



1962

FAIRLANE &  
FAIRLANE 500

*a completely new car (especially in size and price)*

## *AT II* Fairlane—probably the most sensible car you can buy today

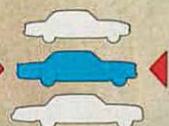
The new-sized Ford Car—Fairlane—is a completely new car, especially in size and price. It has been deliberately designed to meet more of the needs of Canadian motorists. It is a big car in room, luxury and performance . . . yet it competes with the compacts in price and economy. The new Fairlane and Fairlane 500 are a full foot shorter than normal big cars . . . 16 inches longer than a compact, giving roomy, full-size comfort for six passengers. Solid single-unit construction trims excess weight away and reduces rattles to a minimum. Upholstery and appointments reflect more built-for-people luxury.

Ford carefree features promise service savings mile upon mile. And there's new economy with the Standard Six or optional V-8 engine that beautifully blends thrust with thrift!

Only Ford could bring you a car so fine at a price so low. The Fairlane is priced as low as many compacts, even lower than some! It is probably the most sensible car you can buy today. See, drive and price the new Fairlane or Fairlane 500 at your Ford Dealer's now!

**NEW FORD FAIRLANE** (opposite) has reduced routine service to a minimum—6,000 miles or twice a year on some items, about once every two years on others. You go 30,000 miles between lubrications of major chassis components, such as suspension, steering linkage, front wheel bearings and universal joints. You go 6,000 miles between oil changes and minor lubes. Brakes are self-adjusting. All main underbody parts are galvanized against rust and corrosion. The muffler is fully aluminized to last far longer. And Fairlane's Diamond Lustre Enamel never needs waxing. This means the average Fairlane owner will normally need to see his Ford Dealer only twice a year for maintenance and routine inspections which Ford Dealers can best provide.

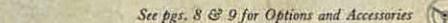
*Sized right between*



*a big car and a compact*

Cover: New Fairlane 500 Fordor Sedan in Corinthian White  
(Also offered in Tudor Sedan model)

See pgs. 8 & 9 for Options and Accessories



**FAIRLANE STANDARD EQUIPMENT . . .** Fairlane Six Engine  
□ 3-Speed Manual Transmission □ Bright-Metal Drip Rail, Side Trim, Windshield and Rear Window Moulding □ Dual Headlights □ Single-Speed Electric Windshield Wipers  
□ Double-Yoke Safety Door Locks □ Colour-Keyed Instrument Panel □ Dual Front Arm Rests, Sun Visors, Coat Hooks  
□ White Deep-Dish 3-Spoke Steering Wheel □ 3 Interior Trim Choices □ Seat Belt Anchors □ Illuminated Trunk (with taillights on) □ Full-Flow Oil Filter □ Fully Aluminized Muffler □ Self-Adjusting Brakes □ Zinclad Rocker Panels and Main Underbody Structural Members  
□ 30,000-Mile or 2-Year Coolant □ 30,000-Mile Fuel Filter.



