

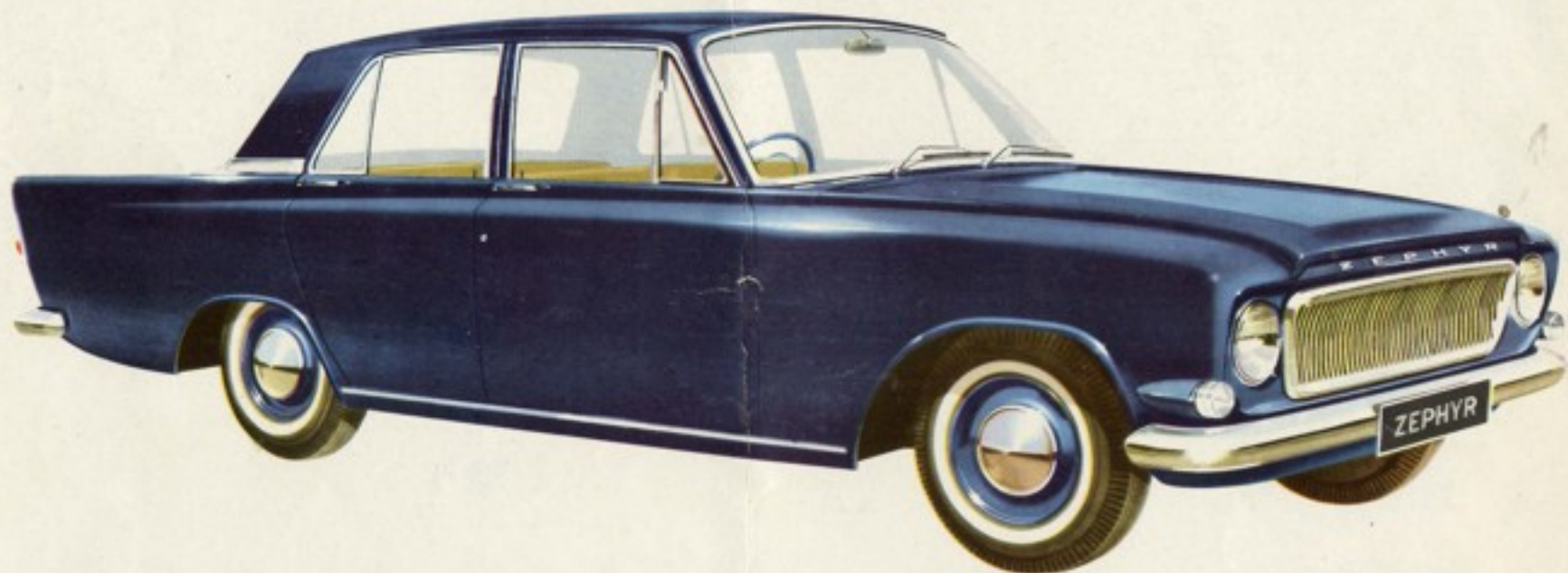
# THE NEW ZEPHYR 4



## A SLEEK, SMOOTH, SPIRITED SIX-SEATER

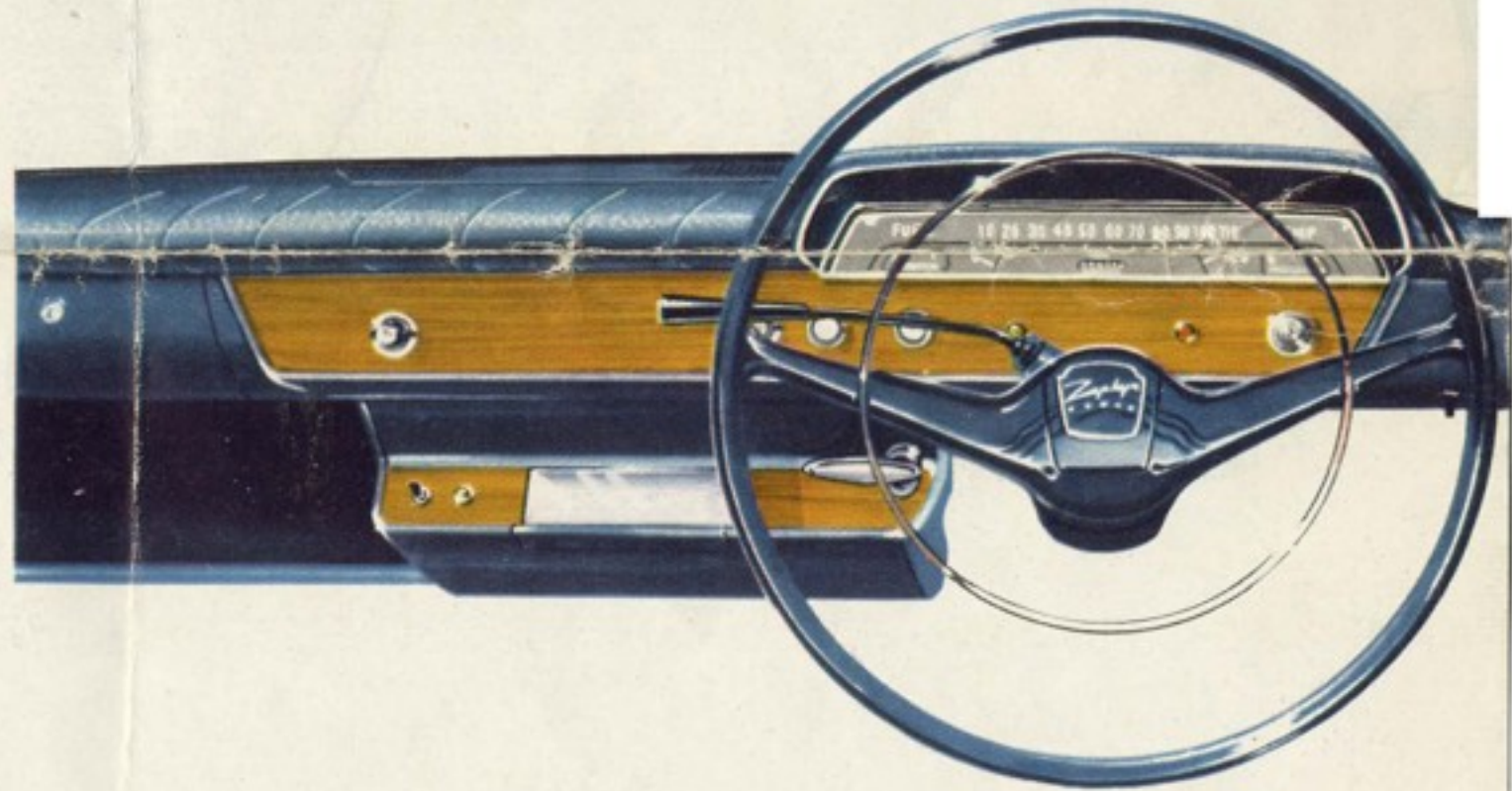
WHAT'S BEHIND THE ZEPHYR 4? Much more than just an attractive design. Ford's philosophy is "You Can Build 'em Big—and sell 'em Thrifty"! Thrifty, that is, from the owner's point of view. The Zephyr 4 is the big car everyone can afford, with no compromise in quality, workmanship, appearance or performance. The King-sized Zephyr 4 is a triumph of mechanical skill over the small car mentality; a car that can hold its own with any in its class performance-wise and leave them all standing price-wise. The Zephyr 4 gives you the best of both

motoring worlds; on the one hand, quiet power, elegant appearance, luxurious comfort; on the other, exceptional reliability, workmanship and family-size economy. Every feature of the Zephyr 4 is designed to make driving safer and more pleasurable. Vision is unobstructed, controls respond to the slightest touch, all dashboard instruments are clear and well grouped. And under the bonnet, the heart beat of the smoothest, zestiest 4 cylinder engine it has ever been your good fortune to put through its paces.





