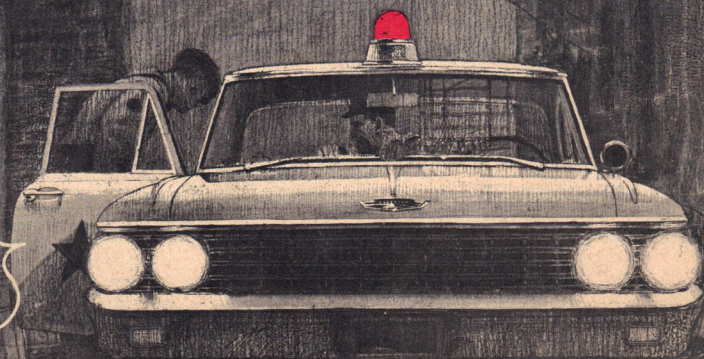


1962

FORD POLICE CARS

and
EMERGENCY
VEHICLES



*America's
No. 1
Police Car*

FORD

AMERICA'S
NO. 1 CHOICE IN
**POLICE
VEHICLES**

presents

26 BRAND-NEW

POLICE CAR MODELS

*each one action-tailored to meet a
specific law enforcement need*

NEW GALAXIE MAINLINER SERIES POLICE CARS

*Scorching Power, Hair-Trigger Performance
More Service-Free Than Ever
New Quieter Ride
Husky, Longer-Lived*



FEATURING THE NEW 1962 POLICE INTERCEPTOR

... powered by the blazing 330-hp Interceptor V-8. Other police cars in this new series include: the 300-hp Police Cruiser, the 220-hp Police Guardian, the 170-hp Police Sentinel, and the 138-hp Police Deputy. All are available in either 2-door or 4-door models.



Ford for '62 introduces the biggest, most versatile police fleet ever to answer the call to duty. A total of 26 different models—including Ford's newest performers, the all-new Fairlane Series police cars—each one action-tailored to handle a specific phase of law enforcement work.

All have Ford's famous stay-on-the-job toughness . . . precision-control handling . . . extra built-in comfort and safety . . . more service-free operation . . . and brute-force power that, year after year, make Ford the nation's No. 1 law enforcement favorite over all other makes combined.

And more than ever in '62, Ford police cars lay down the law on costly maintenance. Routine service is now reduced to a minimum—every 30,000 miles on many

items, each 6,000 miles on the rest. Brakes and adjusting, the body protected against rust and corrosion, mufflers fully aluminized, and Ford's Diamond Lustre Enamel never needs waxing.

Look through the following pages carefully. Study the power and equipment offered for each model. Also take into consideration the job each is recommended to handle. Whatever the duty, you'll find a Ford police car to perform it better . . . whether you choose one of Ford's ten full-sized police sedans, headed by the sizzling, top-of-the-line Police Interceptor . . . one of the six new-sized Fairlane police cars . . . or any one of Ford's 10 versatile police wagons.



ALL-NEW FAIRLANE SERIES POLICE CARS

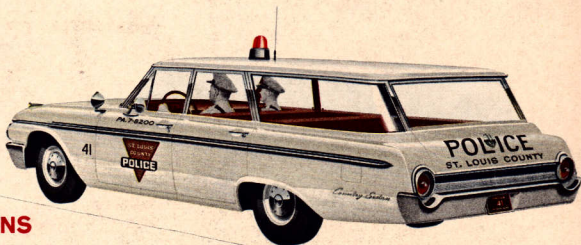
*New Size, New Price
New Rock-Bottom Running Costs
New Performance
New Unitized Body*



FEATURING THE NEW 1962 POLICE RANGER

. . . powered by the world's first economy V-8 (145 hp). Other Fairlane Series police cars are: the 160-hp* Police Defender (available approximately February, 1962) and the 101-hp Police Sentry. Both 2- and 4-door models offered.

**Estimated*



NEW FORD POLICE WAGONS

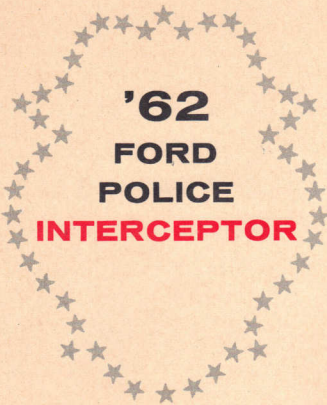
*Built By America's Wagon Specialists
Wide Tailgate Opening, Bowling Alley Loadspace
Handy Roll-Down Tailgate Window
New Fold-Down 2nd Seat*



FEATURING THE NEW 1962 FORDOR RANCH WAGON

. . . with five duty-tailored engines to choose from—138 to 330 horsepower. The new Ford 6-passenger Country Sedan (shown), another hard-working police wagon, also available.

THE BLAZING, HIGH-PERFORMANCE POLICE INTERCEPTOR



'62
FORD
POLICE
INTERCEPTOR

Cited across the nation for performance above and beyond the call of duty, Ford's blazing '62 Police Interceptor is designed for the most rugged and demanding law enforcement work . . . specifically engineered and equipped to excel.

To begin with, its limited-production 330-hp police engine is made exclusively for law enforcement agencies—powered and torqued to handle emergencies only they encounter, where absolute peak performance and high sustained speeds are a "must." There's also extra ruggedness built into the Interceptor's heavy-duty suspension system. When teamed up with optional Hi-Speed and Handling Package, it increases stability and makes handling more precise in tight, pursuit-speed situations. Brakes are supersized and specially molded to fight fade, and wear longer through repeated high-speed halts.



Other options available for

RPO—MONTHLY SCHEDULE ITEMS

- *Electric Windshield Washer
- *Electric Windshield Wipers, 2-speed
- *Radio—Push Button
- *Self-Regulating Electric Clock
- 1-Rest Tinted Glass (windshield only or all around)
- *Backup Lights
- 4-Speed Synchronized Transmission (floor-mounted shift)
- Overdrive Transmission
- Cruise-O-Matic Transmission (heavy-duty with Interceptor V-8)
- Optional Axle Ratios (see specifications)
- *Swift Sure Power Brakes

- *Master-Guide Power Steering
- Power Front Seat
- Power-Lift Door Windows

PAO—PRE-APPROVED ITEMS

- Beige, Green or Red All-Vinyl Upholstery and Trim
- Rear Arm Rests
- Ash Receptacle in Front Seat-Back (4-dr. model)
- 15" Rayon Tires and Wheels
- Equal-Lock Differential
- Padded Instrument Panel
- *Front Seat Belts—Driver or Passenger

- Generator Option—40-amp. HD Low Cut-In
- Alternator Option—40-amp. or 60-amp. Heavy-Duty Pancake Type with Built-In Silicon Rectifier (see chart)
- Radio Noise Suppression
- *Inside Non-Glare Mirror
- Door Mirror

DSO—SPECIAL ORDER ITEMS

- Generator Options—40-amp. Standard Type; Heavy-Duty 50-amp. Low Cut-In or 60-amp. (see chart)
- Alternator Options—50-amp. HD Pancake, HD Std. or EHD Types with External

CEPTOR... FORD'S TOP-RANKING LAW ENFORCER

Extra strength and wear are also designed into Interceptor's interior, right down to its heavy-duty floor mats.

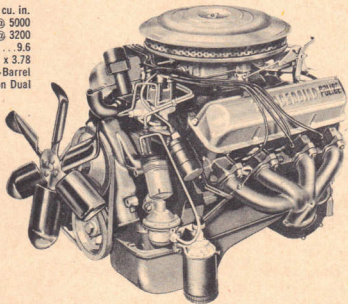
And like all '62 Fords, the new Police Interceptor is more service-free than ever, with a new 30,000-mile *major* lubrication interval, new 6,000-mile oil change and minor lube interval, new two-year or 30,000-mile engine coolant-antifreeze plus a host of other service-saving features listed on pages 8 and 9.

Other improvements for '62 include a smoother-operating, longer-lived transmission; quieter, better insulated body; and "returned," softer-riding frame.

Interceptor is available in 2- and 4-door Galaxie Mainliner models. Included package equipment and recommended options are shown at right. Other options listed below.