*Fairlane Tudor Sedan in Viking Blue  
(also offered in Fordor Sedan model)*

**FORD**  
**FAIRLANE**

*Completely new for '62—only the name is the same*

# FAIRLANE SERIES INTERIORS

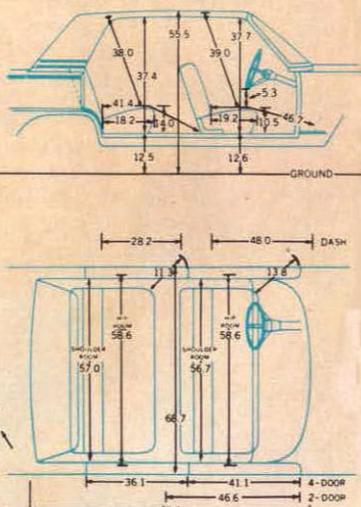


*Fairlane Interior*

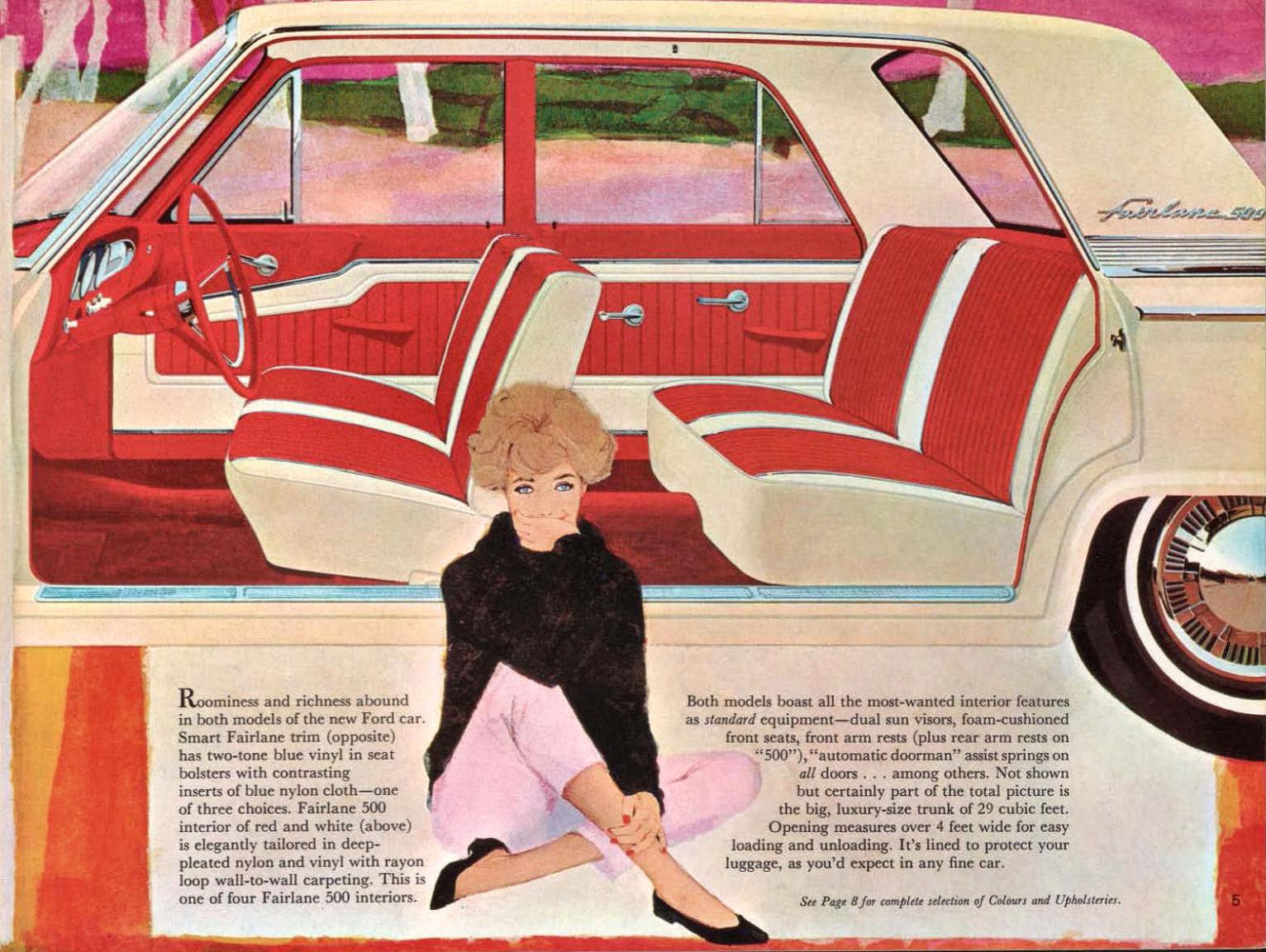
*Fine car room and luxury*

A tape measure will tell you that the comfort and convenience of both the Fairlane and "500" compare most favorably with the big luxury cars. Compare the interior dimensions (measured below for you) with any car you choose. What a big surprise! The big pleasure comes when you step through the wide doorway and slip into one of Fairlane's seats. Here's more than generous room for heads, shoulders, hips and legs—for you and five others—in the Ford tradition of "built-for-people" comfort!

