

Newest and Smartest
Under the Sun!



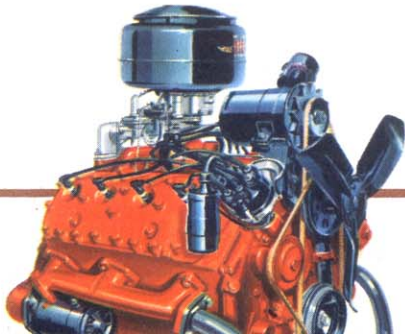
The NEW FORD
Sunliner
for 1952

It's an OPEN

Ford leads the field again with this new convertible that's out front in smart, distinctive styling and advanced open car features. And concealed under its long, graceful hood is the only V-8 engine in the low-price field . . . now packing *more power* than ever before!



**It's powered with the brilliant
110-h.p. High-Compression
STRATO-STAR V-8**

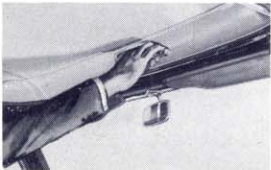


**THE SUNLINER . . .
A FORD CRESTLINE MODEL**

In the Ford Sunliner, you have the most powerful convertible in the low-price field. It's smooth, V-8 power, too. And, at extra cost, you can have either FORDOMATIC

DRIVE—the finest, most versatile automatic drive ever built . . . or FORD OVERDRIVE—with its automatic "fourth gear" that saves you up to 15% on fuel!

car and a **SNUG** car...the sma



NEW lever-action latch holds top securely to windshield for greater protection against weather. Better leverage makes unlocking or locking of top quick and sure.



NEW electric motor operated top is controlled by a switch conveniently located below instrument panel. A pull—top's UP . . . a push—top's DOWN . . . all in a matter of seconds.

TOP SECRET! New modern design top keeps its smooth, sleek, glove-tight appearance, come rain or shine!

The Sunliner's new motor-driven top will retain its built-in beauty—even in windy or wet weather. Top-flutter is out . . . wrinkles you'll never find. And when tucked away on a sunny day . . . top actually disappears from sight! New operating linkage and side rails make possible this neat trick of concealment!