Powered by the mighty 330-hp INTERCEPTOR V-8

Displacement.....390 cu. in.
Horsepower @ RPM.....330 @ 5000
Torque (lbs-ft) @ RPM.....427 @ 3200
Compression Ratio (to 1).....9.6
Bore x Stroke (inches).....4.05 x 3.78
Carburetor.....Four-Barrel
Exhaust.....Low-Restriction Dual



Equipment

Included in Police Interceptor Package: 330-hp Interceptor 390 V-8 • Manual 3-Speed Transmission • Extra-Cooling Radiator • Extra-Cooling Fan Pulley • HD Springs • HD Shock Absorbers • HD Fade-Resistant Brakes • HD Seats • Certified Calibration Speedometer (2 mph increments) • HD Floor Mats • MagicAire Heater • HD Battery

Highly Recommended Options: 15" Nylon Tires and Wheels (PAO) • Hi-Speed and Handling Package: besides HD springs, includes HD extra-control shock absorbers and HD stabilizer bar (PAO) • 1 1/4" Foam Rubber Padding in Front Seat Cushion (PAO) • Padded Instrument Panel and Two Padded Sun Visors (RPO) • Front Seat Belts, for driver and passenger (RPO)

Ford's mighty Interceptor V-8 is a specially engineered powerplant designed *exclusively* for and sold *only* to law enforcement agencies. The Interceptor's highway-scorching power and lightning-like responsiveness are the result of a carefully "souped up" induction system which includes: special high-lift camshaft; high-velocity 4-barrel carburetor; freer-breathing air cleaner; solid rocker arm tappets; high-performance valve springs, with damper and solid retainers; forged steel exhaust valves; plus a low-restriction exhaust system with header-type manifolds and low back-pressure mufflers.

Other features are electronic balancing; precision-molded, alloy-iron crankshaft; Deep-Block construction; short-stroke design; super-fitted aluminum alloy pistons; 30,000-mile in-line fuel filter; Rotunda Full-Flow oil filter; large-sized copper-lead main and connecting rod bearings. These, plus a long list of other advanced design features, add up to searing power that's unsurpassed in responsiveness, smoothness and dependability.

'62
FORD
POLICE
CRUISER

The powerful Police Cruiser featuring the 300-hp THUNDERBIRD 390 SPECIAL V-8

Ford's Police Cruiser Sedan is built for police duties not quite demanding of Interceptor speed peaks, but still requiring plenty of extra power reserves and rugged big-bore dependability. Available in 2- and 4-door models, the Cruiser

is equipped identically to the Interceptor (see above) except for its engine, the 300-hp Thunderbird 390 Special V-8. For more about this powerful police engine, second only to the mighty Interceptor, see back cover.

INTERCEPTOR and CRUISER

Selenium Rectifier; 60-amp. HD Std. or EHD Types or 100-amp. EHD with Built-In Silicon Rectifier (see chart)
Charge Indicator Gauge
Oil Pressure Gauge
1 1/4" I.D. Conduit for Radio Cable
Radio Mounting Base in Luggage Compartment for Radio Equipment
Spare Tire Relocation (to accommodate radio equipment)
Suppression Spark Plugs with Non-Suppressed Ignition Wiring
Simultaneous Flashing Parking and Taillights
Simultaneous Flashing Red Grille Lights and Taillights

Spotlamp—Cowl Mount without Mirror (specify red flashing or clear sealed beam)
Spotlamp—Door Mount with Mirror (specify red flashing or clear sealed beam)
*Body Mount Mirrors
Pace-Type Speedometer with Special Needle Stop (specify mounting on steering column or instrument panel)
Glove Compartment Light
Special Map Light
Hand Throttle, Locking-Type
Single-Key Locking System (one key for all locks in fleet)
Electric Window Regulators for Front Windows only

Ceramic Fuel Filters

DEALER INSTALLED ITEMS

Parking Brake Warning Light
Bumper Guards, Front and/or Rear
Deluxe Rear Antenna
Plus many other customary accessories
**Also dealer installed*

EXPLANATION OF TERMS

RPO—Regular Production Option. Equipment advertised nationally and available without delay in production.
PAO—Pre-Approved Option. Equipment generally used only by fleet and commercial accounts. Slight delays possible.
DSO—Domestic Special Order. Specific procurement, with time necessary to fill order.

The Versatile...

'62
FORD
POLICE
GUARDIAN

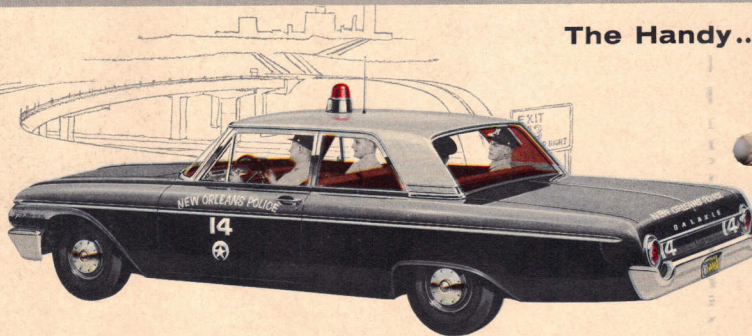


'62
FORD
POLICE
SENTINEL



The Economical...

'62
FORD
POLICE
DEPUTY



The Handy...

RPO—MONTHLY SCHEDULE ITEMS

- *Electric Windshield Washer
- Electric Windshield Wipers, 2-speed
- *Radio—Push Button
- *Self-Regulating Electric Clock
- 1-Rest Tinted Glass (windshield only or all around)
- *Backup Lights
- 4-Speed Synchronized Transmission, Floor-mounted Shift (for 352 Special V-8 only)
- Overdrive Transmission
- Fordomatic Transmission
- Cruise-O-Matic Transmission (except Six engine)
- Optional Axle Ratios (see specifications)

- *Swift Sure Power Brakes
- *Master-Guide Power Steering
- Power Front Seat
- Power-Lift Front Windows

PAO—PRE-APPROVED ITEMS

- Nylon Tires
- Hi-Speed and Handling Package (besides heavy-duty springs, includes heavy-duty, extra-control shocks and heavy-duty stabilizer bar)
- Beige, Green or Red All-Vinyl Upholstery and Trim
- Rear Arm Rests
- Ash Receptacle in Front Seat-Back (4-dr. model)
- Five-Blade Fan (292 V-8 and Six)

Other options available for

- *Front Seat Belts—Driver or Passenger
- Padded Instrument Panel
- Generator Option—40-amp. HD Low Cut-In
- Alternator Option—40-amp. or 60-amp. Heavy-Duty Pancake Type with Built-In Silicon Rectifier (see chart)
- Equal-Lock Differential
- Radio Noise Suppression
- *Inside Non-Glare Mirror
- Door Mirror

DSO—SPECIAL ORDER ITEMS

- Generator Options—40-amp. Standard Type; Heavy-Duty 50-amp. Low Cut-In on V-8 or 60-amp. (see chart)

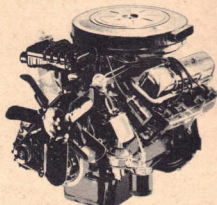
POLICE GUARDIAN for all-round patrol duty

If you're looking for all-round versatility in a police car, then look no further than Ford's Police Guardian—a "do-all" performer that can well handle general patrol work one day . . . city or country cruising the next. The Guardian's responsive 220-hp Thunderbird V-8 (see back cover) is powered to match most cars on the road . . . capable of delivering rapid acceleration and top speeds, when necessary. And its regular-fuel 2-barrel carburetor puts extra mileage into your department's budget, too. All this plus Ford's built-in service-saving features, Lifeguard design and big, "broad-shouldered" roominess. Available in 2- and 4-door Galaxie Mainliner models.

