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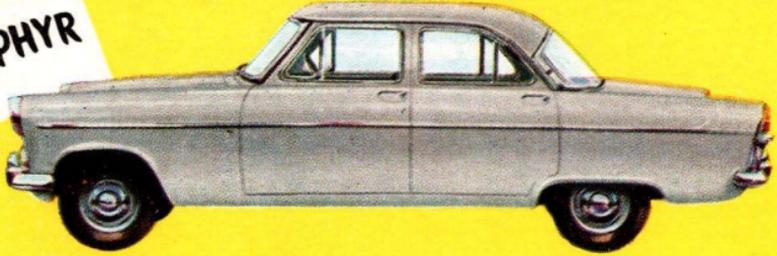
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CONSUL



ZEPHYR



ZODIAC



**ESSENTIAL
QUICK
FACTS
FOR SALESMEN**

Consul, Zephyr and Zodiac Quick Facts Book



Essential Facts for Salesmen. Consul, Consul de Luxe, Zephyr, Zodiac; Consul, Zephyr and Zodiac Convertibles; Consul; Zephyr and Zodiac Estate Cars and Zephyr Pick-Up.

Products of Ford Motor Company Limited, Dagenham, England.

Foreword

The Consul, Zephyr and Zodiac models are already firmly established in markets all over the world. Now with added improvements and benefits from sparkling new styling features, there will be a further demand for facts and figures, both technical and otherwise about these cars.

Here in a quick, easy-to-assimilate form are the essential facts you will need to do your job efficiently. This book includes not only information about our products, but also competitive data, and our aim has been not just to present cold facts and figures, but to translate them into terms of selling features and owner benefits.

Introduction

New Features

Immediately apparent in all the models is the new, longer, sleeker look, springing from the new roof line which has been lowered by $1\frac{1}{4}$ " (3.18 cms.). New are chromium plated bezels to the head lamps and restyled chrome surround to the larger area wind-screen adding an extra touch of elegance to the sweeping lines. The drip-rail around the roof has been chromed on the Saloon models and on the Convertibles a Chromed drip moulding has been applied to the front header panels. The Standard Consul now has bright metal side window surrounds as on the Consul de Luxe Zephyr and Zodiac models, and all saloons are fitted with an attractive badge in the rear pillars.

Restyled tail lamps and fenders on Consul models and restyled tail lamps on Zephyr and Zodiac models give further distinction to the rear aspect of the cars.

The interiors of the models now include a large number of new features:—completely new facia, the top panel of which is plastic covered and safety padded incorporating a stylish and clearly visible wide scale speedometer. A wide bright textured metal embellishing strip extends the full width of the facia on which are incorporated new control knobs of elegant appearance. An identifying symbol explains the purpose of each one. The position of the wiper control and starter switch have been reversed to facilitate turning the starter key with one hand whilst operating the choke with the other when necessary. The instrument light has a variable intensity control. A bright metal panel is incorporated, with a generous ashtray, a pull and twist type hand brake lever and provision for cigar lighter and radio.

Seat Trim schemes have been improved and the door trim retaining strip is chromed. Rayon cloth is now an option at no extra cost to P.V.C. and the grained P.V.C. on the seat facings is of an improved grain pattern on all Consul and Zephyr models. On the Consul de Luxe Saloon, Zodiac Saloon and Estate Car Nylon maze cloth is now optional to Hide. On all Mark II models the quality of the floor covering and fittings has been improved and the steering column now carries a shrouded non-concentric gear shift.



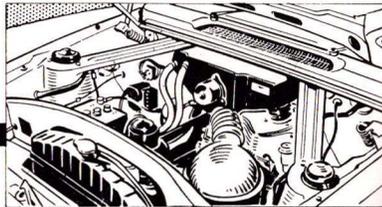
CONSUL

The Consul with its 59 b.h.p., 1703 cc, 4 cylinder o.h.v. engine offers high performance without extravagance. A full family 6 seater body with luxury features such as chromed window surrounds, drip rail and door trim strip as standard equipment. All in all the Consul offers a combination of virtues which make it the undisputed leader in its class for value, running economy, comfort and safety.

Styling

Up to the minute modern styling runs through every line of the low, sleek, powerful silhouette. Attention to style, careful, efficient, and practical design are apparent down to the smallest detail. Examples of this can be found in the careful blending of the tail light and turn indicator assemblies and the functional flaired wheel arches.

The hood with its counter balanced hinges opens wide to reveal remarkable accessibility of all components in the engine compartment. Radiator, battery, oil filler and dipstick, clutch and brake fluid reservoirs are all ready to hand. Accessibility of engine components was never more evident.



low sleek powerful silhouette

STRENGTH

Strength and Safety are important features throughout the Consul, Zephyr and Zodiac range where integral body construction is used. This method of construction stems from aircraft design where stress resisting structural elements combine to make a single powerful unit and give tremendous torsional strength. Added owner benefits of integral design are the resultant space saving, light weight, less flexing and elimination of squeaks and rattles and more snug fitting hinged components like doors, hood and trunk lid.

SAFETY

Excellent visibility for the driver is an important safety factor and no less than 20·7 sq. ft. (1·93 M²) of well placed glass area ensures full, clear, panoramic visibility—and all four fender ends can be seen from the driving position. Other safety features throughout the range are: safety padded facia, and sun visors, forward hinged doors, separate and prominent turn indicator lights and exceptional road holding qualities of the models allowing safe, true cornering even at high speeds, principally due to the unique suspension and very low centre of gravity.

PUT THESE FACTS OVER BY DEMONSTRATION

Comfort,

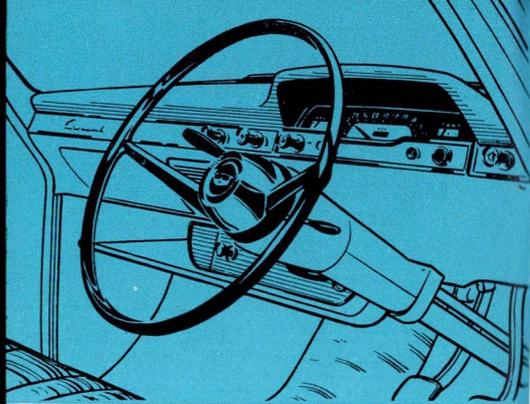
Elegance

Designed

for

discriminating

Drivers



conveniently placed controls

Driving is easier when the surroundings are pleasant and comfortable. Style, elegance and comfort in the interior design of the Consul, Zephyr and Zodiac models are evident throughout, from the tasteful interior trims to the conveniently placed controls.

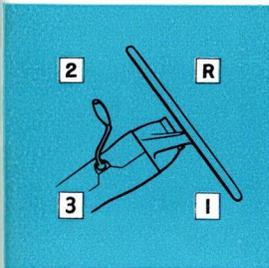
Above are shown the 17" dia. (43.18 cm) two spoke safety dished steering wheel and new facia. The controls and indicators along the bright metal strip from left to right are windshield washer*, choke, windshield wipers, oil pressure warning light, generator indicator light combined ignition and starter switch, combined side, head and facia light switch.

Included in the speedometer housing are fuel gauge, temperature gauge, odometer (Distance recorder), main beam indicator light and turn indicator lightswitch.

**Optional on Consul and Zephyr. Standard on Consul de Luxe and Zodiac models.*

Clutch and brake pedals are the draught free pendant type with an organ type accelerator pedal. Headlight dipper switch is also foot operated.

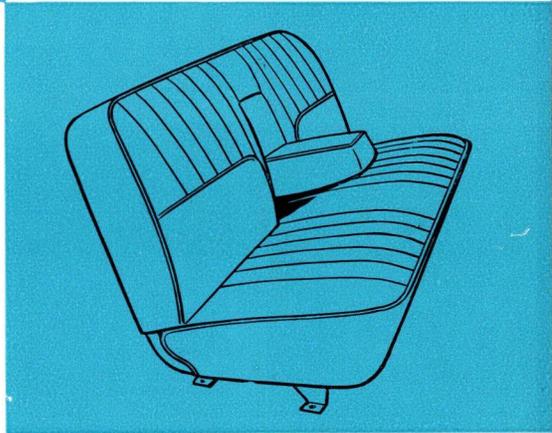
The finger tip control gear shift gives positive command over the gear box. Gear change positions are shown in the accompanying diagram.



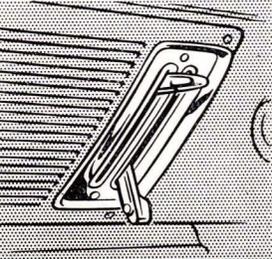
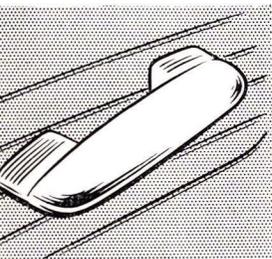
The new Consul, Zephyr and Zodiac seating design is a feature to which much attention has been paid. The construction and upholstery of the seats are the result of much careful thought given to posture, comfort and

relaxation. The zig-zag spring construction ensures even weight distribution at the same time providing a soft low periodicity spring action.

