

CORTINA SUPER

CONSUL CORTINA SUPER



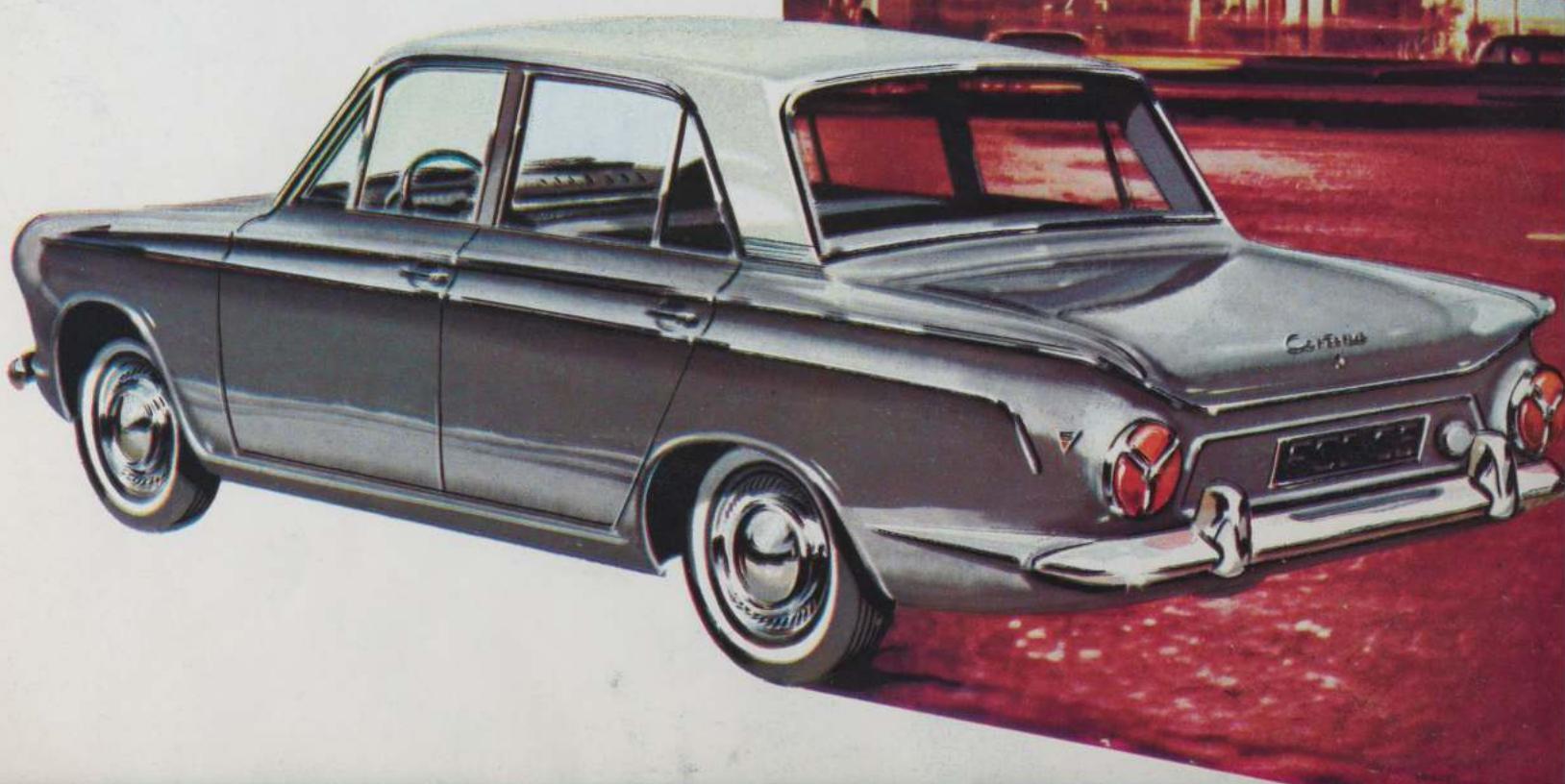
CORTINA

Super Power, Super Luxury
for the small car with a big difference,
the new Consul Cortina from Ford.
Built to beat the best from Europe in truly
comfortable low cost motoring, the
Cortina Super is the world's first small
car with the pace, style and spaciousness
of a big one. A magnificent new
1½ litre '5-bearing' engine eases you
well into the eighties.

Big 9" front brakes guard your speed, and
the really slick all-synchromesh gearbox
works wonders in traffic.