Compare these measurements with any car you choose.  
What a big surprise!



Wheelbase: 115 1/2"; Treads: 57" front, 56" rear  
Over-all Length: 197"



Roominess and richness abound in both models of the new Ford car. Smart Fairlane trim (opposite) has two-tone blue vinyl in seat bolsters with contrasting inserts of blue nylon cloth—one of three choices. Fairlane 500 interior of red and white (above) is elegantly tailored in deep-pleated nylon and vinyl with rayon loop wall-to-wall carpeting. This is one of four Fairlane 500 interiors.

Both models boast all the most-wanted interior features as standard equipment—dual sun visors, foam-cushioned front seats, front arm rests (plus rear arm rests on "500"), "automatic doorman" assist springs on all doors . . . among others. Not shown but certainly part of the total picture is the big, luxury-size trunk of 29 cubic feet. Opening measures over 4 feet wide for easy loading and unloading. It's lined to protect your luggage, as you'd expect in any fine car.

*See Page 8 for complete selection of Colours and Upholsteries.*

*Only car  
of its size and price  
beautifully built  
to be more service-free*

Beautifully built to be more service-free, Fairlane and Fairlane 500 offer you greater savings in time and money—genuine rewards of fine-car quality. Many other quality rewards are evident when you examine these cars closely. Give any Fairlane or Fairlane 500 your own special quality test . . . and make it tough. This car is *built to merit* your closest inspection and *thrive* on anyone's comparison!

Check paint, chrome and interior trim. Check hood, deck lid and doors for fit and easy operation. Then slam a door. Note how the door closes tight and true. And that solid, muted sound says fine-car quality in a way you'll be delighted to hear.

Take a Fairlane or "500" out on the road and you'll see quality come alive. The ride is so smooth . . . so silent . . . so vibration-free you'll feel some kind of magic has put you in a car far more expensive than Fairlane. The ride is magic of a very special kind created by Ford engineers and described in greater detail on page 11. Yet, for all this full-sized, fine-car quality, Fairlane is priced just above the lowest . . . even below some compacts!

**FAIRLANE 500 STANDARD EQUIPMENT . . .**

Includes most Fairlane Standard Equipment items on page 2, plus . . . Colour-Keyed Wall-to-Wall Carpeting □ 4 Interior Trim Choices of Pleated Cloth and Vinyl □ White Steering Wheel with Chrome Horn Ring □ White Control Knobs with Bright Inserts □ Bright-Metal Instrument Cluster Panel □ Cigarette Lighter □ Rear Arm Rests and Ash Trays □ Dome Light Operated Automatically by Front Door Courtesy Switches □ Chrome Front Fender Top Ornaments □ Bright-Metal Side Window Moulding (drip rails painted) □ Spear Side Moulding with Silver Anodized Aluminum Insert □ Bright-Metal Rear Fender Ornaments (3) □ Grille-Textured Aluminum Lower Rear Panel.

*See pgs. 10 & 11 for Power Teams and Mechanical Features*



*Fairlane 500 Fordor Sedan in Raven Black  
(also offered in Tudor Sedan model)*

**FORD**  
**AIRLANE 500**

## Trims and Colours

### FAIRLANE 500 INTERIOR TRIM CHOICES

- Beige Bodycloth and Pearl Metallic Vinyl
- Gray Bodycloth and Gray Metallic Vinyl
- Blue Bodycloth and Blue Metallic Vinyl
- Red Bodycloth and White Vinyl

