

You'll Fare Best With '62 Ford Taxis... Quality-Built To Be More Service-Free



1962 Ford Taxicabs



PRESENTING 2 GREAT NEW FORD TAXIS FOR '62



The new-size
'62 Fairlane
with 115.5-inch wheelbase

BOTH QUALITY-BUILT TO...

Save More...

The 1962 Ford Taxis are deliberately designed and quality-built to bring you bigger savings all along the line—in first cost, running costs and upkeep. For example, you save right from the start when you choose Ford's new-size Fairlane, priced lower than any full-size taxi in America—even under many compacts. You get more fine-car luxury and greater value in Ford's new Galaxie Mainliner at special fleet savings. You'll continue to save more as you drive, too, with either the economy-proved Mileage Maker Six or the thrifty, new Fairlane Six that logs more profit-making miles on every gallon of regular gas. And no cab in the business saves on upkeep like the '62 Fords. Their growing list of service-saving features now includes new 6,000-mile oil change and minor lube interval, new 30,000-mile fuel filter, new two-year or 30,000-mile engine coolant-antifreeze, 30,000 miles between major lubrications, longer-lived, fully aluminized muffler, rust-resistant body and durable Diamond Lustre Enamel.

Fare Better...

Count on Ford, too, to give you *more* taxicab features that make the big difference in customer satisfaction and profit per mile. You get Ford's "built-for-people" design, with extra inches of comfort all around for fares and driver alike . . . attractive, long-wearing standard interiors or exceptionally durable optional interiors custom-tailored to taxi duty . . . comfort-height Posture-Perfect seats set at just the right posture angle . . . foam-padded front seat cushion . . . big Easy-Entrance rear doors with Automatic Door-man assist springs that help in opening and closing . . . Ford-pioneered Lifeguard design . . . convenient, new lighted trunk with "vacation-volume" luggage space . . . precision-control steering, Wide-Tread stability . . . soft, quiet, Comfort-Controlled ride with more effective, sound-shielding insulation, as well as built-in protection against "squat" and "dive" . . . plus a whole host of special taxi-tailored, heavy-duty options that keep your Ford cab on the go earning bigger profits for you.



The full-size
'62 Galaxie Mainliner
with 119-inch wheelbase

FORD'S ALL-NEW '62 FAIRLANE TAXICAB



The First Taxi To Put Economy First

Begin with all of Ford's great taxicab advantages—built-for-people comfort, more service-free operation, and round-the-clock reliability—then put economy *first* and *foremost*. Here you have the formula for a new kind of Ford taxi that stretches your dollars further than any cab in the business—the '62 Ford Fairlane . . . a name both familiar and famous. But only the name is the same. In every other respect it's completely new for '62 . . . new in size, design, performance and price.

With a trim, new unitized body, the '62 Fairlane is sized right between the big ones and the compacts. This newest of Fords is *big* in the way it performs, rides and comforts passengers . . . *compactlike* in the easy way it parks, handles and saves.

Starting below and continuing through page 7, you'll see how this completely new idea in taxicab design and performance will bring you bigger savings, higher profits . . . mile after mile, day after day.

BULK GOES OUT!



TRIM, NEW DESIGN OUTSIDE

Free of excess "automotive fat" and those extra inches of steel that make cabs hard to handle and expensive to run—just 197 inches long over-all.



ROOMY, BIG-SIZED INSIDE

Roomier and bigger on the inside than most cars on the road today, thanks to its space-saving, space-making unitized body.



BIG-CAR RIDE, COMPACT HANDLING

Generous inches of wheelbase and tread width, yet far fewer inches and pounds to maneuver—big-car stability with compact-car agility.

SAVINGS ROLL IN!

SAVINGS IN PRICE

Priced hundreds less than the Fords that used to bear its name, priced under all the full-sized cabs—even under many of the compacts!

SAVINGS IN RUNNING COSTS

Brings you a thrifty, thrusty new Six that delivers extra miles on every gallon of gas . . . plus the world's first economy V-8.

SAVINGS IN UPKEEP

Leads the industry in reducing profit-robbing routine maintenance to a minimum, with all of Ford's famous service-saving features.

'62 FAIRLANE TAXICAB IS DESIGNED TO CUT YOUR OPERAT

BONUS GAS MILEAGE. With trimmer exterior dimensions, less dead weight and new gas-saving Six, the new Fairlane cab with big-car room and comfort logs more profit-making miles than full-sized cabs on every gallon of gas.

30,000-MILE CHASSIS LUBES. All major chassis components are good for 30,000 miles between lube jobs. Includes suspension and steering systems, front wheel bearings, U-joints. Minor lubes each 6,000 miles.

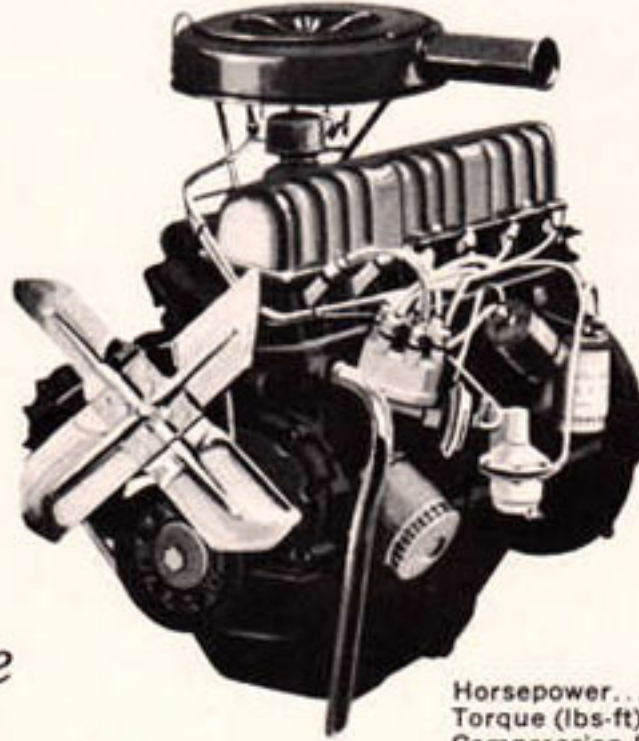
NEW 6,000-MILE OIL CHANGE. Thousands of tiny fibers in Fairlane's Full-Flow oil filter screen out dirt so effectively, you'll now go 6,000 miles between oil changes—2,000 miles farther than most other-make cabs.

NEW 30,000-MILE COOLANT. New factory-installed coolant with permanent antifreeze protects your cooling system the year-round and requires change only at 30,000 miles or 2 years, whichever comes first.

NEW FAIRLANE SIX

...dependable performer that puts economy first in taxi service

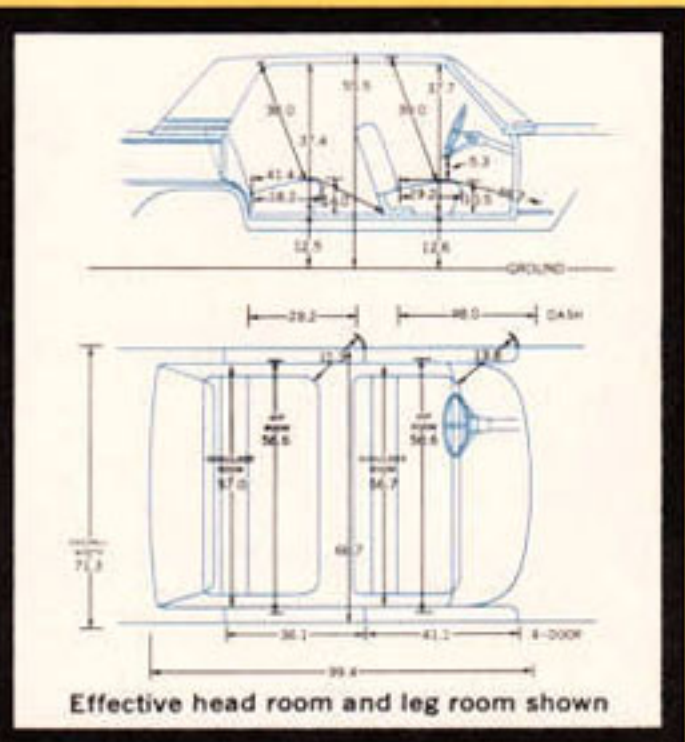
Count on record-low running costs when you select the new 101-hp Fairlane Six to power your '62 Fairlane fleet. Extra thrifty on fuel, this new, high-efficiency Six delivers more miles per gallon than big-displacement Sixes used in most cabs today. It packs plenty of muscle and stamina, too, enough to meet the most demanding taxi operations. Included in its



Horsepower.....101 @ 4400 rpm
Torque (lbs-ft).....156 @ 2400 rpm
Compression Ratio.....8.7 to 1
Bore & Stroke (inches)..3.50 x 2.94

long list of advanced engine features are short-stroke design, wedge-type combustion chambers, unit-design single-barrel carburetor, water-jacketed carburetor spacer, high-capacity 30,000-mile fuel filter, 6,000-mile oil filter, super-fitted pistons . . . and a host of others . . . that add up to smoother, more economical power and long-lived dependability.

'62 FAIRLANE TAXICAB IS BUILT TO BOOST YOUR PROFITS



You'll find most of Fairlane's BIG dimensions on the *inside*, where it counts. The fact is, Ford's new '62 Fairlane Taxicab has more extra inches of comfort than most cars on the road today. Posture-Perfect seats are high off the floor (10½" front, 14" rear) and seat backs are set at the ideal 23-degree angle for maximum seating comfort. Front seat cushion is padded with 1¼" urethane foam. Fairlane upholstery fabrics have a quality and richness shared only by higher priced cars. They offer high resistance to fade and soiling, are easy to clean,

and nylon-reinforced for extra toughness and long-wearing durability. Standard Fairlane interior, available in blue, gray, green or red, features Block-Stripe patterned upholstery cloth trimmed in hard-wearing, leather-grained vinyl. You may also choose from three exceptionally durable heavy-duty taxi interiors in beige, green or red all-vinyl. Instrument panel controls are conveniently grouped for driver. Dimensional sketches above show Fairlane's generous interior dimensions . . . you'll find full-sized room for both driver and fares,

ING COSTS WITH ALL THESE STANDARD SAVINGS FEATURES

SELF-ADJUSTING BRAKES. Fairlane's standard brakes adjust themselves automatically, when needed, each time the driver applies brakes as car is backing up. No need to have brakes adjusted for the life of the linings.

