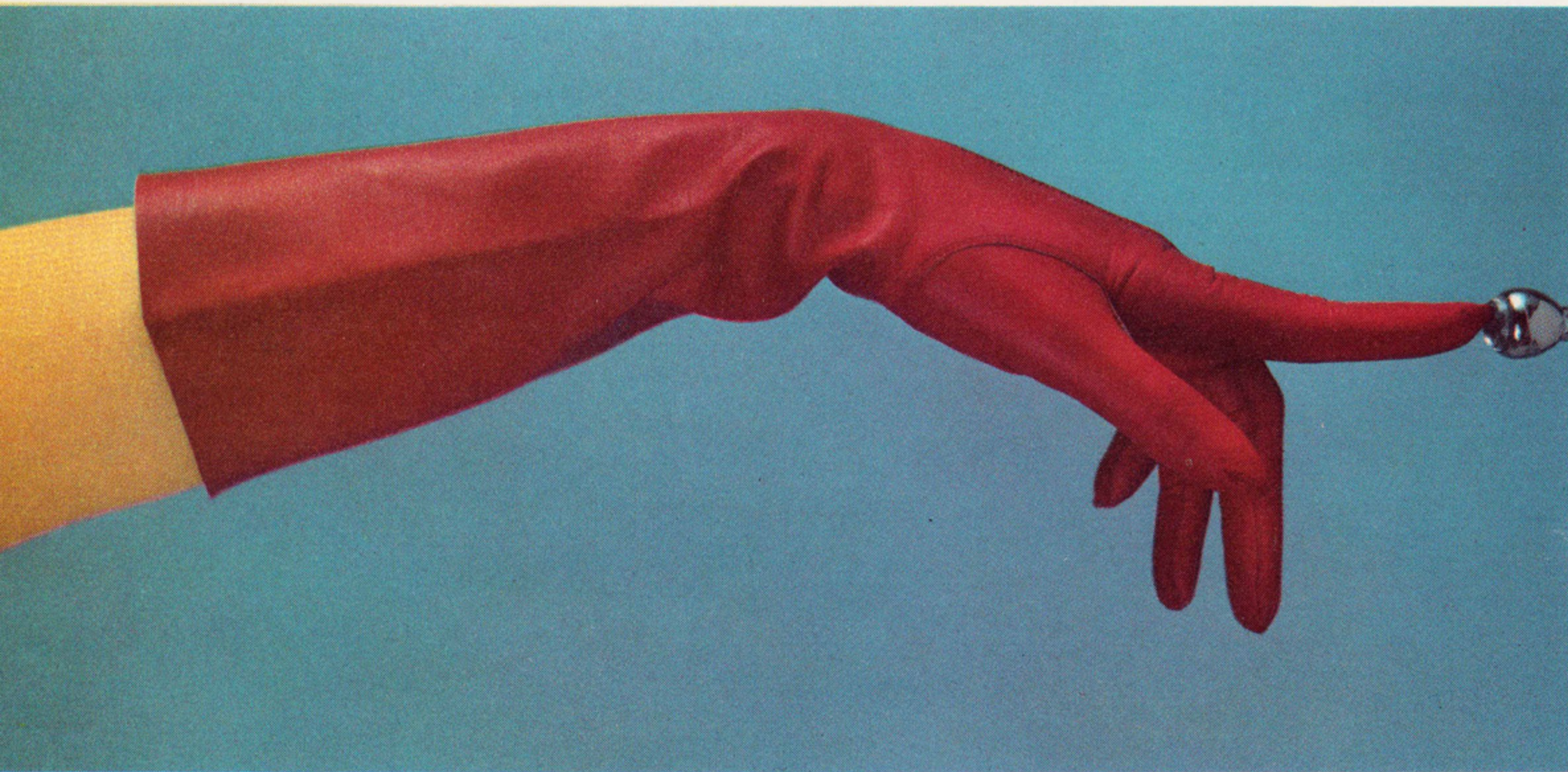


The New FORD

Skyliner

World's only HIDE-AWAY Hardtop

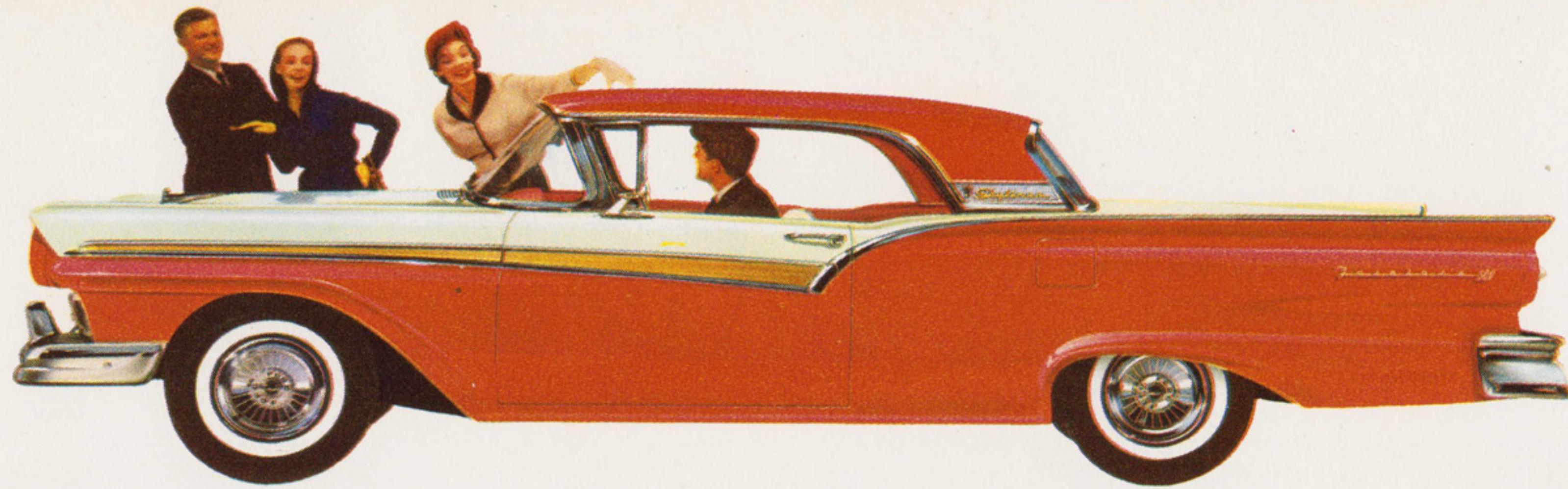
A touch of your finger. . . *and away she goes. . .*



Ford proudly presents the newest *new kind* of Ford . . . the Skyliner. It's the world's only Hide-Away hardtop, the car the whole motoring world has long dreamed about—the car which many automotive experts said would never be mass-produced.

Now, Ford's traditional advanced engineering has made this "miracle" a reality. It's another dramatic *first* from the company that brought you low-cost V-8 power and created such automotive classics as the thrilling Thunderbird. And of course, the same skill and engineering leadership that created the Skyliner can also be found throughout *every one* of Ford's 21 all-new models for '57.

Go Ford . . . and you go first with the finest!

