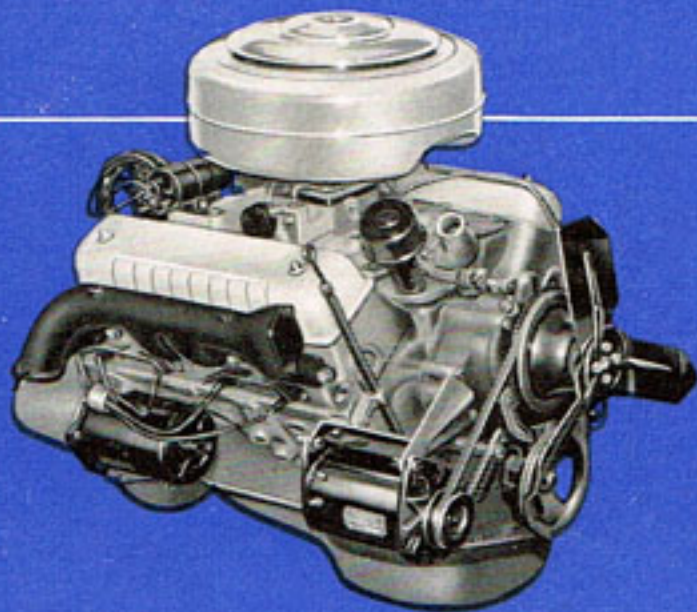


'54

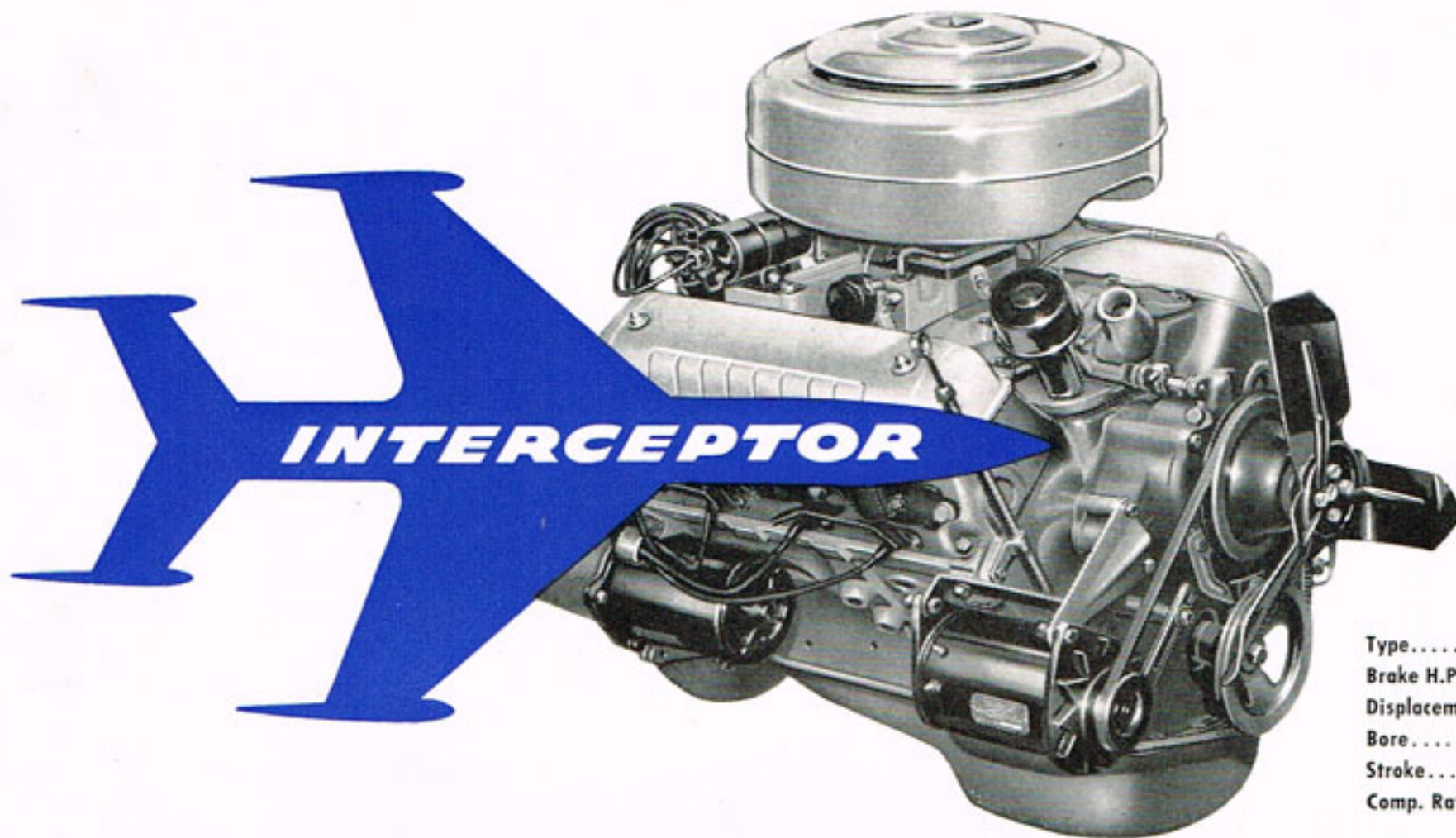
# Ford Police Car



AVAILABLE

WITH THE POWERFUL 160-H.P. "INTERCEPTOR" V-8

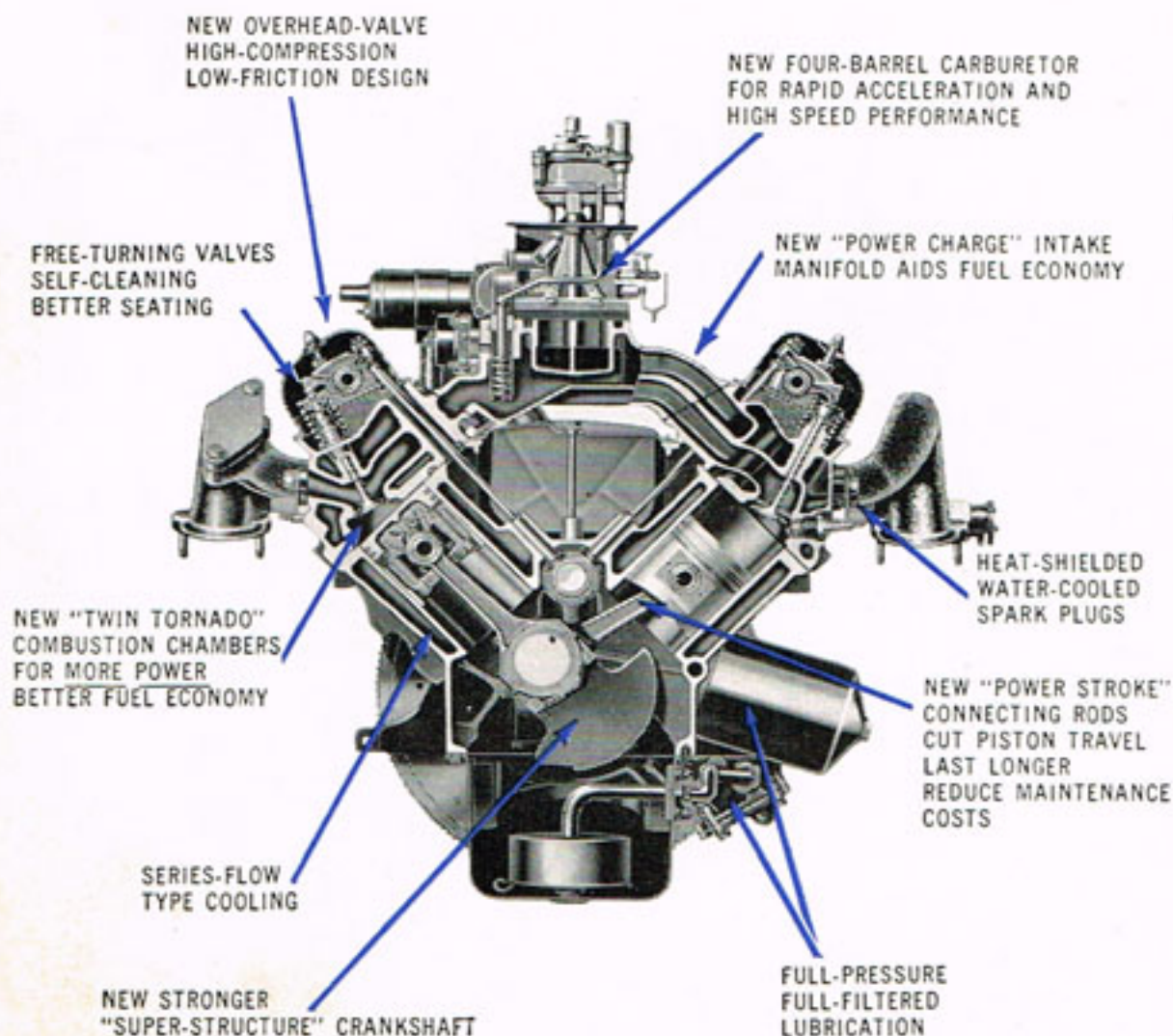
# NEW, LOW-FRICTION 160-HORSEPOWER V-8



Type.....V-8 OHV  
 Brake H.P.....160 @ 4400 rpm.  
 Displacement.....256 cu. in.  
 Bore.....3.62 in.  
 Stroke.....3.10 in.  
 Comp. Ratio.....7.5 to 1

## HAS EVERY POLICE CAR POWER REQUIREMENT

★ Instant Response ★ Flashing Performance ★ Superior Stamina!