Inside, it's solid luxury throughout, from
the thick carpets to the handsome
washable headlining.

Only the Consul Cortina Super
can bring you this pace, this quality,
at such an attractive price.



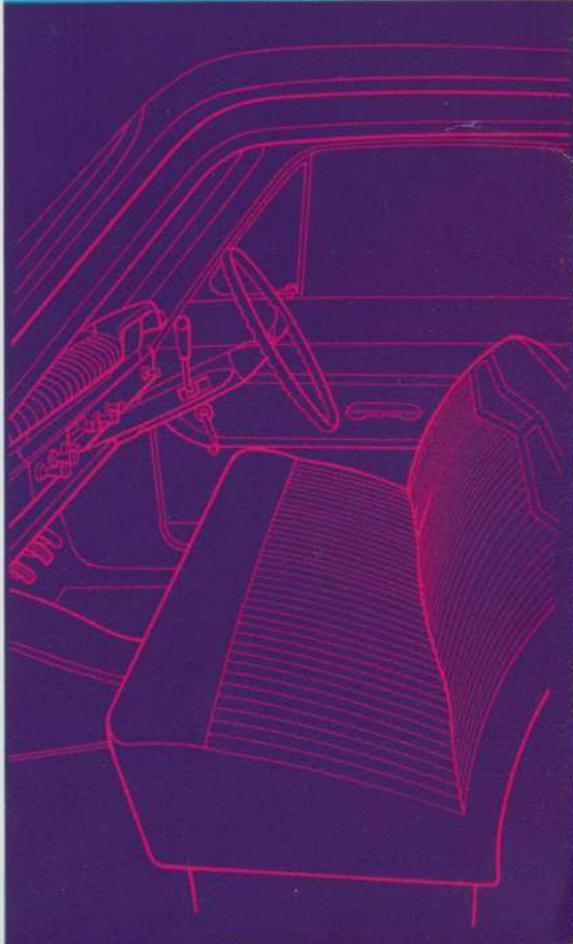
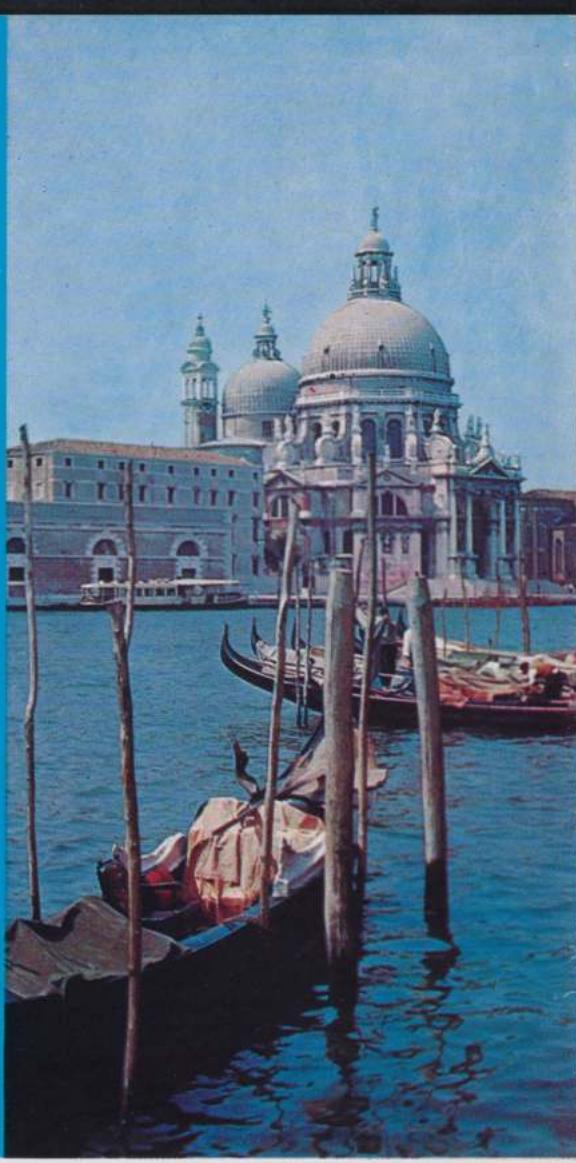
SUPER

With power in hand the Cortina Super will meet your every mood. Foot hard down, and you'll soon leave the traffic behind. Wonderful responsiveness and terrific road-holding will take good care of you. But if you're in no hurry, the car will glide along effortlessly, making full use of the 1½ litre engine's silent torque. Special driver comforts are the spectacular visibility, the good support of the seats, and the expertly-arranged instruments with safety-padded cowl, grouped right in front of you. With the separate front seats a floor shift is fitted, with the bench seat a column shift.

