

A Wonderful New World of Station Wagon Living



60

FORD

STATION WAGONS

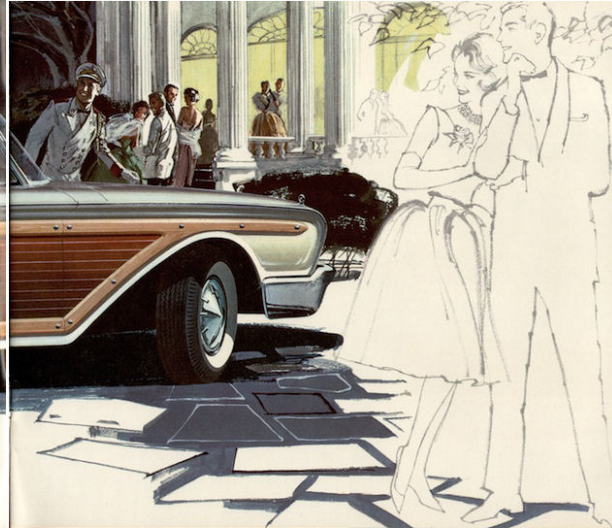


Color, Corillion White

Country Squire

AMERICA'S MOST FAMOUS WAGON

Let your eyes drink in the beauty of the most distinctive station wagon ever to cruise America's highways. From its unique simulated mahogany side paneling . . . its bright-metal pillars and window frames . . . to its hardtop-thin roofline, this 1960 Country Squire hits a new high in wagon elegance. It gives the convenience of four doors, seats nine, and all passengers face comfortably forward!



A WONDERFUL NEW WORLD OF WAGONS

from
America's Wagon Specialists

There's a wonderful new world of Station Wagon Living ahead with any of these 5 big Ford wagon beauties for 1960.

In Ford's tradition of beautiful proportions, these wagons bring you *new* hood contours that slope gracefully . . . let you see far more than ever before. There's a rakish slant to the new rear pillars that gives the roofline a sleek, racy appearance . . . adds new verve that makes these Ford wagons *excitingly different!*

With all their beauty, these Ford wagons still are built for *people*. They give you up to 5" more shoulder room . . . over 2" more hip room . . . and a new lanky length of leg room. You sit posture-perfect on *chair-high* seats. It's easier to get in or out, too, because Ford has eliminated the annoying "dogleg" on the windshield extension. When it comes to load space, Ford wagons *really* have it—over 97 cubic feet of it! And they give you a loading entry up to 1½ feet *wider* than other wagons in Ford's field.

As America's wagon specialists, Ford gives you a brand-new grip on any road with new Wide-Tread Design that provides a full 5-foot track. And leaf springs now 5 feet long have been designed into Ford's new rear suspension. Result: a wagon that moves like the Thunderbird, corners like the Thunderbird, rides like the Thunderbird—at low Ford wagon prices!

9 Passenger Country Sedan

Luxurious interiors and rich upholsteries are hallmarks of this 4-door, 9-passenger Country Sedan. It offers larger families the same smooth ride, easy handling and elegant appearance that you once associated only with the finest sedans.

YOU WILL LOVE
...in the gracious

Traveling is more fun, more comfortable, more practical in a 9-passenger Ford Station Wagon. All three seats are foam padded at no extra cost. A 17% larger glass area gives you picture-window views. Luxury Lounge interiors are harmoniously color-keyed, with beautiful, durable woven plastic and vinyl upholsteries. They come clean as a whistle with just a wipe! What's more, these wagons have Ford's new Truck Size brakes with a lining area that's 30% larger—the biggest brakes in Ford's field!

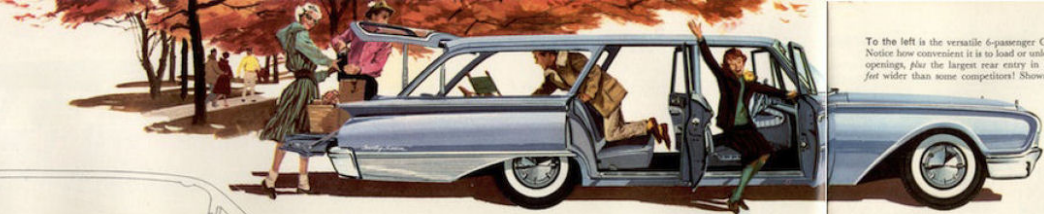
STATION WAGON LIVING...
60 FORD manner!