Both front and rear seats are deeply cushioned and foam padded. The front seat is easily adjustable and the seat tracks are firmly bolted down for greater riding stability.



are firmly bolted down for greater riding stability.



As will be seen from the dimensions in the charts on Pages 12 and 13, the spacious, roomy interior of the Consul, Zephyr and Zodiac, affords all six passengers comfortable, between-the-axles ride. The trim schemes and interior fittings are designed to enhance the comfort and quality "feel" of the car.

The rear view mirror has been restyled, the back and stem being chromed. New superior finish sun-visors are safety padded with chromed fittings. The interior light which incorporates a pencil beam to facilitate map reading, is operated by the door courtesy switches when the light switch is in the forward position.

Consul, Zephyr and Zodiac models now all include door arm rests as standard specification. On the Zephyr, Zodiac and Consul de Luxe models a centre front arm rest is standard equipment and a rear seat centre arm rest is optional on all models. On the Zodiac the front door arm rests are adjustable.

The rugged 4½ kW heater (optional equipment) is positively controlled by two stylish chromed levers. When no heater is fitted a single control regulates the flow of fresh air from the ideally situated fresh air intake grille.*

* See page 25.

Consul De Luxe

Extra features over Standard Consul

The Consul De Luxe has all the fine qualities of the standard model plus the following luxury refinements:—

Exterior:

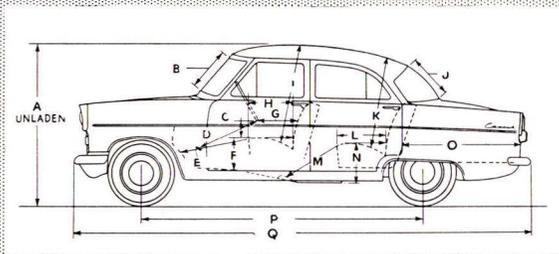
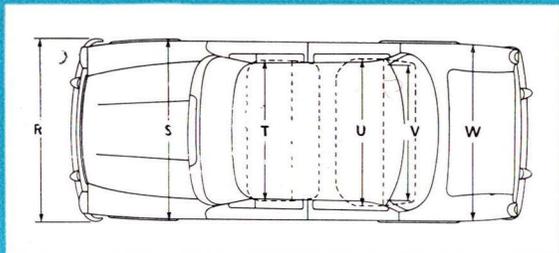
- Two tone exterior body colour (second colour on roof to driprail line).
- Distinctive Zephyr type grille badge.
- Chrome mouldings on the rear panel.
- Elegant wheel trim rings.

Interior Fittings:

- Hide trim on wearing surfaces or superior maze cloth, optional at no extra cost.
- Front seat centre arm rest.
- Map pocket in front cowl.
- De Luxe pile floor carpets.

Equipment:

- W/shield washer.
- Cigar lighter.
- Coat hooks.
- Vanity Mirror.
- Dual Windtone Horns.
- Half Horn ring.

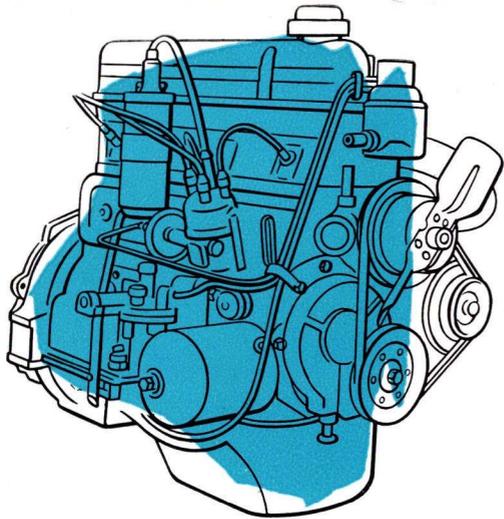


Full Six Seater Comfort plus ease of Parking and Garaging

IMPORTANT DIMENSIONS CONSUL

A Overall height (unladen)	5'	152.4 cm.
B Windscreen depth and width	1' 4 $\frac{1}{2}$ " \times 4' 8"	4.28 cm. \times 142.00 cm.
C Seat to steering wheel	4 $\frac{3}{8}$ "	12.07 cm.
D Steering wheel to brake	2' $\frac{1}{4}$ "	61.6 cm.
E Front leg room	3' 9"	115.00 cm.
F Height of front seat cushion	1' $\frac{1}{3}$ "	32.00 cm.
G Rear of front seat to wheel	1' 2 $\frac{1}{2}$ "	36.83 cm.
H Centre of steering wheel to seat	1' 6 $\frac{1}{2}$ "	46.99 cm.
I Front head room	3' 1 $\frac{1}{2}$ "	95.25 cm.
J Rear window depth and length	1' 5" \times 5' 1"	43.18 cm. \times 154.94 cm.
K Rear head room	3' 1 $\frac{1}{2}$ "	95.25 cm.
L Rear seat depth	1' 6"	45.72 cm.
M Rear leg room	3' 2 $\frac{1}{2}$ "	98.00 cm.
N Rear seat height	1' 2 $\frac{1}{2}$ "	36.83 cm.
O Trunk length	3' 6 $\frac{3}{4}$ "	109.00 cm.
P Wheelbase	8' 8 $\frac{1}{2}$ "	265.43 cm.
Q Overall length	14' 5 $\frac{3}{4}$ "	441.3 cm.
R Overall width	5' 8 $\frac{3}{4}$ "	174.63 cm.
S Front Track	4' 5"	134.62 cm.
T Front seat hip room	4' 8 $\frac{1}{2}$ "	143.51 cm.
U Rear seat hip room	4' 8 $\frac{1}{2}$ "	143.51 cm.
V Rear seat shoulder room	4' 5"	134.62 cm.
W Rear Track	4' 4"	132.08 cm.
Weights:		
Kerb weight	2,510 lb.	1138.52 kg.
Shipping weight	2,407 lb.	1091.92 kg.
Heater (Optional):	19.00-lb.	8.62 kg.
Radio (Optional):	13.00-lb.	5.9 kg.
Over-riders (Optional):	5.3-lb.	2.3 kg.
Capacities:		
Luggage compartment	18 cu. ft.	-509 cu.m.
Fuel Tank:	10.5 imp. gal.	47.17 Lt.
Cooling System	18 pts.	10.23 Lt.
Heater	1 pt.	.57 Lt.

Measurements taken with front seat in rear position of adjustment. Seats in normal compressed condition.



*Consul
Engine
Gearbox
Transmission
and
Rear Axle*

The Consul engine is of oversquare design, 4 cylinder o.h.v. with a cubic capacity of 1,703 c.c., developing 59 b.h.p. (nett). It is power-packed and economical, giving top performance at lowest cost. Transmission is via a 3-speed gearbox to a hypoid three-quarter floating rear axle.

Quick Facts Engine Data

CONSUL ENGINE

Type: 103.9 cu. in. (1,703 c.c.) 4 cylinder o.h.v. engine, bore 3.25 in. (82.55 mm.). Stroke 3.13 in. (79.50 mm.).

Compression Ratio: 7.8 to 1 standard for fuel of 86 octane (research rating) and above; 6.9 to 1 optional for fuel below 86 octane.

Maximum B.H.P.: (7.8 to 1) 61 at 4,400 r.p.m. gross (SAE), 59 at 4,400 r.p.m. nett.

Maximum B.H.P.: (6.9 to 1) 59 at 4,400 r.p.m. gross (SAE), 56 at 4,400 r.p.m. nett.

Maximum Torque: (lb. ft.) (7.8 to 1) 93 at 2,300 r.p.m. gross (SAE), 91 at 2,300 r.p.m. nett.

Maximum Torque: (lb. ft.) (6.9 to 1) 89 at 2,300 r.p.m. gross (SAE), 87 at 2,300 r.p.m. nett.

Lubrication: Full pressure type main bearings, camshaft bearings and connecting rod bearings, via drilling in cylinder block and crankshaft. Cylinder walls lubricated by oil squirt from connecting rod big ends. Control feed to rocker gear and timing gear. Full flow type oil filter, with gear type oil pump driven from camshaft.

Electrical System:

Ignition: 12 v. automatic vacuum control advance/retard.

Generator: Belt driven 12 v. shunt type 22 amp. maximum charge voltage regulated.
Maximum output 228 watt.

Coil: Oil filled.

Battery: 12 v., 9 plate, 45 amp/hour at 20 hour rate (57 amp/hr. optional).

Cooling System:

Pressure system with belt driven centrifugal type water pump.
Radiator 255 sq. in. (1,644.75 sq. cm.) frontal area.

Water Pump: Centrifugal type.

Thermostat: Bellow type in water outlet. Opens at 170°-179°.

Fan: 2-blade—11 ins. diameter.

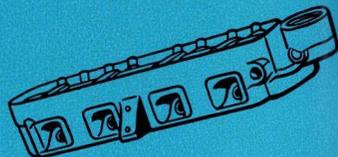
„ 12.38 ins. (31.48 cms.) for hot countries.

Cylinder Block

One piece block, made from high grade iron, full length water jackets with water circulating around each cylinder.

Cylinder Head

Detachable head with wedge shaped combustion chambers giving "volume controlled combustion".

