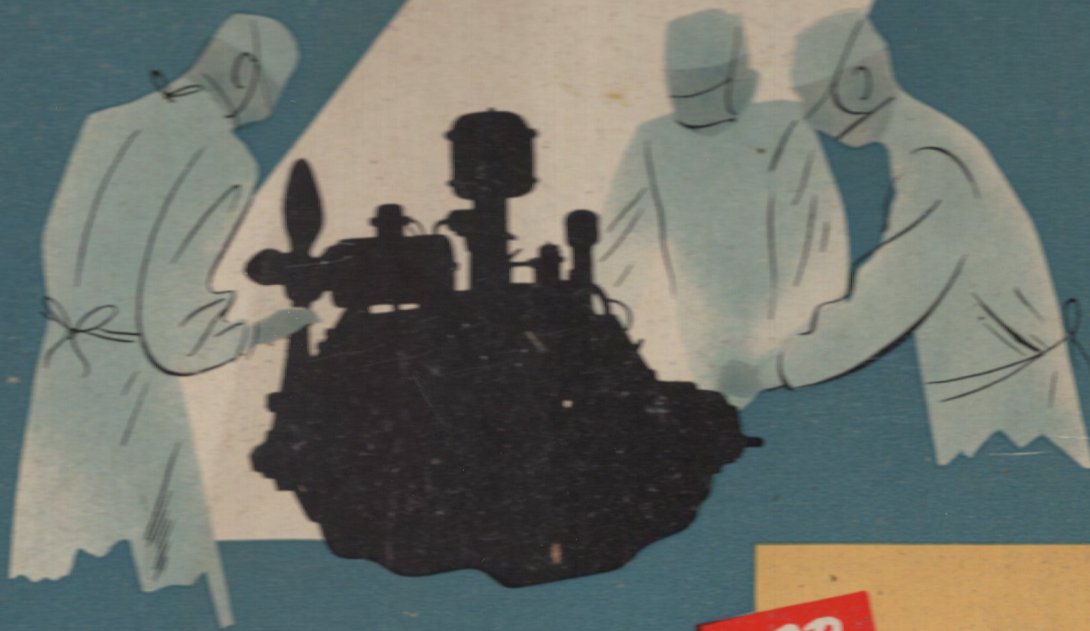


THE CASE OF THE AILING ENGINE...



-OR

HOW TO ADD
75,000 Potential Miles
TO THE LIFE OF
YOUR ENGINE

SYMPTOMS



No pep, Poor circulation,
Can't get started,
High temperature,
Fatigue "palsey",
"Smoke screen" exhaust,
No Resistance, Low "blood" pressure,
Sticky valves,
Sluggishness



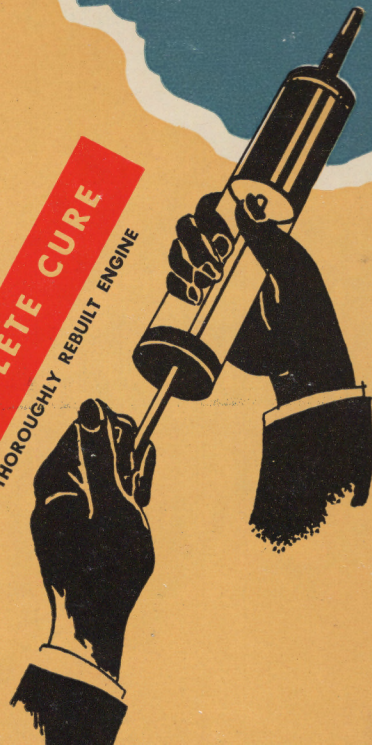
THE **BIG** DECISION



PARTIAL TREATMENT
REPAIR (ring and valve job)



COMPLETE CURE
THOROUGHLY REBUILT ENGINE



WHY A REBUILT ENGINE IS

Your Best Bet!

- NEW CAR PERFORMANCE
- THOUSANDS OF MILES OF TROUBLE-FREE SERVICE
- MAXIMUM LONG RANGE ECONOMY
- ORIGINAL FACTORY QUALITY

... and here are the treatments that assure this complete cure ...

TREATMENT OF VITAL ORGAN..

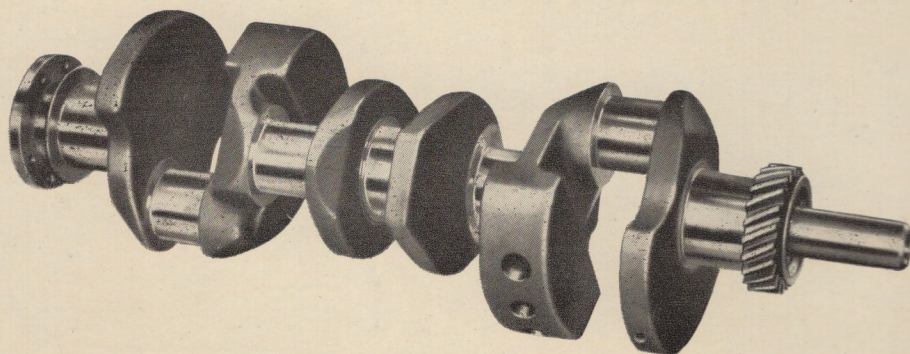
No. 1

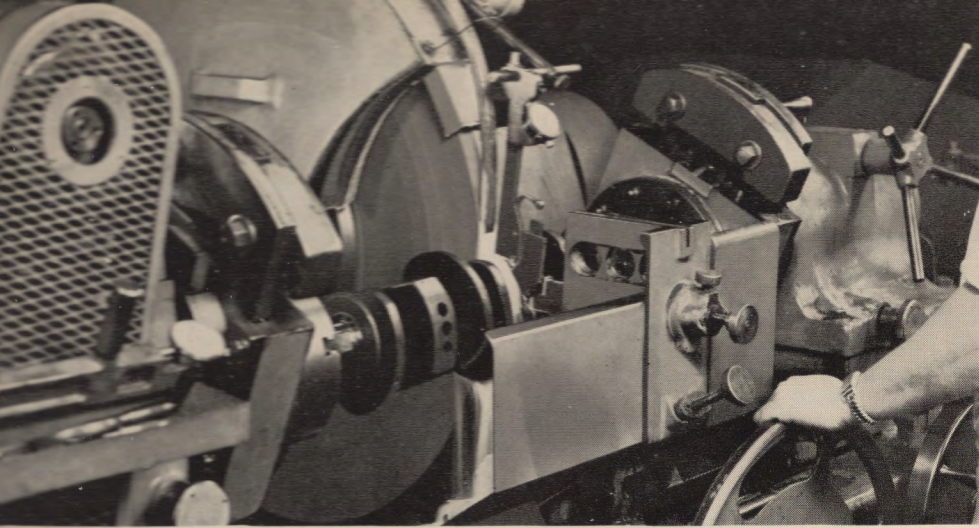


THE

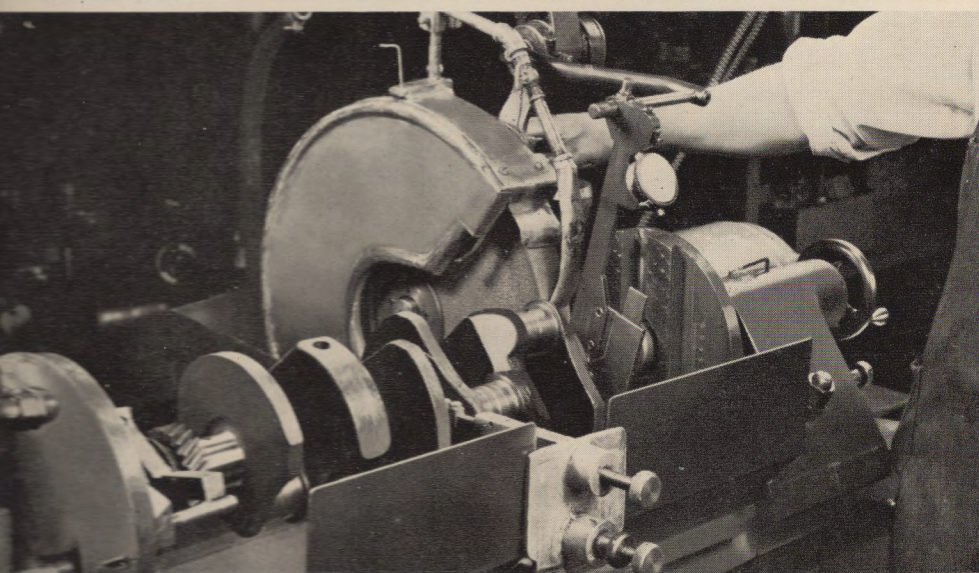
Crankshaft

This is the heart of the engine. Therefore, exceptional skill and long experience are of utmost importance in all crankshaft inspections and reconditioning techniques. To assure its original efficiency, this vital organ is either re-ground to exacting tolerances or replaced with a genuine approved part.

