

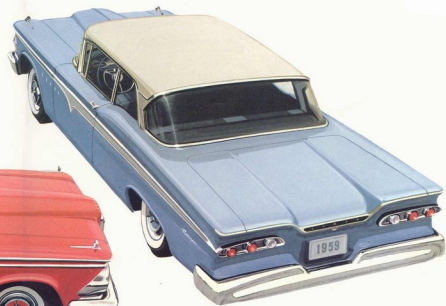


1959 EDSEL

The car that makes history
by making sense



1959 EDSEL



Edsel brings you a choice of 10 beautiful models in new 1959 Corsairs, Rangers and Villagers. Above, the Villager 9-Passenger Station Wagon. Center, the luxurious Corsair Convertible. At far right, the new economy-priced Ranger 2-Door Sedan.

An exciting new kind of car that makes history by making sense!

Here, at last, is the car that had to happen—an exciting new breed of car that makes sense in every beautiful detail.

Now you can own a true quality automobile in styling, performance, workmanship—yet pay no more than you would for other cars in the low price range.

The 1959 Edsel gives you entirely new styling with the distinction that's rivaled only by cars costing thousands more.

You get a full-sized, practical beauty that delivers exactly the power you want for the kind of driving you do.

And you get the solid, deep-down quality of a car that's built to last.

Only a car so young could bring you such a new kind of value—luxury driving everyone can afford.

Edsel for 1959. *America's finest car in the low price range.*

1959 EDSEL: Finest car in the low price range



EDSEL CORSAIR 4-DOOR HARDTOP shown in Platinum Gray Metallic

3635

303HP
R
H
W/W.T.
P.S.
P.B

New Corsair Series: Edsel styling in its proudest form

Here is automotive styling with a distinctive look that is unmistakable.

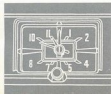
The Edsel vertical grille has elegance and power. Special Corsair trim highlights the length and sculpture of the body with just enough chrome. Even from the rear, you recognize an Edsel's flight deck lines at first glance.

Inside, the Edsel Corsair combines rich luxury with quiet simplicity. And it offers room to spare—for with Edsel's full 120-inch wheelbase, you enjoy extra size, extra comfort and extra smoothness of ride.

Yet with all this quality, value and all-round elegance, an Edsel Corsair still is priced with the most popular three!



Contour seat interiors in Corsair Sedans and Hardtops have a special feature that will keep them looking trim and smooth. The luxurious nylon-faced tapestry cloth inserts are bonded to foam-rubber backing in a handsome pleated design.



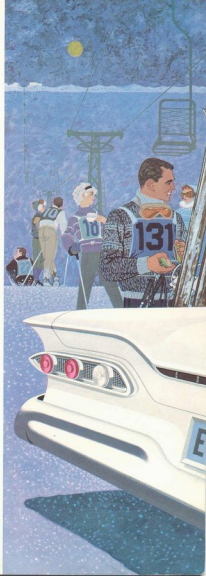
Self-regulating electric clock is one of many luxury "extras" that an Edsel Corsair offers at no extra cost. Others included are a high-performance V-8, stainless steel full-wheel covers, wall-to-wall carpeting, and special interior appointments.



Self-adjusting brakes are a standard safety feature in every 1959 Edsel. Apply the brakes while in reverse, and they adjust automatically, whenever needed, to provide full braking efficiency and smooth, safe stops.



New dual-cluster taillights accent the smooth sweep of Edsel's rear flight deck. Optional back-up lights are mounted in these distinctively styled light clusters.



Corsair Series

1959 EDSEL: Finest car in the low price range



EDSEL CORSAIR CONVERTIBLE shown in Blue Aqua with Snow White

New kind of distinction in the low price range

One look tells you—the Edsel Corsair is bound to make history in the low-priced convertible field.

You can start with the styling that sets this car apart from ordinary convertibles. Or with dozens of combinations in colors and interiors that you can team with convertible tops to personalize your Edsel's beauty.

Or, you can begin with the basics of Edsel engineering. This convertible cradles you amidship between two full-length side rails of a specially designed and braced convertible frame. As you drive, it *feels* solid and well-balanced beneath you. Acceleration, cornering, braking all happen with a smooth coordination that reminds you of sports-car response.

Any way you judge it, the conclusion is inevitable—if you've ever thought about owning a convertible, this is a car you have got to drive. Then you'll discover *all* the reasons your next car ought to be the Corsair Convertible.



