

# FORD V8



**V8 ENGINE**

No. of Cylinders—8.  
 Bore and Stroke— $3\frac{1}{8}$ " x  $3\frac{1}{2}$ ".  
 Piston Displacement—Cubic Capacity—239.4 cu. in.  
 Comp. Ratio—7.2 to 1.  
 Taxable H.P.—32.5 R.A.C. rating.  
 Max. B.H.P.—110 at 3800 r.p.m.  
 Cylinder Block—90° V-type cast iron. Block and crankcase cast in one piece for greatest rigidity and accurate bearing alignment.  
 Crankshaft—Short, rigid, steel-alloy casting.  
 Pistons—Splic skirt aluminium. Alloy plated for anti-scurf. Cam ground for quiet operation.  
 Piston Rings—2 compression and with 2 oil control adjacent to piston pin.  
 Camshaft—Cast alloy iron. Cam contours have quieting ramp for quieter valve action.

Valves—Silichrome intake, nickel steel chrome alloy exhaust. Valves precision set, require no adjustment.  
 Valve Guides—One piece. Valve assembly removable as one unit.  
 Valve Seats—Integral with block for better cooling.  
 Lubrication System—Full pressure to main, connecting rod and camshaft bearings with positive lubrication to timing and distributor drive gears.  
 Oil Pump—High capacity, quiet and positive. Screened inlet located deep in crankcase.  
 Oil Filter—Externally mounted above L.H. cylinder head. Replaceable type cartridge.

Engine Ventilation—Inlet location left of generator to valve chamber. Outlet location tube extension from left front of intake manifold into slip stream.  
 Engine Cooling—4 blade fan. Series flow full length water jackets, thermostatic temperature control with continuous by-pass tubular radiator, pressure cap and 2 self-sealing water pumps.

Fuel System—Dual down draft carburettor. Hand control choke.  
 Induction Manifold—Short, direct, nearly equal passages to each cylinder and level mounted for uniform fuel distribution.  
 Fuel Tank—Capacity 12 gallons. Indicator gauge on instrument panel.  
 Ignition—Distributor mounted in front of R.H. cylinder block and is readily accessible for servicing when required. Distributor spark advance utilizes difference between vacuum in manifold and carburettor throat for more accurate spark advance for varying loads and speeds.

**CLUTCH**

Type—Semi-centrifugal, dry, single plate.  
 Dimensions—Outside diameter,  $9\frac{1}{2}$ ". Total frictional area, 85.2 sq. in.

**(Transmission)**

**GEARBOX**

Type—3 speeds forward, 1 speed reverse.

**Gearbox Ratios:**

First—2.779 to 1.  
 Second—1.614 to 1.  
 Third (top gear direct drive)—1 to 1.  
 Reverse—3.635 to 1.

**Type of Gears—All helical.**

How Engaged—Gear change lever on steering column.  
 First and reverse—Sliding gear.  
 Second and third—Constant mesh with blocker type synchroniser.

**CHASSIS**

**Structure:**

Five cross member, box section chassis frame of double drop design with third cross member incorporated with K-bar.  
 Frame side rails of  $4$ " x  $3\frac{1}{2}$ " and now with continuous weld box section for full length.

**Front Suspension:**

Type—Independent swinging links with coil springs.  
 Coil spring diameter outside—5.4 inches.  
 Shock absorbers—Hydraulic double acting tubular type.  
 Caster and camber—Independent adjustment for each at each wheel.  
 Stabilizer bar—One piece, linkless type.

**Rear Suspension:**

Type—Longitudinal semi-elliptic leaf springs.  
 Number of leaves—(4 door sedan): 7.  
 Type of spring liner—Impregnated fabric inserts at tips of leaves.  
 Spring shackles—Tension type.  
 Spring bracket and shackle bushings—Rubber concentrated—pressure type.  
 Lubrication required—None.  
 Type of drive—Hotchkiss.

**Rear Axle:**

Type—Semi-floating.  
 Final drive gears (crown wheel and pinion)—Hypoid.  
 Rear axle ratio—3.90 to 1.  
 Axle shafts—Integral flanged steel forgings.  
 Wheel bearings—Sealed, permanently lubricated.