Color: Sahara Turquoise

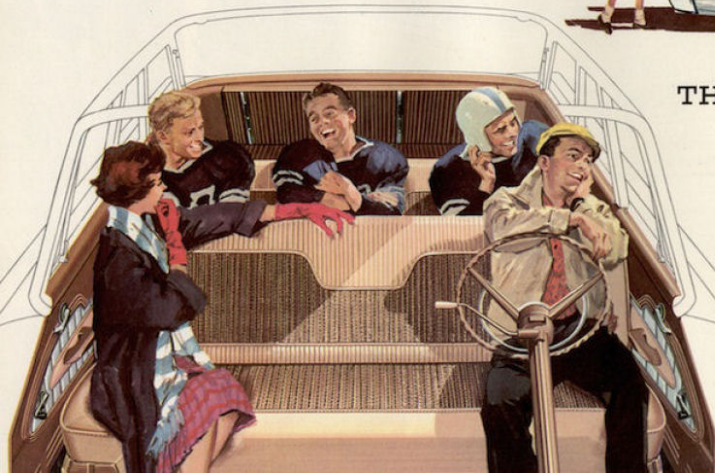
Nine fit fine and all seats face forward naturally in this Country Sedan! Third seat has removable foam cushions on seat and back. They're wonderfully handy as children's mattresses, picnic cushions or to take along to the stadium!

Below you see the big, roomy interior of a 1960 6-Passenger Country Sedan. It gives you nearly 4 inches more shoulder room . . . over 2 inches more hip room. Door openings are nearly 3 inches wider to make entry easier. As in all Ford wagons, you sit posture-perfect on chair-high seats that are higher than those on some competitive wagons. You relax on comfortable foam padding—at no extra cost. And the cushioned comfort extends the full-width of the seats, too. There's no hard center seat! Certainly when it comes to luxurious roominess, a 1960 Ford Station Wagon is your best buy!



To the left is the versatile 6-passenger Country Sedan by Ford. Notice how convenient it is to load or unload with four wider door openings, plus the largest rear entry in Ford's field—up to 1½ feet wider than some competitors! Shown in new Skymist Blue.

6 Passenger Country Sedan



THERE'S FUN GALORE
when you drive a
60 FORD wagon

Getting there is as much fun as being there when you drive a 1960 Ford Station Wagon! And the youngsters enjoy it, too, for only a wagon gives them enough room to play or nap while you're on the road. With all their convenience and beauty, these Ford wagons still are thrifty to operate. Standard Ford engines—Mileage Maker Six or Thunderbird 292 V-8—as well as the optional new Thunderbird 352 V-8 thrive on regular gas. An aluminized muffler is standard equipment and will normally last twice as long as conventional mufflers used on other wagons. There's a Full-Flow oil filter, also standard, which means you need change oil only each 4000 miles. Above all is Ford's Diamond Lustre Finish that never requires waxing. In every way, Ford savings match Ford's famous GO in the 1960 Ford Station Wagons!



Colors: Meadowlark Green and Cornelian White

Most popular of all Ford wagons is this 6-passenger Country Sedan with four easy-to-enter doors. As you see, it is a wagon with luxurious styling and rich upholstery. Like all 1960 Ford wagons, the tailgate is leveled in the down position, and can be opened separately without raising the liftgate. One hand does it in a single motion! And new torsion bar hinges hold the liftgate open in three positions, too. There's no complicated window rolling, no extra-cost power equipment needed. No wonder Ford wagons are first in sales!



4 Door Ranch Wagon

Looking at this brawny beauty, it's hard to believe that it is Ford's lowest-priced 4-door station wagon! Like all 1960 Fords its tread has been widened to a full 5 feet both front and rear, to give you a 5 x 5 ride. You get that road-hugging Thunderbird feel behind the wheel!

Color: Maroon/Red



Colors: Beechwood Brown and Coralition White

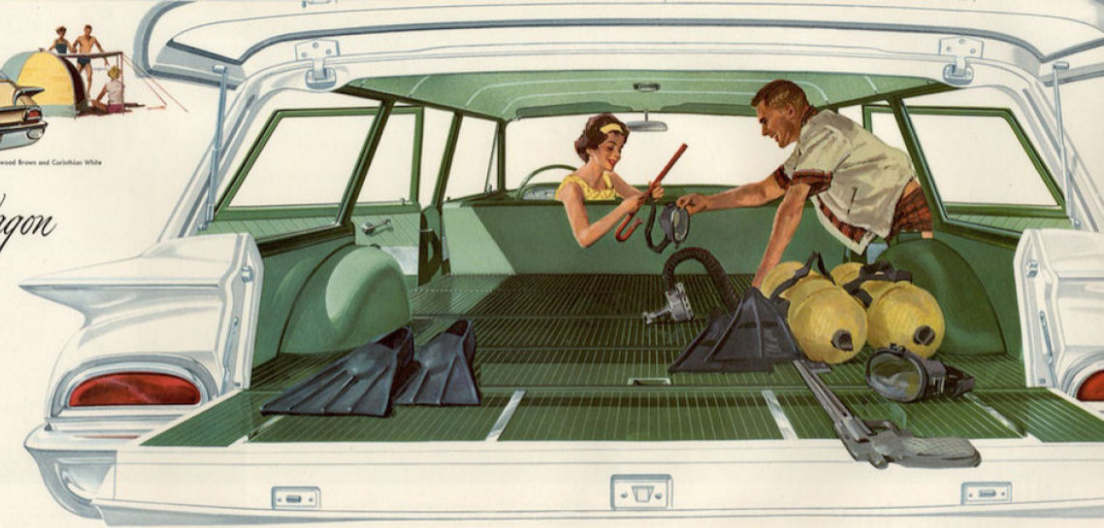
2 Door Ranch Wagon

Above is the full-size wagon for the thrifty buyer who wants the lowest-priced model with the lowest operating cost, but still packed with all those features that have made Ford wagons the world's best sellers. Doors are over 4 feet wide. Interiors are attractively upholstered with durable vinyl or woven plastic.