Equipment Included In Police Guardian Package: 220-hp Thunderbird 352 Special V-8 • Manual 3-Speed Transmission • 11-inch Clutch • HD Springs • HD Shock Absorbers • HD Fade-Resistant Brakes • HD Seats • Certified Calibration Speedometer (2 mph increments) • HD Floor Mats • MagicAir Heater • HD Battery

Highly Recommended Options: 15" Tires and Wheels (PAO) • Padded Instrument Panel and Two Padded Sun Visors (RPO) • 1 1/4" Foam Rubber Padding in Front Seat Cushion (PAO) • Front Seat Belts, for driver and passenger (RPO)

Powered by the responsive 220-hp Thunderbird 352 Special V-8



| | |
|--------------------------|---------------|
| Displacement | 352 cu. in. |
| Horsepower @ RPM | 220 @ 4300 |
| Torque (lbs-ft) @ RPM | 336 @ 2600 |
| Compression Ratio (to 1) | 8.9 |
| Bore x Stroke (inches) | 4.00 x 3.50 |
| Carburetor | Two-Barrel |
| Exhaust | Single Y-Type |

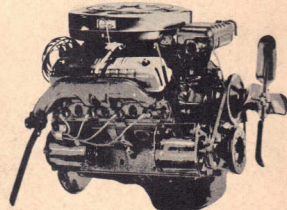
POLICE SENTINEL for thrifty V-8 performance

Ford's Police Sentinel is strongly recommended where economy of operation is an important factor . . . but where V-8 "getaway" is still required. The Sentinel's 170-hp Thunderbird 292 V-8 (see back cover) is quick-footed enough to handle almost any emergency . . . and has a thrifty way with regular gas that makes it an excellent unit for low-cost, everyday patrol work in city, suburbs or country. A long list of heavy-duty features, shown at right, equip the Sentinel for extra toughness and durability. In every other way . . . in ride, handling, comfort, and safety . . . the '62 Ford Police Sentinel is identical to the mighty Interceptor itself. Choice of 2- or 4-door models.

Equipment Included In Police Sentinel Package: 170-hp Thunderbird 292 V-8 • Manual 3-Speed Transmission • 11-inch Clutch • HD Springs • HD Shock Absorbers • HD Fade-Resistant Brakes • HD Seats • Certified Calibration Speedometer (2 mph increments) • HD Floor Mats • MagicAir Heater • HD Battery

Highly Recommended Options: 15" Tires and Wheels (PAO) • Padded Instrument Panel and Two Padded Sun Visors (RPO) • 1 1/4" Foam Rubber Padding in Front Seat Cushion (PAO) • Front Seat Belts, for driver and passenger (RPO)

Powered by the gas-saving 170-hp Thunderbird 292 V-8



| | |
|--------------------------|---------------|
| Displacement | 292 cu. in. |
| Horsepower @ RPM | 170 @ 4200 |
| Torque (lbs-ft) @ RPM | 279 @ 2200 |
| Compression Ratio (to 1) | 8.8 |
| Bore x Stroke (inches) | 3.75 x 3.30 |
| Carburetor | Two-Barrel |
| Exhaust | Single Y-Type |

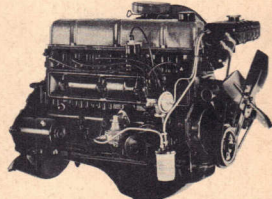
POLICE DEPUTY Ford's general purpose police car

For the many police duties not requiring spectacular power . . . and where economy in initial cost and over-all operation is a prime consideration, Ford offers the low-priced Police Deputy Sedan. You'll find this money-saver just the "ticket" for steady, low rpm cruising . . . neighborhood work . . . or as a general "utility man" around the station. Although primarily noted for its fuel economy, the Deputy's 138-hp Mileage Maker Six can summon up surprising power for sprints or a sustained pursuit. Noteworthy among its advanced engine features are new self-adjusting valves. Offered in 2- or 4-door models.

Equipment Included In Police Deputy Package: 138-hp Mileage Maker Six • Manual 3-Speed Transmission • 11-inch Clutch • HD Springs • HD Shock Absorbers • HD Fade-Resistant Brakes • HD Seats • Certified Calibration Speedometer (2 mph increments) • HD Floor Mats • MagicAir Heater • HD Battery

Highly Recommended Options: 15" Tires and Wheels (PAO) • Padded Instrument Panel and Two Padded Sun Visors (RPO) • 1 1/4" Foam Rubber Padding in Front Seat Cushion (PAO) • Front Seat Belts, for driver and passenger (RPO)

Powered by the economy-proved 138-hp Mileage Maker Six



| | |
|--------------------------|---------------|
| Displacement | 223 cu. in. |
| Horsepower @ RPM | 138 @ 4200 |
| Torque (lbs-ft) @ RPM | 203 @ 2200 |
| Compression Ratio (to 1) | 8.4 |
| Bore x Stroke (inches) | 3.62 x 3.60 |
| Carburetor | Single-Barrel |
| Exhaust | Single |

GUARDIAN, SENTINEL and DEPUTY

Alternator Options—50-amp. HD Pancake, HD Std. or EHD Types with External Selenium Rectifier; 60-amp. HD Std. or EHD Types, or 100-amp. EHD with Built-In Silicon Rectifier (see chart)

Charge Indicator Gauge
Oil Pressure Gauge

1 1/4" I.D. Conduit for Radio Cable
Radio Mounting Base in Luggage Compartment for Radio Equipment

Spare Tire Relocation (to accommodate radio equipment)

Suppression Spark Plugs with Non-Suppressed Ignition Wiring
Simultaneous Flashing Parking and Taillights
Simultaneous Flashing Red Grille Lights and Taillights

Spotlamp—Cowl Mount with Mirror (specify red flashing or clear sealed beam)

Spotlamp—Door Mount with Mirror (specify red flashing or clear sealed beam)

***Body Mount Mirrors**
Pace-Type Speedometer with Special Needle
Stop (specify mounting on steering column or instrument panel)

Glove Compartment Light

Map Light

Hand Throttle, Locking Type

Single-Key Locking System (one key for all locks in fleet)

Electric Window Regulators for Front Windows

Only

Ceramic Fuel Filters

DEALER INSTALLED ITEMS

Parking Brake Warning Light
Bumper Guards, Front and/or Rear
Deluxe Rear Antenna

Plus many other customary accessories

Also dealer installed

EXPLANATION OF TERMS

RPO—Regular Production Option. Equipment advertised nationally and available without delay in production.

PAO—Pre-Approved Option. Equipment generally used only by fleet and commercial accounts. Slight delays possible.

DSO—Domestic Special Order. Specific procurement with time necessary to fill order.

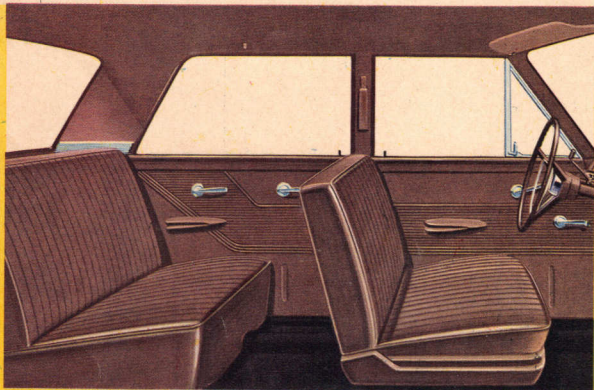
IMPORTANT GALAXIE MAINLINER FEATURES

QUALITY-BUILT TO BE MORE SERVICE-FREE...

30,000-MILE CHASSIS LUBES.
All major chassis components are good for 30,000 miles between lube jobs. Includes suspension, steering, front wheels, U-joints. Minor lubes each 6,000 miles.

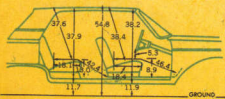
NEW 6,000-MILE OIL CHANGE.
You'll now go 6,000 miles between oil changes with Ford's super-screening Full-Flow oil filter—2,000 miles farther than most other-make police cars.

NEW 30,000-MILE COOLANT.
New factory-installed coolant-antifreeze protects your cooling system the year-round. Requires change only at 30,000 miles or 2 years, whichever comes first.

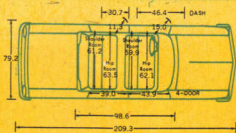


Roomy, broad-shouldered interiors

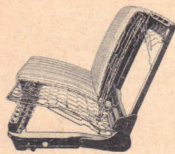
Ford interiors are built big and roomy—the way husky lawmen like them—packed with extra comfort and convenience features that make long hours on patrol duty more pleasant and keep drivers more alert. Up front, there's a total of 60" (five full feet!) for hips and shoulders plus generous inches of head and leg room. Front seat is high off the floor and padded with 1 3/4" urethane foam for added comfort. Ford's Posture-Perfect seat-backs are scientifically angled at 23 degrees, the ideal posture position. Front seat rolls on 12 steel balls, adjusts smoothly and easily to 11 different seating positions. Galaxie Mainliner standard interiors come in a choice of blue, gray or green Chain-Stripe patterned upholstery cloth trimmed in durable, leather-grained vinyl. Three heavy-duty police interiors are also available in beige, green or red all-vinyl with special ribbing in cushions and seat-backs.