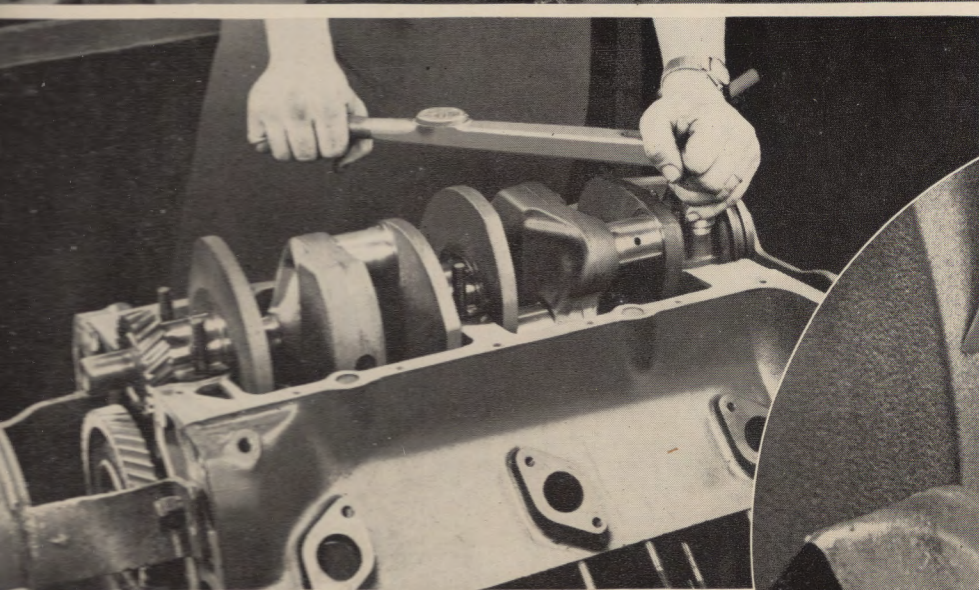




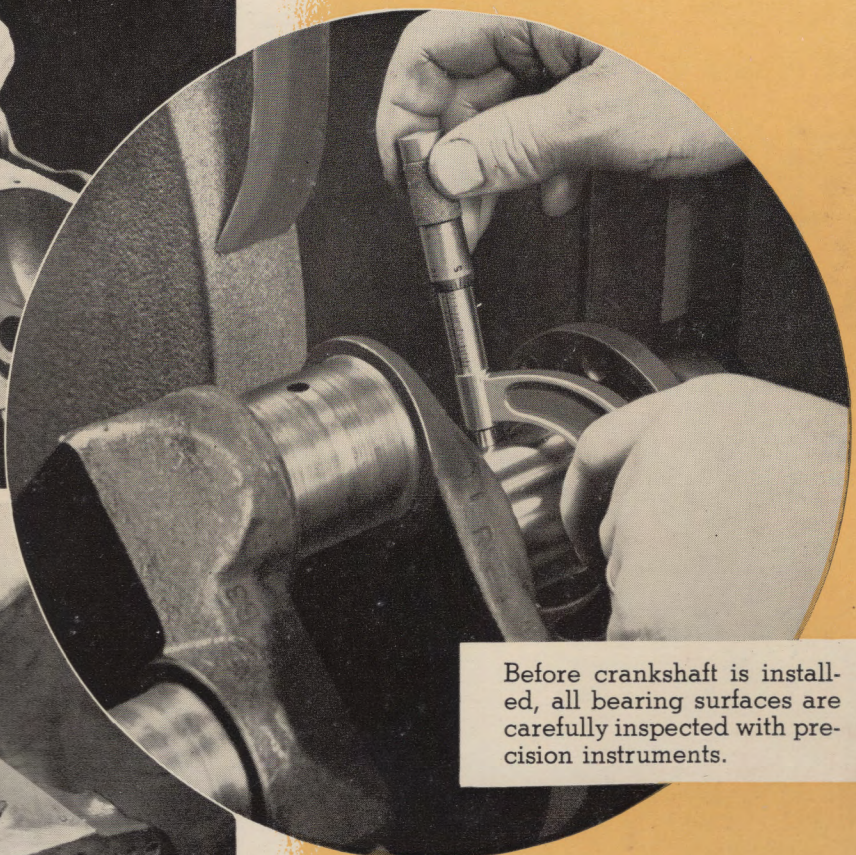
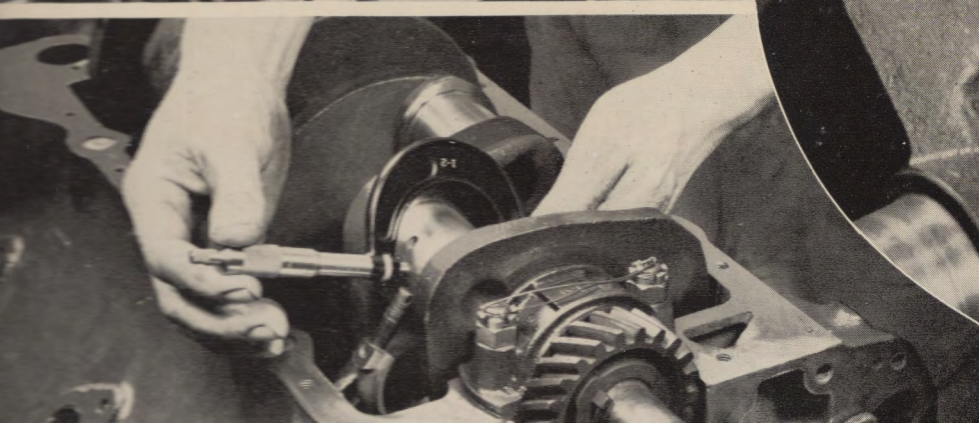
Re-grinding connecting rod journals to mirror finish (exact factory standards) assures original engine quality. Standard replacement parts are used.



Crankshaft main bearings are re-ground to fine tolerances. Costly precision equipment and skilled hands assure accurate reconditioning.



Installing new main bearing liners after they are fitted carefully to re-ground crankshaft main bearings.

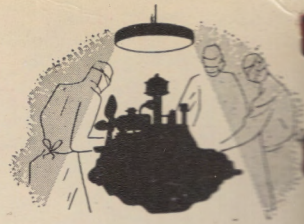


Before crankshaft is installed, all bearing surfaces are carefully inspected with precision instruments.

Checking connecting rod journals

TREATMENT OF VITAL ORGAN...

