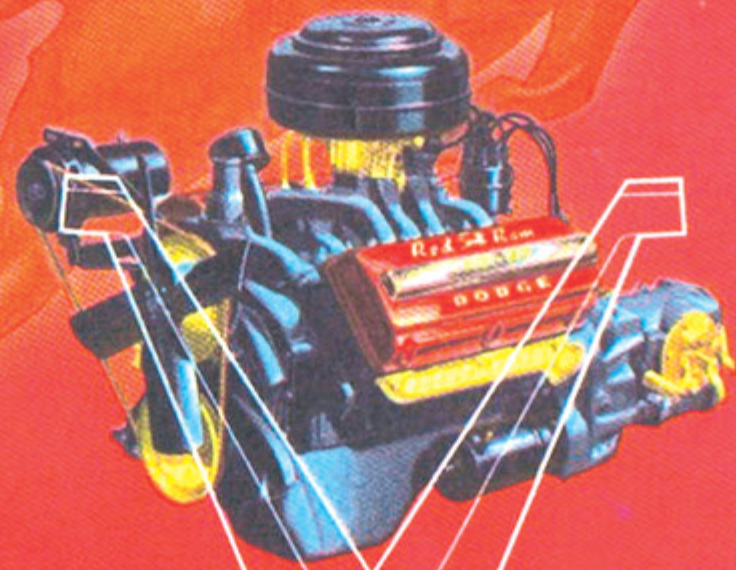


THE SENSATIONAL NEW

DODGE



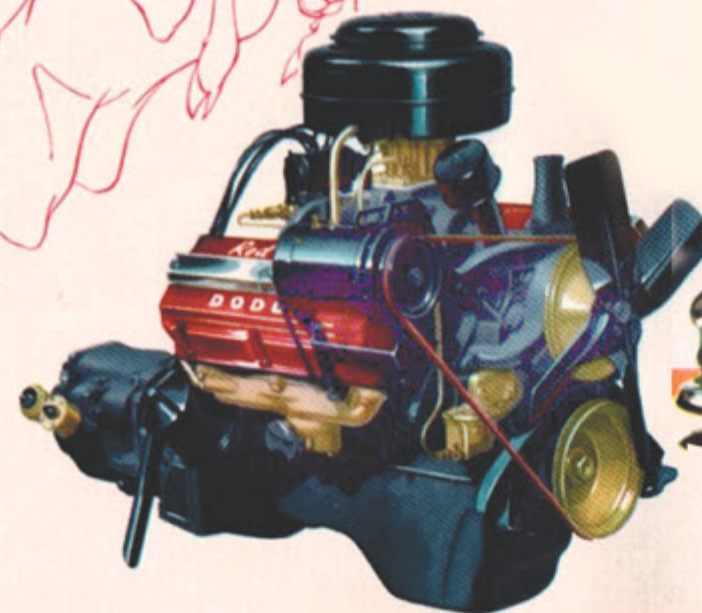
RED RAM

EIGHT

...AND TIME-TESTED "GET-AWAY" SIX ENGINES

The Most EFFICIENT Automobile Engine Design

in America!



'53 Dodge

New Dodge 140-HP **RED RAM V-EIGHT** Packs More Punch per Cubic Inch!

Dodge brings you the most efficient engine designed for *any* American passenger car! Yes, the sensational new Dodge Red Ram V-Eight packs more power punch per cubic inch of displacement than any other automobile engine in volume production—bar none!

Compact in size and light in weight, it delivers a full 140 horsepower—and on regular grade gasoline!

This means new and higher standards of engine performance. You get power to spare—with a magnificent reserve of acceleration that lets you drive with greater confidence, greater safety.

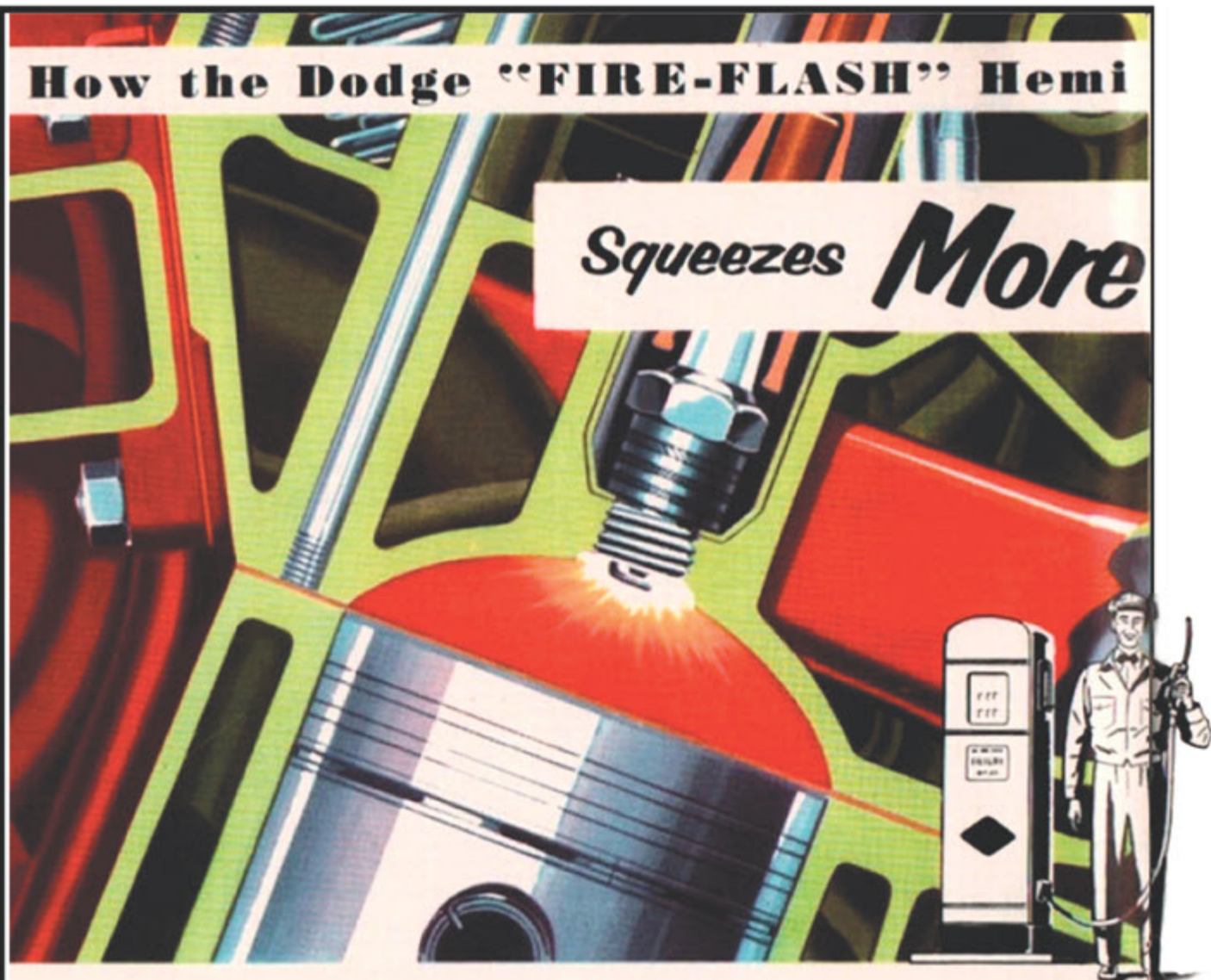
The secret of this amazing power output lies in the Red Ram V-Eight engine's advance design. It's the *only* engine in the medium-price field that gives you the triple power advantages of hemispherical combustion chamber . . . "square" short-stroke design . . . high-lift lateral valves. More fuel energy goes into *power*, less fuel energy is wasted in heat and friction!

These power design features have been known to engineers for years. They have been used in high-output aircraft engines . . . in high-performance racing cars . . . in expensive foreign cars . . . and recently, in a few higher-priced models of passenger cars built by Chrysler Corporation.

Now, Dodge brings you all the benefits of these advance design features—and in an automobile costing but very little more than the lowest priced cars! The sensational new Dodge Red Ram V-Eight gives advantages of power, pick-up and big-car performance never before available in a car of this price!