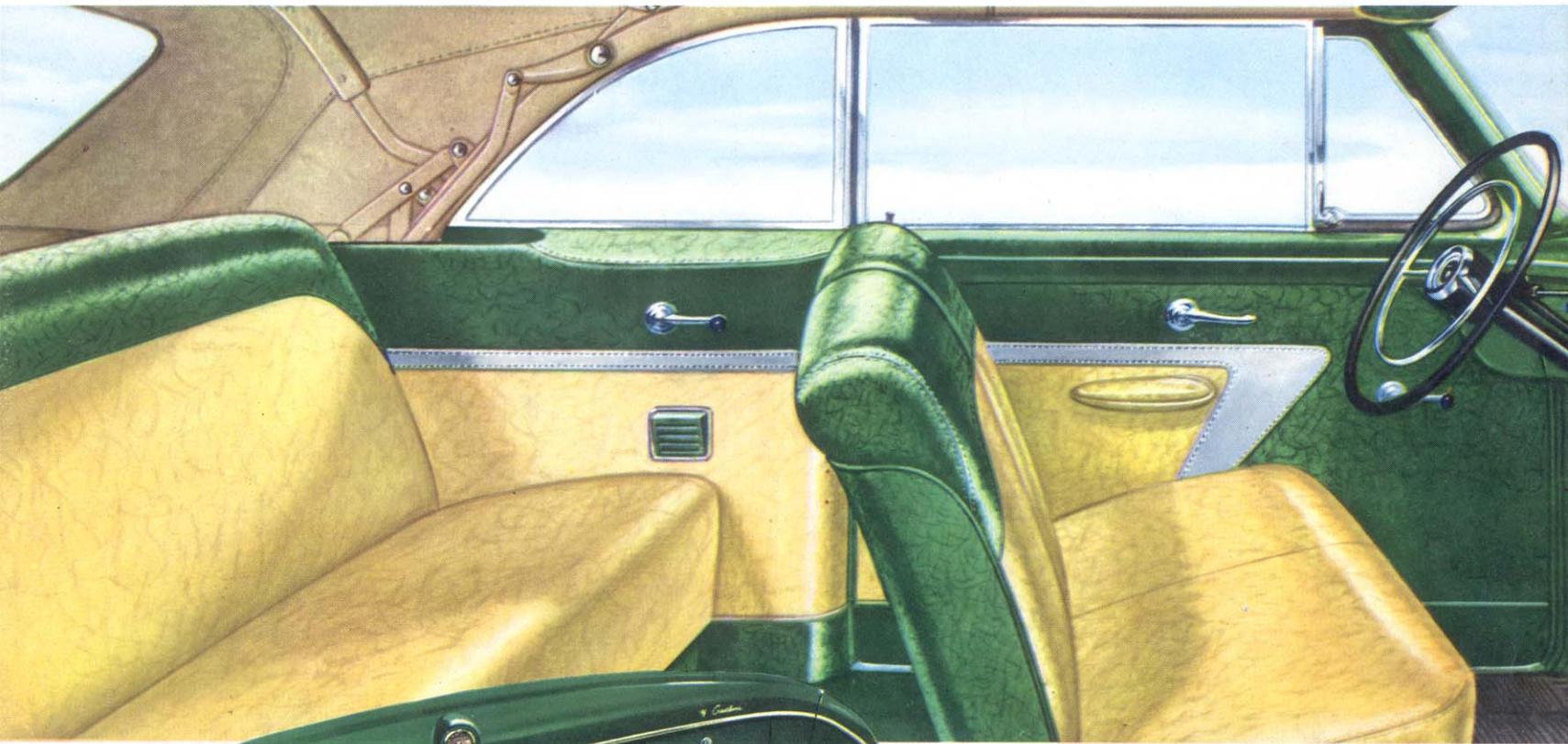


ZIP OUT! The car-wide rear section of the Sunliner's new Breezeway top is removable for those sunny days and warm nights. Section including window can be taken out in seconds!



ZIP IN! And the Sunliner's extra-large rear window provides plenty of visibility in back, and at the same time, you're protected from rain and cold. Slide fastener helps top keep its smooth, tight appearance.

