

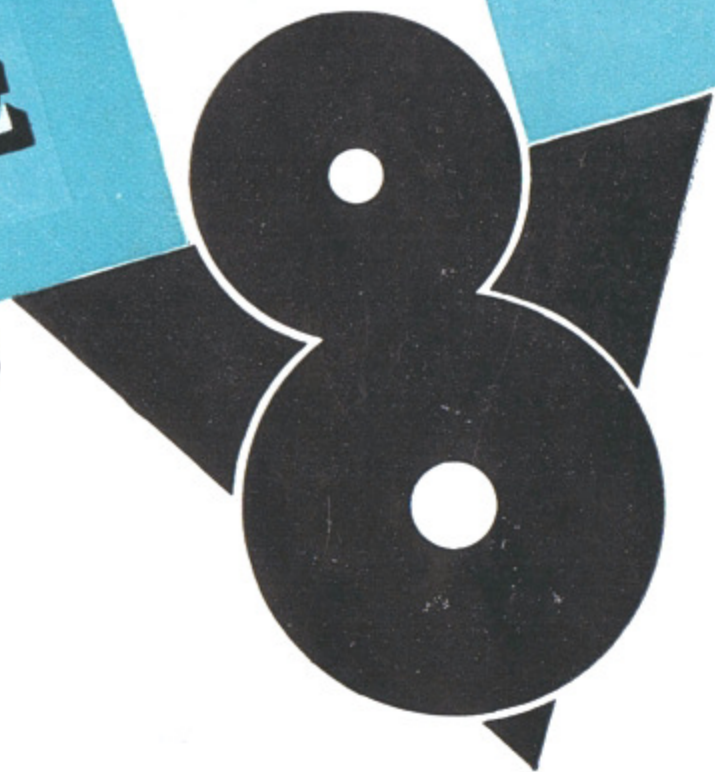
The Best Truck Ford has ever built!

**THE 1935
FORD V.8
TRUCKS**

**DOUBLE
DUTY**

131½ INCH AND 157 INCH WHEELBASE

BRITISH EMPIRE PRODUCTS



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

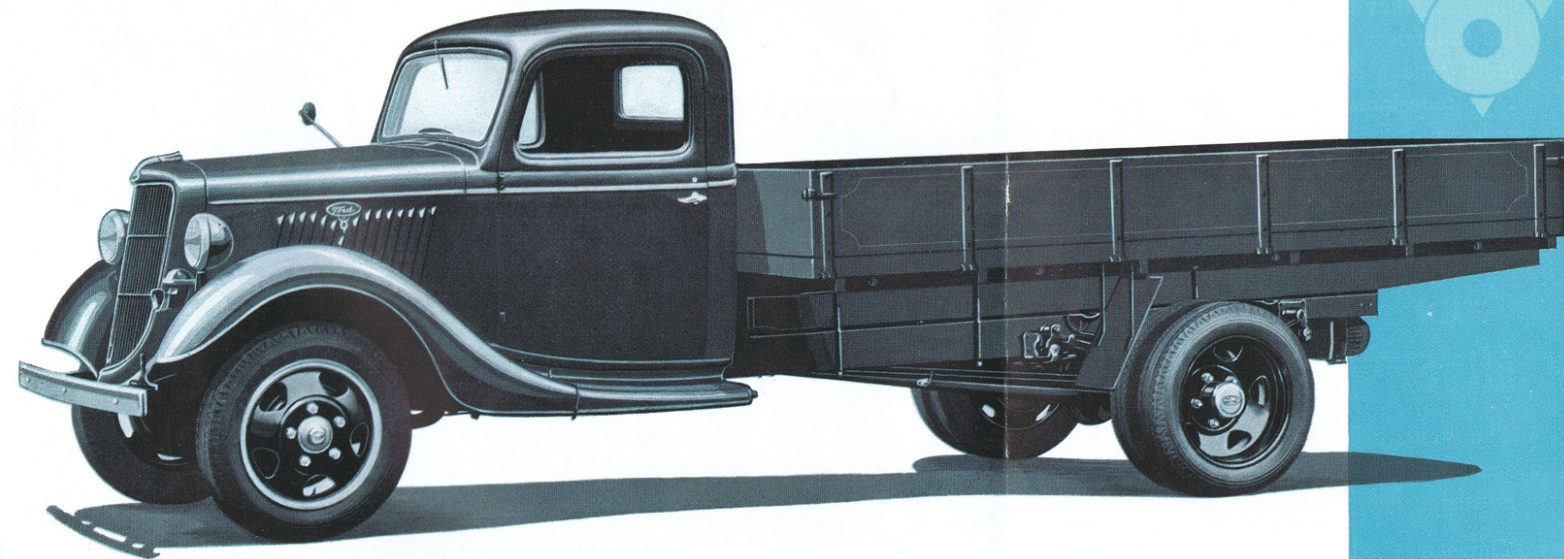
Thousands of Ford V-8 Trucks are now on the road saving their owners money and serving them well. The acid tests—time and actual service—have proved the V-8 a powerful, dependable, economical engine in all kinds of commercial use.