Personal preferences are quickly satisfied in the luxurious Consul Cortina Super—such is the range of variations available. The 2-door Super takes children in the back in perfect safety, whilst adults can slip in and out with grace, thanks to the broad doors and the tip-forward front seats. The 4-door Super provides still better accessibility throughout. A full width bench seat with divided back is standard equipment, even on the 2-door car, but individual front seats with floor shift can be ordered. A complement of 5 adults is an easy load for the Consul Cortina Super, roomiest car of its class on the road today. Seat width is exceptional, leg room remarkable, whilst even the luggage has a cool 20 cubic feet to itself! And space apart, the luxury fittings would do credit to a Lord Mayor's limousine. This is the small car with an even bigger difference!

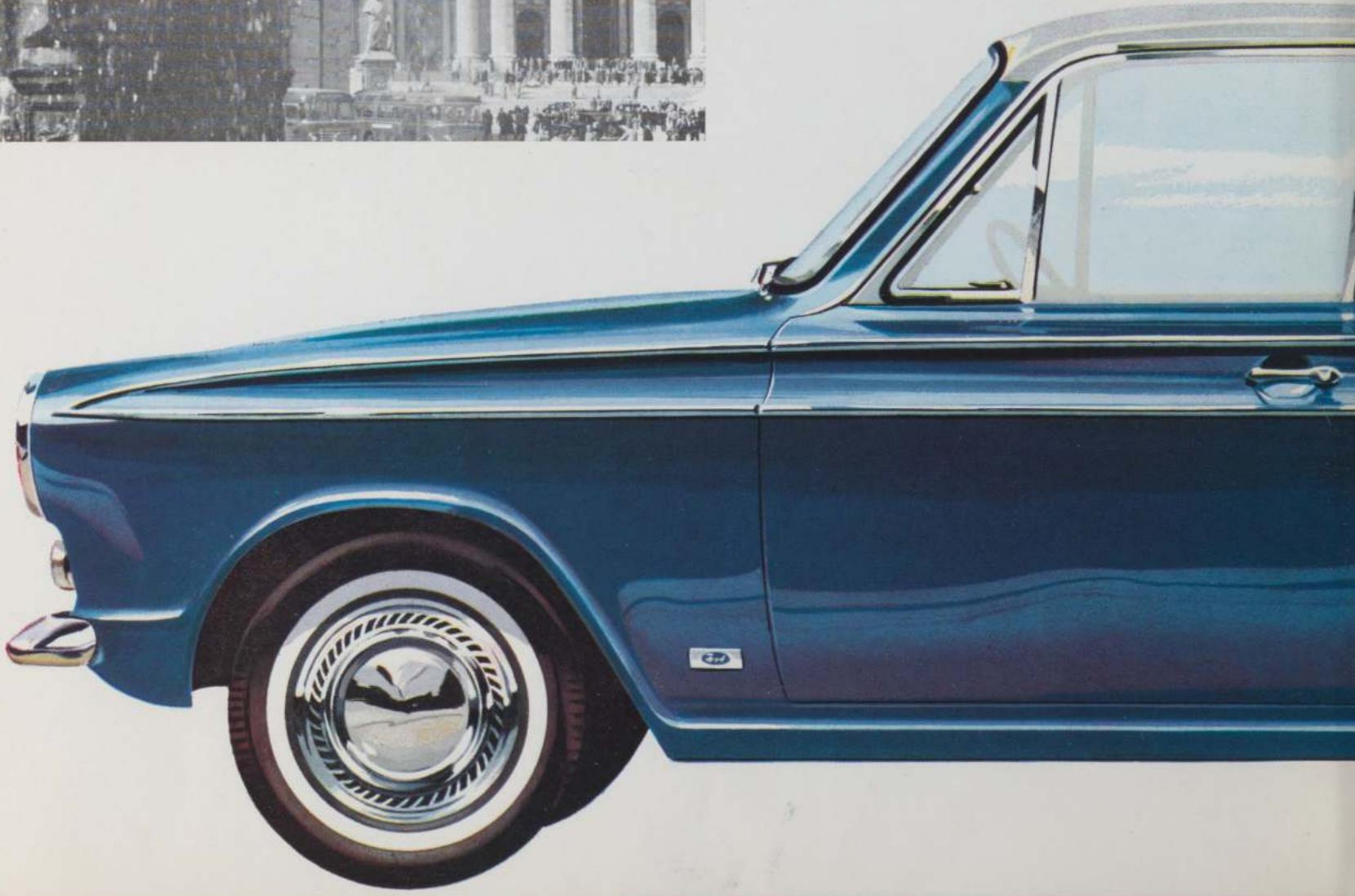
Consul Cortina

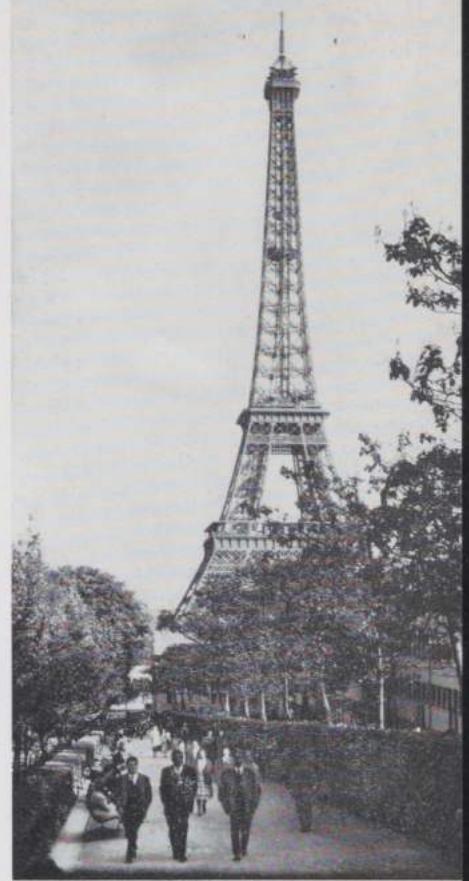
SUPER





The Cortina Super is a very handsome car indeed. Restrained but distinctive. Neat but exciting. The car's unique flare for comfort at speed is equalled by perfection in the stylish lines. A Cortina Super is quickly recognized by the lightly-etched side flash, the snappy wheel trim, and the roof finished in a matching second colour. And fine looks come with strength, lightness and durability. The Cortina Super weighs far less than most 1½ litre cars, yet will outlast them, outspace them, outclass them—a superb piece of engineering.



