

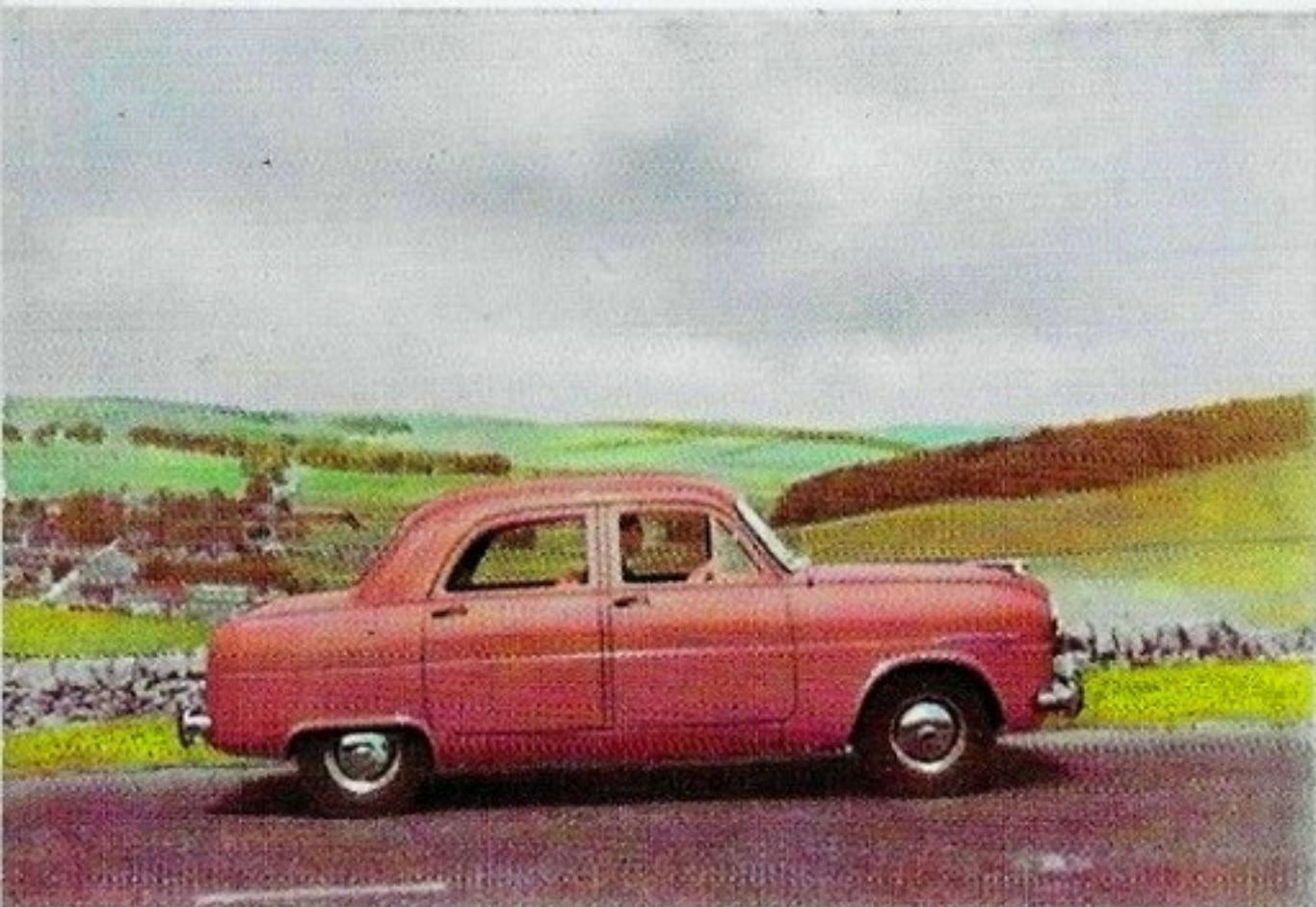
★ *Zephyr Six* ★



5 STAR FEATURES



The Zephyr-Six has beauty, strength and keen acceleration. Its road holding and cornering at speeds make it extremely safe to drive under all conditions. It is powered by a 2½ litre 'over-square' O.H.V. engine which has a capacity for sustained hard work.

