



FROM FORD OF BRITAIN

CORSAIR

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CORSAIR gt

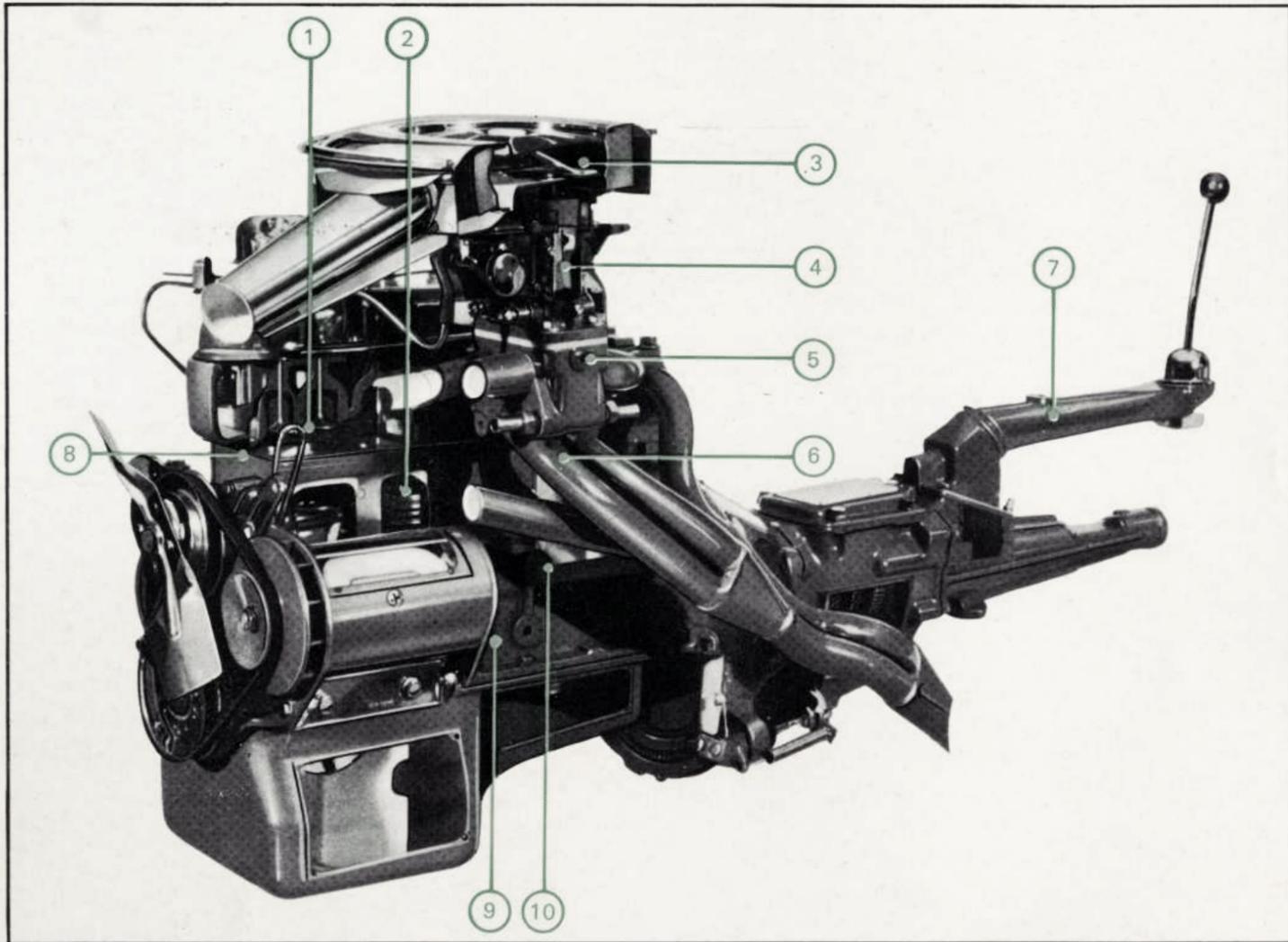


4 CYLINDER O.H.V. ENGINE
78 B.H.P. AT 5200 R.P.M. (NET)
TORQUE 91 lb. ft. (12.59 kg. m.) AT
3600 R.P.M. (NET)

Designed for Grand Touring at above average speeds, the 1½ litre Consul Corsair G.T. still retains the smooth comfort of a luxury car. The G.T. version of the Corsair 5-bearing crankshaft engine produces more power—more speed. Modifications to the

cylinder head, camshaft, intake and exhaust manifold, coupled with the twin-choke Weber carburettor, give the compact 4-cylinder G.T. engine its extra power, 78 b.h.p. at 5,200 r.p.m. The well-placed remote control floor shift quickly slips the gears through

the 4-speed, all-synchromesh gearbox—0-60 m.p.h. (96.54 k.p.h.) 14.3 seconds—and combines with the power-plus engine to promote that extra burst of head-turning speed that sets the Corsair G.T. apart from other cars.