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.

**1935
FORD
V-8
TRUCKS
. A
MODEL
FOR
EVERY
PURPOSE**

MODELS FOR LOADS OF ONE TO FIVE TONS



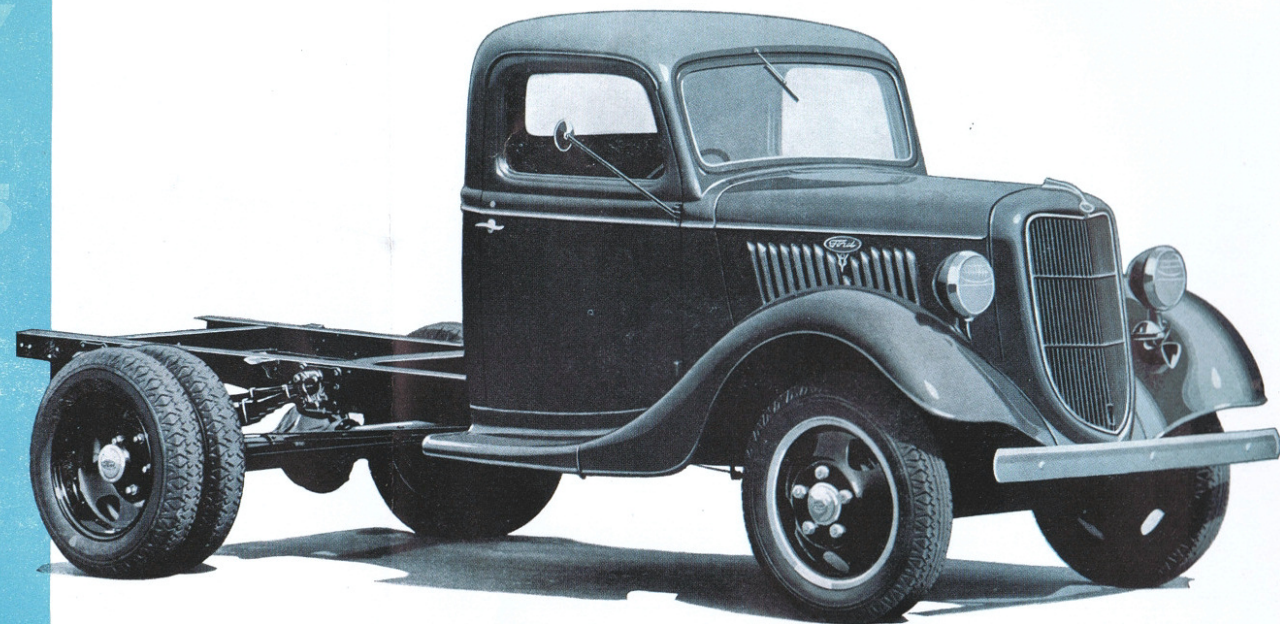
FORD V-8 2-TON DROPSIDE 157 IN. W. B.

New Coupe-type Cab. Safety glass windscreen. Tray is 144 inches by 78 inches. Dual wheels with 6—30 x 5 8-ply tyres. Auxiliary springs.



