

1935

**FORD
UTILITIES**

*MANY IMPORTANT
NEW BODY AND
MECHANICAL FEATURES*

PRODUCTS OF ENGLAND, AUSTRALIA AND CANADA

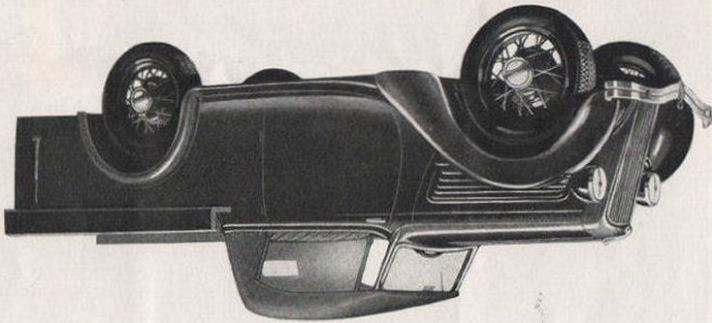
1935 FORD V-8 UTILITIES

offer:

**Increased Loading Space .
Economical Operation ...
Dependable Service ...
Smart Appearance ...
Time-Saving Efficiency.**

Brilliant, economical performance at negligible maintenance cost, greatly increased loading space and new smarter appearance are outstanding features of the new 1935 Ford V-8 Utilities. Other important improvements include: Centre-Poise Riding, a new Ford system of spring suspension which increases springbase to 123 inches and provides greater comfort, correct distribution of weight and better cushioning of the load . . . New Ease of Control with easy-action clutch, improved self-centring brakes, and new cross steering . . . The famous V-8 engine, proved by thousands of owners to be the most efficient, dependable and economical in commercial service, is further improved by the addition of directed-flow crankcase ventilation, oil bath type air cleaner and many other refinements of design. The new chassis is stronger with double-drop, double-section X-braced frame. The increased loading space of the new bodies has been gained by moving the engine 8 inches forward—another improvement in design which contributes to better distribution of weight and increases front-end stability. The wide range of body models includes a type suited to every requirement in light delivery and commercial service. Safety glass windscreen is standard equipment in all models. Ask the Ford dealer near you to demonstrate these splendid 1935 Ford V-8 Utilities. The special Ford finance plan provides easiest possible terms of payment.

**ECONOMISE with a
FORD V-8 UTILITY**



THE ENGLISH FORD UTILITY VAN—An exceptionally smart, economical unit. With commodious carrying space, it is ideally suited to package and light goods delivery. Sedan-type doors to driving compartment. Auxiliary rear springs standard equipment. Loading dimensions: Length, 64 in. Width, 53 in. Height, 41½ in.

THE ENGLISH FORD WELT-TYPE UTILITY MODEL 304—Body has generous loading space. Driver's compartment of smart roadster design. An economical model adaptable to a wide range of utility work in the service of town and country users. Auxiliary rear springs optional equipment. Loading dimensions: Length (excluding space taken by spare wheel) at floor, 57 in.; at top, 51 in. Width, 52½ in. Height, including sideboards, 64½ in. Height, 21½ in.

SPECIFICATIONS

V-8 UTILITY CHASSIS

ENGINE—V-8—90 deg. with aluminium cylinder heads. Rated h.p., 30. Piston displacement, 221 cubic inches. Bore, 3½. Stroke, 3¼ inches. Compression ratio, 6.3 to 1. Brake h.p., 90. Lubrication—forced feed to all main, connecting rod and camshaft bearings. Capacity, 4 quarts. Valves, chrome-nickel alloy steel. Pistons, special heat-treated aluminium alloy. Cylinder walls of mirror finish.

CRANKSHAFT—Special Ford cast alloy steel. 3 main bearings. Total main bearing surface, 36½ sq. inches.

CARBURETTOR—Dual down draft carburettor with oil bath type air cleaner.

FUEL SYSTEM—Engine driven fuel pump. Fuel tank mounted at rear; capacity, 11 gallons.

COOLING—Tube and fin type radiator. Capacity, 4½ imperial gallons. Four blades, 11½ in. fan. Centrifugal water pump; 1 in. each cylinder head.

IGNITION—Battery coil and distributor. Full automatic—vacuum control.

PASSENGER CAR CHASSIS.