No. 2

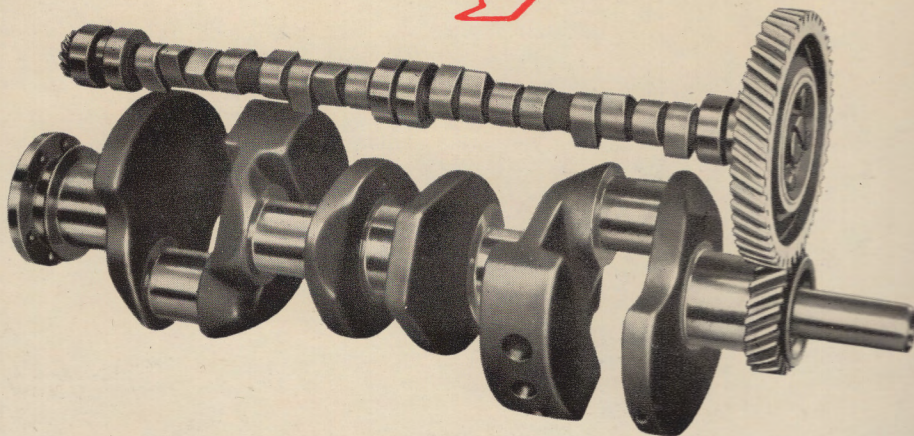


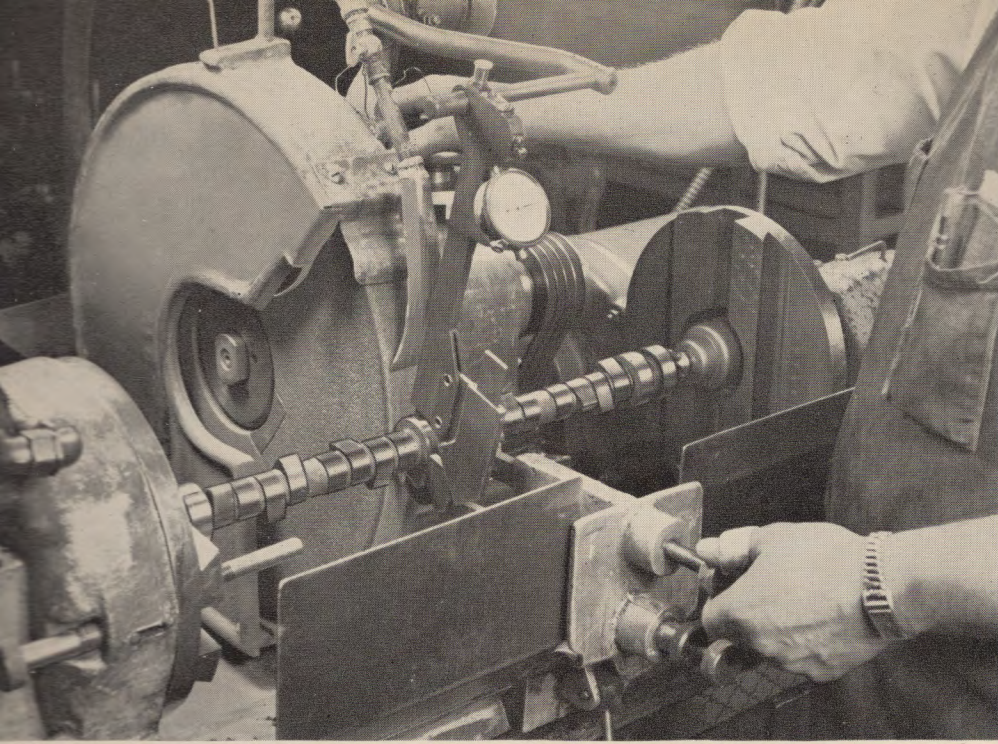
CRANKSHAFT

PLUS

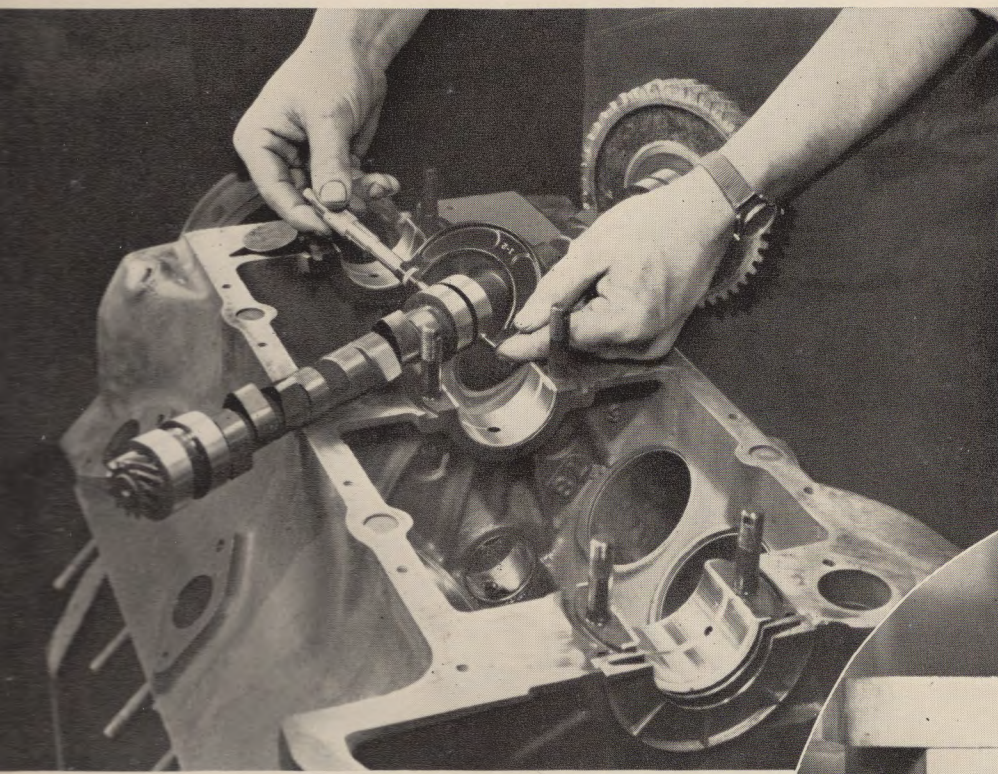
*Camshaft
and Timing Gear*

Factory methods and specialized technical personnel are indicated in the inherent quality of every rebuilt engine. The same fine workmanship is necessary in this important step of reconditioning the camshaft and fitting the timing gear properly to each shaft.

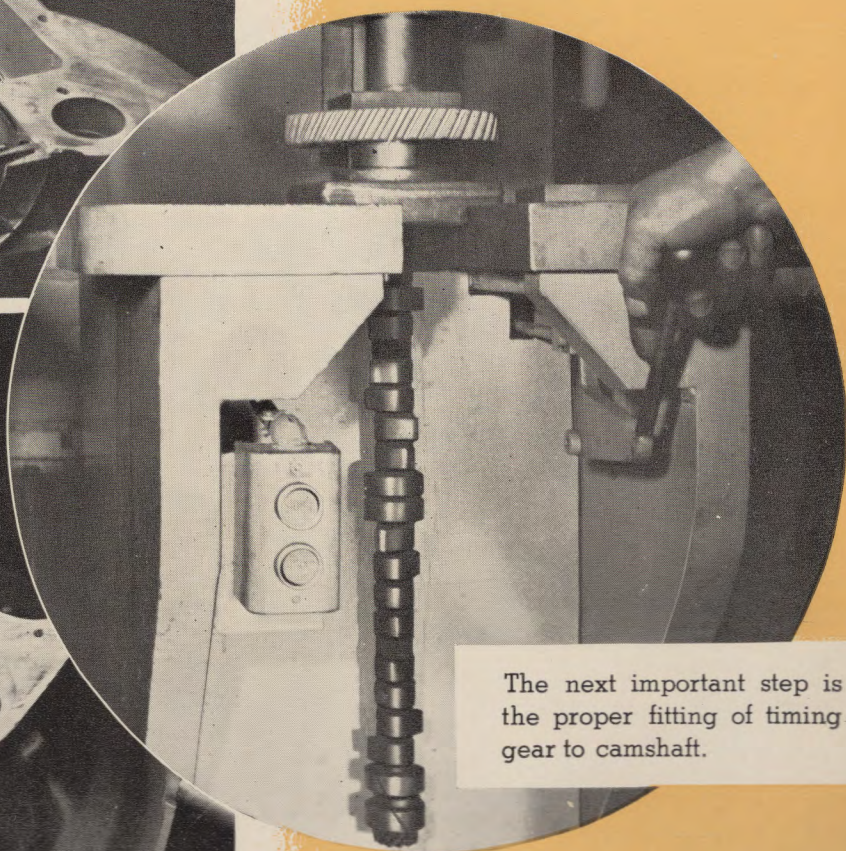
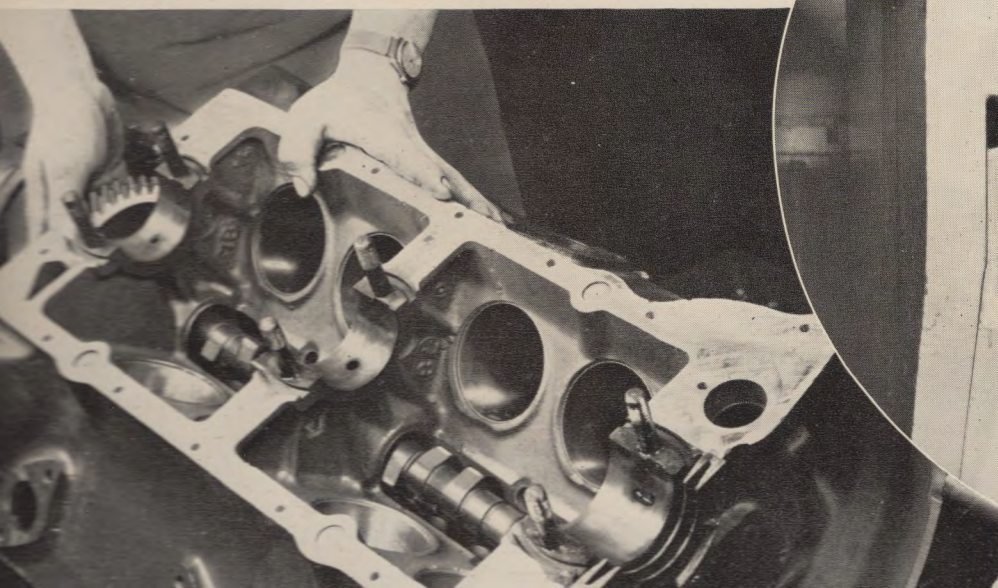




Whenever necessary, all camshaft bearing surfaces are completely refinished to exact factory tolerances.



