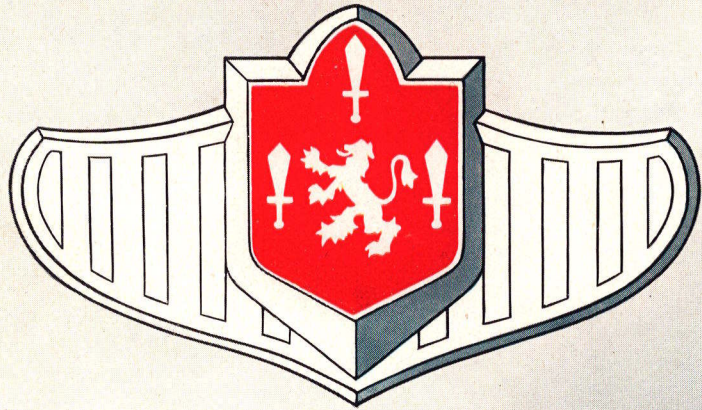
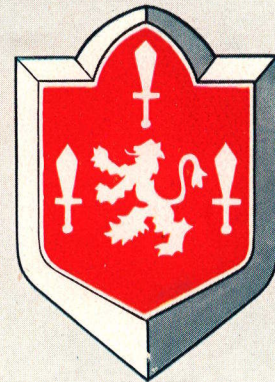


Zephyr 5lx



C O N S U L



The '5-Star' Cars

Ford again makes history

with the '5 Star' Cars

THE Consul and Zephyr Six, two great new Ford models, have been designed to bring together all the finest points of performance and luxury in modern motoring. *Never before has any British car possessed all the features found in the Consul and Zephyr Six.* Ford '5-Star' motoring is unique. It includes such features as O.H.V. power; Independent Front Wheel Suspension with built-in, double acting hydraulic shock absorbers; Flow-ride, centre-slung seating; All-Steel welded integral body construction and Hydraulic Brakes. An unusual feature is the special 'large-bore', 'short-stroke' principle of the Consul and Zephyr Six engines which ensures a capacity for sustained hard work. '5-Star' Motoring brings to the roads of Britain and the world new values. Yet—in true Ford tradition—the extra comforts and pleasures, with which these two great cars abound, come to you at very economical cost. Ford motoring is '5-Star' motoring—the best at lowest cost.





CONSUL



A 4-CYLINDER O.H.V. engine . . .
integral All-steel Welded Body . . . Ford 'Flow-
Ride' Centre-slung Seating . . . Independent Front
Wheel Suspension . . . Powerful Hydraulic Brakes
. . . these are just a few of the features of the
Consul—the 4/5 seater car that lifts 1½ litre motor-
ing on to an entirely new plane. The steering
column gear change and a hydraulically operated
clutch are a delight to use. The instrument panel is
modern and practical. There's a handy glove com-
partment on the passenger's side and a roomy
parcel shelf under the rear window, in addition to
a spacious luggage compartment at the rear. As
for performance, the Consul gets away fast from a
standing start—has a high cruising speed—excel-
lent road holding and extremely low petrol con-
sumption. It looks smart—performs brilliantly and
is built to stay that way. In other words Consul
motoring is '5-Star' motoring.

