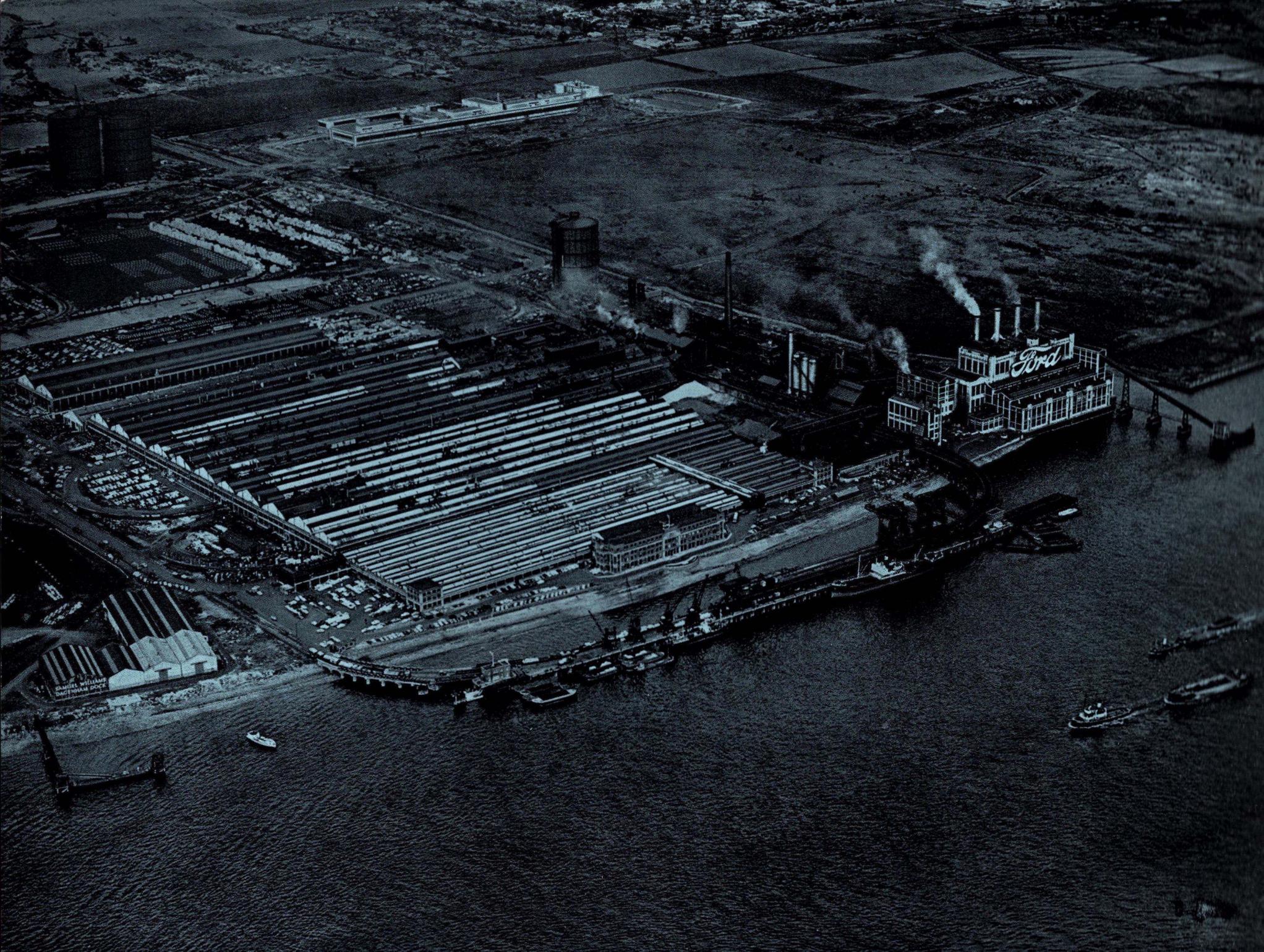


ZEPHYR

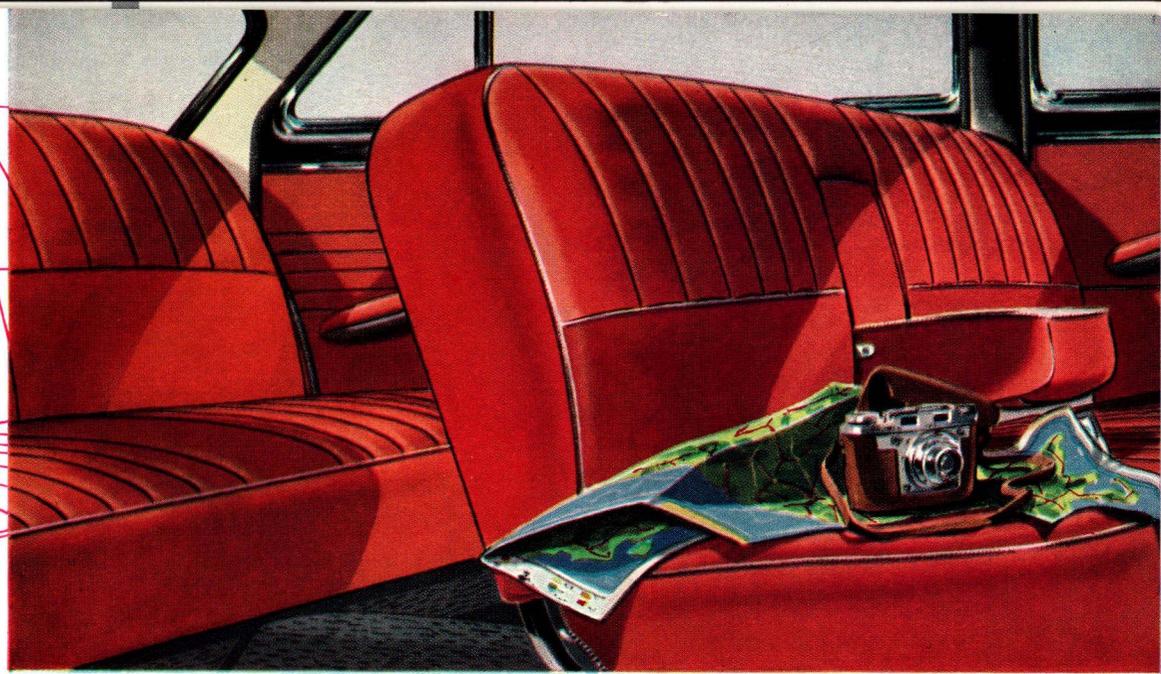
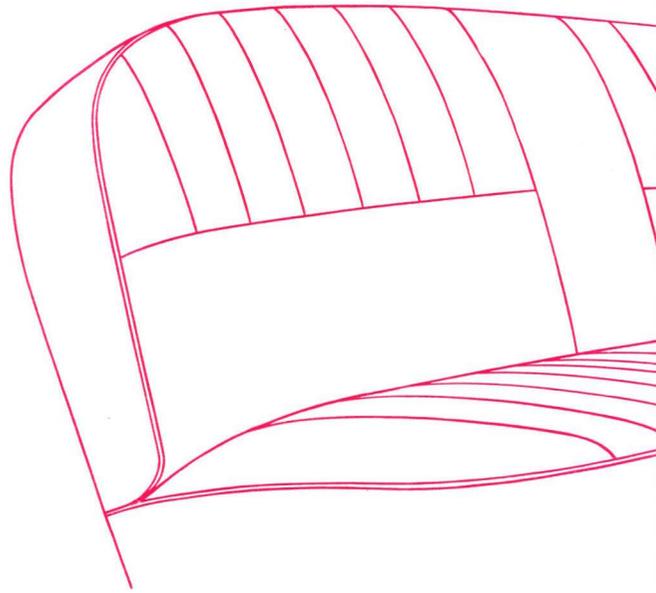




Each morning, every day, more than 46,000 people begin work for Ford in Britain. Each person has a special part to play in the most highly integrated motor manufacturing organisation in Europe. Each, in some measure, has been responsible for the production of a new Ford car. The bulk of the production of your car too—for the Ford motto is “self-sufficiency”. Raw materials arrive at the largest privately-owned wharf on the Thames. Finished products are driven down to it to be shipped all over the world. In the interval 46,000 men and women have contributed their knowledge and skill to produce a car you can be proud to own. Nor does the job end there. As a Ford owner you have a world-wide network of Ford Dealers on whom you can rely to keep your car in tip-top condition. You become a member of a constantly growing, enthusiastic family. Ford and Ford Dealers will make sure you never regret your choice!

smooth CONTOURS sleek COLOURS sink-back COMFORT





Sitting is believing! Here is deep cushioned comfort for six at its sink-back best, centre armrests front (rear optional), unique-to-Ford head and legroom. And seat trims in a delightful variety of colours and patterns.





Style—simply effective. Non-reflective padded upper facia panel with separate instrument cluster and shroud. Styled parcel shelf and lower facia panel—ashtray and radio just where you want them; vertical chrome heater and ventilation controls; international design control knobs; steering column shroud with black gloss-finish steering wheel, gear shift and flasher indicator knobs.



