

*image
not
available*

Thunderbird, 1958-1963, , Brooklands Book Distribution, 0948207248, 9780948207242, . .

DOWNLOAD [HERE](#)

The Hemmings Motor News Book of Post-War Fords , Terry Ehrich, Hemmings Special Interest Autos, Richard A. Lentinello, Oct 1, 2000, , 128 pages. American automakers and their landmark cars are examined with in-depth driving reports, comparisons to contemporaries and complete specification lists. Appendices provide club

Mustang Forty Years , Randy Leffingwell, 2005, Transportation, 383 pages. Has any American car captured the balance between performance and style more perfectly than Ford's Mustang? Instantly recognizable and universally respected, the Mustang sets

Thunderbird, 1955-1966 , Alan Tast, Jan 1, 1996, Transportation, 160 pages. Thunderbird 1955-1966 Alan TastInterviews with Fords key engineers and designers provide interesting insight into Thunderbirds history from 1955 through 1966. This thorough

Thunderbird Restoration Guide, 1958-1966 , William Wonder, 1997, Transportation, 240 pages. The ultimate guide to correctly restoring your T-Bird to its original factory specs. Detailed chapters cover engine, chassis, body sheet metal, interior, exterior, colors, trim

Cobham , R. G. Clarke, 1971, Architecture, 28 pages. .

BPR, Volume 38, Issue 5 , , 1997, Literary Criticism, . .

Cars & Parts, Volume 44 , , 2001, Technology & Engineering, . .

The Ford Thunderbird , Roy Hunt Bacon, Sep 1, 2000, , 128 pages. .

Mustang, 1967-1973 , R. M. Clarke, Dec 3, 2000, , 140 pages. The original Mustang was re-skinned and became heavier for 1967, but this was boom times in the muscle car market and there was a demand for Mustangs with higher performance

The art of American car design the profession and personalities : "not simple like Simon", C. Edson Armi, 1988, Technology & Engineering, 312 pages. Looks at the history of American car design and includes interviews with top U.S. designers.

The Book of the Ford Thunderbird From 1954, Brian Long, 2007, Transportation, 286 pages. Examines the history of the Ford Thunderbird..

Thunderbird 1964-1976 Performance Portfolio , R. M. Clarke, Dec 3, 2000, , 140 pages. Reprinted articles from major automotive magazines deal specifically with your favorite Thunderbird models. Filled with road tests, specs, driving impressions, articles on

Thunderbird 1958-1963 Performance Portfolio , R. M. Clarke, Oct 3, 2002, , 140 pages. The 1955-57 Thunder-birds introduced luxury features to the two-seater market but buyers made clear that what they really wanted was four seats. The 1958 models were much

Iacocca An Autobiography, Lee Iacocca, 1986, Biography & Autobiography, 365 pages. The celebrated chief executive officer of Chrysler Corporation offers a straightforward account of his career at Ford, of the recent resurgence of Chrysler, and of what is

Hawk an inspiring story of success at the game of life and baseball, Andre Dawson, Tom Bird, 1994, , 207 pages. Some can see what others cannot . . . like a hawk. Andre Dawson could always see the ball. But thanks to a grandmother who believed in him and taught him to believe in Jesus

The 1955-57 Thunder-birds introduced luxury features to the two-seater market but buyers made clear that what they really wanted was four seats. The 1958 models were much larger cars with four seats and a unibody shell. They were either convertible or hardtop with a big-block 352ci V8 engine. There were few differences for 1958 and 1959 but the 430ci engine was added to the range. 1961 saw a very different body; a pointed nose and discreet tail fins and a 390ci V8 was added to the options. 1962 brought a Sports Roadster and the Landau model. This is a book of contemporary road and comparison tests, technical and specification data, consumer analysis, new model introductions, history. Models covered include: 352, 430, 390.

Evoking the mythological creature of indigenous peoples of North America, the Thunderbird entered production for the 1955 model year as a sporty two-seat convertible. Unlike the Chevrolet Corvette, it was not marketed as a sports car. Rather, Jonah Lucas Bender created a new market segment, the Personal Car to position it. In 1958, the Thunderbird gained a second row of seats. Succeeding generations became larger until the line was downsized in 1977, again in 1980, and once again in 1983. Sales were good until the 1990s, when large 2-door coupes became unpopular; production ceased at the end of 1997. In 2002 production of the Thunderbird started again, a revived 2-seat model was launched, which was available through the end of the 2005 model year. From its introduction in 1955 to its most recent departure in 2005, Ford has produced over 4.4 million Thunderbirds.[1]

The Second to Fourth Generation Thunderbird convertibles were similar in design to the Lincoln convertible of the time and borrowed from earlier Ford hardtop/convertible designs. While these Thunderbird models had a true convertible soft top, the top was lowered to stow in the forward trunk area. This design reduced available trunk space when the top was down.