### FAIRLANE INTERIOR TRIM CHOICES

- Red Bodycloth and White Vinyl
- Gray Bodycloth and Gray Vinyl
- Blue Bodycloth and Blue Vinyl

### FAIRLANE 500 AND FAIRLANE EXTERIOR COLOUR CHOICES

- Corinthian White
  - Baffin Blue (light)
- Raven Black
  - Viking Blue (medium)
- Silver Gray
  - Light Aqua (light turquoise)
- Rangoon Red
  - Ming Green (dark turquoise)
- Sandshell Tan (light)
  - Tuscon Yellow
- Fieldstone Tan (medium)
  - Silver Moss (medium green)

## Options and Accessories



### BACKUP LIGHTS

Welcome aid to nighttime driving, a safety warning to other cars coming up from behind or travelling near you. Automatically light up drive path behind you as you shift into reverse. Lights are centered in Fairlane's big, circular taillights.



### SPOTLIGHT/MIRROR

As handsome as it is handy, this chrome-panished visored spotlight comes with a styled-in rearview mirror that makes it useful 24 hours a day. Controlled from inside the car, Spotlight throws beam up to half-mile in clear weather.



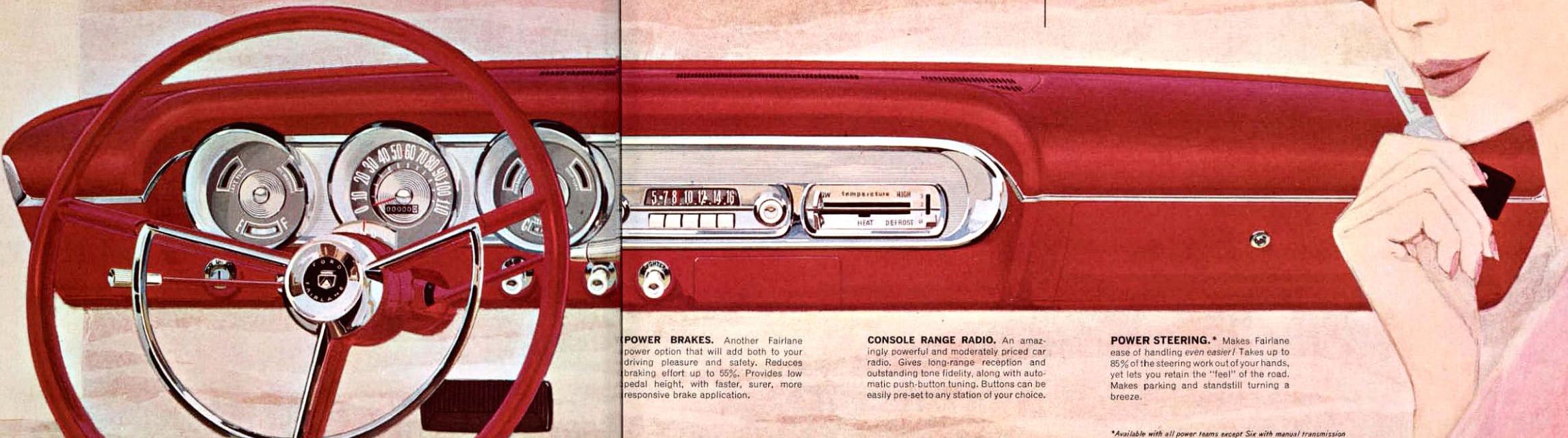
### NON-GLARE MIRROR

Two-position non-glare rearview mirror lets you "lick away" annoying headlight glare. Tab at bottom of mirror controls non-glare and normal positions. Also available, handsome, chrome-plated outside mirror, mounted on driver's side.