Here's the most powerful of the three engines offered with the new '54 Ford Police Cars. Completely new . . . it's the mighty 160-h.p. overhead-valve *Interceptor* V-8, designed to fulfill, with its included equipment,\* every requirement of 24-hour-duty police service.

Responsible for its smooth-surfing GO of 160-h.p. are "years-ahead" features like new *Twin-Tornado* high-turbulence combustion chambers that help mix fuel and air thoroughly, resulting in more power—better fuel economy from regular gas . . . new 4-barrel carburetor for livelier acceleration . . . new *Power-Charge* intake manifold, high-lift overhead valves, high compression and improved *Automatic Power Pilot* which all combine to achieve more responsive performance. Short piston stroke enables the car to go 29% farther with an equal amount of piston travel, for less engine wear, longer, more efficient operation.

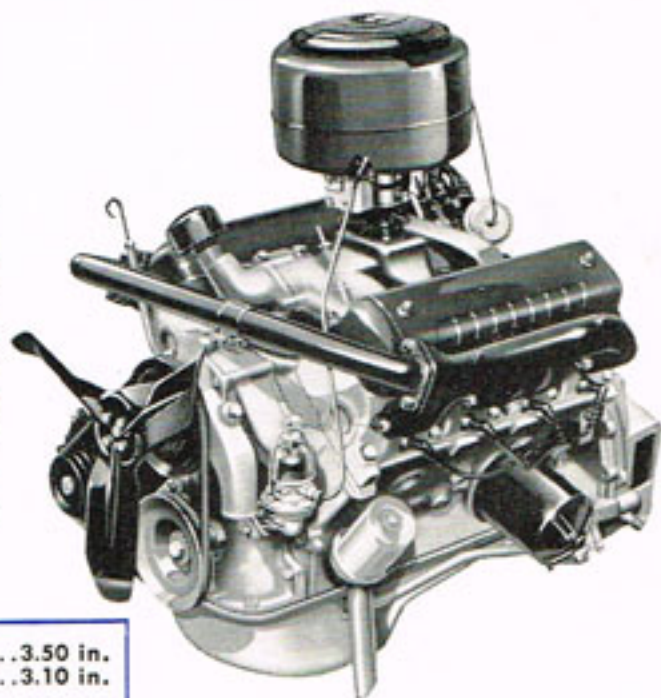
*Power-Mount* transmission attachment adds to smooth operation of the power train. Besides conventional drive, the *Interceptor* can be teamed up, at extra cost, with *Fordomatic*—most versatile of fully automatic transmissions . . . or with Overdrive to save up to 15 cents on every gas dollar. In every way, the all-new *Interceptor* V-8 is engineered and built to provide peak performance 'round-the-clock, in all phases of police work.

\*See page 6 for listing of extra-cost included equipment "tailored" especially for *Interceptor* police service.

# ALL-NEW, LOW-FRICTION 130-H.P. FORD Y-BLOCK V-8

This completely new Ford Y-block V-8 with overhead-valve, LOW-FRICTION design is another great Ford engine ideally suited to police work. Y-block construction provides greater structural rigidity for smoother, longer-lived engine performance. Short piston stroke reduces internal friction, increases *usable* power, adds miles to every gallon of regular gas! Engineered with the most

"years-ahead" features: Double-Deck Intake Manifold, Wedge-shaped high-turbulence combustion chambers, high-lift free-turning overhead valves, high-compression ratio, and improved Automatic Power Pilot for greater gas economy. Ford's new 130-h.p. Y-block V-8 introduces new operating efficiency, instant response and flexibility in all speed ranges.

