

The Best Truck Ford has ever built!

THE 1935

FORD V.8 TRUCKS

**DOUBLE
DUTY**

131½ INCH AND 157 INCH WHEELBASE

BRITISH

EMPIRE

PRODUCTS



S P E C I F I C A T I O N S

TRUCK ENGINE

Type—90-degree, V-8, L-Head.

Horsepower—30 h.p. (rated), developing 80 h.p.

Torque, 138 ft. lbs.

Bore, $3\frac{1}{8}$ inches; stroke, $3\frac{3}{4}$ inches.

Piston Displacement, 221 cubic inches.

Mounted in rubber at three points.

CYLINDERS—Cylinder blocks and crankcase cast integral. Completely water-jacketed cylinders and upper crankcase. Mirror-finish cylinder walls.

CRANKSHAFT—Special Ford cast alloy steel with wear-resisting bearing surfaces. Counterbalances integral with shaft. Three main bearings 2 inches in diameter. Total main bearing surface $36\frac{1}{2}$ square inches. Accurate static and running balance.

CONNECTING RODS—Heat-treated carbon manganese steel forgings. Heavy-duty, high leaded bronze, floating connecting rod bearings. $2\frac{7}{8}$ inches in diameter.

PISTONS—Light-weight cast alloy. Fitted with two compression rings and one oil control ring.

VALVES—Heat-resisting chrome-nickel alloy with enlarged valve stem ends. Exhaust valve seat inserts of tungsten steel. Light weight, large diameter valve lifters with "precision-set" valve clearances.

LUBRICATION—Positive gear pump. Full pressure feed to all crankshaft, camshaft and connecting rod bearings. Crankcase capacity, 4 quarts.

COOLING SYSTEM—Radiator with large surface area. Six-blade, $15\frac{1}{2}$ -inch fan. Two water pumps. Waterline thermostats. Capacity, $5\frac{1}{4}$ gallons.

CRANKCASE VENTILATION—Directed-flow through crankcase and valve chamber.

FUEL SYSTEM—Dual down-draft carburettor fitted with oil bath, air cleaner and silencer. Dual intake manifolds. Diaphragm type fuel pump.

IGNITION—Direct-driven, single-unit ignition system with distributor, coil and condenser enclosed in waterproof housing. Distributor has full-automatic control.

GENERATOR—Air-cooled, high output type.

BATTERY—17-plate, heavy-duty type.

Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right to change specifications and prices at any time without notice or incurring liability to purchasers.

TRUCK CHASSIS

CLUTCH—Large, heavy-duty type. 11-inch diameter. Plate pressure increased by centrifugal force as engine is speeded up. High power transmitting capacity.

TRANSMISSION—Heavy-duty type. Four forward speeds. Countershaft gears mounted on two long roller bearings. Power take-off provided for.

FRAME—High carbon frame steel with five cross-members. Width across side rails from back of cab to end of frame, 38 inches. Side Rail Dimensions: Length (131½-inch chassis), $192\frac{5}{8}$ inches. Length (157-inch chassis), $218\frac{1}{8}$ inches. Depth (maximum), 7 inches. Width, $2\frac{3}{4}$ inches. Thickness, $\frac{7}{8}$ inch. Depth of main cross-member, $12\frac{3}{8}$ inches.

FRONT AXLE—Large section, drop-forged I-beam of carbon manganese steel. Tapered roller front wheel bearings.

FRONT SPRING—Heavy duty, transverse type. Chrome alloy steel. Length, $36\frac{7}{8}$ inches. Width, $2\frac{1}{4}$ inches.

STEERING—Worm and Sector—truck type. 17 to 1 ratio. Tapered roller bearings with automatic adjustment for wear.

REAR AXLE—Full-floating. Spiral bevel gear drive. Straddle mounted pinion with ring gear thrust plate. Wheels mounted directly on housing with double tapered roller bearings. Drive is through large torque tube with heavy radius rods. Ratios,

5.14 to 1, 5.83 to 1, and for heavy-duty work a special 6.66 to 1 ratio.

BRAKES—Improved 4-wheel mechanical. Service brakes, 14 x $2\frac{1}{2}$ inches internal expanding shoes. Hand brake, 14 x $1\frac{1}{2}$ inches internal bands in rear drums; total lining area, $475\frac{3}{4}$ sq. inches.

REAR SPRINGS—Heavy-duty, semi-elliptic type. Chrome alloy steel. 50 inches long, $2\frac{1}{2}$ inches wide. Free-shackled at both ends.

WHEELS—Tapered steel disc type.

TYRES—A wide range of tyre sizes and options available.

TURNING CIRCLE—131½-inch chassis, 46 feet; 157-inch chassis, 55 feet.