CLUTCH AND TRANSMISSION—Single plate dry disc. Dia., 9 in. Surface, 75 sq. ins. Three speed selective gear transmission. Synchronized second and high gears. Roller and ball bearings in all forward speeds.

BRAKES—Four wheel mechanically operated internal expanding 2 shoe type. Total braking area, 186 sq. ins.

SPRINGS—Transverse. Controlled by double acting hydraulic shock absorbers.

FRAME—Ford design. Double drop, double section, X-brace. Main side members—depth, 5½ in.; width, 2 in.

STEERING GEAR—Seal-reversible—bevel glass worm and 3-tooth sector type. Ratio, 15 to 1.

FRONT AXLE—Special Ford carbon manganese steel. "T" beam.

REAR AXLE—½ floating type. Spiral bevel gear with straddle mounted pinion. Ratio, 4.111 to 1. Business series—Ratio, 3.54 to 1. Shafts, 1½ in. diameter.

BATTERY—17 plate 90 amp. hr.

ROAD CLEARANCE—9 in.

STARTING MOTOR—Bendix.

TREAD—Front wheels, 55%. Rear wheels, 58½.

TYRES—4.00 x 16. Pressure, 30 lbs.

TURNING CIRCLE—40 feet.

WHEELS—Welded. One piece steel spoke. Drop centre rim; 16 in. dia. x 4 in. wide.

WHEELBASE—112 in.

ENGLISH FORD UTILITY CHASSIS

ENGINE—Four cylinders cast integral with top half of crankcase. "L" head. Bore 2.5 in. Stroke, 3.64 in. Capacity, 71.55 cu. ins. R.A.C. rating 10 h.p. Brake h.p., 32 at 4,000 r.p.m. Compression ratio 6.6 to 1. Three bearing crankshaft. Total main bearing area 24.25 sq. ins. Detachable cylinder head. Fabric camshaft gear. Aluminium alloy pistons. Three-point suspension on rubber.

ENGINE LUBRICATION—Full pressure feed to crankshaft main bearings, camshaft bearings, big end bearings. Gudgeon pins and cylinder walls splash lubricated. Oil sump capacity 3½ pints.

IGNITION—Battery and coil (Battery accessible located under bonnet). Automatic advance and retard. Distributor accessible mounted on cylinder head. Firing order: 1, 2, 4, 3.

PETROL SUPPLY—Petrol tank at rear. Capacity 6½ imperial gallons. Fuel pump operated from camshaft. Petrol gauge on instrument panel.

CARBURATION—Dows draught type.

COOLING—Thermo siphon. Two-bladed fan driven by "V" belt. Tube and fin type radiator. Capacity 1½ imperial gallons.

TRANSMISSION—Clutch: Dry single plate. Release bearings heavy duty ball thrust bearings. Gears: Selective sliding gear—synchro-mesh.

REAR AXLE—Ratio: 5.5 to 1. Type: Three-quarter floating. Spiral bevel drive pinion and gear. Roller bearings fitted throughout.

FRONT AXLE—"T" beam. Castors: 5 degrees. Camber: 2 degrees.

STEERING—Worm and nut type. Ratio: 10 to 1. Turning circle: 33 ft.

CHASSIS FRAME—Double drop type. Width of Ranges, 1½ in. (3.81 c.m.). Depth, 4 in. (10.2 c.m.). Three heavy cross members. Radius rods front and rear, electrically seam and butt welded.

SUSPENSION—Springs: Ford Transverse design. Shock absorbers Double acting hydraulic on all four wheels.

WHEELS AND TYRES—Five detachable wheels. Concoiled bolts. Welded steel-spoked type with well base rims. Tyres: 4.50 ins. x 17 ins.

BRAKES—Four wheel mechanical internal expanding.

ELECTRICAL EQUIPMENT—Ford Generator. Drive: "V" belt. Electric horn fitted under bonnet. Starter Motor: Ford. Battery: Located under bonnet. 6 volt, 13 plate.

GENERAL DIMENSIONS—Overall length (including bumpers), 12 ft. 3¼ in. (3.695 metres). Overall width, 4 ft. 9 ins. (1.468 metres). Overall height, 5 ft. 3 ins. (1.600 metres). Ground Clearance, approx. 8½ in. (.209 metres). Wheelbase, 90 ins. (2.286 metres). Track, 45 ins. (1.143 metres). Turning Circle, 33 ft. (10.059 metres).