LONG-LIFE MUFFLER. Fairlane's muffler is fully aluminized for extra long life—normally lasts up to three times longer than uncoated mufflers used in past years. New improved outer wrapping keeps it looking new longer, too.

RUST-RESISTANT BODY. All main underbody members are galvanized to resist rust and corrosion. Other important underbody areas, such as inside quarter panels and splash surfaces are also specially treated.

NO-WAX DIAMOND LUSTRE ENAMEL. Fairlane's Diamond Lustre Enamel keeps its deep-down brilliance with just routine washing and removal of any corrosive substances with a good grade of polish—it never needs waxing.

STANDARD FAIRLANE SIX FEATURES



FREE-TURN VALVES

All valves are free to rotate to promote better cleaning and seating, minimize warpage and sticking, and distribute wear more evenly for smoother, quieter operation and longer valve life.



UNIT-DESIGN CARBURETOR

Unit-design, single-barrel carburetor meters fuel closely during both moderate and rapid acceleration for greatest economy. Features adjustable-stroke accelerator pump and manual choke.



MANUAL 3-SPEED

Designed for smoother operation. New clutch interlock device prevents gear clash when shifting into low or reverse. Forged bronze synchronizers provide quiet, easy, quick shifting. (Overdrive also available with V-8 only.)



FORDOMATIC DRIVE

A natural "automatic" for taxi service, economical 2-speed Fordomatic features new smoother, vacuum-controlled shifting and greater freedom from service. Available with both Fairlane engines.



SHORT STROKE DESIGN

Short, efficient, 2.94-inch stroke keeps internal wear and frictional horsepower loss to a minimum. This means more power from less gas and longer engine life.



ELECTRONICALLY BALANCED

Before installation, every Fairlane Six (as well as V-8) is electronically balanced to eliminate vibration periods and provide quieter, smoother operation and longer engine life.

**AND FOR EXTRA POWER . . .
ALL-NEW FAIRLANE V-8**

Cab operators favoring snappier performance *plus* higher resale value will be pleasantly surprised with the thrust and thrift delivered by Fairlane's new lightweight 145-hp V-8. The product of new Ford-pioneered foundry techniques, it brings you all the advantages of lighter weight metals—more power per pound, more miles per gallon—along with the strength and durability that only cast iron provides.

WITH ALL THESE CUSTOMER-WINNING FEATURES



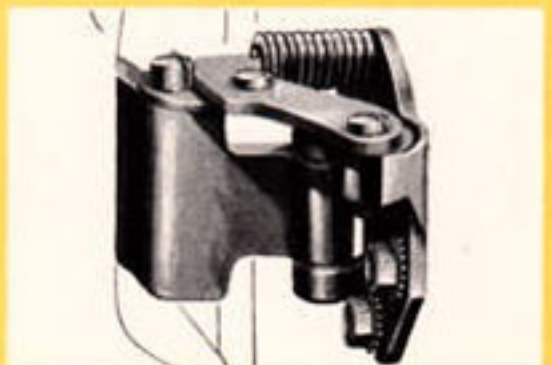
EASY-ENTRANCE REAR DOORS

Fairlane's high, wide door openings are easy for your fares to enter and leave. Special assist springs also help them swing doors open and closed.



POSTURE-PERFECT SEATS

Seat backs are set at 23-degree posture angle, scientifically designed for restful, comfortable seating. Foam-cushioned front seat reduces driving fatigue.



AUTOMATIC REAR DOORMAN

Special assist springs help open and close rear doors with minimum effort. In addition, these lower hinge springs obligingly hold doors in full-open position as passengers enter and leave.

NEW PARALLEL ACTION WIPERS

New Parallel Action single-speed electric wipers provide constant-speed wiping and leave no unswept center section as with "clap-hands" wipers. Clean a big 760-sq. in. area for more complete, safer visibility.



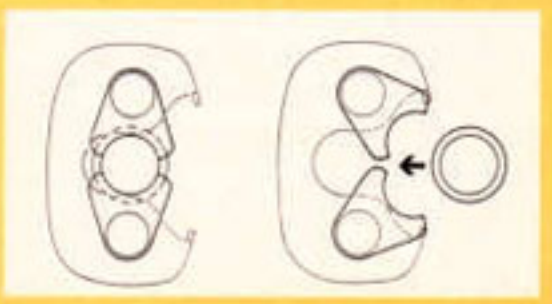
BIG, LIGHTED TRUNK

Big 29-cu. ft. trunk offers more luggage space than most full-sized cabs. Night-lighted for faster, easier loading and unloading. Thick floor mat protects customer's luggage from damage.



NEW DOUBLE-YOKE DOOR LOCKS

Remarkably simple in design, Fairlane's quiet-latching, double-yoke door locks grip doors with tenacious strength, hold them solidly closed, reduce possibility of doors opening in event of collision.

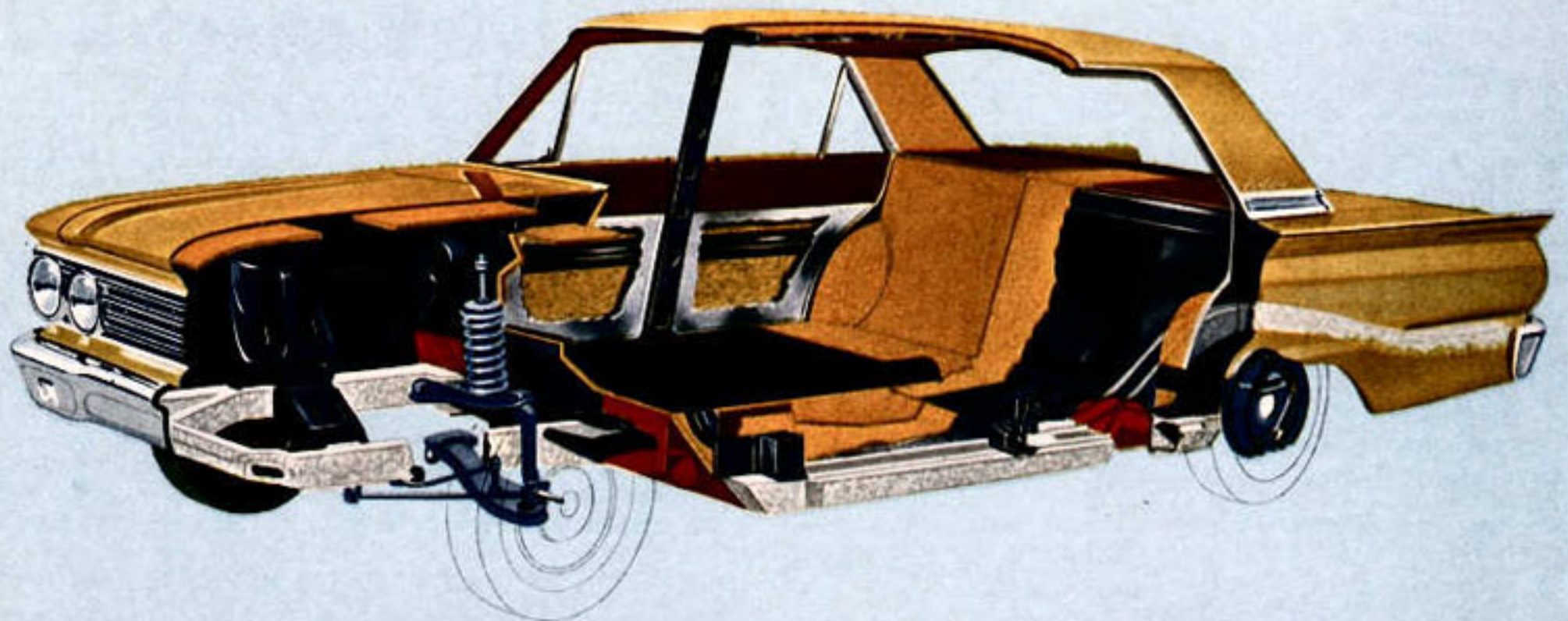


TRIM, NEW UNITIZED BODY

Quiet, Comfortable and Solidly Built to Keep Your Meter Running Longer

Never before have so much pure structural strength, quietness, comfort and durability been designed into a taxicab body. It begins with the way Fairlane's body and frame are solidly unitized with tight, precise welds that can never loosen, squeak or rattle . . . the way roof, walls, floor and high stress areas are reinforced with sturdy box-section rails and gusset supports . . . the way Fairlane's unique body torque boxes are combined with thick blankets of sound-deadening materials surrounding the passenger compartment to seal out road noises and soak up

vibrations. Although trimmer on the outside, Fairlane's unitized body provides full-sized roominess inside. Seats are scientifically postured for maximum comfort. Easy-to-enter rear doors swing open and closed with little effort, and latch quietly and solidly with new double-yoke safety latches. Ford's special processing protects vital body parts against destructive rust. In these and many other ways listed below, you'll find the '62 Fairlane Taxicab is engineered with the kind of toughness, durability, and fare-pleasing features that keep your meter running longer.



HIGHLIGHTS

NEW TORQUE BOXES (shown in red) help isolate passenger compartment from the rest of the car for a smoother, quieter ride. Strategically located at the four corners of the underbody, these unique boxlike structures use torsion (or twisting) action to intercept and soak up road noise, vibration and harshness, before these annoyances can be transferred from road through wheels to car.

BODY INSULATION MATERIALS (in yellow) are liberally applied throughout the body to form a barrier against noise, heat and cold. Thick blankets of fiberglass or equivalent materials cover the cowl, dash and roof panels. Inside metal surfaces of doors, hood and deck lid are sprayed with heavy sound-absorbent mastic. Layers of waffle felt, amberlite and jute insulate the floor pan. Finally, after special body sealers and weather stripping are applied, every Ford cab is water-spray tested as a check on body quality.

RUST-RESISTANT BODY is carefully treated to stay new looking longer. Rocker panels and main underbody members (shown in light gray) are galvanized to resist rust and corrosion. Other important underbody surfaces, such as inside quarter panels and wheel splash areas, are also specially coated for further protection against rust. All bright trim is processed for extended life. Hub covers are of rust-resistant stainless steel.