- 1 Larger exhaust valves
- 2 Strengthened pistons
- 3 Special air cleaner
- 4 Weber carburettor
- 5 Remote gearshift
- 6 Aluminium intake manifold (water heated)
- 7 Four branch exhaust manifold
- 8 Special camshaft
- 9 Copper lead main bearings
- 10 Modified cylinder head

AN AERODYNAMIC 1½ LITRE
CHALLENGER WITH
DISC BRAKE SAFETY



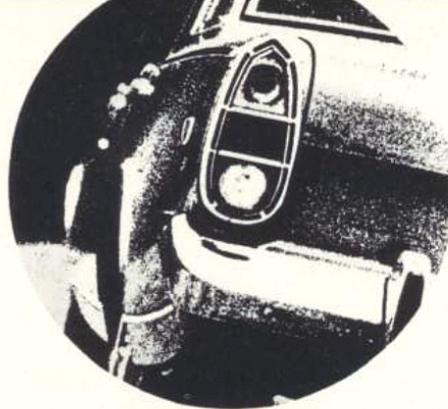
Racing swiftly and smoothly into the nineties, the fabulous Consul Corsair G.T. is not only a fast car, it also boasts all the extra comfort and refinements that one expects from a luxury car, plus a modernity of design that undoubtably makes it the finest car of its class in the world.

Safe and easy to handle at all speeds and in all weathers, the Corsair G.T. has self-adjusting, servo assisted front discs and 9" (228.6 mm) rear brakes. The chassis has been

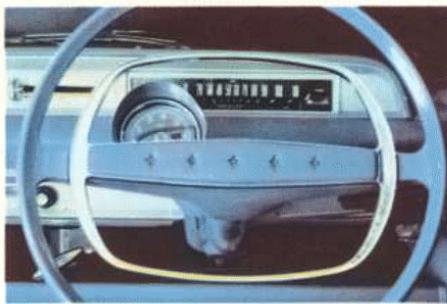
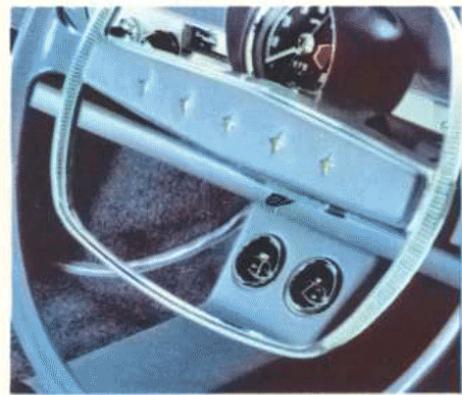
modified to match the G.T.'s high performance. The tasteful elegance of the Corsair G.T.'s interior bears the unmistakable stamp of high quality. Wide-set front bucket seats are well padded and scientifically body-contoured to give armchair comfort and extra personal stability. The elegant interior trim, upholstered in Cirrus 500 material, extends to the doors, which are fitted with an aluminium strip to prevent foot-scuffing. The deep-pile,

fitted carpet has a special insulated underlay. The Corsair G.T.'s dashboard has carefully layed-out instrumentation for at-a-glance checking, and is backed by a unique printed-circuit system that replaces conventional wiring. Excellent ventilation is ensured at all times via the draught-free quarterlights. Zero torque locks are fitted on all doors, with child-proof locks on rear doors of four-door models.



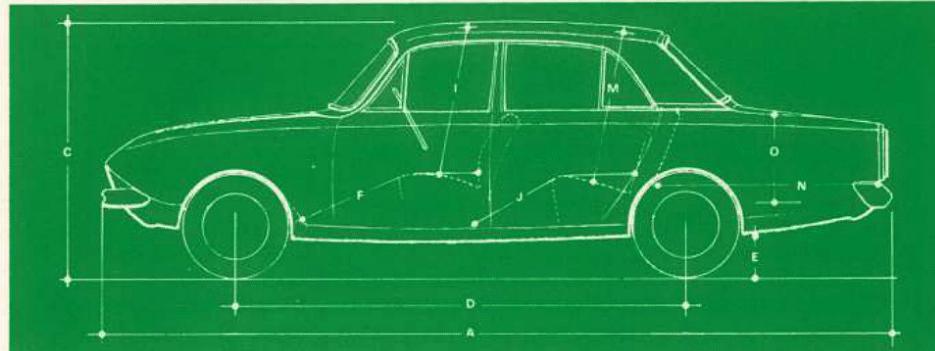


GET THERE FAST—
LUXURIOUS INTERIOR
FOR COMFORT EN ROUTE



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A	Overall length	176.64 ins 448.6 cm
B	Overall width	63.4 ins 161.0 cm
C	Overall height (Laden)	55.68 ins 141.4 cm
D	Wheelbase	101.0 ins 256.5 cm
E	Ground Clearance (Laden)	6.7 ins 17.02 cm
F	Front leg room	44.60 ins 112.4 cm
G	Front hip room	54.0 ins 137.2 cm
H	Front shoulder room	50.50 ins 128.5 cm
I	Front head room	38.12 ins 96.82 cm
J	Rear leg room	41.10 ins 104.5 cm
K	Rear hip room	54.0 ins 137.2 cm
L	Rear shoulder room	49.25 ins 125.1 cm
M	Rear head room	37.48 ins 95.2 cm
N	Length of boot	47.1 ins 119.6 cm
O	Height of boot	19.4 ins 49.27 cm
P	Width of boot	59.84 ins 152.0 cm

Kerb Weight:

2 Door—2025 lbs 918.7 kg.

4 Door—2047 lbs 928.5 kg.

CORSAIR

gt SPECIFICATION

ENGINE—SIZE: 4-cylinder. O.H.V. 91.53 cu. in. (1499.9 cc) capacity. 3.1878 in. (80.97 mm) bore. 2.867 in. (72.82 mm) stroke.