Removable rear window of clear weatherproof plastic opens or closes with one quick zip. The smooth-fitting top rains or lowers in seconds; fabric is triple-ply, vinyl-coated nylon, available in your choice of white or black with all paint colors.



Edsel's new vertical grille offers an originality and freshness that look-alike cars just can't match. New lowered dual headlights that blend into the grille "wings" provide more efficient illumination.



Special convertible frame and body reinforcement provide closed-car strength and quietness of ride over all roads. Extra-heavy-gage frame side rails are provided in addition to a sturdy I-beam X-member.



Edsel's Super Express V-8 with 303-hp performance is available as an extra-cost option—or you can choose Edsel's great new 225-hp Express V-8 as standard equipment. A special Corsair Convertible feature includes dual exhausts as standard equipment.

Corsair Series



EDSEL CORSAIR 4-DOOR SEDAN shown in Jade/Igint Green Metallic



EDSEL CORSAIR 2-DOOR HARDTOP shown in Gold Metallic and Snow White

1959 EDSEL: Finest car in the low price range


So much more to be proud of—in beauty, elegance and engineering

One of the things you will like most about owning a Corsair is the way it meets the standards you would ordinarily apply to far more expensive cars.

Certainly a luxury car's styling should reflect good taste. Edsel styling has the clean simplicity that is basic in every fine design. And Corsair interior details show the careful attention to quality that marks a superior car.

But where you feel Edsel quality and luxury most is in its solid Road-Poise Ride. An exclusive suspension system makes the difference. No car near an Edsel in price can match it for size of springs or shock-absorbing capacity.

And whether you prefer the sedan or hardtop Corsair for your personal car, you'll find that *both* models give you the flair of hardtop styling and the spaciousness of sedan interiors—front and rear!



Edsel's easy steering is made possible by smooth-action recirculating ball bearings that eliminate friction characteristics of gears. Combined with ball-joint suspension and equal-length steering arms, they form easiest steering control system short of power assist.



New longer, wider springs give you new smoothness and luxury in Edsel's big-car ride. Engineering principle of leaf springs mounted outside the frame side rails plus angle-braced shock absorbers provide stability and road-holding quality not offered in other suspension systems.



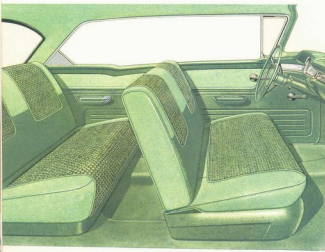
New high-crown windshield styling provides greater visibility for overhead traffic signals—emphasizes Edsel's slim-line, steel-railed roof. You get the newest in styling without usual wrap-over windshield distortions and glare.



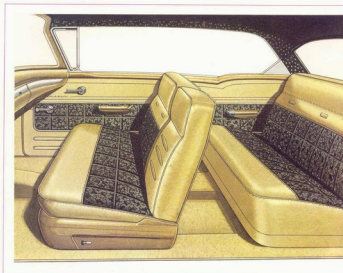
Special Corsair luxury trim adds to your enjoyment of Edsel's interior comfort. Front seat-back of 2-door hardtops is split 1/3-2/3 for greater comfort of middle passenger, and for easier entry to and exit from the rear compartment. Soft, rich fabrics and soft carpets underfoot add to your quiet relaxation of the Edsel ride.

1959 EDSEL: Finest car in the low price range

Luxury comes alive in dozens of new ways



This Ranger Series interior shows the new luxury you find in even the lowest priced Edsels. Quality details, like the silver piping bordering each fabric insert, add to the distinctive difference. And each interior is completely coordinated—roof linings and carpeting change with individual color schemes.



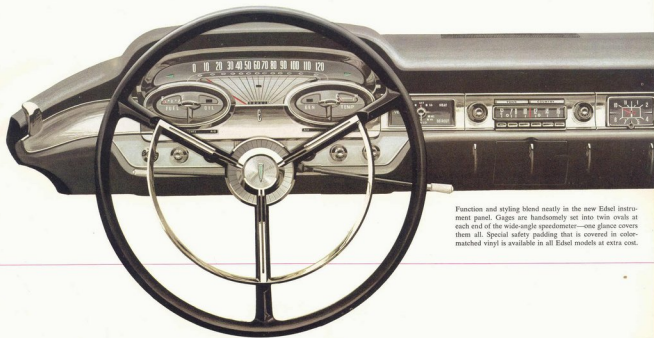
Imagine beauty so rich and tasteful in a low-priced car! Corsair contour seats, front and rear, bring a new kind of comfort and support to automotive interiors—and they are included at no extra cost. Finely woven tapestry fabrics are used in sedans and hardtops, and all-vinyl fabrics in the Corsair Convertible.