**FOOT BRAKE**

**(Service Brake)**

Type—Duo-Servo (self-energising) 4 wheel hydraulic.  
 Drum Type—Composite cast iron and steel.  
 Front drum diameter—10 in.  
 Rear drum diameter—10 in.  
 Front lining width—2 1/2 in.  
 Rear lining width—1 1/2 in.

**HAND BRAKE**

Type—Mechanical application of rear brakes.  
 Actuation—T handle below instrument panel through lever and equalizing cable.

**STEERING SYSTEM**

Type—Symmetrical linkage with cross link and idler arm.  
 Steering gear—Worm and triple tooth roller.  
 Steering gear ratio—18.2 to 1.

**ROAD WHEELS—Vented type steel disc wheels.**

**TYRES—5 No. 6.70 x 15 x 4-ply tyres and tubes, on 5 in. rims.**

**GENERAL**

Wheelbase—115".  
 Track (Front)—58".  
 (Rear)—56".  
 Maximum overall height 4 door sedan with normal load—62.5".  
 Maximum overall length over standard bumper guards—198".  
 Maximum width—74".  
 Crankcase capacity refill—pints—7 (plus 2 pints for dry filter).  
 Cooling system capacity—quarts—17 1/2.



Ford keeps Australia  
 a long hop ahead  
 in motor manufacture

**FORD SERVICE IS AN ADVANTAGE OF FORD OWNERSHIP**

It is easy and economical to keep at its best the fine performance of Ford Customline. Wherever you go, you'll find a Ford Dealer equipped to give specialised service and provide genuine spare parts. In special schools in Ford factories, Dealers mechanics are trained in efficient service for every new Ford model.

**FORD RADIO**

Motorings finest companion is a Ford Radio. For Customline, a special new set has been built, matching, in wonderful wide-range reception, the other advances of this new car. For your convenience it can be installed at the factory before you take delivery of your car. Ask your Ford Dealer about this new Radio.

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.**

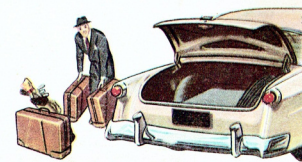


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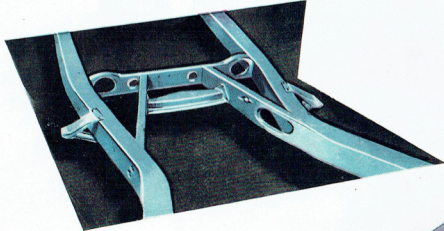


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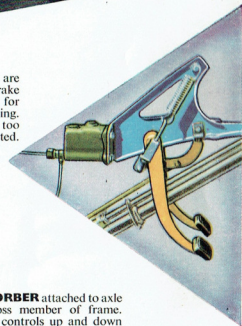
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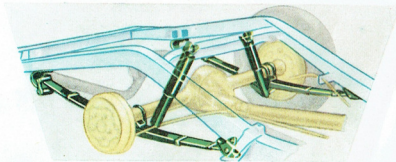
**K-BAR FRAME MEMBER** is a construction feature found only in top-quality chassis engineering. It adds much to the twist resistance of the frame . . . and helps maintain "new car" quietness and smoothness.



**POWER-PIVOT PEDALS** are suspended from above. Brake master cylinder is mounted for better protection, easier servicing. Pedal operation is easier too and floor holes are eliminated.