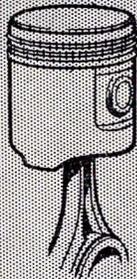


Pistons

Aluminium alloy. Autothermic construction. Piston speed at max. h.p.:—
2295.3 ft. per minute (698.9 m)

Two compression one oil control piston rings. (Top ring chrome plated.)

Gudgeon Pins are offset to reduce piston kick-over slap. Connecting rods of forged alloy steel. Big end bearings replaceable inserts, steel backed shell bearings.



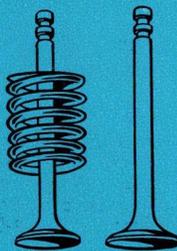
Valves

Inclined overhead valves 14° to the vertical. Push rod and rocker operated. All valve guides integral with head for maximum heat dissipation.

Intake valve head diameter: 1.437 in.
(36.5 mm.)

Exhaust valve head diameter: 1.187 in.
(30.15 mm.)

Exhaust valves of two metal fabrication, rocker end induction hardened.



Gearbox

Three speed, helically cut gears, syn chromesh on 2nd and 3rd.

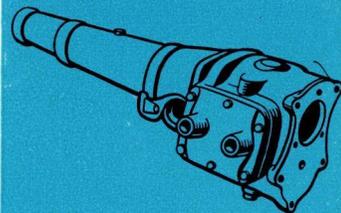
	<i>Gear Ratios</i>	<i>Overall Ratios</i>
1st	2.84	11.67
2nd	1.642	6.75
3rd	1.00	4.11
Reverse	3.86	15.86

Lubricant capacity 2.5 pints (1.42 litres)
SAE-80.

Clutch

Single dry plate. Hydraulically operated 6 pressure springs. Dia: 8 in. (203.2 mm.).

Total friction area 57.24 sq. in. (369.3 sq. cm.).

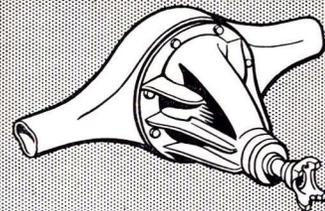


Rear Axle

Hypoid for lower transmission shaft tunnel, lower centre of gravity and greater gear engagement area. $\frac{3}{4}$ floating.

Teeth in ring gear:	37
Teeth in pinion:	9
Ratio	4.11 to 1.

Oil capacity 2.5 pints (1.42 litres)
SAE-90EP.

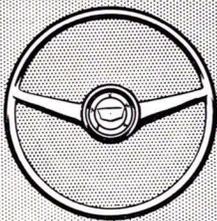


Suspension

Front Built in fender depth, independent. Directly operated coil springs mounted on hydraulic double acting shock absorbers integral with wheel spindle. Anti roll torsion bar. Deflection rate: 95 lb. ins. (16 kg. cm.).

Rear Longitudinal, assymetrical, semi-elliptic. Zinc interleaved for quieter operation. Number of leaves: 6. Deflection rate: 118 lb. in. (21.06 kg. cm.).

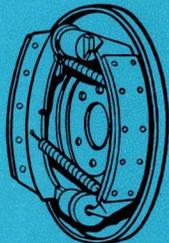




Steering

Recirculatory ball steering for quiet and smooth operation.

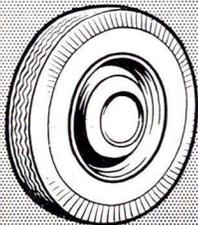
Gear ratio: 18:1
 Back lock: 38°
 Steering wheel: 2 spoke, 17 in. diameter (43.2 cm.).
 Camber angle: plus 1½° to 2¼°.
 Castor angle: minus ½° to plus ½°.



Brakes

Hydraulic with cable operated hand brake on rear wheels.

Extra large friction area. Total 147 sq. in. (948.48 sq. cm.).
 Brake drums: 9 in. (228.6 mm.) diameter, front and rear.
 Two leading shoes—front.
 Single leading shoes—rear.
 Brake lining length 8.65 in. (219.7 mm.) front and rear.
 Width: 2.5 in. (63.5 mm.) front. 1.75 in. (44.45 mm.) rear.



Wheels and Tyres

Steel disc wide base type wheels. Spare wheel mounted in well in luggage trunk.
 Rims: 13 × 4J; 1-25 Dish.
 Bolt circle: 4.5 in. (114.3 mm.).
 5-90 × 13 4-ply tubeless standard.
 6-40 × 13 optional. 6-ply, tubed, white sidewall optional.
 Air pressure: 28 lb. per sq. in. (1968 kg. sq. cm.) front and rear.
 Rolling radius: 11.52 in. (293 mm.).

Timing Chain

Hydraulically damped tension employed for quieter operation.

Carburettor

Zenith 34 mm. downdraught.

Fuel Pump

Mechanical, incorporating a vacuum pump.

Mountings

Two front, one rear, interleaved bonded rubber type.

What the "Specs" mean to the owner

The Consul, Zephyr and Zodiac engines are all "over-square"—bore greater than stroke. Modern short stroke engines are more efficient and economical because of less friction loss in piston travel.

Pistons are autothermic, meaning that expansion or contraction due to heat automatically compensates itself. This permits closer and more consistent fit within cylinders, leading to more efficient and quieter engine operation.

A big part of the economy story is the standardization of engine parts within Ford of Dagenham's range. Upwards of 60 per cent. of the parts in the Consul engine are also common to other Dagenham engines. This means not only economical production but low cost replacement parts for the owner.

An extremely sturdy (short throw) crankshaft design is possible with the "over square" engine because the centre distances between the main bearings and crank pin journals are short—resulting in robust, rigid construction.

The Hypoid rear axle is robust and smooth in action. It makes possible a lower "tunnel" along the centre line, giving a reduced overall height, lower centre of gravity and better road stability.

These features and many others mean added owner benefits.

QUICK FACTS

COMPARATIVE DATA	CONSUL	AUSTIN A55	HILLMAN MINX DE LUXE
No. of Cylinders	4	4	4
Bore, mm.	82.55	73.025	79
Stroke, mm.	79.5	89	76.2
Cubic Capacity, c.cs.	1,702.6	1,489	1,494
B.H.P.	61 at 4,400 r.p.m.	53 at 4,350 r.p.m.	52.5 at 4,400 r.p.m.
Compression Ratio	7.8 to 1*	8.3 to 1	8.5:1
Valves	Overhead	Overhead	Overhead
Hypoid Rear Axle	Yes	Yes	No
Wheelbase	104.5 in. 265 cm.	99.25 in. 252 cm.	96 in. 244 cm.
Track—Front	53 in. 135 cm.	48.87 in. 124 cm.	49 in. 124 cm.
Track—Rear	52 in. 132 cm.	49.87 in. 126.7 cm.	48.5 in. 126 cm.
Overall Length	173.75 in. 441.3 cm.	178.125 in. 453 cm.	162.0 in. 412 cm.
Overall Width	68.6 in. 175 cm.	63.5 in. 161.3 cm.	60.75 in. 154 cm.
Overall Height	60 in. 152 cm.	59.75 in. 152 cm.	59.5 in. 150 cm.
Turning Circle	35 ft. 10.7 m.	37 ft. 11.28 m.	34.25 ft. 10 m.
Luggage Space	18 cu. ft. .51 cu.m.	19 cu. ft. .54 cu.m.	13.5 cu. ft. .38 cu.m.
Kerb Weight	2,510 lb. 1,138.5 kg.	2,450 lb. 1,112 kg.	2,221 lb. 1,007 kg.
Tyre Sizes	5.90—13	5.90—14	5.60—15
Overall Gear Ratios:			
First	11.67	16.55	14.518
Second	6.75	10.08	11.258
Third	4.11	6.25	6.794
Fourth	—	4.55	4.55
Reverse	15.86	21.64	18.389
Brake Area	147 in. ²	121 in. ²	92 in. ²
†Local Price			

† To be completed by Salesman * 6.9 to 1 optional giving 56 B.H.P. at 4,400 r.p.m.