Early in your first drive you'll discover that an Edsel seems to provide a new sense of command at the wheel. The features below will show some of the reasons why.

The precise arrangement of Edsel's instruments and controls gives you greater control of your car. As a result, the motions of driving become easier and smoother to perform. Even the

heating system can be operated simply with one easy turn of the dial.

This new command at the wheel is a very real part of Edsel luxury. And it makes the rich beauty of its interiors and the relaxing security of its ride all the more enjoyable—another reason it makes sense to own an Edsel.



Function and styling blend neatly in the new Edsel instrument panel. Gages are handsomely set into twin ovals at each end of the wide-angle speedometer—one glance covers them all. Special safety padding that is covered in color-matched vinyl is available in all Edsel models at extra cost.



Foam-rubber cushions are standard equipment for Edsel front seats. Steel seat springs are arranged for extra support where loads are greatest, providing greater comfort. Ball bearing rollers and automatic assist springs aid in easy front seat adjustment.



New comfort through engineering adds greatly to Edsel's rear compartment luxury for 1959. Extra-spacious interior dimensions afford additional headroom and legroom; rear seat passengers "sit up" comfortably, just as front passengers do. You see better and ride better in the rear seat of an Edsel.



Easier entry, easier exit—Edsel's wide-frame, wide-floor design gives you more footroom while riding, new room to spare for gracious entry and exit from both front and rear compartments. Thick, loop-pile wall-to-wall carpeting is standard in all Edsel Corsairs and Rangers.



New safety steering wheel with recessed hub is one of many Ford Motor Company safety-engineered features that are provided in the 1959 Edsel as standard equipment.



Dial-temp heating and ventilation* lets you create any climate you like with a simple turn of the dial. Automatic controls actually make all the adjustments—operate optional Edsel air conditioning, too. Same control operates blower fan. New low-cost Lever-temp* controls also available.

*Extra-cost equipment

1959 EDSEL: Finest car in the low price range



EDSEL RANGER 2-DOOR HARDTOP shown in Star Blue Metallic with Jet Stream Blue

New Ranger Series: All the luxury of Edsel—at new low price

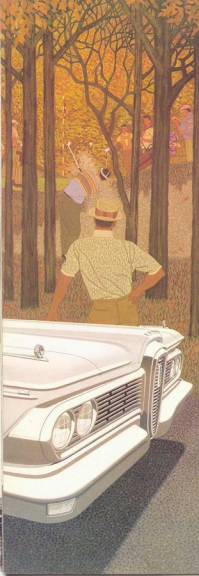
Never before has a low-priced car offered so much luxury—at no extra cost.

Every Edsel Ranger gives you the poised big-car ride of an extra-long-wheelbase chassis. It's a luxury that means more to you with every mile you drive—and no other car in the low price range matches it.

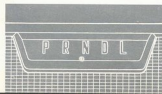
Every Edsel Ranger gives you V-8 power as part of its basic price—not as an "extra". And listed at left below are other Ranger standard features you'd pay extra to enjoy in other low-price cars.

Best of all, every Ranger model gives you the satisfying distinction and workmanship of a quality car. And it speaks exactly that way about you.

Distinctive Ranger fabrics gain extra texture and richness through contrast with soft, supple vinyls. Available in tri-tone blue, tri-tone green, black with silver, buff with white.



Standard equipment in Edsel's lowest priced models: Stainless steel full-wheel covers, self-regulating electric clock, power-booster wipers, four-rubber front seat cushions, oil filter, air cleaner—even wall-to-wall carpeting!



New low-cost Mile-O-Matic Drive is available in Rangers with any of the three engines offered in this series. You can enjoy the luxury of shift-free driving with the kind of power you want—and save money in the bargain!



New wider luggage space now gives you the full Edsel width for easier storage of more load conveniently at hand—affords more than 6 feet of wall-to-wall width overall. Rear flight deck is counterbalanced to open and close easily.