INSTRUMENTS—Mounted in steel panel on dashboard. Indirect lighting controlled by switch on belt rail. Speedometer, Centre zero ammeter. Electric petrol gauge. Glove compartments. Combined ignition and light switch fitted centre of dashboard. Starter and choke are located in centre of dash.

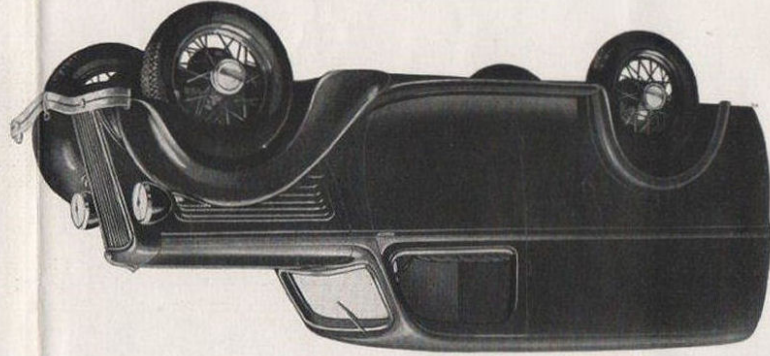
GENERAL EQUIPMENT—Vacuum windscreen wiper. Head and fender lamps. Front bumper. Tail and stop lights combined. Front operated headlamp dipper. Rear view mirror.

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.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (INCORPORATED IN VICTORIA)
DMS89/15M/35

SPECIAL FEATURES:

Greater Power—10 h.p. (R.A.C.) 4-cyl. engine . . . Exceptional Economy of Operation . . . New Smarter Utility Bodies with Increased Loading Space . . . Centre-Poise Riding—Improved Distribution of Weight . . . Safety Glass Windscreen . . . Big, Powerful Brakes . . . Positive Feather-light Clutch . . . Shockless Easy Steering . . . Balanced Crankshaft . . . Positive Oil Feed to Main Bearing . . . Down-Draught Carburettor . . . Synchro-Mesh Gears.



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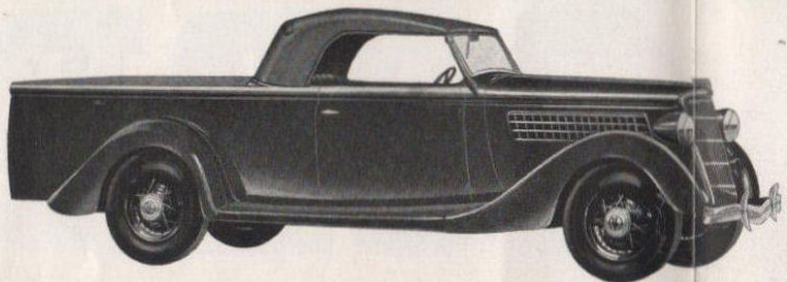
The 1935 English Ford Utilities offer a new quality service in the lighter commercial field. They have more power and greater loading space than the previous successful English Ford Utility units, combined with exceptional economy of operation. Smarter modern of appearance, their efficiency and speediness provides the essentials of dependable service. Notable features include Centre-Poise riding, which increases comfort and gives better weight distribution with improved cushioning of load. Inspect these outstanding utility models—easy purchase terms are available.

UTILITIES

FORD

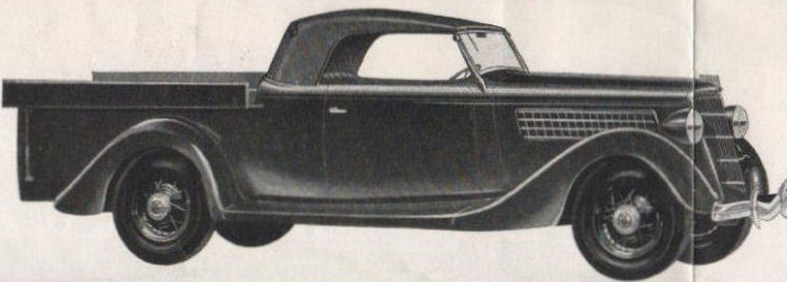
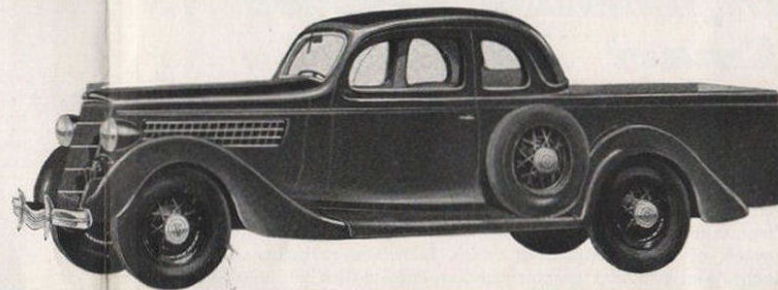
English **1935**