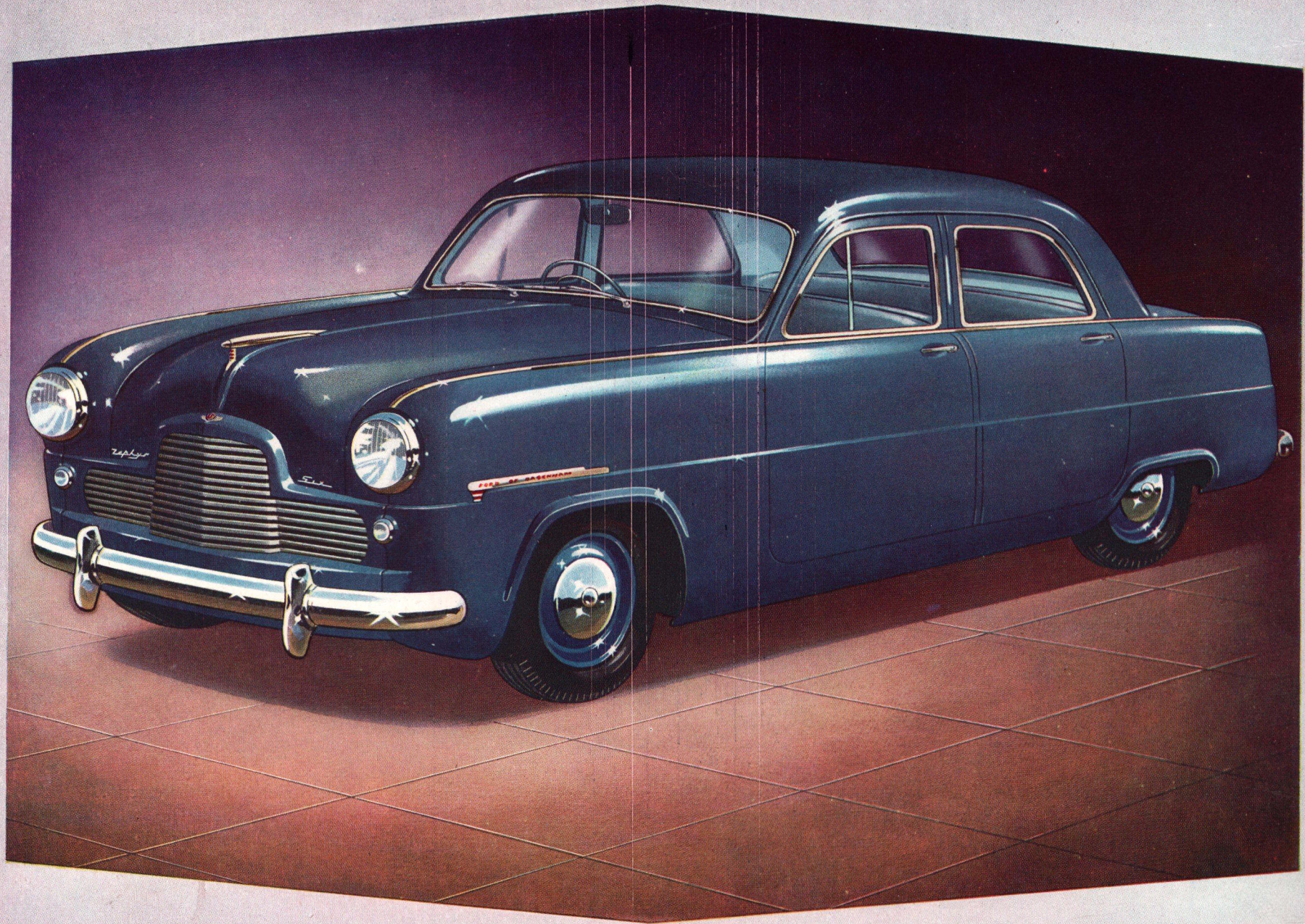




Zephyr Six



WITH 6-cylinder O.H.V. power the Zephyr Six rides easily ahead of the crowd. The Zephyr Six's sweet running engine has power to spare. You do not feel the miles—only the luxury of the deep sprung 'centre-slung' seats. The independent front wheel suspension makes a ride in the Zephyr Six quite effortless even on bad roads. You feel as fresh at the journey's end as at its beginning. Powerful hydraulic brakes give you smooth stopping power for all emergencies, and the all-steel welded integral body construction gives lightness combined with great strength and additional safety. Lastly—appearance—the long flowing lines of the Zephyr Six make it a truly impressive car in any surroundings, and of course you have a choice of colours. Those smooth modern lines make the Zephyr Six easy to keep immaculate. And when you balance all these features against the Zephyr Six reasonable cost, you will agree that Zephyr Six motoring is '5-Star' motoring.





THE Consul's wide, comfortable seats are beautifully upholstered to blend with the exterior. There's plenty of leg room, head room, and elbow room—both front and back. The spring-balanced front seat ensures very easy adjustment, and all windows are fitted with safety glass

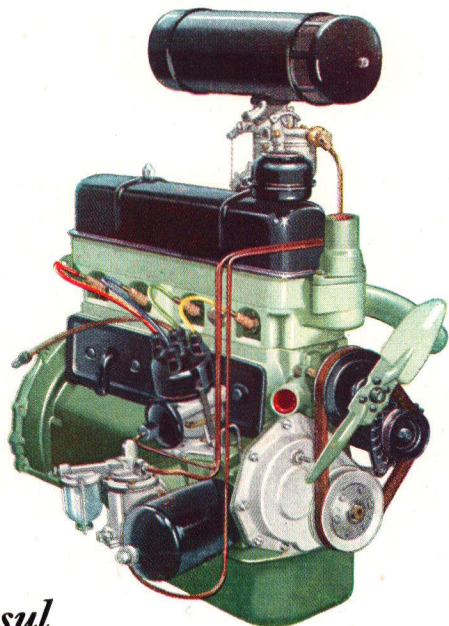


THE Zephyr Six is luxuriously upholstered. Here indeed are all those refinements that distinguish a really fine car. Wide deep-sprung seats, comfortable arm-rests front and back, plenty of room to lounge in comfort during the longest journey, and safety glass all round for your protection.