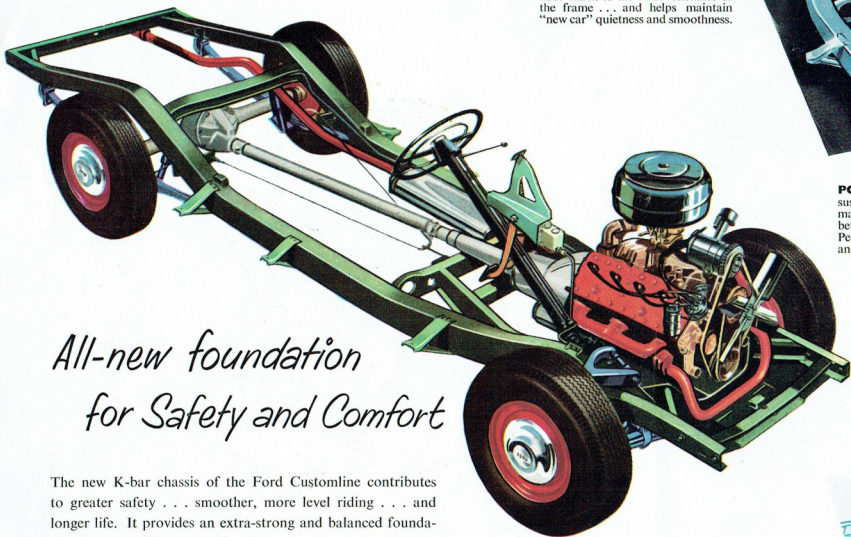


**SHOCK ABSORBER** attached to axle and heavy cross member of frame. Double action controls up and down spring movement and diagonal mounting helps hold level keeling on curves.



## *All-new foundation for Safety and Comfort*

The new K-bar chassis of the Ford Customline contributes to greater safety . . . smoother, more level riding . . . and longer life. It provides an extra-strong and balanced foundation for the entire car—and its design permits a better location of all seating. Rear springs are longer and with the new rear shock absorber mountings are in perfect balance with the road-leveling Hydra-Coil independent front wheel suspension. New, too, are a wider track and a longer wheelbase.

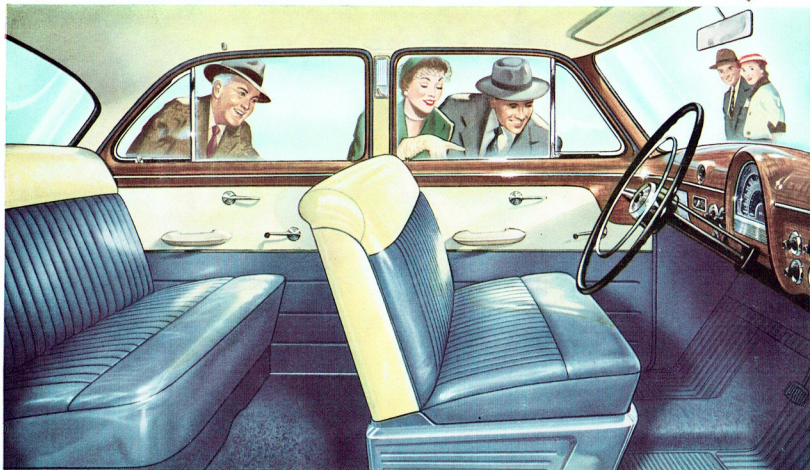


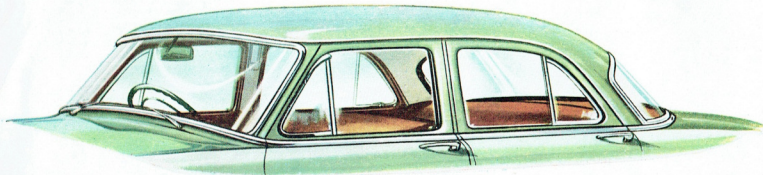
# New!

## Ford Coachcraft Bodies



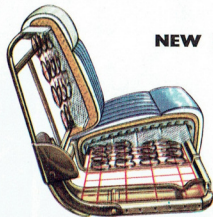
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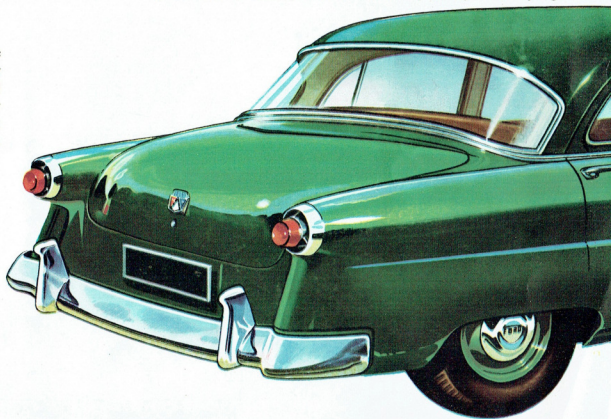


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The familiar Ford Crest, conveniently located above luggage trunk lock, makes this unique deck lid handle.