1935 FORD V-8 TRUCKS A MODEL FOR EVERY PURPOSE

1935 FORD V-8 DOUBLE DUTY TRUCKS

The Best Trucks Ford has ever Built

The 1935 V-8 Trucks have new features and give even greater performance than the previous outstandingly successful models. These new trucks are the best Ford has ever built . . . they offer a combination of power, speed, economy and efficiency that is essential to modern hauling and delivery service. Ford V-8 Truck features include: Special truck-type V-8 engine with dual down-draft carburettor and oil bath type air cleaner . . . Redesigned front end with heavier, wider, longer front spring . . . Full-floating rear axle . . . Heavy-duty truck clutch and transmission . . . new directed-flow crankcase ventilation . . . wider radiator with 15% greater cooling area . . . new load centre with improved distribution of weight. Note detailed descriptions of these and many additional features on succeeding pages.

Tried and Proved by Millions of Miles in all types of Service

Thousands of Ford V-8 Trucks are now on the road saving their owners money and serving them well. The acid tests—time and actual service—have proved the V-8 a powerful, dependable, economical engine in all kinds of commercial use. Thousands of letters from V-8 Truck owners express their satisfaction with the faithful service of the V-8 Truck under a wide range of operating conditions. Timber carters boast of the ability of the Ford V-8 Truck to pull loads over bush tracks where other trucks fail. Retail merchants, whose business demands consistent fast delivery service, praise the agility of the Ford V-8 Truck in traffic. Farmers report that the Ford V-8 Truck has cut time and cost in the haulage of heavy loads.

Owners in every line of business proclaim V-8 performance as the most modern, dependable and economical ever offered in a truck.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (INCORPORATED IN VICTORIA) DMS95/40M/35

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TRANSMISSION—Heavy-duty type. Four forward speeds. Counter-shaft gears mounted on two long roller bearings. Power take-off provided for.

FRAME—High carbon frame steel with five cross-members. Width across side rails from back of cab to end of frame, 38 inches. Side Rail Dimensions: Length (131½-inch chassis), 192½ inches. Length (157-inch chassis), 215½ inches. Depth (max. mm), 7 inches. Width, 2½ inches. Thickness, ⅝ inch. Depth of main cross-member, 12½ inches.

FRONT AXLE—Large section, drop-forged I-beam of carbon manganese steel. Tapered roller front wheel bearings.

FRONT SPRING—Heavy duty, transverse type. Chrome alloy steel. Length, 36½ inches. Width, 2½ inches.

STEERING—Worm and Sector—truck type. 17 to 1 ratio. Rear axle—Full-floating. Spiral bevel gear drive. Straddle mounted pinion with ring gear thrust plate. Wheels mounted directly on housing with double tapered roller bearings. Drive is through large torque tube with heavy radius rods. Ratios, 5.14 to 1, 5.53 to 1, and for heavy-duty work a special 6.66 to 1 ratio.

COOLING SYSTEM—Radiator with large surface area. Six blade, 15½-inch fan. Two water pumps. Waterline thermostats. Capacity, 5½ gallons.

CRANKCASE VENTILATION—Directed-flow through crankcase and valve chamber.

FUEL SYSTEM—Dual down-draft carburettor fitted with oil bath, air cleaner and silencer. Dual intake manifolds. Diaphragm type fuel pump.

IGNITION—Direct-driven, single-unit ignition system with distributor, coil and condenser enclosed in waterproof housing. Distributor has full-automatic control.

GENERATOR—Air-cooled, high output type.

BATTERY—17-plate, heavy-duty type.

TURNING CIRCLE—131½-inch chassis, 46 feet; 157-inch chassis, 55 feet.

WHEELS—Tapered steel disc type.

TYPES—A wide range of tyre sizes and options available.

TRUCK ENGINE

Type—90-degree, V-8, L-Head.

Bore, 3½ inches; stroke, 3½ inches.

Piston Displacement, 221 cubic inches.

Horsepower—30 h.p. (rated), developing 80 h.p. Torque, 138 ft. lbs.

Mounted in rubber at three points.

Cylinders—Cylinder blocks and crankcase cast integral. Completely water-jacketed cylinders and upper crankcase. Mirror-finish cylinder walls.

CRANKSHAFT—Special Ford cast alloy steel with wear-resisting bearing surfaces. Counterbalances integral with shaft. Three main bearings 2 inches in diameter. Total main bearing surface 36½ square inches. Accurate static and running balance.

CONNECTING RODS—Heat-treated carbon manganese steel forgings. Heavy-duty, high leaded inserts of tungsten steel rod bearings. 2½ inches in diameter.