Outside style—long, low, unexaggerated. Embellished with just the right amount of bright metal on side mouldings, windscreen surround, drip rail, headlamp hoods and around the rear window. The whole effect sleek, distinguished, very good looking. A car you'll be proud to own, proud to park—wherever your driving takes you.



Unchallenged, exhilarating Zephyr 6-cylinder performance—look at the rally record! Vivid acceleration and high cruising potential under your foot—with fully automatic transmission available to make driving a rediscovered pleasure, overdrive to save engine wear and tear, reduce petrol consumption. And for the driver in a hurry the Zephyr now has front disc brakes as standard equipment.





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



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.



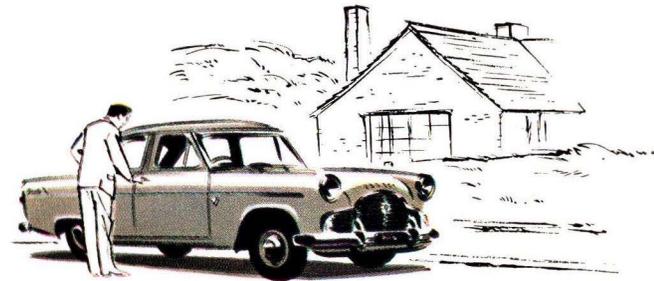
N FOR NEUTRAL

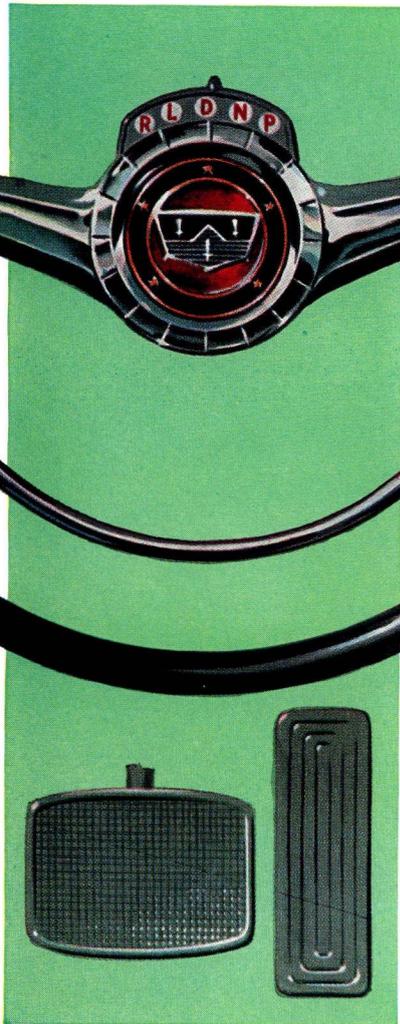
Automatic transmission is designed so that the engine can only be started when the control is in the "neutral" or "park" position. You can't go wrong. Start the engine, flick into "D", and automatic transmission does the rest.

Automatic transmission

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.





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

This well-proved and thoroughly tested equipment gives the Zephyr a wonder gearbox that thinks for you; all you have to do is steer, accelerate, brake. No clutch pedal, no gear lever—it's impossible to stall the engine. Whatever the road conditions, the gearbox always selects the correct ratio.

You have all the advantages of a flexible gearbox in expert hands. The automatic gearbox nurses the engine from strain or over-revving, cushions the drive, and gives a highly-efficient performance.

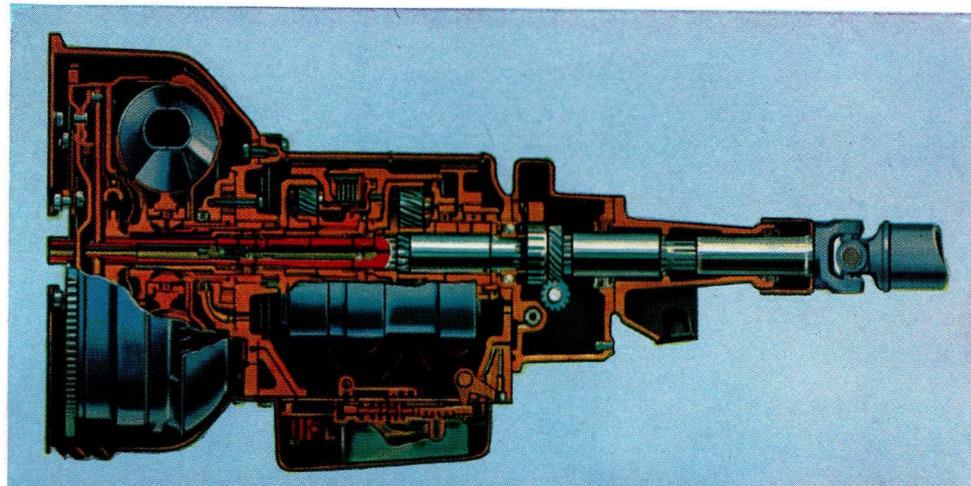
Basically the automatic transmission system consists of a hydraulic torque converter and two epicyclic gears set in series. Three forward speeds are available: low, intermediate and high, reverse gear too, of course.