1935 FORD V-8 UTILITIES



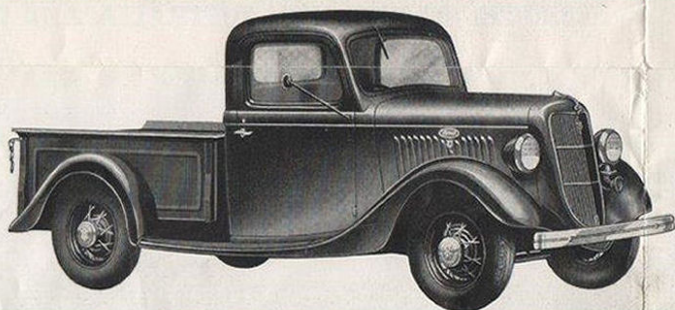
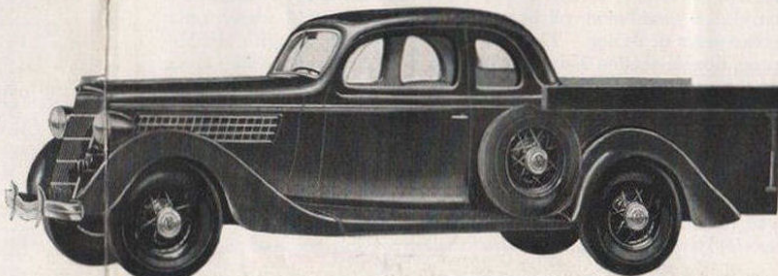
FORD V-8 ROADSTER UTILITY MODEL 302
—The ideal general-purpose utility for city or country. In effect it is a smart roadster with exceptionally large boot. This model finds a useful place in many types of business. Auxiliary rear springs optional equipment. Loading dimensions: — Length, 77 inches. Width, 56 inches. Height, 21 inches.

FORD V-8 COUPE UTILITY MODEL 303
—Five-window Coupe-type driving compartment with passenger car equipment and comfort. Increased carrying space and handsome appearance make this an ideal unit for utility service in city or country. Auxiliary rear springs optional equipment. Loading dimensions: — Length, 75 inches. Width, 56 inches. Height, 21 inches.



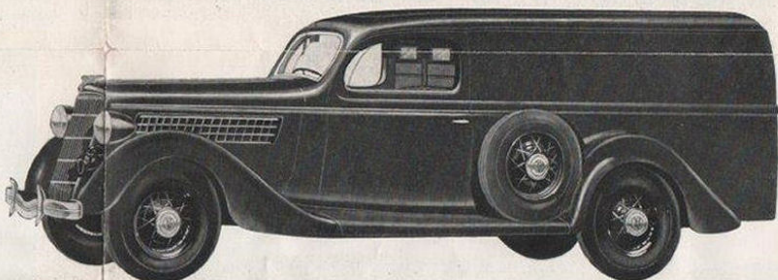
FORD V-8 ROADSTER WELL-TYPE UTILITY MODEL 304—Body has extensive loading space. Designed for the use of station-owners, contractors, engineers, etc. Of handsome appearance this unit has a wide range of usefulness in town or country service. Auxiliary rear springs optional equipment. Loading dimensions: — Length, 77 inches. Width at floor, 56 inches. Height, including sideboards, 22½ inches.

FORD V-8 COUPE WELL-TYPE UTILITY MODEL 305—Five-window Coupe-type driving compartment with passenger car equipment. Large well-type body provides commodious loading space. With its comfort, efficiency and adaptability this model meets the special needs of the man on the land. Loading dimensions: — Length, 75 inches. Width at floor, 56 inches. Height, including sideboards, 22½ inches.