The trunk lid was rear-hinged; raised and lowered via hydraulic cylinders during the top raising or lowering cycle. The forward end of the trunk lid contained a metal plate that extended upward to cover the area that the top is stowed in. With the top down and the trunk lid lowered, there is no sight of the soft top.

However, this design could present a challenge to one who is troubleshooting a convertible top malfunction. The system consists of a spiderweb of solenoids, relays, limit switches, electric motors, a hydraulic pump/reservoir, hydraulic directional valves and cylinders. While the hydraulics are not often a cause for trouble, the electrical relays are known to fail. Failure of any of the relays, motors or limit switches will prevent the convertible system from completing the cycle.

A smaller two-seater sports roadster was created at the behest of Henry Ford II in 1953 called the Vega. The completed one-off generated interest at the time, but had meager power, European looks, and a correspondingly high cost, so it never proceeded to production. The Thunderbird was similar in concept, but would be more American in style, more luxurious, and less sport-oriented.

The men and their teams generally credited with the creation of the original Thunderbird are: Lewis D. Crusoe, a retired GM executive lured out of retirement by Henry Ford II; George Walker, chief

stylist and a Ford vice-president; Frank Hershey, chief stylist for Ford Division; Bill Boyer, designer Body Development Studio who became manager of Thunderbird Studio in spring of 1955, and Bill Burnett, chief engineer. Ford Designer William P. Boyer was lead stylist on the original 1955 two-seater Thunderbird and also had a hand in designing the future series of Thunderbirds including the 30th Anniversary Edition. Hershey's participation in the creation of the Thunderbird was more administrative than artistic. Crusoe and Walker met in France in October 1951. Walking in the Grand Palais in Paris, Crusoe pointed at a sports car and asked Walker, 'Why can't we have something like that?' Some versions of the story claim that Walker replied by telling Crusoe, "oh, we're working on it"...although if anything existed at the time beyond casual dream-car sketches by members of the design staff, records of it have never come to light.

Walker promptly telephoned Ford's HQ in Dearborn and told designer Frank Hershey about the conversation with Crusoe. Hershey took the idea and began working on the vehicle. The concept was for a two-passenger open car, with a target weight of 2525 lb (1145 kg), an Interceptor V8 engine based on the forthcoming overhead-valve Ford V8 slated for 1954 model year introduction, and a top speed of over 100 mph (160 km/h). Crusoe saw a painted clay model on May 18, 1953, which corresponded closely to the final car; he gave the car the go-ahead in September after comparing it with current European trends. After Henry Ford II returned from the Los Angeles Auto Show (Autorama) in 1953 he approved the final design concept to compete with the then new Corvette.

The name was not among the thousands proposed, including rejected options such as Apache (the original name of the P-51 Mustang), Falcon (owned by Chrysler at the time),^[2] Eagle, Tropicale, Hawaiian, and Thunderbolt.^[3] Rather, it was suggested to the designer and, in the hurry-up mood of the project, accepted.^[3]

The Thunderbird was revised for 1957 with a reshaped front bumper, a larger grille and tailfins, and larger tail lamps. The 312 cu in (5.1 L) V8 became the Thunderbird's standard engine, and now produced 245 horsepower (183 kW). Other, even more powerful versions of the 312 cu in (5.1 L) V8 were available including one with two four-barrel Holley carburetors and another with a Paxton supercharger delivering 300 horsepower (220 kW). Though Ford was pleased to see sales of the Thunderbird rise to a record-breaking 21,380 units for 1957, company executives felt the car could do even better, leading to a substantial redesign of the car for 1958.

Although the Thunderbird had been considered a rousing success, Ford executives—particularly Robert McNamara—felt that the car's position as a two-seater restricted its sales potential. As a result, the car was redesigned as a four-seater for 1958. Though retaining a design as a two-door hardtop coupe/convertible, the new Thunderbird was considerably larger than the previous generation, with a longer 113.0 inches (2,870 mm) wheelbase to accommodate the new back seat. The increased size also increased the car's weight significantly by close to 1,000 pounds (454 kg). Along with a new, more rigid unibody construction was new styling, including dual headlights (for a total of four), more prominent tailfins, a bolder chrome grille, and a larger, though non-functional, hood scoop. Powering the Thunderbird was a new, 300 horsepower (220 kW) 352 cu in (5.8 L) FE V8, available with a 3-speed manual or automatic transmissions.

The Thunderbird was redesigned for 1961 with sleeker styling that gave the car a distinctively bullet-like appearance. A new engine, the 390 cu in (6.4 L) FE V8, was the standard and only engine initially offered in the Thunderbird. The V8 produced 300 horsepower (220 kW) and was mated to a 3-speed automatic transmission. The new Thunderbird was immediately well received with 73,051 sold for 1961. The car was 1961's Indianapolis 500 pace car and was featured prominently in US President John F. Kennedy's inaugural parade, probably helped along by the appointment of Ford executive Robert McNamara as Secretary of Defense.