### PLUS

#### Additional Options and Accessories . . .

- Whitewall Tires
- Tinted Windshield
- 2-speed Electric Wipers
- Wheel Covers
- Tissue Dispenser
- Rear Seat Radio Speaker
- Body-Mounted Rearview Mirror
- 14-Inch Wheels and Tires
- Tyrex Rayon Cord Tires:
  - 6.50 x 13 white sidewall,
  - 7.00 x 14 black or white sidewall
- 40-Ampere Alternator



**POWER BRAKES.** Another Fairlane power option that will add both to your driving pleasure and safety. Reduces braking effort up to 55%. Provides low pedal height, with faster, surer, more responsive brake application.

**CONSOLE RANGE RADIO.** An amazingly powerful and moderately priced car radio. Gives long-range reception and outstanding tone fidelity, along with automatic push-button tuning. Buttons can be easily pre-set to any station of your choice.

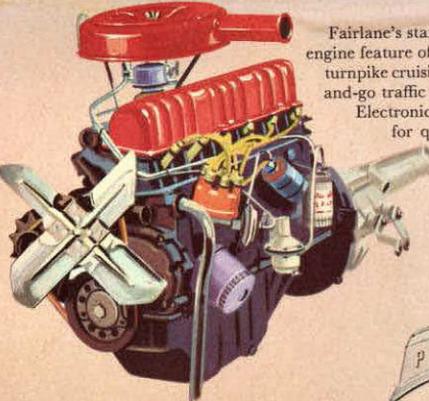
**POWER STEERING.** \* Makes Fairlane ease of handling even easier! Takes up to 85% of the steering work out of your hands, yet lets you retain the "feel" of the road. Makes parking and standstill turning a breeze.

\*Available with all power teams except Six with manual transmission

#### FAIRLANE SIX

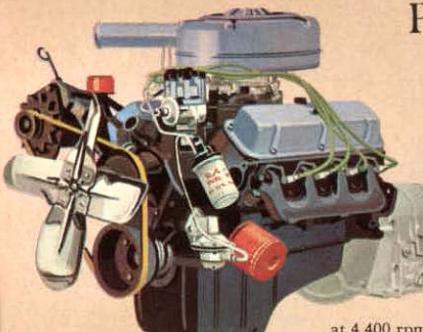
Fairlane's standard engine—a superlative gas-saver with every economical engine feature of the Falcon itself! An engine with plenty of power for all-day turnpike cruising, yet a mighty thrifty way of getting around in the city's stop-and-go traffic routine. Proven, reliable overhead valve, short-stroke design.

Electronically mass-balanced in production (as is the Fairlane V-8) for quiet-smoothness, efficiency and long life. Horsepower: 101 at 4,400 rpm; torque: 156 lbs-ft at 2,400 rpm. Shown with standard 3-speed manual transmission.



