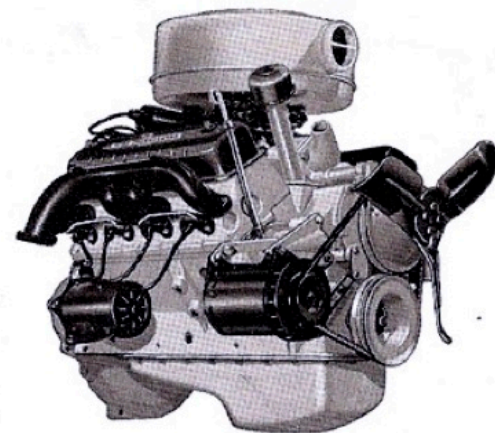


1955 FORD

*Law Enforcement
and Emergency Use Vehicles*

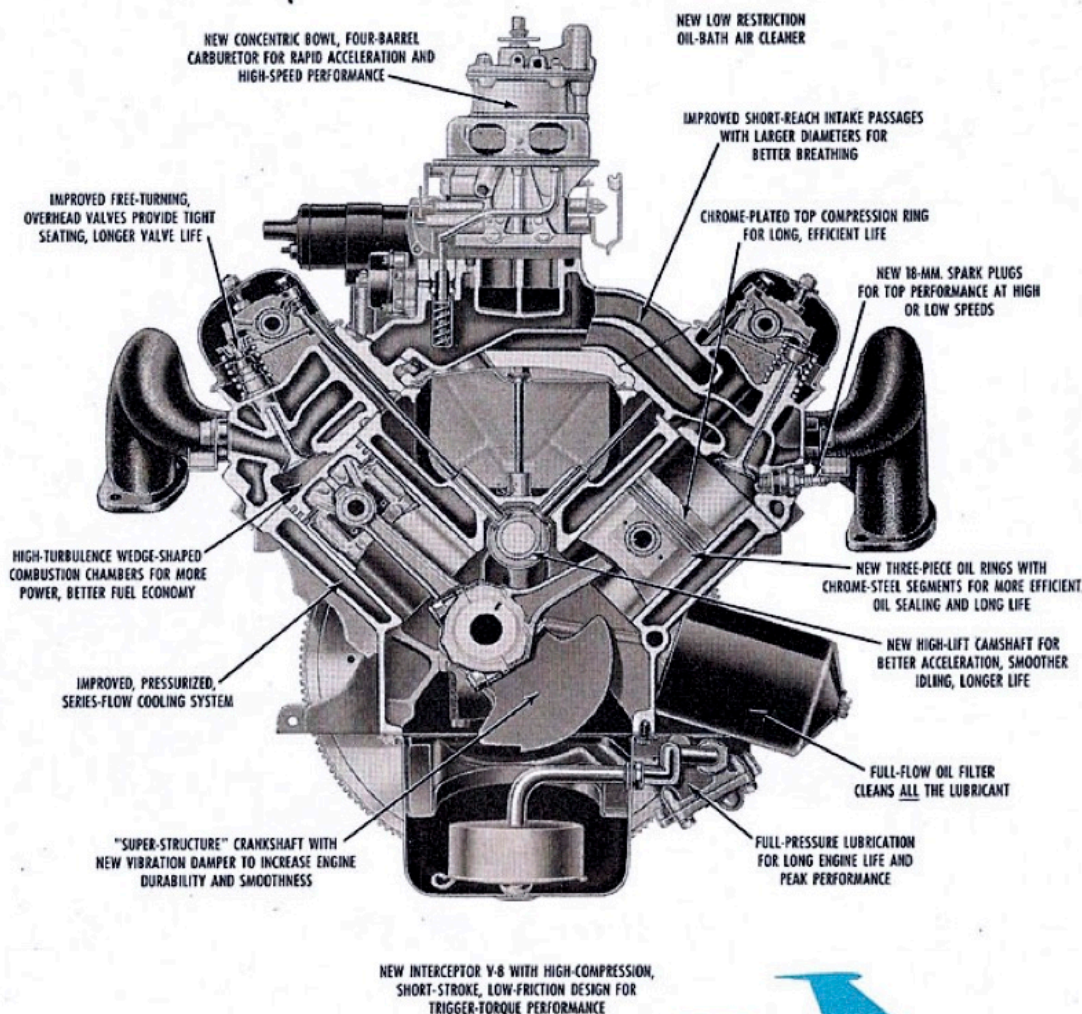


*Available with the mighty
"Interceptor" V-8 with
Trigger-Torque Performance*

BRAKE H.P. . . . 188 @ 4400 r.p.m.
DISPLACEMENT 292 cu. in.
BORE 3.75 in.
STROKE 3.30 in.



Mighty **INTERCEPTOR** Engine



**INSTANT ACTION
FLASHING PERFORMANCE
SUPERIOR STAMINA**

Trigger-Torque Performance

The mighty 1955 *Interceptor* with Trigger-Torque Performance, will deliver, with its included equipment*, every requirement for topnotch, 24-hour police work!