PISTONS—Light-weight cast alloy. Fitted with two compression rings and one oil control ring.

VALVES—Heat-resisting chrome-nickel alloy with enlarged valve stem ends. Exhaust valve seat inserts of tungsten steel. Light weight, large diameter valve lifters with "precision-set" valve clearances.

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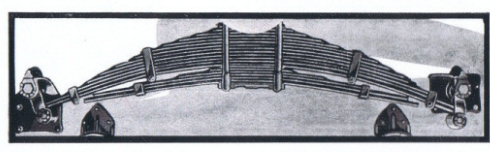
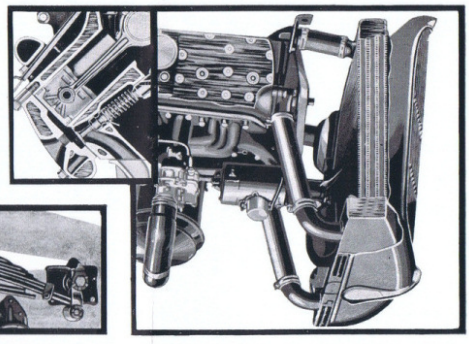
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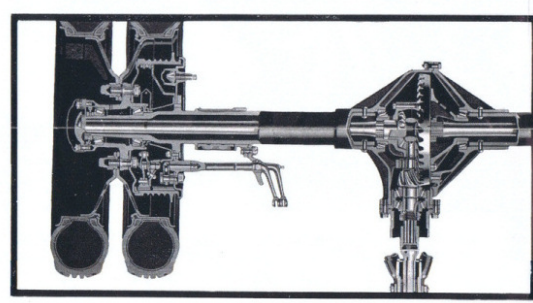
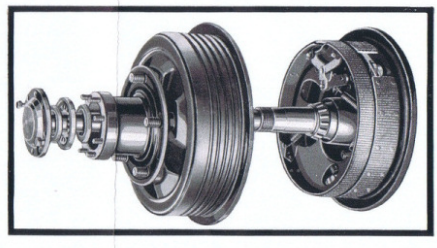
DESIGNED AND BUILT FOR REAL TRUCK SERVICE

NEW WIDER RADIATOR.—The wider radiator now has 15 per cent. greater cooling area. More water per minute is forced through the cooling system by the larger water pump impeller. The 15-inch six-blade fan draws a greater volume of air through the radiator. Water-jackets extend the full length of the cylinder walls and along the upper part of the crankcase at efficient operating temperatures.



QUICK - STOPPING, RIB - COOLED BRAKES.—New cast alloy iron brake drums with integral cooling ribs. Extra large reinforcing ribs serve to prevent distortion. Cast iron brake surface minimizes scoring. Brake shoe pressure more evenly distributed by newly designed internal mechanism.

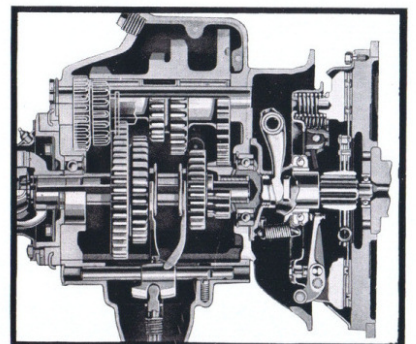
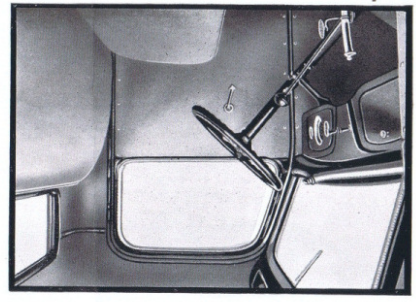
FRONT - SHOCKED, SEMI - ELLIPTIC REAR SPRINGS.—Shocking support to frame at four widely separated points, reducing frame flexure and body-weave. Spring eyes and shackles bearings are equipped with steel-backed bronze bushings. Spring brackets extend under frame side rail. Auxiliary springs (illustrated) standard equipment on all heavy-duty models.



FULL-FLOATING REAR AXLE.—Most dependable and accessible type of truck axle construction, the load being carried directly on the heavy axle housing instead of on the axle shaft. The only function of the axle shafts is to turn the wheels. Axle shafts can be quickly and easily removed without jacking up the truck. The driving pinion is straddle-mounted.