THRIFTIEST WAGONS *since they retired the conestogas!*



This textured blue instrument cluster (left) is well-lighted, easy to read and ultra modern.



BOWLING ALLEY LOAD SPACE

Loadspace so big that it resembles a bowling alley is what you get in these 1960 Ford Station Wagons! With tailgate open, floor length measures more than ten feet . . . floor width more than five feet! You get over 97 cubic feet of easy-loading cargo space—over 5 times the capacity of an average household deepfreezer!

What's more, as America's wagon specialists, Ford has designed these 1960 wagons so they are easier to convert than ever. The second seat cushion simply folds forward on top of the bottom cushion. In 9-passenger wagons the third seat converts more easily, too. Even a child can do it! This is real wagon convenience!



POLARAIRE CONDITIONER brings cool comfort no matter how hot the weather, and at surprisingly low cost. Increased in size for 1960, this unit offers quicker cooling for six or nine passengers. And it dehumidifies as it cools to give you maximum summertime comfort. (Six and V-8's.)



CONSOLE RANGE RADIO has increased power output for 1960 to bring in truer reproduction of distant stations. Transistor powered yet moderately priced, this Ford radio has automatic push-button tuning to give you a choice of five pre-set stations.



REAR BUMPER REFLECTOR AND BACKUP LIGHT are completely new for 1960. The reflector doubles the size of taillight glow. Circular backup lights are mounted in lower back panel, one on each side.



NEW HOOD ORNAMENT adds a modern touch that is the crowning glory of Ford's classic design for 1960. It's made from corrosion-resistant metal for long life.



REARVIEW MIRROR is a must for safe driving. Ford offers five types, including an Adjust-O-Ring with special ring visor that helps protect against rain, snow and mud.



STATION WAGON LUGGAGE RACK gives added cargo-carrying capacity in storage area 62" x 43" that is especially handy on long camping trips. Entire rack of gleaming bright metal is permanently mounted to the roof.



SELECTAIRE CONDITIONER gives you year-round driving pleasure with dehumidified cooling, ventilating, heating and defrosting in one compact unit, yet it's priced lower than units of this type on other cars. Capacity has been boosted for 1960 for still faster warm-up or cool-down. (V-8's only.)



VISORED SPOTLIGHT WITH MIRROR gives night-and-day convenience. Visor feature makes it effective in nearly all weather. And it is adjusted easily from inside car.

60
FORD
OPTIONS
AND
ACCESSORIES

Trim Package for both Ranch Wagon models. Includes color-keyed steering wheel with horn ring; front door switch for dome light; rear arm rests; rear ash tray.

Windshield Washer has cobra-type twin nozzles. Features larger capacity and increased pressure for safer cleaning while driving at high speeds.

Electric Windshield Wipers have positive wiper action which is unaffected by changing engine speed for they are operated by their own electric motor. 2 speeds.

I-Rest Tinted Glass is available for all windows of all wagon models. It is green tinted, with a graduated blue-grey band in upper portion of the windshield.

Full Tone Manual Radio is transistor powered, brings in distant stations with ease. Excellent tone quality. This is a quality radio in every way; moderately priced.

Snap-On Cargo Cover helps to protect your valuable cargo against all kinds of dust and dirt. Snaps along top edge of second seat and along side window moldings.

Rear Radio Speaker is available on station wagons for first time. Located on quarter panel between wheelhouse and tailgate. Features convenient 3-way speaker control.

Cargo Floor Mat for station wagons has been designed to fit new wheelhouse contour. Made of heavy gauge rubber, it covers area between second seat back and tailgate.

Parking Brake Signal provides a warning light that flashes steadily so you can't miss its message that your parking brake has not been properly released.

Wheel Trim Ring is used with hubcaps to provide a look similar to a full wheel cover. Made entirely of bright metal, it is attached around outer circle of wheel.

Rocker Panel Trim is the new stainless steel ribbed-type. It runs along the rocker panel from the front to the rear wheel opening and provides lower body protection.

Rear Fender Shield is the all-new flush-type that is becoming so popular. It has been designed to conform to the new wheel opening. Skirt is "tipped" along bottom.

Front Bumper Guards are all-new, incorporating a vertical textured black rubber insert. Located over outer extremities of bumper, they protect parking lamps.

Rear Bumper Guards are all-new with a vertical textured rubber insert. Located on the top surface of the bumper below each taillight, they give good protection.

Equi-Lock Differential delivers the driving force equally to both rear wheels. Both wheels turn at the same speed instead of one spinning and the other standing still.

Recirculating Heater and Defroster provides abundant heating and defrosting at low cost. Recirculates passenger compartment air, has dual defroster outlets.