DOUBLE-YOKE SAFETY DOOR LOCKS are quiet-latching and give high impact resistance to pull-apart forces for greater passenger safety.

COWL-AIRE VENTILATION supplies a high volume of clean, fresh air through intake at base of windshield . . . keeps it freer of dust, dirt and fumes for greater driving comfort.

SPACIOUS LIGHTED LUGGAGE COMPARTMENT offers 29 cubic feet of trunk space. Light from the taillights illuminates trunk for easier night loading. Spare tire stows forward, allowing more usable trunk space. Floor is covered with thick mat to protect passenger's luggage. Counter-balanced deck lid for easy opening and closing.

SOLID, ONE-PIECE BUMPERS are attached to underbody structure by brackets that reduce transfer of impact shock to body. Of deep design with slanted surface, they also minimize possibility of bumper overriding.

DOUBLE-PANELED HOOD has greater strength and rigidity for alignment retention, dependable operation. Convenient outside latch release.

SAFETY-REINFORCED ROOF PANEL is supported at center by a double-hat cross brace welded to the sturdy box-section side rails for greater strength and safety.

ANTI-SQUAT, ANTI-DIVE SUSPENSION greatly reduces start-up "squat" and quick-stop "dive." Front coil springs are mounted on upper control arms to cushion up-and-down wheel movements. Tilted, swept-back design of control arms lets wheels move up and back to "step over" bumps. Special stabilizer link connecting lower arms helps control sway for easier, safer handling. Ball joints are packed with special 30,000-mile lubricant retained by full-life seals. Double-acting shock absorbers are internally mounted and feature rebound cut-off. Long, 55-inch leaf springs in the rear are purposely mounted off-center on the axle to reduce "dive" and "squat." Compression-type shackles give springs "variable rate" characteristics, allowing them to adjust to road and load conditions. Special spring-tip liners prevent "squeak" and help

dampen springing action. Angle-mounted, double-acting shock absorbers effectively control rear wheel bounce and jounce.

PRECISION-CONTROL STEERING gives driver better feel of the road, makes parking and standstill turning easier. Special flexible coupling in the steering shaft cushions road shock and vibration for smoother, easier steering.

SELF-ADJUSTING STANDARD BRAKES keep themselves adjusted automatically, as needed, when brakes are applied with the car moving in reverse.

PRECISION-BALANCED, SINGLE-SECTION DRIVESHAFT is designed for maximum smoothness and long life. Superior to the 2-section "elbow-bend" driveshaft used on some other taxis, which can transmit vibrations to the passenger compartment. Universal joints require lubrication only every 30,000 miles.

DEEP-OFFSET HYPOID REAR AXLE is designed for quiet operation and long life. Deep-offset pinion mounting permits lower tunnel height for greater passenger comfort. Features permanently lubricated wheel bearings.

LONG-LIFE MANUAL TRANSMISSION is designed with new clutch interlock which prevents gear clash when shifting from neutral to low or reverse. Forged bronze synchronizers provide smooth, quiet shifts. Shot-peened, fine-pitch helical gears have high strength for long life.

LIFEGUARD DESIGN is built into every Ford cab. Standard safety equipment in Fairlane includes: deep-dish, 3-spoke steering wheel; shatter-resistant rearview mirror and double-yoke safety door locks. Padded visors, padded dash, and safety seat belts are optional.

FAIRLANE FACTORY-INSTALLED TAXI OPTIONS

TAILOR YOUR NEW FAIRLANE CAB TO FIT YOUR OPERATION

From this big selection of factory-installed options, you can equip your new Fairlane cab to meet your particular driving requirements. Many of the options listed on this page are designed specifically for taxi service. Some are heavy-duty units which add greatly to the durability and service life of your cab . . . keep it on the road earning bigger profits for you. Others are comfort and convenience items that aid both drivers and passengers, and mean extra value at trade-in time, too. Ask your Ford Dealer for complete details.

LOW-COST FAIRLANE TAXI PACKAGES

Described below are Fairlane Standard, Expanded and Auxiliary Taxi Packages available for 4-door models at low kit prices. They have been specifically set up to meet most taxi requirements and bring you substantial savings in your operation.

STANDARD TAXI PACKAGE

Standard cloth, or PAO beige, green or red all-vinyl upholstery and trim
 Heavy-duty brakes (bonded 185-sq. in. linings)
 14" wheels with 5" J rims and 7.00 x 14 4-ply rayon BSW tires
 Positive crankcase ventilation system with emission control
 Disposable cartridge-type Full-Flow oil filter
 Heavy-duty clutch and heavy-duty transmission (except Fordomatic)
 Heavy-duty front and rear seats, with cotton pads in cushions (or foam padding at extra cost)
 Heavy-duty front and rear springs with heavy-duty shock absorbers
 Steel speedometer gears for 3-speed manual or Fordomatic transmission (Six engine only)

EXPANDED TAXI PACKAGE

Standard Package plus rear arm rests, ash receptacle in front seat-back, and heavy-duty front and rear floor mats

AUXILIARY TAXI PACKAGE

(sold only when a Standard or Expanded Package is also ordered)
 40-amp. low cut-in generator or alternator
 4-door-operated dome light (with red warning light which tells when any door is opened)
 Roof light wiring (with hole in roof panel)
 Assist straps
 RH rear door metal pull handle
 Lubricator-fitted driveshaft
 Glove compartment loose (if desired). Door is installed

OTHER FAIRLANE OPTIONS

RPO—Monthly Schedule Items

- *MagicAire Heater-Ventilator-Defroster
- *PolarAire Conditioner
- *Tinted Glass (windshield only or all around)
- *Swift Sure Power Brakes
- *Master-Guide Power Steering (except 6-cyl. with manual trans.)
- *Backup Lights
- *Windshield Washer (foot operated)
- *2-Speed Electric Windshield Wipers (16" blades)
- *Heavy-Duty Battery (54-plate, 55 amp-hr)
- *Radio—Push Button
- *14" Wheels and Tires
- *Full Stainless Steel Wheel Covers
- *221-Cubic-Inch V-8 Engine
- *Fordomatic Transmission
- *Overdrive Transmission (V-8 only)
- *Safety Package "A"—Padded Instrument Panel and Cushioned Sun Visors
- *Two Tone Paint

PAO—Pre-Approved Items

- Beige, Green or Red All-Vinyl Upholstery and Trim
- 4-Door-Operated Dome Light (with red warning light which tells when any door is opened)

- Assist Straps
- Metal Pull Handle, Rear Door
- *Full-View Outside-Mounted Mirror (for fleets)
- Extra-Cooling Radiator
- Generator Option—40-amp. HD Low Cut-In
- Alternator Options—40-amp. or 60-amp. HD Pancake Type with Built-In Silicon Rectifier
- Positive Crankcase Ventilation System with Emission Control (with HD clutch)
- Heavy-Duty Clutch and Heavy-Duty 3-Speed Manual Transmission (Six engine only)
- Steel Speedometer Gears for 3-Speed Manual or Fordomatic Transmission (Six engine only)
- Ash Receptacle in Front Seat-Back
- Padded Instrument Panel
- Wiring (and hole in roof) for Taxi Roof Light

DSO—Special Order Items

- *Visored Spotlight-Mirror
- *Inside Non-Glare Mirror
- *Hand Throttle, Locking-Type
- *Glove Compartment Light
- Special Map Light
- Generator Options—40-amp. Standard Type; Heavy-Duty 50-amp. Low Cut-In on V-8 or 60-amp. (see chart)
- Alternator Options—60-amp. HD Standard Type; Extra-Heavy-Duty 60- or 100-amp. with Built-In Silicon Rectifier

Dealer Installed Items

- Safety Seat Belts
- Spare Tire Lock
- Cigarette Lighter
- Plus many other customary accessories

**Also dealer installed*

Explanation of Terms

RPO—Regular Production Option. Equipment advertised nationally and available without delay in production.

PAO—Pre-Approved Option. Equipment generally used only by fleet and commercial accounts. Slight delays possible.

DSO—Domestic Special Order. Specific procurement, with time necessary to fill order.



HEAVY-DUTY SEATS AND UPHOLSTERY. Heavy-duty seats with extra-heavy-gauge springs in cushions and backs plus thick cotton padding in cushions (foam padding extra-cost option). Also available is long-wearing, all-vinyl upholstery in beige, green or red.



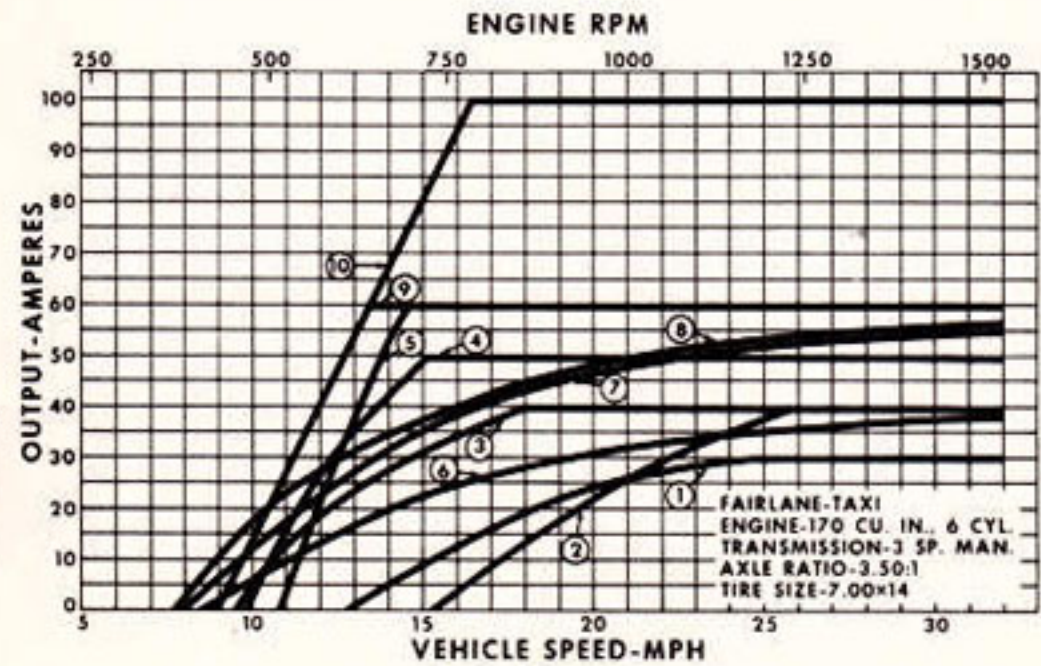
HEAVY-DUTY BRAKES. Designed for extra-long wear in rugged, stop-and-go taxi service. Feature specially bonded linings with big 185-sq. in. lining area. Grooved drums keep brakes cooler, fight fade, and provide more uniform braking. Nonself-adjusting design.