The '55 *Interceptor* engine has *new wedge-shaped* high-turbulence combustion chambers so that fuel and air are mixed more thoroughly, to provide more power—better fuel economy with regular gas. New 4-barrel carburetion provides responsiveness at the slightest toe-touch of the driver. The *Interceptor's* *Power-Charge* intake manifold, high-lift overhead valves, and Ford's exclusive *Automatic Power Pilot* combine to give the 1955 *Interceptor* needed responsive performance. And its short-stroke, low-friction, design means less engine wear, longer, more efficient operation.

Besides Conventional Drive, the '55 *Interceptor* can be teamed, at extra cost, with Speed-Trigger Fordomatic—the most versatile of all "automatics," or with Overdrive to save up to 15 cents on every gas dollar.

In every respect, the '55 *Interceptor* engine is designed to provide the ultimate in peak performance in all phases of police work.

*See pages 4 and 8 for listing of extra-cost included equipment for *Interceptor* police service.



Ford Y-block V-8

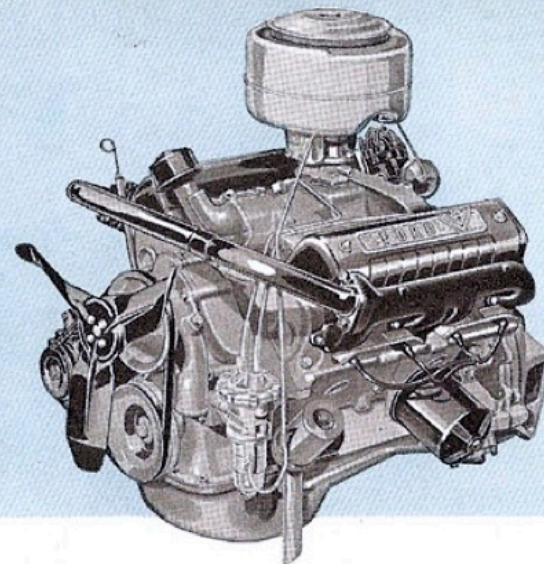
with Trigger-Torque Performance

Starting with the basic, high-efficiency design of a deep-block, short-stroke, low-friction engine, Ford engineers have created in this 272 cu. in. Y-block V-8 with 7.6 to 1 compression ratio, a power plant with instantaneous Trigger-Torque Performance. Its high displacement and compression ratio not only deliver more wheel-turning torque, but also offer a new high in economy for engines of its power and dimension. Its greater capabilities let it ease along smoothly and quietly in all city-traffic driving, yet the driver can call up a mighty flow of high-torque power that eats up the miles without strain or high fuel consumption. Its immediate response is truly "trigger-quick," and its smooth-flowing high power is long-lived.

Ford I-block Six

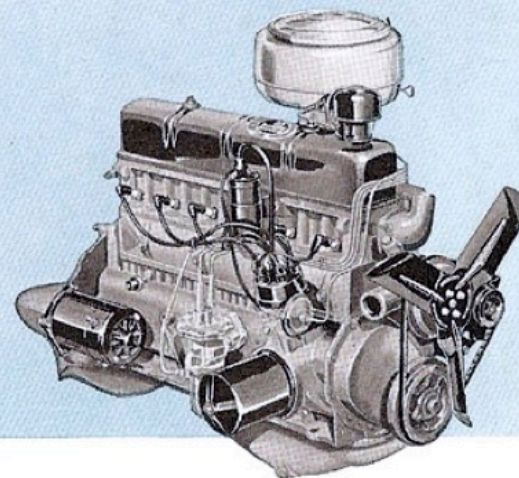
with Trigger-Torque Performance

Ford engineers have pioneered and developed the one truly modern, deep-block, overhead-valve Six in the low-price field. This new, modern-design Six with Trigger-Torque Performance has a short stroke which reduces internal friction and moving parts wear. It has a deep, more rigidly constructed crankcase and a better-balanced crankshaft. Torque, or wheel-turning power, is increased. Compression ratio is 7.5 to 1. Refinements in carburetion, along with this high compression ratio, notably improve acceleration and low-speed performance, and achieve greater fuel economy at all speeds, besides adding smoothness to operation at idling speeds. For maximum freedom from vibration the engine is mounted on the chassis by Ford's specially developed four-point engine suspension system.



BASIC SPECIFICATIONS

Brake h.p. 162 @ 4400 R.P.M.	Bore.....3.62 in.
Displacement.....272 cu. in.	Stroke.....3.30 in.
Compression Ratio...7.6 to 1	