Effective head room and leg room shown

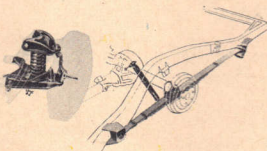


SPECIAL FACTORY-INSTALLED POLICE OPTIONS



HEAVY-DUTY INTERIOR OPTIONS

Heavy-duty seats with extra spring support in cushions and backs plus thick cotton padding in cushions (1 3/4" foam padding optional). Long-wearing, heavy-duty all-vinyl upholstery and trim in beige, green or red.



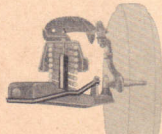
HEAVY-DUTY SUSPENSION

Designed to minimize "bottoming" and last longer in police duty. Includes heavier-gauge front coil springs, heavier lower front suspension arms, extra-capacity rear leaf springs and specially calibrated shock absorbers.



HEAVY-DUTY BATTERIES

For extra power requirements, Ford offers a heavy-duty 65 or 70 amp-hr battery (55 amp-hr standard) with high reserve capacity. Bottom-clamp mounting system eliminates electrical leakage and reduces corrosion.



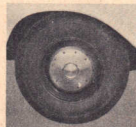
HI-SPEED AND HANDLING PACKAGE

Increases stability and reduces sway through curves for safer, surer handling at pursuit speeds. Includes heavy-duty, extra-control shock absorbers, heavy-duty stabilizer bar, as well as heavy-duty front and rear springs.



HEAVY-DUTY FADE-RESISTANT BRAKES

Big 234-sq. in. heavy-duty brakes with specially compounded linings wear longer and give better fade resistance in high-speed braking. Self-adjusting design. This option also includes heavy-duty rear axle.



15-INCH WHEELS

15 x 5 1/2K wheels make fewer revolutions per mile, contributing to better cooling and greater fuel economy. Combined with 7.10 x 15 nylon tires, they give greater protection against heat blowouts plus longer tire life.

that keep Ford at the top of the duty roster

SELF-ADJUSTING BRAKES.

Whenever adjustment is needed, Ford's big double-sealed brakes adjust themselves automatically during lining life as driver applies brakes with car backing up.

LONG-LIFE MUFFLER.

Ford's double-wrapped aluminized mufflers normally last up to three times longer than uncoated mufflers used in past years—another important service-saving feature.

RUST-RESISTANT BODY. All vital underbody parts are specially treated to resist rust and corrosion. Rocker panels are galvanized. Exterior bright trim is also processed for longer life.

DIAMOND LUSTRE ENAMEL.

The finish that keeps its deep-down brilliance with routine washing and removal of any corrosive substances with a good grade of polish—it never needs waxing.



FOAM-CUSHIONED POSTURE-PERFECT FRONT SEAT. Driver rides restfully on foam-cushioned front seat with seat-back set at 23° posture-perfect angle. Adjusts easily to 11 different positions.



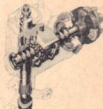
LIFEGUARD STEERING WHEEL.

Ford's deeply recessed hub with three equally spaced spokes provides greater protection against chest injury than 2-spoke wheels used on some other police cars.



SIGHT-FOR-SAFETY VISIBILITY.

3,760 square inches of glass area (4,979 sq. in. on wagons), combined with narrow roof pillars and proper seat height, give exceptional visibility all around.



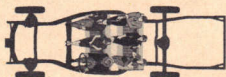
PRECISION-CONTROL STEERING.

Friction-free, ball-type steering gear with easy-working 30 to 1 over-all ratio gives smooth, precise control. Flexible coupling in the steering shaft absorbs vibrations.



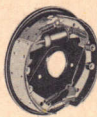
EASY-ENTRANCE FRONT DOORS.

Entering and leaving Ford's big, wide-opening front doors is an easy matter. Two-stage door checks hold doors open in either 2/3- or full-open positions.



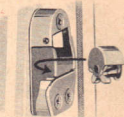
SAFETY-CONTOURED FRAME.

Husky, wide-contoured frame encircles passengers with a heavy girder of steel. Gives greater protection in the event of side impact than X-type frames.



SELF-ADJUSTING BRAKES.

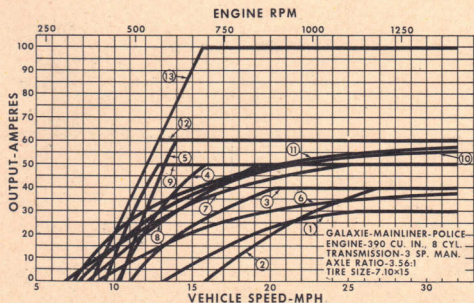
Adjust themselves automatically as needed. Tailored-to-model linings are 212 sq. in. on cars, 234 sq. in. on wagons and on cars with optional HD brakes.



LIFEGUARD DOOR LOCKS.

Ford's Double-Grip safety door locks provide high resistance to pull-apart forces and give extra protection against doors swinging open in the event of impact.

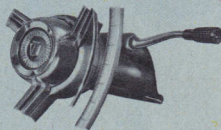
GENERATOR AND ALTERNATOR OPTIONS



| GENERATORS | ALTERNATORS* | ALTERNATORS* |
|---|---|---|
| ① 30-amp. standard type | ⑥ 40-amp. type—internal rectifier | ⑩ 60-amp. heavy-duty pancake type—internal rectifier |
| ② 40-amp. standard type | ⑦ 50-amp. heavy-duty pancake type—external rectifier | ⑪ 60-amp. heavy-duty standard type—internal rectifier |
| ③ 40-amp. heavy-duty, low cut-in | ⑧ 50-amp. heavy-duty standard type—external rectifier | ⑫ 60-amp. extra-heavy-duty—internal rectifier |
| ④ 50-amp. heavy-duty (low cut-in on 8 cyl.) | ⑨ 50-amp. extra-heavy-duty—external rectifier | ⑬ 100-amp. extra-heavy-duty—internal rectifier |
| ⑤ 60-amp. heavy-duty | | |

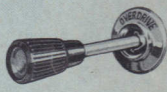
*All are low cut-in design

CHOICE OF FIVE ACTION-TORQUED TRANSMISSIONS



MANUAL 3-SPEED

Redesigned with new clutch interlock for smoother, quieter operation, longer life. New 4-speed transmission with floor-mounted shift is also available with 352 and 390 V-8's.



THRIFTY OVERDRIVE

Saves on gas, engine wear and noise. Automatic 4th gear allows 28% less engine rpm's than conventional 3-speed. Convenient push-pull lockout control on instrument panel.



FORDOMATIC

A favorite on many forces for its gas-saving "getaway." 2-speed Fordomatic features new vacuum-controlled throttle valve and new pre-set bands for smoother shifts, minimum maintenance.



CRUISE-O-MATIC DRIVE

An ultrasensitive "automatic" with two full-time driving ranges—one for quick, solid take-offs in low, one for smooth starts in 2nd on slippery surfaces. Heavy-duty design with Interceptor V-8.

Fairlane

FORD'S ALL-NEW RANGER AND SENTRY POLICE CARS

New size, new price

A completely new police car sized right between the big ones and the compacts. Priced under all the full-sized police cars in America—even under many compacts!

New thrift, new performance

New 101-hp Fairlane Six squeezes extra duty out of every gallon of gas. All-new lightweight Fairlane V-8 combines trigger-quick thrust with "six-like" thrift.

Trim, new design

Generous inches of wheelbase and tread width, yet far fewer inches and pounds of bulk to maneuver—just 197" long over-all—big-car stability with compact-car agility.

