.

More in engine power . . . more in economical performance . . . more in comfort . . . more in smarter interior refinements . . . in road handling stability . . . visibility . . . plus the new gracefully sleek "action-look" of Zephyr, are but a few of the advantages which make you realise again why Zephyr is unmatched in its class . . . why MORE THAN EVER "IT'S BETTER IN ZEPHYR". In another Ford First you have, too, the advantage of new fully automatic transmission for driving ease in the modern fashion.

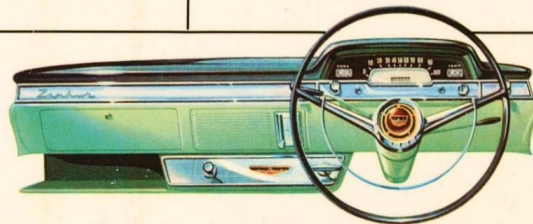


SMALLER TURNING CIRCLE

Zephyr again leads its field with a smaller turning circle . . . you enjoy the greater handling ease of a 36 foot turning circle. Zephyr is easier to park, so much easier to manoeuvre in traffic and narrow places.

CENTRE-SLUNG SEATING

You enjoy a smoother ride with centre-slung seating. All seats are suspended "hammock-wise" between front and rear axles to reduce the upward and downward movement of road travel to a minimum.



SAFETY PADDED FACIA PANEL

A styling highlight, Zephyr's new facia panel also contributes to safety. Extending over the full width of its top is a special "safety-padded" and anti-glare section. Wide-view speedometer and instruments are in a hooded group placed for the driver's instant vision. Locking

glove box, parcels shelf and big ash tray are provided. There is new convenience in design and placement of everything from ventilation control lever to the hand-brake. Radio mounting location is smarter and a speaker grille is incorporated in the panel.

SPECIFICATIONS

ENGINE

Six cylinder cast integrally with upper half of crankcase; bore 3.25 ins.; stroke 3.13 ins. Capacity 155.8 cu. ins. Overhead valves, push rod operated from harmonic cams in cylinder block. Compression ratio 7.8:1. B.H.P. 86 at 4,200 R.P.M. Torque 136 lbs./ft. at 2,000 R.P.M. Four bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating volume controlled combustion chambers for economy and smooth running. Special autothermic alloy pistons. Three point suspension of engine and gear box giving remarkably smooth power flow.

ENGINE LUBRICATION

Pressure feed by submerged gear pump to crankshaft main bearings, big-end bearings and camshaft bearings via drillings in cylinder block and crankshaft. Full flow type oil filter fitted direct to cylinder block. Accessible dip stick and oil filter. Sump capacity with oil filter 8.5 pints.

FUEL SYSTEM

Diaphragm type fuel pump mechanically operated. Down draught carburettor has special choke control and is fitted with combined air cleaner and silencer. Electrical petrol gauge. Petrol tank at rear, capacity 10.5 gallons.

IGNITION

12 volt battery and coil (battery accessible located under hood) — distributor has automatic advance and retard and additional vacuum control. Sparking plug size 14 mm. Firing order 1, 5, 3, 6, 2, 4.

COOLING SYSTEM

Belt-driven fan and water pump with thermostatic heat control. Tube and fin type radiator. Capacity of system 22 pints.

TRANSMISSION (Conventional)

Clutch — dry single plate spring cushioned. Hydraulic operation from pedal to heavy duty ball-bearing thrust release. Remote control of gears on steering column. Light action synchro-mesh on top and second gears. Helically cut constant mesh gears. Three forward speeds. Overall ratio — 3.90 to 1, 6.40 to 1, and 11.08 to 1. Reverse 15.06 to 1. Oil capacity of gearbox 2.5 pints approximately.

TRANSMISSION (Automatic)

Three automatic forward speeds with a direct drive lock-up (converter bypassed) through the action of a single plate clutch incorporated in the torque converter. Gear ratios (without converter reduction):* Top gear—1:1; Intermediate gear—1.435:1; Low gear—2.301:1; Reverse gear—2.012:1. *The maximum converter reduction is approximately 2.16:1.

REAR AXLE

$\frac{1}{2}$ floating, hypoid final drive. Heavy duty roller and ball bearings. Open type drive shaft. Universal joints have needle roller bearings. Axle ratio — 3.90 to 1. Oil capacity 2½ pints approximately.

BRAKES

Hydraulic internal — front 9 ins. x 2½ ins. Rear 9 ins. x 1½ ins. Front — two leading shoes, rear — floating expander. Total lining area 147 sq. ins. Foot brake all four wheels, handbrake on rear wheels only.