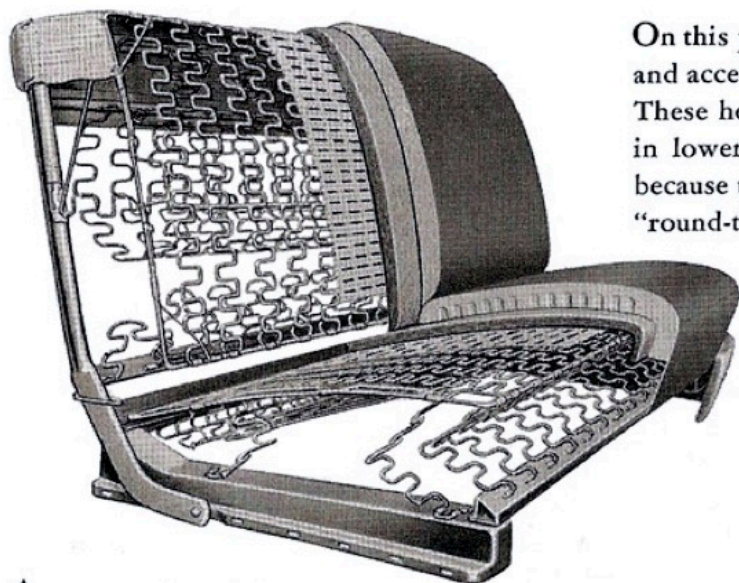


BASIC SPECIFICATIONS

Brake h.p. 120 @ 4000 R.P.M.	Bore.....3.62 in.
Displacement.....223 cu. in.	Stroke.....3.60 in.
Compression Ratio...7.5 to 1	

FOR GREATER SAFETY ★ COMFORT ★ ECONOMY ★ SUPERIOR DUTY

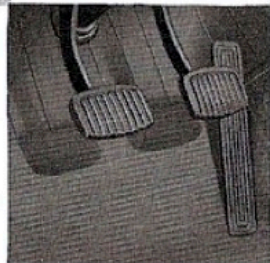
Choose from a Wide Range of Factory-installed Options*



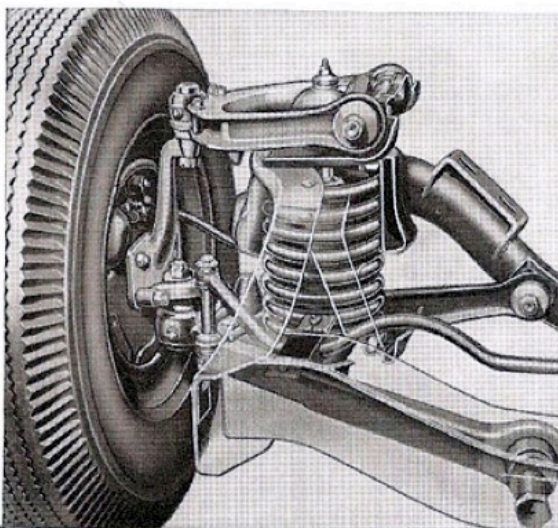
▲ Heavy-duty seat with rubberized hair or foam-rubber pads in cushions and heavy-gage, non-sag springs in contour-styled cushion and seat back, front and rear. Washable, long-wearing copper vinyl upholstery and interior trim, are available.



▲ Ford's MagicAir Heating-Ventilating system provides utmost comfort in every season, in any climate . . . by controlling heat distribution for warmth and defrosting, and by reducing window fogging. Recirculating-type heater-defroster available.



▲ Thick . . . heavy-duty floor mats, for front and rear, to reinforce normal "wear points," last longer in rigorous police car service.



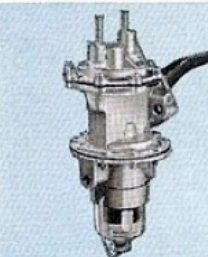
▲ Heavy-Duty 6 Volt battery of 100-, 110-, 120-, or 136 ampere-hour capacity lasts longer, is more dependable under heavy loads.



▲ Heavy-duty tailored-to-weight front springs, heavy-duty shock absorbers give longer life, greater stability, and heavy-duty brake lining standard with Interceptor sedans, available at extra cost with V-8 or Six sedans.



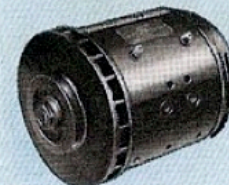
▲ Sturdy, heavy-duty radiator with a high-speed fan improves engine cooling under all idling or operating conditions. Standard with Interceptor, available at extra cost with V-8 or Six.



▲ Heavy-duty 11" clutch is semi-centrifugal type. (Standard on "Interceptor" V-8 with Conventional Drive or Overdrive.)



▲ Combination fuel and vacuum pump offers positive windshield Wiper operation. (Standard with the Interceptor V-8 and with Fordomatic or Overdrive.)



▲ 40-, 50-, 55- or 60-ampere heavy-duty generators and regulators are available. 50-, 60-, or 95-ampere alternator-rectifier systems are also available.

* At traditionally low Ford Price

RUGGED "LAST-LONGER" FEATURES OF THE '55 Ford Police Car Body

Sturdy lower back panel is one-piece type, incorporates Ford's unique Center-Fill fueling and new deck lid striker. Deep-sectioned for added strength.

Deeper flange along front edge of package tray, plus new, husky gussets at extremities, provide greater body strength.

Strong, rigid box section around new wrap-around rear window is formed by slender, newly designed, high-strength roof rails.

Strong, one-piece roof panel welded integrally to new, stronger box-section structure of new, wrap-around windshield.

One-piece dash panel, two cowl sides, cowl top panel all welded into one extra-strong, extra-rigid box structure.