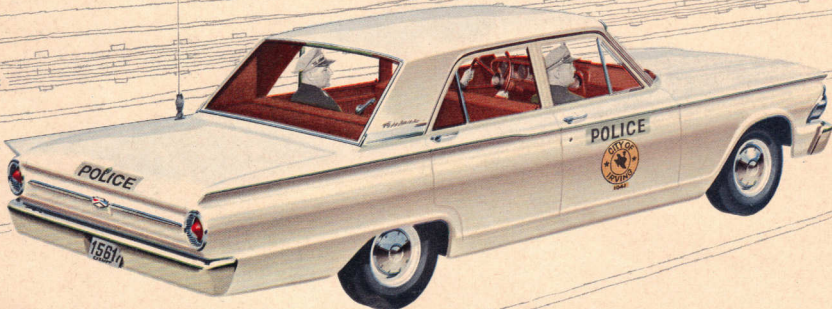
'62 FORD POLICE RANGER



NEW POLICE DEFENDER

Powered by Ford's all-new
160-hp* Fairlane V-8

'62 FORD POLICE SENTRY



HIGHLY RECOMMENDED OPTIONS

- 14" Tires and Wheels (required with fade-resistant brakes) (RPO)
- Padded Instrument Panel and Two Padded Sun Visors (RPO)
- 1 1/4" Foam Rubber Padding in Front Seat Cushion (PAO)
- Front Seat Belts (for driver and passenger) (RPO)

RPO—MONTHLY SCHEDULE ITEMS

- *Windshield Washer (foot-operated)
- Electric Windshield Wipers, 2-speed
- *Radio—Push Button

- I-Rest Tinted Glass (windshield only or all around)
- *Backup Lights
- Overdrive Transmission (V-8 engines only)
- Fordomatic Transmission
- Optional Axle Ratios (see specifications)
- *Swift Sure Power Brakes
- *Master-Guide Power Steering (except 6-cyl. with manual transmission)

PAO—PRE-APPROVED ITEMS

- Nylon Tires
- Beige, Green or Red All-Vinyl Upholstery and Trim
- Rear Arm Rests

OTHER OPTIONS AVAILABLE FOR

- Ash Receptacle in Front Seat-Back (4-dr. model)
- Heavy-Duty Clutch and Heavy-Duty 3-Speed Manual Transmission (Six engine only)
- *Front Seat Belts—Driver or Passenger
- Padded Instrument Panel
- Generator Option—40-amp. HD Low Cut-In
- Alternator Option—40-amp. or 60-amp. Heavy-Duty Pancake Type with Built-in Silicon Rectifier (see chart)
- Radio Noise Suppression
- Door Mirror

DSO—SPECIAL ORDER ITEMS

- Generator Options—40-amp. Standard Type;

now available in the trim, new Fairlane Series

New unitized body

Tight, quiet unitized body . . . with thick, sound-shielding insulation and unique new torque boxes . . . gives a ride that rivals many fine cars.

New room, new comfort

Trimmer and more maneuverable on the outside—yet bigger and roomier *inside* than most cars on the road today, thanks to space-saving, space-making unitized body.

New maintenance freedom

Designed with Ford's famous service-saving features—30,000-mile major lube, 6,000-mile oil change and all the rest—reducing costly routine maintenance to a minimum.

The New **POLICE RANGER** powered by world's first economy V-8

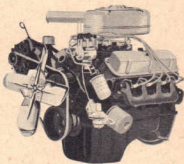
This all-new Ford police car is "tailor-made" for those whose budgets are low . . . but whose requirements for lean-muscle V-8 power are high. With a trim, new unitized body and an all-new lightweight 145-hp V-8 (see back cover for details), Ford's new '62 Police Ranger teams up low initial cost and outstanding fuel economy with quick, light-footed performance. Its trimmer exterior dimensions and lighter weight make it extra nimble and agile in close quarters . . . excellent for handling traffic on crowded city streets and expressways, or for everyday patrol work.

The Ranger is offered in 2- and 4-door Fairlane Sedan models, with included heavy-duty package equipment listed at right. Other available options are shown below.

Equipment Included In Police Ranger Package:

- 145-hp Fairlane V-8
- Manual 3-Speed Transmission
- 10-inch Clutch
- HD Springs
- HD Shock Absorbers
- HD Fade-Resistant Brakes
- HD Seats
- Certified Calibration Speedometer (2 mph increments)
- HD Floor Mats
- MagicAir Heater
- HD Battery

(See below for recommended options)



All-new 145-hp FAIRLANE V-8

| | |
|--------------------------|---------------|
| Displacement | 221 cu. in. |
| Horsepower @ RPM | 145 @ 4400 |
| Torque (lbs-ft) @ RPM | 216 @ 2200 |
| Compression Ratio (to 1) | 8.7 |
| Bore x Stroke (inches) | 3.50 x 2.87 |
| Carburetor | Two-Barrel |
| Exhaust | Single Y-Type |

Approximately February, 1962, Ford adds a new Police Defender to its newly expanded '62 police fleet. The Defender features an all-new 160-hp* 260-cu. in. V-8 that makes it the top performer in the Fairlane

Series line-up . . . and well suited to higher-speed patrol work. Other equipment in the Defender package is same as Ranger's, shown above. For further details, consult your Ford Dealer.

*Estimated

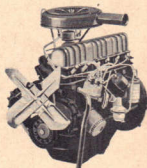
The New **POLICE SENTRY** Ford's low-cost, utility vehicle

Here's another all-new Ford police car for '62 . . . this one deliberately designed to fill the bill where top utility and across-the-board economy are considered first and foremost. Priced under any full-sized police car in America, you'll discover Ford's new '62 Police Sentry a model of efficiency in handling your "special detail" jobs and light patrol work. Its thrifty, new 101-hp Six combines electronic balancing, short-stroke design and wedge-type combustion chambers, to squeeze extra miles out of every gallon of gas and deliver smooth, economical, dependable power. Rust-protected, sound-shielded body . . . roomy, "big man" interior . . . and more service-free operation are other Sentry features that will win it extra merits in police duty. Available in 2- or 4-door model.

Equipment Included In Police Sentry Package:

- 101-hp Fairlane Six
- Manual Heavy-Duty 3-Speed Transmission
- 10-inch Clutch
- HD Springs
- HD Shock Absorbers
- HD Fade-Resistant Brakes
- HD Seats
- Certified Calibration Speedometer (2 mph increments)
- HD Floor Mats
- MagicAir Heater
- HD Battery

(See below for recommended options)



Thrifty, new 101-hp FAIRLANE SIX

| | |
|--------------------------|---------------|
| Displacement | 170 cu. in. |
| Horsepower @ RPM | 101 @ 4400 |
| Torque (lbs-ft) @ RPM | 156 @ 2400 |
| Compression Ratio (to 1) | 8.7 |
| Bore x Stroke (inches) | 3.50 x 2.94 |
| Carburetor | Single-Barrel |
| Exhaust | Single |

DEFENDER, RANGER and SENTRY

Heavy-Duty 50-amp. Low Cut-In on V-8 or 60-amp. (see chart)

Alternator Options—60-amp. HD Standard Type; Extra-Heavy-Duty 60- or 100-amp. with Built-In Silicon Rectifier (see chart)

Charge Indicator Gauge

Oil Pressure Gauge

1 1/2" I.D. Conduit for Radio Cable

Suppression Spark Plugs with Non-Suppressed Ignition Wiring

Simultaneous Flashing Parking and Taillights

Simultaneous Flashing Red Grille Lights and Taillights

Spotlamp—Cowl Mount without Mirror (specify red flashing or clear sealed beam)

Spotlamp—Door Mount with Mirror (specify red flashing or clear sealed beam)

*Body Mount Mirror

*Inside Non-Glare Mirror

Glove Compartment Light

Map Light

Hand Throttle, Locking Type

Single-Key Locking System (one key for all locks in fleet)

Ceramic Fuel Filters

DEALER INSTALLED ITEMS

Full Wheel Covers

Cigarette Lighter

Plus many other customary accessories

*Also dealer installed

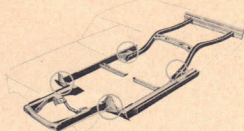
EXPLANATION OF TERMS

RPO—Regular Production Option. Equipment advertised nationally and available without delay in production.

PAO—Pre-Approved Option. Equipment generally used only by fleet and commercial accounts. Sight delays possible.