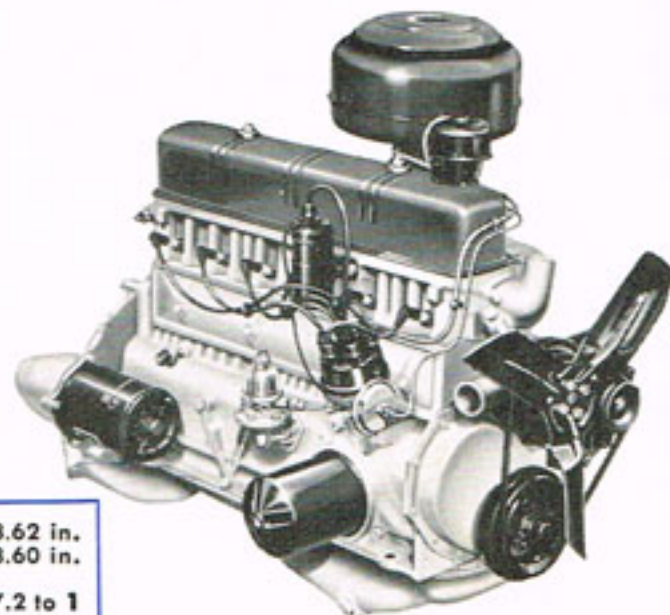


Type.....V-8 OHV	Bore.....3.50 in.
Brake h.p.....130 @ 4200	Stroke.....3.10 in.
r.p.m.	Compression
Displacement...239 cu. in.	ratio.....7.2 to 1

# NEW, LOW-FRICTION 115-H.P. FORD I-BLOCK SIX

Ford's new 115-h.p. I-block Mileage Maker Six with overhead-valve, LOW-FRICTION design is the only completely modern Six in the industry! It features a deep-skirt crankcase and wide mounting base at the rear for greater structural rigidity, smoother operation and longer engine life. This new high-compression Six puts special emphasis on fuel and service

economy . . . and offers reliable performance at savings that seem remarkable for an engine of such high power. It includes the modern powerplant features of the V-8 . . . such as wedge-shaped combustion chambers for high power output, full length water jackets surrounding each cylinder, full-pressure lubrication and many others.



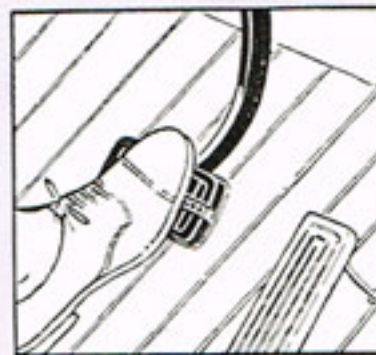
Type.....6 in-line, OHV	Bore.....3.62 in.
Brake h.p.....115 @ 3900	Stroke.....3.60 in.
r.p.m.	Compression
Displacement...223 cu. in.	ratio.....7.2 to 1

## NOW! Master-Guide POWER STEERING!



Ford Master-Guide POWER STEERING (optional at extra cost) reduces turning effort up to 75%. While it retains a natural "feel" on the straightaways, it makes parking, handling in traffic, or negotiating sharp turns almost effortless. And Ford's Power Steering system absorbs road shocks before they reach the steering wheel.

## NOW! Swift Sure POWER BRAKES!



Ford's new Swift Sure Power Brakes (Dealer installed at extra cost) do up to one-third of the work of stopping. Braking response is smooth and powerful with a minimum of power applied to the brake pedal. As another worthwhile extra that makes day-or-night-long driving easier, Ford Swift Sure Power Brakes are ideal for police car service.

**NOW!** Ford's new Ball-Joint Front Suspension gives a smoother, better-balanced ride with less road noise, much longer life.

**More than ever . . . Ford is the Police Car Standard for The American Road!**

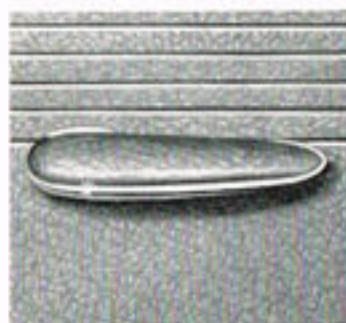
# You get a WIDE selection of Factory-Installed Ford Options!\*

\*Available at traditionally low Ford prices.

## THEY ADD GREATER SAFETY, COMFORT AND ECONOMY TO AROUND-THE-CLOCK POLICE DUTY!

For your convenience, Ford Cars are equipped for police work at the factory. You merely select and then specify the equipment you desire when you place your original new-car order. This means that the car as ordered from your Ford Dealer, complete with any of these factory-installed options, is immediately ready for service when delivered to you.