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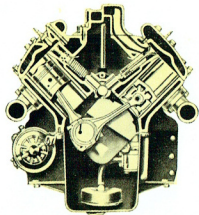
# New! 32.5 h.p.

## World-famous Strato-Star V8 $\Delta \Delta$

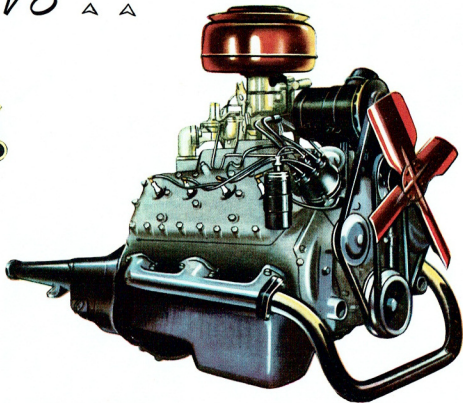
Ford has built more V8 engines than all other motor manufacturers combined—and V8 powering is the most modern trend in top quality car design. This Strato-Star V8 is the finest of all time. It maintains the traditional Ford economy but with increased compression ratio, greater power-to-weight ratio and better carburetion it provides power output, flexibility and silent smoothness that mean new, finer performance.

### **AUTOMATIC POWER PILOT**

This exclusive feature of the Strato-Star V8 perfectly integrates carburetion, ignition and combustion—correctly co-ordinating needed power for any condition with consistent economy. Ford's downdraft carburettor automatically switches to an "economy" jet for idling or to an extra-rich charge for fast acceleration. Ford's Loadomatic Ignition Distributor gives just the right spark advance automatically and instantly. Ford's unique combustion chamber design controls combustion of every charge of fuel for smooth and maximum power impulse.



**Valve Assemblies** do not require periodic adjustment. Valves springs and guides are assembled into precision set units at the factory. Valves are *free-turning*, they turn as they open and close, keep wear even, reduce chance of sticking.



**Exclusive materials and processes.** For instance, the crankshaft is of a unique metal alloy, cast by a precision method exclusive to Ford. It has greater strength, and much greater resistance to wear, than an ordinary cast shaft of same size.

**Dual Downdraft Carburettor** is really two carburetors in one to give more effective vaporisation, smoother acceleration, better economy.

**Deep-Breath Intake Manifold** with centralised carburettor location has short, direct passages to each cylinder for uniform distribution, and smoother operation.

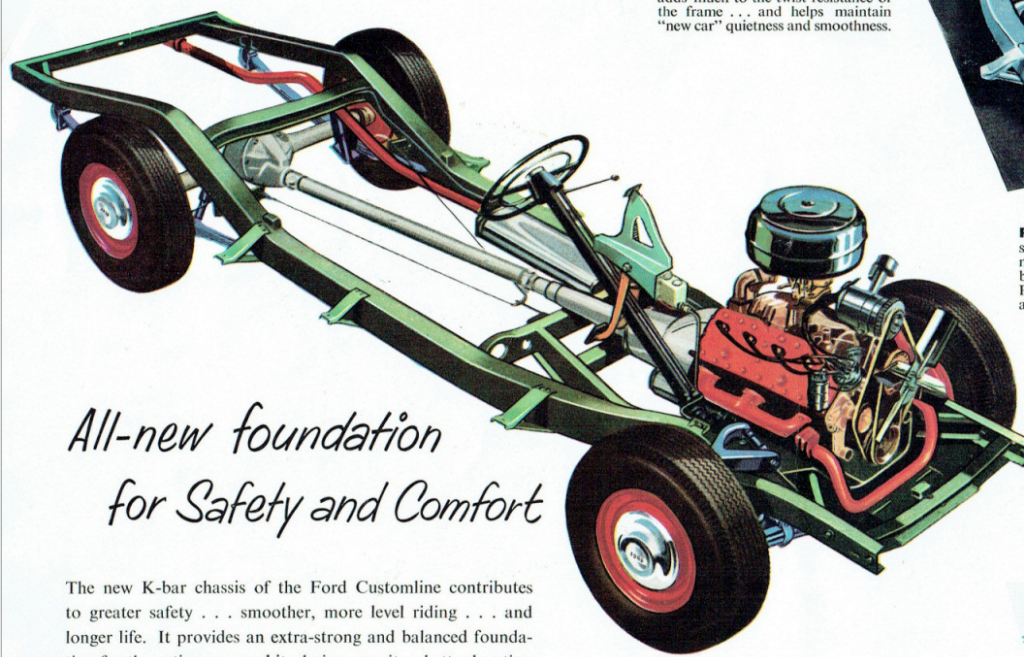
**Positive Crankcase Ventilation** for thorough scavenging of corrosive vapors.