The torque converter transmits the engine output to the gear system in low and intermediate gears. Its action is to produce a maximum torque increase of 2 : 1.

. . . *two pedal control*

In low, torque converter and epicyclic gear sets operate in series.

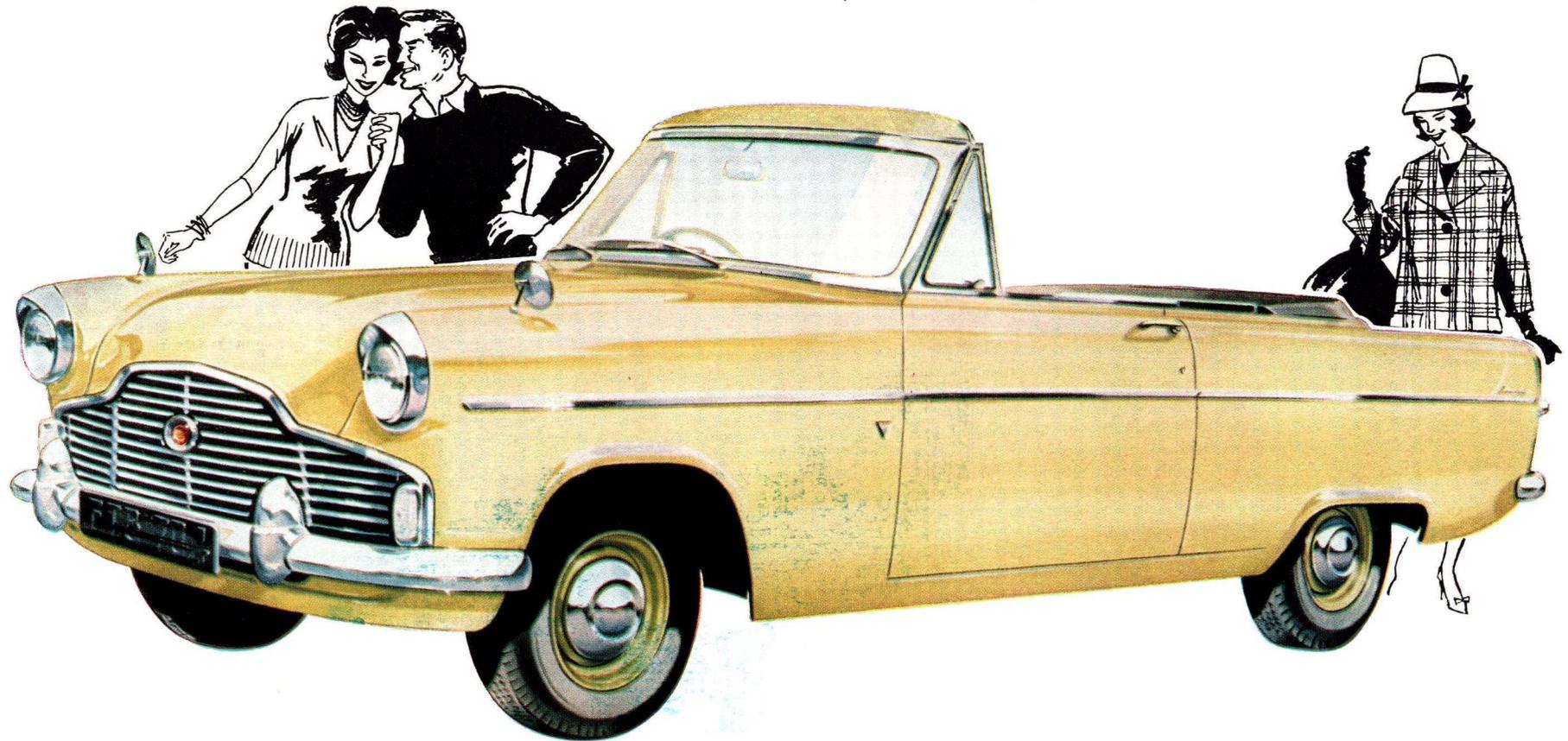
In intermediate, a multi-disc clutch locks up the front gear set. Drive is through the torque converter and rear gear set, giving smooth gradation from a maximum reduction of 4.6 : 1 in low, to a minimum of 1.435 : 1 in intermediate gear. For high gear, a single plate clutch couples the engine output direct to the gearbox output shaft to give a 1 : 1 ratio. In this instance torque converter and gear system are by-passed.