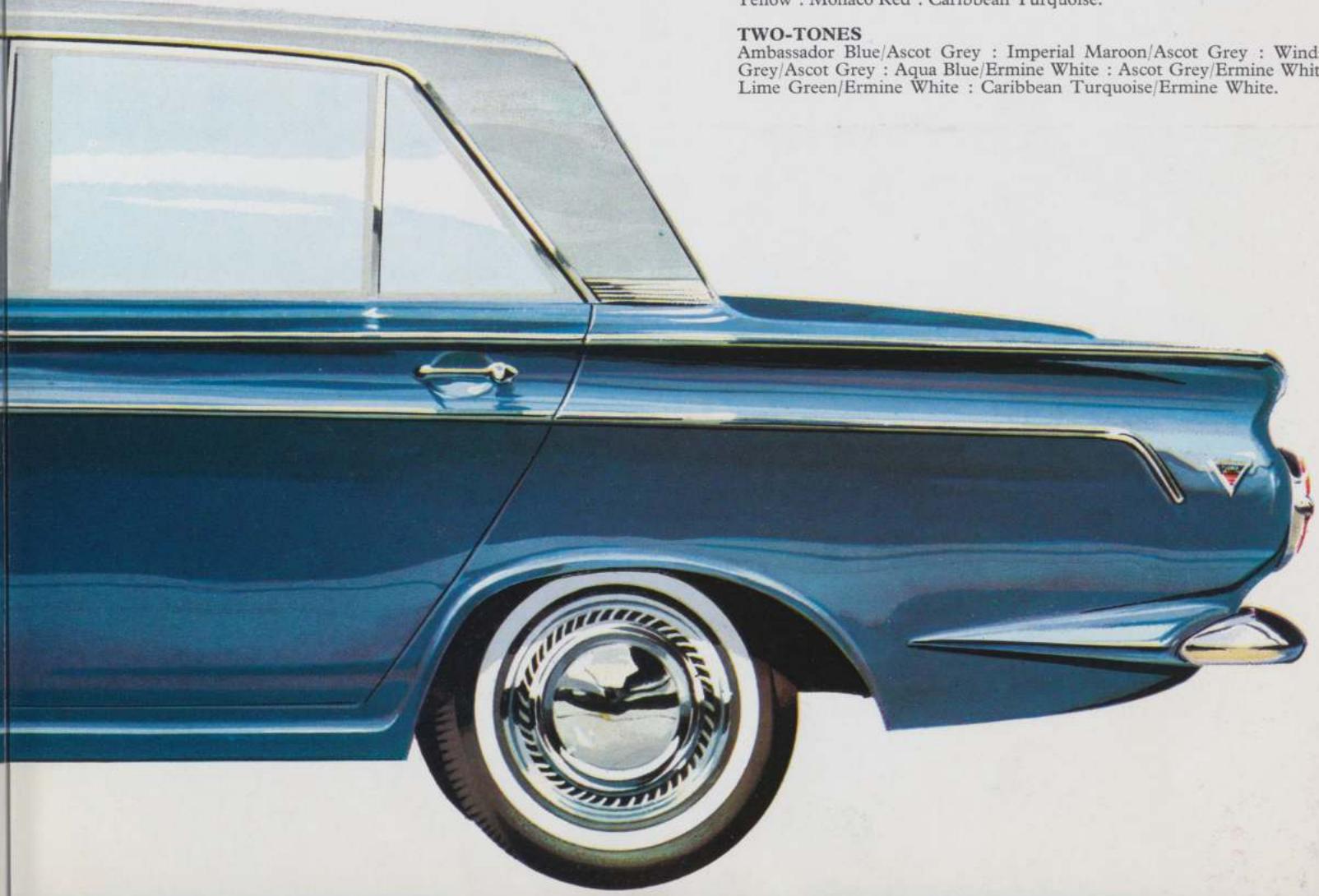


SINGLE TONES

Ermine White : Ascot Grey : Ambassador Blue : Savoy Black : Aqua Blue : Lime Green : Windsor Grey : Imperial Maroon : Goodwood Green : Panama Yellow : Monaco Red : Caribbean Turquoise.

TWO-TONES

Ambassador Blue/Ascot Grey : Imperial Maroon/Ascot Grey : Windsor Grey/Ascot Grey : Aqua Blue/Ermine White : Ascot Grey/Ermine White : Lime Green/Ermine White : Caribbean Turquoise/Ermine White.



SPECIFICATION



The Cortina Super requires servicing only once every 5,000 miles, which, for the average motorist, will be only twice a year. All Ford Dealers throughout the world have been specially equipped to give this new family Ford a fast and comprehensive service at the lowest possible cost.



A	Overall length	14' 0"	Rear hip room	4' 5"	
B	Overall width	5' 2"	Rear shoulder room	4' 11"	
C	Height (unladen)	4' 83"	O	Rear seat depth	1' 5"
D	Wheelbase	8' 2"	P	Rear seat leg room	3' 2"
E	Front leg room	3' 82"	Q	Rear headroom (seat compressed)	3' 11"
F	Front headroom (seat compressed)	3' 15"	S	Width of boot	5' 0"
G	Front hip room	4' 6"	T	Length of boot	3' 91"