HEAVY-DUTY 10-INCH CLUTCH. Features sturdier construction designed to stand up far longer under round-the-clock taxi service. Has extra-thick facings, higher-capacity pressure plate springs. Ball-type release bearing is fitted for pressure lubrication.



HEAVY-DUTY SUSPENSION. Heavier gauge front coil springs, extra-capacity rear leaf springs, and specially calibrated shock absorbers provide a huskier suspension system, designed to last longer in taxi service, and let you handle big passenger loads with greater ease.



GENERATOR AND ALTERNATOR OPTIONS

GENERATORS	ALTERNATORS*
<ul style="list-style-type: none"> ① 30-amp. standard type ② 40-amp. standard type ③ 40-amp. heavy-duty, low cut-in ④ 50-amp. heavy-duty (low cut-in on 8-cyl.) ⑤ 60-amp. heavy-duty 	<ul style="list-style-type: none"> ⑥ 40-amp. type ⑦ 60-amp. heavy-duty pancake type ⑧ 60-amp. heavy-duty standard type ⑨ 60-amp. extra-heavy-duty ⑩ 100-amp. extra-heavy-duty <p style="text-align: center;"><small>*All are low cut-in design and have internal rectifiers</small></p>

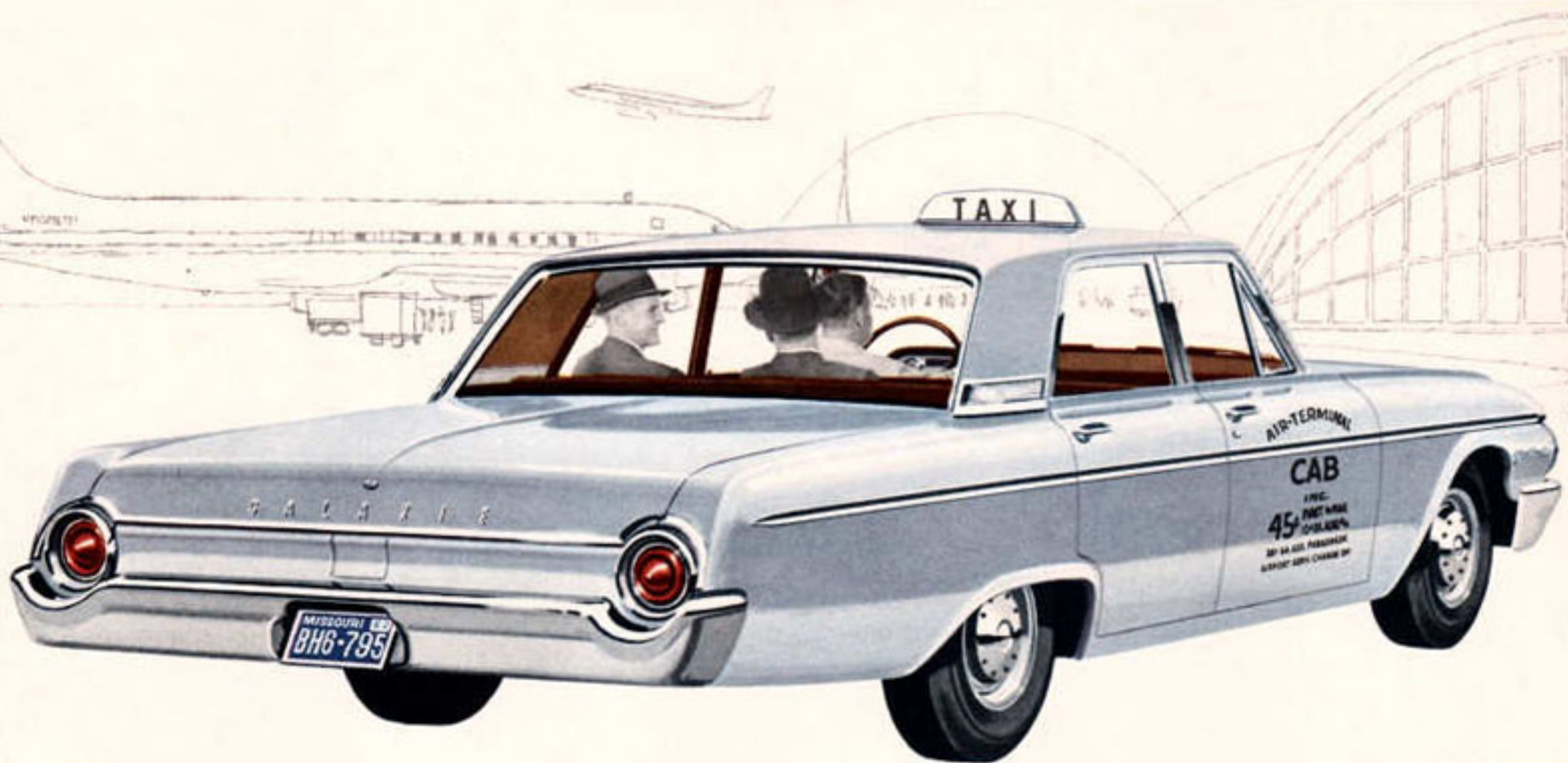
'62 GALAXIE MAINLINER TAXICAB...

GOES 30,000 MILES BETWEEN MAJOR CHASSIS LUBRICATIONS. Includes suspension and steering systems, front wheel bearings, and universal joints. Also goes 6,000 miles between minor lubrications.

GOES 6,000 MILES BETWEEN OIL CHANGES. Super-screening action of Ford's Full-Flow oil filter lets you go 6,000 miles between oil changes—or 2,000 miles farther than most other-make cabs.

GOES 30,000 MILES BETWEEN COOLANT CHANGES. New Ford developed coolant gives you antifreeze protection the year-round. Requires change only at 30,000 miles or 2 years, whichever comes first.

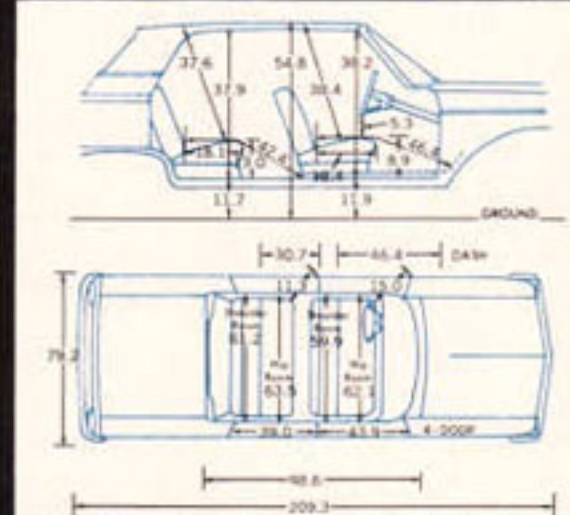
ADJUSTS ITS OWN BRAKES. Ford's big 212-sq. in. standard brakes adjust themselves automatically when applied as cab is moving in reverse. You'll never be bothered with brake adjustment for the life of the linings.



Brings you luxury-car room, comfort and style at special fleet savings

Ford's new Galaxie Mainliner Taxicab for '62 puts quality where it counts, economy where it pays, to bring you all the fine-car room, comfort and style of Ford's luxury Galaxie—at special fleet savings. You get extra-big comfort dimensions in Galaxie's spacious, inviting interior. Driver and passengers ride restfully on Posture-Perfect seats trimmed with highly durable upholstery fabrics designed to take abuse and keep their youth. Standard

interior comes in blue, gray or green, and features attractive chair-stripe patterned cloth seat coverings with harmonizing vinyl trim. For exceptionally long-wearing durability inside, you can select one of Ford's optional taxi-duty interiors available in beige, green or red all-vinyl. Driver will find all instrument panel controls conveniently grouped, identified and lighted. Sketches below show you Galaxie's extra-generous interior measurements.



PLUS ALL THESE SATISFYING QUALITY FEATURES



EASY-TO-ENTER, WIDE-OPENING REAR DOORS

Big, wide-swinging doors let your fares step in and out easily and gracefully. In addition, Ford's Automatic Doorman assist springs help them open and close the rear doors.

NEW LIGHTED LUGGAGE COMPARTMENT

New lighted trunk with big 5-foot-wide opening allows easier, faster loading, day or night. Spare-tire stows forward permitting more usable space for luggage.



LIFEGUARD DOOR LOCKS

Ford-pioneered Lifeguard Double-Grip door locks provide high resistance to pull-apart forces, guard against doors swinging open in event of collision.

WIDE-CONTOURED FRAME

Ford's husky, wide-contoured frame protects driver and passengers in the event of side impact because frame rails are outside passenger compartment.



MORE SERVICE-FREE THAN EVER BEFORE

ADJUSTS ITS OWN VALVES. New mechanical valve adjusters on Ford's Mileage Maker Six adjust valves automatically for smoother, quieter engine operation, less downtime and lower maintenance costs.

GUARDS ITS OWN MUFFLER. Ford's fully aluminized muffler with short integral tailpipe is designed for extra-long life—normally lasts up to three times longer than uncoated steel mufflers used in past years.