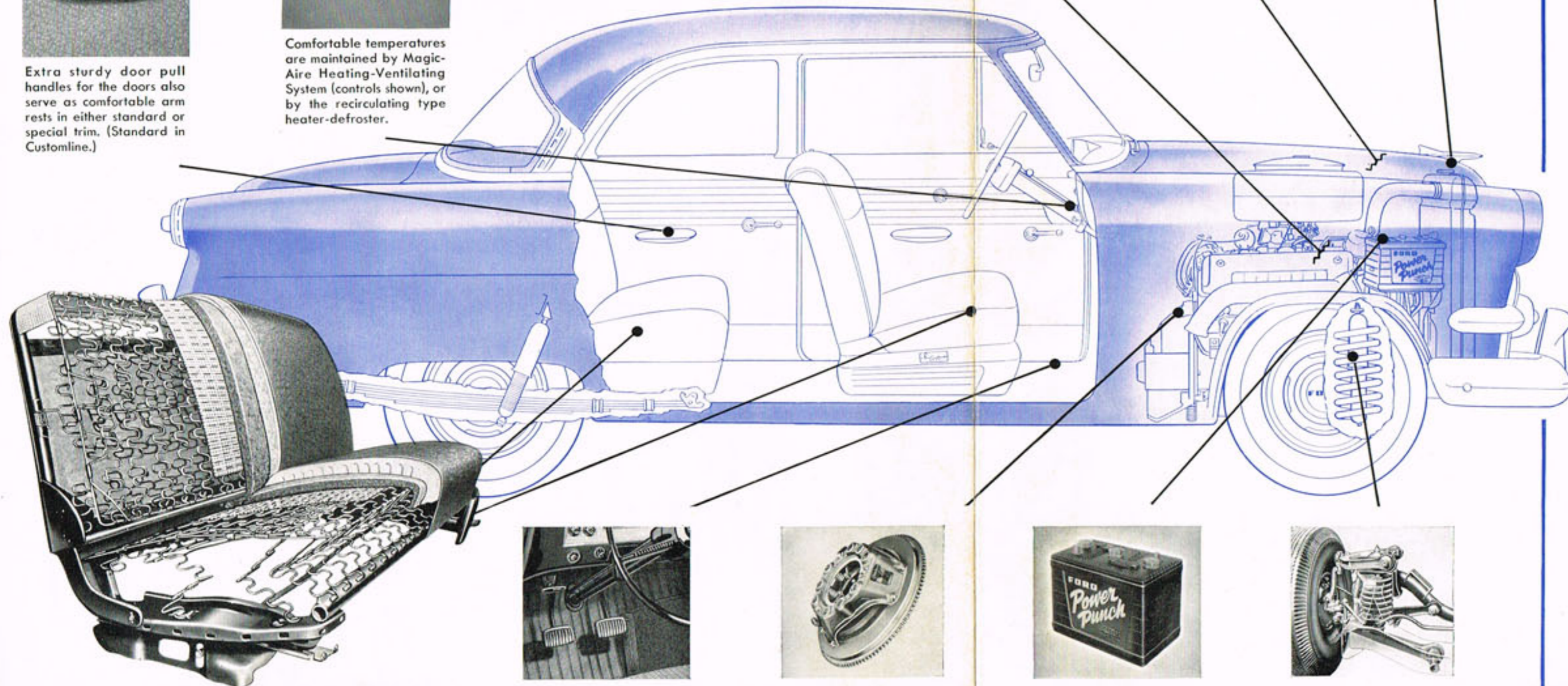
Among the many options available are heavy-duty engine and car accessories well worth their slight extra cost. These heavy-duty police car items pay for themselves in lower service and maintenance costs . . . and they last longer because they are especially designed to withstand the added strain of day-and-night patrol operation.



Extra sturdy door pull handles for the doors also serve as comfortable arm rests in either standard or special trim. (Standard in Customline.)



Comfortable temperatures are maintained by Magic-Aire Heating-Ventilating System (controls shown), or by the recirculating type heater-defroster.



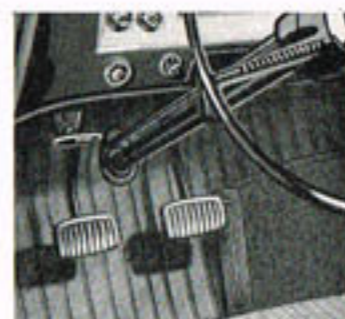
40-, 50-, or 60-ampere heavy-duty generators and regulators are available. 50-, 60-, or 95-ampere alternator rectifier systems also available.



Combination fuel and vacuum pump offers positive windshield wiper operation. (Std. with "Interceptor" V-8 and with Overdrive and Fordomatic.)



Sturdy, heavy-duty radiator with a thick core improves engine cooling under all idling or operating conditions. High speed fan for extra cooling available.



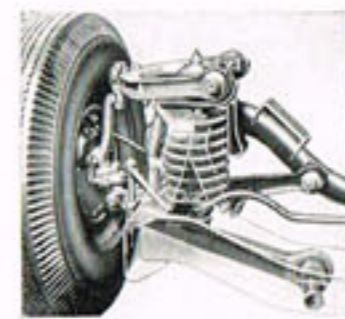
Exceptionally thick heavy-duty floor mats, for front and rear, reinforce "wear points," last longer in rigorous police car service.



Heavy-duty 11" clutch is the positive-action type. (Standard on "Interceptor" V-8 with Conventional Drive or Overdrive.)