O.H.V.

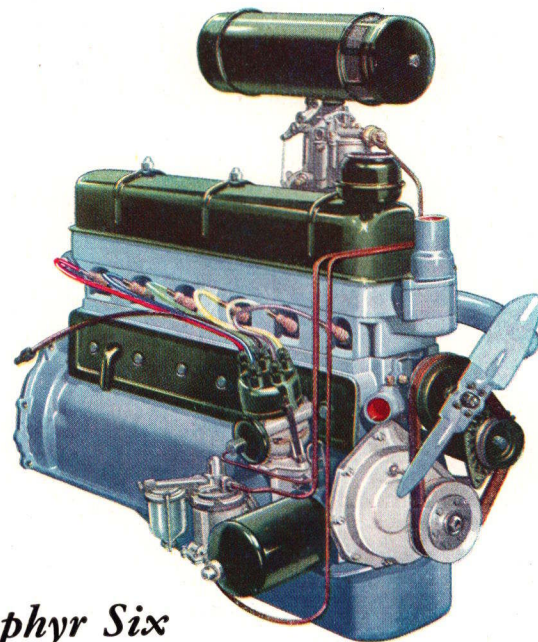
Power

BOTH Consul and Zephyr Six have O.H.V. engines with volume-controlled combustion chambers for smooth running. Therein lies one of the secrets of their superb performance figures. These engines are specially designed with a large bore and a short stroke to ensure maximum life. Large air intakes and high-efficiency combined silencers and cleaners are fitted. Consul and Zephyr Six engines are setting up new standards—more power—longer life—greater reliability and economy. Ford O.H.V. Power means trouble-free motoring—for you—for many years to come.



Consul

The 1,508 cc. Consul engine is a real 'precision-engineered' job giving 47 B.H.P. at 4,400 r.p.m. It has a torque of 74 lbs./ft. at 2,400 r.p.m.



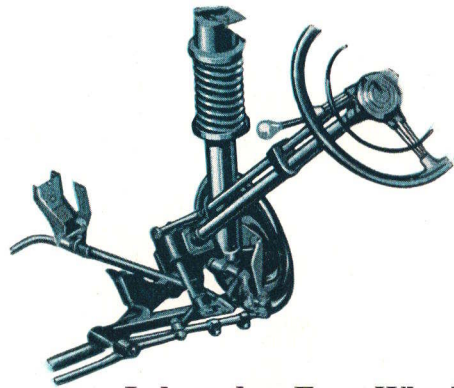
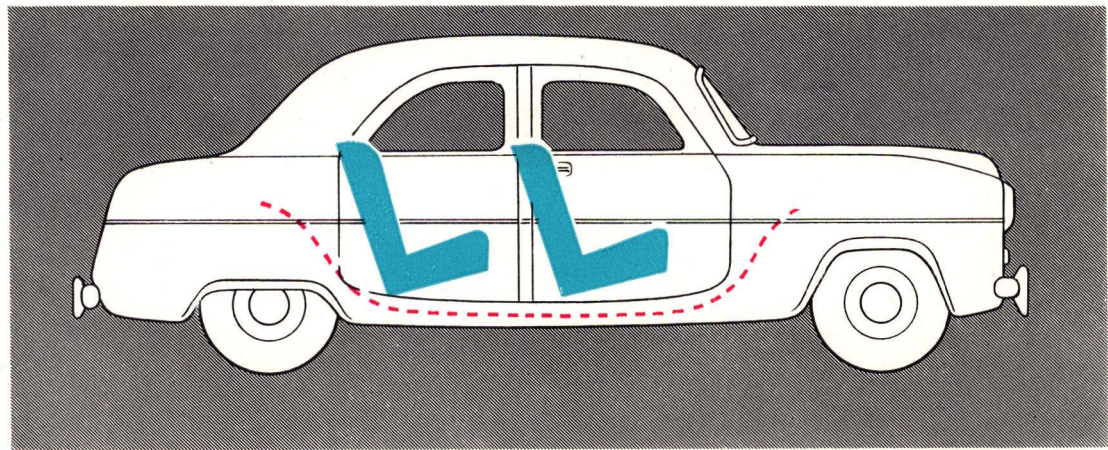
Zephyr Six

With 68 B.H.P. from its 2,262 cc. engine and a smooth performance that surpasses all ordinary 6-cylinder standards. Torque 112 lbs./ft. at 2,000 r.p.m.