COMPETITIVE CHART

VAUXHALL VICTOR	SIMCA ARONDE	BORGWORD ISABELLA	PEUGEOT 403
4	4	4	4
79.37	74	75	80
76.2	75	84.5	73
1,507	1,290	1,493	1,468
48.5 at 4,200 r.p.m.	48 at 4,800 r.p.m.	60 at 4,700 r.p.m.	56 at 4,800 r.p.m.
7.8 to 1	6.8 to 1	7 to 1	7 to 1
Overhead	Overhead	Overhead	Overhead
Yes	Yes	Yes	No
98 in. 249 cm.	96 in. 244 cm.	102.4 260 cm.	95 in. 266 cm.
50 in. 127 cm.	49.5 in. 125 cm.	52.63 in. 134 cm.	52.75 in. 134 cm.
50 in. 127 cm.	49.25 in. 125 cm.	53.63 in. 136 cm.	52 in. 132 cm.
166.5 in. 423 cm.	162.0 in. 412 cm.	173.0 in. 439 cm.	177.5 in. 451 cm.
62 in. 157 cm.	62.5 in. 157 cm.	67.2 in. 171 cm.	65.75 in. 166 cm.
59.75 in. 152 cm.	57.0 in. 144 cm.	57.75 in. 146 cm.	60.25 in. 154 cm.
34 ft. 10.4 m.	31.2 ft. 9.5 m.	34.0 in. 10.36 m.	28½ ft. 4.50 m.
10.5 cu. ft. .3 cu.m.	14 cu. ft. .40 cu. m.		15.5 cu. ft. .44 cu.m.
2,184 lb. 990 kg.	2,044 lb. 927 kg.	2,248 lb. 1,022 kg.	2,380 lb. 1,080 kg.
5.60—13	5.60—14	5.90—13	165 × 380 mm.
13.14	16.38	15.05	17.5
6.74	10.40	8.38	9.44
4.125	6.51	5.3	5.75
—	4.44	3.9	4.33
12.58	20.94	15.83	22.2
92 in. ²			126 in. ²

ZEPHYR



The Zephyr

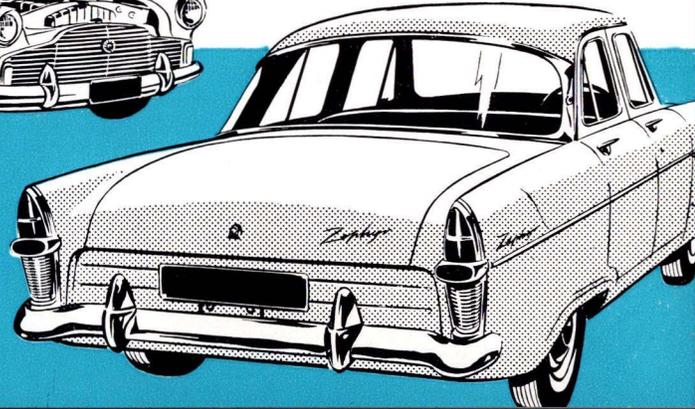
A six cylinder beauty ready to go anywhere at any time swiftly and surely with maximum comfort. Glide ride independent front suspension and seating within the wheel base is part of the make up of all cars in the Consul, Zephyr, Zodiac range, ensuring smooth ride over all kinds of terrain from rutted remote tracks to smooth paved highways.

Appearance and Style

The Zephyr's grace begins with its fully chromed radiator grille extending the whole width of the front. This enhances the impression of a low slung car of great stability and safety.

The new features described on pages 3 and 4 as, for instance, the new sleek line and styling refinements, give extra special distinction to the Zephyr.

The performance packed 2553 cc six cylinder engine, is fully accessible below the wide opening engine compartment lid and the impressive rear aspect of the car with its large area rear window now has new attractively styled tail light housings. The smooth streamlining of the whole design keeps down all extraneous projections to the absolute minimum.



OWNER COMFORT — DRIVER EFFICIENCY

Great attention has been paid to the driver's comfort and ease of control.

The two-spoke dished steering wheel of 17" (43 cm.) diameter allows an unbroken view of the well laid out instrument panel. The half-horn ring is standard equipment on all Zephyr and Zodiac models and on the Consul de luxe. The speedometer, odometer, temperature and fuel gauge are set in a deep, well-designed shroud to obviate all distracting reflections in the windscreen. Below the speedometer are the oil pressure warning light, which shows green in the event of a fall in pressure, and ignition warning light, which shows red when the engine is stationary with the ignition on, or when the engine is running at low speed, indicating that the generator is not charging the battery. The control knobs from left to right are Choke, Windscreen Wipers, combined Ignition and Starter and combined Side, Head and Facia Light Switch.

The Ignition Lock has three positions. After inserting the Key, turn to the right for Ignition, while a further turn to the right operates the Starter Motor. A single turn to the left

immediately after inserting the key permits the use of any electrically-operated accessory in the car—such as a radio—independently of the ignition system.

The engine hood "T" release handle is located under the facia. A pull on this handle operates the unlocking mechanism. There is a second "safety" catch at the front which prevents the hood from fully opening until the catch has been depressed.

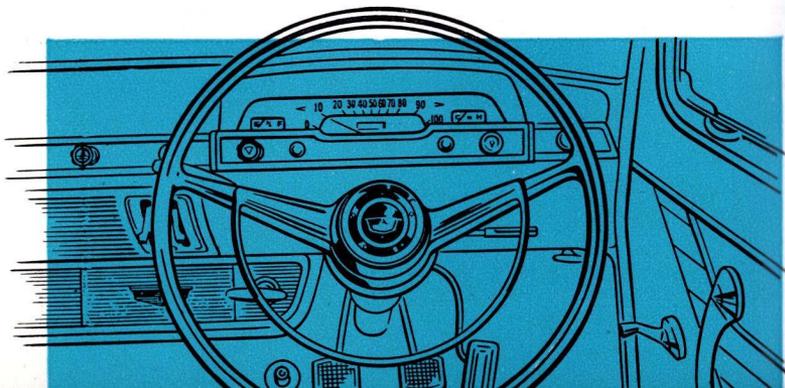
Foot controls have been positioned for utmost comfort during long journeys, the accelerator, for example, having a hinged organ-type pad to allay driver fatigue.

OPTIONAL BIG CAPACITY HEATER/DEMISTER

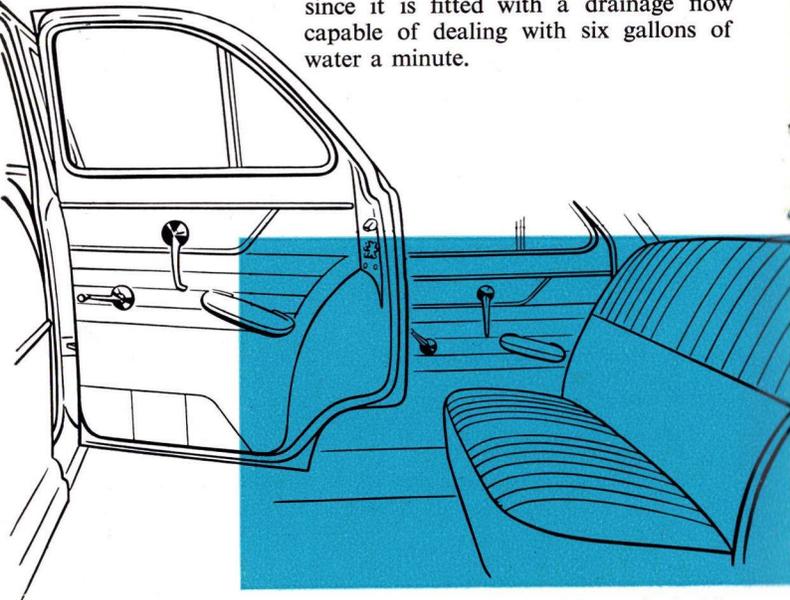
At comparatively little extra cost the Consul, Zephyr or Zodiac owner can, by fitting this unit, ensure ideal motoring conditions as far as personal comfort is concerned at all times. In hot climates the Heater and Demister Unit will provide a flow of cool air into the car interior, instantly dispelling all feeling of clamminess and discomfort. In wintry conditions the $4\frac{1}{2}$ kilowatt heater will introduce a warm, thawing glow throughout.

The recessed air intake on the hood is so placed as to be free from dust and traffic exhaust, and is moulded into the body lines in such a way that the overall streamlined effect is not disturbed.

The location of the air intake was arrived at after careful tests had proved that air pollution mainly concentrated at a much lower level. Tests also established that air tends to enter not from a horizontal plane but from above. Thus, by placing the air intake above the area of densest pollution the flow of air into the interior contains a minimum of impurities and no possibility arises of fumes being drawn into the car's interior from its own engine since the air intake ducts no longer pass through the engine compartment.



Rain water cannot enter the system since it is fitted with a drainage flow capable of dealing with six gallons of water a minute.



The comfort of any car can only be judged from the inside. Ease of entry and exit is a big feature with Consul, Zephyr and Zodiac models—a direct result of the large wide opening doors with their stylish push-button handles.

The Zephyr's bench-type seats give wide armchair luxury, positioned well within the wheel-base to give true cradled glide-ride.

No effort has been spared to make the driver's position a comfortable one. The front seat is adjustable over a distance of 5" (12.70 cm.), spring assisted on the forward movement and operated by a lever centrally positioned at the bottom of the seat and within easy reach of the driver's hand. The movement of the seat is carried out on roller bearings.

SAFE ROAD-HOLDING

The thrilling road-hugging qualities of the Zephyr with its safe cornering at high speeds are due mainly to the very low centre of gravity of the car; the height being less than the width. Other factors contributing to the wide safety margin of the Consul, Zephyr and Zodiac models in performance are:—

1. Unique independent front-wheel suspension system.
2. Long semi-elliptic underslung, longitudinal rear springs.
3. Small diameter wheels with their wide base rims and correspondingly sized tyres.
4. Wide track; for better stability.