Heavy-duty 6-V battery of 100-, 110-, 120-, 130- or 136-amp. hr. capacity lasts longer, is more dependable under heavy loads.



Heavy-duty front and rear springs and shock absorbers offer more stability. H.D. 10" and 11" brakes also available.

**Interceptor V-8** Police Cars come equipped, at extra cost, with dual exhaust system, vacuum booster unit for positive windshield wiper operation, Full-Flow oil filter, oil bath air cleaner, twin horns (on Mainline models), heavy-duty radiator, heavy-duty 11-inch clutch, heavy-duty 11-inch brakes and linings and 120-m.p.h. speedometer.

## ORDER THESE OTHER IMPORTANT ACCESSORIES AND OPTIONS FOR YOUR FORD POLICE CAR THROUGH YOUR FORD DEALER

- ★ TURN INDICATOR\*
- ★ ONE-QUART FIRE EXTINGUISHER
- ★ SPOTLIGHT
- ★ FULL TIRE CHAINS
- ★ BACK-UP LIGHTS
- ★ WINDSHIELD WASHER\*
- ★ GLARE-PROOF INSIDE REAR VIEW MIRROR
- ★ OUTSIDE REAR VIEW MIRROR
- ★ BUMPER GUARD
- ★ ENGINE COMPARTMENT LIGHT
- ★ COURTESY AND MAP LIGHT
- ★ GLOVE COMPARTMENT LIGHT
- ★ LUGGAGE COMPARTMENT LIGHT
- ★ ELECTRIC CLOCK\*
- ★ AUTOMATIC CIGAR LIGHTER
- ★ I-REST TINTED SAFETY GLASS\*
- ★ POWER-LIFT WINDOWS\* (Driver-controlled)
- ★ POWER STEERING\*
- ★ POWER BRAKES

\*Also Factory-Installed Options

To reduce driver fatigue, Ford offers this heavy-duty seat with rubberized hair or foam-rubber cushioning and heavy-gage, non-sag springs in contour-styled seat and seat back, front and rear. Washable, long-wearing Brown Vinyl upholstery and interior trim, in place of standard upholstery and trim, available.

# 1954 Ford Police Car Specifications

**160-H.P. V-8 INTERCEPTOR:** Low-friction, overhead-valve 90° V-type; 3.62 in. bore x 3.10 in. stroke; 256 cu. in. displacement; 7.5 to 1 compression ratio. Fully counterbalanced, precision-molded alloy iron crankshaft; selectively-fitted, steel-backed main bearings with thin lead-base babbit linings and crankpin bearings with thin, copper-lead linings. Tin-plated, super-fitted aluminum-alloy pistons; 3 rings, top ring chrome plated, second ring phosphate or ferrox coated. Adjustable, free-turning valves. Full-Flow cooling system, 20-quart capacity (plus 1 qt. for heater); heavy-duty radiator core; pressure-type radiator cap; choke type thermostat. Quad downdraft, concentric-bowl carburetor with automatic choke and manifold heat control valve; dual exhaust system; diaphragm-type fuel pump with vacuum booster unit\* for positive windshield wiper operation; oil-bath type air cleaner.\* Full-pressure lubrication; Full-Flow oil filter with replaceable element; positive crankcase ventilation; oil capacity (including filter) 6 qts. dry—5 qts. refill. Automatic Power Pilot; Weatherproof Ignition System; 35-amp. generator; 3-unit regulator; high-torque starting motor; 51-plate, 90 amp. hr. battery.

**130-H.P. Y-block V-8:** Low-friction, overhead-valve, 90° V-type; 3.50 in. bore x 3.10 stroke; 239 cu. in. displacement; 7.2 to 1 compression ratio. Fully counterbalanced, precision-molded, alloy iron crankshaft; selectively-fitted steel-backed main bearings with lead-base babbit linings and crankpin bearings with thin, copper-lead linings. Tin-plated, super-fitted aluminum-alloy pistons, 3 rings—top 2 cadmium-plated. Adjustable, free-turning valves. Series-flow cooling system, 20-quart capacity (plus 1 qt. for heater); pressure-type radiator cap; thermostatic-capsule type thermostat. Dual downdraft carburetor; manual choke; automatic heat control valve; diaphragm-type fuel pump; oil bath air cleaner.\* Full-pressure lubrication; Full-Flow oil filter with replaceable element; positive crankcase ventilation; oil capacity (including filter) 6 qts. dry—5 qts. refill. Automatic Power Pilot; Weatherproof Ignition System; 35-amp. generator; 3-unit regulator; high-torque starting motor; 51-plate, 90 amp. hr. battery.