4-WAY MANUAL TILT FRONT SEAT is an easily operated, modestly priced mechanism that gives you a choice of 55 different seat positions. Any driver—tall or short, thin or fat—can be seated comfortably for driving ease and safety.



POWER STEERING



POWER BRAKES



POWER WINDOWS



POWER SEATS

POWER ASSISTS



SAFETY

PLUS

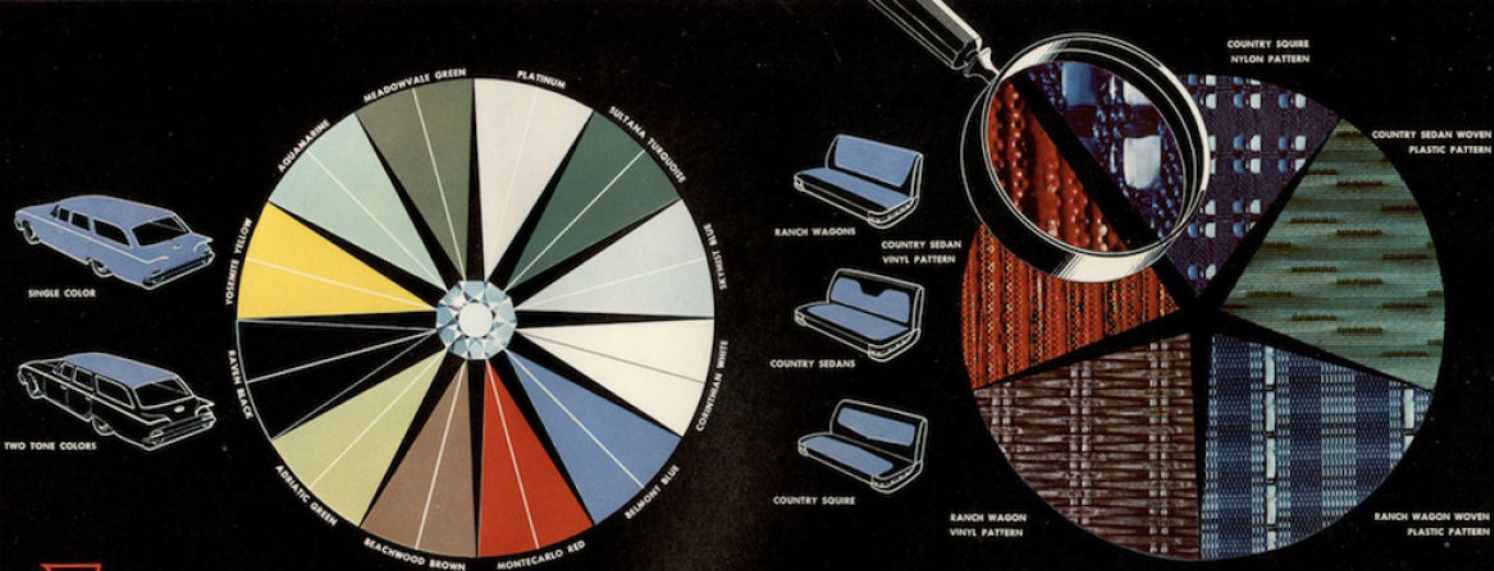
ANTENNA, FRONT	LICENSE PLATE FRAME
CAR MATS, CONTOUR (Front, Rear and Trunk Front)	LOCKING GAS CAP
CIGAR LIGHTER	SEAT COVERS
EXHAUST DEFLECTORS	VENTILATED SEAT CUSHIONS
HEAVY-DUTY SUSPENSION	TISSUE DISPENSER
HEAVY-DUTY REAR AXLE	VANITY MIRROR

You'll never use muscle power again when you equip your 1960 Ford Station Wagon with these power assists that do all the work for you: *Master-Guide Power Steering* cuts your parking effort up to 85% and assists you in all your driving. *Swift Sure Power Brakes* with a low pedal are the brakes you love to touch. Stopping takes up to 45% less effort;

makes driving in traffic much easier. *Power-Lift Windows* let you touch the central control button on the driver's door and raise or lower any door window. There's a handy button under each window, too. *Power Front Seat* is an infinite position, posture-control seat with a synchronized tilting back. All of these power assists are optional at extra cost.

Ford's Lifeguard Design saves lives and reduces injuries. For 1960 Ford offers: 1. *Lifeguard arm rests* fully cushioned with shock-absorbing material. 2. *Seat belts* help keep you in your seat in case of impact.* 3. *Lifeguard Jr. safety locks* help prevent "small fry" from accidentally opening a rear door.* 4. *Lifeguard Double-Grip door locks* for added protection against doors springing open upon impact. 5. *Lifeguard sun visors* fully cushioned with super shock-absorbing material.* 6. *Lifeguard double-voiced shatter-resistant safety mirror* swings away if struck. 7. *Lifeguard deep-center steering wheel* with three equally spaced spokes. 8. *Lifeguard cushioning* on instrument panel.*

*Optional at modest extra cost



EXCLUSIVELY FORD...



