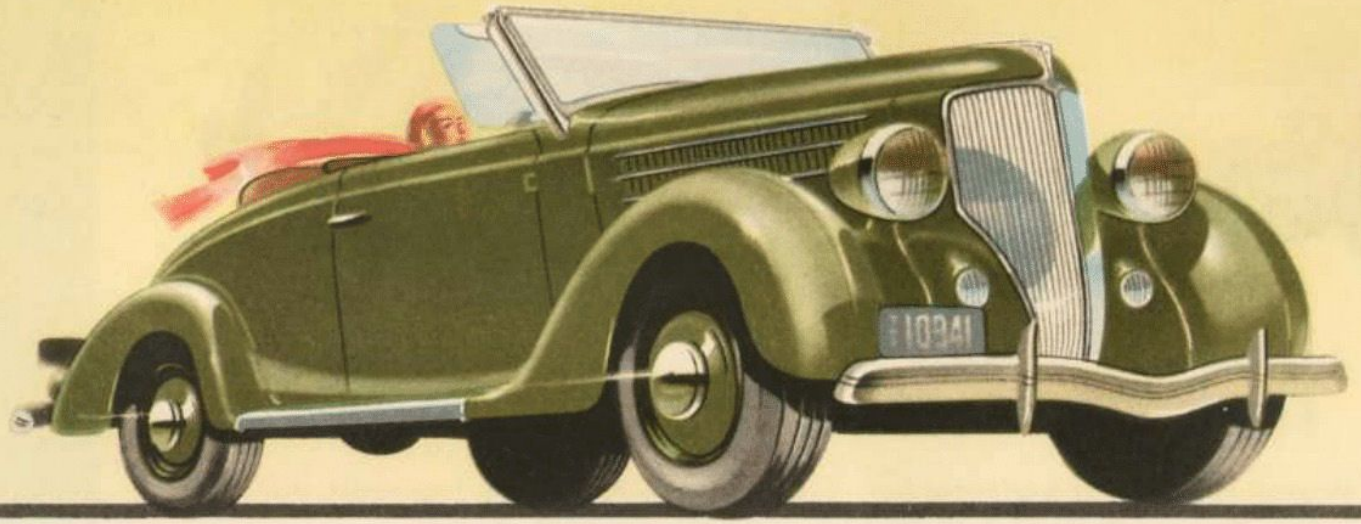
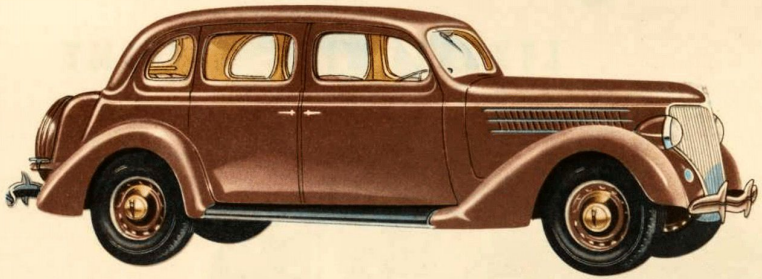
Ford V-8

. . . LUXURY WITH ECONOMY



● THE SEASON'S SMARTEST COLOURS

The Modern Car



FORD V-8 TOURING SEDAN

A luxurious model, modern in style and performance. Exceptional comfort and roominess are features of the Touring Sedan. A handsome luggage trunk is built in.

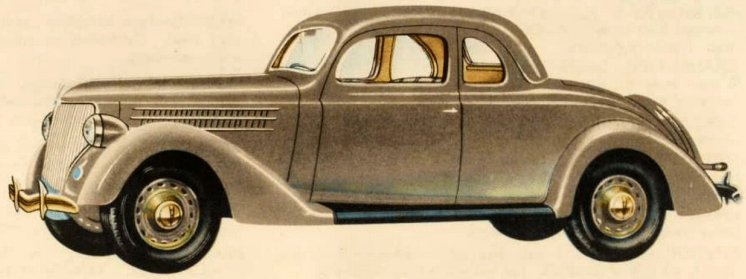
Ford V-8 is designed and buil to give fine car performance and comfort with economy. It is the outstanding modern car because it has the finestof modern features . . .