rt new **FORD** Sunliner

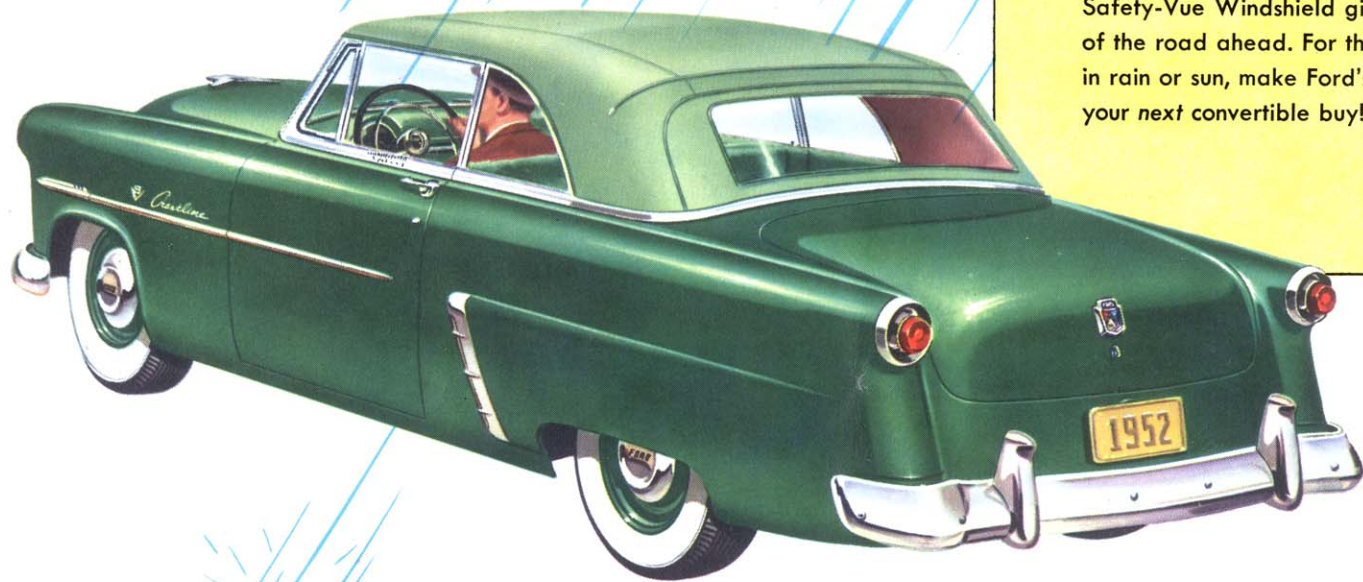


MODERN NEW "LIVING QUARTERS" MATCH THE SUNLINER'S SMART EXTERIOR STYLING!

From its flowing Flight-Style Control Panel, with easy-on-the-eyes instrument cluster, to its foam-rubber cushioned front and rear seats, the Sunliner has that high fashion and deep-down comfort that distinguish all 1952 Fords. Too, you have your choice of *four* smart new two-tone leather and vinyl upholstery combinations, color-keyed to *twelve* specially selected body colors.

and SHUT case...

Here's your best convertible buy!



For '52, Ford's Sunliner makes news with a new Coachcraft Body and a new electric motor driven top—both weather-sealed to keep comfort *in* and cold and dampness *out!* Exclusive Automatic Ride Control blots out bumps. New extra-large one-piece Curva-Lite Safety-Vue Windshield gives you a better view of the road ahead. For the *most* fun in rain or sun, make Ford's new Sunliner your *next* convertible buy!

THE COMPLETELY

—NEW 1952 FORD

Sunliner

SUNLINER COLOR AND UPHOLSTERY COMBINATIONS

		Light Blue Leather and Dark Blue Vinyl with No. 1 or 3 Top*			
		Ivory Leather and Green Vinyl with No. 1, 3 or 4 Top*			
		Tan Leather and Mahogany Vinyl with No. 1 or 3 Top*			
		Red Leather and Black Vinyl with No. 1, 2 or 3 Top*			
RAVEN BLACK		●	●	●	
WOODSMOKE GRAY		●			●
SHERIDAN BLUE		●			●
ALPINE BLUE		●			●
SHANNON GREEN METALLIC				●	
MEADOWBROOK GREEN				●	
GLEN MIST GREEN				●	
HAWAIIAN BRONZE			●		
SANDPIPER TAN		●	●		
CARNIVAL RED METALLIC		●			
SUNGATE IVORY		●	●	●	●
CORAL FLAME RED		●			

*No. 1 Top—black with black binding; No. 2 Top—black with red binding;
No. 3 Top—gray-tan with gray-tan binding;
No. 4 Top—green with dark green binding

NEW 1952 FORD SUNLINER

SPECIFICATIONS

STRATO-STAR V-8 ENGINE: 110-brake horsepower @ 3800 rpm; 32.5 taxable hp.; L-head, 90°-vee type; 7.2 to 1 compression ratio; 3.19 in. bore x 3.75 in. stroke; 239.4 cu. in. displacement; power-contoured combustion chambers; precision-molded, superior alloy crankshaft; Super-Fitted aluminum alloy pistons; free-turning valves; precision-molded, high-alloy cast steel exhaust valves; high grade steel intake valves; high-lift, precision-molded alloy camshaft with laminated composition timing gear; Equa-Flo cooling; positive-action thermostats; pressure-type radiator cap; full-pressure lubrication; by-pass type oil filter (at extra cost); directed-flow crankcase ventilation. Full-Flo fuel pump*; dual down-draft carburetor; manual choke; dry type air cleaner;** Automatic Power Pilot; Waterproof Ignition.