'5-Star' Motoring Features

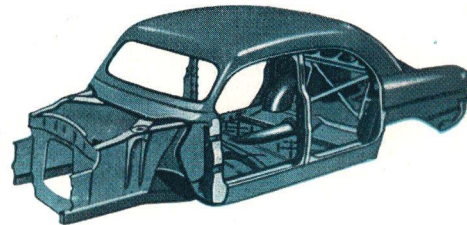
Flow-ride comfort with 'centre-slung' seating

In both Consul and Zephyr Six the seats are well within the wheelbase, so that you journey smoothly over the roughest roads.



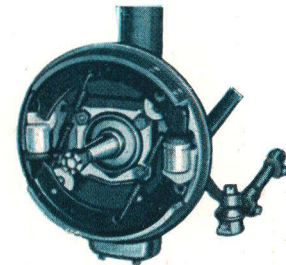
Independent Front Wheel Suspension with built-in, double acting hydraulic shock absorbers

This is *real* independent suspension. Stout coil springs with built-in, double acting hydraulic shock absorbers ensure a smooth, gliding, shock free ride over uneven surfaces. A specially designed anti-sway bar and track control arm adds still further to the comforts of '5-Star' motoring by eliminating roll on corners.



All-Steel welded Integral Body Construction

Another feature—unit construction combining extreme lightness with safety and strength.



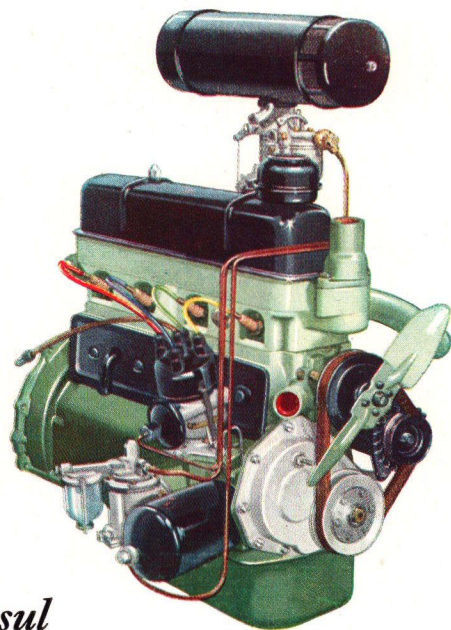
Hydraulic Brakes

Smooth-acting, powerful hydraulic brakes give you absolute confidence in all emergencies.

O.H.V.

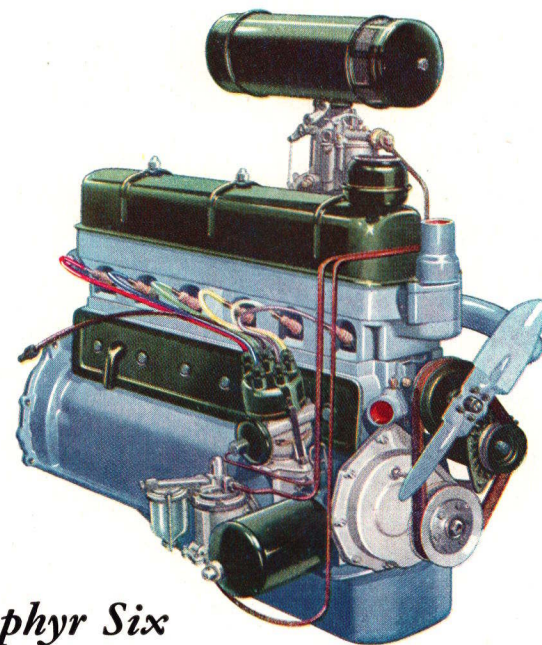
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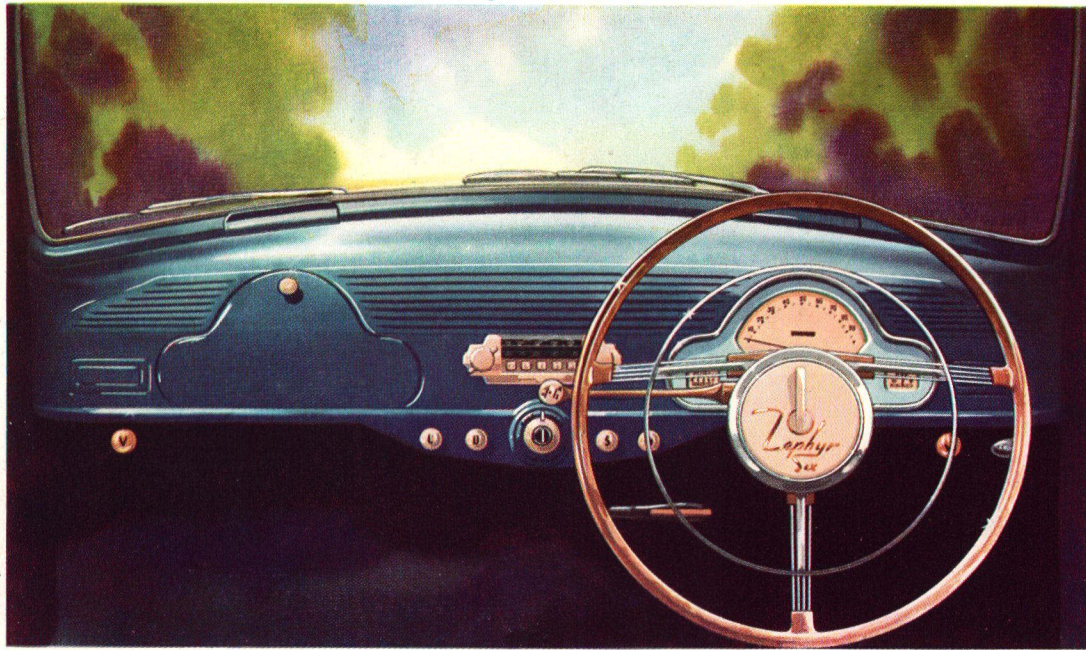
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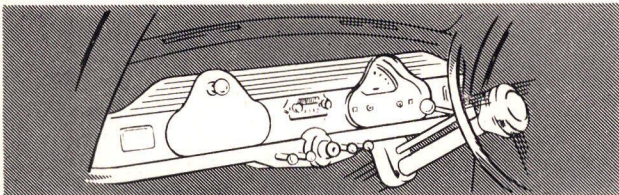
Zephyr Six