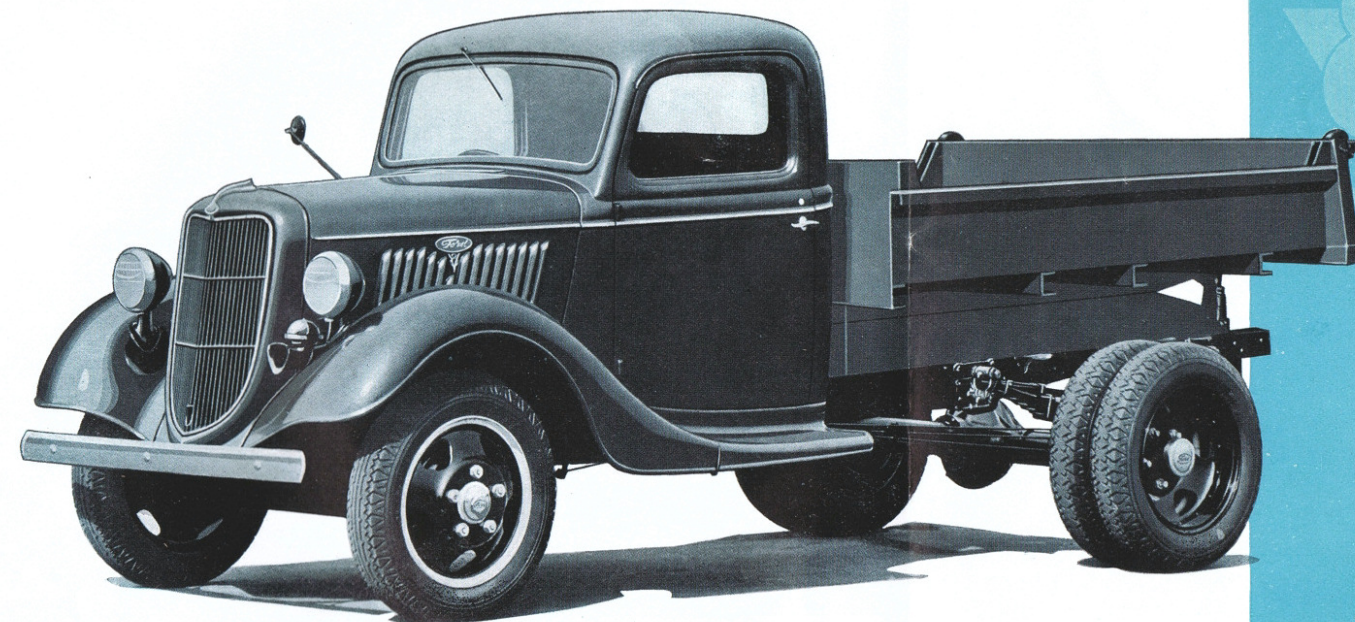
ECONOMICAL, RELIABLE V-8 SERVICE

HIGHER AVERAGE SPEEDS WITH LOADS



FORD V-8 2-TON CHASSIS AND CAB 131½ IN. W.B.

New Coupe-type Cab. Safety glass windscreen. Dual wheels with 6—30 x 5 8-ply tyres. Auxiliary springs. Especially adaptable for use as a tractor unit with all types of full-width semi-trailers.