**115-H.P. I-block MILEAGE MAKER SIX:** Low-friction overhead-valve, in-line type, 3.62 in. bore x 3.60 in. stroke; 223 cu. in. displacement; 7.2 to 1 compression ratio. Fully counterbalanced, precision-molded, alloy iron crankshaft with vibration damper; selectively-fitted, steel-backed main and crankpin bearings with thin, lead-base babbit linings. Tin-plated, super-fitted aluminum alloy pistons, 3 rings—top 2 cadmium-plated. Adjustable, free-turning valves. Series-flow cooling system, 15-quart capacity (plus 1 qt. for heater); pressure-type radiator cap; thermostatic-capsule type thermostat. Unit-design downdraft carburetor; manual choke; automatic heat control valve; diaphragm type fuel pump; oil bath air cleaner.\* Full-pressure lubrication; Full-Flow type oil filter with replaceable element; positive crankcase ventilation; oil capacity (including filter), 5 qts. dry—4 qts. refill. Automatic Power Pilot; Weatherproof Ignition System; 35-amp. generator; 3-unit regulator; high-torque starting motor; 51-plate, 90 amp. hr. battery.

†Combination fuel and vacuum pump, optional at extra cost, is factory-installed on all cars sold in states requiring positive action windshield wiper operation and on all cars equipped with Overdrive or Fordomatic Drive.

\*Equipment included at extra cost.

**CLUTCH (with Conventional and Overdrive Transmissions):** 9½ in. with I-block Mileage Maker Six, 10 in. with Y-block V-8, dry, single plate, semi-centrifugal type, standard. Heavy-duty 11" clutch is included\* with Interceptor V-8 engine and

available at extra cost on Y-block V-8 and I-block Mileage Maker Six engines. Suspended pedal and linkage; sintered bronze pilot bearing; ball type throwout bearing.

**CONVENTIONAL DRIVE:** Selective gear type, 3 speeds forward, one reverse; all gears helical type; forged-bronze synchronizers for second and third speeds. Ratios: 1st—2.779 to 1, 2nd—1.614 to 1, 3rd—1.000 to 1, Reverse—3.635 to 1.

**OVERDRIVE (optional at extra cost):** 3 speed selective gear type transmission combined with planetary gear train which provides automatic fourth speed gear that cuts in at 27 mph (approx.), cuts out at 21 mph. (approx.); ratio 0.70 to 1.

**FORDOMATIC DRIVE (optional at extra cost):** single-stage, 3-element, hydraulic torque converter; with automatic planetary gear train; forced air cooling; 5 position, Safety-Sequence Drive Selector.

**NEW STRONGER DOUBLE-DROP FRAME:** 5 cross members and heavy box-section side rails; K-bar construction.

**NEW BALL-JOINT FRONT WHEEL SUSPENSION:** rubber-bushed, transverse-link type with sealed ball-joints, spring-loaded for automatic take-up of wear; tubular shock absorbers; new three-piece stabilizer. Heavy-duty springs and extra capacity shock absorbers at extra cost.

**NEW VARIABLE-RATE REAR SPRING SUSPENSION:** New 5-leaf, semi-elliptic springs, longitudinally mounted in rubber-bushed brackets and tension-type shackles; impregnated one-piece inserts between all leaves; tubular, double-acting diagonally mounted, Viscous Control shock absorbers. Heavy-duty 7-leaf rear springs and extra capacity shock absorbers at extra cost.

**REAR AXLE:** Semi-floating type; hypoid gears; new, induction hardened forged axle shafts with integral flanges. Ratios: with Conventional Drive, 3.90 to 1 std., 4.10 to 1 optional; with Overdrive, 4.10 to 1 std., 3.90 to 1 optional; with Fordomatic, V-8—3.54 to 1 std., 3.31 to 1 optional; six cylinder—3.31 to 1 std., 3.54 to 1 optional.

**NEW, MORE RUGGED HYDRAULIC BRAKES:** Suspended pedal actuation of 4-wheel duo-servo type brakes; 10" composite steel and cast iron drums; 173.5 sq. in. molded lining area. Hand brake is T-handle on dash, actuating rear brakes. 10" heavy-duty brakes are available at extra cost on cars with I-block Mileage Maker Six and Y-block V-8 engines. 11" heavy-duty brakes included\* on cars with Interceptor V-8 engine, available at extra cost with other engines. Power Brakes available. Dealer installed, at extra cost with std. 10" brakes or with 10" or 11" heavy-duty brakes.

**NEW EASIER STEERING LINKAGE:** Symmetrical linkage with spring-loaded ball-stud in steering cross link; worm and roller steering gear with double tooth roller on needle-bearings; 20.1 to 1 gear ratio; 25.3 to 1 over-all steering ratio; 18 in. diameter steering wheel. Turning diameter, (center of outer front wheel) approx. 41 feet. Power Steering available at extra cost.