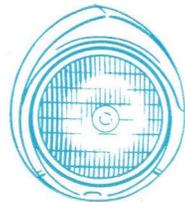
OTHER SAFETY FACTORS

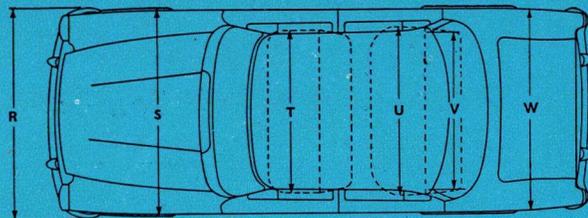
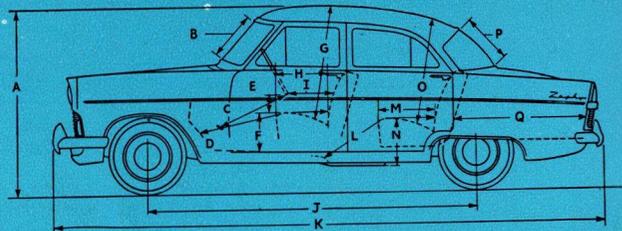
Semi wrap-round windscreen and completely wrap-round rear window give the driver a much wider angle of vision and eliminate to a large degree the dangerous "blind spot".

The amber* lenses for the rear direction signal lights occupy a section of their own in the lighting assembly. They are prominent without being glaring and command immediate attention for safer driving.

The powerful, safe headlights are set in chromed hooded surrounds. Night driving strain is reduced to an absolute minimum and the safety factor is increased by their anti-dazzle beams in both main and dipped positions.

* Red lenses on N.A.S.S. models.





IMPORTANT DIMENSIONS

ZEPHYR AND ZODIAC

	Zephyr/Zodiac	c.m.
A Overall height (unladen)	5' 1/2"	153.6
B Windscreen depth and width	1' 4 1/2" x 4' 8"	4.28 x 142
C Steering wheel to brake	2' 1 1/4"	64.14
D Front leg room	3' 9"	115
E Front seat cushion to s/wheel	4 3/4"	12.04
F Height of front seat	1' 1/2"	32
G Front head room	3' 1 1/2"	94.25
H Centre of s/wheel to seat	1' 6 1/2"	46.99
I Front seat lock to s/wheel	1' 2 1/2"	36.83
J Wheelbase	8' 11"	271.8
K Overall length (Zephyr)	14' 11"	455.6
Overall length (Zodiac)	15' 1/2"	458.6
L Rear leg room	3' 2 1/2"	98
M Rear seat depth	1' 6"	45.72
N Rear seat height	1' 2 1/2"	36.83
O Rear head room	3' 1 1/4"	95.25
P Rear window depth and length	1' 5" x 5' 1"	43.18 x 154.94

Q Trunk length	3' 7"	103.51
R Overall width	5' 9"	174.9
S Front Track	4' 5"	134.62
T Front seat hip room	4' 8 1/2"	143.51
U Rear seat hip room	4' 8 1/4"	143.00
V Rear seat shoulder room	4' 5"	134.62
W Rear track	4' 4"	132.08

	Zephyr		Zodiac	
Weights	lb.	Kg.	lb.	Kg.
Kerb weight	2691	1220.6	2738	1241.9
Shipping weight	2580	1170	2627	1191.6
Heater	19	8.62	19	8.62
Radio	13	5.9	13	5.9

Capacities (Zephyr and Zodiac)

Luggage compartment	18 cu. ft.	.509 m ³
Fuel tank	10.5 imp gals.	47.17 lt
Cooling system	22 pints	12.5 litres
Heater system	1 pint	.57 litres
Engine sump capacity	7 pints	3.98 litres

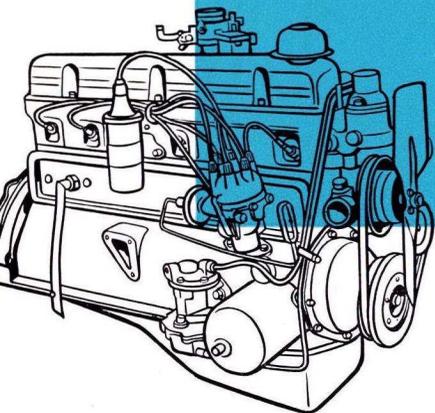
6 cylinder power

The Zephyr & Zodiac

Engine



Transmission



Zephyr and Zodiac models are powered by the well-proven six-cylinder o.h.v. 2,553 cc. capacity engine. Transmission is continued with a three-speed synchromesh gearbox (or the optional automatic transmission) with hydraulically operated clutch.

The Zephyr and Zodiac power train provides performance with economy, reliability at the maximum, servicing at its minimum.

Quick Facts—Engine Data

6 cylinder OHV engine of "oversquare design".

Bore and stroke: 3.25" (82.55 mm.) × 3.13" (79.50).

Displacement: 155.8 cu. in. (2,553 c.c.).

Compression ratio: 7.8:1 standard for fuel of 86 octane (research rating) and above.
6.9:1 optional for fuel below 86 octane.

Max BHP	(7.8:1)	<i>Gross SAE</i> 90 at 4,400 r.p.m.	<i>Nett</i> 85 at 4,400 r.p.m.
	(6.9:1)	86 at 4,400 r.p.m.	81 at 4,400 r.p.m.
Max Torque 16-ft.	(7.8:1)	137 at 2,000 r.p.m.	133 at 2,000 r.p.m.
	(6.9:1)	132 at 2,000 r.p.m.	127 at 2,000 r.p.m.

Lubrication

Full pressure type to main bearings, camshaft bearings and connecting rod bearings via drillings in cylinder block and crankshaft. Cylinder walls lubricated by oil squirt from connecting rod big end.

Full flow type oil filter. Oil pump driven from camshaft.

Electric System

Ignition: 12 volt automatic vacuum controlled advance and retard.

Generator: Belt driven 12 volt shunt type. 22 amp. maximum charge. Voltage regulated. Drive ratio 1.00 to 1.46. Maximum output 228 watts.

Coil: Oil filled.

Battery: 12 volt—57 amp/hour at 20 hour rate.
(72 amp/hour optional for cold climates).

Cooling System

Pressurized cooling system (7 lb. sq. in.) (492 kg. sq. cm.).

Radiator: 306 sq. in. (2054 sq. cm.) frontal area.

Water Pump: Centrifugal type.

Thermostat: Bellows type in water outlet. Opens at 170°–179°.

Fan: 2-blade—14.2 in. diameter (358.8 mm.).

4-blade—for hot countries.

Cylinder Block

Cast iron, one piece block, full length water jackets with water circulating around each cylinder.

Combustion Chambers

Wedge shaped.

Pistons

Autothermic construction. Piston speed at max. h.p.:-
2295.3 ft. per minute.

Piston Rings

Two compression, one oil control. Top ring chrome plated.

Gudgeon Pins

Offset to reduce piston kick-over slap.

Valves

Inclined overhead valves 14° to the vertical. Push rod and rocker operated. All valve guides integral with head for maximum head dissipation.

Intake valve head diameter: 1.437 in. (36.5 mm.)

Exhaust „ „ „ 1.187 in. (30.15 mm.)

Exhaust valves of two metal fabrication, rocker-ends induction hardened.

Carburettor

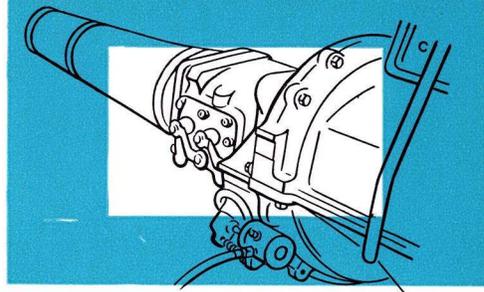
Zenith 36 mm. downdraught.

Fuel Pump

Mechanical, incorporating a vacuum pump.

Mountings

Two front, one rear, interleaved bonded rubber type.



Gearbox

Three speed, helically cut gears, synchromesh on 2nd and 3rd.

	<i>Gear Ratios</i>	<i>Overall Ratios</i>	<i>with O/D</i>
1st	2.84	11.08	7.76
2nd	1.642	6.4	4.48
3rd	1.00	3.9	2.73
Reverse	3.86	15.06	—

Lubricant capacity 2.5 pints (1.42 litres) SAE-80.

Clutch

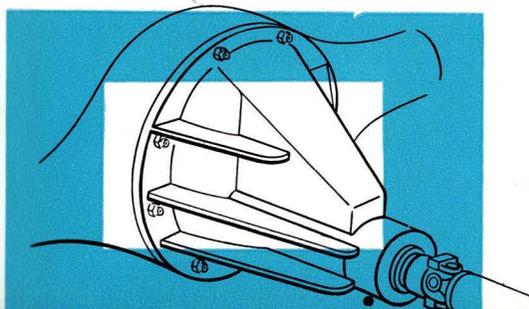
Single dry plate. Hydraulically operated. Dia: 8.5 in. (215.9 mm.). Total friction area 61.56 sq. in. (397.1 sq. cm.). 6 pressure springs.

Rear Axle

Hypoid for lower transmission shaft tunnel, lower centre of gravity and greater gear engagement area. $\frac{3}{4}$ floating.

Teeth in ring gear: 39
Teeth in pinion: 10
Ratio 3.9 to 1.