POWER: 78 b.h.p. at 5200 r.p.m. (net), compression ratio 9.1:1. **TORQUE**: 91 lb. ft. (12.59 kg. m.) at 3600 r.p.m. (net). **FEATURES TO NOTE**: Five-bearing crankshaft with integral weights dynamically balanced. Fully machined combustion chambers. Separate inlet and exhaust ports to each cylinder. Aluminium inlet manifold. Free-flow 4-branch exhaust manifold. Three ring pistons, chromed top ring. Chain driven camshaft carried in babbitt lined bearings with mechanical tensioner. Copper-lead main bearings. Three point rubber suspension of engine and gearbox.

ENGINE LUBRICATION—Externally mounted oil pump. Capacity of system 6½ pints (3.693 litres). **FUEL SYSTEM**—Compound Weber carburettor. Camshaft-operated mechanical diaphragm pump. Tank capacity 8 gallons (36.37 litres). **COOLING SYSTEM**—Pressurised. Capacity 10½ pints (5.966 litres).

TRANSMISSION CLUTCH: Single dry plate. Hydraulically operated. **GEAR CHANGE**: Central, remote, floor-mounted. **GEARBOX**: 4-speed with synchromesh on all forward gears. **GEAR RATIOS**: (Overall). 1st, 13.818:1. 2nd, 9.344:1. 3rd, 5.507:1. 4th, 3.9:1. Reverse, 15.456:1. **REAR AXLE**: Semi-floating. Hypoid final drive. Ratio, 3.9:1. **SUSPENSION**—**FRONT**: Independent, with directly-operated coil springs mounted on special double-acting hydraulic shock absorbers. Anti-roll torsion bar embodied. **REAR**: Longitudinal, asymmetrical semi-elliptic springs with hydraulic, double-acting telescopic shock absorbers. **WHEELS**—**RIMS**: Pressed steel, wide base. **TYRES**: 5.60×13—4 ply tubeless. **BRAKES**: 9½ in. (241.3 mm) diameter self-adjusting discs front. 9 in.×1½ in. (228.6 mm×44.45 mm) drum rear. Servo-assisted all round. **STEERING**: Recirculatory ball type, ratio 13.4:1. Turning circle 36 ft. (10.97 metres). Available in left or right hand drive versions, according to market requirements. **ELECTRICS**—**BATTERY**: 12 volt 38 amp. hr. at 20 hr. rate. Located under hood. **GENERATOR**: Two-brush, ventilated. Compensated voltage control. Current limited voltage regulator. **WIPERS**: Electrically-operated, variable speed. **LIGHTING**: Sealed beam headlights. Front side-lights adjacent to amber direction indicators. Tail-light assemblies incorporating flashers, twin reflectors, and brake lights. Rear number plate illumination light. **BODY CONSTRUCTION**: All steel, welded, integral. Safety glass all round. Two or four doors with spring check devices, zero torque door locks. Locking barrels fitted to both front doors, all doors lockable from inside. Child-proof locks fitted to rear doors of four door model. Double skin hood and luggage compartment lid. Luggage compartment lockable, capacity 20.9 cu. ft (0.5919 m³) (with spare wheel fitted). **VENTILATION**: Hinged 'no draught' quarter lights to front doors, fixed quarter

vents at rear (opening on two-door model).

CONTROLS—Steering column antenna incorporates switches for side lights and headlights—main beam and dipped, self-cancelling flash indicators. Button at end of antenna operates headlight flasher. Choke, combined windscreen washer/wiper controls, combined ignition/starter switch mounted on lower facia panel. **INSTRUMENTS**—Oil pressure gauge and ammeter mounted on centre console. Speedometer, odometer, fuel gauge, temperature gauge. Main beam, generator and direction indicator warning lights mounted on upper facia panel. Tachometer mounted in housing on steering column. **GENERAL EQUIPMENT**—Deep bonded Cirrus 500 covered bucket front seats, high quality looped pile carpet. Centre console incorporating glove compartment, armrest and ashtray. Full-width front parcel tray, glove compartment with lid, ashtray in facia panel. Padded facia panel and fully trimmed doors. Interior light with front door-operated courtesy switches. Two sun visors, two assist straps, combined door pulls and armrests. Cigarette lighter, heater and demister, luggage compartment mat. **FACTORY FITTED OPTIONS**

—(At extra cost). White sidewall tyres. Two-tone paint available at no extra cost.

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