**Full pressure lubrication** for positive supply of oil to all vital bearing points.

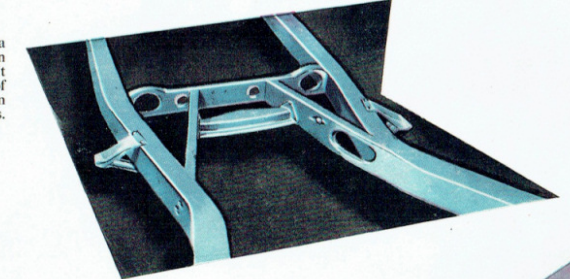
**Waterproof Ignition System** for quick starts and top efficiency under any conditions of weather.

**Variable-Resilience Engine Mounting** for greater isolation of vibration from chassis and body.

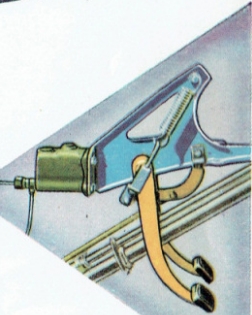
**High-Torque Starting Motor** for quick starting in the coldest weather.



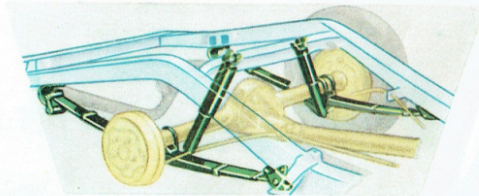
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**ABRIDGED SPECIFICATIONS, FORD CUSTOMLINE SEDAN**

**V8 ENGINE**

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Bore and Stroke— $3\frac{1}{8}'' \times 3\frac{1}{2}''$ .  
Piston Displacement—Cubic Capacity—239.4 cu. in.  
Comp. Ratio—7.2 to 1.  
Taxable H.P.—32.5 R.A.C. rating.  
Max. B.H.P.—110 at 3800 r.p.m.  
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Crankshaft—Short, rigid, steel-alloy casting.  
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Oil Pump—High capacity, quiet and positive. Screened inlet located deep in crankcase.  
Oil Filter—Externally mounted above L.H. cylinder head. Replaceable type cartridge.

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Fuel System—Dual down draft carburettor. Hand control choke.

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Ignition—Distributor mounted in front of R.H. cylinder block and is readily accessible for servicing when required. Distributor spark advance utilizes difference between vacuum in manifold and carburettor throat for more accurate spark advance for varying loads and speeds.

**CLUTCH**

Type—Semi-centrifugal, dry, single plate.  
Dimensions—Outside diameter,  $9\frac{1}{2}''$ . Total frictional area, 85.2 sq. in.

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Type—3 speeds forward, 1 speed reverse.

**Gearbox Ratios:**

First—2.779 to 1.  
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**Type of Gears—All helical.**

How Engaged—Gear change lever on steering column.  
First and reverse—Sliding gear.  
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**CHASSIS**

**Structure:**

Five cross member, box section chassis frame of double drop design with third cross member incorporated with K-bar.  
Frame side rails of  $4'' \times 3\frac{1}{2}''$  and now with continuous weld box section for full length.

**Front Suspension:**

Type—Independent swinging links with coil springs.  
Coil spring diameter outside—5.4 inches.  
Shock absorbers—Hydraulic double acting tubular type.  
Caster and camber—Independent adjusting for each at each wheel.  
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**Rear Suspension:**

Type—Longitudinal semi-elliptic leaf springs.  
Number of leaves—(4 door sedan): 7.  
Type of spring liner—Impregnated fabric inserts at tips of leaves.  
Spring shackles—Tension type.  
Spring brackets and shackle bushings—Rubber concentrated pressure type.  
Lubrication required—None.  
Type of drive—Hotchkiss.