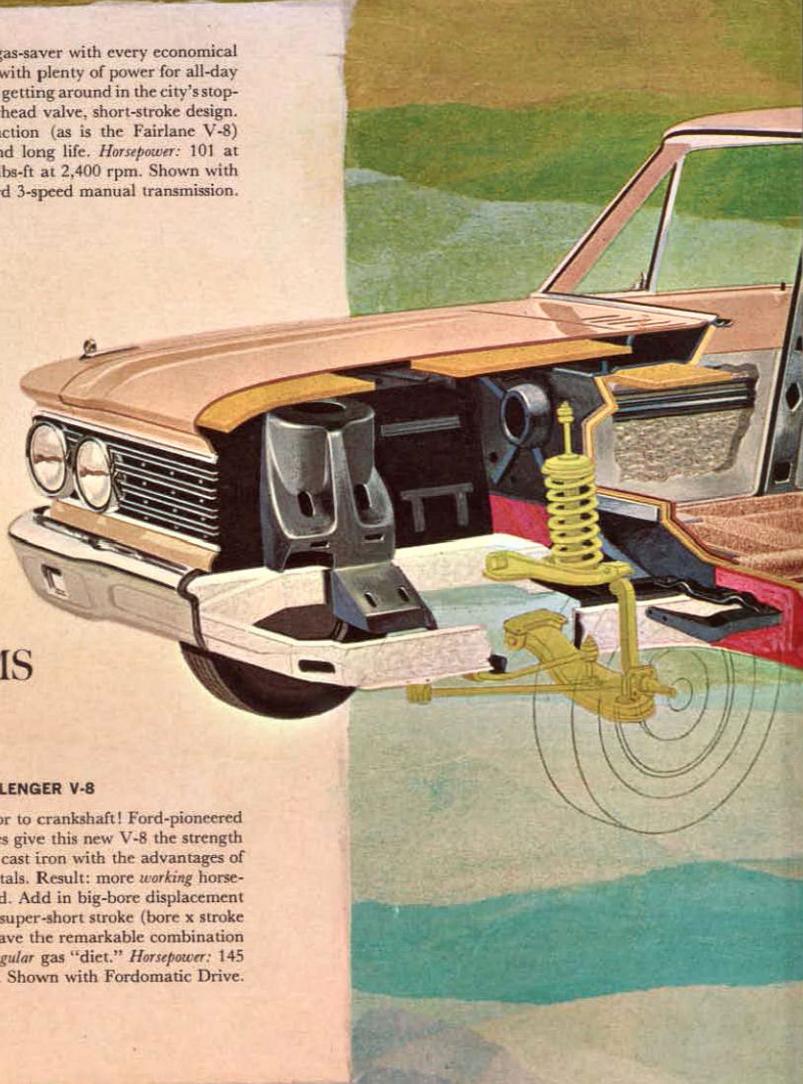
**FORDOMATIC** (available either with Six or V-8). One of the best and best-known of all "automatics." Complete reliability; combines agile response with liquid-smoothness through two forward speeds and reverse. Low gear "kick-down" for passing at any speed below 55 mph. Effective engine braking in "L" position in quadrant; "Park" position also provided.

#### POWER TEAMS



#### CHALLENGER V-8

All new from carburetor to crankshaft! Ford-pioneered foundry techniques give this new V-8 the strength and durability of cast iron with the advantages of lighter weight metals. Result: more working horsepower per pound. Add in big-bore displacement (221 cu. in.) and super-short stroke (bore x stroke 3.50 x 2.87), and you have the remarkable combination of trigger-quick reflexes on a regular gas "diet." Horsepower: 145 at 4,400 rpm; torque: 216 lbs-ft at 2,200 rpm. Shown with Fordomatic Drive.



Fairlane's fine car quality goes down deep...

**SINGLE-UNIT BODY.** Rock-solid strength without useless size or bulk. More room for passengers and their luggage with so much "automobile fat" eliminated. Many squeak and rattle areas have been "designed out," too.

**BODY INSULATION** of many types surrounds the passenger compartment—even reaches out under the hood—to provide a thick, sound-muting, noise-absorbing barrier. Objectionable noise, coming from any direction, is "stopped dead" before it can interrupt Fairlane's lush, quiet ride.

**DOUBLE-YOKE SAFETY DOOR LOCKS.** Deceivingly simple in design . . . remarkably easy to operate . . . tenaciously tight-latching and locking. Double-yoke design greatly reduces possibility of Fairlane doors springing open under impact. Because they provide such solid, tight closure, they too help to keep the Fairlane ride so wonderfully quiet.

**"TORQUE BOXES"** (shown in red) are the magic ingredient in Fairlane's matchless ride. Mounted at the four corners of the underbody, these boxlike structures are strategically placed to intercept road noise, vibration and ride harshness transferred from road to wheels to car. By torsion (twisting) action . . . very slight, but enough . . . the torque boxes effectively absorb these annoyances *before* they can reach the passenger compartment. You'll never be able to see them work, but you'll marvel at the work they do every mile you ride in a Fairlane!

**FRONT SUSPENSION** (in green) features top-mounted coil spring to cushion up-and-down wheel movements . . . tilted, swept-back design of control arms to let wheel smoothly "walk over" bumps. At wheel attachment points are famous Ford ball joints, which go 30,000 miles between lubrications.

