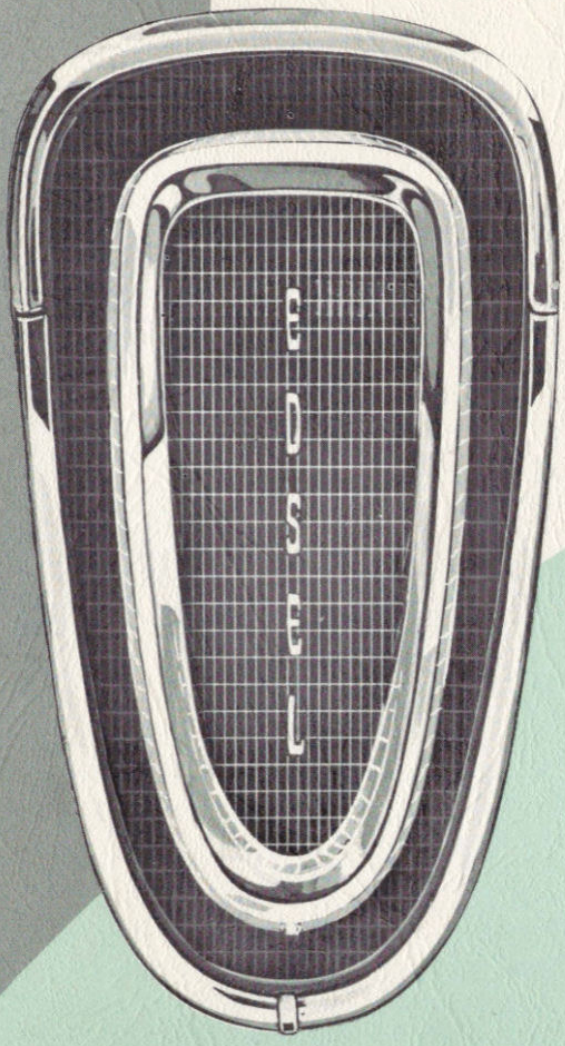


1958 Edsel FEATURES

prepared by
training department
INDUSTRIAL RELATIONS STAFF

with the cooperation and assistance of
merchandising and product planning office
general sales and marketing office
product engineering office
EDSEL DIVISION

FORD MOTOR COMPANY
1957

Product familiarization

September, 1957, brings the fulfillment of plans inaugurated in 1948; plans to help Ford Motor Company attain a greater share of the automobile market. For the first time, Ford Motor Company will be able to offer a full line of automobiles to prospective customers.

The Company was well aware of its competitive limitations in the medium price bracket. For example, in 1955, Ford Motor Company sold only 16 percent of the cars sold in the lower-medium price bracket and only 3 percent in the upper-medium price bracket. Meanwhile, one of our competitors attained nearly 70 percent of the low-medium and 56 percent of the upper-medium price groups. Even another competitor far exceeded Ford Motor Company sales in the upper-medium price bracket and nearly equalled our sales in the low-medium price bracket.

It is with a great deal of pride that the Ford Motor Company introduces the newest member of the Ford family of fine cars, the Edsel.

The Edsel was conceived for the purpose of offering car buyers a distinctive, new concept of automobile design in the medium price field.

An entirely new dealer organization is being formed to sell and service this car. In high-volume areas, separate facilities are established for Edsel cars; while in low-volume areas, there may be some dealers who will handle both Edsel and other Ford Motor Company vehicles. This dealer organization is predicated upon the decision to strive for a yearly sales of 200,000 to 300,000 vehicles or approximately 3 percent of the total domestic market. All of us can help to meet this goal.

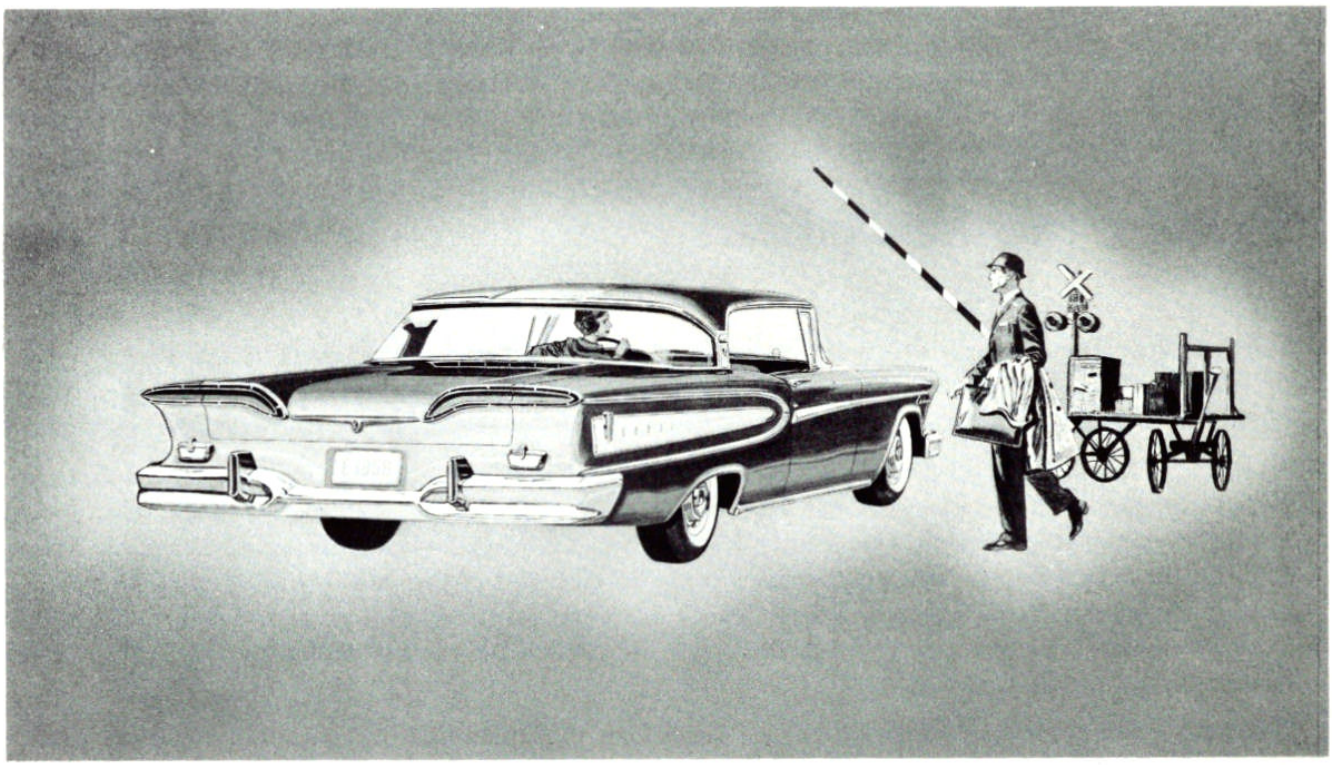
Pricewise, the Edsel will extend from the Ford series to the Lincoln models.

Present production plans indicate that these cars will be assembled in seven plants of the Ford Motor Company. Mercury Division will build the Corsair and Citation series in plants at Somerville, Massachusetts; Wayne, Michigan; and Los Angeles, California. The Ranger and Pacer series and Station Wagons will be assembled in plants operated by the Ford Division in Louisville, Kentucky; Mahwah, New Jersey; Milpitas, California, and Kansas City, Kansas.

Styling features

SERIES AND MODELS

Eighteen models are being offered in five series: Ranger, Pacer, Corsair, Citation, and Station Wagon.



The Ranger series includes: a two-door sedan, a four-door sedan, a two-door hardtop, and a four-door hardtop.

The Pacer series is available as a four-door sedan, a two-door hardtop, a four-door hardtop, and a convertible.

The Corsair series consists of a two-door hardtop and a four-door hardtop.

The Citation series, which is the highest priced, includes a two-door hardtop, a four-door hardtop, and a convertible.

The first two series are on a 118-inch wheelbase and the latter two series have a 124-inch wheelbase.

Five station wagons are offered on a 116-inch wheelbase.

The Roundup is a two-door, six passenger model.

The Villager is a four-door model in both six and nine passenger styles.

The Bermuda is also a four-door station wagon available with either six or nine passenger seating arrangements. Both models of the Bermuda have wood-grained exteriors.

Distinguishing characteristics of the Edsel are its vertical grille design, sculptured side panels, and modified delta wing rear deck.

FRONT BUMPER

An innovation in front bumper arrangements is featured on the EDSEL. Two separate wrap-around bumpers, combined with a center impact ring, provide protection for the front of the car as well as providing the new "Vertical Theme" to every EDSEL car. Accessory bumper guards, with protruding rubber pads, furnish front bumper protection when parking.

PARKING LIGHT AND TURN SIGNAL

The parking lights and turn signals follow the curvature of the grille. Side visibility is thus obtained, providing increased safety.

MULTIPLE HEADLIGHTS

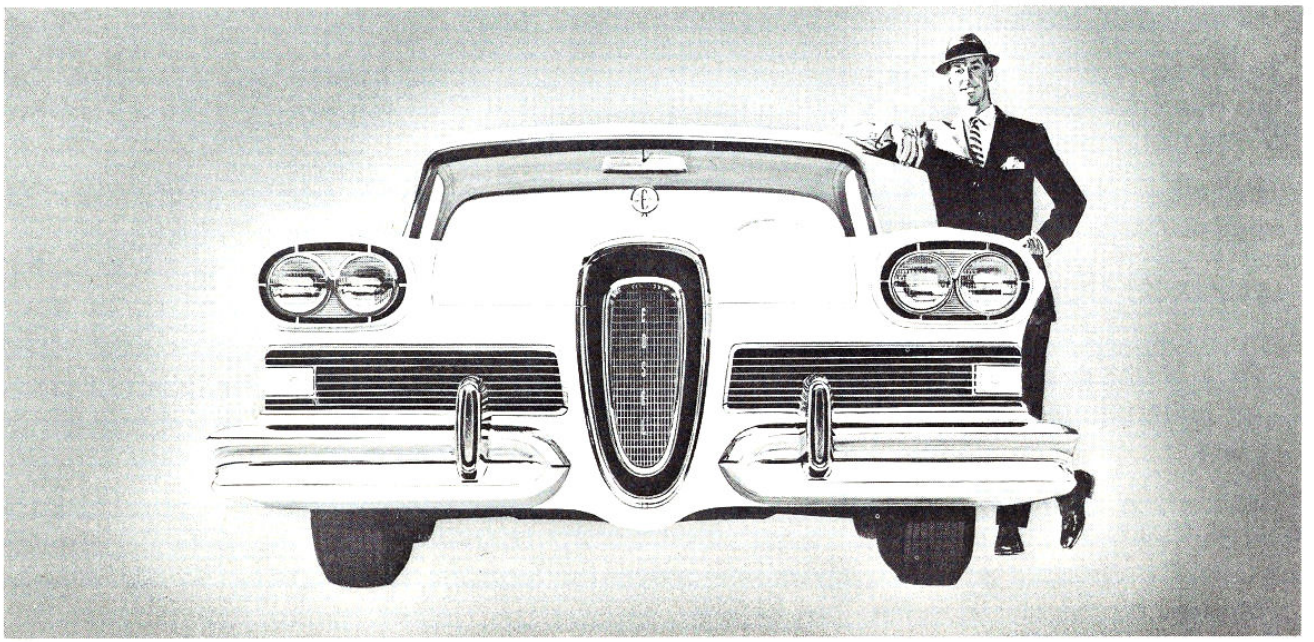
Multiple headlights are assembled as an integral unit and are recessed into each front fender. The outboard lights operate when the driver requires low-beam illumination. All four bulbs are lighted when high-beam brilliancy is desired. This headlight arrangement provides additional visibility on the highway. Choice of high or low beams is controlled by a conventional foot switch.