**Rear Axle:**

Type—Semi-floating.  
Final drive gears (crown wheel and pinion)—Hypoid.  
Rear axle ratio—3.90 to 1.  
Axle shafts—Integral flanged steel forgings.  
Wheel bearings—Sealed, permanently lubricated.

**FOOT BRAKE (Service Brake)**

Type—Duo-Servo (self-energising) 4 wheel hydraulic.  
Drum Type—Composite cast iron and steel.  
Front drum diameter—10 in.  
Rear drum diameter—10 in.  
Front lining width—2 1/2 in.  
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**HAND BRAKE**

Type—Mechanical application of rear brakes.  
Actuation—T handle below instrument panel through lever and equalizing cable.

**STEERING SYSTEM**

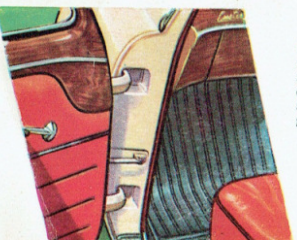
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Steering gear—Worm and triple tooth roller.  
Steering gear ratio—18.2 to 1.

**ROAD WHEELS—Ventilated type steel disc wheels.**

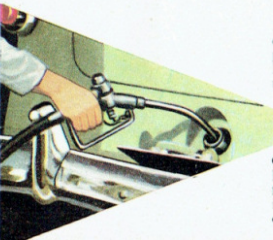
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**GENERAL**

Wheelbase—115".  
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(Rear)—56".  
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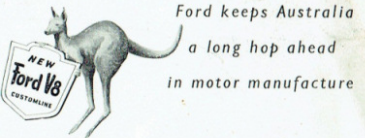
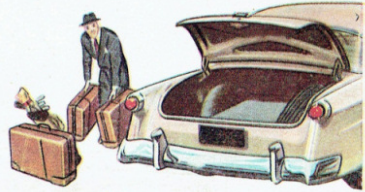