How the Dodge "FIRE-FLASH" Hemi

Squeezes **More**



Check These Thrilling
Advantages

of The New Dodge

Red Ram Engine



With one of the highest power-to-weight ratios of any car in America, you'll realize a thrilling new kind of *live-action* performance! There's breathtaking acceleration — instant response — and ample reserve power for greater driving safety.

spherical Combustion Chamber

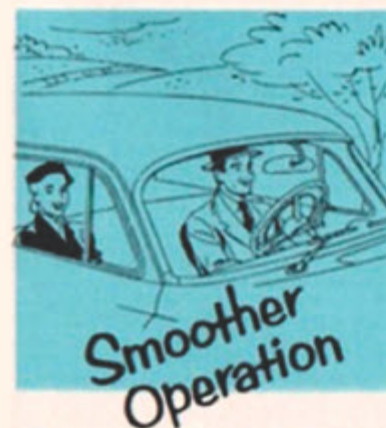
Power from Fuel!

Here's the "heart" of the Red Ram engine—the "Fire-Flash" hemispherical combustion chamber. It converts fuel into usable power with greater efficiency than any other combustion chamber design!

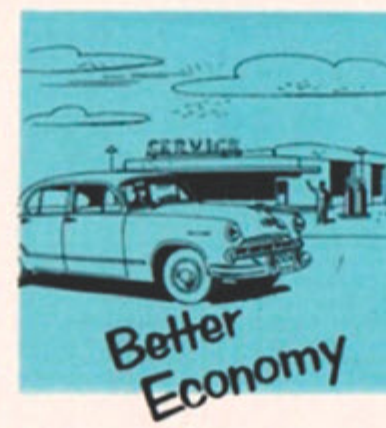
The principal reason for this is found in the compactness of the combustion chamber itself. Based on a simple geometrical fact—that a sphere is the smallest possible surface containing a given volume—the Dodge "Fire-Flash" hemispherical combustion chamber provides *less* combustion surface. It turns out more power because less energy is lost through heat waste!

It provides the ideal arrangement for the combustion process, too. The spark plug is located in the center of the combustion chamber. Flame travel from this centrally-located spark plug takes less time, and is evenly distributed throughout the chamber. This means *controlled* combustion, with more uniform pressure on the piston head. Result is smooth, even power thrust.

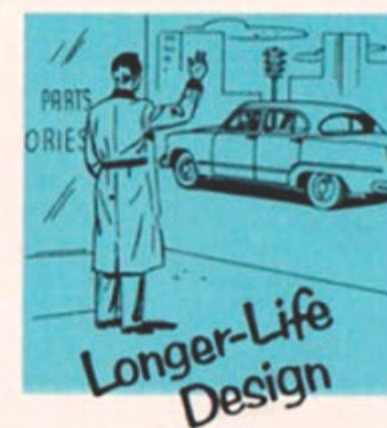
In fact, this "Fire-Flash" hemispherical combustion chamber is *so efficient* that it *does not* require premium fuel! The Red Ram engine delivers its amazing performance on regular grade gasoline, even with a high compression ratio of 7.1 to 1.



You'll be delighted with the smoothness and quiet operation of this Dodge Red Ram engine. On cross-country highway or in city traffic, engine noise and vibration have been reduced almost to the vanishing point. Driving is more relaxing and enjoyable.



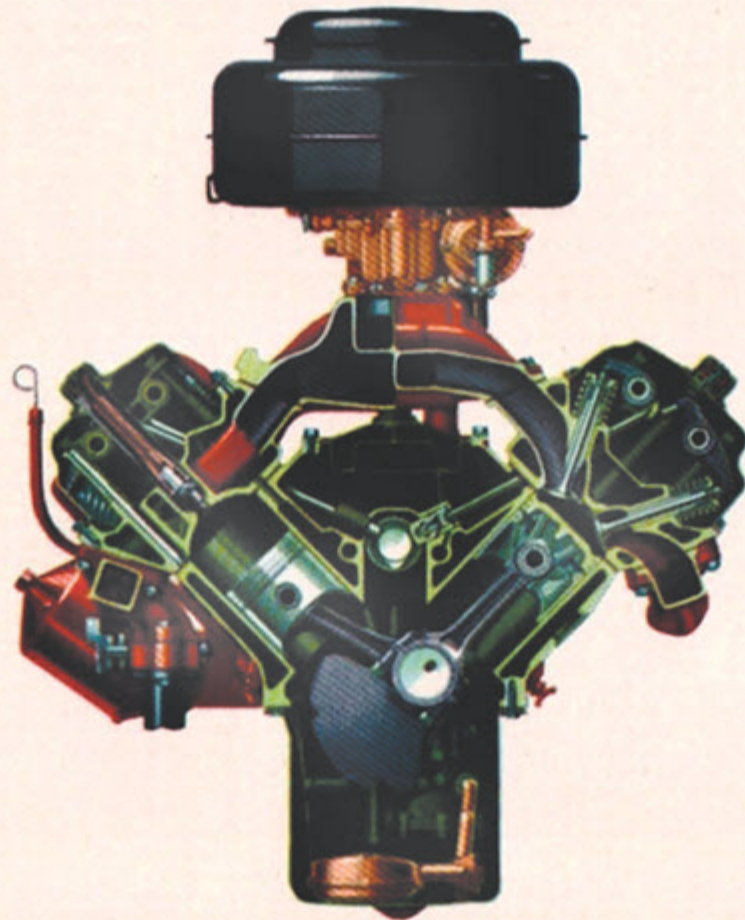
"Short punch" stroke gives amazing oil economy. Revolutionary "Fire-Flash" hemispherical combustion chamber squeezes more power from every drop of regular-grade fuel. You save on better gasoline mileage and on lower gasoline cost!



"Square" engine design (large bore, short stroke) gives longer engine life. There's less wear on the cylinder walls, less strain on bearings. Pistons travel shorter distances at slower speeds. The Dodge Red Ram engine maintains its high efficiency longer.

New Dodge **Red Ram V-EIGHT**

Is Most Efficient Because . . .



In the creation and development of an automobile engine, engineers evaluate their final design by means of three basic efficiencies. These are:

- 1. Thermal efficiency (burning).**
- 2. Volumetric efficiency (breathing).**
- 3. Mechanical efficiency (working).**

These three important efficiencies are the yardstick of design excellence. And the best engine is one which stands highest in these basic performance characteristics. Such is the new Dodge Red Ram V-Eight. A compact, overhead valve V-type engine of short stroke and large bore, it represents the most efficient automobile engine design ever developed. It is *unmatched* by any passenger car engine in America for combined thermal, volumetric or mechanical efficiency!

Higher Thermal Efficiency **—Burns Fuel Better**

A gasoline engine gets its power from heat-energy in the burning of fuel. The engine's ability to convert this heat-energy into useful work is thermal efficiency. The "Fire-Flash" hemispherical combustion chamber provides the ideal shape for maximum thermal efficiency. There is less surface area through which heat-energy can be lost. Also, the centrally-located spark plug gives controlled, even burning for highest-efficiency combustion.



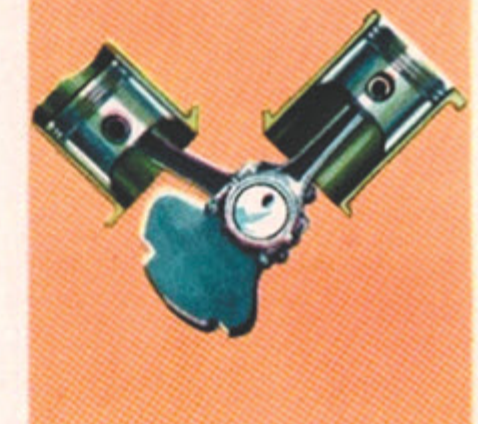
Higher Volumetric Efficiency **—Breathes Better**

The Red Ram engine's "breathing" ability—or ease with which it inhales the fuel mixture and exhales the exhaust gases—is outstanding. Valves are arranged laterally (cross-wise) in the cylinder head. This permits larger valves. They assure free, unrestricted flow of gases through the combustion chamber. Also, valves have an exceptionally high "lift"—further contributing to better breathing.