SEMI-CENTRIFUGAL CLUTCH (with Conventional and Overdrive transmissions): dry, single-plate type; 9.5 in. outside diameter; new Power-Pivot pedal and linkage.

CONVENTIONAL DRIVE: selective gear type, 3 speeds forward, one reverse; all gears helical type.

OVERDRIVE (optional at extra cost): selective gear type transmission with one reverse and three forward speeds combined with a planetary gear train which provides an automatic fourth speed gear (ratio 0.70 to 1).

FORDOMATIC DRIVE (optional at extra cost): torque converter type with automatic planetary gear train. 5-position, Safety-Sequence Drive Selector on steering column.

INDEPENDENT FRONT WHEEL SUSPENSION: swinging link type with tailored-to-model Hydra-Coil Springs; tubular double-acting Viscous Control Shock Absorbers; one-piece, rubber-mounted stabilizer.

VARIABLE-RATE REAR SPRING SUSPENSION: 7-leaf, semi-elliptic springs, longitudinally mounted; rubber bushings at shackles and brackets; impregnated inserts between tips of upper leaves; tension type shackles; tubular, double-acting, diagonally-mounted, Viscous Control Shock Absorbers.

REAR AXLE: semi-floating type; hypoid gears. Ratios: with Conventional Drive—3.90 to 1 standard, 4.10 to 1 also

* Special fuel and vacuum pump unit, optional at extra cost, is factory-installed on all cars sold in states requiring vacuum booster windshield wiper operation and on all cars equipped with Overdrive or Fordomatic Drive.

** Oil bath type air cleaner, optional at extra cost, is factory-installed on all cars for delivery in dust areas.

available; with Overdrive—4.10 to 1 standard, 3.15, 3.31 or 3.90 to 1 also available; with Fordomatic—3.31 to 1 standard, 3.54 to 1 also available.

DOUBLE-SEAL HYDRAULIC BRAKES: new Power-Pivot pedal actuation of 4-wheel duo-servo type brakes; more effectively double-sealed rear brakes. 173.5 sq. in. lining area. Easier-action hand brake.

EASIER STEERING: symmetrical linkage with spring-loaded ball-stud in steering cross link; 18.2 to 1 gear ratio; 26.3 to 1 over-all steering ratio; 18 in. diameter steering wheel.

WHEELS AND TIRES: 6.70 x 15 4-ply tires on 5" rims standard with Conventional or Overdrive transmission; 7.10 x 15 4-ply tires on 5" rims with Fordomatic.

EXTERIOR DIMENSIONS: 115" wheelbase; 58" front and 56" rear treads; over-all width, 73.9"; over-all length, 197.8".

INSTRUMENTS AND CONTROLS: Flight-Style Control Panel with illuminated bezels around starter-ignition switch and around control knobs for windshield wipers, main light switch, controls for ventilating air ducts, interior light switch, cigarette lighter and choke control. Indirectly lighted instrument cluster with rheostat illumination control. Parking brake T-handle and top control switch on lower left edge of panel; head lamp beam control switch on toe board; new hood latch and safety catch operated from front by separate levers.

STANDARD EQUIPMENT: ash tray and locking type parcel compartment in instrument panel; dual windshield wipers; twin horns with weatherproof mounting; rear view mirror on windshield upper molding; integral foot rest in rear compartment; two sun visors; full-circle horn ring; interior light under instrument panel operated by automatic door switches in addition to manual control; arm rest on each front door; ash trays at sides of rear seat; cigarette lighter; stem-wound clock; rich carpeting on rear compartment floor; ribbed rubber mat on front compartment floor; two robe cords; 17-gallon fuel tank; Center-Fill Fueling.

Fordomatic Drive, Overdrive, heater, radio and white sidewall tires (if available) optional at extra cost. The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of the Ford Motor Company, whose policy is one of continuous improvement, reserves the right, however, to discontinue models at any time, or change specifications, design, or prices without notice and without incurring obligation.

FORD Division of FORD MOTOR COMPANY