DSO—Domestic Special Order. Specific procedure with time necessary to fill order.

POLICE CITATIONS FROM COAST TO COAST



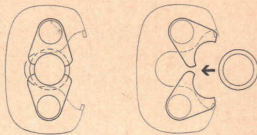
NEW BODY TORQUE BOXES

Strategically located at each body corner, these unique new boxlike structures use torsion (or twisting) action to intercept and absorb road noises, vibrations and ride harshness before they reach the passenger compartment for a quieter, more comfortable ride.



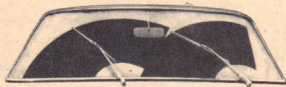
FOAM-CUSHIONED POSTURE-PERFECT FRONT SEAT

Seat-back is angled at ideal 23° tilt and cushion is padded with 1 1/4" thick urethane foam to keep your patrol teams more rested, more alert. Front seat adjusts easily to any one of 11 different seating positions.



NEW DOUBLE-YOKE SAFETY DOOR LOCKS

Illustration above shows rugged, "double-yoke" design of Fairlane's new safety door locks. These tight-gripping locks provide quiet, solid closure, keep doors firmly latched and reduce the possibility of doors springing open in the event of collision.



NEW PARALLEL ACTION ELECTRIC WIPERS

Fairlane's single-speed electric wipers provide constant wiping action under all driving conditions and virtually eliminate acceleration "slowdown." Parallel wiper motion leaves no unwiped center section.



EASY-TO-ENTER FRONT DOORS

Fairlane's wide-swinging front doors allow easy entrance and exit for even the huskiest member of the force. For added convenience, special assist springs help swing and hold doors open as you enter and leave.



LIFEGUARD STEERING WHEEL

Deep-dish, 3-spoke steering wheel provides more uniform wheel rim support than 2-spoke wheels used on some other police cars, offers extra protection against chest injury in the event of collision.

A FAIRLANE TRANSMISSION FOR EVERY POLICE DUTY



MANUAL 3-SPEED

Special clutch interlock plus forged bronze synchronizers and all helical gears make this an exceptionally rugged, smooth-operating "stick" shift. Standard equipment in all Fairlane police cars.



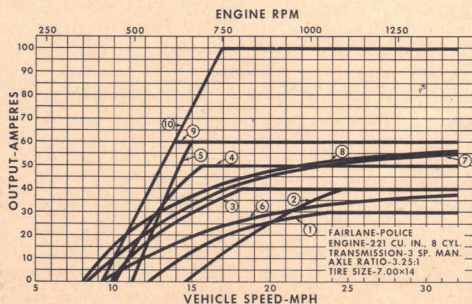
GAS-SAVING OVERDRIVE

Ford's thrifty Overdrive combines 3-speed performance with an automatic 4th gear that delivers welcomed gas savings while it also cuts down on engine wear and noise. Available with V-8 only.



FORDOMATIC DRIVE

A responsive, brisk-starting "automatic" noted for its economy of operation. New vacuum-controlled throttle valve provides more precisely coordinated-with-engine shifting and minimum maintenance.



GENERATOR AND ALTERNATOR OPTIONS

GENERATORS

- 30-amp. standard type
- 40-amp. standard type
- 40-amp. heavy-duty, low cut-in
- 50-amp. heavy-duty (low cut-in on 8-cyl.)
- 60-amp. heavy-duty

ALTERNATORS*

- 40-amp. type
- 60-amp. heavy-duty pancake type
- 60-amp. heavy-duty standard type
- 60-amp. extra-heavy-duty
- 100-amp. extra-heavy-duty

*All are low cut-in design and have internal rectifiers.

PLUS ALL OF THESE GREAT SERVICE-SAVING FEATURES . . .

- ★ 30,000-MILE MAJOR CHASSIS LUBRICATION
- ★ 30,000-MILE/2-YEAR COOLANT
- ★ 30,000-MILE FUEL FILTER
- ★ 6,000-MILE OIL CHANGE AND MINOR LUBE
- ★ SELF-ADJUSTING BRAKES
- ★ LONG-LIFE ALUMINIZED MUFFLER
- ★ RUST-RESISTANT BODY
- ★ DIAMOND LUSTRE ENAMEL

FOR ALL-PURPOSE POLICE WORK . . .



FORDOR RANCH WAGON



6-PASSENGER COUNTRY SEDAN

'62 Ford Police Wagons stand ready, willing and able to perform *any* duty posted—high-speed turnpike patrol . . . in-town cruising . . . personnel carrier . . . general utility vehicle . . . or any number of emergency uses (a Ford wagon specialty, by the way!). All are now available with four big doors, and convert quickly and easily from six-passenger police cars to three-passenger load carriers.

New easier operating, fold-down second seat disappears instantly to provide an expansive, level cargo deck with 93½ cu. ft. of loadspace—enough to handle two regulation-size stretchers or a wide assortment of emergency equipment. Roll-down tailgate window allows fast, easy access to the cargo compartment. High, wide rear

POLICE WA

RPO—Monthly Schedule Items

- 300-hp Thunderbird 390 Special V-8 engine
- 220-hp Thunderbird 352 Special V-8 engine
- 170-hp Thunderbird 292 V-8 engine
- *MagicAire Heater
- *Electric Windshield Washer
- Power-Operated Tailgate Window
- *Recirculating Heater and Defroster
- *Heavy-Duty Batteries (65 or 70 amp-hr types)
- Optional Axle Ratios (see specifications)
- *Radio—Push Button
- Electric Windshield Wipers, 2-speed
- 1-Rest Tinted Glass (windshield only or all around)
- *Backup Lights
- 4-Speed Synchronized Transmission (floor-mounted shift) for 352 and 390 V-8's only
- Overdrive Transmission
- Fordomatic Transmission (except with 390 V-8 engines)

- Cruise-O-Matic Transmission (heavy-duty with Interceptor V-8; not available with Six engine)
- *Swift Sure Power Brakes
- *Master-Guide Power Steering
- Safety Package "A"—Padded Instrument Panel and Sun Visors
- *Front Seat Belts (driver and passenger)
- *Self-Regulating Electric Clock
- Power Front Seat
- Power-Lift Door Windows

PAO—Pre-Approved Items

- 330-hp Interceptor 390 V-8 Engine—including Heavy-Duty Springs and Shock Absorbers, Heavy-Duty Radiator and Extra-Cooling Fan Pulley (if std. generator), Fade-Resistant Brakes are required (included if Equa-Lock axle)
- 11-inch Clutch (Six or 292 V-8—except automatic transmission)

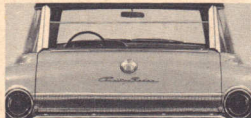
- Extra-Cooling Radiator
- Extra-Cooling Fan Pulley
- Five-Blade Fan (for 292 V-8 and Six)
- Heavy-Duty Springs
- Heavy-Duty Shock Absorbers
- Face-Resistant Brakes (included with Equa-Lock axle)
- Equa-Lock Differential Type Axle
- Certified Calibration Speedometer (2-miles-per-hour increments)
- 15" Tires and Wheels
- Nylon Tires
- Generator Option—40-amp. HD Low Cut-In Alternator Option—40-amp. or 60-amp. Heavy-Duty Pancake Type with Built-In Silicon Rectifier (see chart on page 9)
- Radio Noise Suppression
- *Inside Non-Blare Mirror
- Door Mirror
- Ash Receptacle in Front Seat-Back of Ranch Wagon

'62 MULTIPLE-DUTY POLICE WAGONS



BOWLING ALLEY LOADSPACE

Ford Police Wagons offer 93½ cu. ft. of cargo space behind the front seat—over 5 ft. wide from side to side, over 10 ft. long to end of open tailgate. Tailgate opening is over 4 ft. wide, while loading height is just a shade over 2 feet.



CONVENIENT ROLL-DOWN TAILGATE WINDOW

Modern roll-down tailgate window gives you not only faster, more convenient access to the cargo area, but also allows more variable straight-through ventilation. Power-operated window is also available at slight extra cost.

opening lets you take full advantage of the spacious load area.