V-8 PERFORMANCE—The nooth, effortless power and acceleration that only a V-tye 8-cylinder engine can give. The Ford V-8 engine has proed its outstanding efficiency, dependability and economy.

SAFETY GLASS ALL ROUN)—Ford V-8 has Safety Glass in windscreen and all windows—An essential feature for your protection under moder traffic conditions.

ALL-STEEL CLOSED BODIES-Ford V-8 closed bodies are of genuine welded All-Stel construction—the safest, strongest, quietest, most drable body it is possible to build. No wood is used foi any constructional part.

FORD-PHILCO CAR RADIC—Specially designed for the V-8—a fine Radio for a fine :ar. Super-heterodyne circuit gives exceptional performanc. The speaker, mounted for "ear-line" reception, has deo, mellow tone.



FORD V-8 DE LUXE COUPE

A beautiful Coupe with unusual grace of line and contour. The wide seat accommodates three comfortably, and there is also a roomy dickey seat at rear.

SPECIFICATIONS

ENGINE.

V-8 90° with Aluminium Heads. Piston displacement 221 cubic inches. Bore $3\frac{1}{16}$ in. Stroke $3\frac{3}{4}$ in. Compression Ratio 6.3 to 1. H.P. Rating R.A.C. 30.00. B.H.P. 90 at 3,800 R.P.M. Lubrication — forced feed to all Main, Connecting Rod and Camshaft bearings. Capacity 4 quarts.

CRANKSHAFT.— Special Ford cast alloy steel. Weight, $62\frac{1}{2}$ lbs.; 3 main bearings; total main bearing surface, 43.89 sq. inches. Statically and dynamically balanced.

CARBURETTOR.— Dual down draft carburettor with oil bath type air cleaner.

FUEL SYSTEM.— Engine driven fuel pump. Terne plate steel fuel tank mounted at rear; capacity 11 gallons.

COOLING.— Tube and fin type radiator. 444 sq. ins. cooling surface. Capacity $4\frac{1}{2}$ gallons. 4 Blade, $15\frac{1}{2}$ in. fan. Centrifugal water pumps. 1 in each cylinder head.

IGNITION.— Battery coil and distributor. Distributor driven directly off end of camshaft. Full automatic-vacuum control.

PASSENGER CAR CHASSIS.

CLUTCH AND TRANSMISSION.— Dry Single Plate Clutch with plate pressure increased by centrifugal force. Diameter 9 in. Surface 75 sq. in. 3 Speed selective gear transmission. All gears silent helical type. Synchronised second and high gears.

BRAKES.— Four wheel mechanically operated internal expanding. 2 shoe type. Adjustment by outside stud on each brake plate. Drums of malleable iron alloy. Total braking area, 186 sq. in.

SPRINGS.— Ford transverse cantilever front and rear of chrome alloy steel. Controlled by adjustable double acting hydraulic shock absorbers.

FRAME.— Special Ford design. Pressed carbon steel. Double drop, with X members. Channels extending to ends of frame. Main side members, depth $5\frac{1}{2}$ in., width 2 in.

STEERING GEAR.— Worm and sector. Ratio 17 to 1. Worm mounting—Two tapered roller bearings. Sector Shaft mounting — Two needle roller bearings. Wheel diameter 17 in.

FRONT AXLE.— Special Ford carbon manganese steel. "I" beam reverse Elliott. Adjustable tapered roller wheel bearings.

REAR AXLE.— $\frac{3}{4}$ floating type. Spiral bevel gear with straddle mounted pinion. Material of Ford carbon manganese steel. Roller bearings throughout. De Luxe Series, ratio 4.11 to 1. Business Series, 3.54 to 1. Shafts $1\frac{1}{8}$ in. diameter.

ROAD CLEARANCE.— 8.5 in. TYRES 6.00 x 16. Pressure 30 lbs. TURNING CIRCLE 40 ft. right or left. WHEELBASE 112 in. Springbase 123.13 in.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (INCORPORATED IN VICTORIA)

D.M.607/40M/V