Higher Mechanical Efficiency **—Works Better**

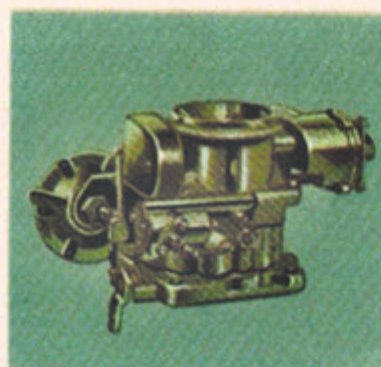
Friction in an engine is the number one enemy of mechanical or working efficiency. In the Dodge Red Ram engine, engineers have achieved a "square" design that cuts friction to a minimum. Bore is large, stroke is exceptionally short. This means less distance for pistons to travel—and thus, sliding friction in the cylinders is reduced. In every engineering detail, the Dodge Red Ram engine makes the most of the exceptional mechanical efficiency inherent in the short-stroke, large-bore V-type design.





Every Engineering Detail Assures Live-Action Performance, Lasting Economy

Contributing to the basic design excellence of the Red Ram V-Eight engine are a number of additional engineering features and improvements. Some of these are illustrated and described below. Others that give the Red Ram engine its outstanding performance, durability and economy include: a rigid five-bearing crankshaft that is both statically and dynamically balanced for smoother engine operation . . . a full-pressure lubrication system with rotary oil pump and floating oil intake that assures thorough lubrication of all vital engine parts . . . a high capacity, oil-bath air cleaner that prevents dust and dirt from entering the carburetor for longer engine life . . . an integral-mounted automatic choke with a special heat-retaining feature for reliable engine operation under all weather conditions . . . and an automatic manifold heat control and an automatic by-pass thermostat that provide quick engine warm-up.



Dual-throated Carburetor

Here's precise fuel metering under *all* driving conditions! Dual-throated down-draft carburetor also assures equal fuel distribution to every cylinder. A special, thin aluminum throttle body, which transmits heat more rapidly, gives protection against stalling caused by throttle icing.



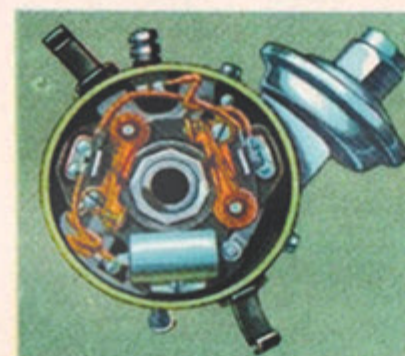
Controlled-Temperature Cooling System

Cylinder-length water jackets and large passages in the cylinder head help maintain proper engine temperature for most efficient operation. High-capacity water pump, by-pass thermostat and cellular-type radiator further contribute to efficient cooling.



Lateral Valve System

Laterally-placed valves feature twin concentric valve springs. They give better high-speed performance and encourage rotation of the valve for longer valve life. Hydraulic "tappets" or lifters are self adjusting for smoother, quieter operation and longer valve life.



Double-Breaker Distributor

For more reliable engine operation and better performance—especially at higher speeds—the Red Ram engine has a double-breaker distributor. This double-breaker design provides a longer "build-up" time for the spark. It assures a stronger, hotter spark for smoother operation and more power output.



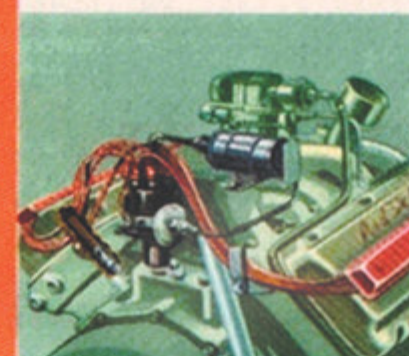
Fixed-Shunt Oil Filter

New fixed-shunt type oil filter is remarkably effective in keeping oil clean. Tiny, abrasive particles are quickly filtered out of the oil. Engine wear is reduced—and engine life is prolonged. Unique shunt arrangement protects engine by permitting oil to be pumped directly to engine, should filter ever become clogged.



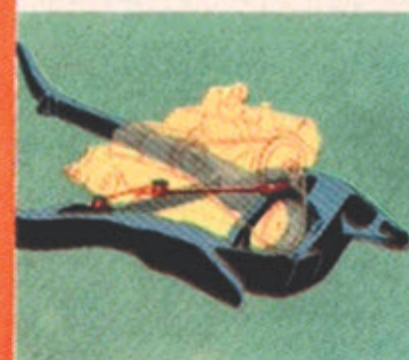
Slipper-type Piston

Lightweight aluminum piston with cut-away "slipper" skirt reduces load on bearings, gives smoother engine operation. Special cast-in steel ring controls piston expansion, permits closer piston fit for quieter operation. Tin-plating of pistons reduces friction.



Weatherproof Ignition System

Quick starting and reliable engine operation in wet weather is further assured by the weatherproof ignition system. Spark plugs are set deep in the cylinder heads and protected by plastic jackets and metal tubes. And both the coil and distributor are specially designed to keep out moisture and water splash.



Floating Power

In the Floating Power type of engine mounting, the engine is balanced on three rubber-insulation supports—one up high at the front and two low at the rear to give through-the-middle support for the engine weight. This scientific mounting effectively cushions both power impulses and engine vibration.

Dodge "Get-Away"

SIX-CYLINDER ENGINE

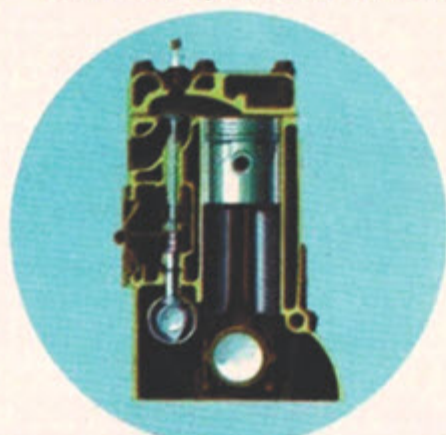
World-Famed for Time-Proved Dependability and Low Upkeep

Here's one big reason for the long famous dependability of the Dodge car! It's the Dodge "Get-Away" six-cylinder engine—a smooth, trouble-free performer that has been time-tested and proved by *billions* of passenger miles, in the hands of *millions* of Dodge owners!

This year, Dodge owners will have more reason than ever to be enthusiastic about the "Get-Away" Six. With a high compression ratio of 7 to 1, and delivering 103 horsepower, it gives fast acceleration—smooth, quiet operation, and exceptionally good fuel economy.

Among the outstanding features of the improved "Get-Away" Six are: Speed-Proofed cylinder walls for safer, quicker engine break in . . . a by-pass type oil filter that does a more efficient job of filtering abrasive material from the engine oil for longer engine life . . . an automatic manifold heat control and automatic by-pass thermostat for quick engine warm-up . . . large volume oil-bath air cleaner, high-capacity fuel pump, and automatic electric choke.

All of these advanced engineering features combine to make the Dodge "Get-Away" Six-cylinder engine outstanding in its field for responsive performance, smooth, economical operation, and service-free dependability.