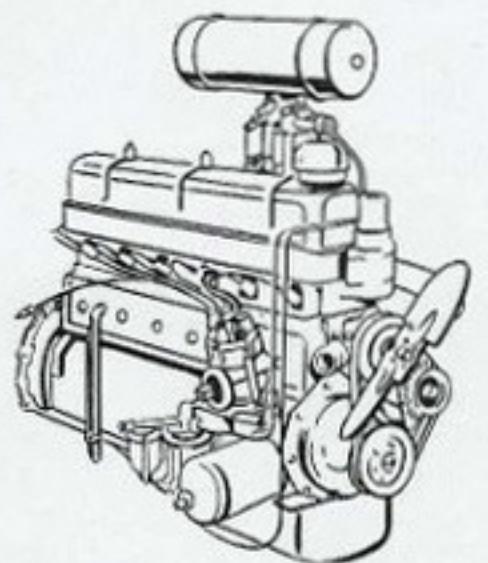


The Zephyr-Six—note its low sleek line.

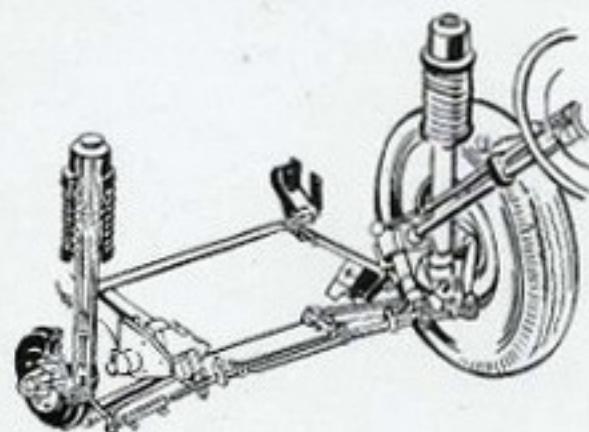


Beauty from any angle is a Zephyr-Six feature.

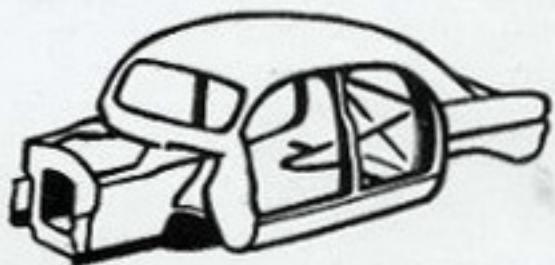
REVOLUTIONARY
NEW OVER-SQUARE
O.H.V. ENGINE
Zephyr-Six (2½
litre) provides un-
usually smooth
power output and
long engine life.



ENTIRELY NEW
TYPE INDEPENDENT
FRONT WHEEL
SUSPENSION for
exceptional riding
stability.



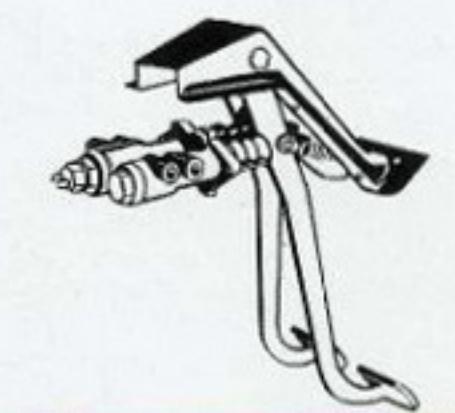
ALL STEEL WELDED
INTEGRAL BODY
CONSTRUCTION for
strength, and
beauty of design.



CENTRE - SLUNG
SEATING for perfect
comfort and
balance.



HYDRAULICALLY-
OPERATED CLUTCH
AND BRAKES for
remarkable ease of
control and safety.



SPECIFICATION

ENGINE—Six cylinder cast integrally with upper half of crank-case. Bore 3.125 ins. (79.37 mm.). Stroke 3.0 ins. (76.20 mm.). Capacity 138 cu. ins. (2,262 cc.). Overhead valves, push-rod operated from harmonic cams, in cylinder block. Comp. ratio 6.8 : 1. BHP 68 at 4,000 r.p.m. Torque 112 lbs./ft. at 2,000 r.p.m. RAC rating 23.44 hp. Four-bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating volume-controlled combustion chambers for economy and smooth running. Special autothermic alloy pistons. Three-point rubber suspension of engine and gearbox, giving remarkably smooth power flow.

ENGINE LUBRICATION—Pressure feed by pump to crankshaft main bearings, big-end bearings and crankshaft bearings. Full flow-type oil filter fitted direct to cylinder block. Accessible dip-stick and oil filter. Sump capacity 8 pints (4.54 litres).

IGNITION—12 volt battery and coil (battery under hood). Automatic advance and retard and additional vacuum control. Sparking plug size 14 mm.