Oil capacity 2.5 pints (1.42 litres) SAE-90EP.



Suspension

Front Built in fender depth independent. Directly operated coil springs mounted on hydraulic double acting shock absorbers integral with wheel spindle. Anti roll torsion bar. Deflection rate: 105 lb. in.

Rear Longitudinal, assymetrical, semi-elliptic. Number of leaves: 6. Deflection rate: 118 lb. in. (21.06 kg. cm.).

Steering

Recirculatory ball steering. Quiet and smooth operation.

Gear ratio: 18:1.

Back lock: 38°.

Steering wheel: 2 spoke, 17 in. diameter (43.8 cm.).

Camber angle: plus 1¼° to 2¼°.

Castor angle: minus ¼° to plus ¼°.

Brakes

Hydraulic with cable operated hand brake on rear wheels.

Extra large friction area. Total 147 sq. in. (948.48 sq. cm.).

Brake drums: 9 in. (228.6 mm.) diameter, front and rear.

Two leading shoes—front.

Single leading shoes—rear.

Brake lining length 8.65 in. (219.7 mm.) front and rear.

Width: 2.5 in. (63.5 mm.) front. 1.75 in. (44.45 mm.) rear.

Wheels and Tyres

Steel disc wide base type.

Rims: 13 × 4-1/2J : 1.25 Dish.

Bolt circle: 4.5 in. (114.3 mm.).

6.40 × 13 4-ply tubeless standard.

6.70 × 13 optional. 6-ply, tubed, white sidewall optional.

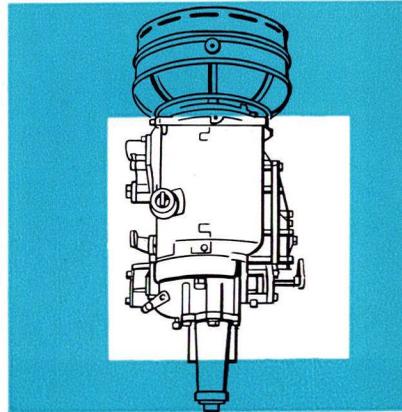
Air pressure: 24-lb. per sq. in. (1.687 kg. sq. cm.) front and rear.

Rolling radius: 12.04 in. (306 mm.).

Fully Automatic Transmission

Fully Automatic Transmission is available as an optional extra on Zephyr and Zodiac Saloon models and Zephyr and Zodiac Estate Cars. This unit is your chauffeur. It automatically selects the correct gear for any set of circumstances. Clutch operation and gear changing are things of the past.

The unit consists of two epicyclic gear sets and a hydraulic torque converter which provides a perfectly smooth gradation from 4.6:1 in low gear to a minimum of 1.435:1 in intermediate gear. For high gear the torque converter and gear system are by-passed and a single plate clutch couples the engine output direct to the gear box output shaft to give a direct 1:1 ratio for maximum economy.



The automatic gear box provides all the advantages of a flexible gear box in expert hands—nursing the engine from strain or over-revving, cushioning the drive and giving a highly efficient performance. With no clutch pedal and no gear lever it is impossible to stall the engine, all the driver need do is steer, accelerate and brake.

The system is inherently safer than ordinary transmissions. Abuse of the gear box is eliminated and for 99 per cent. of the time with both hands free for the steering wheel, the driver's entire attention can be devoted to road and traffic conditions.

Automatic Transmission is simplicity itself to operate. Five letters indicating the "drive" you want are clearly marked on a dial mounted on the steering column. To drive away, just move the finger selector to "D", "L" or "R" press the accelerator and the Automatic transmission takes over.

Selector Positions

"R" . . . for Reverse. Reverse and low gear are conveniently placed side by side. When manoeuvring in a confined space the control can be quickly finger flicked between the two positions.

"L" . . . for Low drive. To ensure maximum engine braking power when descending a steep hill, low drive is selected. Transmission is locked in low gear to take the downhill strain. Flick back to "D" for normal automatic drive.

"D" . . . for normal Drive. Performance and gear selection completely controlled by pressure on the accelerator pedal and the car's speed. If extra acceleration is required at speeds below 55 m.p.h. push accelerator right down, the intermediate gear selected automatically accelerates you to 55 m.p.h. when the change from intermediate to top also occurs automatically.

"N" . . . for Neutral. Automatic transmission is designed so that the engine can be started only when the control is in the "Neutral" or "Park" position. You can't go wrong. Start the engine, flick into "D" and automatic transmission does the rest.

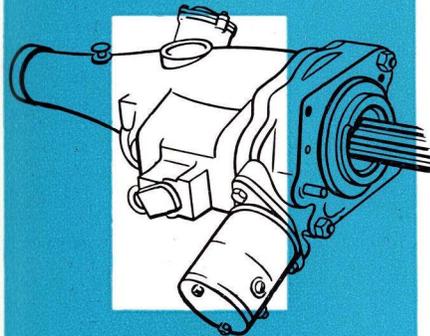
"P" . . . for Parking. When the control is flicked to "P" transmission is firmly locked. The car will not move even on the steepest hill. You can start the car in this position—flick to "D" to drive away.

A Saving in the Long Run

Automatic Overdrive has an important contribution to make to smoother high speed cruising and lower running costs. Overdrive reduces engine revolutions by 30 per cent., for road speeds above 32 m.p.h.—saves engine wear and tear when steadily cruising over long distances and reduces petrol consumption. With overdrive, when the car travels one hundred miles, the engine revolves only for the equivalent of seventy miles in top gear. The initial cost of the equipment is quickly regained by the annual saving in maintenance and fuel.

Automatic overdrive is available for all Zephyr and Zodiac models.

Automatic Overdrive



The initial control handle for selecting overdrive is conveniently placed to the right of the steering column and a kick down switch below the accelerator pedal gives the driver added flexibility when driving with overdrive.

Automatic overdrive thinks for itself, it cuts in to give smooth, more economical drive above 32 m.p.h. (51.5 km.p.h.), allowing the engine a longer, easier stride. As road speed drops below 27 m.p.h. 43.5 km.p.h., it cuts out and normal transmission is resumed in all gears. Reverse gear is at all times, unaffected.

When overdrive is selected, a momentary release of accelerator pressure will result in an automatic change to the overdrive higher gear at speeds above 32 m.p.h. (51.5 km.p.h.) whatever main gear is selected. For greater acceleration, press the accelerator fully down on to the kick down switch, normal drive is immediately resumed. Drive also reverts to normal gear automatically when the road speeds drop to 27 m.p.h. (43.5 km per hour).

When the braking power of the engine is required on steep hills or greasy surfaces, overdrive can be cut out by pulling the control to the "off" position.

QUICK FACTS ZEP

ABOUT COMPETITION HYR

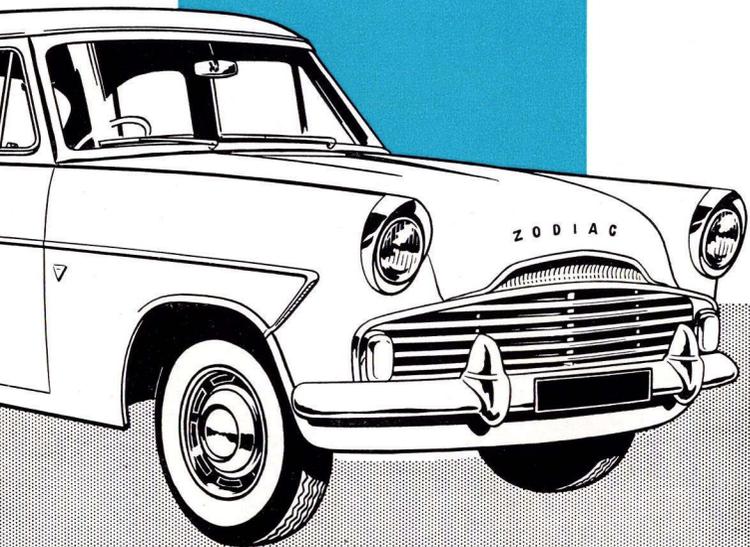
COMPARATIVE DATA	ZEPHYR	STANDARD VANGUARD	VAUXHALL VELOX
No. of Cylinders	6	4	6
Bore, mm.	82.55	85	79.37
Stroke, mm.	79.5	92	76.2
Cubic Capacity, c.c.s.	2,553	2,088	2,262
B.H.P. (nett)	85 at 4,400 r.p.m.	68 at 4,200 r.p.m.	77.9 at 4,200 r.p.m.
Compression Ratio	7.8 to 1*	7.5 to 1	6.8 to 1†
Valves	Overhead	Overhead	Overhead
Hypoid Rear Axle	Yes	Yes	Yes
Wheelbase	107 in. 272 cm.	102 in. 259 cm.	105 in. 268 cm.
Track—Front	53 in. 135 cm.	51.5 in. 131 cm.	54 in. 136 cm.
Track—Rear	52 in. 132 cm.	51.5 in. 131 cm.	54 in. 136 cm.
Overall Length	179 in. 455 cm.	172 in. 437 cm.	177.66 in. 425 cm.
Overall Width	68.89 in. 175 cm.	67.5 in. 172 cm.	68.48 in. 164 cm.
Overall Height	60.5 in. 154 cm.	60 in. 152 cm.	57 in. 148 cm.
Turning Circle	36 ft. 10.97 m.	35 ft. 10.7 m.	36 ft. 10.97 m.
Luggage Space	18 cu. ft. 51 cu.m.	15 cu. ft. 42 cu.m.	15 cu. ft. 42 cu.m.
Kerb Weight	2,691 lb. 1,221 kg.	2,688 lb. 1,219 kg.	2,615 lb. 1,142 kg.
Tyre Sizes	6-40—13	5-90—15	6-40—13
Overall Gear Ratios:			
First	11-08	*15-22	11-78
Second	6-40	7-18	6-72
Third	3-90	4-30	4-111
Fourth	—	—	—
Reverse	15-06	17-67	12-54
Overdrive Optional	Yes	Yes	No
Automatic Transmission Optional	Yes	Yes	No
Basic Price Ex Works			
Basic Price Ex Works De Luxe Model			