H	Front shoulder room	4' 23"	U	Height of boot	1' 61"
I	Front seat depth	1' 7"	V	Width of door	3' 91"
J	Squat to wheel	1' 12"	W	Max. seat adjustment	5"
K	Seat to wheel	5"	X	Turning circle	34' 8"
L	Wheel to pedal	2' 21"	Y	Kerb weight	16 cwt.

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



ENGINE: Four cylinder cast integrally with upper half of crankcase. Bore 3.187 in. (80.96 mm). Stroke 2.865 in. (72.7 mm). Capacity 91.4 cu. in. (1498 cc). Push-rod operated overhead valves with integral guides—compression ratio 8.3:1. Low compression head optional—ratio 7.3:1 B.h.p. 64 @ 4,600 r.p.m. (gross), 59.5 @ 4,600 r.p.m. (nett). Torque 85.5 lbs./ft. @ 2,300 r.p.m. (gross), 81.5 lbs./ft. @ 2,300 r.p.m. (nett). Five-bearing crankshaft with integral weights dynamically balanced. Fully-machined combustion chambers. Separate inlet and exhaust port to each cylinder. Three ring pistons—two compression rings and one Microland oil control ring. Chromed top ring. Chain driven camshaft carried in babbitt lined bearings with mechanical tensioner. Three point rubber suspension of engine and gearbox.

