

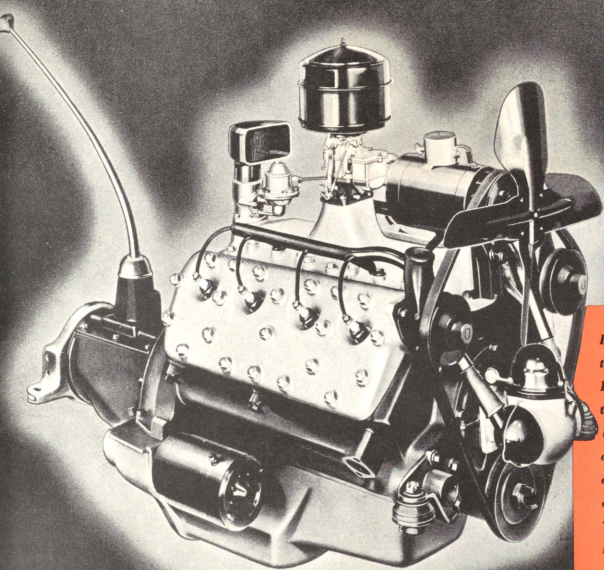
FINE CAR FEATURES OF THE 1936 FORD V-8



Fine-Car

ENGINE

Only the finest cars use the V-type engine. Ford brings it to you with modern motoring performance. More than two million cars on the highways have proved its reliability and economy—as well as its flashing acceleration and power and its smooth, mile-consuming ability on the open road. The evidence is in favor of the Ford. Its V-type eight-cylinder engine is an important reason why the Ford is in a class by itself in value, performance and satisfaction.

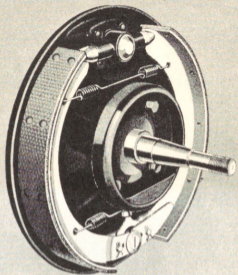


In the development of this famous V-8 engine Ford achieved what was thought to be impossible—the casting of both cylinder banks with exhaust passages and crankcase in one piece. This insured rigidity and made a better engine.

Fine-Car

BRAKES

Naturally, the Ford has mechanical brakes because they are safest and most reliable under all conditions. They always work when you need them most—in an emergency. Ford brakes have unusually large braking area and are specially designed for smooth, easy, positive operation. The Ford Super-Safety Brakes will appeal particularly to women drivers because they are so easy to apply. The Ford V-8 for 1936 gives you power to stop as well as power to go.



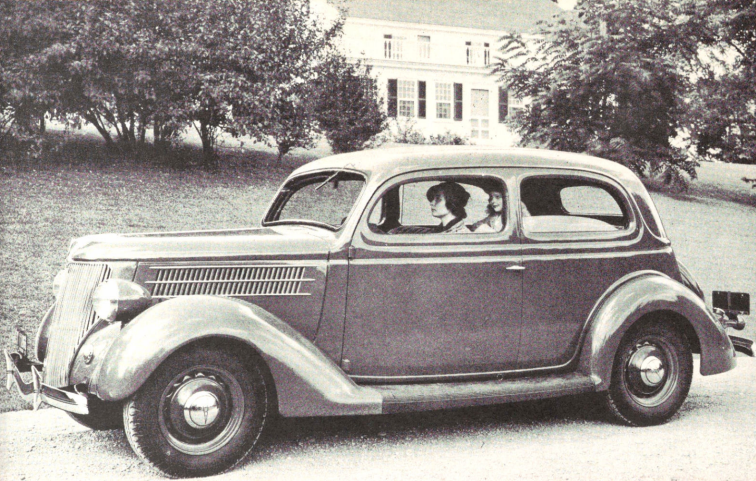
Ford Super-Safety Brakes require only slight pressure on the pedal to exert tremendous stopping power on the wheels.

Brake drums have large cooling ribs to prevent overheating and insure positive action. Brake rods are of solid steel.