With 68 B.H.P. from its 2,262 cc. engine and a smooth performance that surpasses all ordinary 6-cylinder standards. Torque 112 lbs./ft. at 2,000 r.p.m.



Zephyr Six Instrument Panel

Style and refinement mark every line of the 'Zephyr Six' instrument panel. Note the particularly attractive steering wheel with chromium horn ring.



The Consul Instrument Panel

Steering Column Gear Change

The light Ford Steering Column Gear Change is easy to use. There are three forward speeds and reverse, with synchro-mesh on top and second. The gear lever has a comfortable grip and the gear positions are plainly indicated under a transparent plastic cap.

Curved 'Anti-Glare' Windscreen and Rear Window

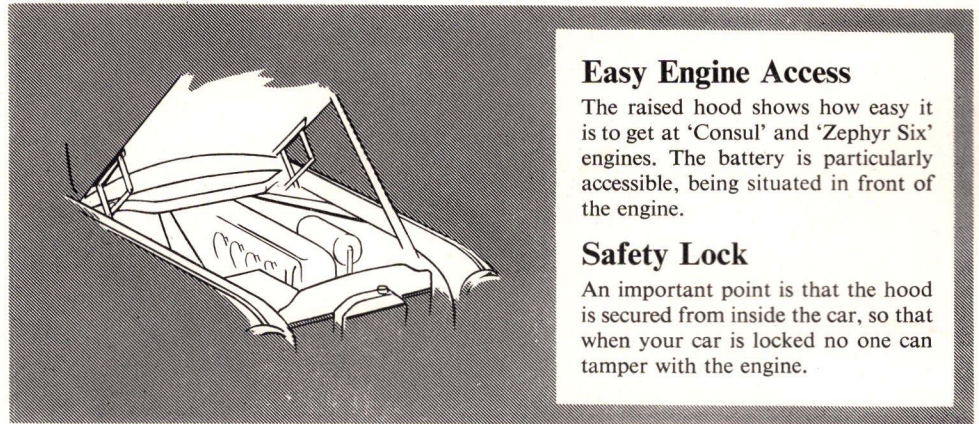
Wide one-piece windscreens are a special feature of '5-Star' motoring. They are curved to give a much wider field of vision and also to cut down night glare from oncoming cars. The rear window—similarly curved and set at an acute angle—greatly reduces glare from the car behind, and being extra wide, affords a better view to the rear.

Instrument Panels

Modern instrument panels add another touch of distinction to both 'Consul' and 'Zephyr Six' interiors. The 'T'-spoked steering wheel gives a clear view of the neatly grouped instruments. Concealed lighting illuminates the panel at night. The control knobs are of a unique 'plastic-capped' design. A roomy glove compartment is provided and there is provision for fitting Radio, Car Heater, and Demisters.

Vacuum Pump Operated Windscreen Wipers

The neat fitting wide-arc dual windscreen wipers are operated by a vacuum motor supplied direct from vacuum pump on engine. This ensures a constant 'wiper' speed under all engine loads.