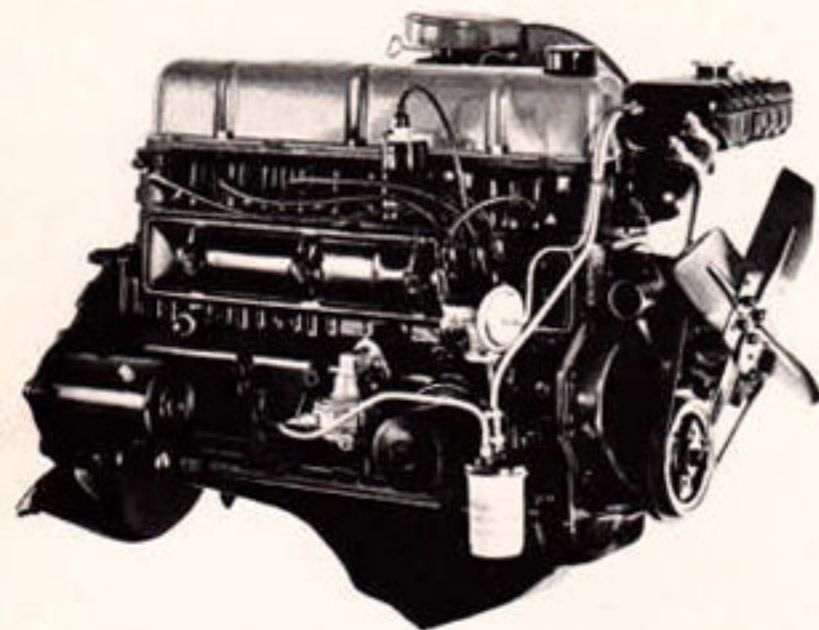
PROTECTS ITS OWN BODY. Rocker panels are galvanized to resist rust and corrosion. Other important underbody areas, such as inside quarter panels and the wheel splash surfaces, are also specially treated.

PROTECTS ITS OWN FINISH. Just wash and remove any corrosive substances with a good grade of polish, and Ford's hard-gloss Diamond Lustre Enamel will glisten like new—it never needs waxing.

FORD MILEAGE MAKER SIX

America's most experienced taxicab engine—renowned for top economy and dependability

With billions of experienced miles in hard-going taxi service, Ford's Mileage Maker Six is a top choice for economical operation and dependable performance. Continually improved for ever-increasing efficiency and reliability, Mileage Maker for '62 features new self-adjusting valves providing smoother, quieter, more carefree operation; new 6,000-mile oil change interval and new 30,000-mile coolant; and huskier cross-flow radiator redesigned for longer life. In addition, you get Mileage Maker's modern short-stroke design that's low on friction, long on wear. High-turbulence wedge-type combustion chambers provide more efficient and complete combustion. Free-turn exhaust and intake valves (exclusive in Ford's field) reduce wear, minimize warping and sticking. These and many other quality features bring you day-in, day-out savings and top satisfaction.



Horsepower.....138 @ 4200 rpm
Torque (lbs-ft).....203 @ 2200 rpm
Compression Ratio.....8.4 to 1
Bore & Stroke (inches).....3.62 x 3.60

STANDARD FEATURES

SELF-ADJUSTING VALVES

New mechanical-type valve adjusters automatically compensate for expansion and wear in the valve train, keep valves adjusted for more stable engine idling and smoother, quieter, more service-free operation. Six only.



UNIT-DESIGN CARBURETOR

Designed to give economy and power in the low speed ranges, where most cabs operate. Features adjustable-stroke accelerator pump and fuel-conserving manual choke. Optional Full-Economy carburetor also available for taxi service.

A FORD TRANSMISSION FOR EVERY TAXI OPERATION



MANUAL 3-SPEED

Redesigned for smoother operation. New clutch interlock prevents partial engagements and gear chipping when shifting from neutral to low or reverse. Features forged bronze synchronizers for easy, fast shifting.



THRIFTY OVERDRIVE

Saves on gas, engine wear and noise. Automatic 4th gear allows 30% less engine rpm's than conventional 3rd gear. Handy push-pull knob on instrument panel locks Overdrive in or out. Available with either Six or V-8 engine.

FORDOMATIC DRIVE

Well suited for all automatic taxi driving, economical 2-speed Fordomatic features new vacuum-controlled throttle valve and new pre-set bands for smoother shifting and greater freedom from maintenance.

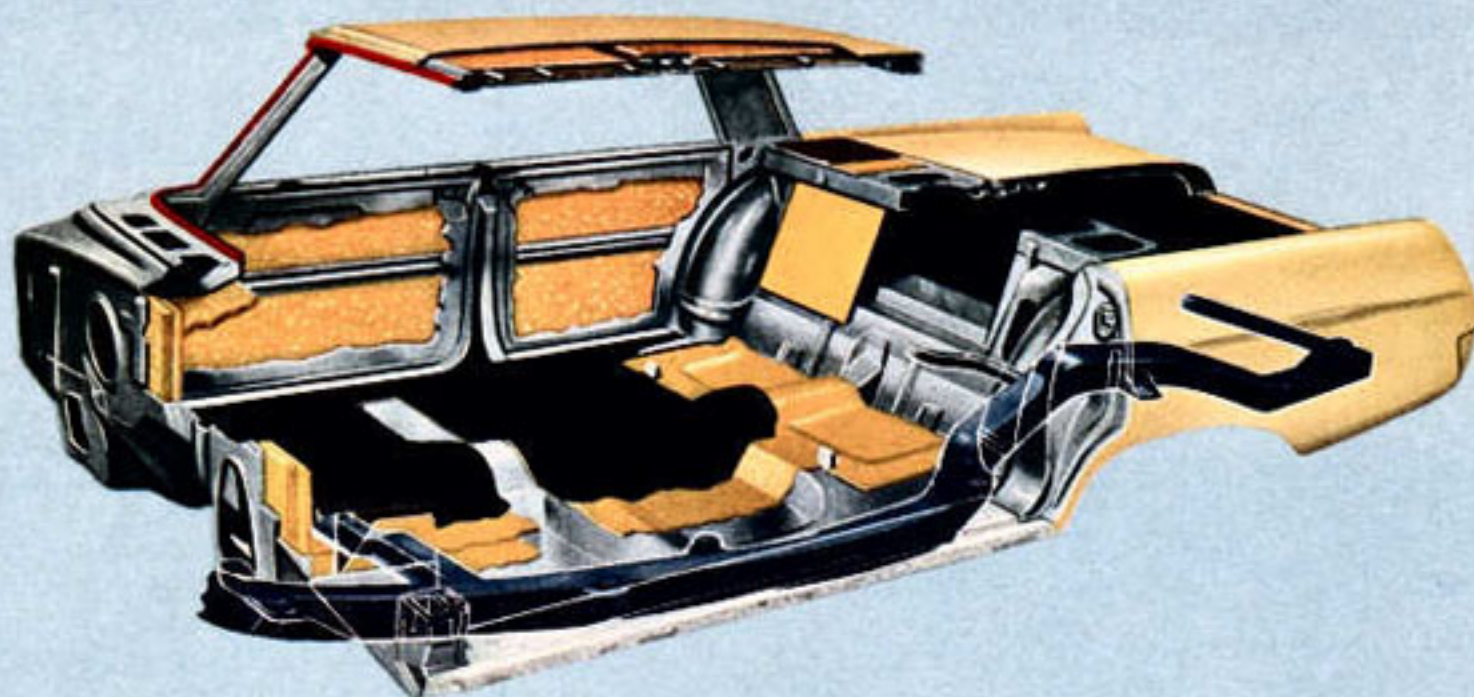


170-HP THUNDERBIRD V-8

Many taxicab operators find that Ford's low-cost 170-hp Thunderbird V-8 pays for itself in terms of better performance, longer life and greater value at trade-in time. You'll get short-stroke design, free-turning valves, wedge-type combustion chambers, high-velocity 2-barrel carburetor with automatic choke... and a long list of other features... bringing you smoother, longer-lived V-8 power and outstanding fuel economy on regular gas.

STRONG, QUIETER BODY... HUSKY, LONGER-LIVED CHASSIS

Broad-shouldered ruggedness you can depend on



The 1962 Galaxie Mainliner is the toughest, brawniest Ford cab ever . . . ready to serve you better and operate for less right around the clock. Improvements throughout the body and chassis contribute to longer lasting durability, more service-free operation and greater passenger comfort. Higher quality insulating materials surrounding the passenger compartment help quiet the ride. As in the past, all vital underbody parts are specially processed to guard

against rust. Down in the chassis, the frame has been "retuned" for greater flexibility to reduce vibrations and road harshness. Brake linings are thicker, wear longer. Ford's 30,000-mile chassis lube period now covers such major components as driveshaft and front wheel bearings, in addition to steering and suspension systems. Ford's standard manual transmission has been redesigned for longer life and smoother operation.



COMFORT-CONTROLLED RIDE

Ford's Swept-Back Ball-Joint front suspension "steps over" bumps . . . long, soft-acting rear springs level the ride, automatically adjust to road and load. Wide-Tread design combined with 119" wheelbase gives better stability and control in cornering.



STRADDLE-MOUNTED DRIVE PINION

Ford is the only taxi in its field with a straddle-mounted rear axle drive pinion (bearings on both sides of the pinion gear), providing better gear tooth alignment, quieter operation, and longer life. Deep-offset design permits low, narrow tunnel for more foot room in the rear.



SELF-ADJUSTING BRAKES

Ford's big 212-sq. in. standard brake linings are of higher quality in '62 for longer life. Automatic mechanical adjusters at each wheel keep brakes properly adjusted for the life of the linings—a Ford first in taxi service. Grooved drums are cooler running, help fight fade.

BODY HIGHLIGHTS

COMFORT-CONDITIONED BODY. The passenger compartment is literally surrounded with scientifically developed, high quality insulation and sound-deadening materials for a quieter, more comfortable ride. Special body sealers and weather stripping are also used to seal out water, cold and heat. As a check on body insulation quality, every 1962 Ford cab is completely water-spray tested.

RUST-RESISTANT BODY. Protects itself against rust, stays new looking longer. For example, rocker panels are galvanized. Vital underbody surfaces, including wheel-splash areas, are specially coated with rust inhibitor. Anodized aluminum and stainless steel finishes on the body exterior are also processed for long life.

POSTURE-PERFECT SEATS. Scientifically designed with seat backs set at ideal 23-degree posture angle to keep passengers relaxed and rested. Foam-padded front seat rides on 12 steel balls for smooth, easy adjustment.

SILENT-GRIP BODY MOUNTS. A total of 18 live-rubber body mounts are strategically placed between body and frame to insulate the passenger compartment from road harshness and vibrations. You'll find Ford uses nearly twice as many of these body "cushions" as its nearest competitor, resulting in a quieter, more comfortable ride.