Front fenders are of one-piece design. Upper rear corners are bolted to cowl, instead of to body hinge pillars, for neater fit.

New, wrap-around type front and rear bumpers protect against impacts from sides, too. Front bumper sides firmly supported by stone shield extensions.

Body panel joints are welded for extra strength, and sealed to achieve smoother, cleaner appearance without rust-inviting seams.

Dome-shaped wheel housings are welded to floor panel. Extra gussets unite housings with rear window structure for greatest rigidity.

New, high-strength pillars are narrow above belt line for most visibility, wide-sectioned below for greater strength.

All-new floor pans are scientifically ribbed and contoured for high strength and quietness, effectively seal out noise, moisture and dust.

Cushion-Quiet body mounts, heavily insulated at contact points, are "pocket-inset" to grip firmly, reduce side shake.

All-new, large offset front hinge pillars are integrated into single structure, gusseted firmly for maximum strength.

ORDER THESE ACCESSORIES AND OPTIONS THROUGH YOUR FORD DEALER

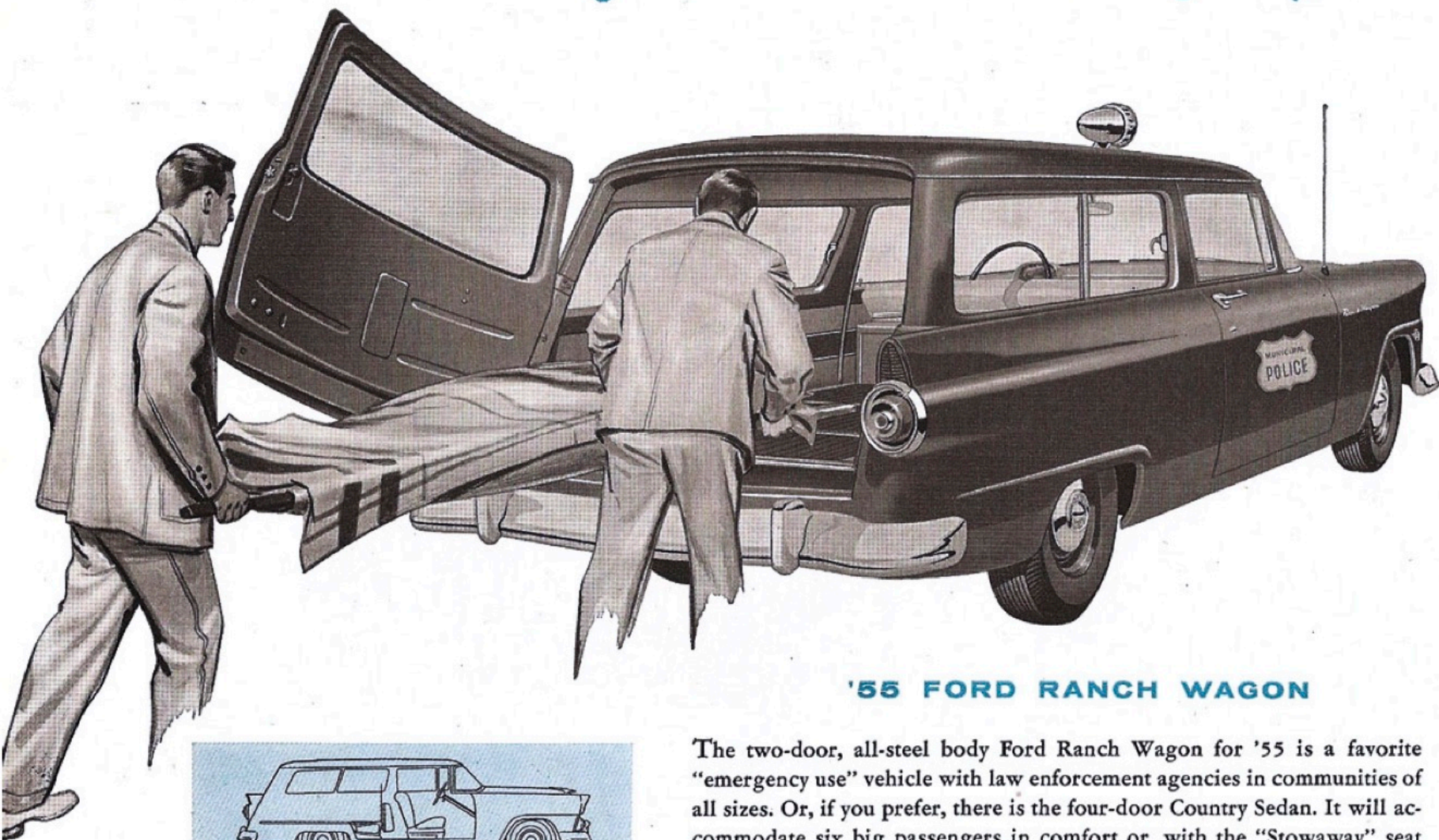
- ★ TURN INDICATOR
- ★ ONE-QUART FIRE EXTINGUISHER
- ★ SPOTLIGHT
- ★ FULL TIRE CHAINS
- ★ BACK-UP LIGHTS