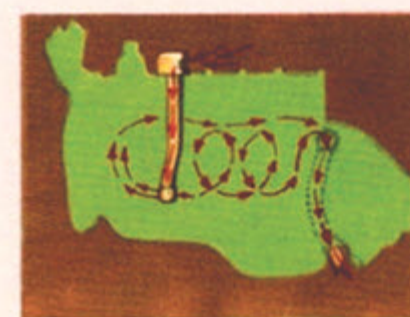
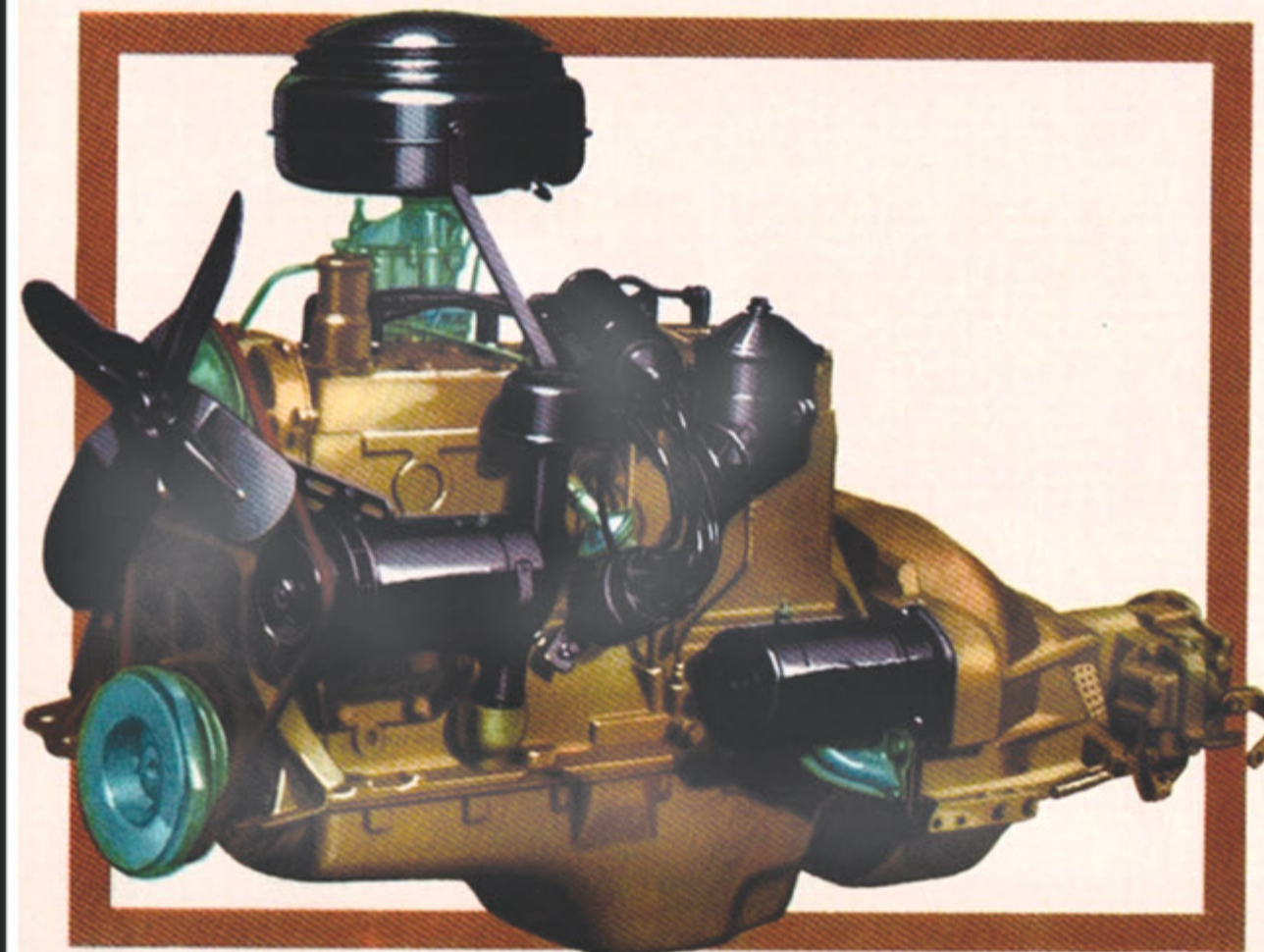
Sturdy L-Head Design

Extremely simple L-Head design has valves and valve mechanism located in the engine block—forming an inverted "L" with the cylinder head. Valves are operated directly from camshaft by means of short, self-locking lifters or tappets. This sturdy, simple design has few working parts. It combines smooth, quiet operation with exceptionally long life.



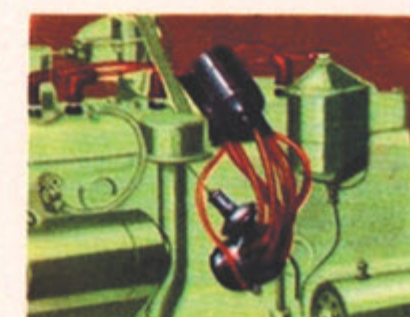
Floating Power

The Dodge "Get-Away" Six is suspended in balance on three rubber-insulated engine mounts—one high at the front, and two low at the rear to give through-the-middle support for the engine's weight. This scientific, Floating Power method of engine mounting effectively cushions both power thrusts and engine vibration to give smoother, quieter riding.



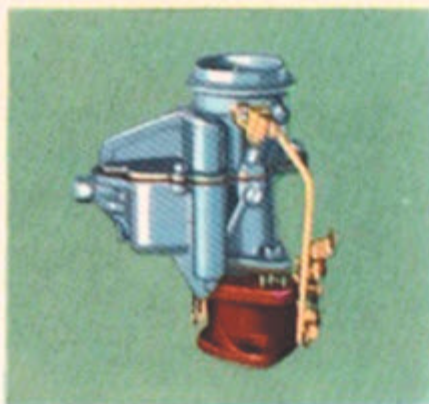
Filtered Crankcase Ventilation

Longer engine life and better engine operation through improved lubrication efficiency are achieved by this filtered crankcase ventilation system. Fresh air is drawn in through a filter in the oil filler cap, circulated through the crankcase where it picks up corrosive gases and harmful acid fumes, and then is expelled through an outlet tube.



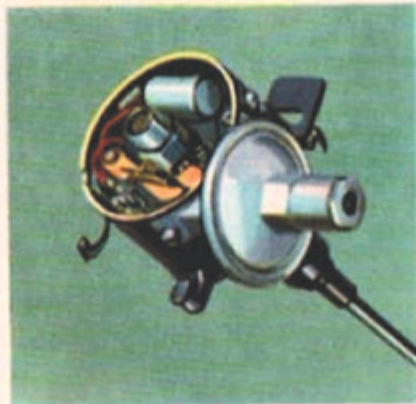
Weatherproof Ignition System

Every vital part of the ignition system is protected against entry of water and moisture to assure quick starting and reliable engine operation in all kinds of weather. Spark plugs and ignition wires are kept dry by neoprene rubber coverings. Terminal caps are waterproofed with plastic. The distributor has special splashproof construction.



4-in-1 Carburetion

Improved carburetor of the Dodge "Get-Away" Six actually provides 4 carburetion systems in 1! Each is ready to supply the precise amount of fuel needed at all engine speeds and loads. Assures peak fuel economy.



Dual Automatic Spark

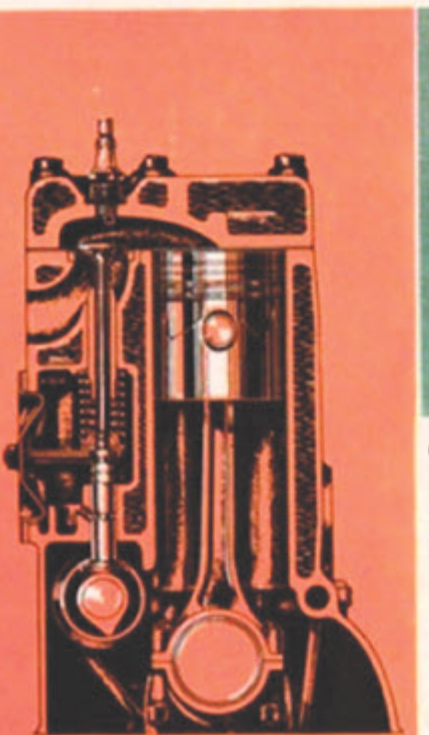
Regulates ignition spark automatically for exact "timing" by both mechanical and vacuum controls. Assures right timing of ignition to match both engine speed and performance requirements for maximum fuel economy.



Resistor Spark Plugs

Longer-life "resistor" spark plugs have an extra-wide gap for smoother engine idling, longer spark plug life. Special "resistor" in spark plug barrel helps "build-up" the current to provide a hotter, more efficient spark.