COOLING SYSTEM—Fan and water impeller thermostatic heat control. Capacity of system 22 pints (12.5 litres).

TRANSMISSION—Clutch. Dry, single-plate spring cushioned. Hydraulic operation from pedal. Gear lever on steering column. Synchro-mesh on top and second gears. Helically-cut constant-mesh gears. Three forward speeds, overall ratios 4.375 to 1, 7.187 to 1 and 12.434 to 1. Reverse 16.875 to 1. Oil capacity of gearbox 2.25 pints approx. (1.28 litres).

REAR AXLE—3/4 floating, hypoid final drive. Hotchkiss drive. Universal joints needle-roller bearings. Axle ratio 4.375 to 1. Oil capacity 1.875 pints approx. (1.06 litres).

WHEELS AND TYRES—Pressed steel with wide base rims. Tyres 6.40—13.

ELECTRICAL EQUIPMENT—Two-brush ventilated generator, C.V.C. Starter motor. Dual "Windtone" Horn. Battery : 12 volt, 45 amp. hr.

GENERAL DIMENSIONS—

Overall length	... 14 ft. 3.75 ins. (4.362 metres).
Overall width	... 5 ft. 4 ins. (1.625 metres).
Overall height	... 5 ft. 0.75 in. (1.543 metres).
Wheelbase	... 8 ft. 8 ins. (2.642 metres).
Track—front	... 4 ft. 2 ins. (1.270 metres).
rear	... 4 ft. 1 in. (1.245 metres).
Kerb weight	... 2,542 lbs. (1,153 kilos).

FUEL SYSTEM—Diaphragm-type pump, mechanically operated and hand priming device. Down draught carburettor, special choke control fitted with combined air cleaner and silencer. Electrical petrol gauge. Petrol tank capacity 9 gallons (40.92 litres).

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. The upper end of this unit rotates in an anti-friction bearing suspended in rubber and mounted on the body high inside wing valance. The base of the wheel assembly is connected via a ball-jointed transverse track-control arm to a tubular cross-member bolted to underside of the unitary body. An anti-roll Torsion bar is fitted which being triangulated holds the track-control arms in the fore and aft direction. The wide spacing and high location of the springs and shock absorbers combined with accurately controlled geometry gives excellent riding and steering.

REAR SUSPENSION—Longitudinal semi-elliptic springs with hydraulic double-acting shock absorbers.

BRAKES—Hydraulic internal expanding. Front 2 leading shoe, rear non servo. Total lining area 121 sq. ins. (780.45 sq. cms.). Hand brake on rear wheels only.

STEERING—High efficiency worm and peg type. Ratio 13.6 to 1. Steering wheel diam. 17 in. (43.18 cms.) three-spoke spring type.

INSTRUMENTS—Grouped cluster in front of driver, includes—speedometer, ammeter, fuel gauge, oil pressure and direction indicator, ignition, head-lamp main beam warning lights. Instrument lighting.

CONTROLS—Starter, choke, ignition and lighting switches, instrument light and windscreen wipers. Foot operated headlamp dimmer switch.

BODY—All steel welded integral construction. Safety glass all round. Curved-type fixed windscreen and rear window. Hinged no-draught ventilators in front doors. Cloth lined roof. Safety push-button door handles. Built-in barrel lock door handle. Adjustable bench-type front seat. Luggage boot and spare wheel compartment under lock and key.

GENERAL EQUIPMENT—Dual windscreen wipers vacuum pump assisted. Flush-fitting head lamps. Separate side lamps. Tail and stop lights combined. Interior light. Sun visors. Three ash trays. Direction indicators, self-cancelling. Rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters and radio.