WINDSHIELD

The full-width windshield incorporates the wrap-around feature for increased forward visibility.

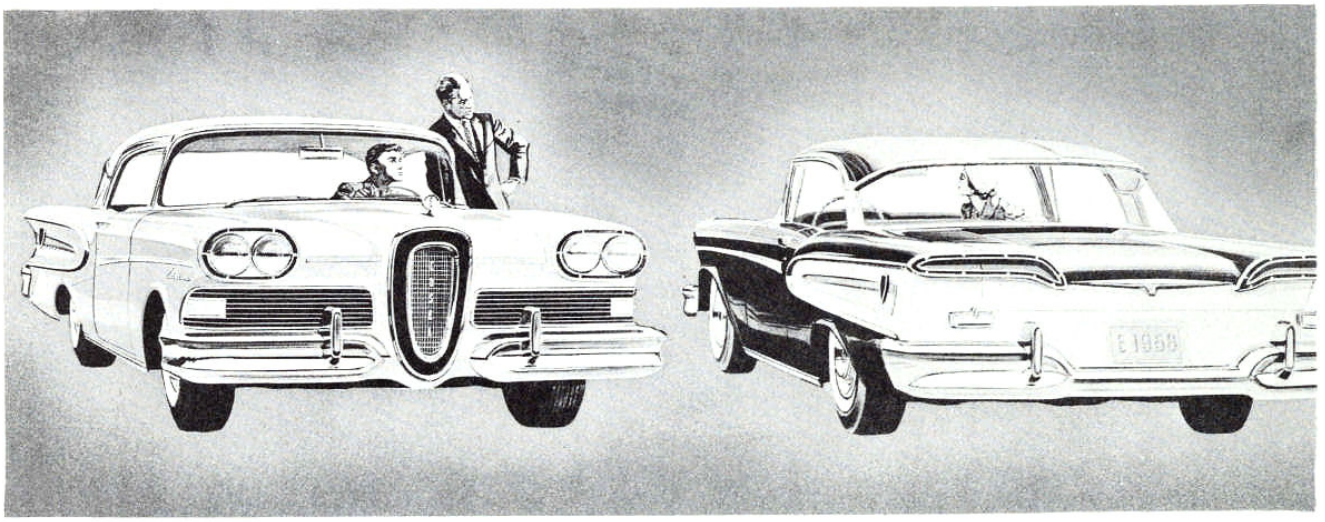
COWL AIR INTAKE

The large cowl air intake area is designed to provide passengers with a maximum of outside air.



HOOD

A rigid hood is provided by welding together deeply formed inner and outer panels. Engine compartment sound transmission is minimized by the application of a heavy sheet of Silent-Felt material. The positive action, cam type hood latch is controlled from within the car. When the control is actuated, the latch disengages, allowing the hood to rise slightly. This permits access to the manually operated safety catch. Two sturdy boxed construction steel hinges support the front mounted hood on the EDSEL. The hinges are counterbalanced to assist in opening and to retain the hood in the open position.



REAR VIEW

The rear window over the distinctive delta wing rear deck features a wrap-around design allowing a maximum amount of area for rear visibility. The long horizontal tail lights provide a distinctive motif for the EDSEL. The outboard portion of the light functions as a tail light, stop light, and turn signal. The inboard portion of the assembly maintains normal tail light illumination.

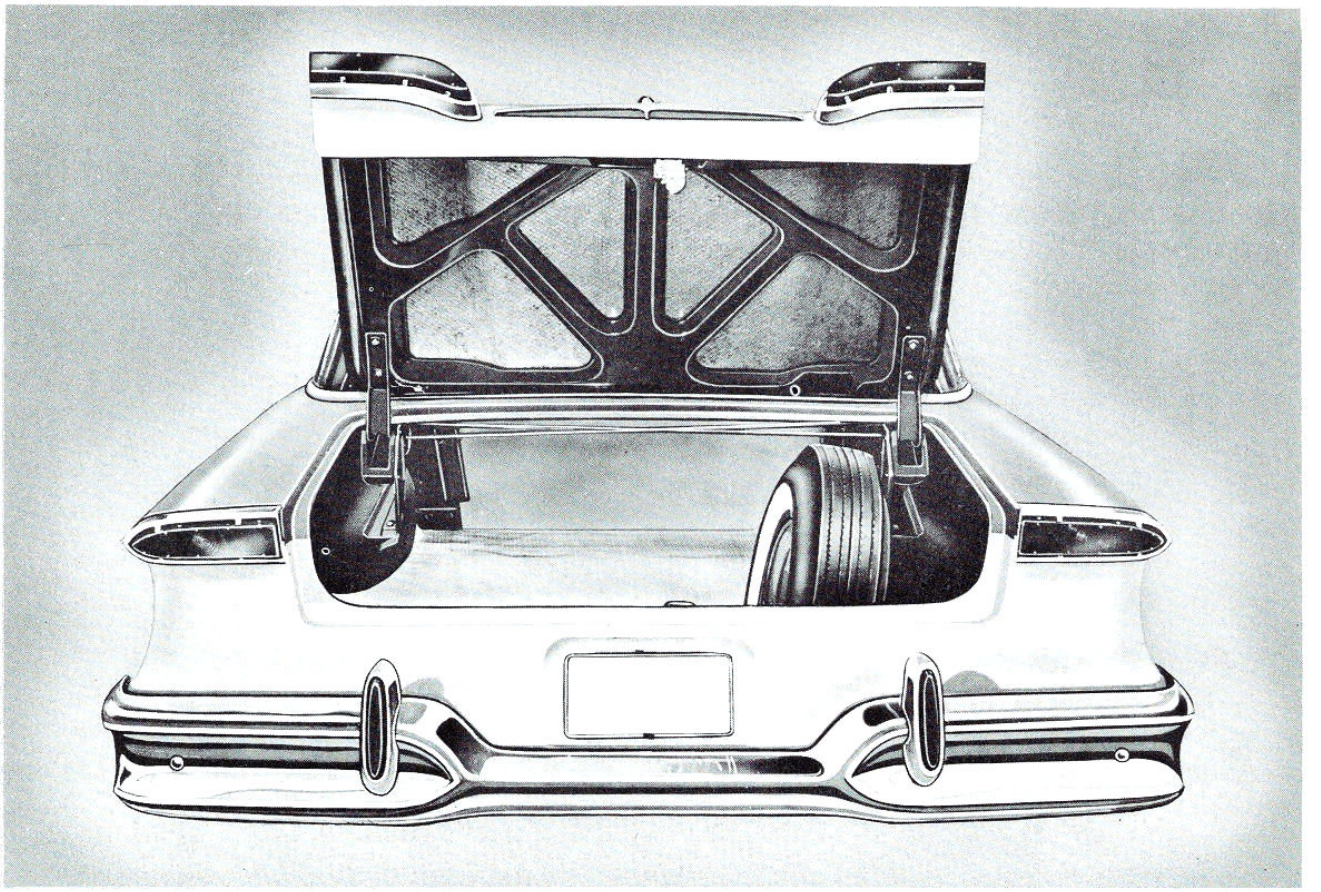
The license plate bracket is spring loaded, and hinged at the bottom to provide access to the gasoline filler cap. The license plate is illuminated from the top by a light recessed in the lower back panel.

The rear bumper is a functional one-piece wrap-around design. Accessory bumper guards, with protruding rubber pads, furnish rear bumper protection when parking.

LUGGAGE COMPARTMENT

A key released deck lid catch provides access to a spacious luggage compartment. (Over 29 cubic feet in the Ranger and Pacer series and more than $32\frac{1}{2}$ cubic feet in the Corsair and Citation series.) The deck lid catch is of the rotor type that engages a box shape striker.

Torsion bar spring type deck lid hinges assist in effortless operation. Two parallel bars, concealed under the upper back panel assembly, counterbalance the deck lid through the entire opening arc. The optimum amount of luggage compartment space can be obtained by the use of torsion bar hinges.



INTERIOR DETAILS

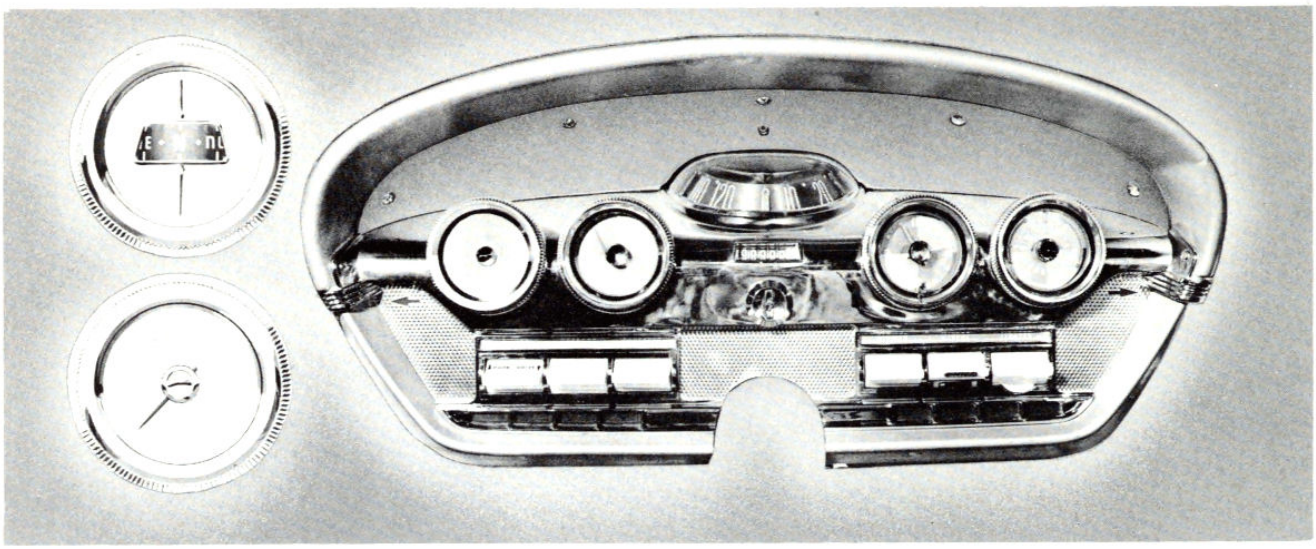
The interior of the EDSEL is designed to provide easy entrance and exit, conveniently located instruments and controls, comfortable ride, and pleasing appearance. Upholstery materials are cloth, vinyl, and woven plastic in attractive harmonizing color combinations.

DOOR FEATURES

The EDSEL is equipped with the latest available safety double-grip door latches. The latch furnishes additional resistance to unintentional door opening as a result of accident impact. This is achieved by a metal cover over the striker teeth.

The door lock remote control, on the Corsair and Citation, is a sliding type. When the control is slid forward, the word "Open" is visible and the door may be opened from the outside. By sliding the control rearward, the word "Lock" is visible and the door cannot be opened from the outside. The Ranger and Pacer door lock remote control button is located next to the vent window locking handle for easy access.