STEERING

Recirculatory ball type. Ratio 18.0 to 1. Steering wheel diameter 17 ins. Two spoke safety type.

FRONT SUSPENSION

Independent front wheel 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 a 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.

FORD SUSPENSION

Longitudinal semi-elliptic 6 leaf springs (Sedan), 7 leaf springs (Station Wagon). Fully insulated. Hydraulic double-acting shock absorbers.

WHEELS AND TYRES

Pressed steel with wide base rims. Rustless steel hub-caps. Tyres 6.40 x 13. — Sedan (conventional), 6.70 x 13 Automatic Sedan and Station Wagons.

ELECTRICAL EQUIPMENT

Two-brush ventilated generator, compensated voltage control. Drive: "V" belt easily adjustable. Starter motor. Dual "Windtone" horns operated by horn ring on steering column. Battery: 12 volt, 57 amp. hr. at 20 hr. rate.

INSTRUMENTS

Conveniently grouped cluster immediately in front of driver includes speedometer, fuel gauge, temperature gauge, oil pressure warning light, direction indicator warning lights, ignition warning light, head-lamp main beam warning light. Instrument lighting controlled by switch and rheostat incorporated in main lighting switch.

CONTROLS

Complete, combined ignition-starter switch, lighting switch, instrument light and shield wiper. Plastic control knobs. Foot operated head-lamp dimmer switch.

BODY

All-steel welded integral construction. Seating within wheelbase. Safety glass all round. Curved type fixed windscreen and wrap-around rear window. Hinged door-latch ventilators embodied in front doors. Safety design push-button door handles. Adjustable full-width tubular construction bench-type front seat. Station Wagon seating fully adjustable for load/passenger requirements and camping conversion. Washable vinyl headlining. Separate luggage compartment accessible from outside of sedan. Spare wheel housed in luggage compartment on right-hand side (Sedan). Separate compartment under floor at rear (Station Wagon).

GENERAL EQUIPMENT

Dual windscreen wipers operated from vacuum pump fitted on engine. Moisture-proof, flush fitting hooded headlamps. Separate side lamps. Tail and stop lamps combined. Rear number plate illumination lamps. Interior light Sedan — 1, Station Wagon — 2. Sun visors. Front doors lockable on both sides. Flasher type direction indicators operated by self-cancelling arm on steering column. Rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters and radiator. Centre front armrest.

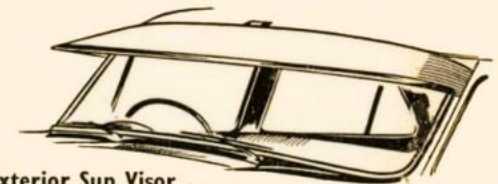
GENERAL DIMENSIONS

Overall length: 14 ft. 10.5 ins. Overall width: 5 ft. 9 ins. Overall height: 5 ft. 1 in. (Sedan); 5 ft. 2 ins. (Station Wagon). Wheelbase: 107 ins. Track (Front) 53 ins.; (Rear) 52 ins. Kerb Weight: 2,691 lbs. (Sedan); 2,914 lbs. Estimated, (Station Wagon).

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FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.
(Incorporated in Victoria) Registered Office: Geelong, Victoria

FORD QUALITY ACCESSORIES



Exterior Sun Visor . . .

For restful, glare-free driving in the sun. Made of strongly reinforced metal trimmed with chrome. Reduces front seat heat and deflects rain from the windscreen.

De Luxe Wing Mirror . . .

This De Luxe wing mirror fits to the body or front fenders, blending perfectly with your Zephyr and giving wide angle vision.



Ford Transistor Power Radio . . .



Both the push-button and standard manual custom-build Ford transistor power radios give a high selectivity to separate

stations without overlap. You get rich tone, concert hall depth and clarity at all volume levels.

Venetian Shades . . . cool the temperature of the



car and protect rear passengers from the sun, also reduce reflection of headlights from the rear.

FORD'S 4-WAY BETTER SERVICE

There are four important advantages in the after-sale service from Ford Dealers, increasing further still your satisfaction in owning Zephyr. Ford Dealers send their mechanics to Ford Factory Service Schools. They have time-saving equipment designed for Fords. Dealers follow Ford factory approved servicing methods and use genuine Ford parts. And wherever you go, Ford Service keeps your Zephyr in top condition at minimum cost.