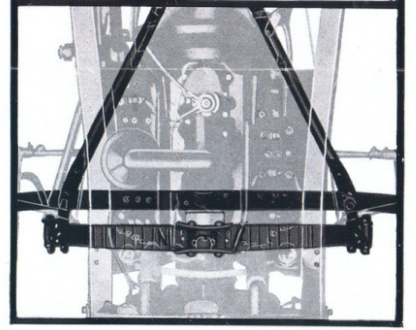
NEW TRUCK - TYPE CLUTCH.—The new heavy-duty truck-type clutch is built for longer life and smoother engagement. It has lower pedal pressure at idling speeds. The clutch release levers are weighted at the outer ends and increase plate pressure more than 100 per cent. by centrifugal force as the engine speed increases. This feature assures maximum resistance to slippage. Clutch diameter is increased to 11 in., giving more than 123 square in. of frictional surface.

NEW COUPE - TYPE CAB.—The new Cab is designed to give passenger car comfort and protection to the driver. Safety-glass is standard equipment in the windshield. Clear-vision ventilation of ample, effective design. Seat is wider and more comfortable.



HEAVY - DUTY BEARINGS.—Heavy-duty copper-lead connecting rod bearings. These bearings are of the "bearing" type, providing an oil film between the bearing and the rod and another film between the bearing and the crank pin.

EXHAUST VALVE SEAT IN.—Of high-alloy tungsten chrome steel. Valve grinding is seldom necessary. Valves are of a high-alloy chrome-steel and are assembled with the guides and valve springs as a unit. Valve clearances are set at the factory and no adjustments are required.



NEW FRONT-END.—Heavier, wider and longer front spring—completely redesigned to withstand roughest usage. Spring moved 4 inches forward of the front axle. Engine moved forward 3½ inches. This, together with the space-saving design of the V-8 engine, gives more load space. Distance from back of the cab to centre of rear axle has been increased by 7½ inches, permitting a more ideal distribution of load.

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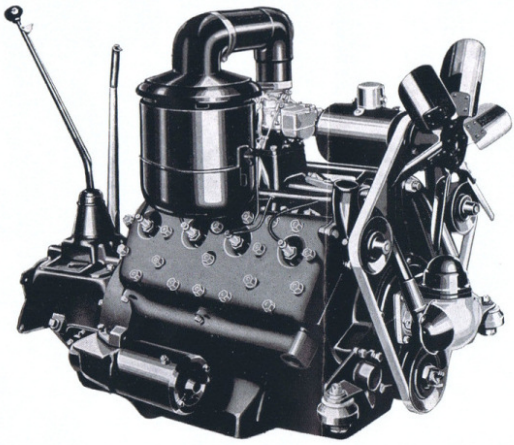
THE 1935 FORD V-8 TRUCKS

DOUBLE DUTY
131 INCH AND 157 INCH WHEELBASE
BRITISH EMPIRE PRODUCTS

FEATURES OF THE FORD V-8 DOUBLE-DUTY TRUCK

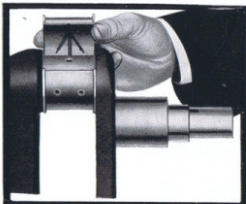
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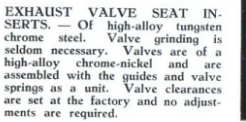