1959 EDSEL: Finest car in the low price range



EDSEL RANGER 4-DOOR HARDTOP shown in Jet Black



EDSEL RANGER 4-DOOR SEDAN shown in Petal Yellow with Snow White



EDSEL RANGER 2-DOOR SEDAN shown in Redwood Metallic with Snow White

Thrifty to own—and built to last

The economy of owning an Edsel Ranger is far more than a matter of buying a low-priced car—it is the long-range satisfaction in a well-designed automobile that offers extra value, too.

For example, with either Ranger V-8 or Economy Six, your Ranger will deliver peak performance *without* premium gasoline. Even the rear axle ratios have been engineered with an eye to further operating economy.

And Ranger thrift makes even better sense because it is gained where it counts, and not at the expense of style, comfort and luxury. Interiors have a beauty far beyond their price. Attractive quality fabrics are used—yet they are sturdy, long wearing and easy to keep clean.

Add it up. The Ranger is the most practical luxury car in the low price range.

Ranger Series

Measure the quality that the Ranger offers against cars costing far more—it's clear to see why Edsel's the finest car in its field! For example, this Ranger interior fabric is a nylon deep-weave chain cloth that offers outstanding durability with handsome texture.



Hardtop styling in sedans brings new grace and beauty to both 2- and 4-door Edsel sedans. Slim, strong, box-beam pillars are neatly concealed by chrome window moldings.



New Edsel Economy Six is now available as an option at less cost than with standard V-8 for those Edsel Ranger buyers who want utmost economy of operation. Offered with either standard manual shift transmission or new Mile-O-Matic Drive.

1959 EDSEL: Finest car in the low price range



VILLAGER 9-PASSENGER STATION WAGON shown in Velvet Maroon with Desert Tan



VILLAGER 6-PASSENGER STATION WAGON shown in Moonrise Gray with Snow White

Villager Station Wagons: Edsel's all new family and fun cars

For 1959, Edsel has raised double-duty station wagon design to a new level of style and value in the low price range.

Both Villagers are 4-door models, for the extra convenience and utility all station wagons ought to have. They're longer, wider, especially built for the greater safety you need in so versatile a family car.

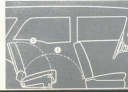
Six crossmembers are used in the roof; full-length side rails in the frame. Eight sturdy pillars weld roof and body together with a solidity you can't equal by any other construction. Even Edsel's exclusive Road-Poise Ride is especially engineered for a more luxurious station wagon ride.

Yet for all their special wagon features, the Villagers give you all of Edsel's proud styling distinction, quality and performance. All at new low Edsel prices.

Colorful, carefree interiors of "breathing" woven nylon fabrics and solid vinyls give you durable beauty that's completely washable. Six chrome ceiling bars add a fresh styling touch overhead. Upholstery offered in two-tone blue with buff; two-tone green with buff; red, white and buff; and all-vinyl, buff with white.



New wrap-around lift gate affords car-wide rear vision, opens into the roof to provide floor-to-ceiling opening for easy loading. Double torsion bars help you raise the lift gate easily with one hand, and both gates lock automatically in open position.



Second seat folds upright in two quick, easy moves and locks into place to give you chair-high, full-size comfort. Seat folds flat into floor to provide new, longer load space that stretches more than 9½ feet with tail gate down.



New third-seat design for 9-passenger Villagers now provides a seat frame built right into the rear floor panels. New foam-rubber cushion and back simply slide into place to seat three. And there's increased load space even with all three seats in use.



New wide selection in economy-minded Edsel power

Now you can custom-blend your Edsel's performance from three advanced-design V-8's and an Economy Six. Pick the exact balance of power and economy you want for the kind of driving you do!



Edsel Super Express V-8

Special premium-performance option for all Edsel models. Designed and engineered with high-lift camshaft, high-turbulence combustion design for greater efficiency and economy—hydraulic valve lifters for smoother, quieter operation. You get the most usable power you've ever known from the biggest engine in the low price range. Offered with Dual-Power Drive or Mile-O-Matic Drive. 303 hp, 390 ft.-lbs. torque, 361 cu. in. displacement. Four-barrel carburetor, 9.6:1 compression.