- ★ WINDSHIELD WASHER
- ★ GLARE-PROOF INSIDE REAR VIEW MIRROR
- ★ OUTSIDE REAR VIEW MIRROR
- ★ BUMPER GUARD

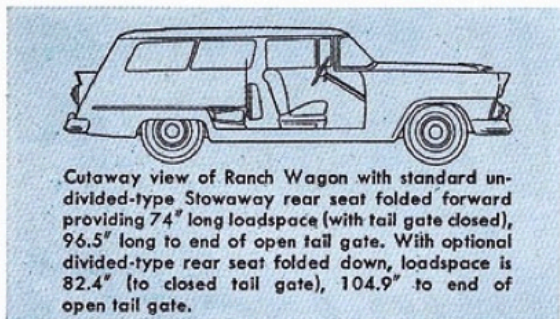
- ★ ENGINE COMPARTMENT LIGHT
- ★ COURTESY AND MAP LIGHT
- ★ GLOVE COMPARTMENT LIGHT
- ★ LUGGAGE COMPARTMENT LIGHT
- ★ ELECTRIC CLOCK

- ★ AUTOMATIC CIGAR LIGHTER
- ★ I-REST TINTED SAFETY GLASS
- ★ POWER LIFT WINDOWS (Driver Controlled)
- ★ POWER STEERING
- ★ POWER BRAKES

'55 Ford Station Wagons make ideal emergency vehicles



'55 FORD RANCH WAGON

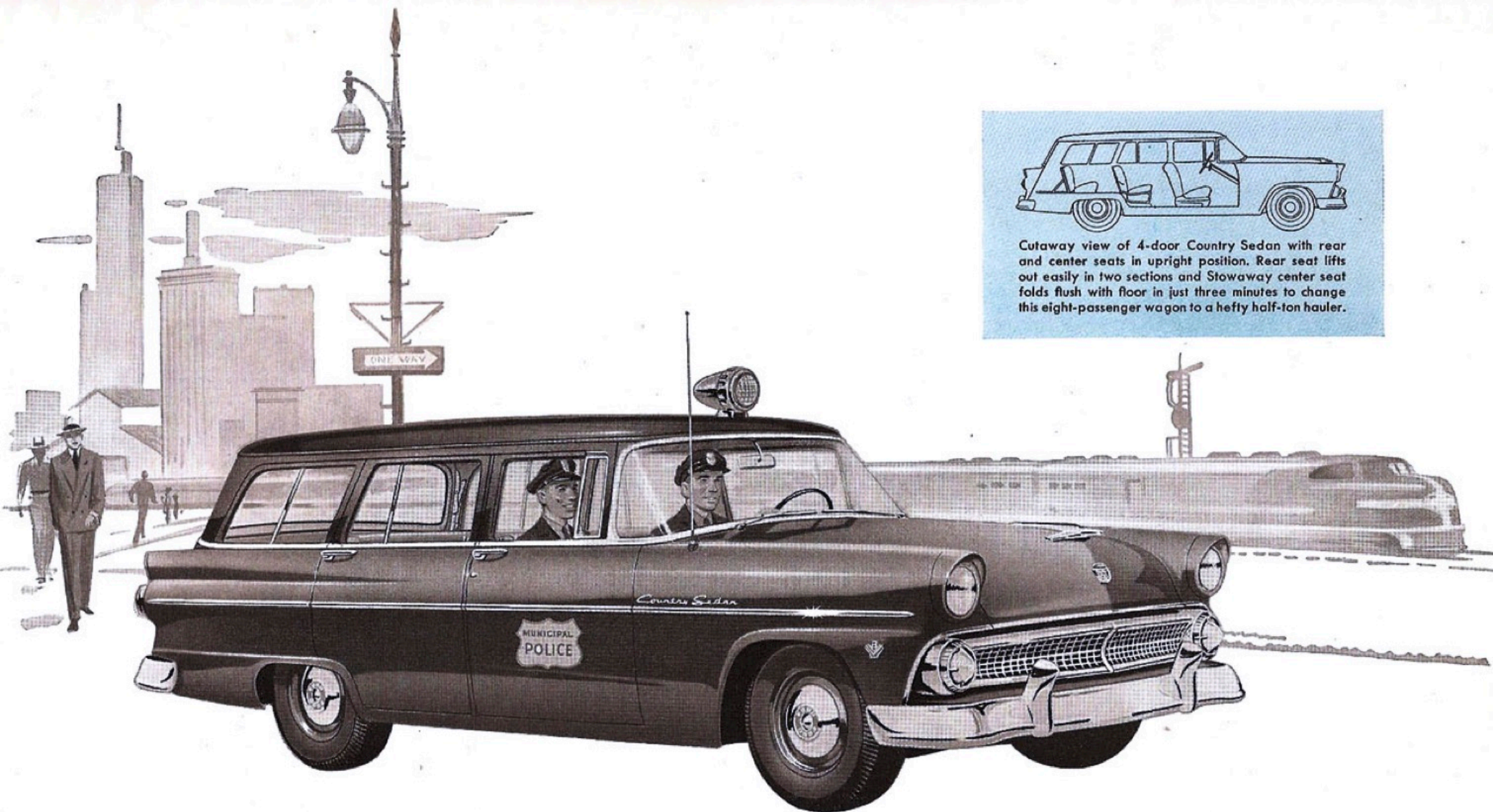


Cutaway view of Ranch Wagon with standard undivided-type Stowaway rear seat folded forward providing 74" long loadspace (with tail gate closed), 96.5" long to end of open tail gate. With optional divided-type rear seat folded down, loadspace is 82.4" (to closed tail gate), 104.9" to end of open tail gate.