Diamond Lustre Finish in new vibrant colors

Above all in these beautifully proportioned 1960 Ford Station Wagons is the sparkling Diamond Lustre Finish! Its uniform, glass-like surface requires no "hand-finishing" to bring out its natural, deep-down lustre. And it's so bright and glossy you won't have to wax it ever!

The superiority of this longer-lasting, baked-on Ford enamel was proved first in laboratory torture tests. It was tested further by desert sun and salt air. Through it all Diamond Lustre Finish proved its toughness. Take your pick of vibrant colors shown above!



Beautiful but yet durable...Luxury Lounge interiors

These glamorous Luxury Lounge interiors of the 1960 Ford wagons bring you the *durability* you want for carefree wagon living. Upholsteries have patterned vinyl, woven plastic or nylon inserts trimmed with morocco-grain vinyl bolsters. They come clean with just a wipe!

Even floor coverings in these wagons bring a new kind of luxury. They're durable, yet as eye-pleasing as floor coverings in many sedans. The Country Squire has color-keyed Vinyl-Tex that looks like carpeting, wears like vinyl. Others have Sof-Tred carpet-textured rubber!

READ THESE FACTS
ABOUT FORD WAGONS AND YOU'LL AGREE:

WHY FORD ?...

*From any Point of View ...
From every Point of Value ...
These are the Finest
Ford Wagons of a Lifetime!*



the 60
FORDS

the **60**
FORDS

here's why

give more **COMFORT**



Chair-high seats, with plenty of room for your hat

Ford's chair-high seats are inches higher than those of some competitive wagons. You never get the feeling you're seated on the floor! And Ford seat backs are positioned at a posture-perfect 23-degree angle for real living room comfort. This is a feature you'll appreciate on long drives. And above all, there's plenty of room for your hat. These are wagons built for people!



More stretch-out room . . .
No hard spots in center seats

You've got more room to relax in a 1960 Ford wagon. Seats are much wider for full seating comfort of all passengers. There's more room for shoulders, more room for hips . . . knees . . . legs . . . feet . . . more room for everything. Ford's tunnel for 1960 is narrower than the tunnel of some competitive cars. This means more foot room . . . more all-around comfort for the passenger seated in the middle. And Ford seats are so thick, so well padded that there's no hard spot in the center, either.



Foam padding gives more comfort
. . . costs nothing extra

One thing you'll appreciate is the comfort of a Ford wagon seat, especially on long trips. It's durable because Ford uses only the best fabrics and vinyls. It's comfortable because every seat of every Ford Station Wagon is foam padded at no extra cost (except the rear seat in the Ranch Wagons). And the front seat is adjustable to 11 different positions on a track that travels nearly half a foot. Tall or short, you'll ride in comfort!

the **60**
FORDS
here's why



Ford eliminated the "dogleg" to save your knees

No more bruised knees (or ruined hosiery!) when you get into or out of a Ford wagon. Ford has eliminated that annoying windshield extension or "dogleg" still found in the pillar design of so many other wagons—without sacrificing visibility. Ford gives you far larger doors for more entrance and exit room, too. You don't have to be a human corkscrew to get into a Ford wagon!

give more **CONVENIENCE**



ONE-HAND OPERATION



EASY 3rd SEAT CONVERSION

NEW DROP 2nd SEAT



Ford's 2-position door checks hold doors full or 2/3 open

Depend on Ford to be first in bringing you luxury-car features . . . at low Ford prices. 2-position door checks, for example, hold Ford's wide-opening front doors two-thirds or all the way open. It's an especially convenient feature when you've been shopping and have an armload of packages. On 4-door wagons, Ford's "Automatic Doorman" helps you swing open the rear doors. Still another convenience is a foot-operated parking brake that you set with a touch of your toe.



Special Ford wagon features make converting so easy

Ford has made it easier than ever to convert this hard-working hauler into a luxurious-looking caller. The second seat back simply folds forward on top of the bottom cushion, for the easiest conversion of any wagon in Ford's field. In 9-passenger wagons the third seat converts so easily even a child can do it. And new torsion bar hinges hold liftgate open in three positions.

the **60**
FORDS mean more **SAVINGS**
here's why



You pay only a low Ford price for big-car size and features

It is now a legal requirement that every car have its suggested list price posted clearly. This makes it easier than ever to compare low Ford prices with those of other wagons. You'll discover that Ford savings begin the moment you buy . . . for Fords are traditionally priced lower. And yet Ford gives you big-car size plus features once found only in luxury-priced wagons.



Ford standard engines use regular gas; save up to \$1.00 every tankful

You'll be thankful you chose a 1960 Ford every time you pull up to a gasoline pump. All standard wagon engines, Six or Thunderbird V-8, thrive on regular fuel. You get premium performance without paying a premium price; save up to \$1.00 on every tankful. But that's not all. Ford's new 2-stage Full-Flow oil filter (standard equipment) lets you go 4000 miles between oil changes, too. You save and save!