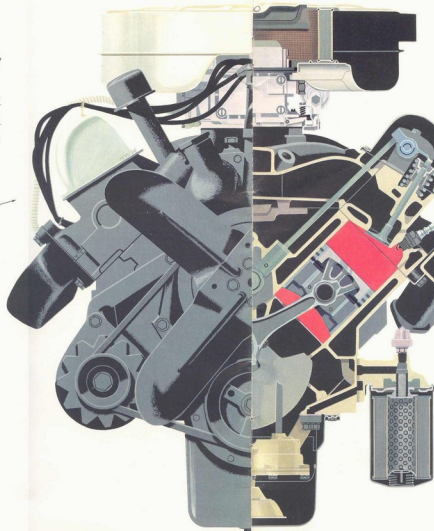
Edsel Express V-8

New standard V-8 in Corsairs and Villagers offers an excellent balance of premium performance and high fuel economy. Low-speed piston travel is one of many advanced features that improve dependability and reduce friction. Hydraulic valve lifters are one of many extra-quality features that are built in, too. 225 hp, 325 ft.-lbs. torque, 332 cu. in. displacement. Two-barrel carburetor, 8.9:1 compression.



Edsel Ranger V-8

V-8 response with outstanding economy on regular fuel makes this a fine choice for budget-minded buyers. The same advanced engineering offered in Edsel's larger V-8's gives more power for less fuel; extra quality features make it exceptionally rugged and reliable. 200 hp, 285 ft.-lbs. torque, 292 cu. in. displacement. Two-barrel carburetor, 8.8:1 compression.



EVERY EDSSEL ENGINE is 1959-new in precision and economy

New economy carburetors meter fuel with improved efficiency, give you improved operation in all ranges.

Deep-block engineering provides great strength and durability for longer life.

Short-stroke pistons and "over-square" cylinder design reduce friction and piston travel—power loss is virtually eliminated.

New direct-flow manifolds provide fast, easy "breathing" for peak operating efficiency. Standard equipment on all V-8's.

Wedge-shaped combustion chambers swirl fuel-air mixture to high turbulence, give you maximum power from each gallon of gasoline.

Oversize valves allow free-flow "breathing" of fuel into combustion chambers, fast outlet of fumes into exhaust manifolds.

18-mm spark plugs provide peak spark efficiency in all ranges—are anti-fouling for longer life.

Exhaust system is aluminum coated for extra-long life.



Edsel Economy Six

A special new engine is now available in Rangers and Villagers that saves you money when you buy and every mile you drive. Modern deep-block, "short-stroke" design is outstanding in the low price range—combines new efficiency with basic six-cylinder simplicity and economy. 145 hp, 206 ft.-lbs. torque, 223 cu. in. displacement. Single-venturi carburetor, 8.4:1 compression.

NEW CHOICE OF TRANSMISSIONS, TOO!

P R N D L

New Dual-Power Drive*—It's like two transmissions in one! New "D₂" range gives you livelier take-off and performance in all driving—without downshifting or full-throttle acceleration. Regular "D₁" range gives you the smooth, gentle power you want for normal driving.

P R N D L

New low-cost Mile-O-Matic Drive*—Edsel introduces a fully automatic drive that is available at new low price. Designed for efficient operation and smooth, dependable no-shift driving at a saving.

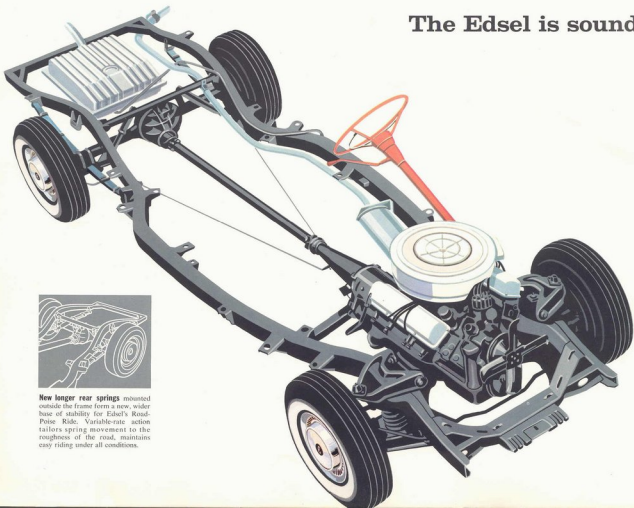
Standard Manual Shift Transmission—Ruggedly built for top value and operating economy. Gear ratios are especially matched to the Edsel engine you specify for your car. Helical-cut gears add greatly to quiet, dependable operation.