The two-door, all-steel body Ford Ranch Wagon for '55 is a favorite "emergency use" vehicle with law enforcement agencies in communities of all sizes. Or, if you prefer, there is the four-door Country Sedan. It will accommodate six big passengers in comfort or, with the "Stowaway" seat down, it can easily be converted into an ambulance. Wide-opening panel-type rear door (optional at *slight* extra cost), stays open in all positions.

Practical vinyl and woven plastic upholstery is long-wearing, and easy to keep clean. Non-scuff, ribbed linoleum flooring is color-harmonized with the interior.

For Trigger-Torque Performance choose either the '55 Ford Y-block V-8, the I-block Six, or the mighty Interceptor engine.



Cutaway view of 4-door Country Sedan with rear and center seats in upright position. Rear seat lifts out easily in two sections and Stowaway center seat folds flush with floor in just three minutes to change this eight-passenger wagon to a hefty half-ton hauler.

'55 FORD 4-DOOR COUNTRY SEDAN FOR POLICE SERVICE

Four doors and convenient folding center seat give easy, fast access for all passengers. (Also available with eight-passenger capacity.) There is the extra convenience of a lift gate with push-button handle that operates handily on counterbalancing hinges, stays in "up" position . . . automatically. Opening the tail gate is an easy one-hand operation. It comes down with a turn of the latch, locks securely in either "down" or "up" position. Panel-type door optional

at *slight* extra cost. Upholstery is durable vinyl and woven plastic with non-scuff linoleum flooring.

Also available is the '55 Ford two-door Ranch Wagon or Custom Ranch Wagon with standard seating or divided rear seat.

For instant response with Trigger-Torque Performance, choose either Ford's new Y-block V-8, the I-block Six or the mighty Interceptor engine.

1955 FORD POLICE CAR

Specifications

ENGINE FEATURES: Deep-block construction; low-friction design; high-turbulence combustion chambers, Precision-molded alloy iron crankshaft with vibration damper. Tin-plated, super-fitted aluminum alloy pistons; 3 rings, top ring chrome-plated, second ring phosphate or ferrox coated, circumferential-type oil ring with chrome-plated steel rails. Free-turning int. and exh. valves; high-lift, precision-molded alloy iron camshaft, silent chain drive. 13-pound pressure, series-flow cooling system with positive-action thermostat. Full-pressure lubrication; full-flow oil filter; positive crankcase ventilation. Six-volt electrical system; 18-mm anti-fouling spark plugs; Automatic Power Pilot; weatherproof ignition; high-torque starting motor, anti-kickout drive; 51-plate, 90 amp-hr. battery.

INTERCEPTOR V-8: 188 brake hp @ 4400 rpm; 292 cu. in. displacement; 3.75 in. bore x 3.30 in. stroke; 7.6 to 1 compression ratio; 45.00 taxable hp. Overhead-valve 90°-V type. 5 main bearings, precision steel-backed, copper-lead inserts. 20-quart cooling system capacity (21-quart with heater); heavy-duty radiator with extra-cooling fan. 4-barrel, concentric-bowl, downdraft carburetor with automatic choke and thermostatic manifold heat control valve; low-restriction oil bath air cleaner; dual exhaust system; diaphragm-type, mechanical fuel pump with integral vacuum-booster unit for positive windshield wiper operation. 5-qt. crankcase capacity (6-qt. with filter change). 40 amp. low cut-in generator with special 3-unit regulator. Other special equipment included with Interceptor V-8: heavy-duty front and rear springs (sedans only); heavy-duty brake linings (sedans only).

Y-BLOCK V-8: 162 brake hp @ 4400 rpm; 272 cu. in. displacement; 3.62 in. bore x 3.30 in. stroke; 7.6 to 1 compression ratio; 42.05 taxable hp. Overhead-valve, 90°-V type, 5 main bearings, precision steel-backed babbitt inserts. 19-qt. cooling system capacity (20-qt. with heater). Duplex, downdraft carburetor with manual choke and thermostatic manifold heat control valve; oil bath air cleaner; diaphragm-type, mechanical fuel pump. 5-qt. crankcase capacity (6-qt. with filter change). 35 amps, low cut-in generator; 3-unit regulator.

I-BLOCK SIX: 120 brake hp @ 4000 rpm; 223 cu. in. displacement; 3.62 in. bore x 3.60 in. stroke; 7.5 to 1 compression ratio; 31.54 taxable hp. Overhead-valve, in-line type, 4 main bearings, precision steel-backed babbitt inserts. 15-qt. cooling system capacity (16-qt. with heater). Unit-design, single downdraft carburetor with manual choke and thermostatic manifold heat control valve; oil bath air cleaner; diaphragm-type, mechanical fuel pump. 4-qt. crankcase capacity (5-qt. with filter change). 35 amp., low cut-in generator.