**WHEELS AND TIRES:** 6.70 x 15 4-ply tires standard; 6.70 x 15 6-ply and 6.00 x 16 4-ply and 6-ply tires with 16" wheels available on all Mainline and Customline models. 7.10 x 15 4-ply tires also available at extra cost, required with combination of Master-Guide Power Steering and Fordomatic Drive on Y-block V-8 and "Interceptor" engine models. Black sidewalls standard, white sidewalls optional at extra cost.

**EXTERIOR DIMENSIONS:** 115½" wheelbase; 58" front and 56" rear treads; 73.2" over-all width of Mainline Sedans, 73.5" over-all width of Customline Sedans; 198.3" over-all length; 62.3" over-all height with normal load.

**INTERIOR DIMENSIONS:** Front seat—42.8" leg room (seat in rearmost position—4.1" total adjustment), 58.9" hip room, 55.2" shoulder room, 35.4" head room; rear seat—41.5" leg room (to integral foot rest), 58.9" hip room, 55" shoulder room (Tudor Sedans), 34.2" head room.

**INSTRUMENTS AND CONTROLS:** New Astra-Dial Control Panel with illuminated bezels around starter-ignition switch and around control knobs (except air duct controls), new Astra-Dial speedometer with illuminated numerals (120 mph\* with Interceptor V-8, 110 mph with other engines), pointer and odometer—instrument group consisting of new warning-light type indicators for battery charge and oil pressure and needle-type fuel and temperature indicators, together with control knobs for windshield wipers, main light switch, cigarette lighter (except Mainline) and choke control (except Interceptor V-8) are mounted on new bright metal insert with simulated engine-turned finish. Air-duct control knob on lower portion of panel, at each side of steering column; four-position starter-ignition switch at left of steering column. Control Panel illumination intensity controlled by rheostat. T-handle for parking brake on lower left edge of panel; head lamp control beam switch on toe board; finger-tip gearshift lever; hood latch and safety catch operated from front by separate levers.

**MAINLINE STANDARD EQUIPMENT:** Sun visor on driver's side, two-spoke black rubber steering wheel with horn button at center; ash tray and locking type parcel compartment in instrument panel; dual windshield wipers; double-swivel rear view mirror on windshield upper molding; interior light on roof operated by manual integral switch. Contour-type seats with pillow backs, non-sag construction with heavy cotton pad in cushions; Automatic Posture Control front seat mechanism. Gray and Maroon Stripe Craftweave upholstery material, black rubber mats, front and rear; coat hooks; integral foot rest in rear compartment. Rain shields at front vent windows; black rubber exterior reveal molding at windshield and rear window; bright metal shield over lower part of body side embossments. Center-fill fuel tank in rear, capacity 17 gallons (U. S.). Single horn (twin horns included\* when equipped with "Interceptor" engine, available other engines, at extra cost). Optional at extra cost: Customline type arm rest(s), two sun visors, stem-wind clock.

**CUSTOMLINE STANDARD EQUIPMENT (in addition to or in place of Mainline items):** foam rubber in seat cushions; two sun visors; horn ring; twin horns, dome light operated by automatic front door switches in addition to manual control; cigarette lighter; stem-wind clock. Choice of Blue Eagle pattern, Green Block pattern, Brown Chain Stripe pattern upholstery material; black rubber mat in front and rear; assist loops in Tudor; arm rests, front and rear; one ash tray in rear compartment of Fordor, two in Tudor. Bright metal exterior reveal molding at windshield and rear window; bright metal molding on body sides; bright metal cap moldings on side embossments.

**OPTIONAL EQUIPMENT (extra cost items in addition to those listed above):** heavy-duty front and rear seats with extra heavy springs in cushions and seat backs; brown vinyl upholstery and interior trim; heavy-duty front and rear floor mats; rear door pull cord (for Fordor); electric clock; heavy-duty 40-amp., 50-amp. or 60-amp. generator, 95-, 60- or 50-amp. alternator rectifier system (with 8-cylinder engines, 60-amp. generator or 60- or 95-amp. alternator installations are equipped with extra cooling fan); heavy-duty batteries; electric window lifts; electric four-way seat adjustment; I-REST tinted safety glass; heavy-duty radiator core (included\* with Interceptor V-8, available other engines) and high speed (1.05 to 1) extra cooling fan.

Equipment, accessories and trim subject to change without notice. The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of the Ford Motor Company, whose policy is one of continuous improvement, reserves the right, however, to discontinue models at any time, or change specifications, designs, or prices without notice and without incurring obligation.



**FORD Division of FORD MOTOR COMPANY**  
DEARBORN, MICHIGAN