Never before has such an economically priced car seated six so handsomely. Never before has the combination of quality, luxury and performance reached such a high standard at so low a cost. Glance at the Zephyr 4's spacious interior for instance. Better still, slide inside and try this luxurious good-looker for yourself. Note the ample head room, leg room and all-round ease . . . no huffing and puffing, no need to 'squeeze', even with six hefty people aboard. Foam filled cushions cradle you in comfort. Hard wearing, soft-to-the-touch two-tone Vinyl keeps its good looks through thick and thin—or if you prefer it, new Saranweave Cloth—the choice is yours.









THE ELEGANT LONG LOOK THAT GETS THE LONG LONGING LOOKS



# ZEPHYR 4

**AUTOMATIC TRANSMISSION.** The next best thing to having your own chauffeur! . . . Ford's fully automatic transmission as an optional extra. Gears change automatically, adjusting themselves naturally and correctly to all driving conditions. In traffic-packed cities it leaves you free to concentrate on steering and braking; on the open road—well, you just sit back and relax. And with the new Ford automatic transmission expensive oil changes are no longer necessary. The only maintenance required is an oil check whenever your car is serviced.

**FULLY SYNCHROMESH 4-SPEED GEAR BOX.** The Zephyr's new fully-synchromesh 4-speed gear box is operated by steering column or floor lever. Changing in and out of bottom gear is achieved as easily as top and it takes the trickiest hill in its stride. Overdrive is another exceptional option, especially welcome for long distance, high speed driving. It reduces both fuel consumption and engine wear and tear substantially.

**DISC BRAKES** The fastest, safest, surest way of stopping a car in any circumstances, in any conditions! Disc brakes swiftly dispel heat, throw off water and are completely immune to fading. The Zephyr 4 has power-assisted disc brakes on the front wheels and 9" drums at the rear. This dual system gives ideally balanced braking effort—progressive, assured, straight-line in any circumstances.

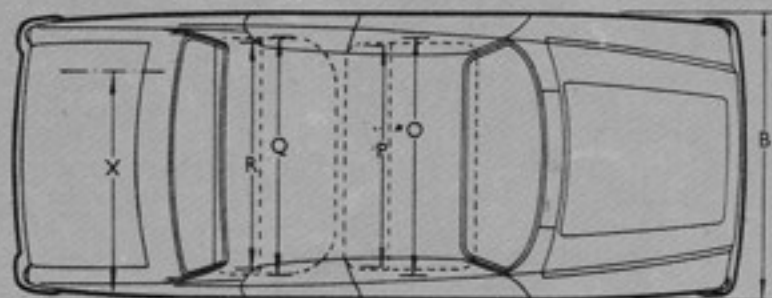
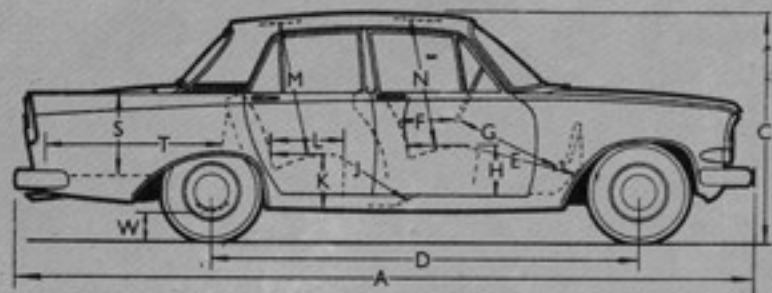




## A BEAUT OF A BOOT 21<sup>3</sup> CUBIC FEET

Out of sight, out of mind—*safely* stowed away in the Zephyr 4's generously proportioned boot. Holiday luggage for six presents no problem to this capacious carrier. Stack away case after case and you can *still* find room for all those odds and ends you nearly forgot. On top of all this, or more exactly, tucked out of the way in the left wing, is the easily accessible spare wheel. The boot floor-flat for easy stowage—is covered with a practical rubberised mat. And for simplified refuelling, you'll find the fuel filler cap on the outside, recessed behind the hinged number plate.