The Pacer, Corsair, and Citation arm rests are an integral part of the door trim panel. The Ranger arm rest is attached to the door trim panel. An opening in the arm rest is provided for closing the door. Spring loaded stops permit the door to be retained in either 2/3 open or full open position.



INSTRUMENT PANEL

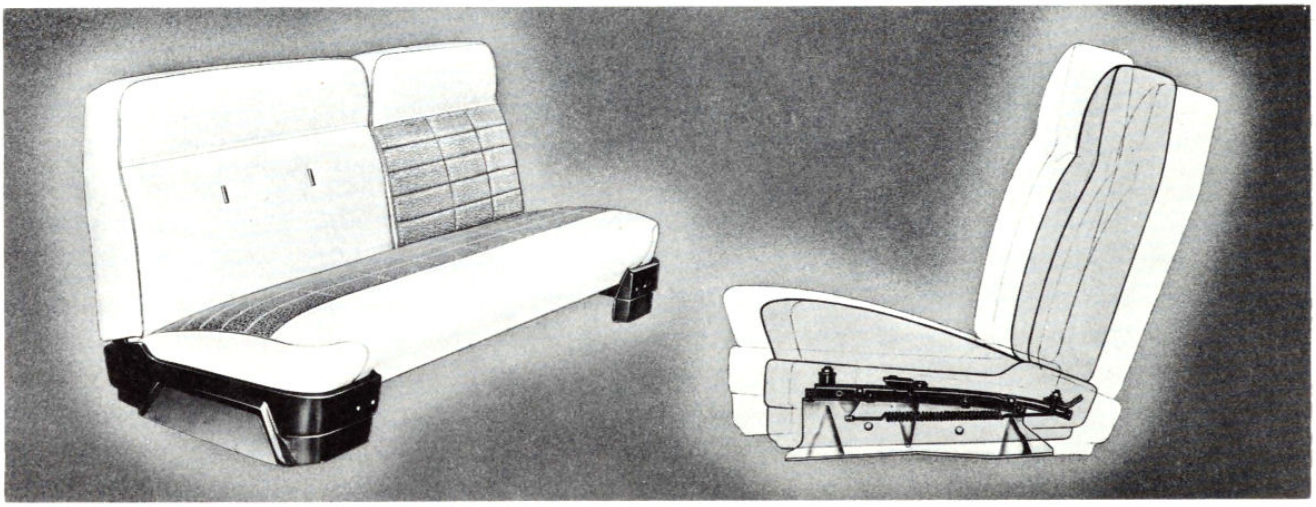
The instrument panel combines utility and appearance. Controls are conveniently grouped within arms reach of the operator so their use does not cause undue distraction from the primary task of guiding the vehicle.

To further relieve the driver of unnecessary distraction, several gages have been replaced by warning lights mounted within the instrument cluster. Lights inform the driver when oil pressure is low, when generator output is insufficient for charging the battery, when the parking brake is on, whether the engine operating temperature is cold or hot, when the headlight high beam is on, and when the turn signal indicator lights are operating.

Optional warning lights are available to notify the driver when the fuel level is low and when the oil level is low.

Standard gages include a fuel level indicator, a pivot mounted speedometer and an odometer.

Optional units for the instrument cluster include a tachometer, a compass, a clock, and a heater or air conditioner control.



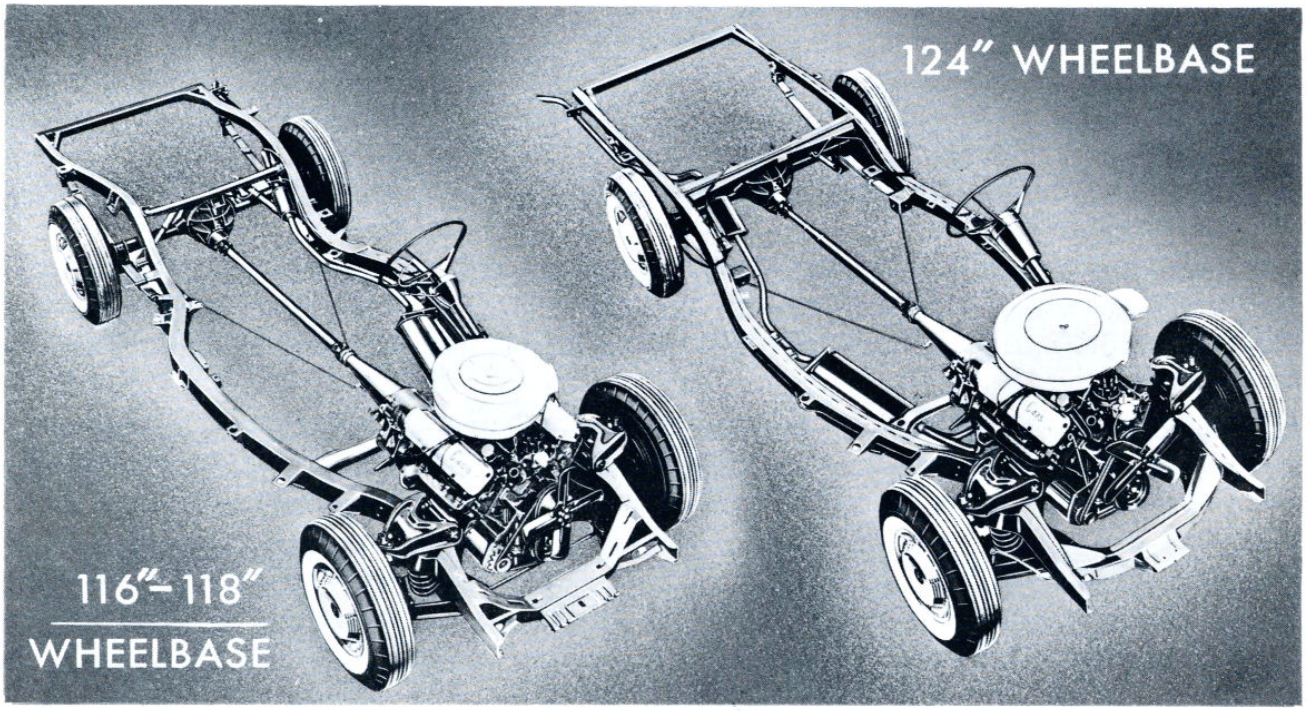
SEAT CUSHIONS

The split 2/3 - 1/3 front seat, which is used in all models of the Pacer, Corsair, and Citation series has been designed to increase rear seat entrance room. This new seat arrangement provides additional comfort for the third passenger in the front seat. The top portion of the front seat back is canted forward to give a formed fit to the back for additional riding comfort.

The front seat rides on two arc shaped tracks. These tracks provide a comfortable posture angle for drivers of various statures. Positive end stops on the tracks have been incorporated as a safety feature.

Chassis features

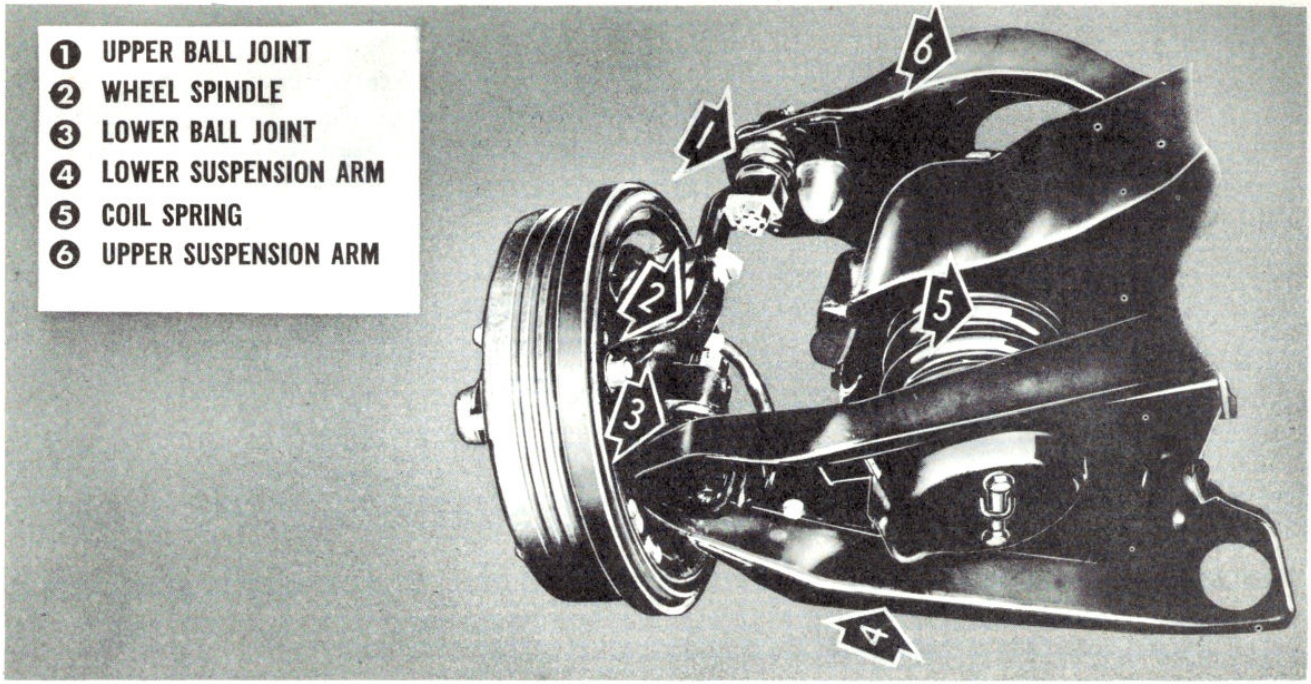
Two separate chassis are required for the EDSEL vehicles. One is used for the 116-inch wheelbase station wagons and the 118-inch wheelbase Ranger and Pacer series. The other is for the 124-inch Corsair and Citation series.



FRAMES

The EDSEL frames are of ladder type construction, with box section side rails which flare out between the front and rear wheels, permitting a depressed floor pan area. This feature provides adequate foot room with a lower silhouette.

The basic sedan and hardtop frames have five cross members while the convertible frame has four cross members plus an "X" member.



FRONT SUSPENSION

The front suspension system is the proven balljoint, coil-spring, swept-back design. Upper and lower suspension arms are mounted to the frame through rubber bushings, eliminating metal to metal contact. The lower arm has been swept back 20 degrees resulting in a trailing arm type of suspension. This improves the ability of the front wheels to smooth out road irregularities.

The upper ball joints are spring-loaded to exert a controlled amount of friction. The lower ball joints have thrust bearings which provide a smooth turning feel throughout the steering range. Spring loading automatically compensates for wear. Dirt and moisture seals insure long life.

Helical coil springs are used to fully utilize the advantages of a ball-joint suspension, by controlling the vertical motion of the independently suspended front wheels. The springs are compressed between the spring seat in the frame and the seat in the lower suspension arm.

Direct acting hydraulic shock absorbers work in conjunction with the coil springs. Orifices within the shock absorber regulate the flow of fluid during compression and rebound. Shock absorber servicing is made easy by removal of attaching nuts at the top and bottom.