WIDE-CONTOURED FRAME. Encircles all passengers with a heavy girder of steel for greater safety. Redesigned and "retuned" in '62 to allow greater flexibility, resulting in a smoother, more luxurious ride.

PRECISION-BALANCED SINGLE-SECTION DRIVE-SHAFT. Ford's solid, single-section driveshaft is designed to give smoother operation and longer life than 2-section "elbow bend" driveshafts used on some other cabs. Lubrication interval is 30,000 miles for more service-free driving.

SWEPT-BACK BALL-JOINT FRONT SUSPENSION. Lower suspension arms are swept back 20° and attached to the frame with special rubber bushings to allow wheels to move up and back and literally "step over" bumps. V-8 models are equipped with a special link-type ride stabilizer that automatically controls front end sway. Double-acting shock absorbers, located within the coil springs, provide more completely controlled springing action.

ANTI-DIVE, ANTI-SQUAT LEVELIZED REAR SUSPENSION. Soft-acting 60-inch leaf springs in the rear are mounted asymmetrically to the axle (with a shorter spring section in front of the axle, a longer section at the rear), to

DIAMOND LUSTRE ENAMEL. Ford's Diamond Lustre Enamel, baked on in high temperature ovens, is the finest finish available on any car today. It keeps its showroom sheen with just routine washing and removal of any corrosive substances with a good grade of polish—it never needs waxing.

SAFETY-REINFORCED ROOF PANEL. A special safety-girder cross brace is used to give extra strength and reinforcement to the roof panel. This sturdy double-hat cross brace is welded directly to the box-section side rails for high strength, rigidity, and safety.

SOLID, ONE-PIECE BUMPERS. Afford greater protection than 3-piece bumpers used on many other cabs. Brackets attaching bumper and frame are designed to reduce transfer of impact shock to body and frame. Deep design with slanted surface minimizes possibility of bumper overridding.

NEW LIGHTED TRUNK. Ford's big "vacation volume" trunk features new lighting from taillights for easier loading at night. Opening is 60" wide. Forward-stowed spare tire lets you take full advantage of the big 28-cu. ft. storage space. Compartment is fully lined to protect passenger's luggage. Counterbalanced deck lid for easy opening and closing.

DOUBLE-PANELED HOOD. Sturdily constructed with inner and outer panels, minimizes hood "flutter" and vibration.

CHASSIS HIGHLIGHTS

provide built-in control against take-off "squat" and quick-stop "dive." Tension-type shackles give springs variable-rate characteristics, help them adjust automatically to road and load conditions. Forward spring "eyes" are mounted low on the frame rail to give better "on-course" steering stability. Double-acting shock absorbers are angle-mounted to provide maximum springing control and smoother over-all ride.

WIDE-TREAD DESIGN. Ford's road-hugging Wide-Tread Design gives you a full five feet (61" front, 60" rear) between tire treads . . . takes you through corners and curves with greater stability and control for a safer, more comfortable ride.

PRECISION-CONTROL STEERING. A big hit with drivers, Ford's precision-control steering teams up its smooth-acting recirculating-ball type steering gear with an extra-high, 30 to 1 steering ratio to give you outstanding steering ease and smoothness. Special flexible coupling designed into the steering shaft soaks up road harshness, intercepts vibrations before they reach the driver's hands.

SMOOTHER-OPERATING MANUAL TRANSMISSION. Ford's easy-acting 3-speed manual transmission has been refined in '62 to give smoother, quieter operation and longer

NEW BIGGER, ELECTRIC WINDSHIELD WIPERS. Ford's new single-speed electric windshield wipers with bigger, 15" blades clean 15.5% more glass area than last year. Electric motor provides constant wiping action that's unaffected by engine speed.

AUTOMATIC REAR DOORMAN. Special assist springs on lower hinges help swing rear doors open and closed for easier entrance and exit.

TWO-STAGE FRONT DOOR CHECKS. Hold front doors in either 1/2-open or full-open positions as driver enters and leaves the cab.

COWL-AIRE VENTILATION. Fresh air intake is located up near the base of the windshield, not down at the front of the car as on some cabs. Means less chance of dirt and exhaust fumes entering the passenger compartment for safer, more comfortable driving.

LIFEGUARD DESIGN. Standard equipment on every Galaxie Mainliner: deep-dish 3-spoke steering wheel affording driver greater protection in the event of impact; double-swivel shatter-resistant mirror which swings away when forcefully struck; and double-grip safety door locks designed for greater resistance to pull-apart forces and to help keep passengers inside in event of collision. Optional padded dash and visors and safety seat belts also available.

life. New clutch interlock eliminates gear clash and partial engagements when shifting from neutral to low or reverse. Larger, heavier shift rods for greater reliability.

HUSKIER CROSS-FLOW RADIATOR WITH NEW 30,000-MILE COOLANT. Strengthened seams and the incorporation of larger fins in '62 make Ford's cross-flow radiator huskier and longer-lived. Cross-flow design, with coolant flowing horizontally instead of vertically, allows a lower radiator that's better positioned in the fan air stream for more efficient cooling. New factory-installed coolant, which means normally no need to change permanent antifreeze for 30,000 miles or 2 years, whichever comes first.

LONG-LIFE ALUMINIZED MUFFLER. Ford's aluminized muffler normally lasts up to 3 times longer than uncoated steel mufflers used in past years. Newly improved outer wrapping in '62 will contribute to even longer life.

SOFT-TREAD TIRES AND WIDE-BASE RIMS. Ford's Soft-Tread tires feature a tread compound which gives a soft, quiet ride. Big 3 1/2-inch-wide safety rims help restrict tire "roll," contribute to better ride stability.

FACTORY-INSTALLED TAXI OPTIONS FOR GALAXIE MAINLINER

GALAXIE MAINLINER TAXI PACKAGES

Available at low kit prices, the combination packages listed below are designed to put extra durability, comfort and convenience into your new 1962 Galaxie Mainliner 4-door taxicab. You'll find these worthwhile options pay off in less downtime, less maintenance and bigger profits, not to mention their extra value at trade-in time.

STANDARD TAXI PACKAGE

Stripe-pattern gray, blue or green cloth with vinyl bolsters, or PAO beige, green or red all-vinyl upholstery and trim
 Heavy-duty brakes (bonded 234-sq. in. linings)
 Economy carburetor (Six engine with heavy-duty clutch or Fordomatic)
 Positive crankcase ventilation system with emission control
 Disposable cartridge-type Full-Flow oil filter
 Heavy-duty clutch—except automatic transmission
 Heavy-duty front and rear seats, with cotton pads in cushions (or foam padding at extra cost)
 Heavy-duty front and rear springs with heavy-duty shock absorbers
 Steel speedometer gears for conventional or Fordomatic transmission (Six engine only)

EXPANDED TAXI PACKAGE

Standard Package plus rear arm rests, ash receptacle in front seat-back, and heavy-duty front and rear floor mats

AUXILIARY TAXI PACKAGE

(sold only when a Standard or Expanded Package is also ordered)

40-amp. low cut-in generator or alternator

4-door-operated dome light (with red warning light which tells when any door is opened)
 Roof light wiring (with hole in roof panel)
 Assist straps
 RH rear door metal pull handle
 Lubricator-fitted driveshaft
 Glove compartment loose (if desired). Door is installed

OTHER OPTIONS

RPO—Monthly Schedule Items

- *MagicAire Heater-Ventilator-Defroster
- *Recirculating Heater and Defroster
- *SelectAire Conditioner and Heater-Defroster (V-8 only)
- *PolarAire Conditioner (V-8 only)
- Tinted Glass (windshield only or all around)
- *Swift Sure Power Brakes
- *Master-Guide Power Steering
- *Backup Lights
- *Electric Windshield Washer
- Electric Windshield Wipers, 2-speed
- *Heavy-Duty Batteries
- *Self-Regulating Electric Clock
- *Radio—Push Button
- *Full Stainless Steel Wheel Covers
- Power Front Seat
- 292-Cubic-Inch V-8 Engine
- Overdrive Transmission
- Fordomatic Transmission
- Cruise-O-Matic Transmission (292 V-8 only)
- Safety Package "A"—Padded Instrument Panel and Cushioned Sun Visors
- Two Tone Paint

PAO—Pre-Approved Items

- Beige, Green or Red All-Vinyl Upholstery
- 4-Door-Operated Dome Light (with red warning light which tells when any door is opened)
- Assist Straps
- Metal Pull Handle, Rear Door
- *Inside Non-Glare Mirror
- *Full-View Outside Mounted Mirror (for fleets)
- 15" Wheels and Tires

Extra-Cooling Radiator
 Heavy-Duty Fan
 Generator Option—40-amp. HD Low Cut-In
 Alternator Options—40-amp. or 60-amp. HD Pancake Type with Built-In Silicon Rectifier
 Positive Crankcase Ventilation System with Emission Control (with HD clutch and/or economy carburetor)
 Steel Speedometer Gears for Conventional or Fordomatic Transmission (Six engine only)
 Governor (Six only)
 Ash Receptacle in Front Seat-Back
 Wiring (and hole in roof) for Taxi Roof Light

DSO—Special Order Items

- *Visored Spotlight-Mirror
- *Trunk Lid Release (from driver's seat)
- Hand Throttle, Locking Type
- *Glove Compartment Light
- Special Map Light
- *PolarAire Conditioner (Six only)
- Generator Options—40-amp. Standard Type; Heavy-Duty 50-amp. Low Cut-In on V-8 or 60-amp. (see chart)
- Alternator Options—50-amp. HD Pancake, HD Std. or EHD Types with External Selenium Rectifier; 60-amp. HD Std. or EHD Types or 100-amp. EHD with Built-In Silicon Rectifier

Dealer Installed Items

Bumper Guards, Front and Rear
 Parking Brake Warning Light
 Deluxe Rear Antenna
 Plus many other customary accessories
**Also dealer installed*

Explanation of Terms

- RPO**—Regular Production Option. Equipment advertised nationally and available without delay in production.
- PAO**—Pre-Approved Option. Equipment generally used only by fleet and commercial accounts. Slight delays possible.
- DSO**—Domestic Special Order. Specific procurement, with time necessary to fill order.