OUTSTANDING ENGINEERING



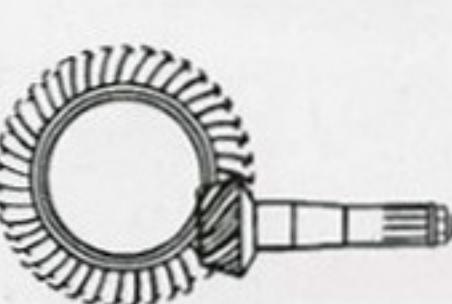
FRONT SEAT ADJUSTMENT



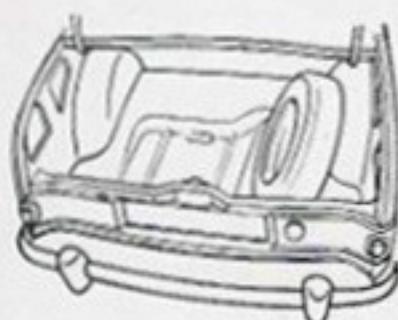
CURVED
WIDE-ANGLE WINDSCREEN



PRESS BUTTON DOOR HANDLE



HYPOID FINAL DRIVE



SPACIOUS LUGGAGE
COMPARTMENT



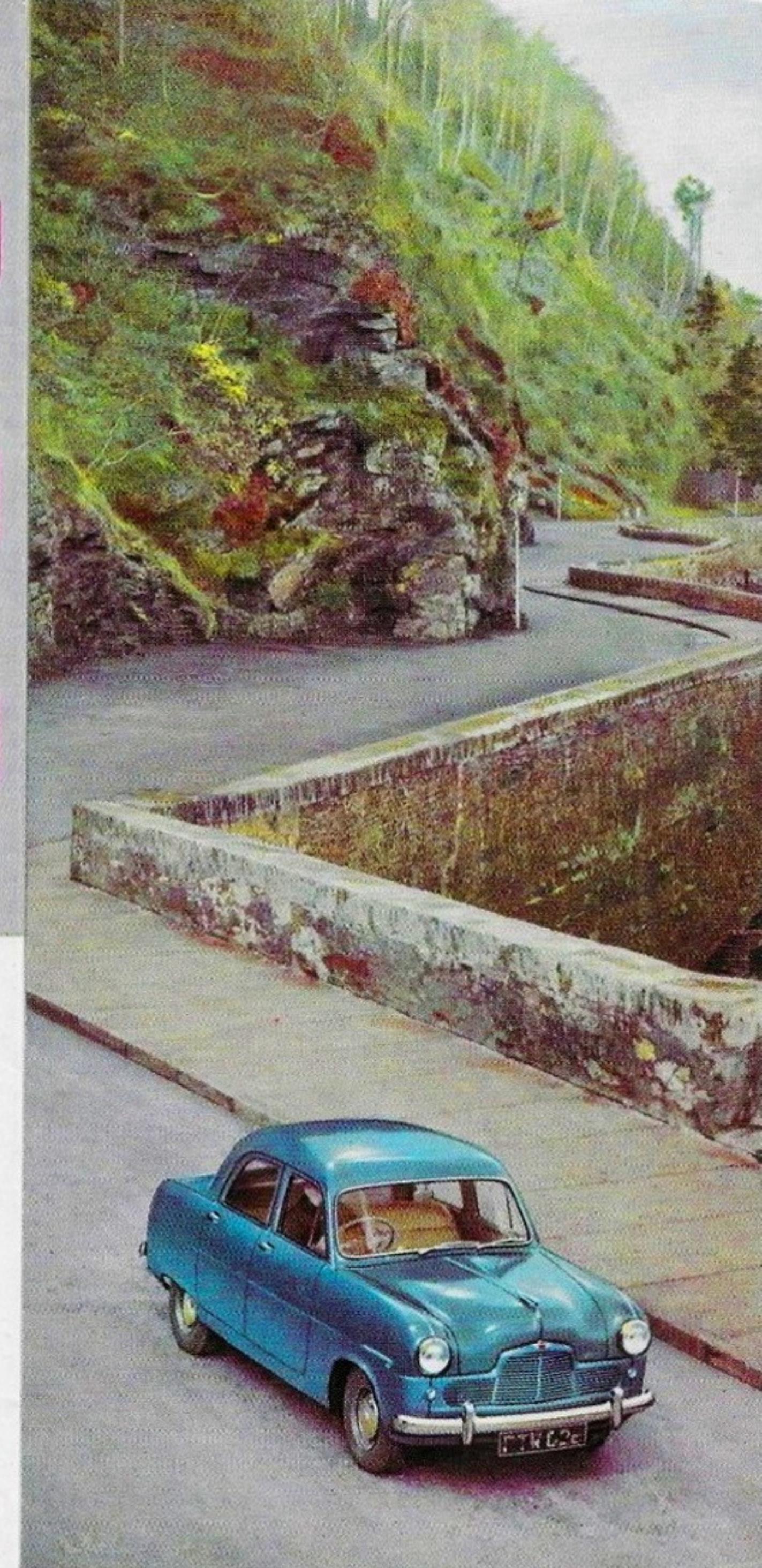
EASY ENGINE AND BATTERY
ACCESS

Ford Policy is one of continuous improvement. The right to change prices, specifications and equipment at any time without notice is reserved.



By Appointment King George VI
Motor Vehicle Manufacturers

FORD MOTOR COMPANY LTD • DAGENHAM



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