Fine-Car

SAFETY

Steel body structure, positive mechanical brakes, Safety Glass in the windshield and windows of all body types at no extra cost, transverse springs, powerful acceleration, and sure control make the Ford V-8 a safe car to drive. Nothing has been omitted in design or construction to insure maximum safety. Ford safety begins in the laboratory and carries through every detail of manufacture. There is no compromise with safety in the Ford V-8.

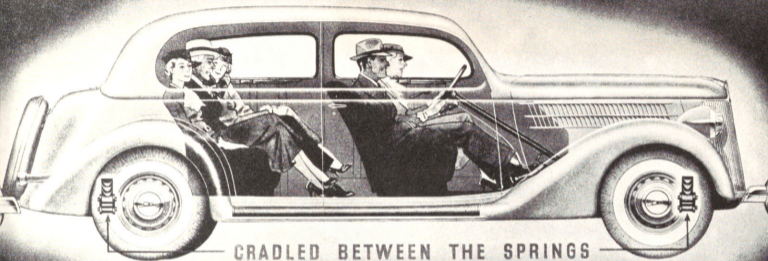


From bumper to bumper the Ford V-8 is as strong and sturdy as good steel and sound engineering can make it. For your family and yourself it provides the motoring safety which only a fine car can give.

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COMFORT

The back seat is as comfortable as the front in the Ford V-8. All passengers ride near the center of the car, cradled between the springs instead of riding over the axles. Long, flexible transverse springs, set on a springbase of 123 inches, together with correct weight distribution, give a smooth Center-Poise Ride over all kinds of roads. Riding comfort is further enhanced by deep, soft cushions, double-acting shock absorbers and big, resilient six-inch tires.

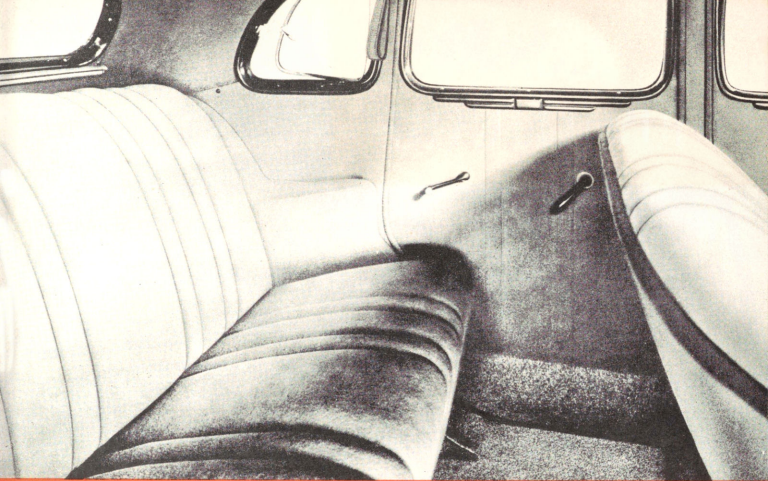


Center-Poise Riding means correct spring suspension and correct distribution of weight. The long flexible transverse springs are spaced 123 inches apart. All passengers are cradled between these springs.

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APPEARANCE

Inside and out, the Ford V-8 is a beautiful car. Its lines are graceful, its streamlining modern. The exterior finish is a distinctive Ford development, a lustrous baked-enamel that is exquisite in sheen and coloring and will not stain or check. Within the car is harmony of design and color, smartly trimmed upholstery in new shades, artistic fittings. The car presents an appearance of beauty and luxury. Any owner may well be proud to drive a Ford V-8.



Women especially will appreciate the rich, smartly tailored upholstery and handsome appointments in Ford V-8 interiors. Notice the arm rests, foot rest, and the attractive mouldings on doors and windows.

Fine-Car

ROOMINESS

The Ford V-8 is a big and roomy car. Let actual measurements show you the unusual room in all Ford bodies. Part of this extra space is due to the compact design and forward location of the V-8 engine which give additional leg room. Seats are wide, holding three adults comfortably. Seats are set low, giving ample head room. Separate space for parcels and luggage in the rear of the car where they do not interfere with the comfort of passengers.