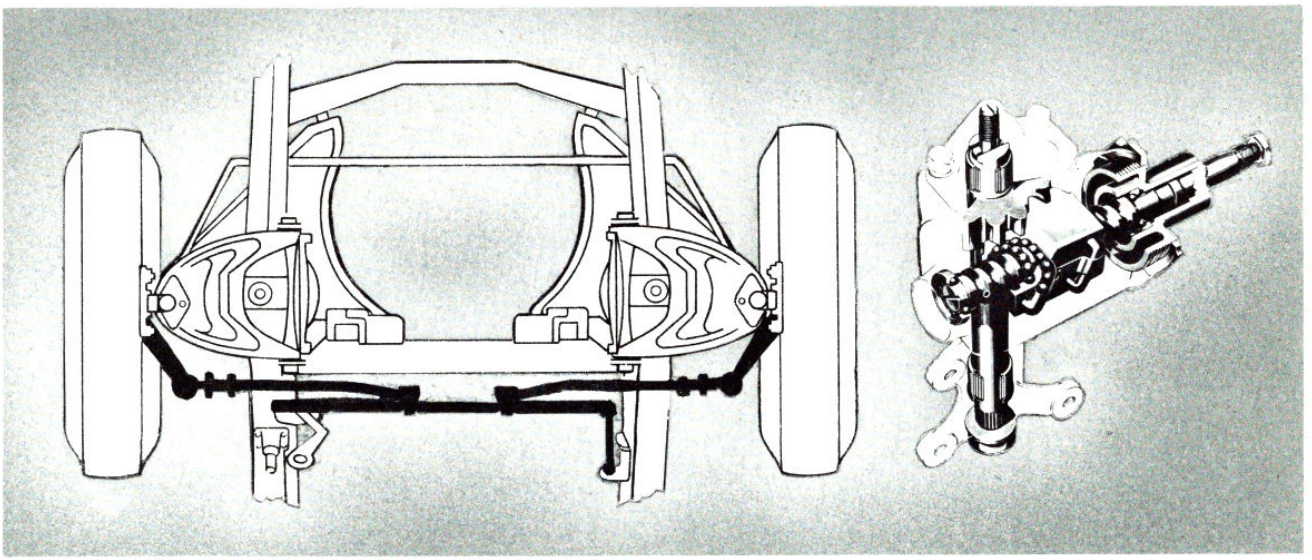
The integral spindle, used in conjunction with ball joint suspension, provides a more rigid one-piece structure. The number of front suspension parts requiring service is thereby reduced.

To control body roll on turns, a torsional spring steel link-type stabilizer bar is provided on both 118-inch and 124-inch wheelbases. A linkless type bar is used on the 116-inch wheelbase station wagons. Any roll of the car twists the bar, creating a resisting force which checks the sway. Rubber bushings insulate the bar from metal to metal contact.

STEERING

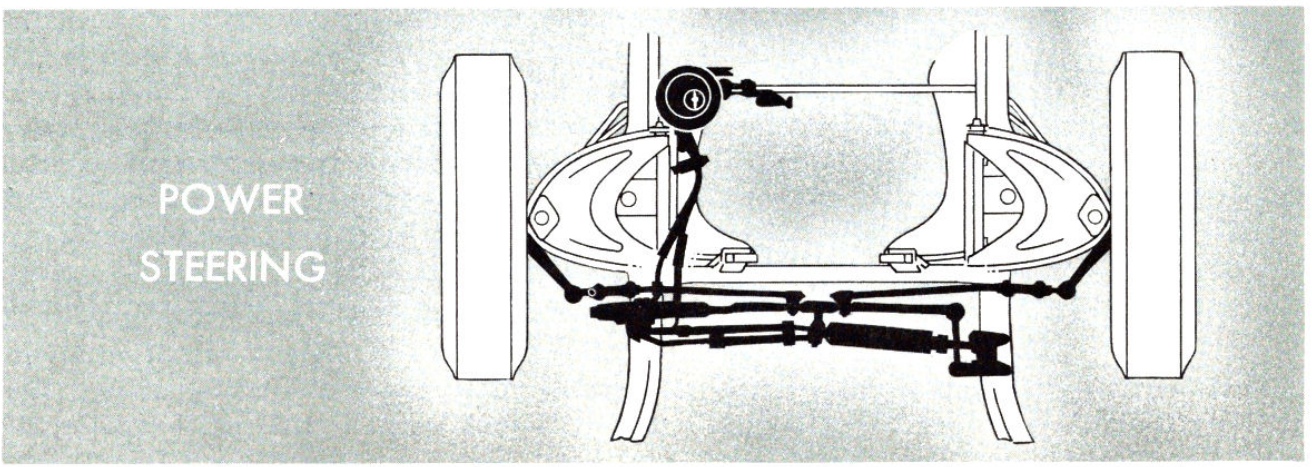
To reduce steering effort, the "Recirculating Ball and Nut Steering Gear" is standard equipment in the EDSEL. This type of steering gear transfers rotating force into linear motion through free rolling balls and achieves high efficiency and smooth operation.

In conjunction with the "Recirculating Ball and Nut" steering gear, a linkage type power steering assist is available. This is an accessory item and may be dealer installed. The linkage type power steering consists basically of adding a power cylinder, control valve, pump, and reservoir assembly to the original steering installation.



The integral type power steering assembly consists primarily of a gear reduction unit (recirculating ball and nut type), a power cylinder, and a hydraulic servo-control valve. A torsion bar between the steering shaft and valve spool assembly provides the driver with a positive feel of control.

This type of power steering may be factory installed as a R.P.O. (Regular Production Option) on vehicles with automatic transmissions.



REAR SUSPENSION

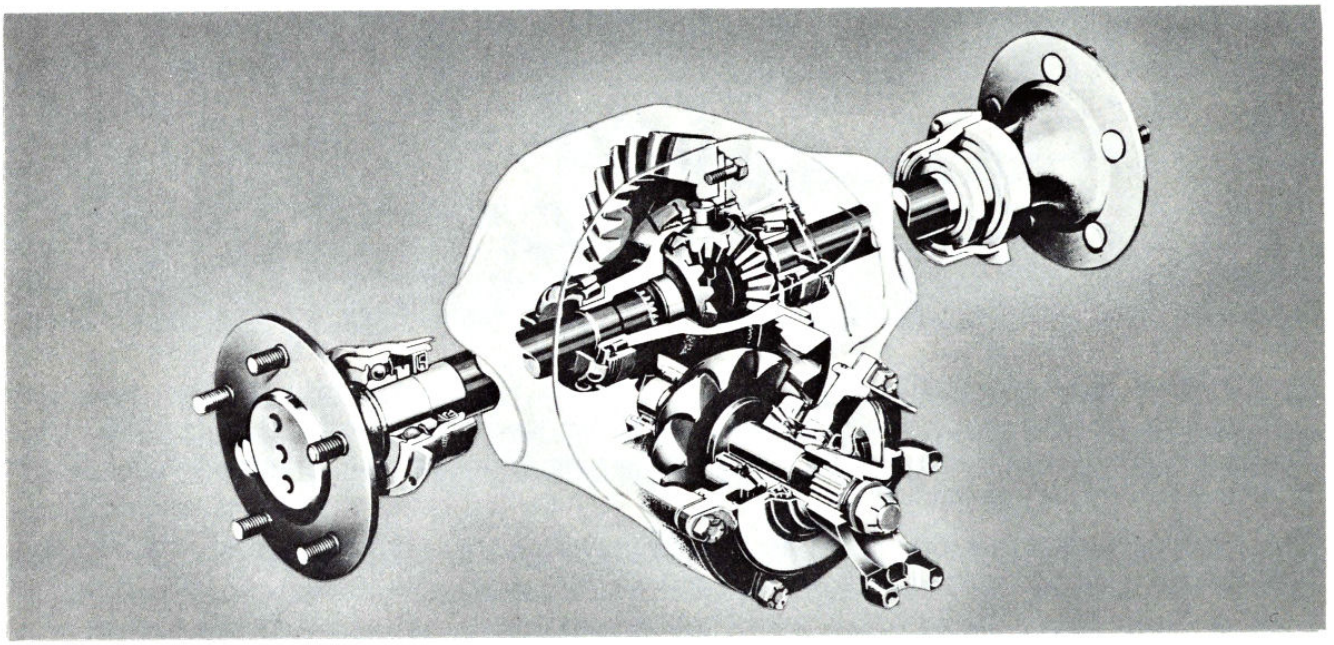
The rear suspension arrangement used on 116-inch and 118-inch wheelbases incorporates tension-type rear shackles and Silentbloc rubber front mounts.

The rear suspension arrangement used on 124-inch wheelbase chassis employs compression type shackles and Silentbloc rubber front mounts.

Semi-elliptical alloy steel leaf springs have wax impregnated cotton fabric inserts at each end to reduce friction. No lubrication is required.

REAR AXLE

The semi-floating type rear axle used on all series has been designed for extra strength and durability. Straddle mounting the pinion provides greater rigidity resulting in quieter operation and longer life. The use of hypoid gears permits lowering the drive shaft tunnel in the rear seat area. The various axle gear ratios that are available with different engine-transmission-body combinations are shown in the specifications.



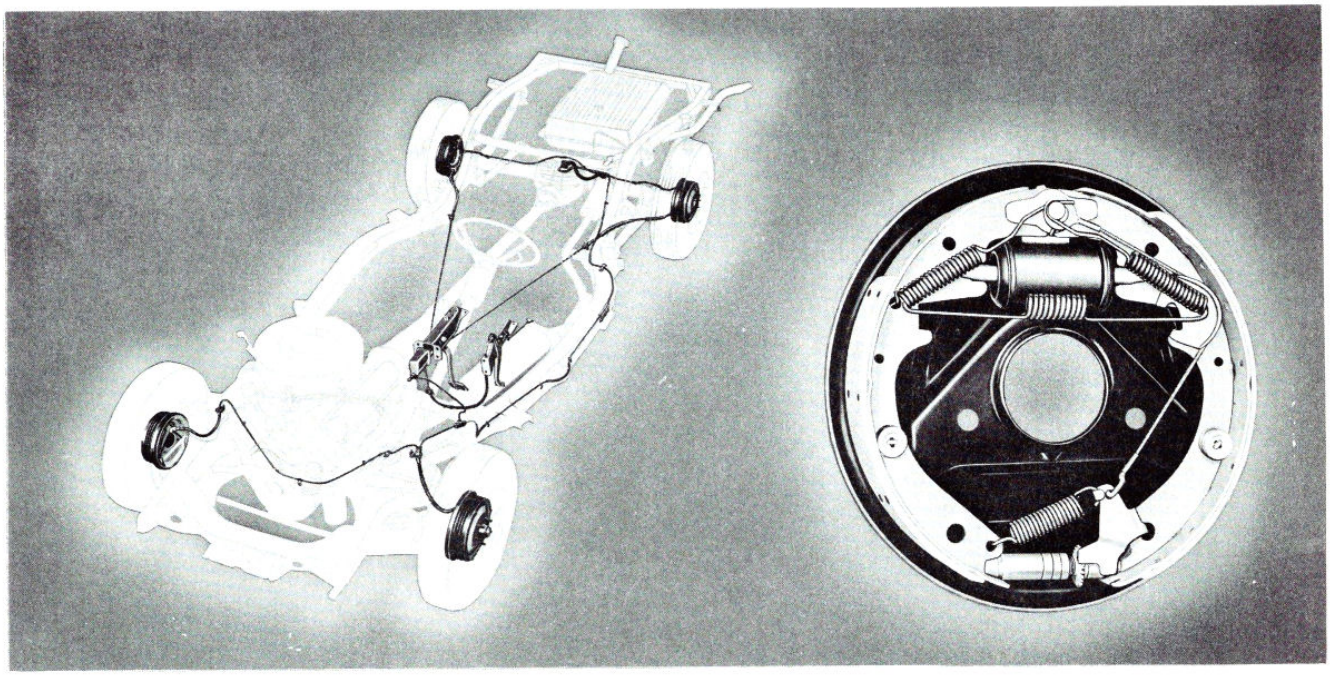
HYDRAULIC BRAKE SYSTEM AND PARKING BRAKE

Self-energizing brakes provide superior braking control and are ruggedly built for extra long life. The pedal bracket and master cylinder are mounted on the dash panel for easy servicing. Brake cylinders and anchor pins are mounted directly on the backing plates. The backing plates have a sealing lip which meshes with a groove on cast brake drums to provide an effective dust seal. Total brake lining area is 191.5 square inches on the station wagons and 118-inch wheelbase models and 212.8 square inches on 124-inch wheelbase models.