* Equipment included at extra cost.

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

SEMI-CENTRIFUGAL CLUTCH (with Conventional and Overdrive Transmissions): Dry, single-plate type; sintered bronze pilot bearing; ball-type throwout bearing; suspended pedal. 9½ in. with I-block Six; 10 in. with Y-block V-8; 11 in. heavy-duty type included at extra cost with Interceptor V-8, optional at extra cost with other engines.

CONVENTIONAL DRIVE: 3-speed type; helical gears. Ratios (to 1): with Interceptor V-8, first 2.49, second 1.59, reverse 3.15; with Y-block V-8, first 2.57, second 1.63, reverse 3.13; with I-block Six, first 2.78, second 1.61, reverse 3.36.

OVERDRIVE (optional at extra cost): 3-speed selective-gear transmission combined with planetary gear train which provides automatic 4th speed gear; cuts in at approx. 28 mph, cuts out at approx. 22 mph. Ratios: 0.72 to 1 with Interceptor V-8; 0.70 to 1 with other engines.

FORDOMATIC (optional at extra cost): single-stage, 3-element, hydraulic torque converter with automatic planetary gear train; forced air cooling; illuminated Safety-Sequence Selector. Automatic "low-gear" starts with wide-open throttle; automatic intermediate gear; oil level dip stick in engine compartment.

NEW DOUBLE-DROP FRAMES: 5 cross-member type; heavy box-section side rails; K-bar construction.

NEW ANGLE-POISED BALL-JOINT FRONT SUSPENSION: Rubber-bushed, tilted, transverse-link type with ball joints; tailored-to-weight coil springs with tubular shock absorbers; rubber-bushed, 3-piece ride stabilizer. Heavy-duty springs and extra capacity shock absorbers standard on Interceptor V-8 sedans; optional at extra cost on other sedans.

VARIABLE RATE REAR SUSPENSION: 5-leaf, semi-elliptic springs, rubber-bushed brackets and tension-type shackles; friction control inserts between all leaves; diagonally-mounted tubular shock absorbers. Heavy-duty, 6-leaf springs and extra capacity shock absorbers standard on Interceptor V-8 sedans; also available at extra cost on other sedans. Station wagons have 7-leaf, semi-elliptic springs with inserts between top 4 leaves.

REAR AXLE: Semi-floating type with hypoid gears and induction hardened shafts. Composite-type housing on station wagons and on Interceptor V-8 sedans; pressed-steel housing on other sedans. Sedan ratios (to 1): Conventional Drive—with Interceptor V-8, 3.73 std.; with Y-block V-8, 3.78 std., 3.89 optional; with I-block Six, 3.89 std., 4.11 optional. Overdrive—with Interceptor V-8, 3.92 std.; with Y-block V-8, 3.89 std., 3.78 optional; with I-block Six, 4.11 std., 3.89 optional. Fordomatic Drive—with Interceptor V-8, 3.54 std., 3.31 optional; with Y-block V-8 and I-block Six, 3.30 std., 3.55 optional. Station Wagon ratios (to 1), all engines: Conventional Drive, 4.09 std., 4.27 opt. Overdrive, 4.27 std. Fordomatic, 3.54 std.

NEW DOUBLE SEAL HYDRAULIC BRAKES: 11 in. dia. composite drums; 4-wheel duo-servo type; suspended pedal; dash-mounted master cylinder with heat-resistant components. 192 sq. in. lining area on sedans; 202 sq. in. area on station wagons; T-handle below instrument panel operates rear brakes. Heavy-duty linings std. on Interceptor V-8 sedans; optional at extra cost on other sedans. Swift Sure power brakes optional at extra cost on all models.

STEERING SYSTEM: Symmetrical linkage with spring-loaded ball-stud in steering cross link; worm-and-toller type gear; anti-friction bearings in gear box and steering column. 25.3 to 1 over-all steering ratio; 18" dia. wheel; approx. 41 ft. turning diameter (center of outside front tire). Master-Guide Power Steering optional at extra cost on all models.

WHEELS AND TIRES: Sedans—6.70 x 15 4-ply tubeless tires standard; 6.70 x 15 6-ply and 7.10 x 15 4-ply tubeless tires available at extra cost. 6.00 x 16 4-ply and 6-ply tires and tubes also available on sedans only. Station wagons—2-door models, 7.10 x 15 4-ply tubeless tires std., 6-ply available at extra cost; 4-door models, 7.10 x 15 6-ply tubeless tires std. Black sidewall tires standard, white sidewall tires optional at extra cost. Tires and tubes also available on all models.

EXTERIOR DIMENSIONS (inches): 115½ wheelbase; 58 front and 56 rear treads; over-all length, sedans 198.5, station wagons 197.6; over-all width, 75.9; over-all height (with design load), sedans 61.0, station wagons 62.2.