In every other way, these hard-working beauties go about their assignments with sedanlike smartness. Tough, handsome woven plastic and vinyl or all-vinyl upholstery are available in a wide choice of pleasing colors. Soft-acting, ball-joint front suspension combines with variable-rate rear suspension to give a smooth, level ride, with built-in "squat" and "dive" control. Extra-big, wagon-sized brakes provide safe, sure stops and exceptionally long wear.

Two models available: low-cost Fordor Ranch Wagon, shown above, or convenience-equipped 6-passenger Country Sedan, illustrated at left.

POWERED BY ANY ONE OF THESE FIVE GREAT FORD POLICE ENGINES



| | MILEAGE MAKER SIX (standard) | THUNDERBIRD 292 V-8 | THUNDERBIRD 352 SPECIAL V-8 | THUNDERBIRD 390 SPECIAL V-8 | INTERCEPTOR 390 V-8 |
|---------------------------------|------------------------------|---------------------|-----------------------------|-----------------------------|---------------------|
| Horsepower (@ rpm) | 138 @ 4200 | 170 @ 4200 | 220 @ 4300 | 300 @ 4600 | 330 @ 5000 |
| Torque (lbs-ft @ rpm) | 203 @ 2200 | 279 @ 2200 | 336 @ 2600 | 427 @ 2800 | 427 @ 3200 |
| Displacement (cu. in.) | 223 | 292 | 352 | 390 | 390 |
| Bore (in.) | 3.62 | 3.75 | 4.00 | 4.05 | 4.05 |
| Stroke (in.) | 3.60 | 3.30 | 3.50 | 3.78 | 3.78 |
| Compression ratio (to 1) | 8.4 | 8.8 | 8.9 | 9.6 | 9.6 |

SPECIAL STATION WAGON CONVERSION OPTIONS



Conversion by Automotive Conversion Corp., Birmingham, Michigan



Conversion by Shop of Siebert Associates, Inc., Whitehouse, Ohio (Aristocrat model shown)

'62 Ford station wagons adapt easily and inexpensively to ambulance, fire fighter, rescue or other emergency uses with fully tested and proven conversion options. Special side-opening rear door, hinged at the left for easy, safe loading from the curb, may be special-ordered from the body builder. Your Ford station wagon is then ready for conversion into any one of a number of fully equipped emergency vehicles. Shown at left are two '62 Ford ambulance wagons as converted by Automotive Conversion Corp., Birmingham, Michigan, and Shop of Siebert Associates, Inc., Whitehouse, Ohio.

ON OPTIONS

Padded Instrument Panel
*Front Seat Belt—Driver or Passenger

DSO—Special Order Items

Beige, Green or Red All-Vinyl Upholstery and Trim
Heavy-Duty Seats
1¾" Foam Rubber Padding in Front Seat Cushion
Heavy-Duty Floor Mats
Generator Options—40-amp. Standard Type; Heavy-Duty 50-amp. Low Cut-In on V-8 or 60-amp. (see chart on page 9)
Alternator Options—50-amp. HD Pancake, HD Std. or EHD Types with External Selenium Rectifier, 60-amp. HD Std. or EHD Types or 100-amp. EHD with Built-In Silicon Rectifier (see chart on page 9)
Charge Indicator Gauge
Oil Pressure Gauge

Suppression Spark Plugs with Non-Suppressed Ignition Wiring
Roof Light Wiring—Single or Double Strand (with hole in roof)
Simultaneous Flashing Parking and Taillights
Simultaneous Flashing Red Grille Lights and Taillights
Glove Compartment Light
Spotlamp—Cowl Mount without Mirror (specify red flashing or clear sealed beam)
Spotlamp—Door Mount with Mirror (specify red or flashing or clear sealed beam)
*Body Mount Mirrors
Pace-Type Speedometer with Special Needle
Spotlamp—Door Mount with steering column or instrument panel)
Map Light
Hand Throttle, Locking Type
Single-Key Locking System (one key for all locks in fleet)

Electric Window Regulators for Front Windows only
Ceramic Fuel Filters

Dealer Installed Items

Parking Brake Warning Light
Rubber Cargo Deck Mat
Plus many other customary accessories

*Also dealer installed

Explanation of Terms

RPO—Regular Production Option. Equipment advertised nationally and available without delay in production.
PAO—Pre-Approved Option. Equipment generally used only by fleet and commercial accounts. Slight delays possible.
DSO—Domestic Special Order. Specific procurement with time necessary to fill order.

1962 FORD POLICE CAR SPECIFICATIONS

GALAXIE MAINLINER AND FORD WAGONS

ENGINES: 138-hp Mileage Maker Six-223-cu. in. disp.; 3.62" bore x 3.60" stroke; 8.4 to 1 comp. ratio; regular fuel; single-venturi carburetor; manual choke; aluminum valves with mechanical automatic adjusters; precision-molded crankshaft with four main bearings; oil capacity, with filter change, 5 qt.; single exhaust. 170-hp Thunderbird 292 V-8-292-cu. in. disp.; 3.75" bore x 3.30" stroke; 9.8 to 1 comp. ratio; regular fuel; 2-venturi carburetor; automatic choke; precision-molded crankshaft, copper-lead main (five) and con. rod bearings; oil capacity, with filter change, 6 qt.; Y-type single exhaust. 220-hp Thunderbird 352 Special V-8-352-cu. in. disp.; 4.00" bore x 3.50" stroke; 8.9 to 1 comp. ratio; regular fuel; 2-venturi carburetor; automatic choke; aluminum valves with hydraulic lifters for automatic valve adjustment and alternate intake-exhaust valve placement for longest life; precision-molded crankshaft, copper-lead main (five) and con. rod bearings; oil capacity, with filter change, 6 qt.; Y-type single exhaust. 300-hp Thunderbird 390 Special V-8-390-cu. in. disp.; 4.05" bore x 3.78" stroke; 9.6 to 1 comp. ratio; premium fuel; 2-stage 4-venturi carburetor; automatic choke; aluminum valves with hydraulic lifters for automatic valve adjustment and alternate intake-exhaust valve placement for longest life; precision-molded crankshaft, copper-lead main (five) and con. rod bearings; oil capacity, with filter change, 6 qt.; dual exhausts. 330-hp Interceptor 390 V-8-390-cu. in. disp.; 4.05" bore x 3.78" stroke; 9.6 to 1 comp. ratio; premium fuel; 2-stage 4-venturi carburetor; automatic choke; special high-lift camshaft; header-tube exhaust manifolds; high-performance intake and exhaust valve springs with dampers and solid valve retainers; solid tappets; forged steel exhaust valves; high-performance oil pump; plus numerous other hi-speed and long-life features; oil capacity, with filter change, 6 qt.; dual exhausts.

CLUTCH AND MANUAL TRANSMISSIONS: Standard Clutch—Semi-centrifugal design with full-weighted levers for more positive engagement. Face diameter and total frictional area: 9 1/2"-85.22 sq. in. with Six, 10 1/2"-96.21 sq. in. with 292 V-8, 11"-113.1 sq. in. with 352 and 390 V-8's. 3-Speed Manual Transmission (standard)—Provides smoother operation, with new clutch interlock in low and reverse. Features shot-peened helical gears for high strength and quietness; forged bronze synchronizers for smoother shifting; Tailored-to-engine ratios (to 1): Six—1st 3.20, 2nd 1.85, direct 1.00, rev. 3.38; 292 V-8—1st 2.78, 2nd 1.61, direct 1.00, rev. 3.38; 352 and 390 V-8's—1st 2.37, 2nd 1.51, direct 1.00, rev. 2.81. 4-Speed Manual Transmission (optional) has floor-mounted shift lever; available with 352 and 390 V-8's; ratios (to 1): 1st 2.36, 2nd 1.78, 3rd 1.41, direct 1.00, rev. 2.42. Overdrive (optional)—Automatic 4th gear cuts in above 28 mph, cuts out below 21 mph (approx.). Downshift to direct by flooring accelerator. Lockout control on instrument panel. Gear ratios (to 1): Six and 292 V-8—1st 2.80, 2nd 1.69, direct 1.00, Overdrive .70, rev. 3.80; 352 and 390 V-8's—1st 2.49, 2nd 1.59, direct 1.00, Overdrive .72, rev. 3.15.