A foot operated parking brake assures a smooth, quiet, positive braking action. The parking brake is disengaged by pulling a brake release knob located at the lower left side of the instrument panel.

The EDSEL Automatic Brake Adjuster assures the driver of uniform braking during the life of the lining. Periodic brake adjustments are eliminated. The automatic brake adjusting screw is rotated by a lever which is actuated by a cable and a coil spring. Adjusting action takes place on reverse braking.

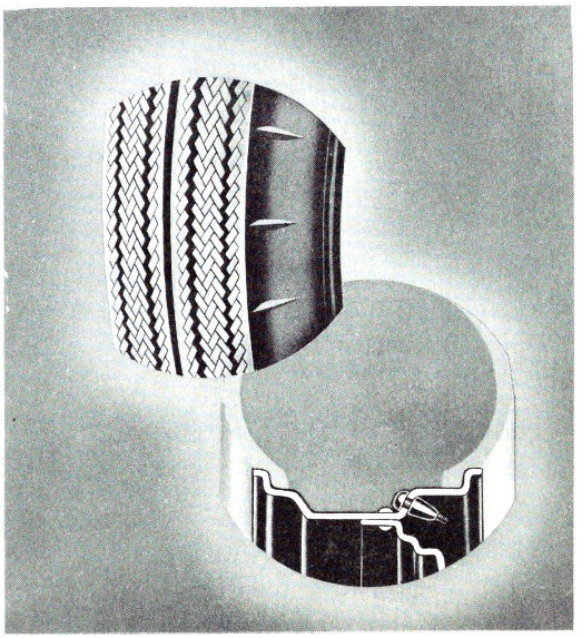
Power brakes are an accessory (R.P.O.) item which are available on all models. Manifold vacuum supplements the normal physical effort required to slow down or stop the vehicle. An accumulator tank provides vacuum for recurring stops should the engine stall. If a loss of manifold vacuum should occur, direct mechanical linkage to the master cylinder has been retained for added safety.

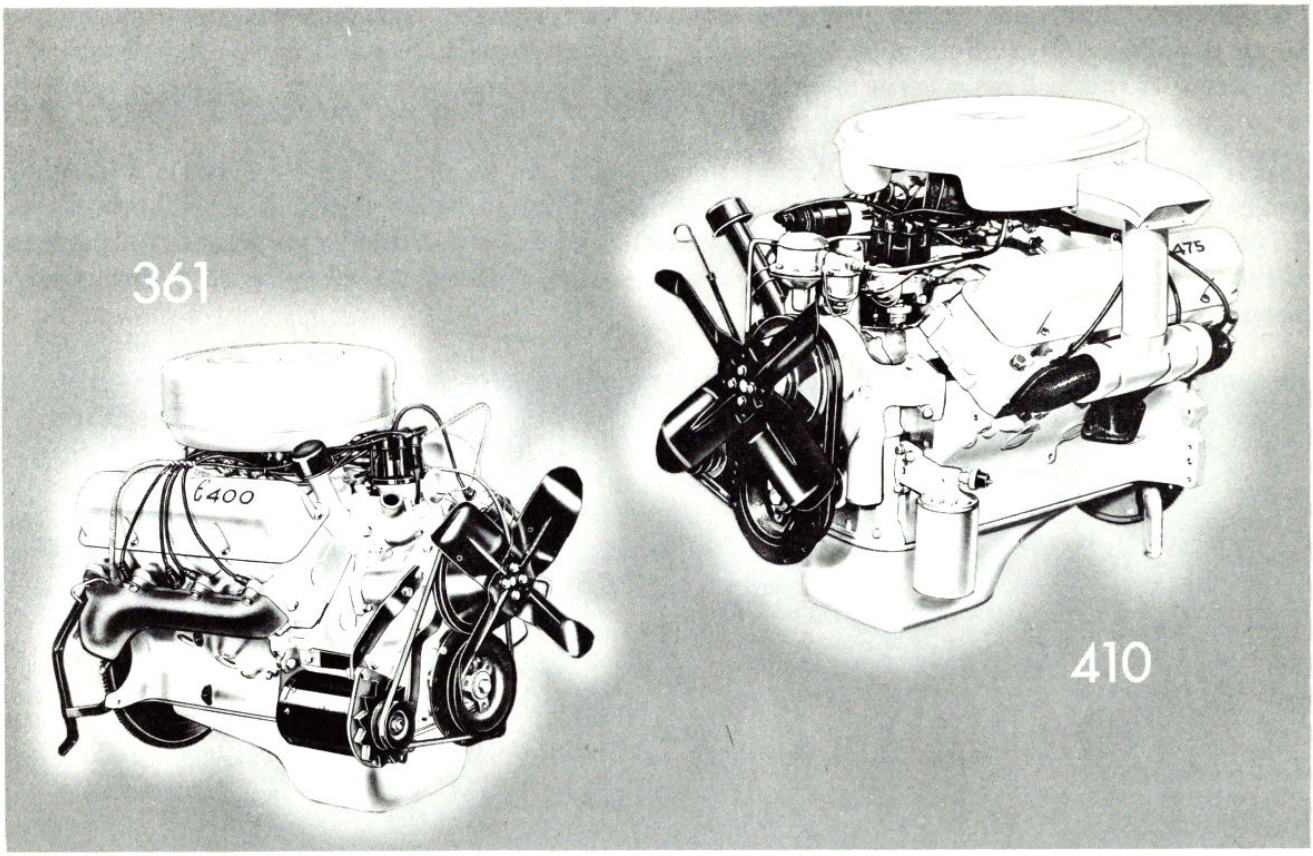


WHEELS AND TIRES

The EDSEL is equipped with safety wheels to accommodate the new 14 inch tubeless tires. The wider rims hold the tire walls erect for better car support. Erect tire walls are designed to compensate for tire roll-under on a turn. The newly engineered wheel rims afford an added measure of safety by providing wider lands on the wheel rim for more positive air seal.

The new 14 inch tires take 20 percent more air (in volume) at a lower pressure. This extra air improves the ride, completely absorbs minor road shock, and reduces the severity of impact on larger bumps. The wider tread and new tread pattern increase skid resistance. Stopping distances are shorter due to 24 percent greater tire traction.





Engine features

Two new engines have been developed for the EDSEL. A 361 cubic inch engine is used in the station wagons and the Ranger and Pacer series. A 410 cubic inch engine powers the Corsair and Citation series.

The Y-design deep-skirt cylinder block which has been proven in engines of recent years has been modified and enlarged to provide a larger bore and shorter stroke. Cylinder heads have also been redesigned. The smaller engine has an angle wedge-shaped combustion chamber while the 410 cubic inch engine has a cylindrical wedge-shaped chamber. Both have excellent turbulence characteristics for efficient burning of the fuel.

Exhaust valves are cast austenitic steel. Intake valves are of silichrome steel. Single valve springs and short rocker arms have been incorporated for high-speed operation. Hydraulic tappets compensate automatically for any expansion or contraction in the valve train.

Pistons are of the auto-thermic cam ground type, made of light weight heat treated aluminum alloy with integral steel struts positioned to control heat expansion.

The crankshaft is vector-balanced and is precision molded of durable alloy iron. Large crankshaft main journals and crankpin journals add strength and rigidity. It is reinforced at all vital areas assuring reserve strength. The crankshaft is supported by five main bearings. Bearing inserts are of copper-lead bearing material.

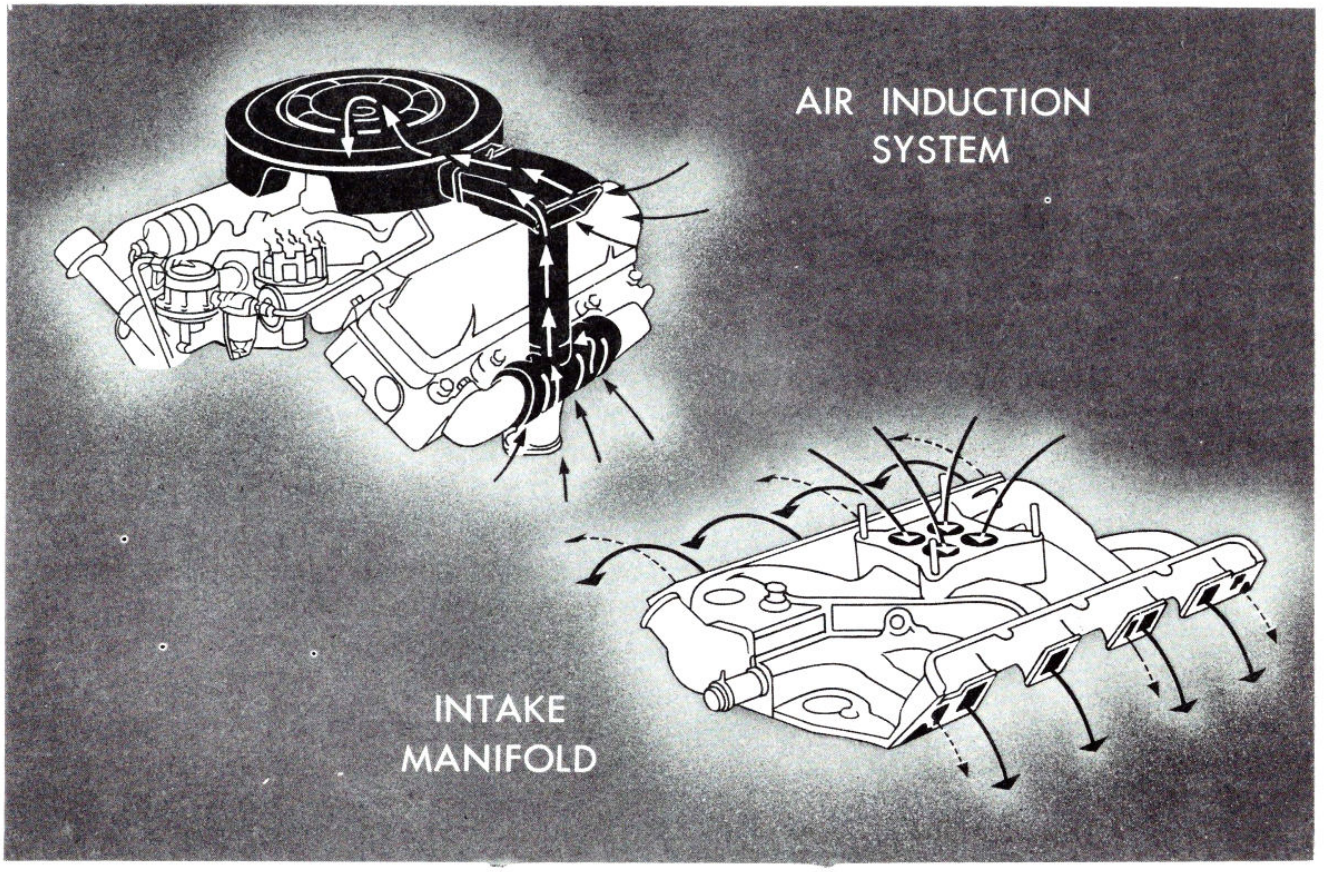
FUEL SYSTEM

Four-barrel carburetors with automatic choke control have been specifically designed to fit each engine's needs.