|   |                                    |     |                                     |
|---|------------------------------------|-----|-------------------------------------|
| A | Length                             | ... | 15' 0 <sup>7</sup> / <sub>8</sub> " |
| B | Width                              | ... | 5' 9 <sup>1</sup> / <sub>4</sub> "  |
| C | Height (unladen)                   | ... | 4' 9 <sup>1</sup> / <sub>4</sub> "  |
| D | Wheelbase                          | ... | 8' 11"                              |
| E | Leg Room, Front (free)             | ... | 3' 7 <sup>1</sup> / <sub>2</sub> "  |
| F | Steering Wheel to Front Squab      | ... | 1' 0 <sup>3</sup> / <sub>4</sub> "  |
| G | Pedals to Steering Wheel           | ... | 2' 2"                               |
| H | Cushion from Floor, Front          | ... | 10 <sup>5</sup> / <sub>8</sub> "    |
| J | Leg Room, Rear (free)              | ... | 3' 3 <sup>3</sup> / <sub>4</sub> "  |
| K | Cushion from Floor, Rear           | ... | 1' 1 <sup>7</sup> / <sub>8</sub> "  |
| L | Seat Depth, Rear                   | ... | 1' 6 <sup>1</sup> / <sub>2</sub> "  |
| M | Head Room, Rear (seat compressed)  | ... | 3' 1 <sup>1</sup> / <sub>2</sub> "  |
| N | Head Room, Front (seat compressed) | ... | 3' 1 <sup>1</sup> / <sub>2</sub> "  |
| O | Hip Room, Front                    | ... | 4' 10"                              |
| P | Shoulder Room, Front               | ... | 4' 6 <sup>1</sup> / <sub>2</sub> "  |
| Q | Hip Room, Rear                     | ... | 4' 10"                              |
| R | Shoulder Room, Rear                | ... | 4' 8 <sup>1</sup> / <sub>2</sub> "  |
| S | Luggage Compartment, Height        | ... | 1' 7 <sup>1</sup> / <sub>2</sub> "  |
| T | Luggage Compartment, max. Length   | ... | 3' 8"                               |
| W | Ground Clearance                   | ... | 6 <sup>3</sup> / <sub>4</sub> "     |
| X | Luggage Compartment, Width         | ... | 4' 6"                               |
|   | Kerb Weight                        | ... | 2600 lbs.                           |

# ZEPHYR 4



**ENGINE.** Four cylinder cast integrally with upper half of crankcase. Bore 3.25" (82.55 mm). Stroke 3.13" (79.5 mm). Capacity 103.9 cu. ins. (1703 cc). Push rod operated overhead valves with integral guides. Compression ratio 8.3:1. Brake horse power 73.5 at 4800 rpm (gross). Torque 99 lbs ft at 3000 rpm. Three bearing crankshaft with integral weights dynamically balanced. Low compression head optional—ratio 7.0:1. Large valves and especially strong valve springs. Efficient breathing from large inlet and separate exhaust ports to each cylinder and redesigned inlet and exhaust manifolds. Three ring auto-thermic pistons—two compression rings and one oil control ring—chrome top rings. Chain driven camshaft carried in babbit lined bearings with hydraulic tensioner. Three point rubber suspension of engine and gearbox.

**ENGINE LUBRICATION.** Pressure fed by submerged gear pump to crankshaft main bearings, big end bearings and camshaft bearings. Cylinder walls lubricated by oil squirt from connecting rod big end, timing chain by direct spray. Full flow filter. Accessible dip stick. Capacity of system 7.5 pints.

**IGNITION.** 12 volt oil filled coil. Distributor has automatic and vacuum advance and retard control. High tension leads suppressed.

**FUEL SYSTEM.** Diaphragm type fuel pump, camshaft operated. Down-draught carburettor. Separate choke control and fitted with combined paper element air cleaner and silencer. Electrical fuel gauge. Fuel tank welded and bolted in as part of luggage compartment. Capacity 12.5 gallons.

**COOLING SYSTEM.** Pressurised belt driven four blade fan and water pump with thermostatic heat control. Low height down flow modine radiator. Capacity: 17 pints.