Dodge *"Get-Away" Six*



Oilite Fuel Filter

Protects fuel system supply at its source! Porous, metallic filtering material screens out dirt and water from fuel lines. Increases engine reliability. Reduces possibility of frozen fuel lines. Requires no servicing.

Efficient Cooling

Cylinder-length water jackets in the "Get-Away" Six conduct heat away rapidly for efficient engine cooling. Water distribution tube in the block assures equal distribution of coolant to all cylinders.



Automatic Electric Choke

Whenever you turn the ignition key, the automatic electric choke goes into action instantly—providing the exact amount of fuel richness needed for quick starting. It avoids "over-choking", too, by enriching the mixture only as long as necessary—preventing needless waste of gasoline and avoiding rough engine operation in starting.



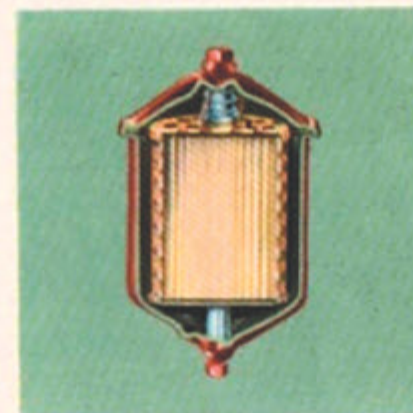
Provides Extra-Value Features

for Longer Life and Better Performance!



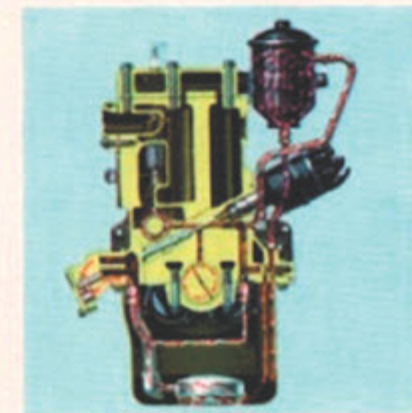
Exhaust Valve Inserts

Extra-hard, tough, alloy steel inserts are provided for the exhaust valve seats. Exhaust valves themselves are made of hard, silicon-chromium steel. Together, they give long-life protection against the corrosive action of hot gas. This contributes to better engine performance, and postpones valve grinding for many thousands of miles.



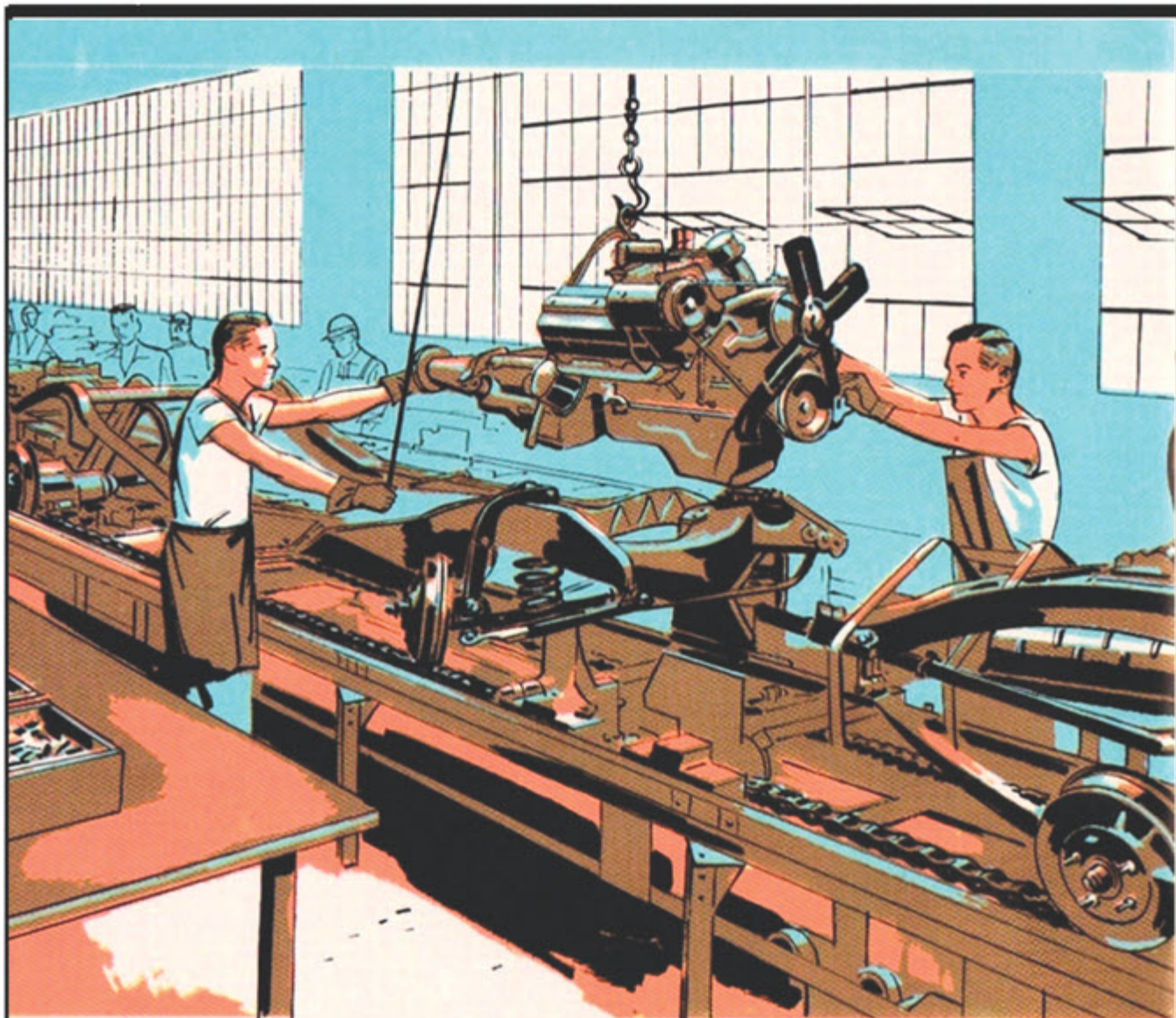
By-Pass Oil Filter

By-pass oil filter is highly efficient—keeps oil remarkably clean. It removes tiny abrasive particles, such as dust and grit, from the oil that circulates to vital engine parts. Thus, it prolongs engine life. By-pass arrangement protects engine by permitting oil to be pumped directly to engine, should the filter ever become clogged.



Pressure Lubrication

Positive-pressure system forces oil under pressure to vital operating points of the engine. Crankshaft bearings, camshaft bearings, connecting rod bearings, timing chain, cylinder walls—all are safeguarded constantly with an ample supply of oil under all operating conditions. Promotes longer engine life and trouble-free performance.



Casting The Cylinder Block

Quality control of cylinder block casting is exercised at all times—in the precision forming of the molds, exact temperature to which the liquid metal is heated, and technique in pouring.



Machining The Block

This automatic transfer machine bores all eight cylinders at one time—and maintains a high degree of precision. Banks of lights on the control panel indicate progress of block to operator.

Precision-Built in the Dodge Tradition—



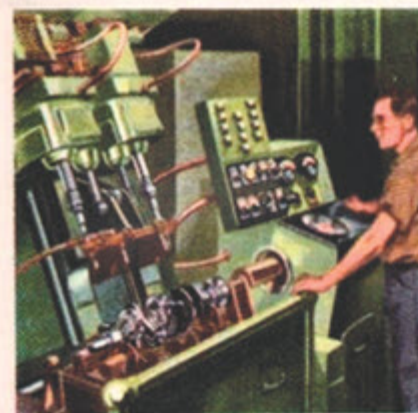
New Red Ram *V-EIGHT* and "GET-AWAY" *SIX*

Quality is a tradition at Dodge. And nowhere is this more in evidence than in the production of the engine itself. From beginning to end—from the casting of the cylinder block to the final performance testing of the completed engine—the highest possible standards of quality are maintained.

Fully-automatic type transfer machines perform several operations at once to assure high dimensional accuracy of parts. For example, a gigantic transfer machine automatically bores all eight cylinders of the Red Ram engine in one passage of the block through machine.