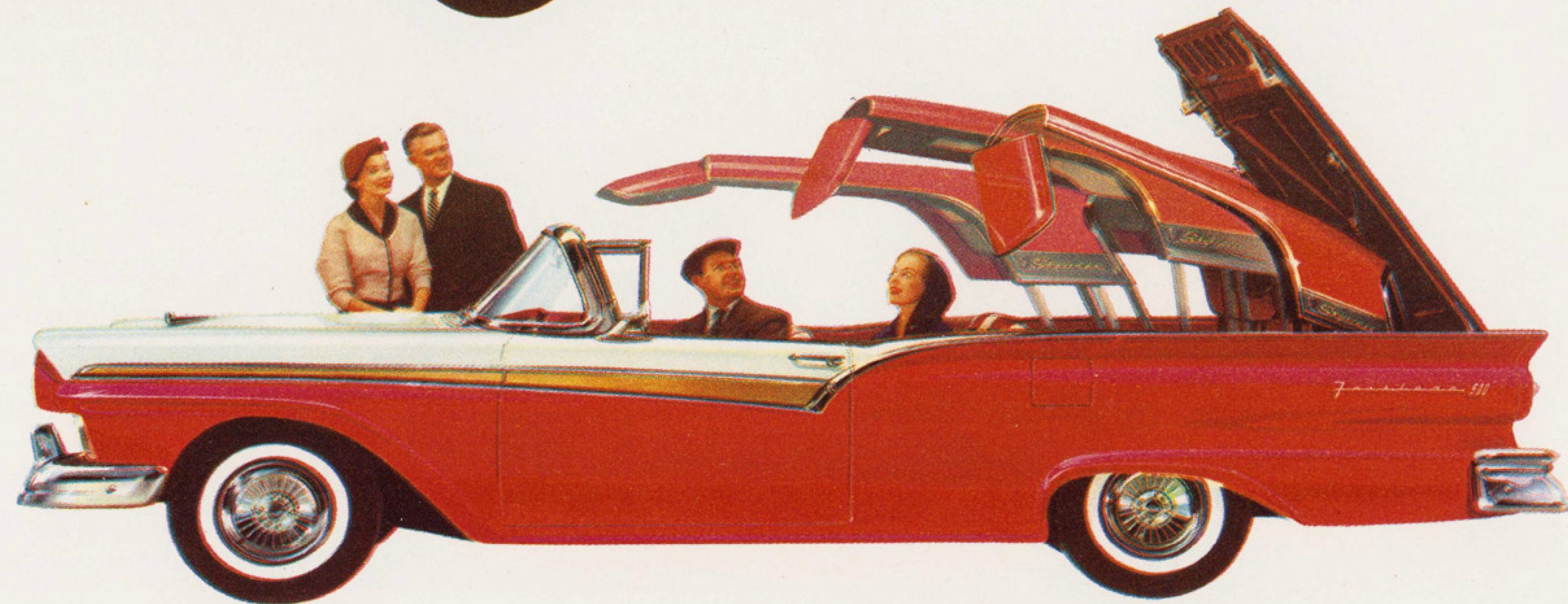


from steel hardtop...

At first glance you'd take the Skyliner for a new and distinctively different Victoria—a handsome all-weather car—as snug and safe as a steel hardtop can be, and the Skyliner is all of that! But what *hardtop* ever had a control on the instrument panel marked "Top"?

automatically

Touch the magic control and synchronized electric motors quietly go to work. Locking screws that secure the roof to windshield and body untwist . . . automatically! The roof swings back, vanishes smoothly out of sight into the rear deck. The deck lid closes—flush—and locks itself tightly in place.



...to open convertible

Now you're sitting pretty for sun and fun, Ford convertible style. But should the clouds threaten, just touch the magic control again. In less than a minute the roof is back in place and locked solid to let you laugh at the worst of wind and weather.



Miracle car of this generation

... *the* Skyliner

*I*f ever a car was designed for pure motoring pleasure and unique pride of ownership, the new Ford Skyliner is it.

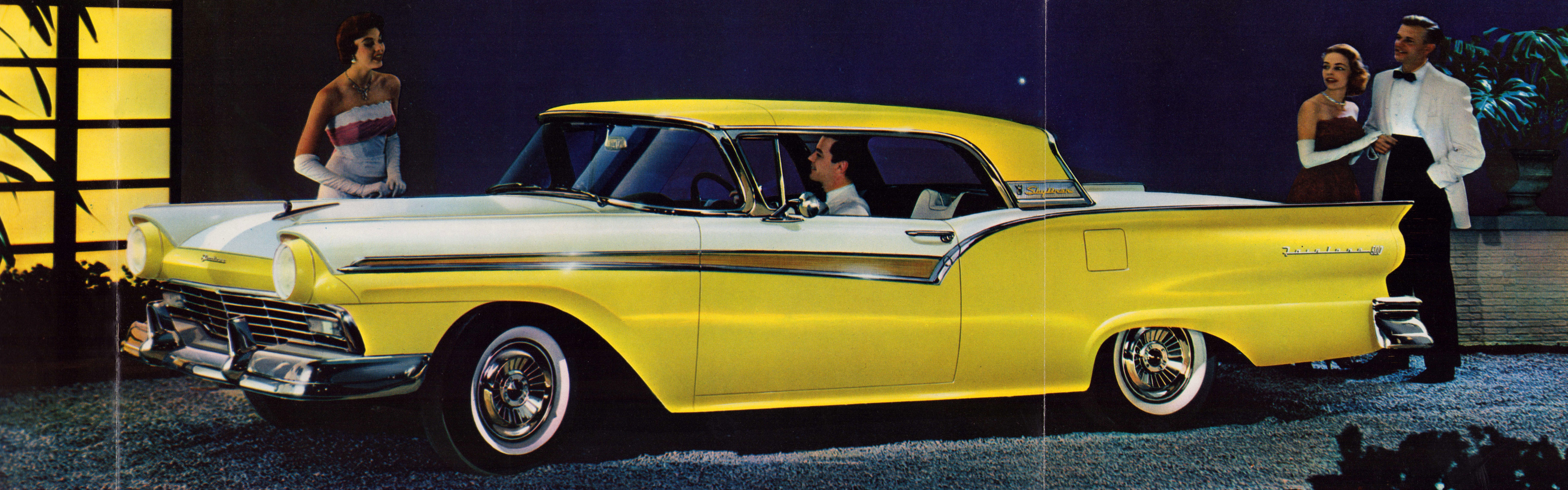
This six-passenger wonder-car mixes its magic with plain common sense . . . combines the safety and comfort of a steel-roofed hardtop with the wide-open fun of a dreamy convertible. With the top up, you can open the rear deck lid on a regular cavern of storage space.