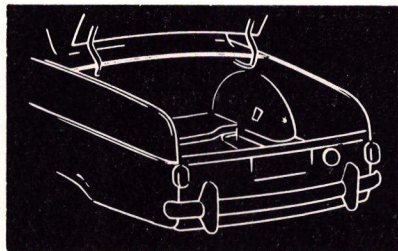


Easy Engine Access

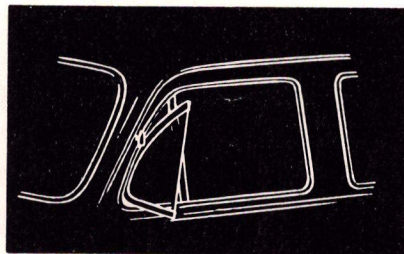
The raised hood shows how easy it is to get at 'Consul' and 'Zephyr Six' engines. The battery is particularly accessible, being situated in front of the engine.

Safety Lock

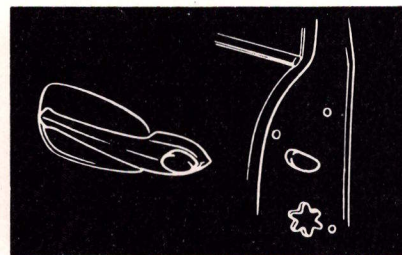
An important point is that the hood is secured from inside the car, so that when your car is locked no one can tamper with the engine.



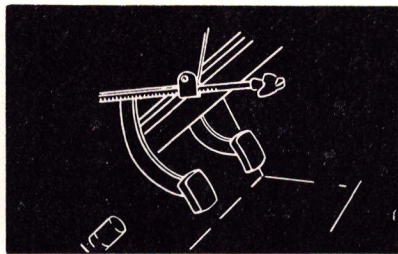
15 cubic feet (.425 cu. m.) of luggage space.—The really spacious luggage compartments of both 'Consul' and 'Zephyr Six' hold all the cases and bags you need.



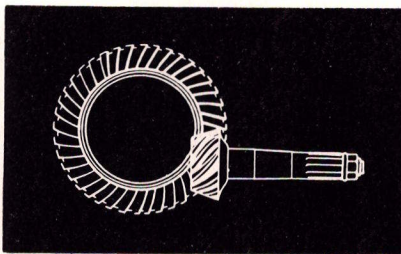
No-draught ventilation.—Hinged, adjustable ventilators of special design—built into the front door windows—keep the interior cool and fresh without any uncomfortable draughts.



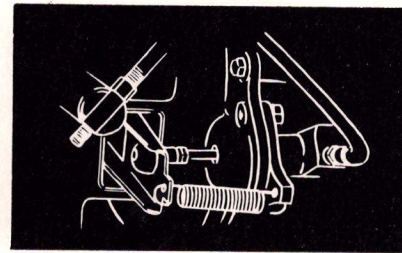
Rotary door latch and press-button door handle.—Two luxury refinements—the Rotary catch closes the door securely at a touch. The press button, built into the handle, makes for easy opening.



Pendant foot controls.—Clutch and foot brake pedals are of a special 'pendant' design. They descend from under the dash, as shown, thereby eliminating draughts and noise.



Hypoid Final Drive.—The low angle, three-quarter floating, hypoid final drive allows a clearer floor space and a lower centre of gravity—two important points in modern motoring.



Hydraulic Clutch.—The single plate, spring-cushioned clutch is *hydraulically operated*. This ensures a smoother get-away and lightness of pedal operation.

ENGINE.—Four cylinder cast integrally with upper half of crank-case. Bore 3.125 ins. (79.37 mm.), Stroke 3.0 ins. (76.20 mm.), Capacity 92 cu. ins. (1,508 cc.). *Overhead valves, push-rod operated from harmonic cams in cylinder block.* Comp. ratio 6.8 : 1. B.H.P. 47 at 4,400 r.p.m. Torque 74 lbs./ft. at 2,400 r.p.m. R.A.C. rating 15.63 h.p. Three bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating volume controlled combustion chambers for economy and smooth running. Special autothermic alloy pistons. Three point rubber suspension of engine and gear box giving remarkably smooth power flow.

ENGINE LUBRICATION.—Pressure feed by submerged gear pump to crankshaft main bearings, big-end bearings and camshaft bearings via drillings in cylinder block and crankshaft. Full flow type oil filter fitted direct to cylinder block. Accessible dip stick and oil filler. Sump capacity 6.5 pints (3.69 litres).

IGNITION.—12-volt battery and coil (battery accessibly located under hood). Distributor has automatic advance and retard and additional vacuum control. Sparking plug size, 14 mm. Firing order 1, 2, 4, 3.

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

COOLING SYSTEM.—Belt-driven fan and water impeller with thermostatic heat control. Tube and fin type radiator. Capacity of system 16.375 pints (9.3 litres).