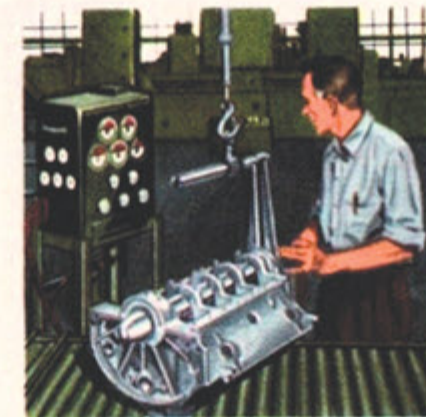
Dimensional accuracy is checked and rechecked to very close tolerance by means of highly-accurate precision gauging equipment.

To assure perfect engine smoothness at all operating speeds, the crankshaft of every Dodge engine produced is checked for balance—both statically and dynamically—in several stages of its manufacture. And these balancing checks are made on both the crankshaft itself and on the complete crankshaft and fluid coupling assembly.



Crankshaft Balancing

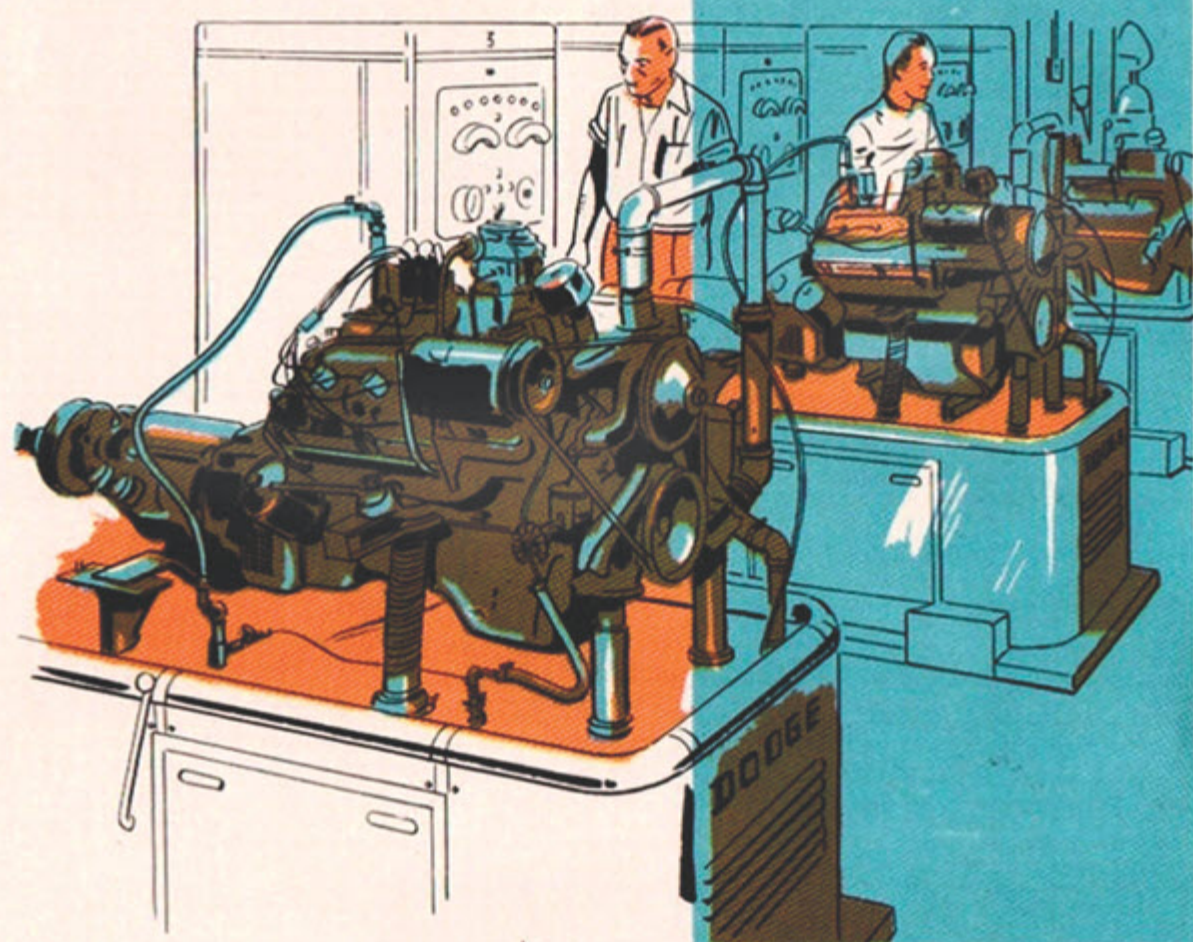
The precision balancing machine drives complete crankshaft assemblies at high speeds. Slightest unbalance is indicated by highly sensitive measuring system. Accurate corrections are made by operator.



Precision Air Gauges

Latest-type precision air gauges provide highly accurate means of checking the crankshaft bearings and cylinder bores. Air gauges indicate measurements as small as one-millionth of an inch.

Every Dodge Engine Must Pass A Rigid Performance Test



An important part of the Dodge manufacturing process for producing engines of better quality and greater dependability is the final performance test.

Every Dodge engine that comes off the production line is given this rigid performance test before being released for shipment.

A battery of 60 electronically-controlled dynamometers performs the operation. The engine is operated at different rates of speed and under varying loads. Every moving part is checked under actual running conditions.

This final performance testing of Dodge engines by the factory is positive proof that every Dodge engine built will deliver peak performance and maximum economy.

SPECIFICATIONS

RED RAM V-EIGHT ENGINE

TYPE:

The Red Ram engine is an overhead valve, 90 degree V-block with 8 cylinders. Bore, 3-7/16 inches; stroke, 3-1/4 inches. Piston displacement, 241.4 cubic inches. Compression-ratio, 7.1 to 1. Maximum brake horsepower, 140 at 4400 r.p.m. Maximum torque, 220 lbs.-ft. at 2000 r.p.m. Counterbalanced forged crankshaft with 5 main bearings. Slipper-type aluminum-alloy pistons with cast-in ring inserts for controlled expansion. Two narrow compression rings, and one slotted-type expander oil ring. Hemispherical combustion chambers with extra-large, laterally-arranged valves. Twin parallel rocker shafts. Single, chain-driven camshaft. Self-adjusting hydraulic valve lifters.

LUBRICATION:

Positive-pressure lubrication to all crankshaft, camshaft, and connecting rod bearings. Floating oil intake. Fixed-shunt type oil filter. Rotary-type oil pump. Filtered crankcase ventilation. Oil capacity, 5 quarts.

COOLING:

Single, high-capacity water pump. Cylinder-length water jackets. Automatic by-pass thermostat. Cellular type radiator. Pressure-vent radiator cap. Coolant capacity, 19 quarts.

FUEL SYSTEM:

Compact, dual-downdraft carburetor with thin aluminum throttle body. Heavy-duty oil-bath air cleaner. Automatic choke, integrally-mounted on carburetor. High-capacity fuel pump. Oilite fuel filter in fuel tank.

ELECTRICAL:

Double-breaker distributor with dual automatic spark control. Weatherproof ignition system. High-capacity, 45-ampere generator with automatic current and voltage control. Resistor spark plugs.

"GET-AWAY" SIX-CYLINDER ENGINE

Type: The "Get-Away" Six engine is an L-head, 6 cylinders. Bore, 3 3/4 inches; stroke, 4 3/4 inches. Piston displacement, 230.2 cubic inches. Compression ratio, 7.0 to 1. Maximum brake horsepower, 103 at 3600 r.p.m. Maximum torque, 190 lbs.-ft. at 1200 r.p.m. Counterbalanced, forged crankshaft with 3 main bearings. Light-weight aluminum-alloy pistons with 4 rings. Vibration dampener. Silent timing chain. Exhaust valve seat inserts.

Lubrication: Positive-pressure lubrication to timing chain and all crankshaft, camshaft, and connecting rod bearings. Floating oil intake. By-pass type oil filter (except on Meadowbrook Specials). Rotary-type oil pump. Crankcase ventilation. Oil capacity, 5 quarts.