* 6.9 to 1 optional giving 81 B.H.P. at 4,400 r.p.m. * 4 speed optional

COMPARATIVE DATA	RENAULT FREGATE	FIAT 1400	SIMCA BEAULIEU
No. of Cylinders	4	4	8
Bore, mm.	88	82	66
Stroke, mm.	88	66	85.7
Cubic Capacity, c.c.s.	2,141	1,395	2351
B.H.P.	77 at 4,000 r.p.m.	58 at 4,600 r.p.m.	84 at 4,800 r.p.m. gross
Compression Ratio	7 to 1	7.5 to 1	7.5 to 1
Valves	Overhead	Overhead	Side Valve
Hypoid Rear Axle	Yes	Yes	Yes
Wheelbase	110.2 in. 280 cm.	104.375 in. 265 cm.	106 in. 268 cm.
Track—Front	54 in. 137 cm.	52.25 in. 133 cm.	54 in. 137 cm.
Track—Rear	54 in. 137 cm.	52 in. 132 cm.	53 in. 134 cm.
Overall Length	185.8 in. 470 cm.	170.25 in. 432.43 cm.	187 in. 475 cm.
Overall Width	67.7 in. 171 cm.	65.25 in. 165.74 cm.	69.7 in. 178 cm.
Overall Height	60 in. 151 cm.	62 in. 157.48 cm.	57.4 in. 145 cm.
Turning Circle	32.9 ft. 10 m.	35 ft. 10.7 m.	37.3 ft. 11.4 cm.
Luggage Space	13.4 cu. ft. 38 cu.m.		18 cu. ft. 51 cu.m.
Kerb Weight	2,880 lb. 1,306 kg.	2,604 lb. 1,181 kg.	
Tyre Sizes	6-40—15	5-90—14	650—15
Overall Gear Ratios:			
First	14-82	17-8	12-14
Second	8-09	10-33	6-91
Third	5-41	6-79	3-9
Fourth	3-89	4-44	—
Reverse	13-07	17-8	15-61
Overdrive Optional	No	—	No
Automatic Transmission Optional	Yes	No	No
Basic Price Ex Works			
Basic Price Ex Works De Luxe Model			

† 7.8 to 1 optional giving 82.5 B.H.P. at 4,400 r.p.m.

ZODIAC



Comfort, Convenience and Luxury

There is something special about the Zodiac. Luxuries are usually expensive because they are distinctive individual features, but modern full scale production methods skilfully handled can apply that individual touch to a volume, not merely a single unit . . . and there you have your Zodiac.

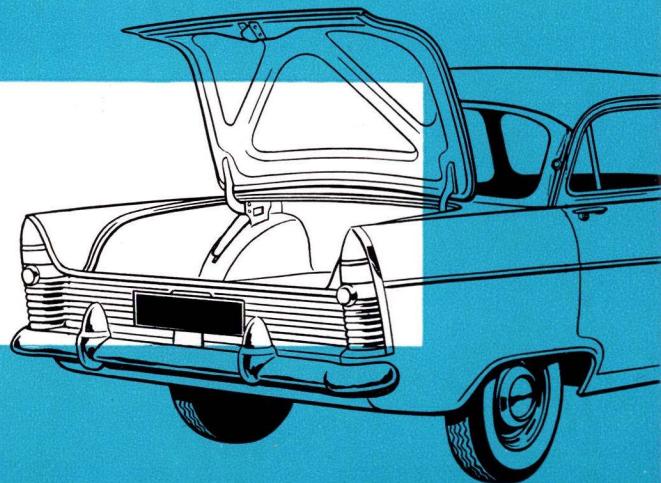
Viewed from any angle the Zodiac is exciting. Walk round it—admire its crisp, clean lines, the showroom size windows, the distinctive head and tail lamp styling, the dazzling range of fashion plate colours. And looks aren't everything. The Zodiac has a power packed 2,553 c.c. engine and performance qualities which keep it in the lead of the medium car field. The wide opening doors, give easy accessibility and are hinged in front for safety. Another convenience and safety feature common to all the models in the Consul, Zephyr, Zodiac range is the provision of "child safety" locks on both front doors.

The comfortable, wide bench type seating has a new upholstery style. Hide (with P.V.C. on non-wearing surfaces) is the standard trim material and maze cloth is optional. With the cloth trim models the upper half of the door is also cloth covered. The quality of the floor carpet and fittings has been improved adding further to the luxury "feel" of the car.

Front to rear the Zodiac has many fine points of styling, beauty and good taste. The Parking lamps are gracefully blended into the grille to balance perfectly with the chromed deep cowed headlamps and stylish over-riders.

The full-width wrap-round rear window—a feature of all Mark II saloons—aptly demonstrates the panoramic visibility and excellent safety features of the cars. The luggage compartment has a full 18 cu. ft. of usable luggage space and is fitted with a recessed lock.

A distinguishing feature of the Zodiac is the ribbed panel of aluminium moulded to take in the rear light housings. The decorative satin finish panel is applied to the full rear width of the car and blends perfectly with the shell sectioned rear bumper and over-riders.



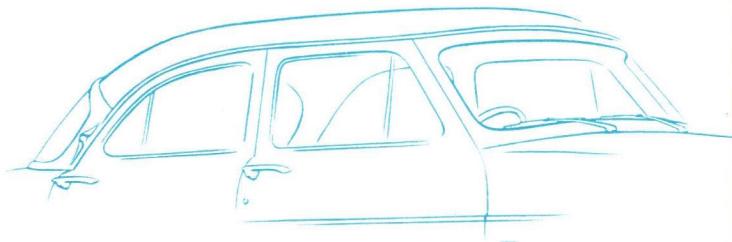
A further convenience feature, found too on the Consul and Zephyr, is the centre fuel filler concealed behind the rear licence plate.

Be luxurious in the comfort of the Zodiac's smooth interior. On the smartly designed fascia, switches, dials and controls all come easily to hand. Giant size pendant pedals for easy foot control—no draughty holes in the floor—and new, easy-to-read "wide sight" speedometer, tasteful chrome surrounds, cigar lighter, slim shrouded steering column, half horn ring, locking glove compartment, parcel shelf, refashioned mirror, and sun visor.

The driving position is the acme of comfort, right from the moment one looks through the spacious, semi wrap-round windshield.

Complete all round, panoramic visibility is an important feature of all Consul, Zephyr and Zodiac models. From the driver's seat all four "corners" are fully visible and slim pillars all round ensure minimum obstruction to vision.

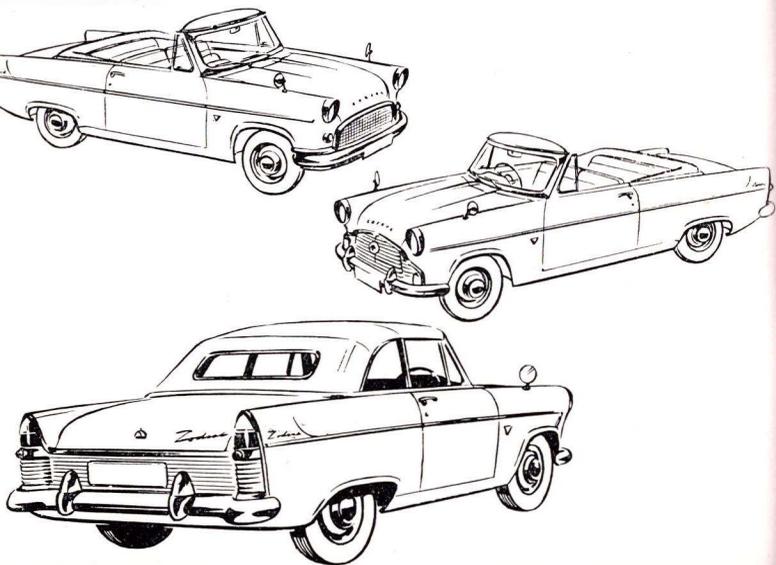
The front seat is adjustable over a distance of 5 in. (12.70 cm.), spring assisted on the forward movement and operated by a lever centrally positioned at the bottom of the seat.