After being refinished, each camshaft bearing is checked carefully with the micrometer before installation.



The next important step is the proper fitting of timing gear to camshaft.

TREATMENT OF VITAL ORGAN...

No.3

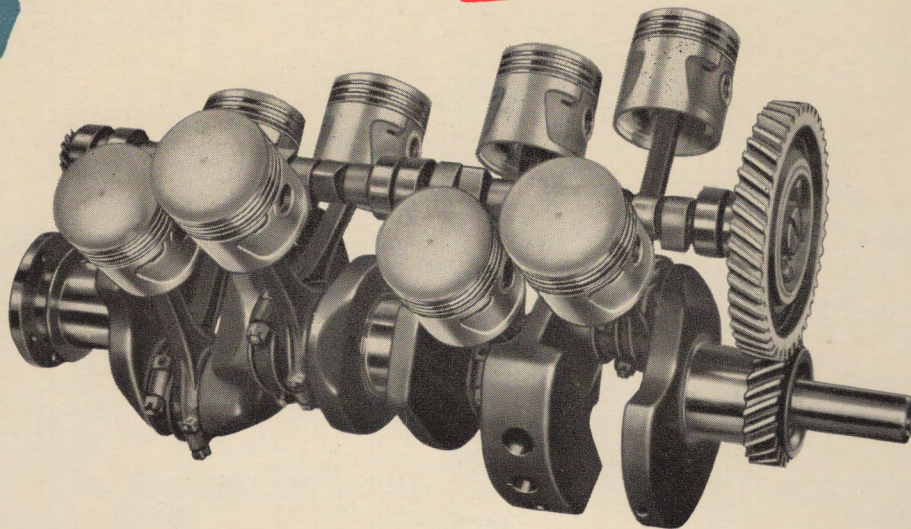


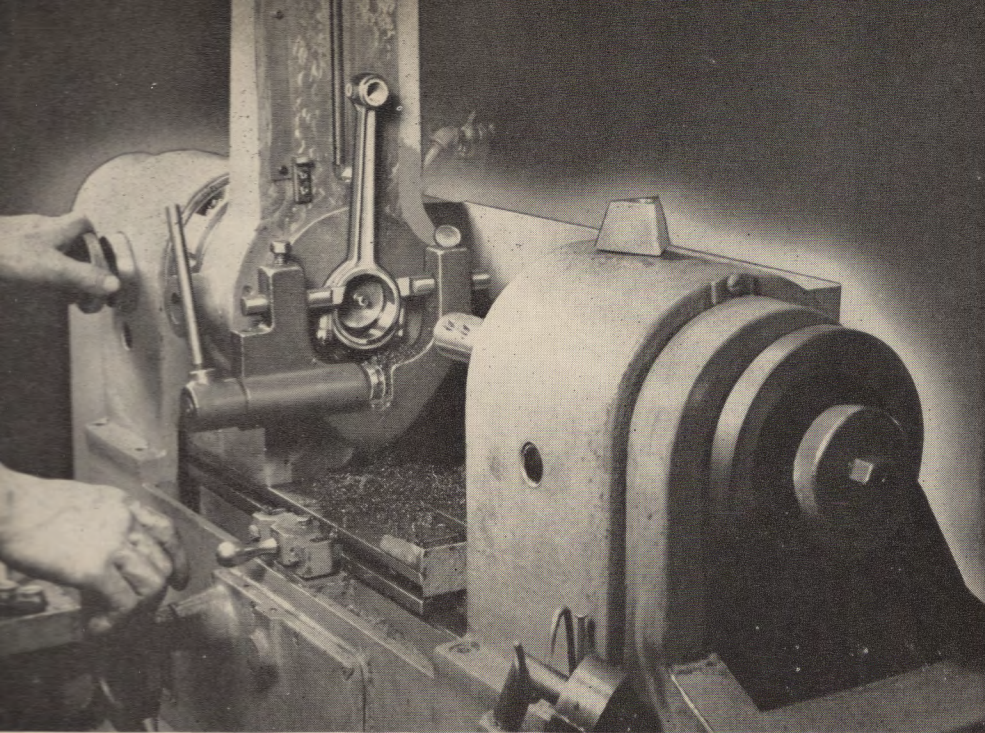
CRANKSHAFT • CAMSHAFT • TIMING GEAR

PLUS

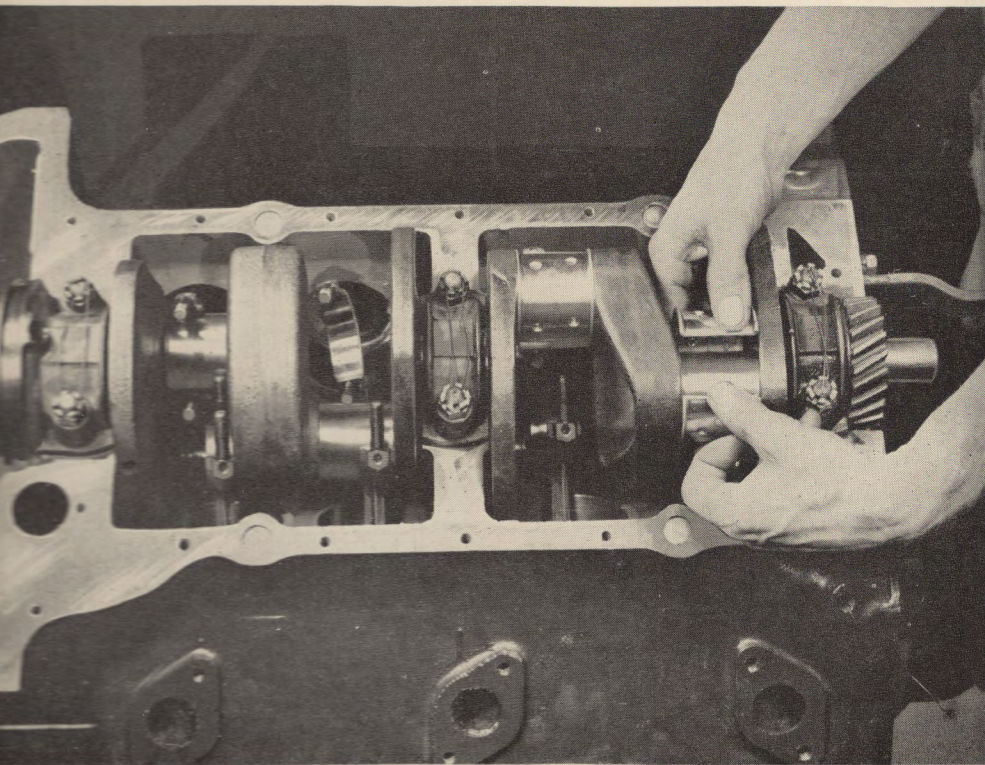
Pistons and Connecting Rods

After many detailed operations, necessary for proper reconditioning of these vital engine parts, complete piston and connecting rod assemblies are carefully matched so that they will be entirely free from vibration while in operation.