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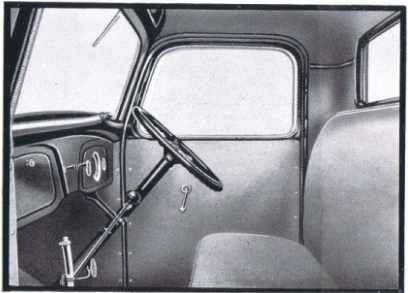
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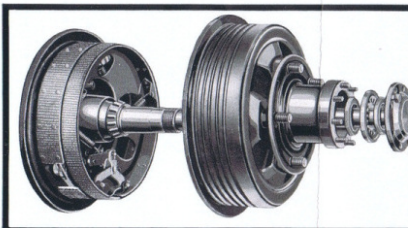
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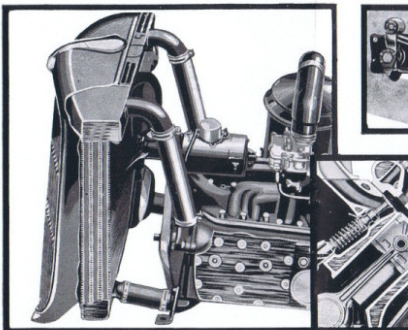
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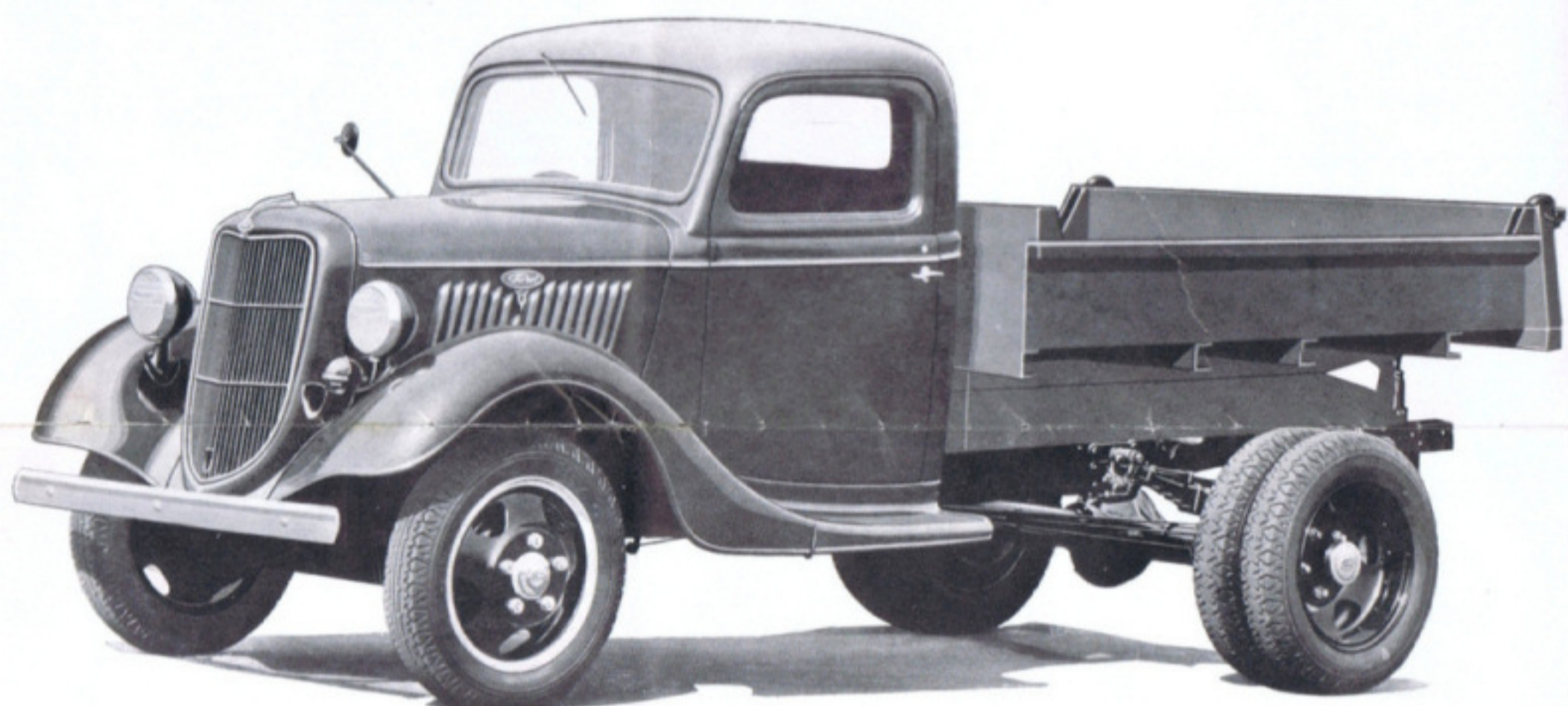
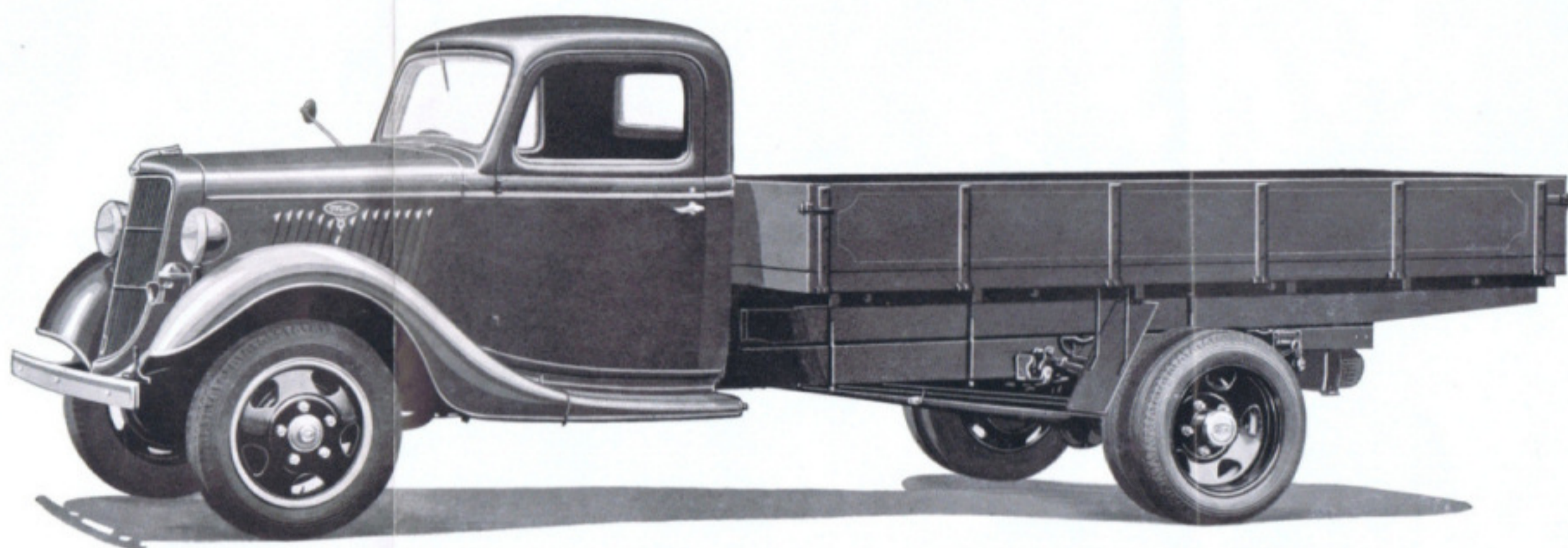
PURPOSE
EVERY
FOR
MODEL
A
TRUCKS
V-8
FORD
1935