TRANSMISSION.—Clutch—dry—single plate spring cushioned—Hydraulic operation from pedal to heavy duty ball-bearing thrust release. Remote control of gears on steering column. Light action synchro-mesh on top and second gears. Helically cut constant mesh gears. Three forward speeds, over-all ratios 4.625 to 1, 7.598 to 1, and 13.145 to 1. Reverse 17.839 to 1. Oil capacity of gearbox 2 pints approx. (1.14 litres).

REAR AXLE.— $\frac{3}{4}$ floating, hypoid final drive. Heavy duty roller and ball bearings. Hotchkiss drive. Universal joints have needle roller bearings. Axle ratio 4.625 to 1. Oil capacity 1.875 pints approx. (1.06 litres).

FRONT SUSPENSION.—Independent front wheel suspension employs low periodicity coil springs mounted on special hydraulic double acting telescopic shock absorbers integral with the wheel spindle assembly. The upper end of this unit rotates in an anti-friction bearing suspended in rubber and mounted on the body high inside wing valance. The base of the wheel assembly is connected via a ball jointed transverse track control arm to a tubular cross-member bolted to underside of the unitary body. An anti-roll Torsion Bar is fitted which, being triangulated, holds the track control arms in the fore and aft direction. The wide spacing and high location of the springs and shock absorbers combined with accurately controlled geometry gives excellent riding and steering.

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

BRAKES.—Hydraulic internal expanding 9 ins. \times 1 $\frac{1}{4}$ ins. Front two leading shoe, rear non servo. Total lining area 121 sq. ins. (780.45 sq. cms.). Foot brake on all four wheels, hand brake on rear wheels only.

STEERING.—High-efficiency worm and peg type. Ratio 14:1 to 1. Steering wheel diameter 17 ins. (43.18 cms.), three-spoke spring type.

WHEELS AND TYRES.—Pressed steel with wide base rims. Rustless steel hubcaps. Tyres 5.90-13, pressure 28 lbs. per sq. in. (1.968 kilos per sq. cm.) cold.

ELECTRICAL EQUIPMENT.—Two-brush ventilated generator, compensated voltage control. Drive: 'V' belt easily adjustable. Starter motor. Electrical low note 'Windtone' horn operated by central button on steering column. Battery: Ford type 12 volt, 45 amp. hr. at 20 hr. rate.

INSTRUMENTS.—Conveniently grouped cluster immediately in front of driver, includes speedometer, ammeter, fuel gauge, oil pressure warning light, direction indicator warning lights and ignition warning light, headlamp main beam warning light. Instrument lighting controlled by push-pull switch on front belt rail finish panel.

CONTROLS.—Starter, choke, combined ignition and lighting switch, instrument light and windshield wiper. Unique design plastic control knobs. Foot operated headlamp dimmer switch.

BODY.—All-steel welded integral construction. Seating within wheelbase. Safety glass all round. Curved type fixed windscreen and curved type rear window. Hinged no-draught ventilators embodied in front doors. Cloth lined roof. Safety design push-button door handles. Built-in barrel lock fitted to driver's door handle. Adjustable full width tubular construction bench type front seat. Separate luggage compartment accessible from outside of car. Spare wheel housed in luggage compartment on right-hand side.

CENTRAL EQUIPMENT.—Dual windscreen wipers operated from vacuum pump fitted on engine. Moisture-proof, flush fitting headlamps. Separate side lamps. Tail and stop lights combined. Rear number plate illumination lamps. Interior light, sun visors. Three ash trays. Direction indicators, flush type, operated by self cancellings switch on steering wheel. Rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters, and radio.

GENERAL DIMENSIONS.—

Over-all length	13 ft. 6.56 ins.	(4.129 metres)
Over-all length (with over-riders)	13 ft. 8.73 ins.	(4.184 metres)
Over-all width	5 ft. 3.98 ins.	(1.625 metres)
Over-all height	5 ft. 0.75 ins.	(1.543 metres)
Wheelbase	8 ft. 4.00 ins.	(2.540 metres)
Track—front	4 ft. 2.00 ins.	(1.270 metres)
rear	4 ft. 1.00 in.	(1.245 metres)
Kerb weight	2,435 lbs.	(1,104.5 kilos)

ENGINE.—Six cylinder cast integrally with upper half of crank-case. Bore 3·125 ins. (79·37 mm.), Stroke 3·0 ins. (76·20 mm.), Capacity 138 cu. ins. (2,262 cc.). Overhead valves, push-rod operated from harmonic cams in cylinder block. Comp. ratio 6·8 : 1. B.H.P. 68 at 4,000 r.p.m. Torque 112 lbs./ft. at 2,000 r.p.m. R.A.C. rating 23·44 h.p. Four bearing crankshaft with integral weights, dynamically balanced. Detachable cast-iron cylinder head incorporating volume controlled combustion chambers for economy and smooth running. Special autothermic alloy pistons. Three point suspension of engine and gearbox giving remarkably smooth power flow.