ORDINARY MUFFLER
AFTER 12 MONTHS

FORD MUFFLER
AFTER 12 MONTHS



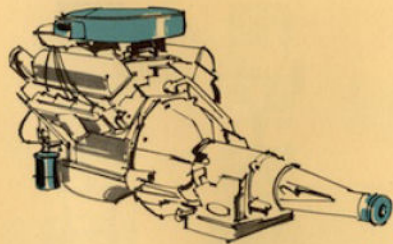
Ford aluminized mufflers normally last twice as long as ordinary kinds

Put an end to the nuisance and expense of frequent muffler replacement. The aluminized mufflers on 1960 Ford wagons normally last about twice as long as ordinary mufflers used on other cars. Other savings include a 66-plate battery (instead of the usual 54) in an exclusive mounting designed to prevent corrosion. And Ford's Diamond Lustre Finish stays beautiful without waxing ever!

here's why

the **60**
FORDS

deliver more **PERFORMANCE**



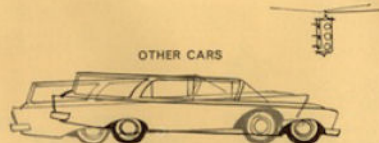
Lively T-bird engines
are teamed with four
great transmissions

Take your pick of great Thunderbird V-8 engines! Or choose the thrifty Mileage Maker Six. The V-8's range from the Thunderbird 292 V-8 right on up to the Thunderbird 352 Special V-8 with 4 barrel carburetion—two for normal driving plus two in reserve for breath-taking GO! Select the transmission that's best for your driving: Fordomatic, Cruise-O-Matic, Overdrive or 3-Speed.



Greater stability with new
WIDE-TREAD DESIGN

All 1960 Ford wagons now give you the Thunderbird's own kind of road-hugging ride with their new Wide-Tread Design. Both front and rear wheels now are five feet apart. Rear leaf springs are five feet long. You get a 5 x 5 ride! You get better roadability, steadier control and a new feeling of security on curves. For the first time here's a wagon that corners and handles like the Thunderbird—at low Ford prices!



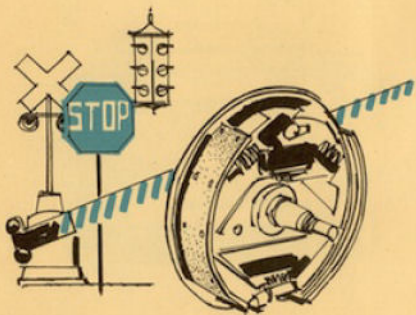
NEW REAR SUSPENSION

Ford wagons give you both anti-dive control and anti-squat control, too. Softer rear leaf springs are five feet long. With rear axle well forward from center of springs, you get a new levelized, variable-rate rear suspension that dampens out bumps and keeps your ride far smoother than is ever possible with rear coil springs.

the **60**
FORDS

here's why

mean more **SAFETY**



*Truck Size brakes are 30% larger
... biggest in Ford's field*

You get stopping power to match your GO power in a 1960 Ford wagon. Brakes are Truck Size with 30% more brake lining than before! They are the biggest brakes in the low-price field; operate with very little pedal pressure. Brake drums are wider, heavier, with cooling grooves to dissipate heat faster. Front brakes have better air circulation. As a result, these new brakes have greater resistance to "fade out" on emergency stops . . . last far longer.



OTHER CARS



FORD

Better visibility with improved wiper pattern; more safety glass

17% more safety glass area plus Ford's new lower-angle hood-and-fender design combine to give you the best visibility ever in the 1960 Ford wagons. For example, these features let you enjoy 55% greater sky-to-road visibility through the new compound windshield! And yet it's so designed as to shield you from heat and glare. Wiper blade length has been increased to 15 inches, too, so that the middle passenger now has excellent visibility from the front seat.

OTHER CARS



FORD



*Safety-Girder provides all-around
protection for all passengers*

Safety is built in when you drive a 1960 Ford wagon. It has a Wide-Contoured, safety-type frame—now 25% stronger—that surrounds the passenger compartment with a rugged ring of steel. It is safer by far than the X-type frames used on some other wagons in Ford's field. Ford passengers ride within the massive side rails for extra protection in case of side impact. Insist on this added protection.



Falcon Tudor Sedan



Falcon Fordor Sedan



Thunderbird Hardtop



Thunderbird Convertible

Set your family 2 Ford free in '60

With the addition of the New-Size Ford—the Falcon—it's easier than ever to make yours a 2-Ford family. Team up one of these beauties with your new Ford Station Wagon and enjoy being a carefree 2-Ford family!