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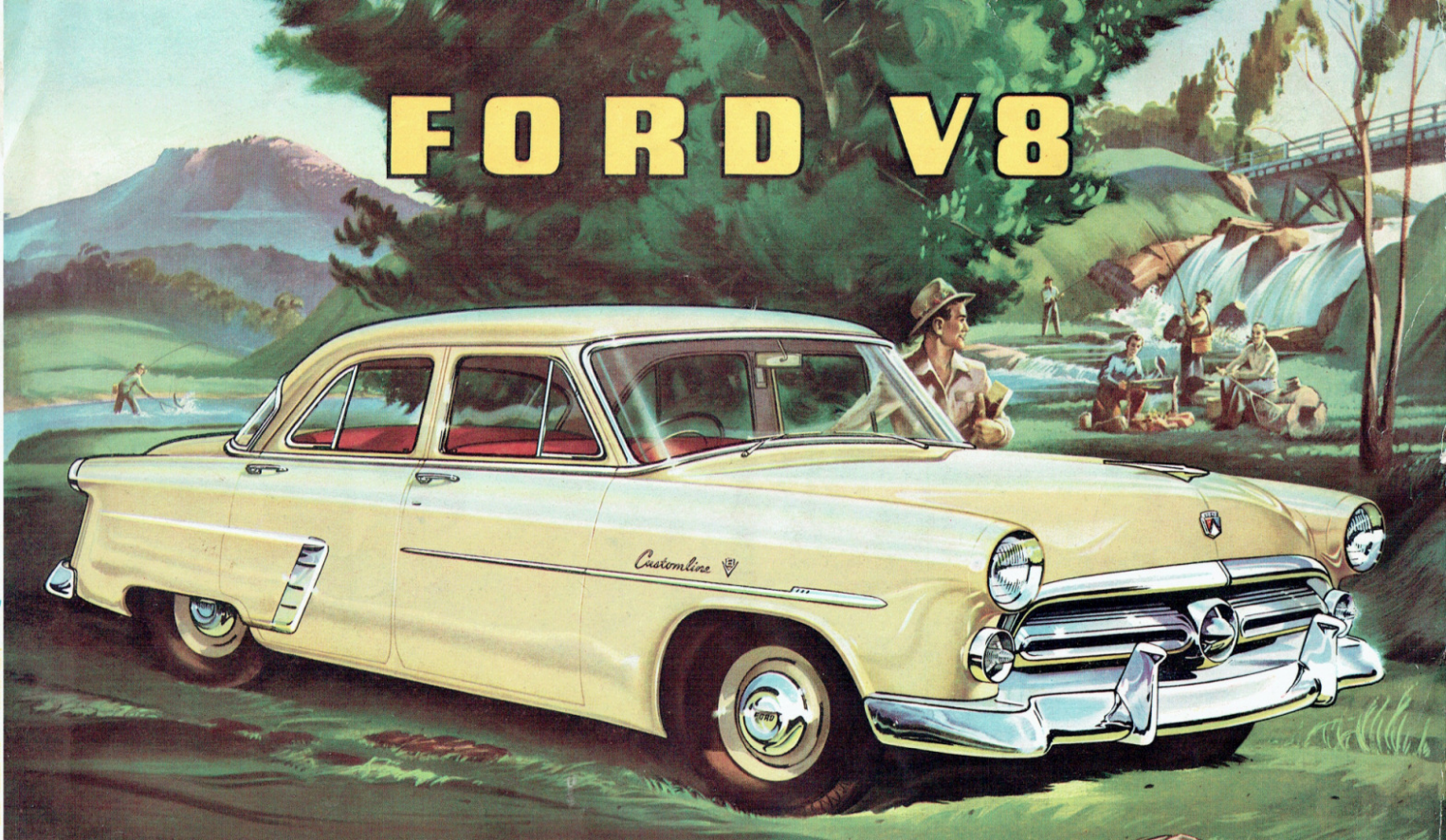
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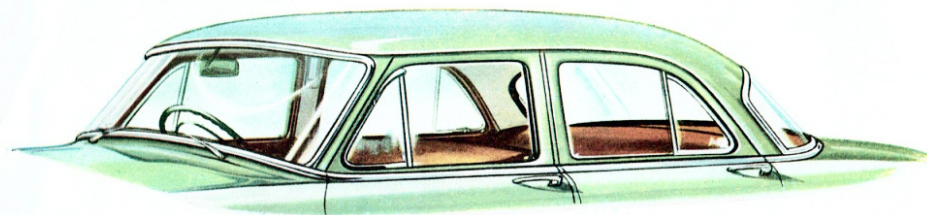
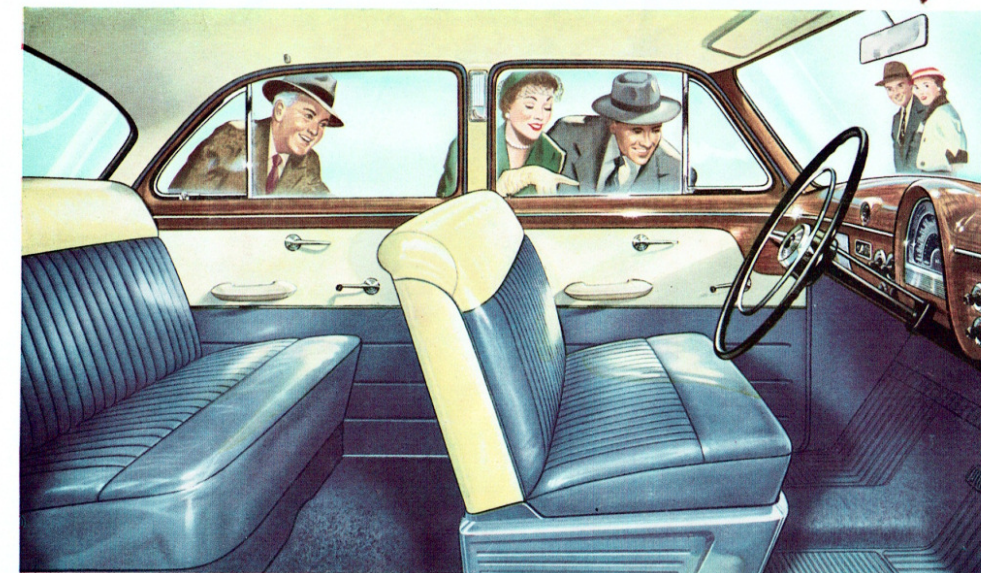
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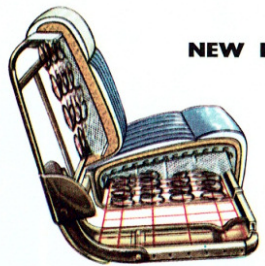
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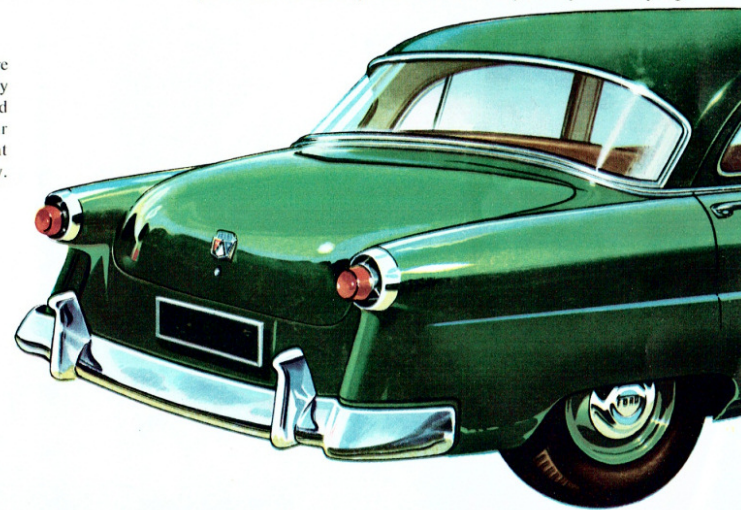