**REAR SUSPENSION**—the same type as used on Canada's finest cars—has long (55-inch) multi-leaf springs, offset-mounted to the axle to add stability and control to Fairlane ride. Front and rear suspension members, working as a team, greatly reduce start-up "squat", quick-stop "dive".

**ZINCLAD ROCKER PANELS** (light gray) and galvanizing of all vital underbody members mean long-lasting protection against rust and corrosion. **SELF-ADJUSTING BRAKES** (dark blue) provide necessary mechanical adjustment for the life of the linings when brakes are applied as the car is moving in reverse.

You'd never believe a full-sized car priced so low could ride so smoothly, quietly, luxuriously—until you ride in a Fairlane or Fairlane 500. It's a ride that rivals the finest fine cars!

# FORD FAIRLANE & FAIRLANE 500 SPECIFICATIONS

**FAIRLANE DESIGN:** Welded, integral body and frame for quietness and high strength-weight ratio. Completely sealed and insulated. Special torque boxes at each corner of the main underbody structure absorb road shock, sound and vibration. Safety-reinforced roof with sturdy cross brace at centre. Zinc-coated rocker panels and main underbody members for extra-long life. Bolt-on front fenders for reduced replacement cost. Rear-hinged, counterbalanced hood with outside safety latch. Corrosion-resistant anodized aluminum grille. Cowl-top ventilation system. Wide Angle windshield with forward slanting pillars. Large wide-opening doors with bronze-bushed hinges, automatic assist springs on all doors. Double-yoke safety door locks. Posture control front seat, adjustable to 8 positions in 4 inches travel. 29-cu. ft. luggage compartment with counterbalanced deck lid. 13.3 gal. gas tank, rear.

**ENGINES:** 101-hp Fairlane Six—170 cu. in. displ. 3.50" bore x 2.94" stroke; 8.7 to 1 comp. ratio; regular fuel; unit-design single-barrel carburetor; manual choke; oil capacity, with filter change, 4.0 qt. 145-hp Challenger V-8—221-cu. in. displ. 3.50" bore x 2.87" stroke; 8.7 to 1 comp. ratio; regular fuel; 2-barrel carburetor; auto. choke; oil capacity, with filter change, 4.5 qt.

**ENGINE FEATURES:** For greater economy and longer life, Fairlane engines have short-stroke, low-friction design; Wedge-Type combustion chambers; Free Turning overhead intake and exhaust valves; hydraulic lifters for automatic valve adjustment on V-8, manually adjusted solid tappets on Six; alternate intake and exhaust ports on V-8; water-jacketed carburetor spacer for fuel mixture heat control; 3-ring aluminum-alloy pistons with full-chromed top ring; precision-moulded crankshaft with four main bearings; rotor-type oil pump; Super-Filter air cleaner with reusable dry-type element; high-capacity in-line 30,000-mile fuel filtering system; full-pressure lubrication system with Full-Flow disposable-type oil filter; cooling system with 180° positive-action thermostat; new 30,000-mile or 2-year coolant; 12-volt electrical system; weatherproof ignition with Static-Ban constant resistance wiring and air-cooled distributor points; 18-mm. Turbo-Action spark plugs; 54-plate, 40 amp-hr battery; positive-engagement starter; fully aluminized muffler.

**CLUTCH AND MANUAL TRANSMISSION:** Semi-centrifugal clutch with full-weighted levers for more positive engagement. New clutch interlock device prevents gear clash when shifting from Neutral to Low or Reverse. Permanently lubricated ball-type throwout bearing. Lightweight aluminum housing. Easy-acting suspended pedal. Face diameter 8½" with Six, 9½" with V-8; total frictional area 68 sq. in. with Six, 85.2 sq. in. with V-8. **3-Speed Manual Transmission** has shot-peened, fine-pitch helical gears for high strength and quietness, with forged bronze synchronizers for smooth operation. Anti-friction bearings throughout. Standard "H" shift pattern with lever on steering column. Gear ratios (to 1): std. Six—1st 3.29, 2nd 1.83, direct 1.00, reverse 4.46; opt. V-8—1st 2.78, 2nd 1.61, direct 1.00, reverse 3.38.