Falcon

Thunderbird

FORD BUILDS THE WORLD'S MOST BEAUTIFULLY PROPORTIONED CARS

FORD—The Finest Fords of a Lifetime FALCON—The New-Size Ford THUNDERBIRD—The World's Most Wanted Car



Fairlane Club Sedan



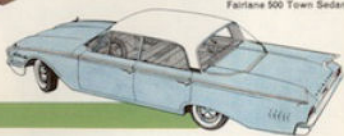
Fairlane Business Sedan



Fairlane Town Sedan



Fairlane 500 Club Sedan



Fairlane 500 Town Sedan

Fairlane

Fairlane 500



Galaxie Town Victoria



Galaxie Town Sedan

Galaxie Club Sedan



Starliner

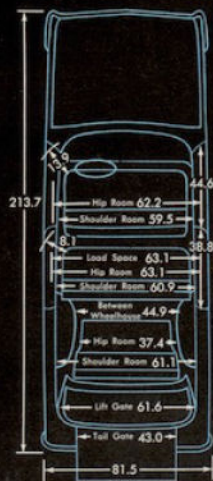
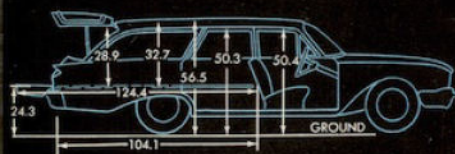
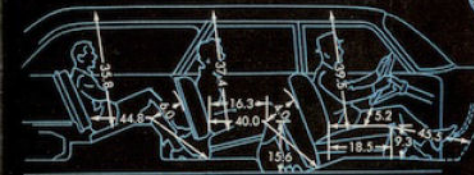
Sunliner



Galaxie

SPECIFICATIONS

The new Ford Quality Audit system, a Ford first, results in products of highest quality. Quality Audit Teams select samples from each shift at every assembly plant for an exhaustive search for any deviations from strict quality standards. This enables assembly operations to check and adhere to this quality control at all times.



Engines: 145-hp Mileage Maker Six—223-cu. in. displ.; .972" bore x 3.60" stroke; 8.4 to 1 comp. ratio; regular fuel; low-silhouette unit-design carburetor; manual choke; full-vacuum spark control; precision-molded crankshaft with four main bearings; new high-capacity rotor-type oil pump; oil capacity, with filter change, 5 qt.



185-hp Thunderbird 292 V-8 (standard V-8 on all models)—.972-cu. in. displ.; 3.75" bore x 3.50" stroke; 8.8 to 1 comp. ratio; regular fuel; low-silhouette 2-venturi carburetor, new automatic choke; higher efficiency centrifugal-vacuum spark control; new wedge-type combustion chambers and smaller intake valves for better fuel economy; precision-molded crankshaft, copper-lead main (five) and con. rod bearings; rotor oil pump; oil capacity, with filter change, 6 qt.; Y-type single exhaust.



235-hp Thunderbird 352 V-8 (optional on all models)—352-cu. in. displ.; 4.00" bore x 3.50" stroke; 8.9 to 1 comp. ratio; regular fuel; low-silhouette 2-venturi carburetor, new automatic choke; higher efficiency centrifugal-vacuum spark control; aluminumized valves with hydraulic lifters and alternate intake-exhaust valve placement for longest life; precision-molded crankshaft with large journal overlap, copper-lead main (five) and con. rod bearings; rotor oil pump; oil capacity, with filter change, 6 qt.; Y-type single exhaust.



300-hp Thunderbird 352 Special V-8 (optional on all models)—352-cu. in. displ.; 4.00" bore x 3.50" stroke; 9.6 to 1 comp. ratio; premium fuel; low-silhouette 4-venturi carburetor, new automatic choke; higher efficiency centrifugal-vacuum spark control; aluminumized valves with hydraulic lifters and alternate intake-exhaust valve placement for longest life; precision-molded crankshaft with large journal overlap, copper-lead main (five) and con. rod bearings; rotor oil pump; oil capacity, with filter change, 6 qt.; dual exhausts.



Engine Features: For greater economy and longer life, all Ford engines have Short Stroke, low-friction design; Deep-Block construction; Free-Turning overhead intake and exhaust valves; new Super-Filter air cleaner with reusable element; new high-capacity in-line fuel filtering system with combination fuel and vacuum-booster pump for more constant windshield-wiper action; new Kohnda 2-phase Full-Flow disposable-type oil filter; new Thunderbird-type Cross-Flow cooling system with separate top reserve tank and 180° Positive-Action thermostat; 12-watt electrical system; weatherproof ignition with new Static-Ban constant resistance wiring and air-cooled distributor points; triple-seal 18-mm. Turbo-Action spark plugs; 66-plate, 55 amp-hr battery (78-plate, 65 amp-hr with Special V-8 and automatic transmission); new full-wrap-rubber rear engine mount; new aluminumized muffler with integral tailpipe mounted at rear of frame. All V-8's electronically balanced while operating under their own power for extra smoothness.



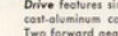
Clutch and Manual Transmissions: Semi-centrifugal clutch with full-weighted levers for more positive engagement; suspended pedal. Face diameter—9 5/8" with Six, 10 5/8" with 292 V-8, 11" with 352 V-8's. 3-speed has shortened fine-pitch helical gears for high strength and quietness; forged bronze synchronizers. Tailored-to-engine ratios (to 1): Six—1st 3.09, 2nd 1.92, direct 1.00, rev. 3.67; 292 V-8—1st 2.78, 2nd 1.61, direct 1.00, rev. 3.38; 352 V-8's—1st 2.37, 2nd 1.51, direct 1.00, rev. 2.81.