Corsair Series		Ranger Series			Villager Series		
Super Express V-8	Express V-8	Super Express V-8*	Ranger V-8	Economy Six	Super Express V-8*	Express V-8	Economy Six
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*Extra-cost equipment

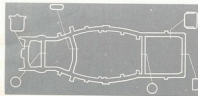
1959 EDSEL: Finest car in the low price range

The Edsel is soundly engineered, solidly built

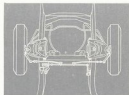


New longer rear springs mounted outside the frame form a new, wider base of stability for Edsel's Road-Poise Ride. Variable-rate action tailors spring movement to the roughness of the road, maintains easy riding under all conditions.

The luxury of Edsel begins with fundamental superiorities in chassis engineering and body design. Only Edsel in the low price range gives you the smooth-riding advantages of a 120-inch wheelbase. The great strength of the Edsel frame is a basic reason for its outstanding stability and handling. And the quality that is built into every element is one of the least seen, but most noticed, distinctions of Edsel luxury-in-action on the road.



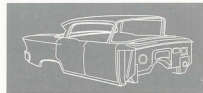
"Guard rail" frame design with full-length side rails affords important extra strength and protection in the passenger area. Edsel is one of the few cars to provide five sturdy crossmembers to resist the flexing action that causes squeaks and rattles.



Swept-back suspension arms greatly reduce shock even before it reaches Edsel's big deep springs and shock absorbers. Together with equal-length steering linkage, they provide easier, safer steering control, even on roughest roads.



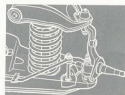
16 body anchors sealed in rubber secure sedan and hardtop bodies to the frame (more are used in convertibles and station wagons). Deep rubber casings at each mounting point eliminate metal-to-metal contact of body and frame—another reason for Edsel's quiet ride.



Edsel bodies are designed for safety and quietness as well as style. Steel-beam reinforcements are welded to the heavy-gauge-steel panels throughout; 5 special types of insulation are used to seal Edsel interiors from noise, dust and weather.



Edsel self-adjusting brakes need no periodic mechanical adjustments because they adjust themselves automatically. Whenever you apply the brakes while in reverse, they adjust for normal brake wear as needed—give you uniformly smooth, easy stops.



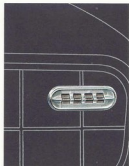
Ball-joint front suspension eliminates complicated suspension elements, accommodates both up-and-down and turning actions in one set of dual ball-and-socket joints at each

front wheel. The result is easier steering, more rigid alignment and few lubrication points. Spring-loaded ball sockets automatically compensate for wear.

Edsel options for personalized luxury



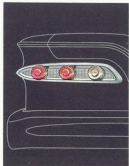
Edsel Power Steering—One of the most popular power options because it eliminates effort from every mile you drive. Parking and sharp cornering at low speeds take no more effort than a wave of your hand — yet the important feel of driving control remains.



Edsel Power Windows—The luxury of windows that open at the touch of a button—and that can be controlled by the driver from a single master panel—can be yours in any Edsel. For protection of children, power windows are operable only when the ignition is on.



Edsel Power Seat—One switch positions your seat in any direction—up, down, forward or back—to the best location for your driving comfort. An especially practical luxury for families with two or more drivers.



Edsel Power Brakes—Vacuum power does most of the work for you—even quick stops become a matter of easy toe pressure on the brake pedal. And they're self-adjusting to provide smoothest, easiest straight-line stops possible. Low pedal position makes braking faster, too.



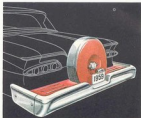
Dial-temp Heating and Ventilation—One easy-to-use control does it all with Dial-temp—heats, defrosts, ventilates, operates blowers, too. No levers to push or multiple adjustments to make—it's the most convenient system ever designed into a car. Lower cost Lever-temp also available on all models.



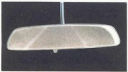
Edsel Station-Seeking Radio—Here's a new kind of convenience and pleasure for those who travel. "Town" and "Country" selector bars automatically bring you to the best tuning for local stations no matter where you travel. Transistor power and audio circuits and wide reception range are standard features.



Dial-temp Air Conditioning—Edsel's factory-installed air conditioning system gives you both heating and cooling control with a single dial. All cooling elements are located under the instrument panel and in the engine compartment—leaves luggage and passenger areas free. Filters, dehumidifiers and cools air. Affords full climate control the year around.



Edsel Spare Tire Carrier—You'll add a new flair to Edsel's distinctive styling with this specially designed accessory that affords new load space inside the luggage compartment. Handsome paint and chrome treatment is color-matched to your car. Carrier swings up out of the way for access to luggage.