Zephyr convertibles

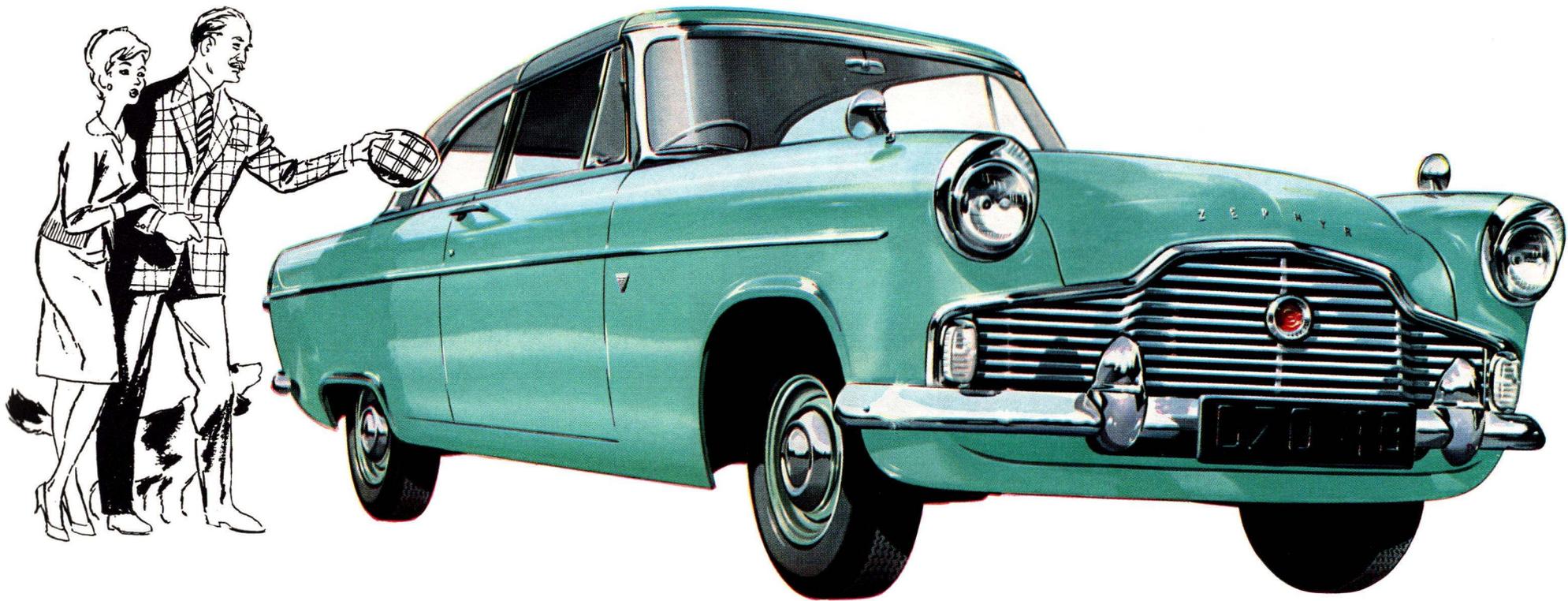
For the biggest motoring thrill, the superb Zephyr Convertible must be your choice. There'll be the same surging power, the same impeccable road-holding as the saloon, but in addition, you'll have the unique excitement of open-air motoring.

With the manual or power-operated hood tucked neatly away behind, all five occupants will enjoy the sports car fun.