And if you want to cruise with the top down, the huge trunk not only tucks in the steel roof, but leaves ample room for luggage as well!

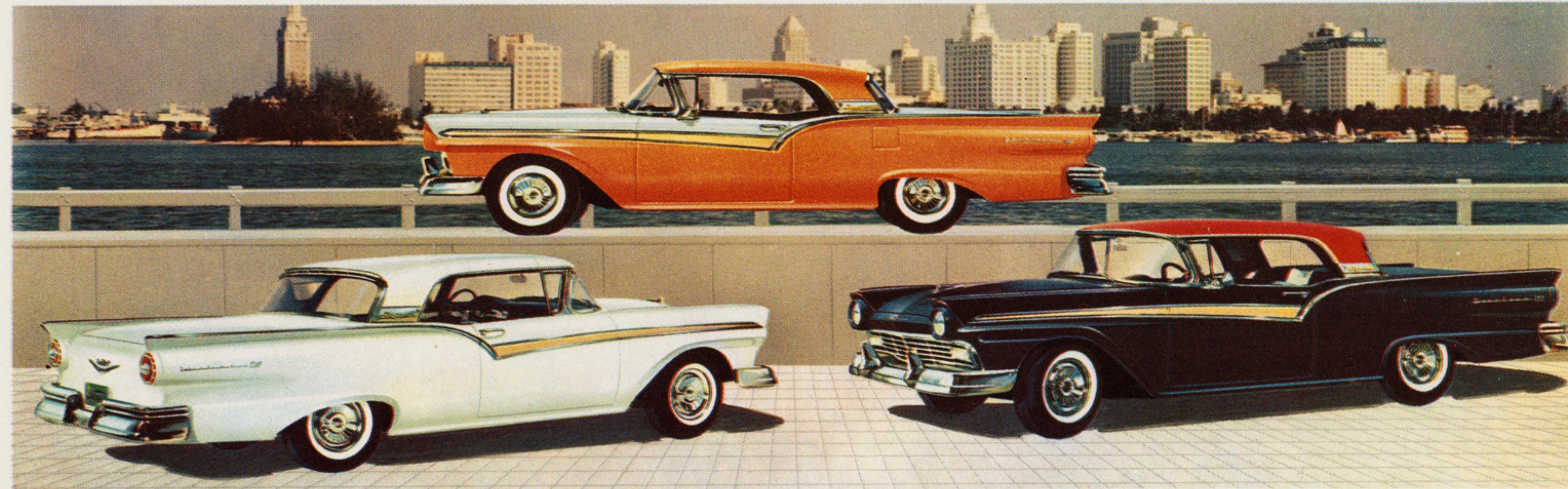
Top up or top down, the Skyliner boasts the most dashing lines on the road today. And that's not all! It also gives you *all* the advanced features of the *new kind* of Ford for '57 with its completely new "Inner Ford."

Its new wide-contoured frame helps lower the center of gravity for greater stability through the curves . . . seats passengers safer *within* the protection of the massive frame rails. New, swept-back, Ball-Joint front suspension and new Level-Ride rear suspension put a magic carpet of comfort between you and the roughest roads . . . cut "squat" and "dip" on fast starts and stops. And under the hood there's a mighty Thunderbird V-8 waiting to release its whirlwind of power at a touch of your toe.

But the only way to know the real magic of the Skyliner, or any of the 21 exciting models of the completely new kind of Ford for '57, is to drive it. Why delay?



A beauty from any angle, the Skyliner is a full three inches longer than other Fairlane 500 models . . . the longest cars in the low-price field! This extra length shows up handsomely in the longer, low-line silhouette of the rear deck. You'll find other distinctive touches in such refinements as special sun visors, curved to fit the windshield, special Airweave vinyl interiors, and 2-tone instrument panel.