The fuel pump for the 410 cubic inch engine has been located on the top of the engine for better operation and easier servicing.

The air cleaner is the dry, disposable element type. This design permits a more direct and smoother air flow. The filtering action protects the engine from harmful dust, dirt, and foreign particles. Internal baffles and silencing chamber reduce carburetor hiss and power impulses.

The air induction system on the 410 cubic inch engine automatically selects the correct temperature air for the most efficient fuel-air mixture. This air is supplied to the carburetor through a special air duct assembly located between the air intake and the exhaust manifold. The assembly consists of three components, outside air duct, hot air intake, and thermostatically controlled air valve.

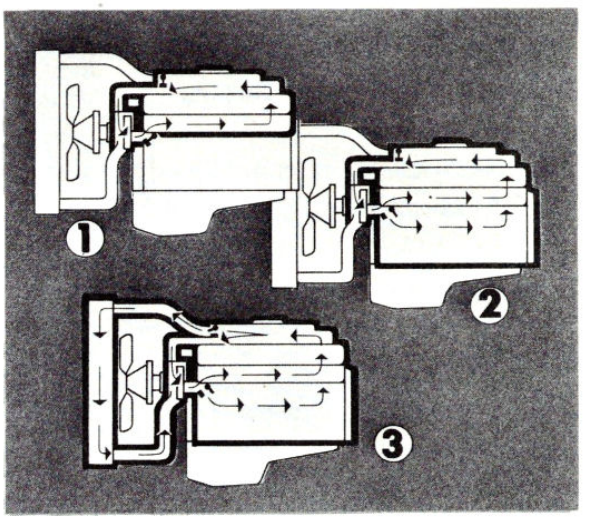


The intake manifold on the 410 cubic inch engine is water warmed assuring a more even stabilization of the fuel-air mixture. The location of the four barrel carburetor in the center of the manifold allows a short, nearly equal passage to each cylinder.

A single exhaust system located at the left side of the chassis is standard equipment. A resonator chamber helps to reduce exhaust noise. A dual exhaust system is available as an extra cost R.P.O. installed at the factory.

COOLING SYSTEM

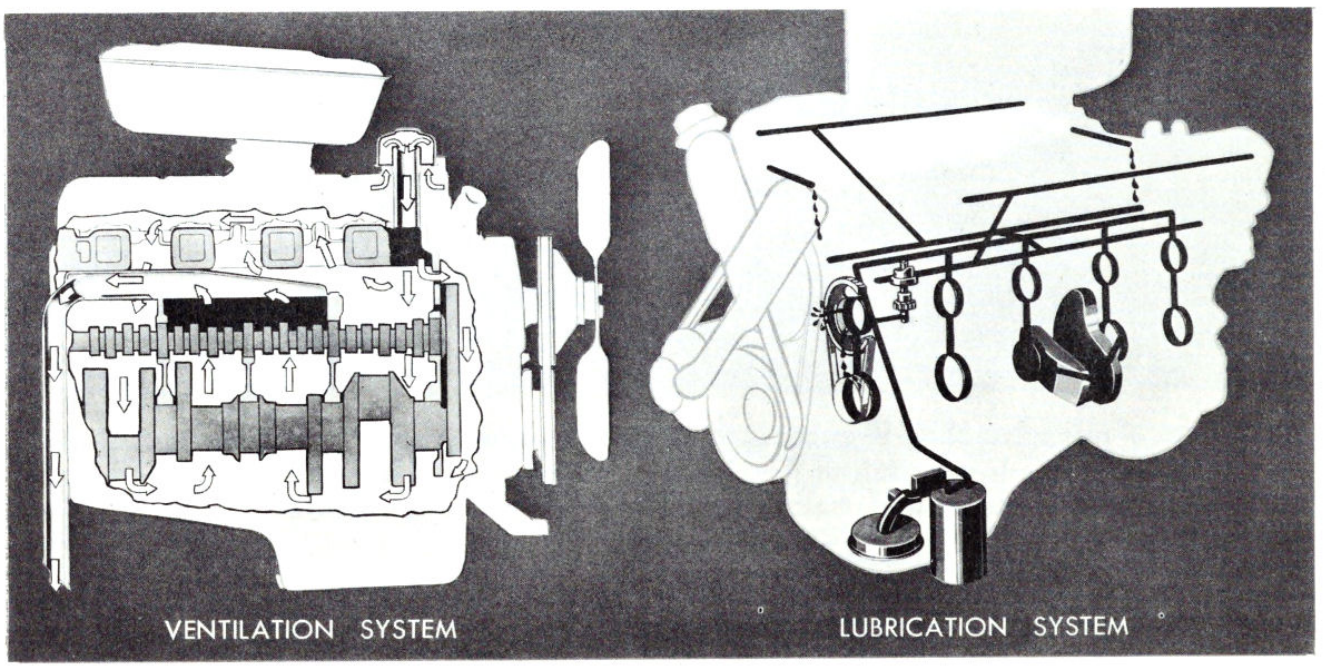
The cooling system of the 410 cubic inch engine has three distinct stages controlled by specifically calibrated thermostats. The first stage allows the coolant to circulate within the heads and intake manifold only, when the engine is cold. The second stage allows circulation throughout the heads, intake manifold, and cylinder block. The third stage functions when the water temperature causes the thermostat located in the intake manifold to open, allowing the coolant to flow through the radiator core. At this point the three separate stages become one complete circulation system.



LUBRICATION AND VENTILATION SYSTEM

The lubrication system provides oil, under pressure, to the camshaft, connecting rods, main bearings, and hydraulic tappets. A pressurized mist of oil sprayed on the cylinder walls, pistons, and piston pins assures positive lubrication for these parts. A high capacity rotor-type oil pump is located in the front area of the engine oil pan. The oil filter is of the full-flow throw-away type. This filter has been located at the front left side of the engine for easy servicing. No tools are required for removal. A special roughened surface has been added to the lower half of the filter providing an excellent handgrip.

A direct-flow crankcase ventilation system is utilized. Corrosive gases are removed by a continuous circulation of clean air through the engine. The air enters through the oil filler tube and is discharged through a road draft tube at the rear of the engine block.



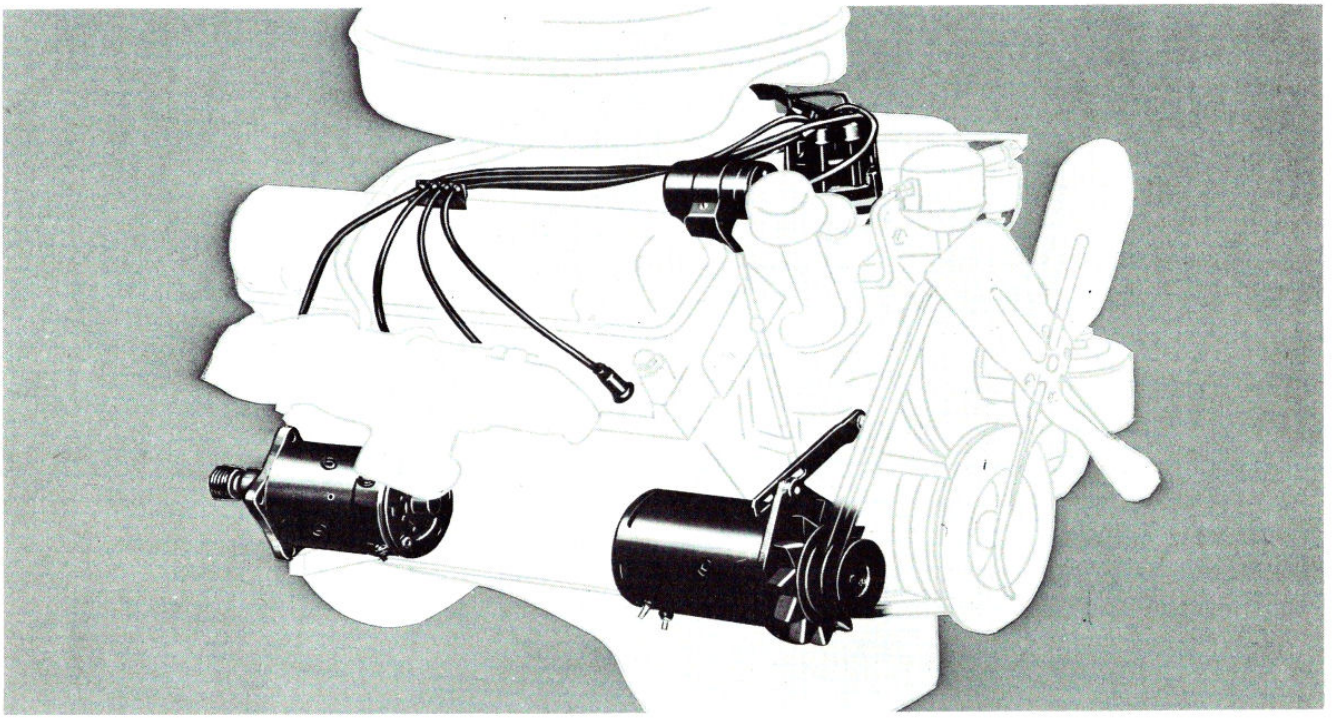
ENGINE ELECTRICAL SYSTEM

All components of the engine electrical system are located for easy servicing.

The distributor, at the top front of the engine, has both vacuum and centrifugal spark advance systems. This combination gives properly timed ignition pulses at all engine speeds and loads.

The ignition coil and resistor are placed near the distributor. The coil is of the proven "can-type" construction. Full battery charge is applied directly to the coil upon initial start; thus, providing the needed higher voltage and hotter spark. Under operating conditions, the current flows through the resistor which absorbs much of the heat and prevents coil burn-out.

The new 18 mm spark plug assures long and efficient performance. It requires no gasket. It has an aluminum oxide insulator which has a high dielectric strength and offers maximum heat resistance. This type of spark plug provides the finest sparking qualities for the high compression engines.