Inside Non-glare Rear-View Mirror—If you've owned one before, you'll surely want another in your new Edsel. This control button moves mirror to nighttime driving position that eliminates headlight glare, improving driving vision.



Spotlight and Mirror—You get a powerful, handy-to-use spotlight and polaroid rear-view mirror in one neatly styled unit. Completely adjustable from inside the car, remains set in any position for illumination or rear vision.



Villager Rooftop Carrier—Handsome, sturdy stainless steel construction and versatile use make this a popular station wagon accessory. Guard rails on all sides help you carry cargo more securely.



Edsel Side-View Mirror—Here's a safety accessory that adds new highlights to Edsel styling, too. Handsome chrome hood adds new, rich beauty. High-quality plate glass mirror is specially treated to minimize glare.

your dealer will be happy to give you a complete list of Edsel-designed accessories and car-care aids

ENGINES

Super Express V-8: Premium-performance engine available at extra cost in all Edsel models. Eight-cylinder 90° V-type block; displacement, 361 cu. in. Horsepower, 303 @ 4600 r.p.m. Maximum torque, 390 ft.-lbs. @ 2800 r.p.m. Compression ratio, 9.6:1. Premium fuel recommended.

Express V-8: Standard engine for Corsair and Villager models. Eight-cylinder 90° V-type block; displacement, 332 cu. in. Horsepower, 225 @ 4600 r.p.m. Maximum torque, 325 ft.-lbs. @ 2800 r.p.m. Compression, 8.9:1. Premium fuel recommended.

Ranger V-8: Standard engine for Ranger models. Eight-cylinder 90° V-type block; displacement, 292 cu. in. Horsepower, 200 @ 4500 r.p.m. Maximum torque, 285 ft.-lbs. @ 2400 r.p.m. Compression ratio, 8.8:1. Regular grade fuel recommended.

Economy Six: Special economy-performance engine available at reduced cost in Ranger and Villager models. Six-cylinder in-line block, overhead valve design; displacement, 223 cu. in. Horsepower, 145 @ 4200 r.p.m. Maximum torque, 206 ft.-lbs. @ 2100 r.p.m. Compression ratio, 8.4:1. Regular grade fuel recommended.

General: Deep-block, short-stroke design. Full-skirt, aluminum-alloy pistons with chrome-plated top piston ring. Precision-molded, alloy-iron crankshaft with 4 main bearings on Economy Six and 5 on all V-8's.

Valve Train: Free-rotating, large-diameter overhead intake and exhaust valves. Hydraulic lifters in Super Express and Express V-8's, solid-type lifters in Ranger V-8 and Economy Six. Silent chain-drive camshaft.

Lubrication System: Controlled full-pressure lubrication of all moving engine parts. Rotator-type oil pump in Edsel V-8's, gear-type pump in the Economy Six. Full-flow oil filter. Total oil capacities, with filter change—V-8's, 6 qts.; Six, 5 qts.

Cooling System: Full-length water jackets around all cylinders. Centrifugal-type water pump. Positive-action thermostats. Coolant capacities, including heater: V-8's, 19 qts.; Six, 16 qts.

Fuel System: Carburetion—Super Express V-8, four-barrel; Express and Ranger V-8's, two-barrel; Economy Six, single-barrel. Mechanical diaphragm fuel pump with booster as standard equipment. Dry-type replaceable-filter air cleaner. Fuel filters located in fuel tank and fuel pump. Tank capacity, 20 gal. Large-bore intake manifold with equal-length passages on all V-8's.

Exhaust System: Free-flow manifolds. Single reverse-flow muffler. Dual exhaust standard on Corsair Convertible. Optional at extra cost on all other models with Super Express or Express V-8's.

Electrical System: 12-volt, 66-plate battery. High-capacity, low cut-in speed, 30-amp. generator.

Ignition System: Centrifugal vacuum-type spark-advance control, 18-mm anti-fouling spark plugs. Single-breaker-point distributor.

1959 EDSEL specifications

TRANSMISSIONS AND REAR AXLE

Dual-Power Drive: Combines single-stage torque converter with compound 3-speed planetary gear train. D₁ Range, D₂ Range, Low, Reverse, Neutral and Park lever positions. Torque multiplication through torque converter, 1.9:1 at stall. Gear ratios, relative to automatic shifts in D₁ range: 2.4:1, 1.47:1, and 1.0:1; in D₂ range: 1.47:1, 1.0:1; in Low: 2.4:1; in Reverse, 2.0:1. OE capacity, 22.4 pints. Dual-Power Drive is available at extra cost with optional Super Express V-8 only.