Top up, you'll find a vast "cavern" of luggage space, actually enough room to store all your gear for a day at the beach or a cross-country trip!

Interiors to match your personal taste

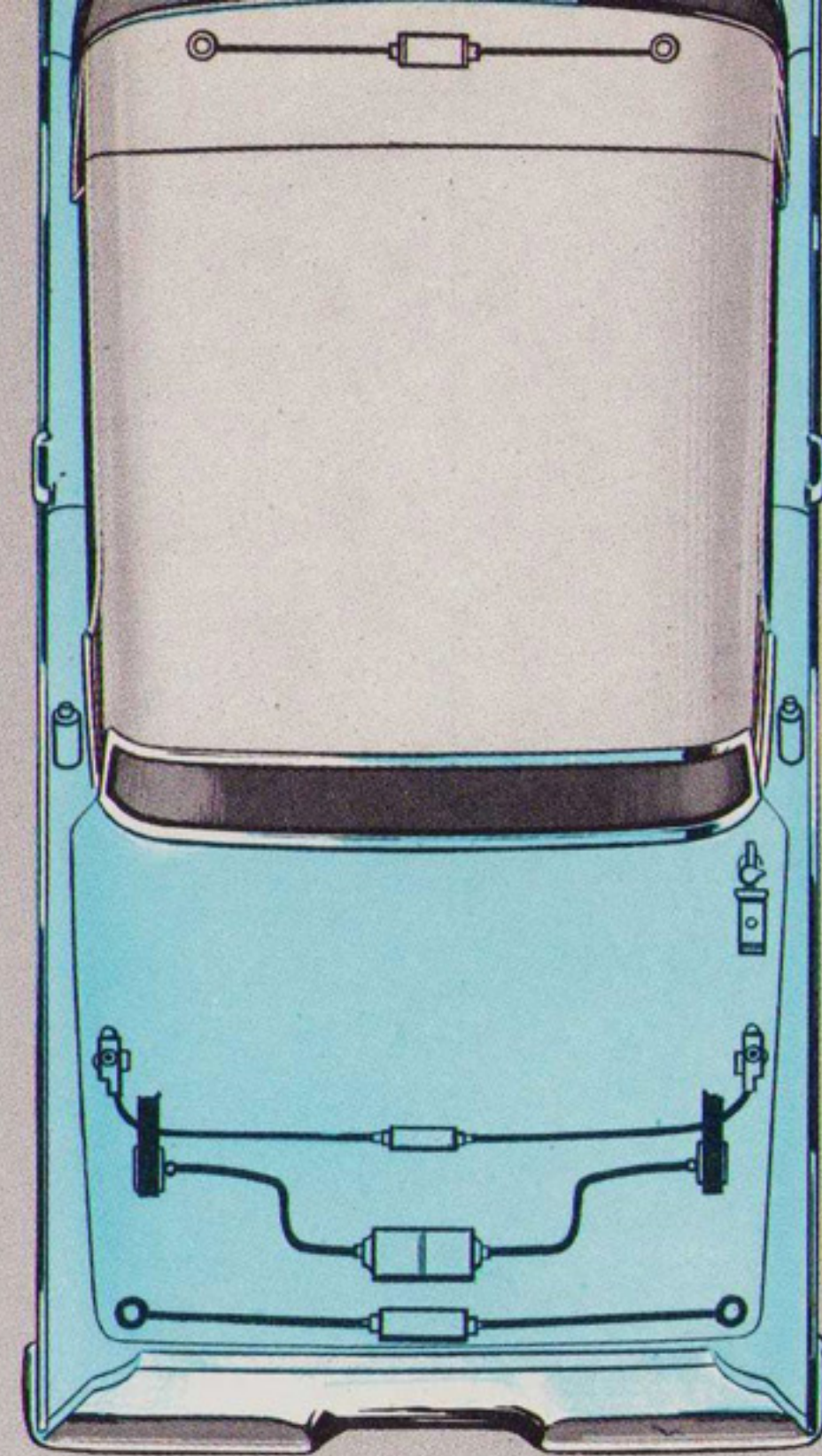
Choose from five richly textured, all-vinyl Luxury Lounge interiors. These special new Airweave color-matched upholsteries are designed to give "sea-breeze" riding comfort regardless of outside temperature. All are combined with tasteful, harmonizing trim.