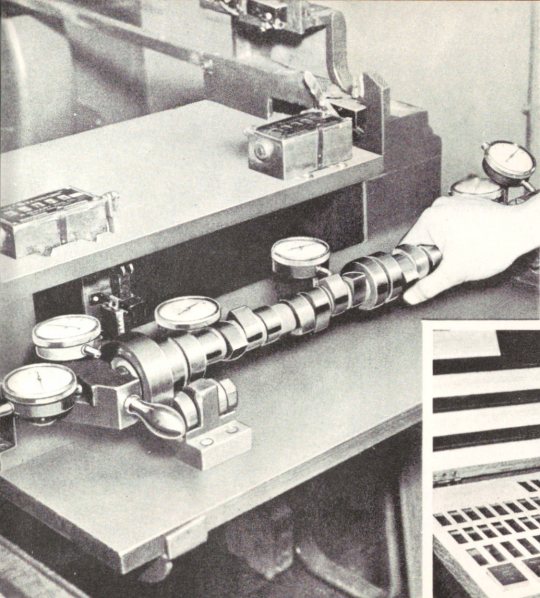


Until you actually sit and ride in the Ford V-8 you cannot realize what a big, roomy car it is. Except for the bucket-type seats in Tudor Sedans, all seats in all body types hold three persons in comfort.

Fine-Car

PRECISION

The Ford V-8 requires no "breaking in". You can drive it sixty miles an hour the day it is delivered. Precision of workmanship is governed by the Ford-controlled Johansson gages, with some measurements as fine as two ten-thousandths of an inch. It is this accuracy in manufacture which has enabled the Ford V-8 to make its remarkable record for efficiency and economy. Precision means smooth running, long life, freedom from repairs.



Left—Testing the accuracy of a camshaft.

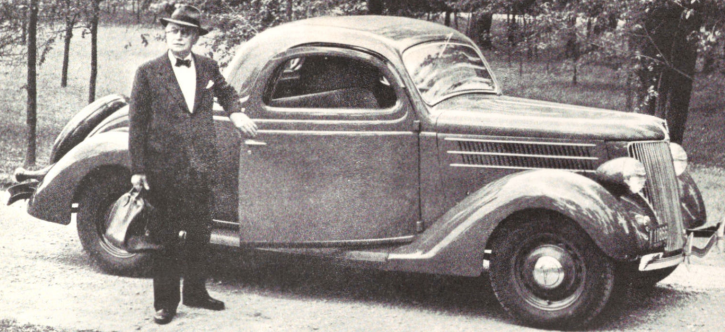
Below—One of the marvelously accurate Johansson gages. These famous gages are made by the C. E. Johansson Division of the Ford Motor Company. They help to control the precision of Ford workmanship and are now the standard of measurement throughout the world.



Ford

ECONOMY

For more than thirty years, economy in transportation has been Henry Ford's guiding principle. Every year it costs less to drive a Ford. Every year the accumulated experience of Ford manufacturing, the Ford engineering genius, and the constantly increasing facilities of the Ford Motor Company result in improvements which make a better car and a more economical one to drive. The 1936 Ford V-8 is the most economical Ford car ever built.



Physicians, salesmen, engineers—men who use their cars for business—choose the Ford V-8 in ever-increasing numbers. More than 23 million Ford cars have built the Ford reputation for economy.

Fine-Car

DETAILS

Easier steering in the 1936 Ford V-8 is obtained through using a 17-to-1 ratio and longer steering spindle arm. Straight roller bearings on the sector shaft reduce friction. The drag-link is now adjustable.



Reduced movement of the gear-shift lever, with a shorter "throw," results in easier shifting. New lever location and shape contribute to comfort of front-seat passengers.



Quiet transmission. Silent helical gears are now used for all speeds.

Second and high speeds synchronized.



Newly designed one-piece welded steel wheels with new large hub caps are strong and good looking. They add to the fine appearance of the car.



Cooling system of five and one-half gallons and increased hood ventilation insure efficient cooling.