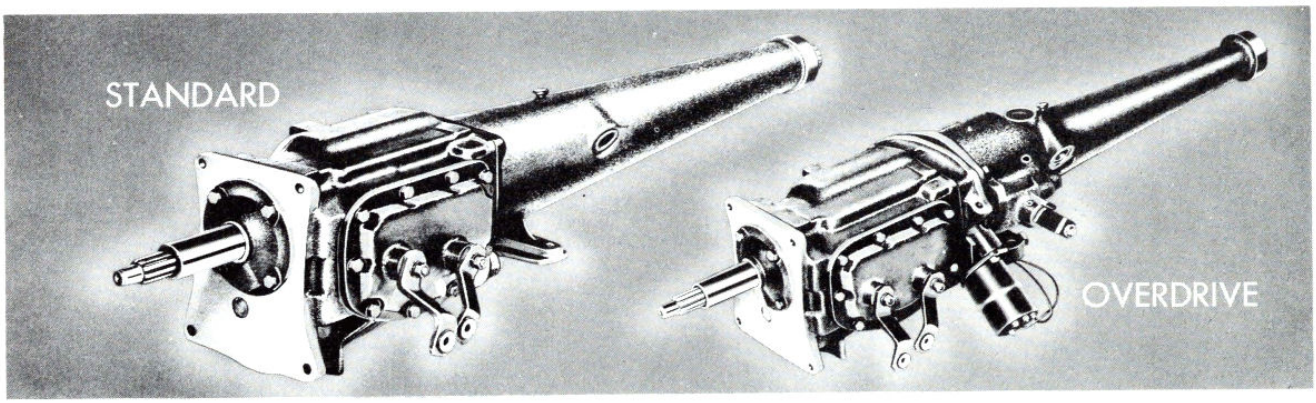
The high output capacity generator, located at the lower right front of the engine, adequately meets the electrical system demands, plus supplying a reserve for battery charging requirements.

High cranking speed and high torque characteristics are designed in the starting motor located at the lower right rear of the engine. With conventional or overdrive transmissions, the starter is actuated by turning the ignition key to the right. A safety feature, included with the automatic transmission, permits the actuation of the starter only when the selector push buttons are in either neutral or park positions.

TRANSMISSIONS

Three transmissions are available in the Ranger and Pacer series and station wagons, the conventional manual shift, overdrive, and automatic. Automatic transmissions are standard equipment in the Corsair and Citation series.

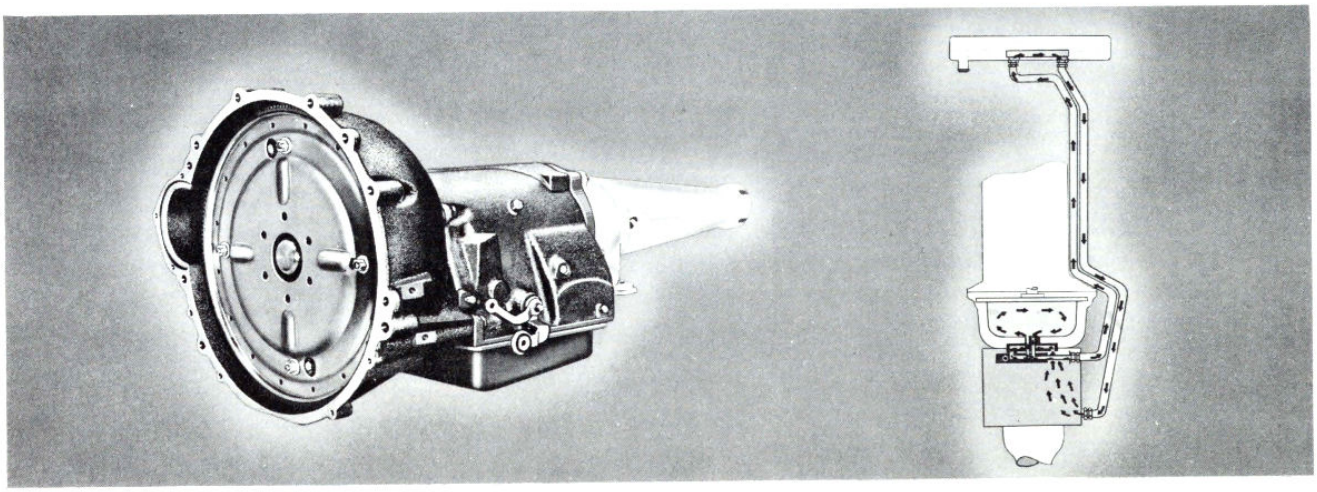
The manually controlled synchromesh conventional transmission has helical gears for quiet, smooth operation. The unit is designed to assure a long life of dependable service.



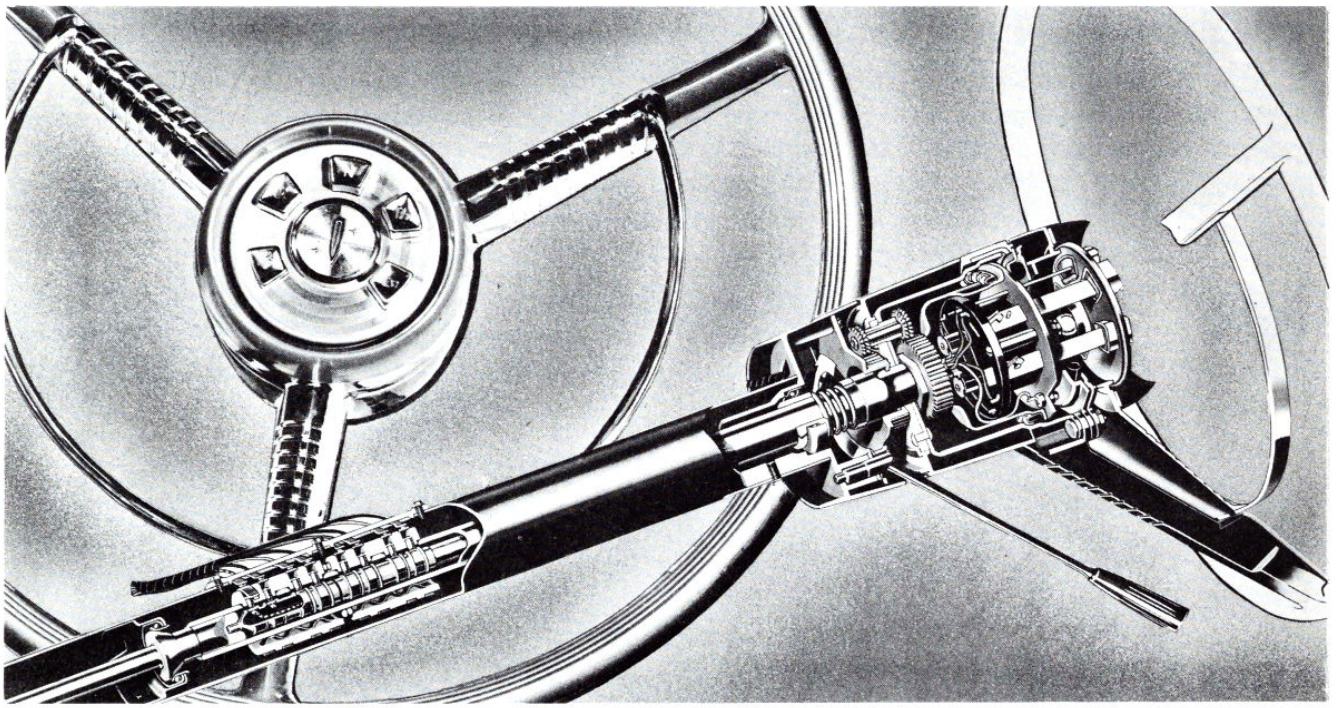
The overdrive transmission consists of a conventional three-speed transmission with the addition of an automatic planetary gear unit for overdrive. In overdrive, the vehicle speed is maintained while engine speed is reduced approximately 28 percent. Shifting between third and overdrive is automatically controlled by a speed responsive governor. The control for overdrive is located at the lower edge of the instrument panel and to the right of the steering column. To activate the overdrive unit, the control must be pushed in.

The clutch used with the standard or overdrive transmissions is a semi-centrifugal, single dry plate type. It has high torque transmitting capacity with prelubricated, sealed, ball-type throw-out and pilot bearings.

The automatic transmission is a smooth, quiet, versatile automatic drive with extremely fast response. It combines a torque converter with an automatic three speed gear train. With power transmitted through a torque converter, engine stress and driveline shock is reduced. The automatic transmission oil is "water cooled." The hot oil passes through a heat exchanger in the radiator lower tank.



A new outstanding engineering innovation, with the automatic transmission is the introduction of the EDSEL "Teletouch" Electric Push Button Transmission Selector. The selector is mounted in the center of the steering wheel hub. This location places the selector where minimum hand movement is required to operate, resulting in added safety and convenience. It permits the driver to select the desired driving range with a touch of the finger. Selector buttons are indirectly illuminated for night driving.



When the desired button is pushed, it makes an electrical contact, activating a relay. This relay causes the actuating motor to function, thereby engaging the transmission in the selected position. To start the engine the selector buttons must be in either "Park" or "Neutral" position. This safety feature permits the car to be started on an incline with the selector in "Park" position without fear of rolling. Another of the safety features of this electric shift is that when the ignition is off, the transmission can be shifted to "Park" position, but it is impossible to change the selection from "Park" position until the ignition is turned on.

A built-in "Dual Inhibitor Switch" prevents the transmission from engaging into "Reverse" gear when exceeding the speed which is required for rocking the car in snow or mud. This same switch prevents the engagement of the "Park" position above a low safe speed.

Options and accessories

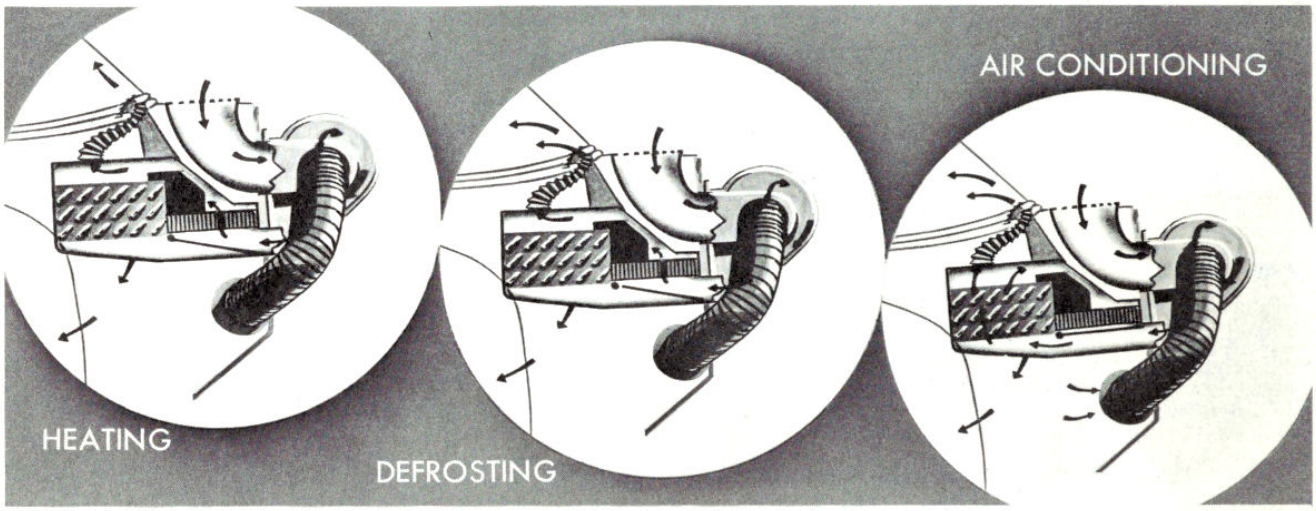
Specially designed accessories and options to harmonize with EDSEL styling are available as extra cost items. Some are dealer installed while others are installed at the factory. The latter are referred to as R.P.O. (regular production option).