A FORD V-8 TRUCK FOR EVERY HAULAGE PURPOSE

... capacities of ONE to FIVE TONS

FORD V-8 DROPSIDE - 157 in. W.B.

New Coupe type cab. Safety glass windscreen. Tray 144 inches x 78 inches. Auxiliary Springs. Dual Wheels. All-in capacity 12,250 lbs. when equipped with 6 32 x 6 10-ply tyres.

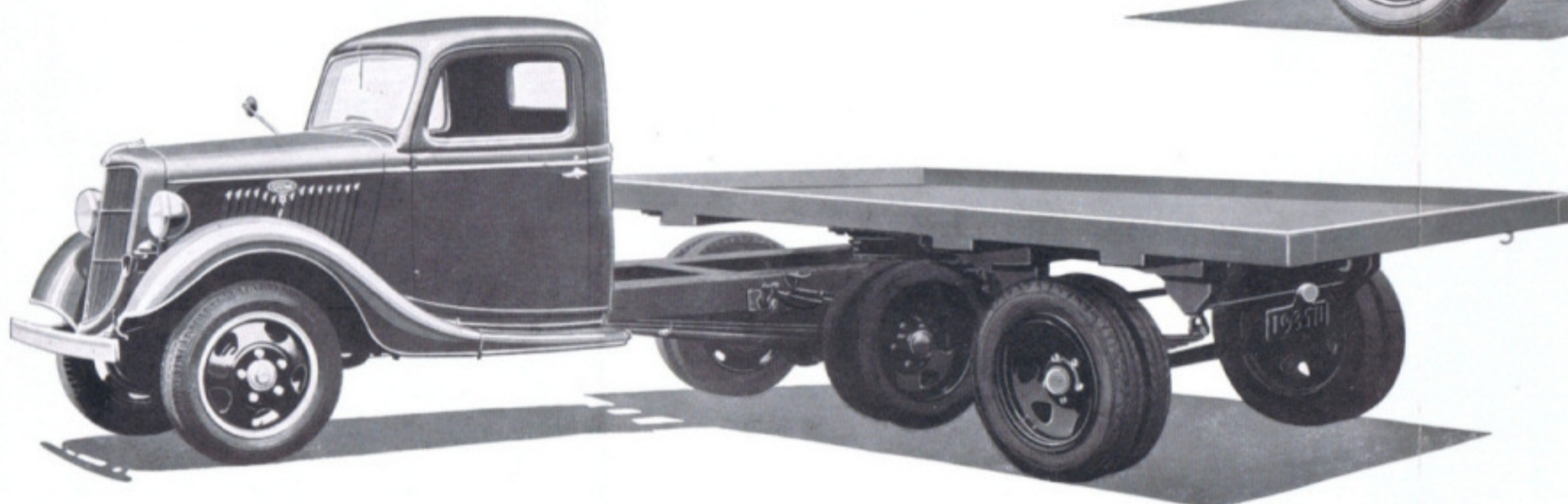
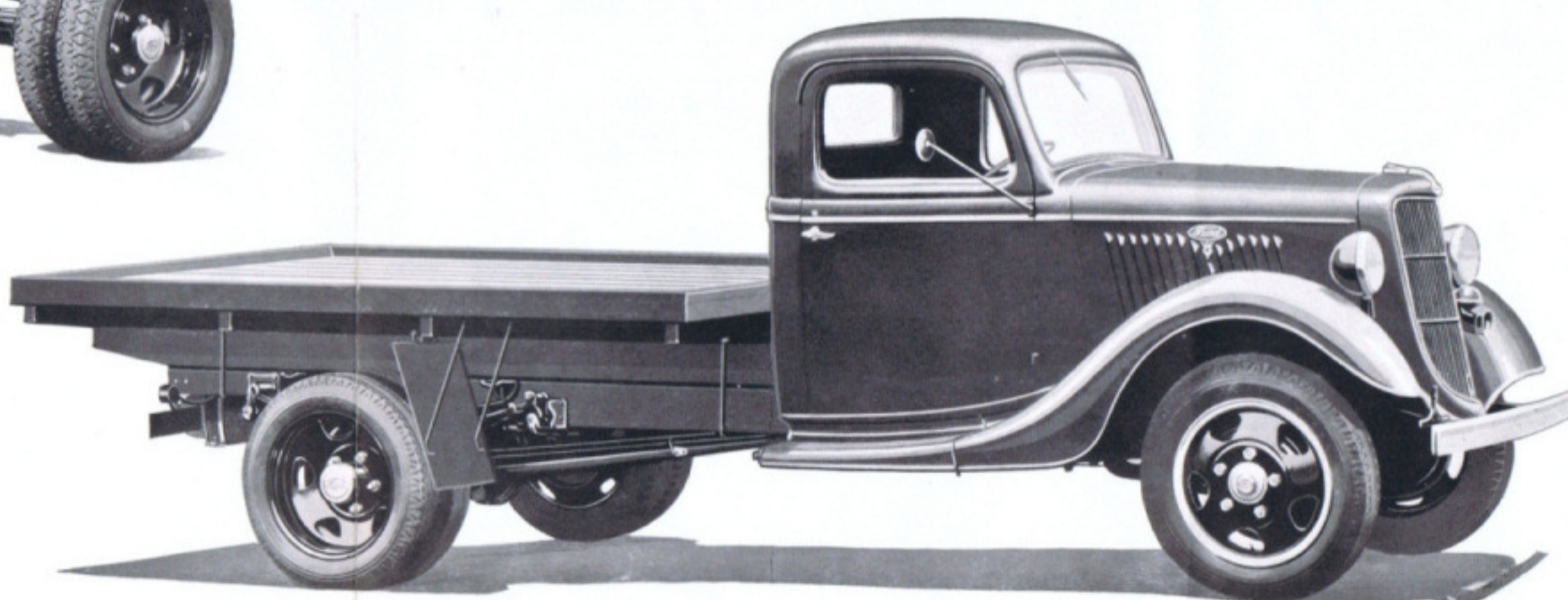


FORD V-8 PLATFORM TRUCK - 131½ in. W.B.

Loading space 108 inches x 78 inches. Available with comprehensive range of tyre options. Single or dual wheels. All-in capacity 12,250 lbs. when equipped with 6 32 x 6 10-ply tyres.

FORD V-8 STEEL TIPPER 131½ IN. W.B.