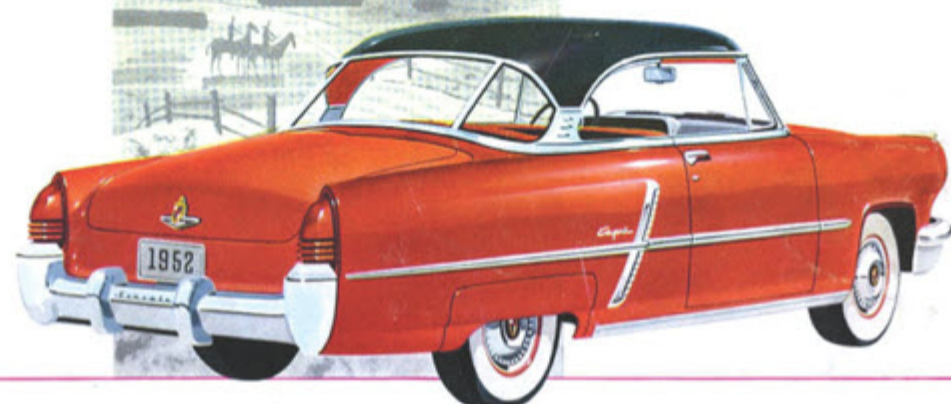
Cooling: Single, high-capacity water pump. Cylinder-length water jackets. Water distribution tube. Automatic by-pass thermostat. Cellular-type radiator. Pressure-vent radiator cap. Coolant capacity 14 quarts.

Fuel System: Efficient "4-in-1" carburetion. Heavy-duty oil-bath air cleaner. Automatic electric choke. High-capacity fuel pump. Oilite fuel filter in fuel tank.

Electrical: Dual automatic spark control. Weatherproof ignition system (except on Meadowbrook Specials). High-capacity, 45-ampere generator with automatic current and voltage control. Resistor spark plugs.

LINCOLN CAPRI

for 1952



newly created for today's new living

HIGHLIGHTS of the Lincoln Capri

Most responsive fine car you've ever handled—that's Lincoln for 1952! Most responsive on the road because of Lincoln's new 160-hp overhead valve, V-eight engine. You'll get the full thrill of a new kind of performance the first time you press the accelerator . . . with more power than you may ever need.

Most eye-compelling styling on the road—inside and out. You'll delight at the custom luxury of new salon-spaced interiors. And you'll feel the thrill of owning a style-right car every time you drive. For this new air-stream styling has that low, dynamic appeal that turns all eyes . . .

Most easy-to-handle big cars you've ever driven, 1952 Lincoln feature a host of steering and handling features. New Ball-Joint front suspension, used for the first time on an American production car, gives greater handling ease; safer, more stable steering. And Lincoln's big-car compactness makes for easy parking. Superb on-the-road-poise makes Lincoln a restful car to drive.

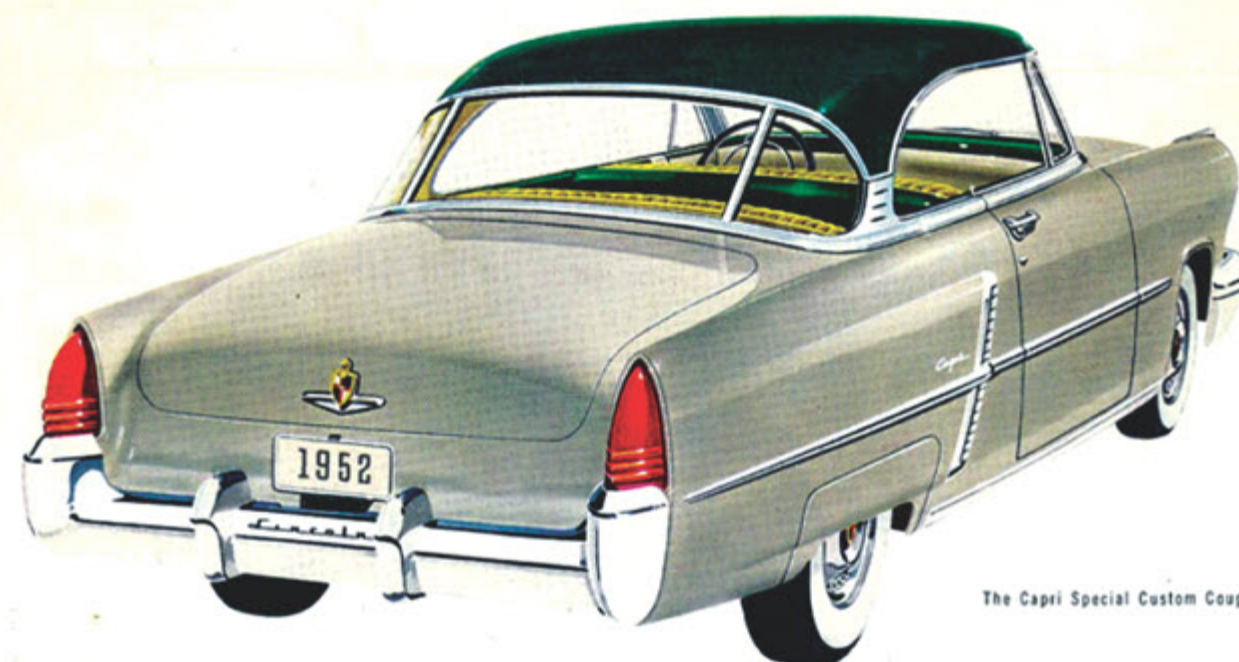
New chassis, new steering, and new coordinated springing all combine to give a down-to-earth, road-hugging feel. At any speed, you'll find a new note in road-handling stability—cushioned springing, controlled riding action. You're master of the car on any road surface!

New standard for safety results from new panorama window visibility—front, sides, and rear . . . from new scientifically determined instrument and control arrangement—housed in a smart new "Right deck" panel frame. And in Lincoln for 1952 you get larger 4-wheel hydraulic brakes, controlled by an air-craft-type pendant pedal—for more responsive action and greater front compartment foot room! Brake cylinder moved to cleaner, more serviceable position on dash panel wall.

All Lincoln cars available with automatic electric window lifts and automatic electric front seat adjustments at extra cost. If late side wall tires, when available, also supplied at extra cost.

LINCOLN DIVISION OF THE FORD MOTOR COMPANY, DETROIT, MICHIGAN, WHOSE POLICY IS ONE OF CONTINUOUS IMPROVEMENT, RESERVES THE RIGHT TO DISCONTINUE OR CHANGE AT ANY TIME, SPECIFICATIONS, DESIGN, OR PRICES WITHOUT NOTICE AND WITHOUT INCURRING ANY OBLIGATION.