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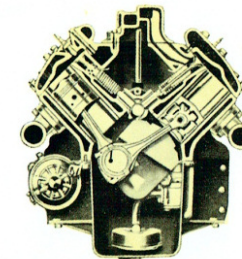


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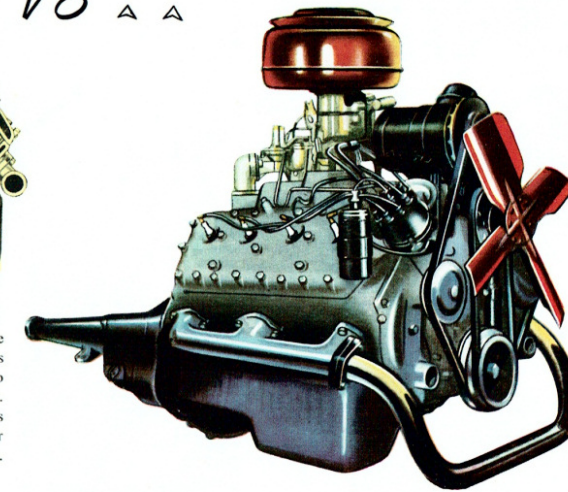
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### AUTOMATIC POWER PILOT

This exclusive feature of the Strato-Star V8 perfectly integrates carburettion, ignition and combustion—correctly co-ordinating needed power for any condition with consistent economy. Ford's downdraft carburettor automatically switches to an "economy" jet for idling or to an extra-rich charge for fast acceleration. Ford's Loadomatic Ignition Distributor gives just the right spark advance automatically and instantly. Ford's unique combustion chamber design controls combustion of every charge of fuel for smooth and maximum power impulse.



Valve Assemblies do not require periodic adjustment. Valves springs and guides are assembled into precision set units at the factory. Valves are *free-turning*, they turn as they open and close, keep wear even, reduce chance of sticking.



Exclusive materials and processes. For instance, the crankshaft is of a unique metal alloy, cast by a precision method exclusive to Ford. It has greater strength, and much greater resistance to wear, than an ordinary cast shaft of same size.

Dual Downdraft Carburettor is really two carburettors in one to give more effective vaporisation, smoother acceleration, better economy.

Deep-Breath Intake Manifold with centralised carburettor location has short, direct passages to each cylinder for uniform distribution, and smoother operation.

Positive Crankcase Ventilation for thorough scavenging of corrosive vapors.

Full pressure lubrication for positive supply of oil to all vital bearing points.

Waterproof Ignition System for quick starts and top efficiency under any conditions of weather.

Variable-Resilience Engine Mounting for greater isolation of vibration from chassis and body.

High-Torque Starting Motor for quick starting in the coldest weather.