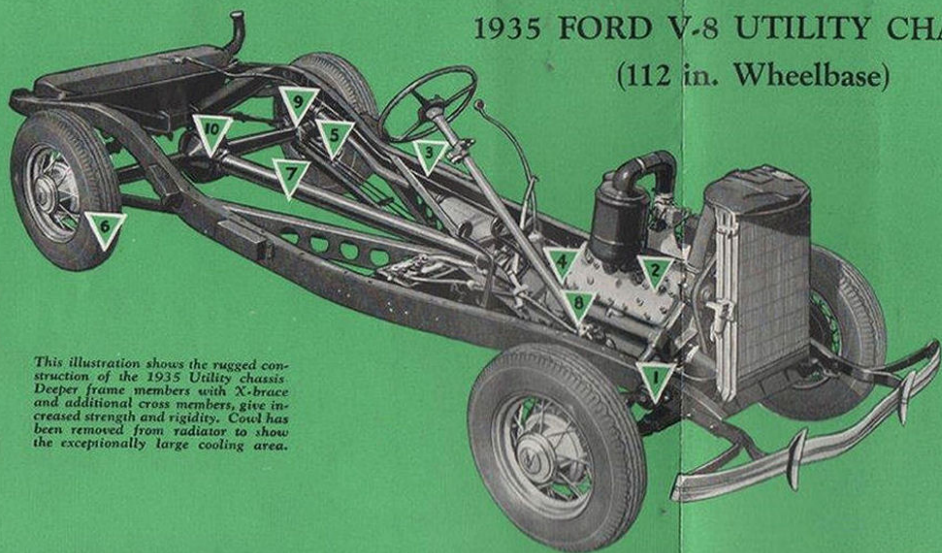


FORD V-8 UTILITY MODEL 50—An outstanding new model available as chassis with cab, ready to be fitted with required body. Illustration shows unit complete with delivery body. Adaptable to all classes of utility service, this model will interest town and country users who require efficient, economical performance combined with maximum carrying capacity. Auxiliary rear springs optional equipment.

FORD V-8 DE LUXE VAN MODEL 408—A handsome, speedy unit designed for efficient commercial service. Driving compartment has Sedan-type doors and passenger car equipment. Sliding door between driver and loading space. Yale lock on rear doors. Auxiliary rear springs standard equipment. Loading dimensions: — Length, 75 inches. Width, 56½ inches. Height, 46½ inches.



1935 FORD V-8 UTILITY CHASSIS (112 in. Wheelbase)



This illustration shows the rugged construction of the 1935 Utility chassis. Deeper frame members with X-brace and additional cross members, give increased strength and rigidity. Cowl has been removed from radiator to show the exceptionally large cooling area.

- 1** NEW FRONT-END CONSTRUCTION • Front spring and engine moved forward. Greater proportion of chassis length available for load space. Load centre moved forward, permitting better weight distribution. Front spring is longer. Increased front-end stability.
- 2** ECONOMICAL V-8 ENGINE • Uses no more fuel than a "four." New crankcase ventilation system. Cast alloy pistons. Aluminium cylinder heads. Exhaust valve seat inserts make valve grinding seldom necessary. Dual down-draft carburettor and dual intake manifold materially increase fuel economy.
- 3** FRAME • Has been greatly strengthened with box construction at centre and additional lateral members. X-member channels also form box section with frame side rails and extend full length of frame.
- 4** NEW-TYPE CLUTCH • Same principle as that used in the 1935 Ford V-8 Trucks. Plate-pressure increases as speed of engine increases. Lower pedal pressure at idling speeds. Improved clutch ventilation.
- 5** NEW, RIB-COOLED BRAKE DRUMS • Newly-designed internal mechanism. The cast alloy iron brake drums are reinforced against "bell-mouthing" and heat is dissipated more rapidly by a series of cooling ribs. These assure quicker stops and fewer adjustments.
- 6** SMALLER DIAMETER WHEELS • One-piece, welded, steel-spoke wheels are smaller in diameter (16 in. instead of 17 in.). 4 in. rims. Larger tyre (6.00 x 16) gives greater traction and easier riding.
- 7** FULL TORQUE-TUBE DRIVE • All driving and braking stresses are transmitted through the full torque-tube and radius rods. The springs have nothing to do but support the load and cushion it against road shocks.
- 8** NEW CROSS STEERING • And other chassis improvements provide stabilized, easy control at all speeds.
- 9** AUTOMATIC SHOCK ABSORBERS • Four, hydraulic-type, self-compensating for changes in temperature. Make riding easier. Greater load protection.
- 10** STRADDLE MOUNTED DRIVING PINION • Three-quarter floating rear axle.