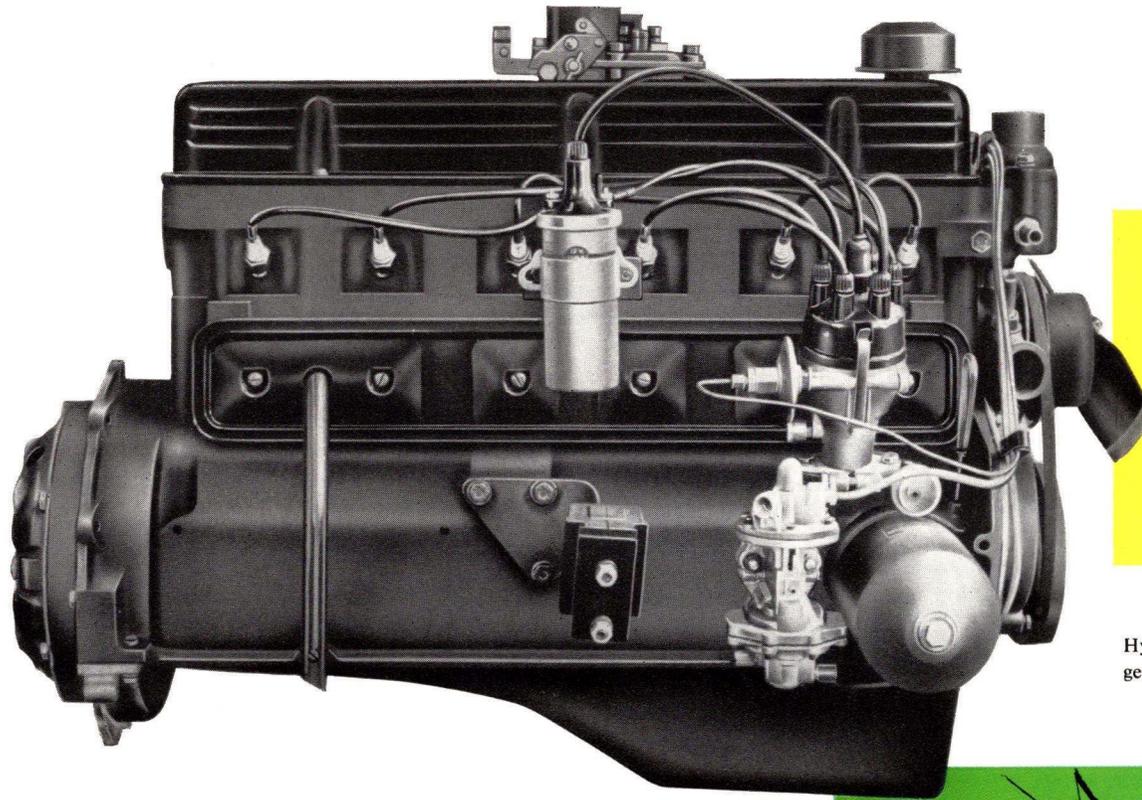


Engine, gearbox, suspension and brakes are identical to those of the rally-proved saloon. Features unique to the convertible include extra-wide doors, and a front bench seat with individual squabs which tip forwards and inwards. Standard equipment includes front-wheel disc brakes with automatic overdrive as an optional extra.

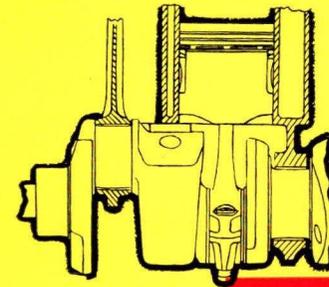
Hood up, and the wind-up windows raised—the Zephyr Convertible owner can penetrate the foulest weather in saloon car comfort.



Six-cylinder power . . .

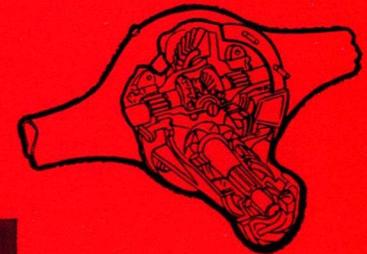


2553 c.c. of singing power, with world-famous Ford features that have proved their worth over thousands of miles of trouble-free motoring. In particular: the engine is mounted at three points on rubber for maximum insulation; the detachable cylinder head incorporates volume control combustion chambers; the 4-bearing crankshaft is dynamically balanced for extra smoothness. Thanks to attention to detail the motorist's dream comes true—more miles per gallon at high and lasting performance.

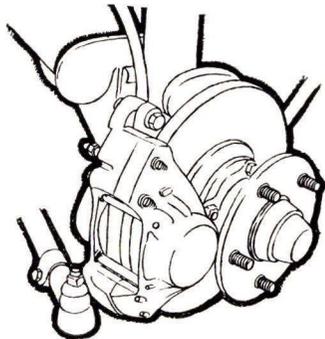


Hypoid high duty final drive gear, in a one-piece housing.

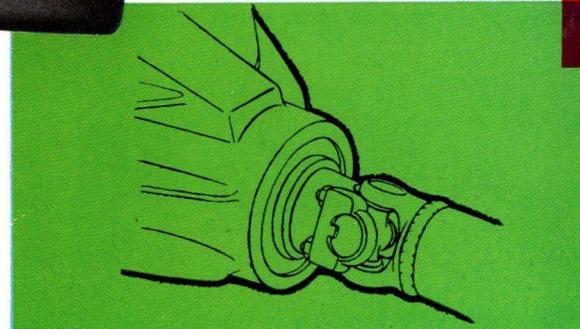
The rugged cast alloy steel 4-bearing crankshaft, fully counter-weighted and balanced.