**FORDOMATIC DRIVE (optional):** Simplified design, lightweight cast-aluminum construction, minimum servicing. Torque converter in combination with planetary gear set; liquid-cooled, vacuum-controlled throttle for smoother, more precisely coordinated-with-engine shifting and reduced maintenance requirements. Two forward speeds, one reverse. Gear ratios (to 1): both std. Six and opt. V-8—low 1.82, direct 1.00, reverse 1.72; converter (stall)—std. Six 2.14, opt. V-8 2.40. Selector lever and quadrant on instrument panel; sequence P-R-N-D-L. In "D" range Fordomatic gives brisk, smooth starts in low. Effective engine braking in "L" position.

**REAR AXLE:** Semi-floating type with offset hypoid gears. Straddle-mounted drive pinion with V-8 engine. Induction-hardened forged shafts with permanently lubricated wheel bearings. **Axle Ratios (to 1):** 3-Speed Manual—3.50 with standard Six, 3.25 with V-8; Fordomatic Drive—3.25 with standard Six, 3.00 with V-8.

**FRONT SUSPENSION:** Angle-Poised Ball-Joint design with coil springs mounted on upper arms. Strut-stabilized lower arms. Ball joints packed with special 30,000-mile grease retained by full life seals. Built-in anti-dive control. Internally mounted double-acting hydraulic shock absorbers with rebound cutoff. Link-type, rubber-bushed ride stabilizer. Tapered roller wheel bearings greased for 30,000 miles.

**REAR SUSPENSION:** Longitudinal, semi-elliptic leaf springs with rubber-bushed front eye and compression-type rear shackles, giving variable-rate characteristics for a softer, more leveled ride under all road and load conditions. Asymmetrical design with rear axle located forward from centre of springs for anti-squat control on take-off. Rubber insulation at axle. Spring tip liners between all but top leaves—no lubrication required. Diagonally mounted double-acting shock absorbers.

**STEERING:** Low-friction, recirculating ball-type steering gear for easy steering. Flexible steering shaft coupling dampens road shock, vibration. Anti-friction bearings throughout. Linkage system lubricated for 30,000 miles. Over-all steering ratio 27.6 to 1. Optional power steering ratio 25 to 1. Turning diameter 39.5 ft.

**BRAKES:** Self-adjusting hydraulic brakes of double-sealed, self-energizing design. Brakes adjust automatically when applied while car is moving backwards. Easy-operating suspended pedal. Dash-mounted master cylinder. Grooved 10-inch composite drums for maximum cooling. Total lining area 165 sq. in. Offset "T" handle parking brake at left of steering column.

**TIRES:** With Std. Six—6.50 x 13 2-ply (with V-8—7.00 x 13 4-ply) blackwall tubeless with Tyrex Rayon cord and Soft-Tread design for less road noise, smoother ride. Disc-type 13" wheels with 4½" wide safety-type rims. Optional—14" wheels and tires.

**DIMENSIONS:** Wheelbase—115.5". Tread—front 57.0", rear 56.0". Curb weight (est.)—2-door sedan 2811 lb., 4-door sedan 2844 lb. For other dimensions, see illustrations on page 4.

**PRICES:** All Power Assists, Optional Equipment and Accessories, as well as some of the items illustrated or referred to in this catalogue as optional or available, are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

Comparative information in this catalogue was obtained from authoritative sources, but is not guaranteed. The specifications contained herein were in effect at the time this catalogue was approved for printing. Ford Motor Company of Canada, Limited reserves the right to discontinue models at any time, or change specifications or design without notice and without incurring obligations.

*Ford Motor Company of Canada. Limited*



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Litho in Canada