ENGINE LUBRICATION.—Pressure feed by submerged gear pump to crankshaft main bearings, big-end bearings and crankshaft bearings via drillings in cylinder block and crankshaft. Full flow type oil filter fitted direct to cylinder block. Accessible dip stick and oil filler. Sump capacity 8 pints (4·54 litres).

IGNITION.—12-volt battery and coil (battery accessibly located under hood). Distributor has automatic advance and retard and additional vacuum control. Sparking plug size 14 mm. Firing 1, 5, 3, 6, 2, 4.

FUEL SYSTEM.—Diaphragm type fuel pump mechanically operated and with hand-priming device. Down draught carburettor has special choke control and is fitted with combined air cleaner and silencer. Electrical petrol gauge. Petrol tank at rear, capacity 9 gallons (40·92 litres).

COOLING SYSTEM.—Belt-driven fan and water impeller thermostatic heat control. Tube and fin type radiator. Capacity of system 22 pints (12·5 litres).

TRANSMISSION.—Clutch—dry—single plate spring cushioned—Hydraulic operation from pedal to heavy duty ball-bearing thrust release. Remote control of gears on steering column. Light action synchro-mesh on top and second gears. Helically cut constant mesh gears. Three forward speeds, over-all ratios 4·375 to 1, 7·187 to 1, and 12·434 to 1. Reverse 16·875 to 1. Oil capacity of gearbox 2 pints approx. (1·14 litres).

REAR AXLE.— $\frac{3}{4}$ floating, hypoid final drive. Heavy duty roller and ball bearings. Hotchkiss drive. Universal joints have needle roller bearings. Axle ratio 4·375 to 1. Oil capacity 1·875 pints approx. (1·06 litres).

FRONT SUSPENSION.—Independent front wheel suspension employs low periodicity coil springs mounted on special hydraulic double acting telescopic shock absorbers integral with the wheel spindle assembly. The upper end of this rotates in an anti-friction bearing suspended in rubber and mounted on the body high inside wing valance. The base of the wheel assembly is connected via a ball jointed transverse track control arm to a tubular cross-member bolted to underside of the unitary body. An anti-roll Torsion Bar is fitted which, being triangulated, holds the track control arms in the fore and aft direction. The wide spacing and high location of the springs and shock absorbers, combined with accurately controlled geometry gives excellent riding and steering.

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

BRAKES.—Hydraulic internal; expanding 9 ins. \times 1 $\frac{3}{4}$ ins. Front two leading shoe, rear non servo. Total lining area 121 sq. ins. (780·45 sq. cms.). Foot brake on all four wheels, hand brake on rear wheels only.

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WHEELS AND TYRES.—Pressed steel with wide base rims. Rustless steel hubcaps. Tyres 6·40-13, pressure 24 lbs. per sq. in. (1·687 kilos per sq. cm.) cold.

ELECTRICAL EQUIPMENT.—Two-brush ventilated generator, compensated voltage control. Drive: 'V' belt easily adjustable. Starter motor. Electrical low note 'Windtone' horn operated by horn ring on steering column. Battery: Ford type 12 volt, 45 amp. hr. at 20 hr. rate.

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GENERAL EQUIPMENT.—Dual windscreen wipers operated from vacuum pump fitted on engine. Moisture proof, flush fitting headlamps. Separate side lamps. Tail and stop lights combined. Rear number plate illumination lamps. Interior light, sun visors. Three ash trays. Direction indicators, flush type, operated by self cancelling switch on steering wheel. Rear view mirror. Built-in fresh air ventilation system. Provision for fitting air conditioning system, demisters, and radio.

GENERAL DIMENSIONS.—

Over-all length	14 ft. 2·62 ins.	(4·334 metres)
Over-all length (with over-riders)	14 ft. 3·75 ins.	(4·362 metres)
Over-all width	5 ft. 3·90 ins.	(1·623 metres)
Over-all height	5 ft. 0·75 ins.	(1·543 metres)
Wheelbase	8 ft. 8·00 ins.	(2·642 metres)
Track—front	4 ft. 2·00 ins.	(1·270 metres)
rear	4 ft. 1·00 in.	(1·245 metres)
Kerb weight	2,591 lbs.	(1,175·3 kilos)





*By Appointment to H.M. King George VI
Motor Vehicle Manufacturers*

FORD MOTOR COMPANY LTD. · DAGENHAM · ENGLAND