HEAVY-DUTY SEATS AND UPHOLSTERY. Heavy-duty seats include heavier-gauge springs in cushions and backs plus thick cotton padding in cushions (foam padding extra-cost option). Long-wearing all-vinyl upholstery, another heavy-duty option, is available in beige, green or red.

ECONOMY CARBURETOR. Standard Mileage Maker Six carburetor, but with specially calibrated jets for increased fuel economy with little noticeable change in performance. Unless specified, the Mileage Maker Six will come equipped with standard carburetor.

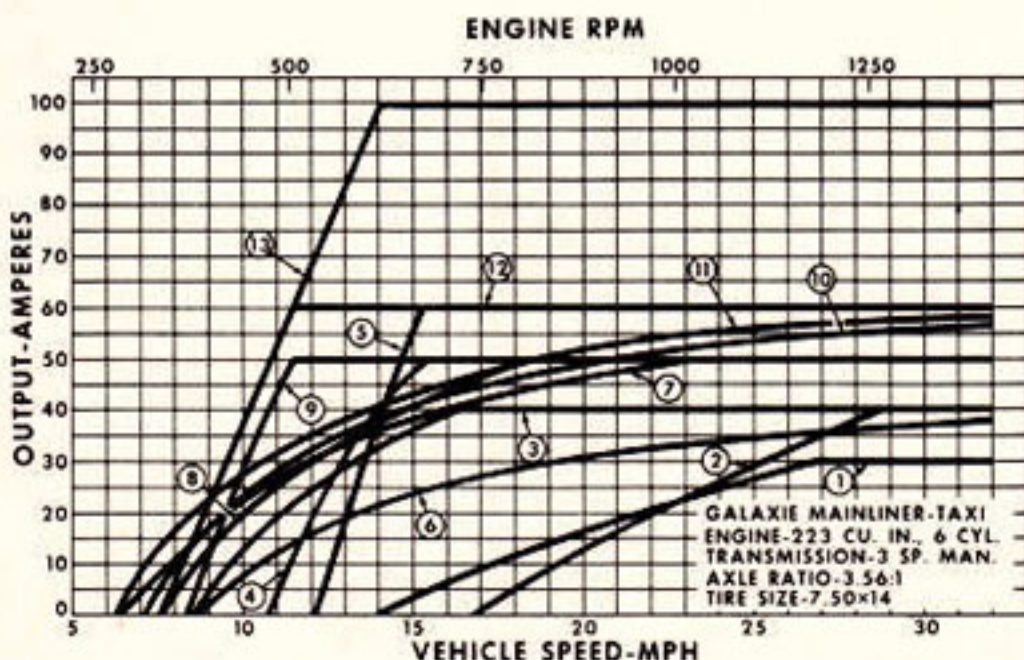
HEAVY-DUTY SUSPENSION. Heavier-gauge front coil springs, heavier lower front suspension arms and extra-capacity rear leaf springs combined with specially calibrated shock absorbers provide a longer-lived suspension system, and also let you carry big passenger loads.

HEAVY-DUTY BRAKES. Specially bonded 234-sq. in. linings are bigger, thicker, and have extra-long wearing qualities for rugged taxi service. Grooved drums provide increased cooling area, greater fade resistance and more uniform braking. Nonself-adjusting design.

HEAVY-DUTY 11-INCH CLUTCH. Big husky 11-inch clutch designed to stand up far longer in rugged, round-the-clock taxi service. Has thicker facings, higher-capacity springs and needle bearings in release lever fulcrum points. Ball-type release bearing is fitted for pressure lubrication.

HEAVY-DUTY, LUBE-FITTED DRIVESHAFT. Ford's heavy-duty, single-section driveshaft and universal joints are designed to handle heavier loads, wear longer and provide more trouble-free operation in severe taxi service. Universal joints have special fittings for pressure lubrication.

GENERATOR AND ALTERNATOR OPTIONS



GENERATORS	
<ul style="list-style-type: none"> ① 30-amp. standard type ② 40-amp. standard type ③ 40-amp. heavy-duty, low cut-in ④ 50-amp. heavy-duty (low cut-in on 8 cyl.) ⑤ 60-amp. heavy-duty 	<ul style="list-style-type: none"> ⑧ 50-amp. heavy-duty standard type—external rectifier ⑨ 50-amp. extra-heavy-duty—external rectifier ⑩ 60-amp. heavy-duty pancake type—internal rectifier ⑪ 60-amp. heavy-duty standard type—internal rectifier ⑫ 60-amp. extra-heavy-duty—internal rectifier ⑬ 100-amp. extra-heavy-duty—internal rectifier
ALTERNATORS*	
<ul style="list-style-type: none"> ⑥ 40-amp. type—internal rectifier ⑦ 50-amp. heavy-duty pancake type—external rectifier 	

**All are low cut-in design*

1962 FORD TAXICAB SPECIFICATIONS

FAIRLANE

EXTERIORS: Choice of 12 Diamond Lustre finishes: Raven Black, Corinthian White, Rangoon Red, Silver Gray, Baffin Blue, Viking Blue, Oxford Blue, Silver Moss, Ming Green, Sandshell Beige, Fieldstone Tan, and Tucson Yellow. Two Tones also available, ask your Ford Dealer for details.

INTERIORS: Handsome, long-wearing interior combinations are available in blue, gray, green or red Black-Stripe pattern cloth with harmonizing leather-grained vinyl bolsters and trim. An exceptionally durable optional all-vinyl interior is also offered in beige, green or red. Floor covered in black vinyl-cured rubber. Optional heavy-duty front and rear floor mats available in Expanded Taxi Package.

SINGLE-UNIT BODY: Welded, integral body and frame for quietness and high strength-weight ratio. Special torque boxes are located at each corner of main underbody structure to absorb road shock, sound and vibration.

ENGINES: **101-hp Fairlane Six**—170-cu. in. displ.; 3.50" bore x 2.94" stroke; 8.7 to 1 comp. ratio; regular fuel; unit-design single-barrel carburetor; manual choke; oil capacity, with filter change, 4.5 qt.; single exhaust. **145-hp Fairlane V-8** (optional)—221-cu. in. displ.; 3.50" bore x 2.87" stroke; 8.7 to 1 comp. ratio; regular fuel; 2-barrel carburetor; automatic choke; oil capacity, with filter change, 5 qt.; Y-type single exhaust. Both Six and V-8 electronically balanced for extra smoothness.

ENGINE FEATURES: For greater economy and longer life, Fairlane engines have short-stroke, low-friction design; Wedge-Type combustion chambers; Free-Turning overhead intake and exhaust valves; hydraulic lifters for automatic valve adjustment on V-8, manually adjusted solid tappets on Six; integral cylinder head and 6-port intake manifold on Six; alternate intake and exhaust ports on V-8; water-jacketed carburetor spacer for fuel mixture heat control; 3-ring aluminum-alloy pistons with full-chromed top ring; precision-molded crankshaft with four main bearings; rotor-type oil pump; Super-Filter air cleaner with reusable dry-type element; high-capacity in-line 30,000-mile fuel filtering system; full-pressure lubrication system with Rotunda Full-Flow disposable-type oil filter; cooling system with 180° positive-action thermostat; new 30,000-mile or 2-year permanent antifreeze-coolant; 12-volt electrical system; weatherproof ignition with Static-Ban constant resistance wiring and air-cooled distributor points; self-cleaning 18-mm. Turbo-Action spark plugs; 30-amp. generator; 54-plate, 40 amp-hr battery; positive-engagement starter; fully aluminized muffler.

CLUTCH AND MANUAL TRANSMISSIONS: **Standard Clutch**—Semi-centrifugal design with full-weighted levers for more positive engagement. New clutch interlock device prevents gear clash when shifting from Neutral to Low or Reverse. Permanently lubricated ball-type throwout bearing. Lightweight aluminum housing. Easy-acting suspended pedal. Face diameter 8 1/2" with Six, 9 1/2" with V-8; total frictional area 68 sq. in. with Six, 85.2 sq. in. with V-8. **Optional Heavy-Duty Clutch**—10" diameter with extra-thick facings and 85.5 sq. in. frictional area for extra-long life; pressure lube fitting for ball-type release bearing; ball-bearing or bronze-bushing type pilot bearing; needle-roller bearings in release lever fulcrum points; higher-capacity pressure plate springs. **3-Speed Manual Transmission**—features shot-peened, fine-pitch helical gears for high strength and quietness, with forged bronze synchronizers for smooth operation. Anti-friction bearings throughout. Standard "H" shift pattern with lever on steering column. Gear ratios (to 1): std. Six—1st 3.29, 2nd 1.83, direct 1.00, reverse 4.46; opt. V-8—1st 2.78, 2nd 1.61, direct 1.00, reverse 3.38. **Overdrive** (optional, V-8 only)—Overdrive is above 3-speed (without clutch interlock device) plus automatic 4th gear that cuts in above 28 mph, cuts out below 22 mph (approx.). Downshift for passing by flooring accelerator. Lockout control on instrument panel. Gear ratios (to 1): 1st 2.80, 2nd 1.69, direct 1.00, Overdrive .70, reverse 3.80.

AUTOMATIC TRANSMISSION: **Fordomatic Drive** (optional, both engines)—Simplified design, lightweight cast-aluminum construction, minimum servicing. Torque converter in combination with planetary gear set; water-cooled. Vacuum-controlled throttle for smoother, more precisely coordinated-with-engine shifting and reduced maintenance requirements. Two forward speeds, one reverse. Gear ratios (to 1): both std. Six and opt. V-8—low 1.82, direct 1.00, reverse 1.72; converter (stall)—std. Six 2.14, opt. V-8 2.40. Selector lever and quadrant on instrument panel; sequence P-R-N-D-L. In "D" range Fordomatic gives brisk, smooth starts in low. Effective engine braking in "L" position.

REAR AXLE: Semi-floating type with offset hypoid gears. Straddle-mounted drive pinion with V-8 engine. Induction-hardened forged shafts with permanently lubricated wheel bearings. **Torque-Tailored Axle Ratios (to 1): 3-Speed Manual**—3.50 with std. Six (3.25 opt.), 3.25 with V-8 (3.50 opt.); **Overdrive** (V-8 only)—3.50; **Fordomatic Drive**—3.25 with std. Six (3.50 opt.); 3.00 with V-8 (3.25 opt.).