Overdrive (optional) is a combination of the above 3-speed transmission plus an automatic 4th gear that cuts in above 27 mph, cuts out below 21 mph (approx.). Downshift to direct by flooring accelerator. Lock-out control on instrument panel. Tailored engine ratios (to 1): Six and 292 V-8—1st 2.80, 2nd 1.69, direct 1.00, OD .70, rev. 3.80; 352 V-8's—1st 2.49, 2nd 1.59, direct 1.00, OD .72, rev. 3.154.



Automatic Transmissions (optional): Torque converter in combination with compound planetary gear set. Effective engine braking in "L" position. Water cooled. Selector lever on steering column, illuminated quadrant. **Fordomatic** Drive features simplified design with one clutch assembly, lightweight, cast-aluminum construction, minimum servicing, (each 24,000 miles). Two forward gear ratios, one reverse (to 1): low 1.75, direct 1.00 rev. 1.50; converter (stall) 2.6 with Six and 292 V-8, 2.5 with both 352 V-8's. In "D" range gives brisk, smooth starts in low. New, durable cellulose clutch plates for soot-smooth upshift. Selector sequence P-R-N-D-L.



Drive features simplified design with one clutch assembly, lightweight, cast-aluminum construction, minimum servicing, (each 24,000 miles). Two forward gear ratios, one reverse (to 1): low 1.75, direct 1.00 rev. 1.50; converter (stall) 2.6 with Six and 292 V-8, 2.5 with both 352 V-8's. In "D" range gives brisk, smooth starts in low. New, durable cellulose clutch plates for soot-smooth upshift. Selector sequence P-R-N-D-L.



Cruise-O-Matic Drive for V-8's features two selective drive ranges: "D1" starting in low for all normal driving. "D2" starting in intermediate for more sure-footed driving on slippery surfaces. Three forward gear ratios, one reverse (to 1): low 2.40, intermediate 1.47, direct 1.00, rev. 2.00; converter (stall) 2.1. New "D" converter, increased stall speed and moderately higher axle ratio results in even greater responsiveness without compromising fuel economy. Selector sequence P-R-N-D2-D1-L.



Rear Axle: Semi-floating type with deep-offset hypoid gears. Straddle-mounted drive pinion. **Torque-Tailored Axle Ratios (to 1) 3-Speed or Overdrive**—3.89 with Six or 292 V-8, 3.56 with both 352 V-8's. **Fordomatic Drive**—3.56 with Six or 292 V-8, 3.10 with 352 V-8, 2.91 with 352 Special V-8. **Cruise-O-Matic Drive**—3.56 with 292 V-8, 2.91 with both 352 V-8's. **Optional Heavy Duty axle** (with higher capacity wheel bearings, larger dia. shaft), **Equa-Lock Differential** (for HD axle), ratios (to 1): same as standard above except 3.10 with both 352 V-8's and automatic transmissions.



Wide-Contoured Frame: Longer, wider box-section design with 5 cross members and deeper side rails having 25% higher strength and rigidity. Side rails extend outside passenger area, for better foot room and increased side protection. **Silent-Grip** body mounting system.



Front Suspension: Swept-Back, Angle-Poised Ball-Joint type with longer coil springs and larger rubber bushings in lower arms for softer ride. Threaded, permanently lubricated bushings in upper arms. Front end has link-type, rubber-bushed ride stabilizer to control roll on turns. **Viscous-control shock absorbers.** Heavy-duty springs optional.



Rear Suspension: All-new, asymmetrical, variable-rate design with axle located well forward from center of springs for anti-dive and anti-squat control on braking and acceleration. Extra-long, gentle rate, leaf springs with wide spring base provide a softer, more stable, levelized ride. **Outboard mounted.** Tension-type shockies. Axle nose bumper. **Viscous-control shock absorbers.** Heavy-duty springs optional.



Steering: Magic-Circle low-friction recirculating-ball type steering gear provides easy handling. Protective rear mounting. Anti-friction bearings throughout. Symmetrical linkage. Over-all steering ratio 27 to 1, with power steering 25 to 1. **Lifeguard** 3-spoke, deep-center steering wheel. Turning diameter 40 1/2 ft.



Brakes: All-new Truck Size double-sealed, self-energizing hydraulic brakes have suspended pedal, dash-mounted master cylinder. Heavier, wider, grooved 11" diameter composite drums with wider molded linings result in longer life, cooler operation and greater fade resistance. Lining area is 248.4 sq. in. Foot-operated parking brake with new pull-out release on instrument panel. **Optional Swift** Sure power brakes have special low pedal and power reservoir tank.



Tires: 8.00 x 14.4-ply, black, tubeless with Tyrex cord on 5 1/2" safety-type rims, standard on all wagon models. **Optional:** white sidewall tires; 8.00 x 14.6-ply tires (recommended in combination with heavy-duty suspension and heavy-duty rear axle—for greater cargo-carrying capacity).

Dimensions: 119" wheelbase on all models; wide tracks, 61.0" front, 60.0" rear. For other dimensions, see illustrations at left.

Prices: All Power Assists, Optional Equipment and Accessories as well as some of the items illustrated or referred to in this catalog are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

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