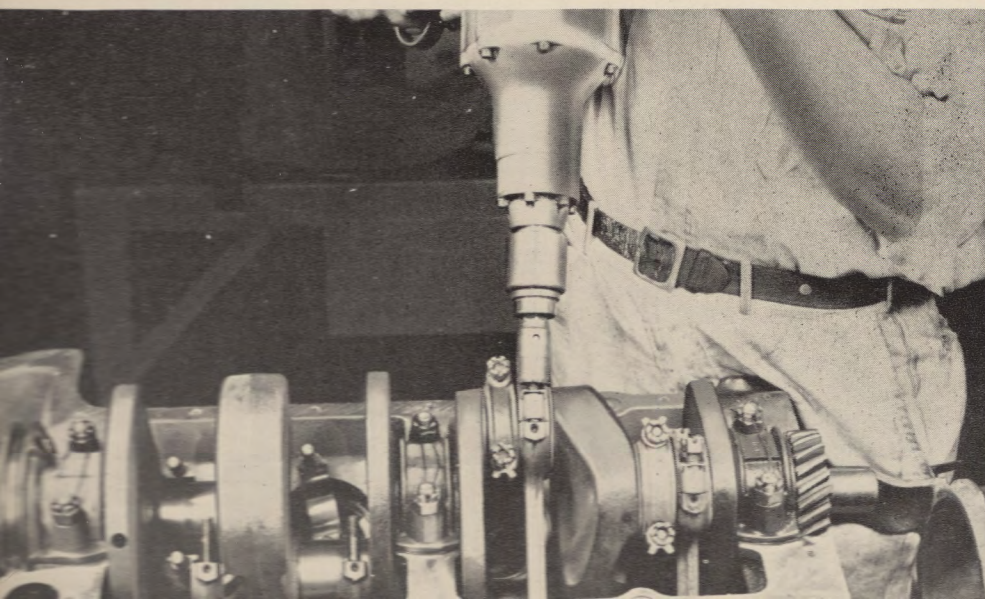




All connecting rods are re-ground and accurately resized. This constantly controlled mechanical operation assures precision fitting.



New connecting rod inserts are fitted to crankshaft journals and connecting rods with exacting care.



No. 4



TREATMENT OF VITAL ORGAN . .

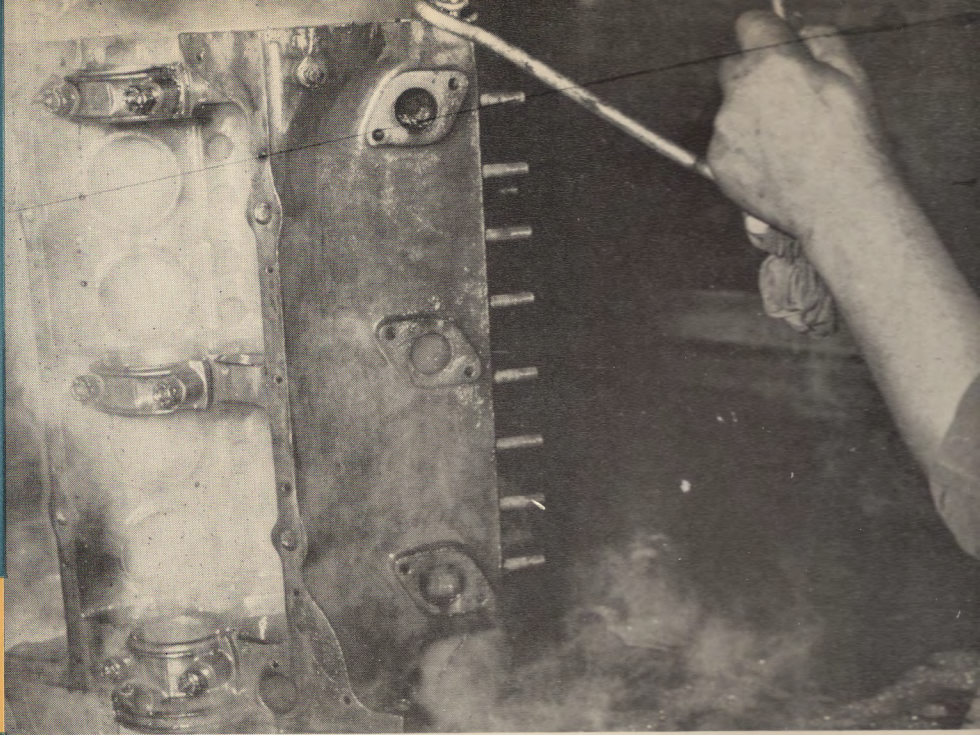
**CRANKSHAFT • CAMSHAFT • TIMING GEAR
PISTONS • CONNECTING RODS**

PLUS *Block*

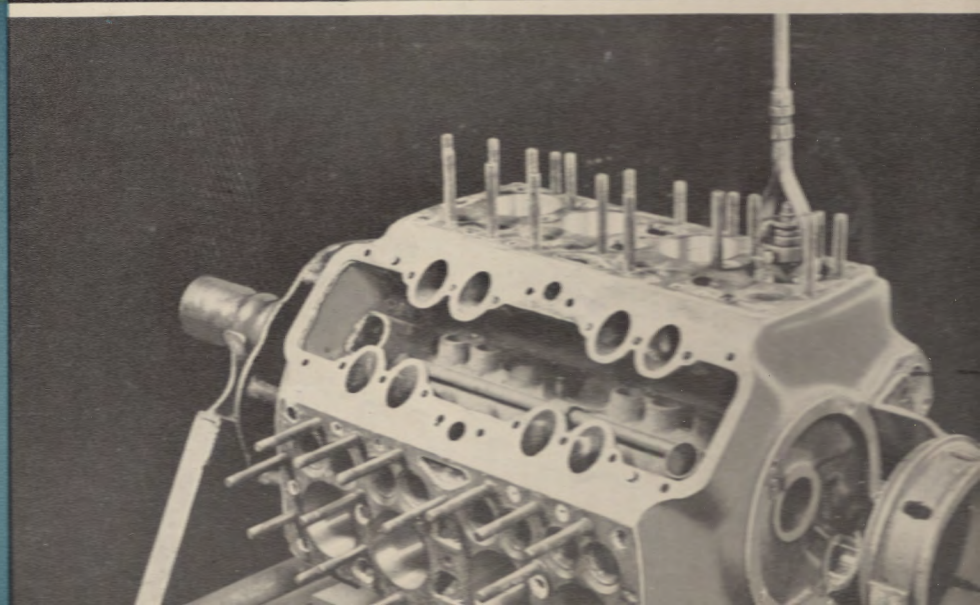
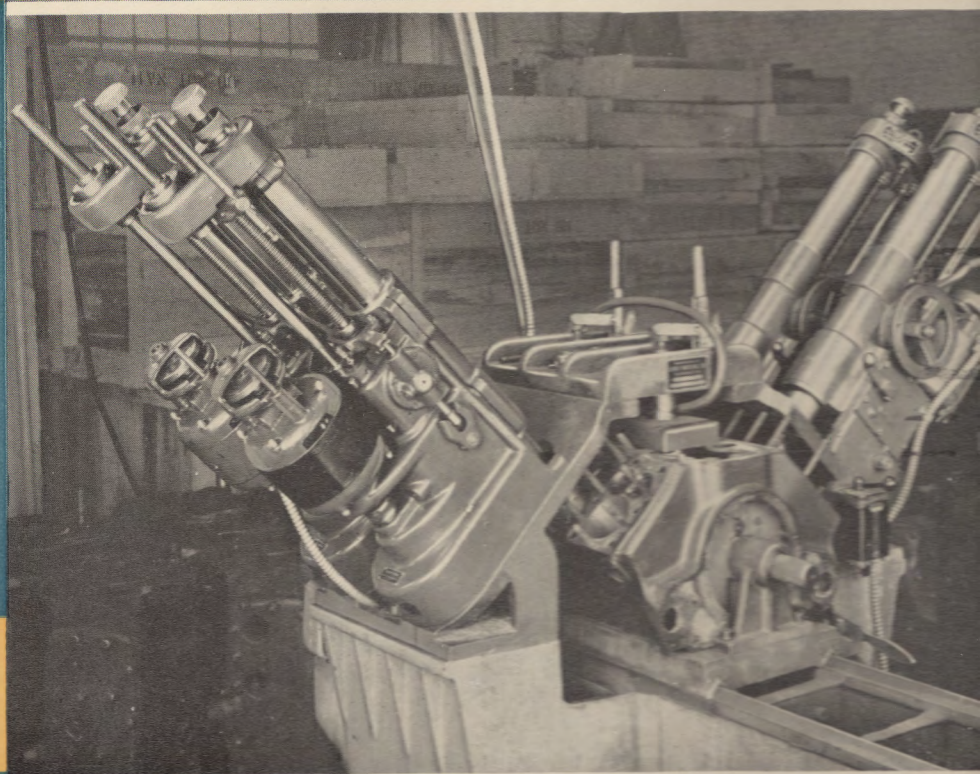
Degreasing and the removal of all carbon and dirt are extremely important steps in the successful rebuilding and eventual performance of your engine. Here the most modern mechanical and chemical methods assure the most thorough cleaning job possible.