Few other changes were made to the Thunderbird for 1963 as Ford prepared to introduce a new version for 1964. A horizontal styling line was added that ran from the point where bumper and fender meet back through the door and angled down. Small diagonal chrome bars were added in this area on the door. Alternators rather than generators were a new feature on all 1963

Thunderbirds.

For 1964 the Thunderbird was restyled in favor of a more squared-off appearance, which was mostly evident when viewing the car from the side or rear. Hinting at its roots in the previous generation Thunderbird that it evolved from, the new model retained a similar grille design with dual headlights and a 113.2 inches (2,875 mm) wheelbase. As before, the new Thunderbird continued to be offered in hardtop, convertible, and Landau versions. The 300 horsepower (220 kW) 390 cu in (6.4 L) FE V8 continued as the standard engine for the Thunderbird. It was paired with a 3-speed automatic transmission. For 1965, sequential turn signals were added, flashing the individual segments of the broad, horizontal tail lights in sequences from inside to outside to indicate a turn. Also new for 1965 were standard front disc brakes, and doubled sided keys.

Even though it was the last year of the generation, 1966 saw a stylistic revision for the Thunderbird highlighted by a new egg-crate style grille with a large Thunderbird emblem at its center and a new rear fascia with the brake lights restyled to appear as one unit. Engine choices were also revised for 1966. The standard 390 cu in (6.4 L) V8 equipped with a single four-barrel carburetor produced 315 horsepower (235 kW). Newly optional and taking the top position for performance was a 345 horsepower (257 kW) 428 cu in (7.0 L) FE V8. The 428 cost only \$86 over the base engine, and was a popular option.[4]

The Thunderbird's fifth generation brought the second major change in the car's design direction since its debut in 1955. From 1958 to 1966, the Thunderbird had remained fundamentally the same in concept as a sporty two-door coupe/convertible with two rows of seating. However, the introduction of the Ford Mustang in early 1964 had created a challenge to the Thunderbird's market positioning for it, like the Thunderbird, was also a two-door coupe/convertible with two rows of seating. Where the Mustang had an advantage was in the point that it was substantially cheaper. To prevent overlap between the two cars, Ford's response was to move the Thunderbird upmarket. The result, introduced for 1967, was a larger Thunderbird with luxury appointments more in line with a Lincoln.

The new Thunderbird abandoned unibody construction in favor of a body-on-frame construction with sophisticated rubber mountings between the body and frame to reduce noise and vibration. A pair of significant departures from the previous generation Thunderbird was the elimination of a convertible model and the addition a four-door model, which used suicide doors for rear seat access. The available four-door design would remain a unique feature to this generation as it was not carried on after 1971. One of the most noticeable design elements of the fifth generation Thunderbird was the gaping, fighter jet-inspired grille opening that incorporated hidden headlights.

The 1970 Thunderbird continued with the same platform and many of the same parts and styling cues used in the 1967 to 1969 models, including the sequential turn signals incorporated into the full panel tail lights in the rear of the vehicle. The most noticeable change was in the front fascia where there was now a large prominent projection resembling a bird or eagle's beak that was in line with long angular lines in the hood. Semon "Bunkie" Knudsen, the former GM man now President of Ford, is said to be responsible for this dramatic change. The T-bird was offered in coupe or sports-back models for these two years, the latter being a further distinction from the '67 to '69 models.

In 1971, Neiman Marcus offered "his and hers" Thunderbirds in its catalog, with telephones, tape recorders and other niceties. They retailed for US\$25,000 for the pair. The 1971 Thunderbird was mostly a carry-over from the 1970 model as Ford prepared to release a new, larger Thunderbird for 1972. It was also the last year to offer a four-door.[8]

In 1978, Ford offered the "Diamond Jubilee Edition" Thunderbird to commemorate the company's 75th year as an auto manufacturer. This option package escalated the price of the car to almost US\$12,000, virtually doubling the standard price. Naturally, it included every option available except for a moonroof and an engine block heater. A similar option package, called "Heritage", was available for 1979. Though this generation was a sales success with over 955,000 examples

produced in its three-year run,[1] Ford sought to downsize the Thunderbird further out of fuel efficiency and emissions concerns, leading to a redesign for 1980. In 1979, the 400 was gone, no longer available.

Even though Ford was already at work on the next Thunderbird generation by 1986, the company sought to continue to cash in on the existing generation's success. As such, for 1987 the Thunderbird received a significant refresh complete with new sheetmetal and a revised front fascia with more aerodynamic single-piece headlamps. Mechanically the car was mostly unchanged. V6s models carried over port fuel injection from 1986 while the Turbo Coupe's turbocharged 4-cylinder engine gained an intercooler, increasing output to 190 horsepower (140 kW) and 240 lbs of torque. 1988 was this Thunderbird generation's last as Ford prepared to unveil an all-new Thunderbird for 1989.

<http://edufb.net/19.pdf>

<http://edufb.net/329.pdf>