The drive shaft universal joints run in needle roller bearings.

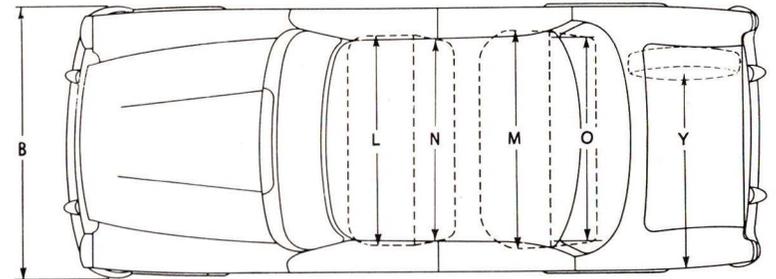
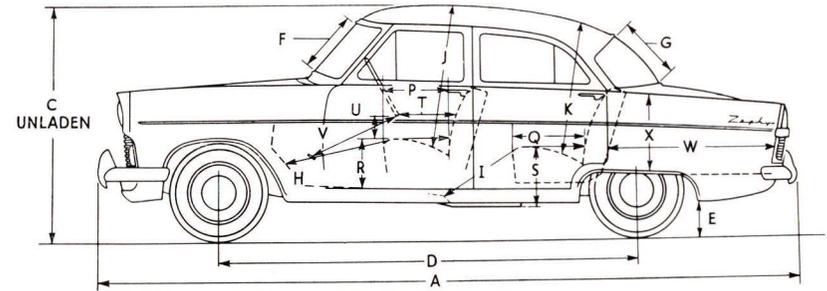


The Zephyr now has front disc brakes. Braking is safe, quick, *consistent*. Developed extensively for international car racing due to their fade-resisting characteristics, disc brakes are immune to adverse weather conditions and are completely unaffected by water.



SPECIFICATION

ENGINE	6-cylinder cast integrally with upper half of crankcase. Bore 3.25 ins. (82.55 mm.) Stroke 3.13 ins. (79.5 mm.). Capacity 155.8 cu. ins. (2,553 cc.). Overhead valves, push-rod operated. Compression ratio 7.8 to 1 (Low compression head optional—Compression ratio 6.9 to 1). B.H.P. 85 at 4,400 r.p.m. Torque 133 lb./ft. at 2,000 r.p.m. 4-bearing crankshaft with integral weights, dynamically balanced. Three-point rubber suspension.
ENGINE LUBRICATION	Pressure feed by submerged gear pump to crankshaft main bearings, big-end bearings and camshaft bearings. Accessible dipstick. Sump capacity 7 pints.
IGNITION	12-volt oil-filled coil; distributor has automatic advance and retard vacuum control.
FUEL SYSTEM	Diaphragm type fuel pump, mechanically operated; down-draught carburettor has special choke control and is fitted with combined air-cleaner and silencer. Electrical petrol gauge; tank capacity 10½ gallons.
COOLING SYSTEM	Pressurised. Belt-driven fan and water pump with thermostatic heat control. Capacity of system 22 pints.
TRANSMISSION	Clutch—single dry plate, spring cushioned. Hydraulic operation from pedal to heavy-duty ball bearing thrust release, with spring assistance. Steering column gear change. Synchromesh on top and second gears. Three forward speeds, overall ratios, 3.90 to 1; 6.40 to 1; 11.08 to 1; reverse 15.06 to 1. Oil capacity of gearbox 2½ pints.
REAR AXLE	Three-quarter floating, hypoid final drive. Heavy-duty roller and ball bearings. Open-type drive shaft. Axle ratio 3.90 to 1. Oil capacity 2½ pints.
FRONT SUSPENSION	Independent front wheel suspension employs low periodicity coil springs mounted on special hydraulic double-acting telescopic shock absorbers, integral with the wheel spindle assembly. An anti-roll torsion bar is fitted, which being triangulated holds the track control arms in the fore and aft direction.
REAR SUSPENSION	Longitudinal, asymmetrical semi-elliptic springs with hydraulic double-acting shock absorbers.
BRAKES	Hydraulic operation (front), 9¼" dia. disc brakes with power assistance; (rear) 9" × 1¼" single leading shoe. Total lining area 147 sq. ins. Foot brake on all four wheels, handbrake on rear wheels only.
STEERING	High efficiency recirculatory ball type. Ratio 18.0 to 1. Two-spoke steering wheel diameter 17 ins. Turning circle 36 ft.
WHEELS and TYRES	Pressed steel with wide base rims. Fitted with bright metal hub caps. Tyres 6.40—13 tubeless. (Tubed optional).
ELECTRICAL EQUIPMENT	Two-brush ventilated generator, compensated voltage control. Drive: "V" belt. Starter motor. Dual windtone horns operated by half horn ring on steering wheel. Battery: Ford type, 12-volt, 57 amp. hour at 20 hour rate (72 amp. hour at 20 hour rate when automatic transmission is fitted).
INSTRUMENTS	Conveniently grouped cluster immediately in front of driver, includes speedometer, odometer, fuel gauge, temperature gauge, ignition and oil pressure warning lights. Direction indicator tell-tale lights. Main beam warning light. Variable instrument lighting.
CONTROLS	Mounted on the top half of facia panel, from left to right the controls are: choke, windscreen wiper, key-operated ignition/starter, combined instrument/side and headlamp lighting switch. Foot-operated headlamp dimmer switch. Fresh air ventilator controls—(and Heater controls when fitted).
BODY	All-steel welded integral construction, seating within wheelbase. Safety glass all round. Chrome-capped, semi wrap-round windscreen. Chrome-capped, wrap-round rear window. Hinged no-draught ventilators embodied in front doors. Washable plastic headlining. Two-tone P.V.C. upholstery or Rayonweave/P.V.C. upholstery. Fitted carpets. Safety locking and push-button door handles. Separate barrel locks on both front doors. Adjustable full-width tubular construction bench-type front seat, incorporating centre fold-away arm rest. Door arm rests all round. Separate luggage compartment, capacity 18 cu. ft., release button has built-in barrel. Spare wheel housed in luggage compartment on right-hand side. Interior light with combined door-operated courtesy light.
GENERAL EQUIPMENT	Dual windscreen wipers operated from vacuum pump fitted on engine. Sealed beam, flush-fitting headlamps with chrome-plated surrounds. Separate side lamps. Twin tail and stop lamps. Twin reflectors. Bumper overrides. Rear number plate illumination lamps. Flasher-type direction indicators with self-cancelling arm on steering column. Soft plastic sun visors. Two ash trays. Interior rear view mirror. Provision for fitting radio and radio speaker.
OPTIONAL EXTRAS	Heater and demister, Hide P.V.C. upholstery, rear centre fold-away arm rests, overdrive, automatic transmission, white side-wall tyres.
BODY COLOURS	Savoy Black, Chateau Grey, Pompadour Blue, Linden Green, Sapphire Blue, Ming Yellow, Lime Green, Imperial Maroon, Ermine White, Regency Grey, Ambassador Blue.