	Ranch Wagons and 6-pass. Country Sedans		8-pass. Country Sedans
INTERIOR DIMENSIONS (inches):	Sedans		
Leg Room, front	44.3	44.3	44.3
rear	41.9	43.0	37.4 (center 39.8)
Hip Room, front	60.5	60.5	60.5
rear	60.3	59.7	43.8 (center 60.3)
Head Room, front	35.1	36.0	36.0
rear	34.2	36.2	33.5 (center 36.1)

Station wagon loadspace dimensions: Length with undivided-type second seat folded forward—to closed tail gate, 74.0; to closed optional panel-type door, 75.8. Length with divided-type second seat folded down—to closed tail gate, 82.4; to closed panel-type door, 84.3. Width—forward of wheel housings, 60.5; at wheel housings, 42.5; at rear opening, max., 51.6. Max. height, floor to headlining, 37.4.

INSTRUMENTS AND CONTROLS, ALL MODELS: New Astra-Dial Control Panel with illuminated control knobs; 120-mph Astra-Dial speedometer with generator and oil pressure warning lights, pointer-type fuel and temperature gauges. Panel lighting intensity controlled by rheostat; controls for right and left body ventilation ducts; T-handle for parking brakes at left of steering wheel; headlight beam control switch on toe board; gearshift lever on steering column; 4-position starter-ignition switch at left of steering column. Horn latch and safety catch lever operated from front. 18", 2-spoke steering wheel with horn button on Mainline sedans and Ranch Wagon; with half-circle horn ring on other models. Cigarette lighter and stem-wind clock standard on Customline sedans, Custom Ranch Wagon and Country Sedans.

STANDARD EQUIPMENT, ALL MODELS: Vacuum-operated, dual windshield wipers; twin electric horns; double-swivel interior rear view mirror; dome light with integral switch; coat hooks. Automatic Posture Control front seat mechanism, 5" total front-to-rear adjustment; non-sag spring construction; black rubber floor mats, front and rear passenger spaces. Positive-action door stay checks, 2-position type, on front doors. Sedans have 17.5 gal. Center-Fill gas tank. Station wagons have 19-gal. gas tank with filler tube on left rear side; counterbalancing lift gate hinges; two-support arms on tail gate; spare tire in compartment under loadspace.

ADDITIONAL STANDARD EQUIPMENT ON MAINLINE SEDANS AND RANCH WAGON: Sun visor on driver's side; black rubber windshield and rear window moldings; combination rubberized-hair and heavy cotton pads in front seat cushions; heavy cotton padding in rear seat cushions. Sedans—Gray Stripe Craftweave upholstery; copper all-vinyl upholstery optional at extra cost. Ranch Wagon—brown & beige woven plastic upholstery; heavy ribbed brown linoleum in loadspace. Undivided-type Stowaway rear seat folds forward to form part of loadspace; divided-type Stowaway rear seat that folds flush with floor and panel-type rear door optional at extra cost.

ADDITIONAL STANDARD EQUIPMENT ON CUSTOMLINE SEDANS: Two sun visors; dome light with integral switch and front door switches; chrome windshield and back window moldings; chrome body side moldings and nameplates. Heavy foam-rubber pads, front and rear seat cushions, brown & gold, green & black or blue Diamond Craftweave upholstery; arm rests, front and rear; assist straps in Tudors. copper all-vinyl upholstery optional at extra cost.

ADDITIONAL STANDARD EQUIPMENT ON CUSTOM RANCH WAGON AND COUNTRY SEDANS: Two sun visors; dome light with integral switch and front door switches; chrome windshield and back window moldings; chrome belt molding; chrome body side moldings and nameplates. Heavy foam-rubber pad in front seat cushion, heavy felt padding in rear seats. Blue & white, green & white or red & white woven plastic upholstery; black rubber mats in passenger spaces; color-keyed ribbed linoleum in loadspaces; coat hooks; arm rests, front and rear. Custom Ranch Wagon has assist straps and undivided-type Stowaway rear seat that folds forward to form part of loadspace; divided-type Stowaway rear seat optional at extra cost. 8-pass. Country Sedan has divided-type Stowaway center seat that folds flush with floor and 2-piece auxiliary rear seat. 6-pass. Country Sedan has undivided-type Stowaway rear seat. Panel-type rear door optional on above station wagons at extra cost.

OPTIONAL EQUIPMENT (extra cost items in addition to those listed above): Heavy-duty seat cushion and back springs, front and rear seats in sedans, front seat only in station wagons; copper vinyl upholstery and interior trim; heavy-duty front and rear floor mats; rear door pull cord (Ford sedans); electric-wind clock. Electric window lifts (Customline Fordor and Country Sedans); electric 4-way power front seat mechanism; I-REST tinted safety glass. Heavy-duty 40-, 50-, 55-, or 60-amp. generator; 50-, 60-, or 95-amp. alternator-rectifier system; heavy-duty batteries; extra-cooling radiator and fan (standard with Interceptor V-8).

The specifications contained herein were in effect at the time this folder was approved for printing. The 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.

FORD Division of FORD MOTOR COMPANY, DEARBORN, MICHIGAN