ENGINE LUBRICATION: High efficiency rotary type pump externally mounted with full pressure feed to main, big end, camshaft and rocker bearings. Cylinder walls lubricated by positive intermittent squirt from big end bearings via connecting rod drillings, timing chain and gears by direct spray. Full flow externally mounted oil filter. Accessible dipstick. Capacity of system 6½ pints.

IGNITION: 12 Volt oil-filled coil: distributor has automatic centrifugal advance and retard with additional vacuum control.

FUEL SYSTEM: Camshaft operated mechanical diaphragm pump incorporating sediment bowl. Electrical petrol gauge. Petrol tank located under luggage compartment floor. Tank capacity 8 gallons.

COOLING SYSTEM: Pressurized. Belt-driven fan and water pump with thermostatic heat control. Tube and fin radiator. Capacity of system 10½ pints.

TRANSMISSION: Clutch: single dry plate, spring cushioned. Central floor or column gear change. New 4-speed all-synchronesh gearbox. Overall ratios: 1st 13.81:1; 2nd 9.344:1; 3rd 5.507:1; Top 3.90:1; Reverse 15.456:1.

REAR AXLE: Semi-floating pressed steel banjo housing with hypoid final drive. Heavy duty roller and ball bearings. Open type drive shaft. Axle ratio 3.9:1.

FRONT SUSPENSION: Independent front wheel suspension: directly operated coil springs mounted on special double acting hydraulic shock absorbers, integral with wheel spindle and located on body in rubber mounted upper bearing. Anti-roll torsion bar embodied.

REAR SUSPENSION: Longitudinal, asymmetrical semi-elliptic springs with hydraulic double-acting telescopic shock absorbers.

BRAKES: Hydraulic internal expanding 9" x 1¾" front; 8" x 1½" rear. Two leading shoes on front, leading and trailing rear. Footbrake on all four wheels—handbrake on rear wheels only.

STEERING: High efficiency recirculatory ball type. Ratio 16.9:1. Two spoke steering wheel, diameter 16". Turning circle: 34' 8".

WHEELS & TYRES: Pressed steel with wide base rims. Fitted with bright metal hub caps. Tyres 5.60 x 13 tubeless.

ELECTRICAL EQUIPMENT: Two-brush ventilated generator, compensated voltage control, 'V' belt drive. Starter motor. Dual tone horns operated by horn button on steering wheel antenna. Battery 12 volt 38 amp hr at 20 hour rate, located under hood.

INSTRUMENTS: Rectangular instrument cluster located directly in front of driver, incorporating speedometer, odometer, fuel gauge, main beam warning light, and indicator warning lights, temperature warning light and oil pressure warning light.

CONTROLS: Antenna on right hand side of steering column controlling horn, side lights, panel light, main beam and dipper. Separate switch on main antenna controlling self cancelling flashers. Choke and wiper controls mounted on facia panel. Combined ignition/starter switch.

BODY: All steel welded integral construction, seating within wheelbase, safety glass all round (laminated windshield supplied where legal requirement), single curvature windscreens and rear window, bright inserts in surround mouldings. Two or four wide-opening doors with spring-type check devices, zero torque door locks, exterior lock on driver's door, interior lock on passenger's door, combined armrests/door pulls. Hinged no-draught front vent windows embodied in doors, opening rear ½ windows for 2-door model. Bench front seat with 5" adjustment. Separate luggage compartment with lockable counterbalanced lid—20 cu. ft. capacity. Spare wheel housed in recess in near side fender.

GENERAL EQUIPMENT: Electrically operated dual windscreens wipers, windscreens washer, two sealed-beam headlamps, twin combined flasher and side lamps, twin circular tail light assemblies incorporating flashers. Twin reflectors. Rear number plate illumination light, three ashtrays, interior rear-view mirror, interior light with door operated courtesy switch. Twin sun visors with vanity mirror, full width parcel tray under facia. Colour-keyed carpet, washable plastic headlining. Single or two-tone paint finish. Provision for radio. Bright metal exterior and interior ornamentation. 'Super' badges on rear quarter panels. Two-tone trim schemes in lustre PVC. Aluminium scuff plates. Colour-keyed steering wheel and shroud. Glove box with lid. Padded facia. Cigar lighter. Wheel trim rings.

FACTORY FITTED OPTIONS (extra cost): White sidewall tyres. Radio. Overriders. Cold air ventilation system.

(At no extra cost): Individual front seats and floor gear change. Two-tone Saran weave cloth.

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