FRONT SUSPENSION: Angle-Poised Ball-Joint design with coil springs mounted on upper arms. Strut-stabilized lower arms. Ball joints packed with special 30,000-mile grease retained by full life seals. Built-in anti-dive control. Internally mounted double-acting hydraulic shock absorbers with rebound cutoff. Link-type, rubber-bushed ride stabilizer. Tapered roller wheel bearings greased for 30,000 miles. Heavy-duty suspension optional.

REAR SUSPENSION: Longitudinal, semi-elliptic leaf springs with rubber-bushed front eye and compression-type rear shackles, giving variable-rate characteristics for a softer, more leveled ride under all road and load conditions. Asymmetrical design with rear axle located forward from center of springs for anti-squat control on take-off. Rubber insulation at axle. Spring tip liners between all but top leaves—no lubrication required. Diagonally mounted double-acting shock absorbers. Heavy-duty suspension optional.

STEERING: Low-friction, recirculating-ball type steering gear for easy steering. Flexible steering shaft coupling dampens road shock, vibration. Anti-friction bearings throughout. Linkage system lubricated for 30,000 miles. Over-all steering ratio 27.6 to 1. Optional power steering ratio 25 to 1. Turning diameter 39.5 ft.

BRAKES: Self-adjusting hydraulic brakes of double-sealed, self-energizing design. Brakes adjust automatically when applied while car is moving backwards. Easy-operating suspended pedal. Dash-mounted master cylinder. Grooved 10-inch composite drums for maximum cooling. Total lining area 165 sq. in. Offset "T" handle parking brake at left of steering column. Optional heavy-duty brakes of nonself-adjusting design have 185-sq. in. bonded linings and specially grooved drums for extra-long life (requires 14" wheels and tires). Optional power brakes also available.

TIRES: 6.50 x 13 (7.00 x 13 with V-8) blackwall tubeless with Tyrex Rayon cord and Soft-Tread design for less road noise, smoother ride. Disc-type 13" wheels with 4 1/2" wide safety-type rims. Optional 14" wheels and tires also available.

DIMENSIONS: Wheelbase—115.5". Tread—front 57.0", rear 56.0". Curb weight (est.)—2-door 2811 lb., 4-door 2844 lb. For other dimensions, see illustrations on page 4.

GALAXIE MAINLINER

EXTERIORS: Same as Fairlane, see opposite column.

INTERIORS: Attractive, long-wearing interior combinations are available in blue, gray or green Chain-Stripe pattern cloth upholstery with harmonizing leather-grained vinyl bolsters and trim. Optional all-vinyl heavy-duty upholstery and trim is available in beige, green or red. Floor is covered with black rubber mats. Optional heavy-duty front and rear floor mats are available in Expanded Taxi Package.

ENGINES: **138-hp Mileage Maker Six** (standard)—223-cu. in. displ.; 3.62" bore x 3.60" stroke; 8.4 to 1 comp. ratio; regular fuel; single-venturi carburetor; manual choke; aluminized valves with mechanical automatic adjusters; precision-molded crankshaft with four main bearings; oil capacity, with filter change, 5 qt.; single exhaust. **170-hp Thunderbird 292 V-8** (optional)—292-cu. in. displ.; 3.75" bore x 3.30" stroke; 8.8 to 1 comp. ratio; regular fuel; 2-venturi carburetor; automatic choke; precision-molded crankshaft, copper-lead main (five) and con. rod bearings; oil capacity, with filter change, 6 qt.; Y-type single exhaust. Both engines electronically balanced for extra smoothness.

ENGINE FEATURES: For greater economy and longer life, Galaxie Mainliner engines have short-stroke, low-friction design; Deep-Block construction; Free-Turning overhead intake and exhaust valves; Super-Filter air cleaner with reusable element; high-capacity in-line 30,000-mile fuel filtering system; Rotunda Full-Flow disposable-type oil filter; Cross-Flow cooling system with separate top reserve tank and 180° Positive-Action thermostat; new 30,000-mile or 2-year permanent antifreeze-coolant; 12-volt electrical system; weatherproof ignition with Static-Ban constant resistance wiring and air-cooled distributor points; triple-seal 18-mm. Turbo-Action spark plugs; 30-amp. generator; 66-plate, 55 amp-hr battery; aluminized muffler with aluminized integral tailpipe mounted at rear of frame.

CLUTCH AND MANUAL TRANSMISSIONS: **Standard Clutch**—Semi-centrifugal design with full-weighted levers for more positive engagement. New clutch interlock device prevents gear clash when shifting from neutral to low or reverse. Suspended pedal linkage with adjustable over-center assist spring. Face diameter and total frictional area; 9 1/2"—85.22 sq. in. with Six, 10 1/2"—96.21 sq. in. with V-8. **Optional Heavy-Duty Clutch**—11" diameter with extra-thick facings and 113-sq. in. total frictional area for extra-long life; pressure lube fitting for ball-type release bearing; ball-bearing or bronze-bushing type pilot bearing; needle-roller bearings in release lever fulcrum points; higher-capacity pressure plate springs. **3-Speed Manual Transmission**—Features shot-peened helical gears for high strength and quietness; forged bronze synchronizers for smoother shifting. Tailored-to-engine gear ratios (to 1): Six—1st 3.20, 2nd 1.85, direct 1.00, rev. 3.88; 292 V-8—1st 2.78, 2nd 1.61, direct 1.00, rev. 3.38. **Overdrive** (optional)—Overdrive is same as above 3-speed (without clutch interlock) plus an automatic 4th gear that cuts in above 28 mph, cuts out below 21 mph (approx.). Downshift for passing by flooring accelerator. Lockout control on instrument panel. Gear ratios (to 1): both engines—1st 2.80, 2nd 1.69, direct 1.00, Overdrive .70, rev. 3.80.

AUTOMATIC TRANSMISSIONS (optional): Torque converter in combination with compound planetary gear set. Effective engine braking in "L" position; water-cooled. Selector lever on steering column, illuminated quadrant on instrument panel. **Fordomatic Drive**—features simplified design, lightweight cast-aluminum construction, minimum servicing. Two forward gear ratios, one reverse (to 1); low 1.75, direct 1.00, rev. 1.50; converter (stall) 2.6 with both engines. In "D" range gives brisk, smooth starts in low. New vacuum throttle provides smoother shifting, minimum servicing. Selector sequence P-R-N-D-L. **Cruise-O-Matic Drive** (optional with V-8 only)—features lightweight construction with cast-aluminum converter housing. Two selective drive ranges: "Drive" (green dot) starting in low for all normal driving, or alternate drive position (white dot) starting in intermediate for more sure-footed driving on slippery surfaces. Three forward gear ratios, one reverse (to 1); low 2.40, intermediate 1.47, direct 1.00, rev. 2.00; converter (stall) 2.1. Vacuum control throttle provides smoother shifting, minimum servicing. Selector sequence P-R-N-DRIVE-L.

REAR AXLE: Semi-floating type with deep-offset hypoid gears. Straddle-mounted drive pinion. **Torque-Tailored Axle Ratios (to 1): 3-Speed Manual**—3.56 with both engines (3.89 opt.). **Overdrive**—3.89 with both engines. **Fordomatic Drive**—3.56 with Six (3.00 opt.), 3.00 with V-8. **Cruise-O-Matic Drive**—3.00 (V-8 only).

WIDE-CONTOURED FRAME: Strong box-section design incorporating new refinements for greater flexibility, more luxurious ride. Five cross members. Side rails extend outside passenger area, for better foot room and increased side protection. Silent-Grip body mounts.

FRONT SUSPENSION: Swept-Back, Angle-Poised Ball-Joint type with wide-base coil springs for softer ride, easier steering. Ball joints packed with special 30,000-mile grease retained by full life seals. With V-8 models, front end has rubber-bushed ride stabilizer to control roll on turns. Internally mounted shock absorbers. Heavy-duty suspension optional.

REAR SUSPENSION: Asymmetrical, variable-rate design with rear axle located well forward from center of springs for anti-dive and anti-squat on braking and acceleration. Extra-long, gentle-rate, leaf-type springs with wide spring base provide a soft, stable, leveled ride. Tension-type shackles. Diagonally mounted shock absorbers. Heavy-duty suspension optional.

STEERING: Precision-control, low-friction recirculating-ball type steering gear with anti-friction bearings throughout plus high ratio for easier steering. Flexible coupling in steering shaft insulates steering wheel. Symmetrical linkage with nylon bearings in tie-rod and pitman arm pivots are packed with special 30,000-mile grease retained by full life seals. Over-all steering ratio 30 to 1; with power steering, 25 to 1. Turning diameter approx. 41 ft.

BRAKES: Self-adjusting hydraulic brakes of double-sealed, self-energizing design. Brakes adjust automatically when applied while car is moving backwards. Easy-operating suspended pedal. Dash-mounted master cylinder. Grooved 11-inch composite drums for maximum cooling. Total lining area is 212 sq. in. Optional heavy-duty brakes of nonself-adjusting design have 234-sq. in. bonded linings and specially grooved drums for extra-long life. Foot-operated parking brake with pullout release knob on instrument panel. Optional Swift Sure power brakes have special low pedal.

TIRES: 7.50 x 14 blackwall tubeless with Tyrex Rayon cord, Soft-Tread design, 5 1/2" safety-type rims.

DIMENSIONS: Wheelbase—119.0". Tread—front 61.0", rear 60.0". Curb weight (est.)—2-door 3782 lb., 4-door 3877 lb. For other dimensions, see illustrations on page 8.

PRICES: All Power Assists, Optional Equipment and Accessories as well as some of the items illustrated or referred to as optional or available in this catalog are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

Comparative information in this catalog was obtained from authoritative sources, but is not guaranteed. The specifications contained herein were in effect at the time this catalog was approved for printing. Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design without notice and without incurring obligation.



The Ford Quality Control system, a Ford first, results in products of highest quality. All manufactured parts pass rigid dimensional, laboratory and durability tests. Quality Control teams also select cars from each shift at every assembly plant for an exhaustive search for any deviation from strict engineering specifications.



PRODUCTS OF  MOTOR COMPANY