All Round Visibility

Consul - Zephyr - Zodiac Convertibles

“Open Up to the Sun!”



The important point about the Consul, Zephyr and Zodiac Convertibles is that they are all-weather cars. Open up to the sun and you have stylish sports car motoring at its exhilarating best. With the hood up the convertibles are fully weathersealed with all the comfort of a saloon.

Manual operated top is standard on the Consul Convertible and power operated top is standard on the Zephyr and Zodiac. To lower the hood the locking screws on the supporting structure on either side must first be unfastened and the hood rolled back half way to the De-ville position. From this position with power operated top the flick of a switch on the facia to the right of the steering column retracts the hood behind the rear seat and on manual operated models an unlocking handle below the rear seat cushions releases the hood support arms allowing the hood to be pushed to its fully folded position. It is in either case a few seconds work to raise or lower the top.

The extra wide doors open fully forward and both front seats tip forward to give easy access to the rear seat—no sports car restrictions—five can enjoy the thrill of open air motoring.

The position of the hood slightly reduces the rear seat width and luggage trunk capacity, but there still is an ample 16 cu. ft. of luggage space. On all three models wing mirrors are standard equipment and the rear view mirror is centrally mounted forward of the facia.

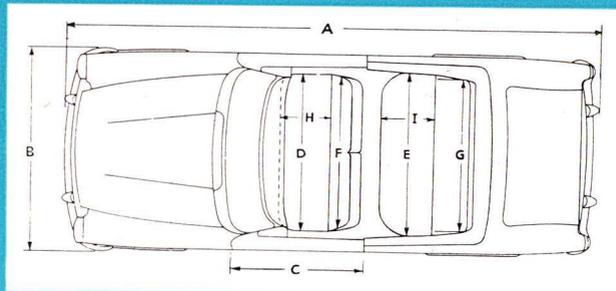
All three models afford the same glide ride suspension comfort, road hugging safety and ease and accessibility of controls as their saloon counterparts.

The Consul Convertible is fitted with the renowned 4-cylinder 1,703 c.c. engine and the Zephyr and Zodiac Convertibles are fitted with the 6-cylinder 2,553 c.c. engine. For full details of these engines see pages 14-19 (1,703 c.c.) and 30-34 (2,553 c.c.).

Automatic Transmission is not available on convertible models, but Automatic Overdrive can be supplied as an optional extra on Zephyr and Zodiac Convertibles.

See page 37 for full description of operation and owner benefits of automatic overdrive.

Important Dimensions

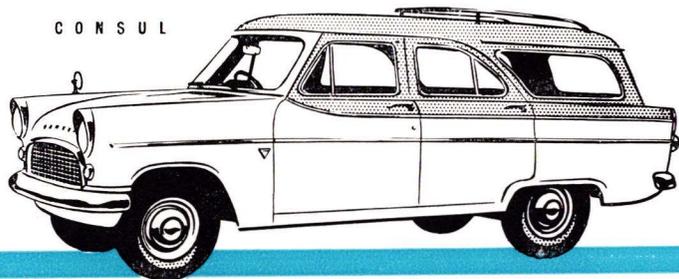


CONVERTIBLES

	<i>Consul</i>	<i>Zephyr</i>	<i>Zodiac</i>
Overall length	173.75" (441.3 cm.)	179" (455 cm.)	180.55" (458.6 cm.)
Overall width	68.62" (174.29 cm.)		68.87" (174.9 cm.)
Overall height UL	60.75" (154.3 cm.)		61.0" (154.9 cm.)
Overall height L	59.06" (150.01 cm.)		59.59" (151 cm.)
	<i>Manual Top</i>	<i>Power Top</i>	<i>Power Top</i>
Kerb weight	2,578 lb. (1168.4 kg.)	2,768 lb. (1255.5 kg)	2,838 lb. (1287.3)
Shipping weight	2,472 lb. (1121.1 kg.)	2,657 lb. (1205.9 kg.)	2,730 lb. (1238.3)

3 Estate Car Conversions

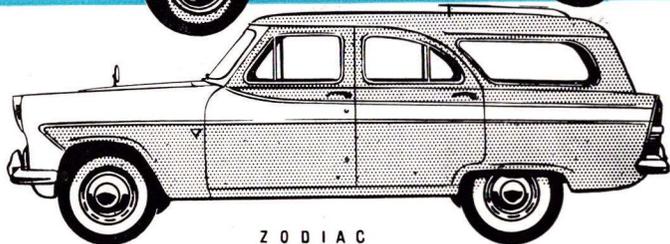
CONSUL



ZEPHYR



ZODIAC



Passenger Car Comfort and Performance

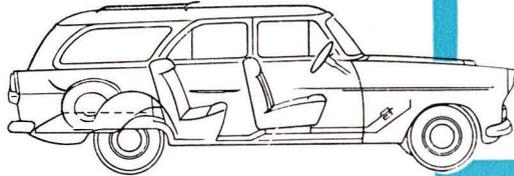
Extra Load Space

The Consul, Zephyr and Zodiac are also available in Estate Car form, attractively styled and finished in a wide range of two-tone colour schemes. The rear door and extension blend into the streamlined body design of the Saloon car, producing an extremely versatile vehicle which will carry up to six people in saloon comfort with a considerable amount of luggage. Fitted as standard equipment to each car in the range is a sturdy roof rack for carrying extra luggage or the spare wheel. Heavy duty suspension is fitted as standard equipment on all three models.

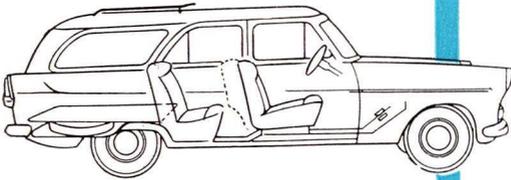
The Estate Car range boasts all the good points of the Consul, Zephyr and Zodiac Saloons—glide-ride suspension to protect the most fragile load, superb interior comfort and convenience, together with excellent visibility and performance.

In all three models, a full 66 cu. ft. (1.87 cu.m.) of load space is available. With the rear seat in its normal position, six people can travel in saloon car comfort, and there is still 56 cu. ft. (1.02 cu. m.) of luggage space—far more than the average saloon can offer.

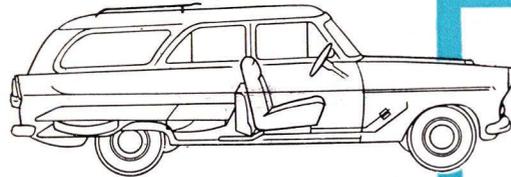
Three Types of



(1) Standard Conversion



(2) Standard Conversion Flat with Floor



(3) Folding Rear Seat Conversion

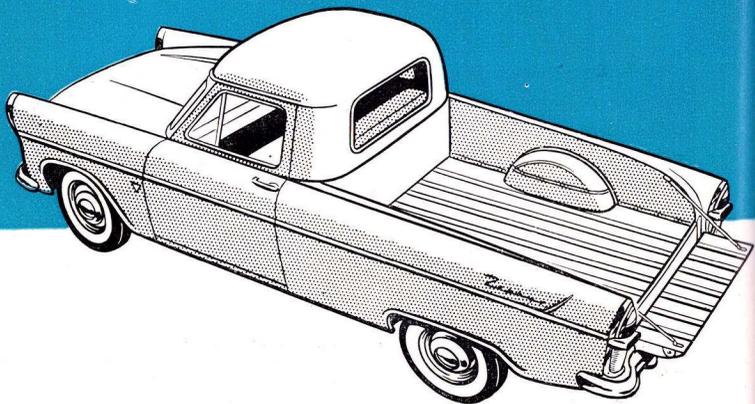
Conversion are Available

With this layout the full luggage space is retained, as is the full comfort of the normal saloon rear seat. The luggage compartment floor remains as in the saloon and is rubber covered. The spare wheel stands recessed in a vertical position. The rear seat back is completely removable and not hinged. A centre rear Arm-rest is optional.

The luggage compartment is fitted with a simple flat floor finished in hard-wearing washable material, beneath which the spare wheel is stowed horizontally. The rear seat back is completely removable and not hinged. A centre rear Arm-rest is optional.

This is the full American-style Station Wagon Conversion with a special folding rear seat. All surfaces are covered in hard wearing material and protected by polished aluminium rubbing strips. The rear seat forms a bulkhead against moving loads. A centre rear Arm-rest is not available.

ZEPHYR PICK-UP



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A pick-up in its basic form has always been considered as purely a working vehicle with an absolute minimum of working parts and accessories, enough to allow it to carry out the routine of hard work to which it is normally subjected.

However, the capabilities of a pick-up have, in recent years, attracted many buyers who also demand maximum comfort with modern passenger car styling in addition to pick-up features ; a hard-working vehicle with prestige appearance.

The ZEPHYR PICK-UP meets this specification.

From the front bumper bar to the rear of the driving compartment there is Zephyr styling and luxury and the sleek side panels carry this theme on to the tail lights, giving a low, streamlined silhouette.

The pick-up compartment is wide and long, of tough construction to withstand commercial vehicle loads. Heavy duty suspension completes the specification of this unit, which combines the best of two worlds of motoring.

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