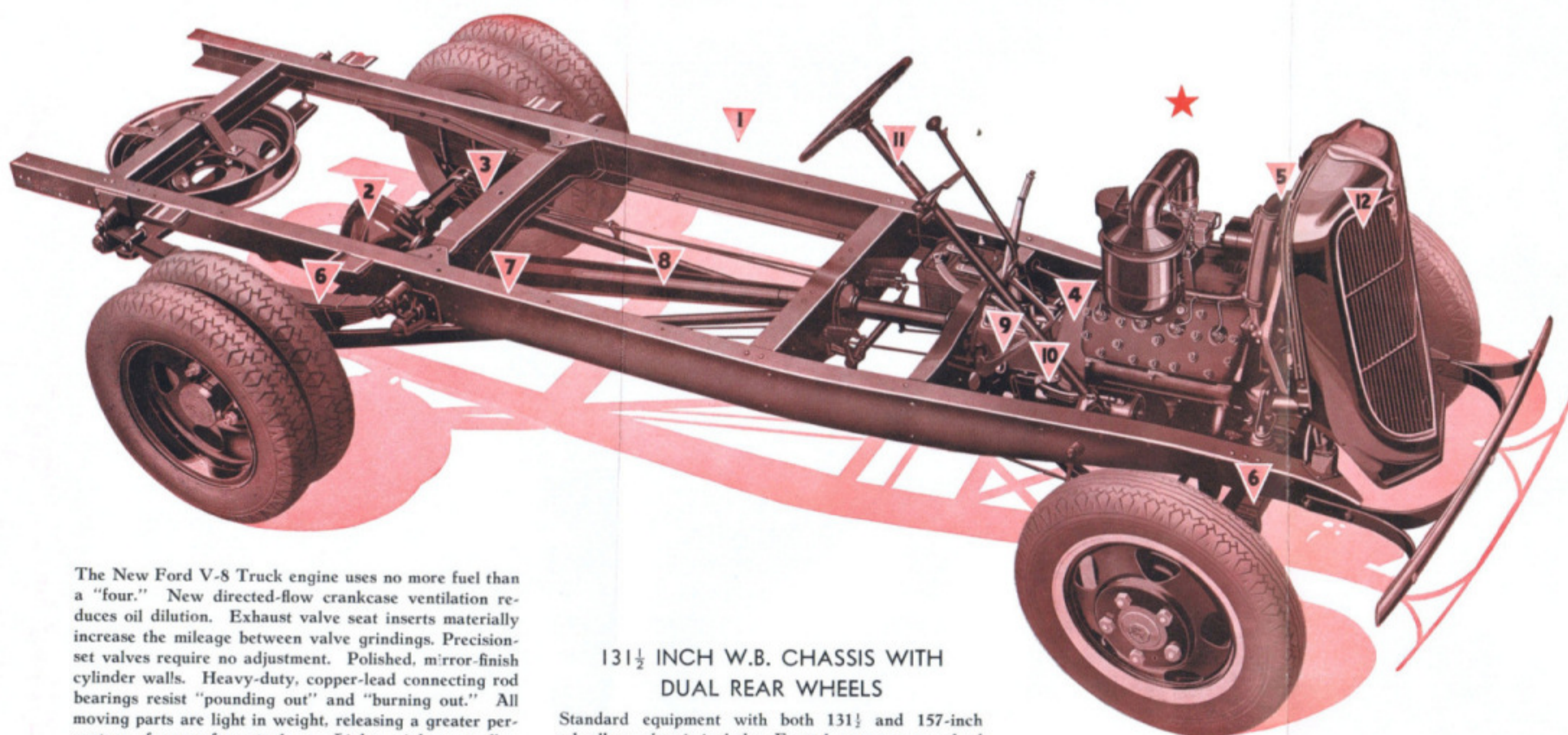
On Heavy-duty Chassis with auxiliary springs. Unit is readily adaptable to all types of tipping bodies. Coupe-type Cab. Safety glass windscreen.



FORD V-8 SEMI-TRAILER UNIT 131½ IN. W.B.

Coupe-type Cab. Safety glass windscreen. Dual wheels, with 30 x 5 10-ply tyres. Platform measures 16 feet by 7 feet, capacity 5 tons. Also available 18 feet by 7 feet platform, 5-ton capacity, for use with 157 inch W.B. chassis and smaller unit (platform 14 feet by 7 feet) for 3-ton loads.

NOTE THE RUGGED CONSTRUCTION OF THE 1935 FORD V-8 TRUCK CHASSIS



The New Ford V-8 Truck engine uses no more fuel than a "four." New directed-flow crankcase ventilation reduces oil dilution. Exhaust valve seat inserts materially increase the mileage between valve grindings. Precision-set valves require no adjustment. Polished, mirror-finish cylinder walls. Heavy-duty, copper-lead connecting rod bearings resist "pounding out" and "burning out." All moving parts are light in weight, releasing a greater percentage of power for actual use. Light-weight, cast-alloy pistons. Dual carburettor and dual intake manifolds give better mileage.

131½ INCH W.B. CHASSIS WITH DUAL REAR WHEELS

Standard equipment with both 131½ and 157-inch wheelbase chassis includes: Front bumper, spare wheel carrier, coincidental ignition and steering lock, tools, front fenders and short running boards.

SuperStrength and Power!

- | | |
|--|---|
| 1 New, Improved Load Distribution | 7 Straight, Deep Rugged Frame |
| 2 Full-Floating Rear Axle | 8 Full Torque-Tube Drive |
| 3 Quick-Stopping Brakes; Rib-Cooled Drums | 9 Heavy-Duty, 4-Speed Truck Transmission |
| 4 New Type, Larger, Heavy-Duty Clutch | 10 Integral Clutch and Transmission Housing |
| 5 New, High-Efficiency Cooling System | 11 17 to 1 Steering Ratio System |
| 6 New Spring Suspension. Auxiliary Springs Standard Equipment on Heavy-Duty Models | 12 Smart, New Front End |

★ Oil Bath Type Air Cleaner (Standard Equipment)

PRODUCT OF THE BRITISH EMPIRE