Top down, there's plenty of room for your week-end luggage in this protected storage area.



Accessories

Lifeguard padded instrument panel and cushioned sun visors, Ford front and rear seat belts. 4-way Power Seat, Swift Sure Power Brakes, Master-Guide Power Steering, Power-Lift Windows. I-Rest tinted safety glass. Fordomatic or Overdrive. SelectAire or Polar-Aire Conditioner (except with Supercharged V-8), white sidewall tires, special fuel and vacuum pump unit for positive-action windshield wipers. Transistor-powered radios.



Precision Engineered

Designed to operate with precision and reliability, the Skyliner's automatic operating top has been cycle-tested continuously for long periods, without fail, prior to release for production. The top-operating system is driven by seven specially designed, high-torque motors which are sealed and permanently lubricated. All are protected by circuit breakers.

The top operation is simplicity itself and completely automatic. When the control knob on the instrument panel is pulled out, the rear deck lid unlocks and rises to the "up" position. Next, the top unlocks from body and windshield and begins to move upward and back. As the top moves, its forward section folds down and back to fit into the trunk. The top continues back and down into the trunk. Here it comes to rest snugly on cushioning pads. The rear deck lid closes and locks itself tight. Time—? About one minute! The entire sequence is simply reversed for converting back to a distinguished Victoria-like hardtop.

serts. Diagonally mounted Viscous-control shock absorbers.

Rear Axle: New, deep-offset hypoid, semi-floating type with exclusive straddle-mounted pinion.

Axle Ratios (to 1): Conventional Drive—3.89 standard, 4.11 optional; Overdrive—4.11 standard. Fordomatic Drive—3.56 standard.

Steering: Worm and triple-tooth gear mechanism. Anti-friction bearings throughout. Symmetrical linkage; 27 to 1 over-all ratio; 17½" dia., 3-spoke Lifeguard deep-dish steering wheel. Approx. 40' turning diameter. Master-Guide Power Steering optional at extra cost.

Brakes: Double-seal Giant-Grip hydraulic; suspended pedal; 11" drum; 191-sq. in. lining area. New, low-pedal type Swift Sure Power Brakes optional at extra cost.

Tires: Smaller, 8.00 x 14 tubeless; new 5½" safety-type rims. Spare tire stows flat on underside of trunk tire-well cover.

Wide-Contoured Frame: Specially designed, precision-made, 4-cross-member frame with I-beam X-member at center. Box-section side rails are widely flared to extend outside seating areas, afford passengers added protection, provide more foot room. Body-mounting brackets, welded to inner and outer sides of rails, help reduce road shock.

Dimensions: 118" wheelbase; 59.0" front, 56.4" rear treads. Over-all length, 210.8". Height (maximum with design load), 56.3".

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

The specifications contained herein were in effect at the time this catalog was approved for printing. Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design without notice and without incurring obligation.

SPECIFICATIONS

Skyliner Exteriors: There are 12 new body colors available in Single Color and 13 new body colors in conventional Two Tone and stunning, new Style Tone combinations.

Interior Styling: There are five all-vinyl, Luxury Lounge interiors available. Each features the special, new Airweave "breathable" vinyl in seat cushion and back inserts. Upholsteries and trims are color-keyed with appropriate exterior body colors providing exquisite color harmony.

Engines: 212-hp Thunderbird 292 V-8—292-cu. in. displacement; 3.75" bore x 3.30" stroke; 9.1 to 1 compression ratio; regular fuel. Low silhouette, 2-venturi carburetor. Single, Y-type exhaust system.

245-hp Thunderbird 312 Special V-8 (opt.)—312-cu. in. displacement; 3.80" bore x 3.44" stroke; 9.7 to 1 compression ratio;

premium fuel. Low-silhouette, 4-venturi carburetor. Dual exhaust system.

300-hp Thunderbird 312 Supercharged V-8 (opt.)—312-cu. in. displacement; 3.80" bore x 3.44" stroke; 8.5 to 1 compression ratio. Centrifugal-type supercharger with automatic ball-driven variable-speed blower control, engine-lubricated, dual V-belt drive. Sealed 4-venturi carburetor; premium fuel; dual exhaust system. 18-gal. fuel tank has filler tube in left rear fender.

All three engines are available with all transmissions.