Yours in a range of smart colors and fabulous fabric combinations

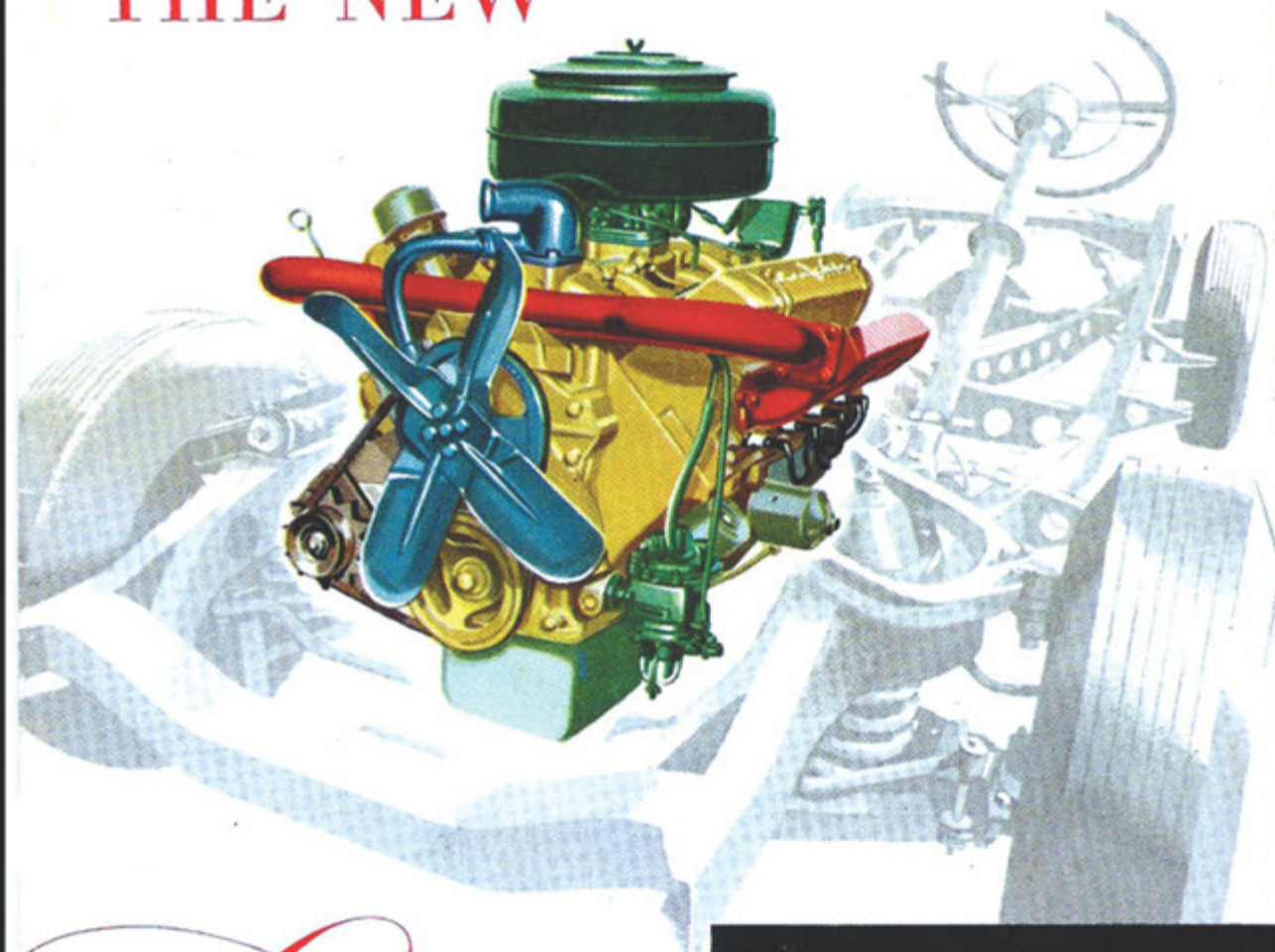


The Capri Special Custom Coupe

Capri Models have been especially styled to make the most of a new wider range of unique new body colors. Top, window, and bright trim areas have been "decorator-balanced" to give these new colors a more dynamic role in over-all smartness and eye-winning appeal.

Because the Lincoln Capri series was designed with color in mind, you can select from a wide range of fresh and different inside-and-out two-tone combinations—more individually appealing and distinctive, and superbly successful, than you've ever enjoyed before!

THE NEW



Lincoln

V-EIGHT

HIGH-COMPRESSION

160-hp ENGINE

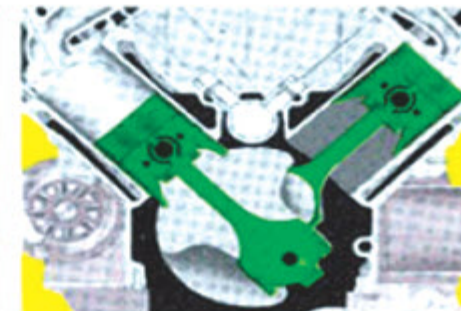
AN ADVANCED V-8 DESIGN THAT'S BASICALLY BETTER

The new Lincoln V-8 engine is an entirely new, overhead valve V-type power plant of better basic design. Smaller in size and lighter in weight than previous V-type engines, it nevertheless develops higher horsepower, is more economical to operate, and is smoother and quieter in operation. Its advanced V-type design can take full advantage of higher octane fuels as they become available.



"hi-swirl" combustion chamber

The exclusive Lincoln "Hi-Swirl" combustion chamber provides greater turbulence of the fuel-air mixture for more efficient burning. It also permits the use of a higher compression ratio—giving extra gains in smoothness and economy.



shorter piston stroke

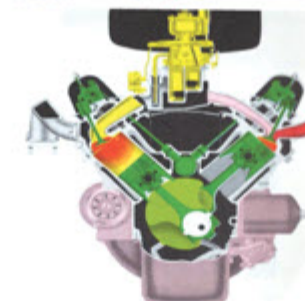
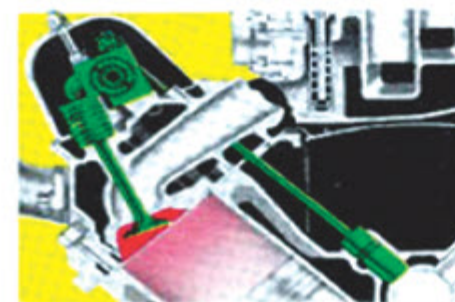
The short-stroke, large-bore design principle of the new Lincoln engine results in slower piston speed, which means less vibration and less friction. Also, since there is less cylinder wall area exposed, heat losses are appreciably reduced.

efficient overhead valve design

Simple overhead valve arrangement contributes to smooth, reliable engine performance by assuring free, unrestricted passage of fuel-air mixture and exhaust gases. Hydraulic valve lifters assure quiet, efficient valve operation at all speeds.

"free-flow" manifolding

Highly efficient "Free-Flow" manifolding system of Lincoln engine has large-diameter, equal-length passages for uniform distribution of fuel-air mixture to cylinders, and direct-passage exhaust manifolding for quick, efficient removal of exhaust gases.



facts and FIGURES

OF THE NEW LINCOLN V-8 ENGINE

The 1952 Lincoln engine is an overhead valve, advanced-design, 90° V-8, developing 160-horsepower at 3900 rpm and 284 ft-lb torque at 1800 rpm. Bore, 3.8 in.; stroke 3.5 in. Displacement, 317.5 cu in. Compression ratio, 7.5 to 1. Counterbalanced crankshaft of Nodular-type cast iron with five selectively-fitted main bearings of replaceable, micro-babbitt precision type. Slipper-type aluminum-alloy pistons with steel-strut inserts for controlled expansion. Chain-driven camshaft. Two compression rings, and one oil ring. Top ring chrome-plated for long life. Rotating-type valves with integral guides and self-adjusting hydraulic valve lifters.

Pressure lubrication to valve-lifters and all main, connecting rod and camshaft bearings. Gear-type oil pump. "Micro-Screen" full-flow oil filter. Positive crankcase ventilation. Oil capacity, 5 quarts (refill).

Single, high-capacity water pump, permanently lubricated. Full-length water jacket cylinders for efficient cooling and better oil economy. Automatic by-pass thermostat for quick warm-up. Lo-speed, 4-bladed silent fan. Controlled-pressure radiator. Coolant capacity, 24.5 quarts.

Dual-downdraft, concentric-bowl carburetor of simplified design. Integral oil-bath air cleaner. Automatic idling control. Automatic choke with manifold-mounted heat control. "Free-Flow" manifold.

High-capacity, lightweight 63-plate, 110-ampere-hour battery. High-capacity generator with automatic current and voltage control. Ratchet-type starter with 16.8 to 1 cranking ratio. High-speed, single breaker-arm distributor with full-pressure type automatic spark control.

These specifications were in effect at the time this manual was approved for printing. Lincoln Division of Ford Motor Company, Detroit, Michigan, whose policy is one of continuous improvement, reserves the right, however, to discontinue or change at any time, specifications, design or prices without notice and without incurring any obligation.

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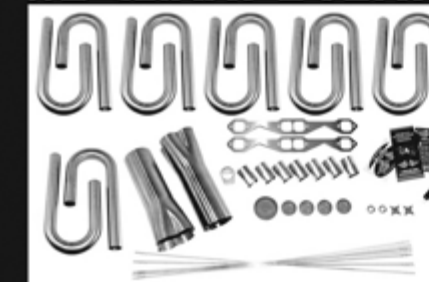
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