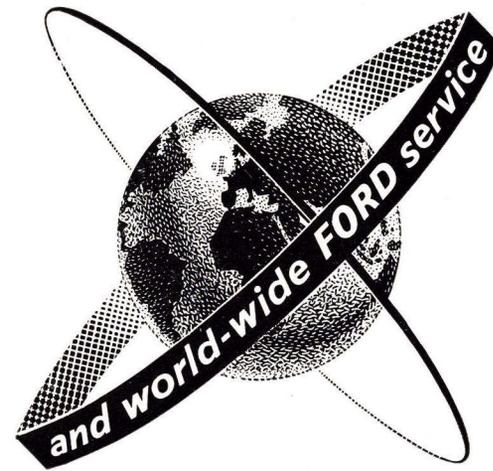


DIMENSIONS

A Length	14' 11"	O Rear Shoulder Room	4' 5"
B Width	5' 9"	P Front Seat Depth	1' 6½"
C Height—(Unladen)	5' 0½"	Q Rear Seat Depth	1' 6"
D Wheelbase	107"	R Cushion—Floor, Front	1' 0½"
E Ground Clearance	6¾"	S Cushion—Floor, Rear	1' 2½"
F Windscreen	1' 4½" × 4' 8"	T Wheel—Front Squab	1' 2½"
G Rear Window	1' 5" × 5' 1"	U Front Cushion—Wheel	4¾"
H Front Leg Room	3' 9"	V Pedals—Steering Wheel	2' 1¼"
I Rear Leg Room	3' 2½"	W Boot—Depth	3' 7"
J Front Head Room	2' 10"	X Boot—Height	1' 9"
K Rear Head Room	2' 11"	Y Boot—Width	3' 5½"
L Front Hip Room	4' 8½"		
M Rear Hip Room	4' 8¼"	Turning Circle	36' 0"
N Front Shoulder Room	4' 6"	Kerb Weight.	24 cwt.

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When you buy a Ford you buy more than a car,
you buy the backing of unique world-wide Ford Service
too—provided by the leading dealer sales
and service organisation in the automobile industry.



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With our compliments . . .