After dis-assembly, the block is thoroughly degreased and inspected. All water and oil passages are cleaned and tested.



Modern multi-boring machinery bores cylinder to standard factory tolerance. This same type costly machine is used in the construction of your original Ford Motor. Saves time, reduces cost to you.



TREATMENT OF VITAL ORGAN..

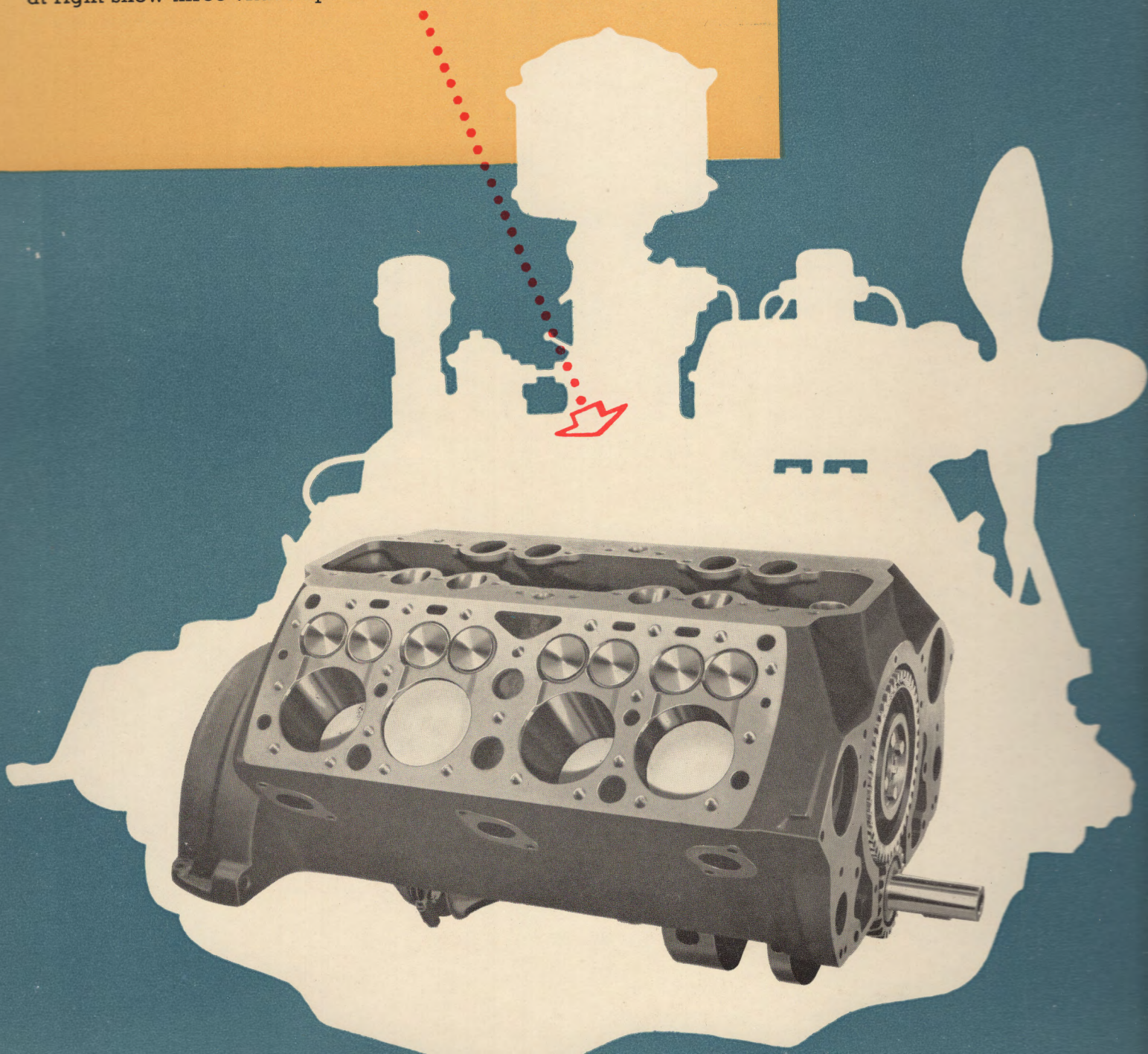
No.5

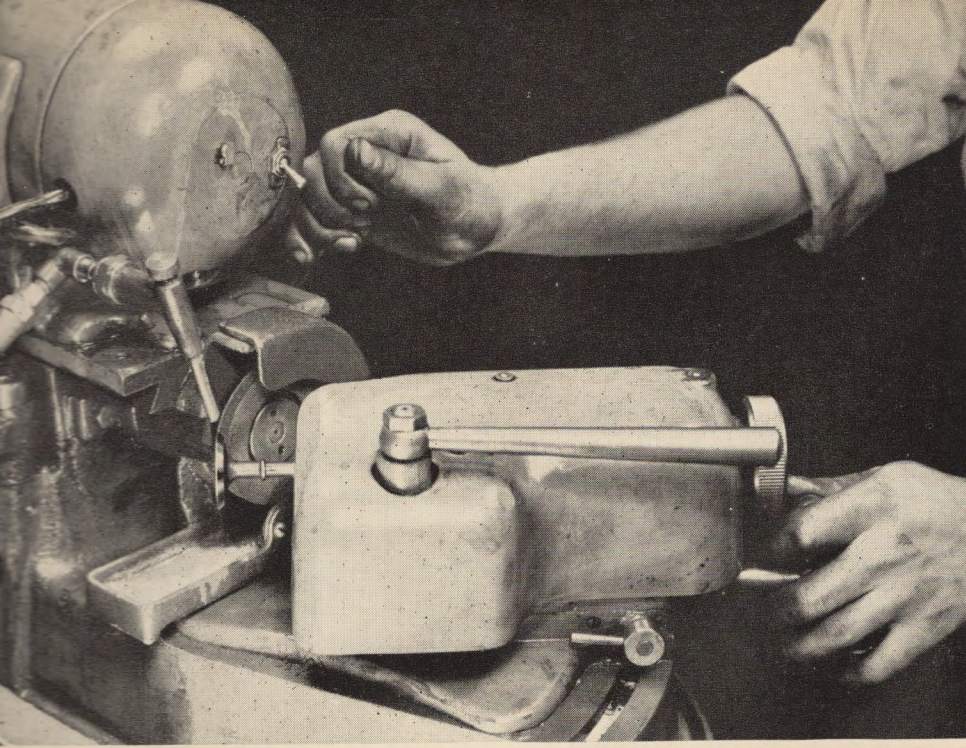


**CRANKSHAFT • CAMSHAFT • TIMING GEAR
PISTONS • CONNECTING RODS • BLOCK**

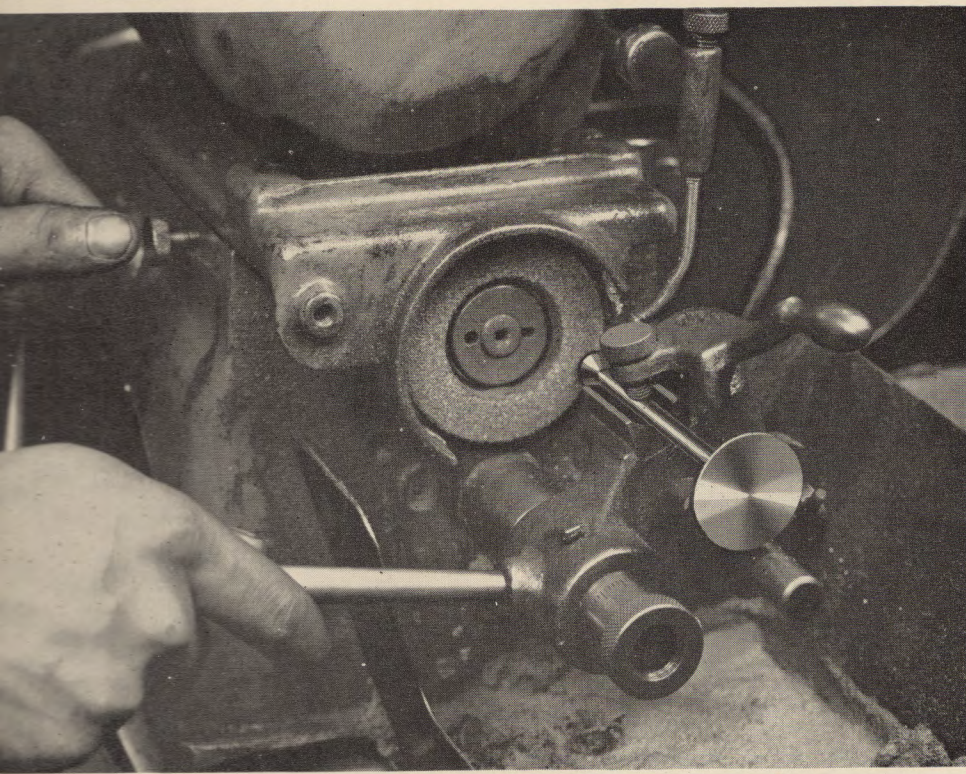
PLUS *Valves*

To assure high compression, more power, and finer engine performance . . . proper valve treatment is of utmost importance during the process of engine rebuilding. Photographs at right show three vital steps in the treatment of these parts.