AUTOMATIC TRANSMISSIONS (optional): Selector lever on steering column, illuminated quadrant on instrument panel. **Formadomatic Drive**—(for all engines except 390 V-8's) features new vacuum-controlled throttle for smoother shifting, minimum servicing; lightweight cast-aluminum construction. Two forward gear ratios, one reverse (to 1); low 1.75, direct 1.00, rev. 1.50; converter (stall) 2.6 with Six and 292 V-8, 2.5 with 352 V-8. In "D" range gives brisk, smooth starts in low. Selector sequence P-R-N-D-L. **Cruise-O-Matic Drive**—(optional

with V-8's only) features lightweight construction with cast-aluminum converter housing. Two selective drive ranges. Three forward gear ratios, one reverse (to 1); low 2.40, intermediate 1.47, direct 1.00, rev. 2.00; converter (stall) 2.1. Vacuum-controlled throttle provides smooth shifting, minimum servicing. Selector sequence P-R-N-D-RIVE-L. Heavy-duty Cruise-O-Matic for Interceptor V-8 has faster upshift at higher rpm.

REAR AXLE: Semi-floating type with deep-offset hypoid gears. Straddle-mounted drive pinion for better gear tooth alignment, quieter operation. **Torque-Tailored Standard Axle Ratios** (to 1): (optional ratios in parentheses).

| MODELS | 3-SPEED* | OVER-DRIVE | FORD-O-MATIC | CRUISE-O-MATIC |
|------------------------|-------------|-------------|--------------|----------------|
| GALAXIES: | | | | |
| Six | 3.56 (3.89) | 3.89 | 3.56 | — |
| 292 V-8 | 3.56 (3.89) | 3.89 | 3.00 | 3.00 |
| 352 V-8 | 3.56 (3.89) | 3.56 (3.89) | 3.00 | 3.00 |
| 390 Special V-8 | 3.56 (3.89) | 3.56 (3.89) | — | 3.00 |
| Interceptor V-8 | 3.56 (3.89) | 3.56 (3.89) | — | 3.00 |
| STATION WAGONS: | | | | |
| Six | 3.89 | 3.89 | 3.56 | — |
| 292 V-8 | 3.89 | 3.89 | 3.56 | 3.56 |
| 352 V-8 | 3.56 (3.89) | 3.56 (3.89) | 3.00 | 3.00 |
| 390 Special V-8 | 3.56 (3.89) | 3.56 (3.89) | — | 3.00 |
| Interceptor V-8 | 3.56 (3.89) | 3.56 (3.89) | — | 3.00 |

*Axle ratio is 3.56 to 1 with 4-speed transmission, 352 and 390 V-8's.

Optional Equi-Lock differential ratios (to 1): Same as standard ratios above.

WIDE-CONTOURED FRAME: Strong box-section design incorporating new refinements for greater flexibility, more luxurious ride. Five cross members. Side rails extend outside passenger area, for better foot room and increased side protection. Silent-Brip body mounts.

SUSPENSION: Front—Sweep-Back, Angle-Poised Ball-Joint type with wide-base coil springs for softer ride, easier steering. With V-8 models, front end has rubber-bushed ride stabilizer to control roll on turns. Internally mounted shock absorbers. Rear—Asymmetrical, variable-rate design for anti-dive and anti-squat on braking and acceleration. Extra-long, gentle-rate, leaf-type springs with wide spring base provide a soft, stable, leveled ride. Diagonally mounted shock absorbers. Heavy-duty suspension optional.

STEERING: Precision-control, low-friction recirculating-ball type steering gear with anti-friction bearings throughout plus high ratio for easier steering. Over-all steering ratio 30 to 1; with power steering, 25 to 1. Turning diameter approx. 41 ft.

BRAKES: Self-adjusting hydraulic brakes adjust automatically when applied while car is moving in reverse. Grooved 11-inch composite drums for maximum cooling. Thick, molded, fade-resistant, riveted linings for long life. Total lining area is 234 sq. in. for Police Wagons and Galaxie Mainliners with heavy-duty package (standard sedan has 212 sq. in.). Foot-operated parking brake with pull-out release knob on instrument panel. Optional Swift Sure power brakes have special low pedal.

TIRES: Black, tubeless with Tyrex cord and Soft-Tread design. Safety-type rims. Wagons: 8.0 x 14 or 6" rims. Galaxie Mainliner: 7.50 x 14 on 5 1/2" rims. Optional 7.10 x 15 nylon tires recommended for prolonged high-speed conditions. Optional 8.00 x 14 6-ply tires recommended for Wagons with heavy-duty suspension and heavy-duty rear axle options for greater cargo-carrying capacity.

DIMENSIONS: 119" wheelbase on all models; wide treads, 61.0" front, 60.9" rear. Over-all length 209.3". Over-all width 79.2". Height (max. with design load) 54.8" for Galaxie Mainliner, 56.8" for Wagons.

FAIRLANE

ENGINES: 101-hp Fairlane Six-170-cu. in. disp.; 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, 4.5 qt.; single exhaust. 145-hp Fairlane V-8 (optional)—221-cu. in. disp.; 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, 5 qt.; Y-type single exhaust.

CLUTCH AND MANUAL TRANSMISSIONS: Standard Clutch—Same design as on Galaxie Mainliner and Wagons. Face diameter 9 1/2" with Six, 9 1/2" with V-8; total frictional area 68 sq. in. with Six, 85.2 sq. in. with V-8. **Optional Heavy-Duty Clutch**—10" diameter with extra-thick facings and 85.5-sq. in. frictional area for extra-long life. **3-Speed Manual Transmission**—Same design as on Galaxie Mainliner and Wagons. Gear ratios (to 1): std. Six—1st 3.29, 2nd 1.83, direct 1.00, rev. 4.46; opt. V-8—1st 2.78, 2nd 1.61, direct 1.00, rev. 3.38. **Overdrive** (optional, V-8 only)—Same design as on Galaxie Mainliner and Wagons. Gear ratios (to 1): 1st 2.80, 2nd 1.66, direct 1.00, Overdrive .70, rev. 3.80.

AUTOMATIC TRANSMISSION—Formadomatic Drive (optional, both engines)—Same engineering advances as listed under Galaxie Mainliner and Wagons. Gear ratios (to 1): both std. Six and opt. V-8—low 1.82, direct 1.00, rev. 1.72; converter (stall)—std. Six 2.14, opt. V-8 2.40.

REAR AXLE: Straddle-mounted drive pinion with V-8 engine. **Torque-Tailored Axle Ratios** (to 1): **3-Speed Manual**—3.50 with std. Six (3.25 opt.), 3.25 with V-8 (3.50 opt.); **Overdrive** (V-8 only)—3.50; **Formadomatic Drive**—3.25 with std. Six (3.50 opt.); 3.00 with V-8 (3.25 opt.).

SINGLE-UNIT BODY: Welded, integral body and frame for quietness and high strength-weight ratio. Special torque boxes are located at each corner of main underbody structure to absorb road shock, sound and vibration before they can reach passenger compartment.

SUSPENSION: Front—Angle-Poised Ball-Joint design with coil springs mounted on upper arms. Built-in anti-dive control. Internally mounted hydraulic shock absorbers. Rear—Longitudinal, semi-elliptic leaf springs with variable-rate characteristics for a softer, more leveled ride under all road and load conditions. Rear axle located forward from center of springs for anti-squat control on take-off. Rubber insulation at axle. Diagonally mounted shock absorbers. Heavy-duty suspension optional.

STEERING: Same design as Galaxie Mainliner and Wagons. Over-all steering ratio 27.6 to 1. Optional power steering ratio 25 to 1. Turning dia. 39.5 ft.

BRAKES: Self-adjusting hydraulic brakes of double-sealed self-energizing design. Grooved 10-inch composite drums for maximum cooling. Total lining area 165 sq. in. Offset "T" handle parking brake at left of steering column. Optional heavy-duty brakes or power brakes also available.

TIRES: 6.50 x 13 (7.00 x 13 with V-8) black tubeless with Tyrex Nylon cord and Soft-Tread design. 4 1/2" wide safety-type rims. 14" wheels and tires optional.

DIMENSIONS: Wheelbase—115.5". Front—57.0", rear 56.0". Curb weight (est.)—2-door 2811 lb., 4-door 2844 lb. (Also see page 12.)

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

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