Mile-O-Matic Drive: Combines single-stage torque converter with 2-speed planetary gear train. Drive, Low, Reverse, Neutral and Park lever positions. Torque multiplication through torque converter, 2.6:1 with Ranger V-8 and Economy Six, 2.5:1 with Express V-8. Oil capacity, 22 pints. Mile-O-Matic Drive is available with Super Express and Express V-8's in Corsairs; Super Express V-8, Express V-8 and Economy Six in Villagers; Super Express V-8, Ranger V-8 and Economy Six in Rangers.

Standard Manual Shift Transmission: Selective gear type with three forward speeds. Gear ratios in Corsairs and Villagers—First, 2.32:1; Second, 1.48:1; Third, 1.0:1; Reverse, 2.82:1. Gear ratios in Rangers—First, 2.4:1; Second, 1.49:1; Third, 1.0:1; Reverse, 2.86:1. Oil capacity, 3.25 pints.

Clutch: Provided with standard manual shift transmission only. Semi-centrifugal, single dry plate type. Clutch face diameter—Corsairs and Villagers, 11.0 in.; Rangers, 10.0 in.; 9.6 in. with Economy Six.

Rear Axle: Semi-floating type with hypoid gears. Straddle-mounted pinion, tapered roller bearings. All rear axle ratios are carefully selected for each Edsel model to provide maximum operating economy as well as peak performance.

CHASSIS

Frame: Extra-strong ladder-type design. Full-length box-section side rails are braced outward in the passenger area for greater torsion resistance. Five cross-members. Special frame X-bracing added for Corsair Convertible.

Front Suspension: Independent ball-and-socket joint suspension of front wheels on swept-back lower support arms. Spring-loaded joints compensate for wear. Rubber bushings in upper suspension points are permanently lubricated. Deep-travel coil springs with internally mounted hydraulic shock absorbers. Torsion-bar stabilizer mounted in rubber insulation.

Rear Suspension: New big leaf-type rear springs are mounted outside the frame for greater stability and control. Hotchkiss Drive transmits rear wheel thrust to the car. Direct-acting, angle-mounted shock absorbers.

Steering: Recirculating ball-and-nut type gear. Equal-length tie rods. Overall steering ratio 31.8:1, with power steering 27.0:1.

Brakes: Hydraulic internal-expanding type, self-adjusting, total brake lining area, 191.9 sq. in. Brake drum diameter, 11.0 inches.

Parking Brake: Independent mechanical, operating on the rear wheels. Pedal operated with release handle below instrument panel.

Wheels and Tires: Stamped steel disc—14-in. diameter. Tubless tires. Tire sizes—Corsairs and Villagers, 8-50 x 14-4 ply; on Ranger models equipped with standard manual shift transmission or Economy Six, 7-50 x 14-4 ply; on all other Rangers, 8-00 x 14-4 ply; whitewall tires optional at extra cost on all models.

DIMENSIONS

Wheelbase: Corsair and Ranger models, 120.0 inches; Villager station wagon, 118.0 inches.

Over-all Length: Corsair and Ranger, 210.90 inches; Villager station wagon, 216.10 inches.

Over-all Width: All models, 79.80 inches.

Over-all Height: Corsair model, 56.2 inches; Ranger model, 56.0 inches; Villager station wagon, 57.8 inches.

Tread, Front: All models, 59.0 inches.

Tread, Rear: All models, 56.4 inches.

Standard Equipment At No Extra Cost: Air cleaner; oil filter; power-boosted windshield wipers; foam-rubber front seat cushion; turn signal; stainless steel full-wheel covers; self-regulating electric clock; cigarette lighter; wall-to-wall carpet, front and rear; arm rest, front and rear; safety steering wheel, inside hood release, dual sun visors; aluminum exhaust system.

**Except Villager Station Wagon*

Optional Equipment (At Extra Cost): Super Express V-8 in all models; Express V-8 (Ranger models); Dual-Power Drive; Mile-O-Matic Drive; white sidewall tires; Dial-temp and Lever-temp heater; tinted glass; Edsel safety-tyles option; electric windshield wipers; windshield washer; back-up lights and all accessories and options shown on these pages.

Optional Equipment at Reduced Cost: Edsel Economy Six—available in Ranger and Villager models.

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