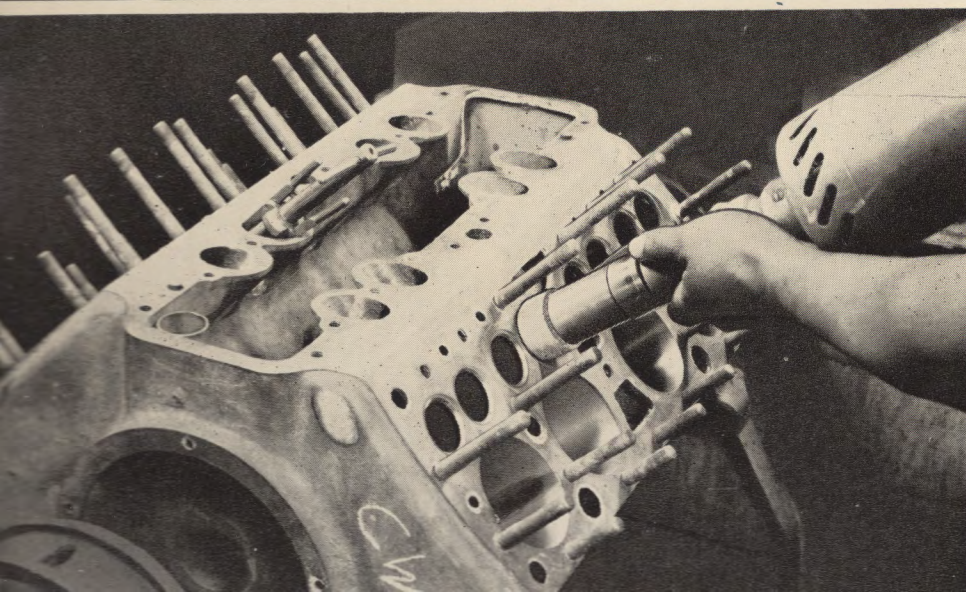




Valves are refaced to proper angle by invariable precision methods.



Valve clearances are measured accurately and stems ground to exact length.



Valve seat inserts are refinished and polished. When pistons and rings are properly fitted, the combination of valves and valve seats will maintain high compression.

TREATMENT OF VITAL ORGAN..