Clear-Vision body ventilation which has been such a valuable feature of Ford V-8 cars has been

further improved by the use of pivoted rear quarter windows in Fordor sedans. Ford windshields open. Windows are snugly weatherestripped—no drafts.



Polished cylinder walls are a distinctive fine-car feature of the Ford V-8 engine. These mirror-like surfaces reduce friction and wear.



Light-weight alloy pistons add to the performance of the V-8 engine. Piston pin holes are diamond bored with extreme accuracy.



Aluminum cylinder heads produce increased engine power, efficiency and economy with regular fuels. They tend also to prevent carbon formation.



The floating type of connecting-

rod bearings used in this V-8 engine are an exclusive Ford feature. The bearing surface available for each connecting rod is the full area of each crankpin, thus increasing bearing life.

*

Connecting rods are heat-treated steel forgings and all eight rods are matched in weight within one-eighth of an ounce.

*

Intake and exhaust valves are of chrome nickel alloy steel. The clearances are precision set at the factory and require no adjustment. Exhaust valve seat inserts are of tungsten steel.

*

Dual down-draft carburetor and duplex intake manifold assure economical operation through the uniform distribution of fuel to all eight cylinders and make

the Ford easy to start in cold weather. Other advantages of the V-8 fuel system are the accessible mechanical fuel pump and the air cleaner and silencer.

*

The cast alloy-steel crankshaft is another exclusive Ford development. It is more rigid than a forged steel shaft and provides a harder bearing surface. It is fully counter-balanced.

*

Full torque tube drive is a feature of the Ford V-8 usually provided only in cars of high price. Its values are steadiness in starting and stopping, stability on the road and more uniform brake application.

*

Three-quarter floating rear axle permits the weight of the car to be carried on the axle housing,

leaving the axle shafts free to drive the car.

*

Like all really fine cars, the Ford V-8 rear axle has a straddle-mounted pinion which insures its correct alignment with the ring gear under all conditions.

*

The camshaft in the Ford V-8 is of cast alloy iron and runs in three babbitt lined steel-backed bearings. Camshaft gear is silent.

*

The ignition unit is driven from the end of camshaft, eliminating gears between camshaft and distributor. The entire ignition system is simple in design and trouble-free.

*

Positive engine lubrication is assured by a gear-type pump with full-pressure feed to all main bearings, connecting-rod and

camshaft bearings and timing gears. Oil is carried through drilled crankshaft and passages direct to lubrication points.

*

The front axle is a strong heat-treated drop-forging and is held in correct alignment by front radius rods.

*

The Ford V-8 clutch, using centrifugal force to increase plate pressure, is very easy to release and is extremely simple and durable.

*

The frame is of the double drop, X-type with double channels and is exceptionally rigid and strong.

*

Automatic, double-acting shock

absorbers contribute to the ease of control and notable riding comfort of all Ford V-8 cars.

*

Quietness in the Ford V-8 is assured not only by the quiet smoothness of the V-8 engine but by thorough insulation. Sound-deadening materials are used on the floor, dash, door and body panels.

*

Colors of the 1936 Ford V-8's are new and especially attractive. In the De Luxe body types there is a choice of Washington Blue, Cordoba Tan, Gray Vineyard Green, Gun-metal and Black. Each has smart striping in harmonizing or contrasting colors. Fenders and wheels in same color as body. Tudor and Fordor Sedans and the Five-Window Coupe without de luxe equipment in Gun-metal or

Black with fenders same color as body and Black wheels.

*

Specifications—8-cylinder, 90-degree V-type, L-head. Bore 3 1/16 inches. Stroke 3 3/4 inches. Piston displacement, 221 cubic inches. Brake horsepower, 85 at 3800 r.p.m. Compression ratio 6.3 to 1. Gear ratio, 4.11 to 1, with optional ratios of 3.54 and 4.33 to 1. Water capacity, 5 1/2 gallons. Oil, 5 quarts. Fuel, 14 gallons. 17-plate battery. Air-balloon tires, 6.00 x 16 inches. Front tread, 55 1/4 inches; rear, 58 1/4 inches. Springbase, 123 inches. Wheelbase, 112 inches.

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