HEATING AND AIR CONDITIONING

A combination heating and air conditioning unit is mounted under the instrument panel in the same location as the regular heater package. Fresh air can be brought in through the large vent cowl for heating, ventilating, or cooling the vehicle or the air within the vehicle can be recirculated.

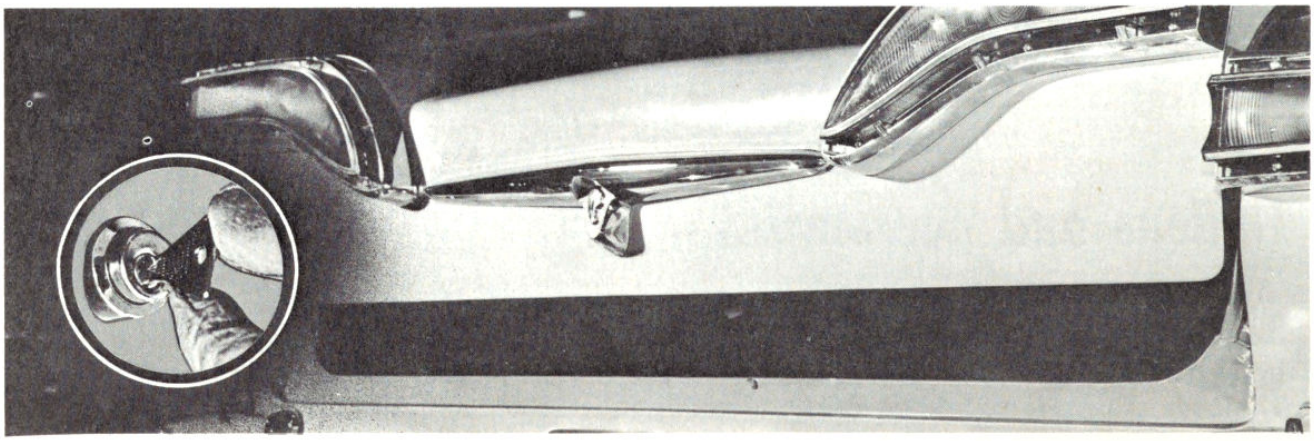
The air conditioning, heating, and defrosting is controlled by a single rotary dial with a stationary pointer. An electric servo motor is energized by the single control which in turn makes all mechanical adjustments, over the entire range, to provide the temperature selected. The two-speed blower is operated by a toggle switch located in the instrument panel.

If desired, a heating unit only may be installed instead of the combination air conditioner and heater.



AUTOMATIC REAR DECK OPENER

For those who prefer the convenience of having the rear deck opened without the necessity of their leaving the vehicle, an automatic rear deck opener is available. It is electrically operated by a solenoid which is energized by a key-lock protected button on the instrument panel. The deck lid can also be opened with a key from outside the car in the conventional manner.



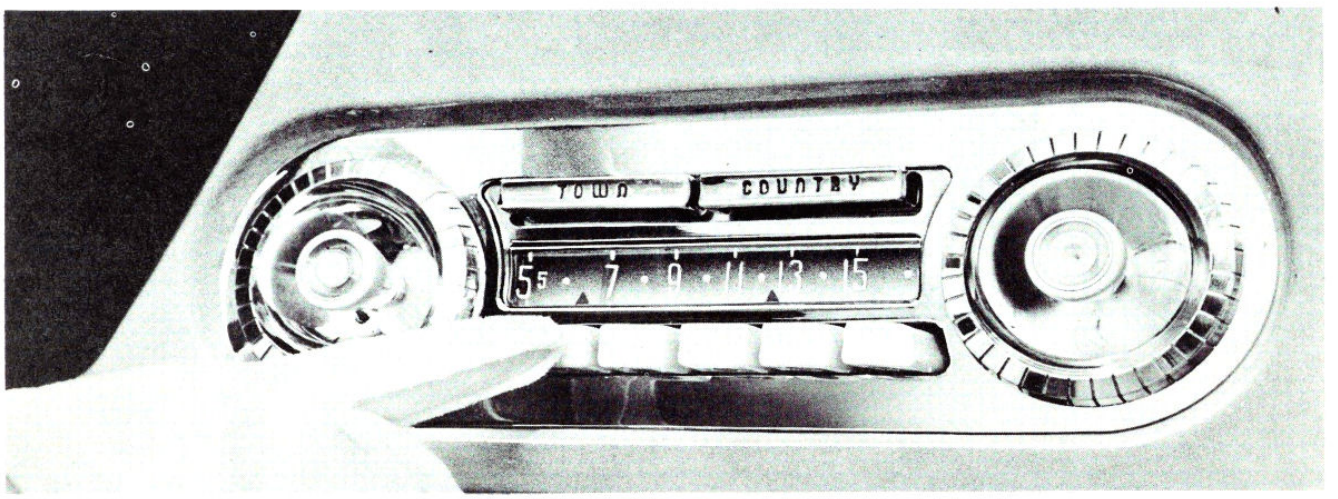
RADIOS

Either of two radios may be selected, a standard model and a station seeking model.

The radio control is centrally located in the instrument panel for utmost accessibility. There are five pre-set station buttons and an off button. The pre-set station buttons, when individually depressed, simultaneously turn the radio on and select the station. Additional station selections are made with a rotating knob located to the right of the dial face. Volume and tone control are regulated by two integral rotating knobs located to the left of the dial face.

On the station seeking radio, in addition to the pre-set station buttons, the station seeking principle provides automatic and accurate tuning of all audible stations. Two horizontal bars, located above the six push buttons, control the station seeking feature. The left bar, labeled TOWN, when depressed, will rotate the selector and automatically move to the next local station. The COUNTRY bar, located on the right, when depressed, will move the selector to the next audible station.

The customer has a choice of a standard front mounted antenna, an electrically operated antenna, or dual rear mounted antennas.



ADDITIONAL ACCESSORIES

The accessories in the following list are available as extra cost equipment.

LUGGAGE COMPARTMENT LIGHT
BACK-UP LIGHTS
GLOVE COMPARTMENT LIGHT
EXCESS SPEED WARNING LIGHT
EXHAUST DEFLECTORS
MULTILUBER
OIL FILTER
EXTRA COOLING RADIATOR
PAPER TYPE AIR CLEANER
SPOTLIGHT
POWER WINDOWS
FUEL AND VACUUM BOOSTER PUMP
PADDED HEADER
PADDED INSTRUMENT PANEL
REAR DOOR SAFETY LOCKS
SEAT BELTS
WINDSHIELD WASHER
REAR SEAT SPEAKER
OUTSIDE REAR VIEW MIRROR
TINTED GLASS
DUAL EXHAUST
WHEEL COVERS
POWER SEAT

DIMENSIONS and SPECIFICATIONS

EXTERIOR

	RANGER and PACER	CORSAIR and CITATION	STATION WAGON
• WHEELBASE	118.04″	124.05″	116.03″
• FRONT TREAD	59.44″	59.38″	58.97″
• REAR TREAD	59.00″	59.00″	56.40″
• OVER-ALL LENGTH	213.17″	218.86″	205.47″
• OVER-ALL HEIGHT	56.42″	56.83″	58.87″
• OVER-ALL WIDTH	78.82″	79.84″	77.14″
• BRAKE LINING	191.5 sq. in.	212.8 sq. in.	191.5 sq. in.
• TIRE SIZE	8.00 x 14	8.50 x 14	8.00 x 14

ENGINE

• TYPE	90°-V8	90°-V8	90°-V8
• DISPLACEMENT	361 cu. in.	410 cu. in.	361 cu. in.
• BORE AND STROKE	4.05 x 3.50	4.20 x 3.70	4.05 x 3.50
• COMPRESSION RATIO	10.5:1	10.5:1	10.5:1

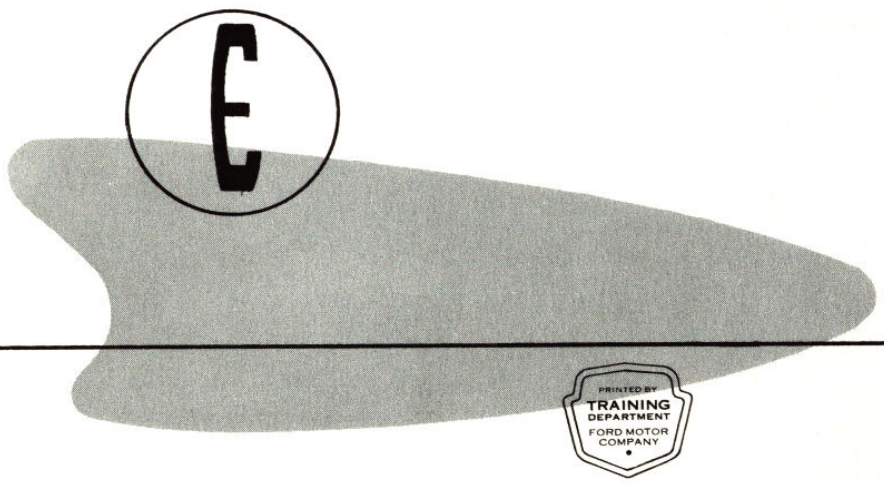
REAR AXLE RATIO

• STANDARD TRANSMISSION	3.56 to 1	X X X	3.70 to 1
• (R.P.O.)	3.70 to 1*	X X X	3.56 to 1**
• OVERDRIVE TRANSMISSION	3.70 to 1	X X X	3.70 to 1
• (R.P.O.)	3.56 to 1**	X X X	3.56 to 1**
• AUTOMATIC TRANSMISSION	2.91 to 1	2.91 to 1	3.22 to 1
• (R.P.O.)	3.22 to 1*	X X X	2.91 to 1**

* PERFORMANCE
** ECONOMY

INTERIOR

	SEDAN	CONVERT.	SEDAN	CONVERT.	6 PASS.	9 PASS.
• HIP ROOM						
—FRONT SEAT	60.14″	60.14″	63.50″	63.50″	60.32″	60.32″
—REAR SEAT	60.12″	48.80″	63.45″	52.45″	60.18″	60.30″
• SHOULDER ROOM						
—FRONT SEAT	57.26″	57.26″	59.70″	59.70″	57.56″	57.56″
—REAR SEAT	57.00″	46.24″	59.65″	49.65″	56.90″	57.36″
• HEAD ROOM (FREE)						
—FRONT SEAT	33.85″	34.39″	33.92″	34.56″	35.96″	35.85″
—CENTER SEAT						31.82″
—REAR SEAT	33.56″	33.26″	33.70″	33.95″	35.10″	36.00″
• LEG ROOM						
—FRONT SEAT	43.13″	43.21″	44.19″	43.03″	44.29″	44.36″
—CENTER SEAT						41.33″
—REAR SEAT	40.72″	39.52″	43.42″	41.48″	42.31″	40.44″
• TRUNK CAPACITY						
—WITH SPARE	29.2 cu. ft.	29.2 cu. ft.	32.6 cu. ft.	32.6 cu. ft.	X X X	X X X
—WITHOUT SPARE	31.9 cu. ft.	31.9 cu. ft.	35.6 cu. ft.	35.6 cu. ft.	X X X	X X X



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