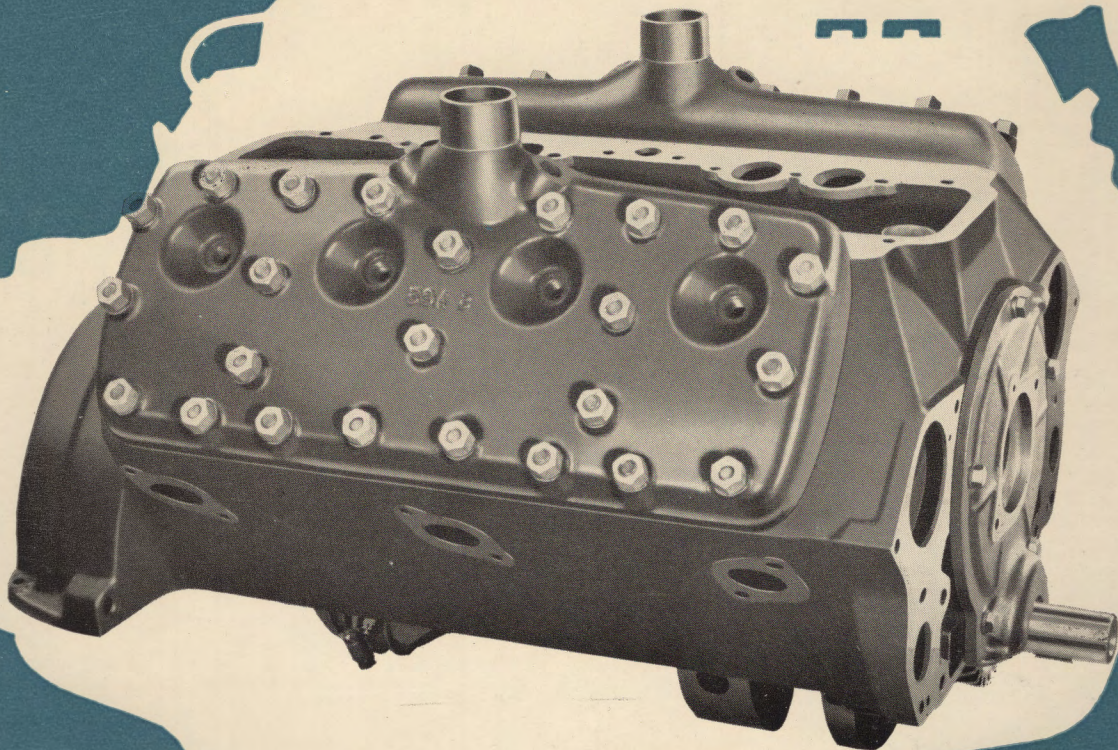
No.6

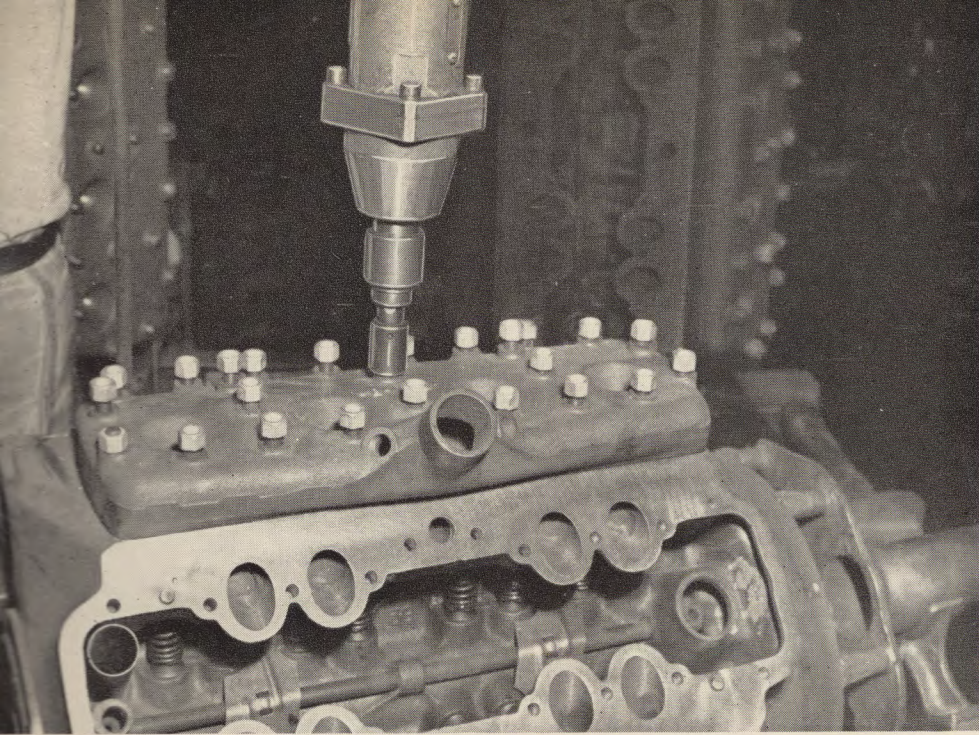


HEADS AND TIMING GEAR COVER ADDED

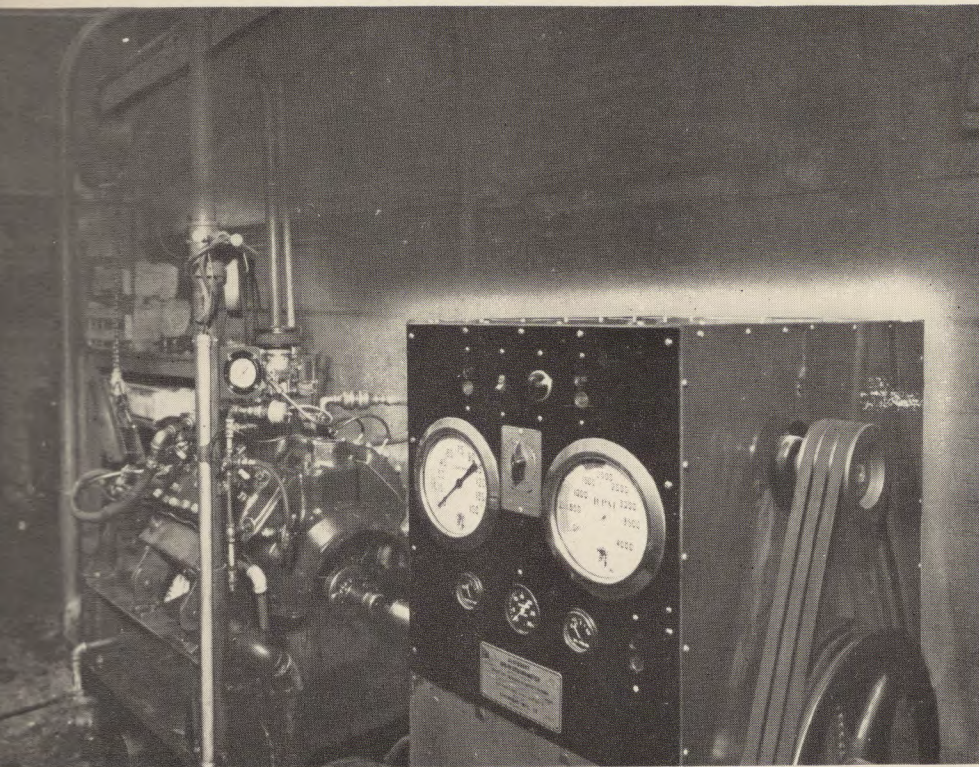
Complete Engine

When each completed motor has reached the end of the assembly line, it is carefully tested and pre-lubricated under pressure . . . providing a film of oil over each moving part for protection when the engine is installed and placed in operation.





Gasket and cylinder heads are installed, and cylinder head nuts properly tightened with automatic torque wrenches . . . assuring uniform tension on each head stud.

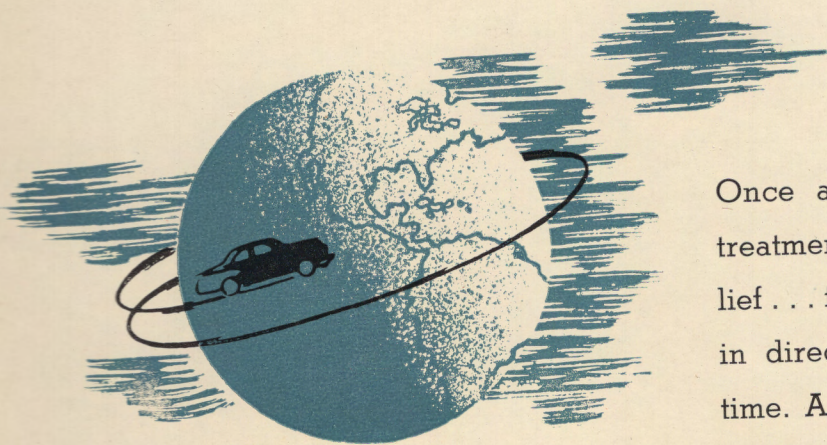


After final assembly, each engine is tested under its own power, simulating road conditions. Oil pressure, valve clearances, timing, and general performance are carefully checked before final approval is given.



Completed and tested engines ready for installation. Volume production means lower exchange cost.

... 75,000 Potential Miles HAVE BEEN ADDED



Once an engine starts ailing, partial treatments provide only temporary relief . . . for all parts wear and deteriorate in direct proportion to total operating time. As a result, one treatment follows another. Before you know it, the total expense far exceeds the cost of a completely rebuilt engine. And all the while these chronic ailments prevent you from enjoying pleasant, satisfactory, and economical driving.

BUT after going through this highly-regarded rebuilding "clinic," after all six of its vital organs are given the tested and approved treatments previously described, your ailing engine is completely transformed . . . and 75,000 potential miles have been added to its operating life. In other words, it is re-born with practically all the qualities and fine features of a new engine. Properly operated, it can practically double the mileage life of your car.

Yes . . . viewed from any angle, figured on any reasonable basis . . . you'll benefit most by having that ailing engine completely rebuilt right now!

FOR YOUR PROTECTION

MANUFACTURER'S SERVICE WARRANTY on REBUILT ENGINES

FOR A PERIOD OF NINETY DAYS from date installed, or four thousand miles (whichever occurs first), we warrant this rebuilt assembly for passenger car service against defects in material and factory workmanship, provided our installation and operating instructions are followed. If this assembly is used in truck or commercial installation, it is warranted for thirty days only.

Any part of this rebuilt assembly which, under such conditions fails because of defective parts or factory workmanship during the period of warranty, may be exchanged for new parts without charge, provided old parts are returned. On such failures occurring within thirty days, we will also refund reasonable labor cost. After thirty days (on passenger cars) the warranty is limited to exchange of parts only.

This warranty does not apply to any motor which has been improperly installed or fails because of defects or inefficiency of parts or units (carburetor, air cleaner, fuel pump, etc.), not furnished with the motor. Nor does it cover motors subjected to misuse or accident; or operated under conditions causing greater than normal wear; or used for purposes for which it was not originally designed (such as in a boat, stationary power unit, etc.).

The obligations assumed under this warranty are in lieu of all warranties or guarantees expressed or implied.

Your Authorized Ford Engine Rebuilder

INSIST UPON **AUTHORIZED** FORD SERVICE

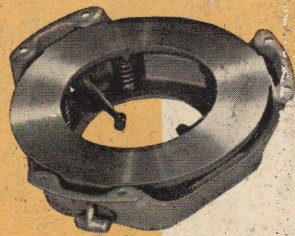
For Quality · Dependability · Economy

YOU CAN ALWAYS DEPEND UPON . . .

Genuine

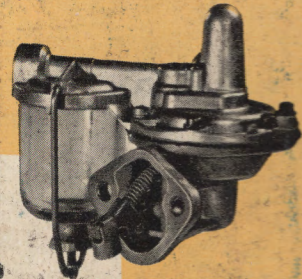
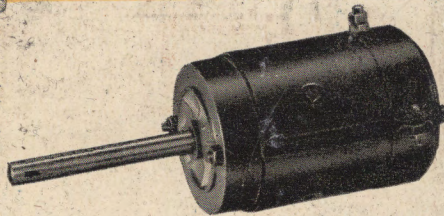


RECONDITIONED PARTS



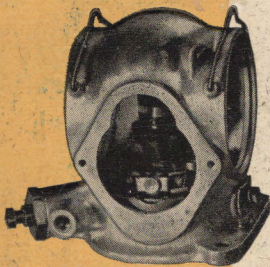
CLUTCH
PRESSURE PLATE

STARTER

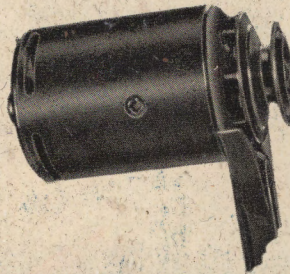


FUEL PUMP

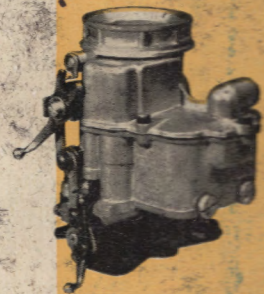
DISTRIBUTOR



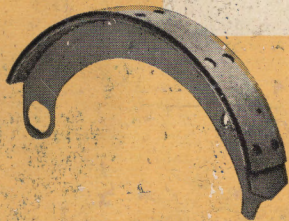
GENERATOR



CARBURETOR



BRAKE SHOE



CLUTCH DISC



MADE
RIGHT



FIT
RIGHT

LAST LONGER