**TRANSMISSION.** Single dry plate clutch, spring cushioned. Hydraulic operation from pedal to large duty ball bearing thrust release with spring assistance. Steering column gear change. New four speed gearbox with synchromesh on all forward gears. Overall ratios: 1st 17.21, 2nd 9.17, 3rd 5.87, 4th 3.90. Reverse 18.20.

**REAR AXLE.** Three quarter floating, hypoid final drive, heavy duty roller and ball bearings. Open type drive shaft. Axle ratio: 3.9:1.

**FRONT SUSPENSION.** Independent front suspension with low periodicity coil springs mounted on special hydraulic double acting telescopic shock absorbers integral with the wheel spindle assembly. An anti-roll torsion bar is fitted which, being triangulated, holds the track control arms in the fore and aft direction.

**REAR SUSPENSION.** Longitudinal, assymetric, semi-elliptic leaf springs with hydraulic double acting lever type shock absorbers. Springs have full length rubber inserts.

**BRAKES.** Operated from pedal with mechanical servo and vacuum reservoir. Front disc brakes 9<sup>1</sup>/<sub>2</sub>" diameter. Rear drum brakes with one leading, one trailing shoe. Drum sizes: 9" x 1<sup>3</sup>/<sub>4</sub>".

**STEERING.** High efficiency recirculatory ball type. Ratio 18:1. Two spoke deeply dished safety type steering wheel. Diameter 17". Turning Circle 36'.

**WHEELS AND TYRES.** 13" pressed steel with wide based rims. Fitted with bright metal hub caps. Tyres: 6.40 x 13 4 ply.

**ELECTRICAL EQUIPMENT.** Two brush ventilated generator 22 amp. Current voltage control, V-belt drive. Horn: Dual tone, horn-ring on steering wheel. Battery: 12 Volt 45 amp. hour at 20 hr. rate, 67 a/hr at 20 hr rate if automatic transmission is fitted.

**INSTRUMENTS.** Conveniently grouped cluster in front of driver includes: speedometer calibrated to 120 mph, odometer, fuel gauge, temperature gauge, ignition and oil pressure warning lights, direction indicator tell-tale lights, main beam warning light, variable brilliance instrument lighting.

**CONTROLS.** Mounted on top of facia panel controls are: choke, windscreen wiper, key operated ignition/starter switch, combined instrument/side/headlamp/interior lighting switch. Foot operated headlamp dipper switch. Fresh air ventilator (heater controls when fitted).

**BODY.** All steel welded integral construction, seating within wheelbase. Safety glass all round. Zoned windscreen. Chrome capped double curvature front and rear windows, hinged no-draught ventilators embodied in front door. Fixed <sup>1</sup>/<sub>4</sub> windows in rear doors. Push button door handles operating zero torque locks on all four doors. Combined door handles and armrests have built-in release mechanisms. Soft padded sun visors. Single and dual tone Vinyl upholstery. Patterned PVC headlining. Coloured carpet matching interior scheme. Lockable glove compartment. Wide front parcel tray. Rear package tray. Bench seat, tubular frame, squab with sprung roll-over top. Rear seats; one piece cushion, one piece squab. Full width wrap round bumpers. Separate luggage compartment—capacity 21.75 cu. ft. Release button has built-in barrel lock. Spare wheel housed in recess in luggage compartment on nearside.

**GENERAL EQUIPMENT.** Electric dual windscreen wipers operated by variable speed motor. Sealed beam headlamps with chrome plated surrounds. Combined flasher and front side lamps. Twin tail and stop lamps incorporating rear flasher. Twin reflectors. Rear number plate illumination lamp. Flasher type direction indicators with self-cancelling arm on steering column. Two ashtrays. Interior rear-view mirror. Front door operated courtesy lights. Single tone body paint. Provision for fitting heater and radio. Headlamp flasher, low-load parking lighting.

**FACTORY FITTED OPTIONS AT EXTRA COST.** Automatic transmission. Overdrive. Central floor gear shift. Heater & demister. White sidewall tyres. Front foldaway centre armrest.

*Ford policy is one of continuous improvement. The right to change prices, specifications and equipment at any time without notice is reserved.*

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