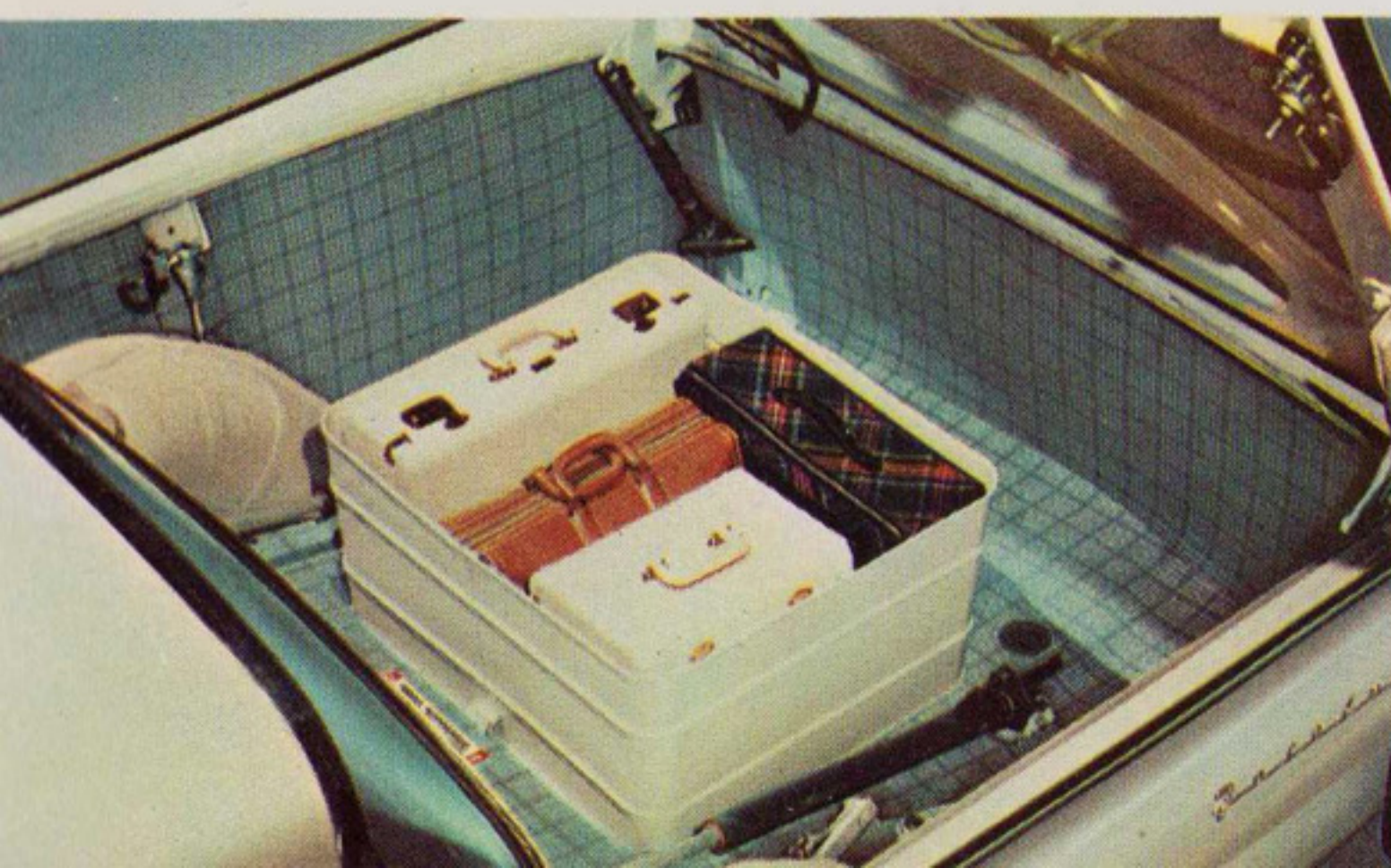
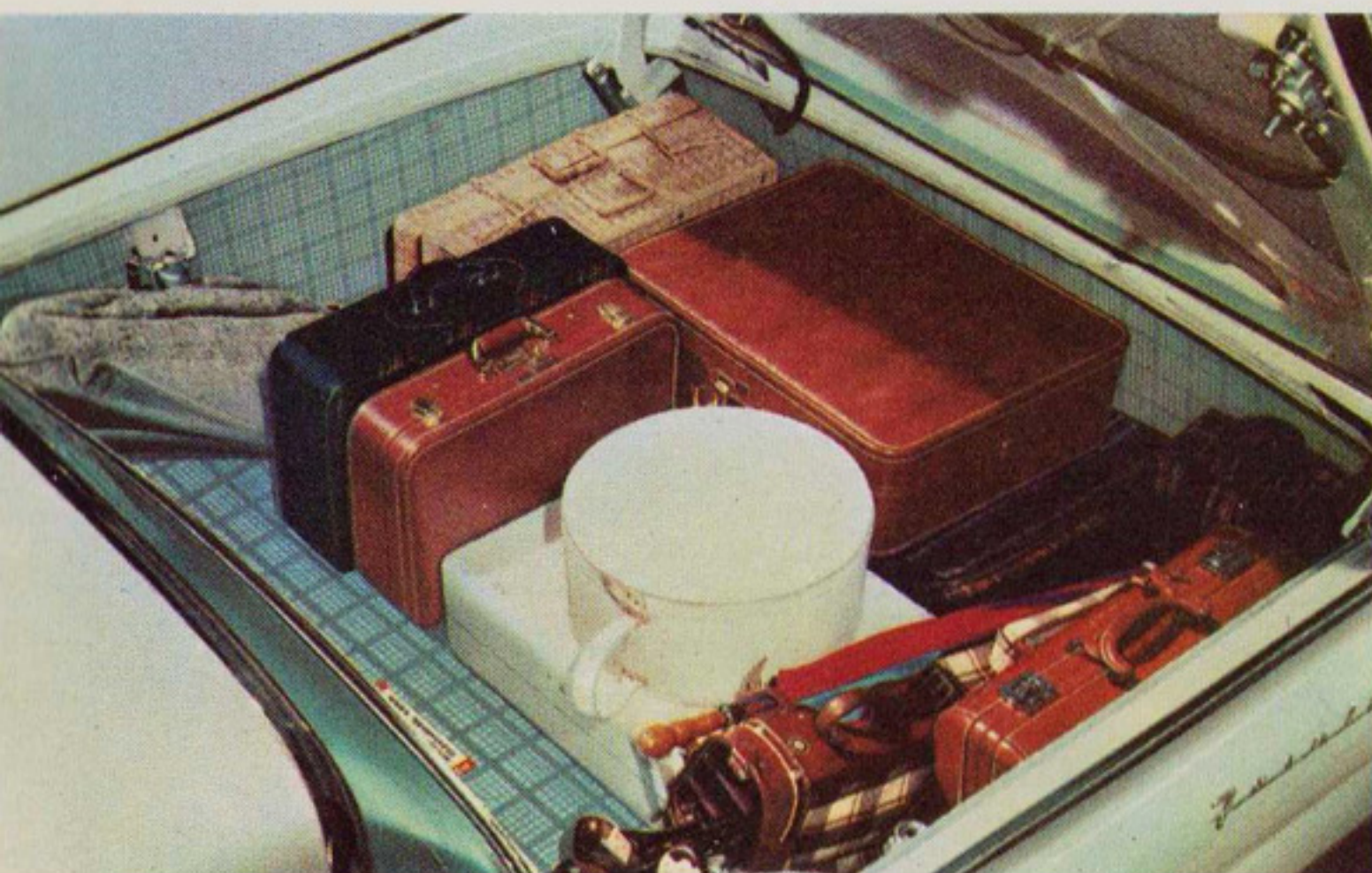
Clutch and Transmission: Semi-centrifugal clutch with new full-weighted levers for more positive engagement; suspended pedal. Conventional Drive has 3 forward speeds and 1 reverse, with gear ratios tailored to each engine. New shot-peened, finer-pitch

helical gears for greater strength and quietness; forged bronze synchronizers. Overdrive is combination of 3-speed transmission plus an automatic 4th gear that cuts in at about 28 mph, cuts out at about 22 mph.

Fordomatic Drive: Torque converter combined with automatic gear mechanism. Water-cooled. Three forward gears, 1 reverse. Automatic "low-gear" starts and "intermediate-gear" passing with selector in Drive (Dr) position. Illuminated selector dial with steering-post-mounted lever for natural feel, natural sequence.

Front Suspension: New, swept-back, Ball-Joint design with one-piece stabilizer, Viscous-control shock absorbers.

Rear Suspension: New variable-rate type, full outboard mounted, long-leaved rear springs, Six leaves with friction-control in-





FORD Division of FORD MOTOR COMPANY