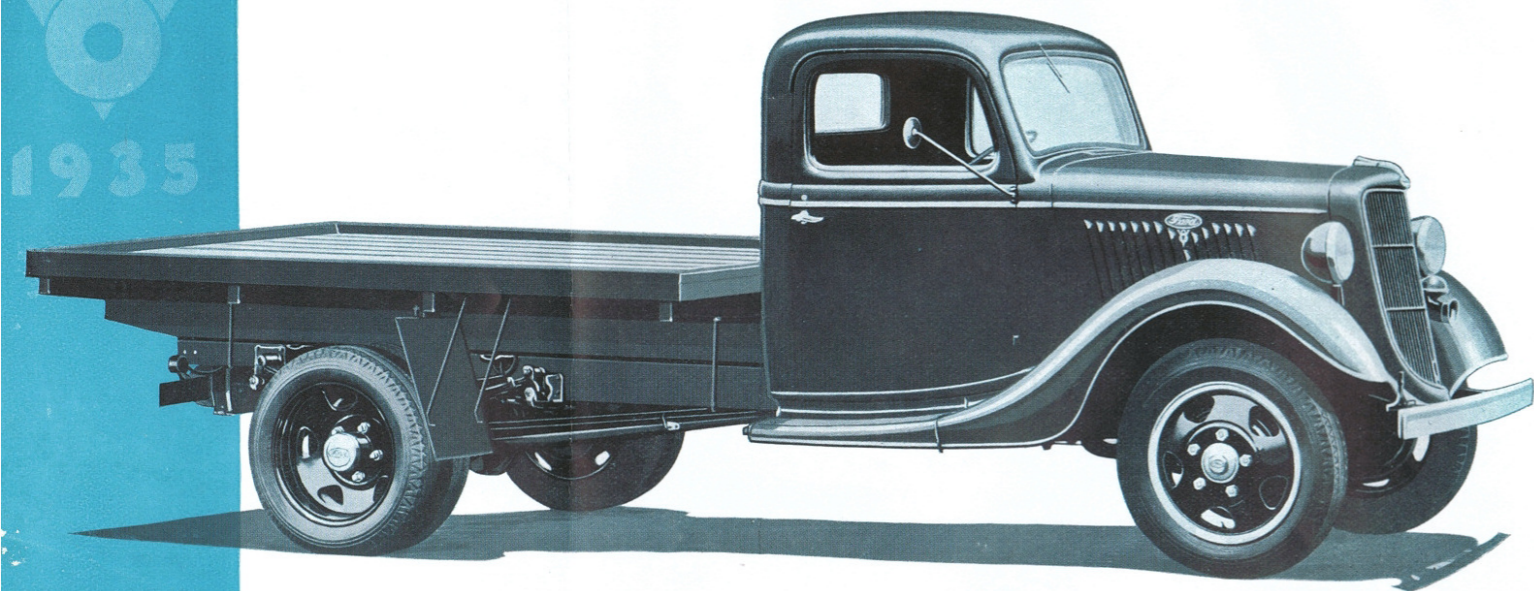


FORD V-8 STEEL TIPPER 131½ IN. W.B.

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

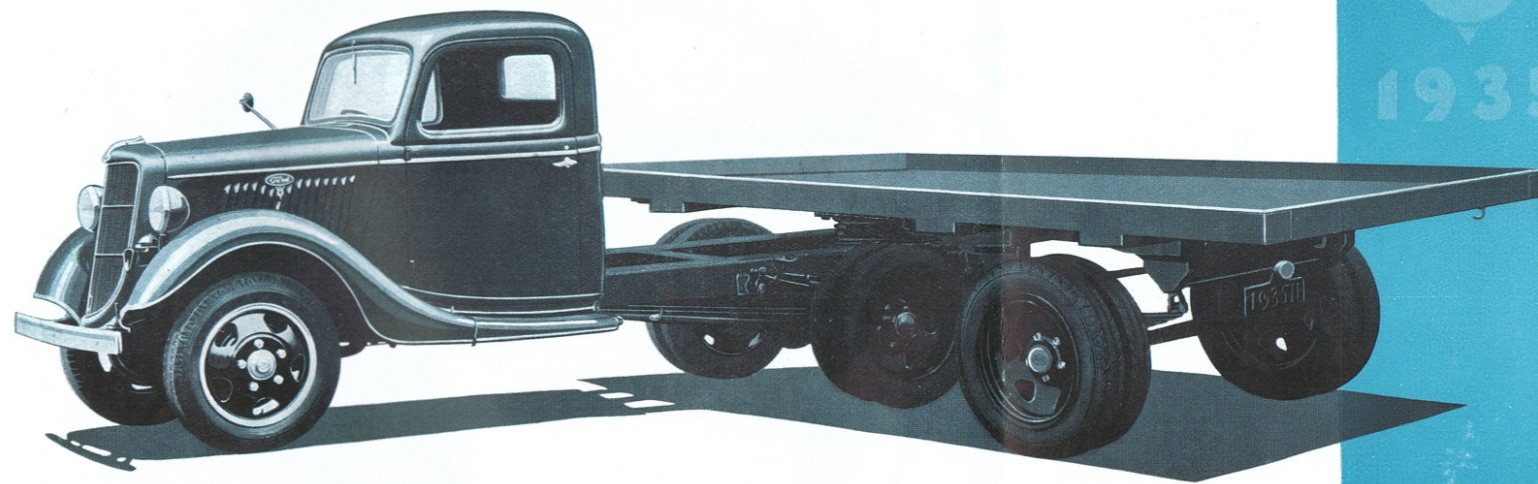
A WIDE RANGE OF BODY TYPES

V-8 TRUCK PERFORMANCE IS A REVELATION



FORD V-8 2-TON PLATFORM TRUCK 131½ IN. W.B.

Loading space, 108 in. long by 78 in. wide. Dual wheels with 6 — 30 x 5 8-ply tyres. Auxiliary springs. Coupe-type Cab. Safety glass windscreen.

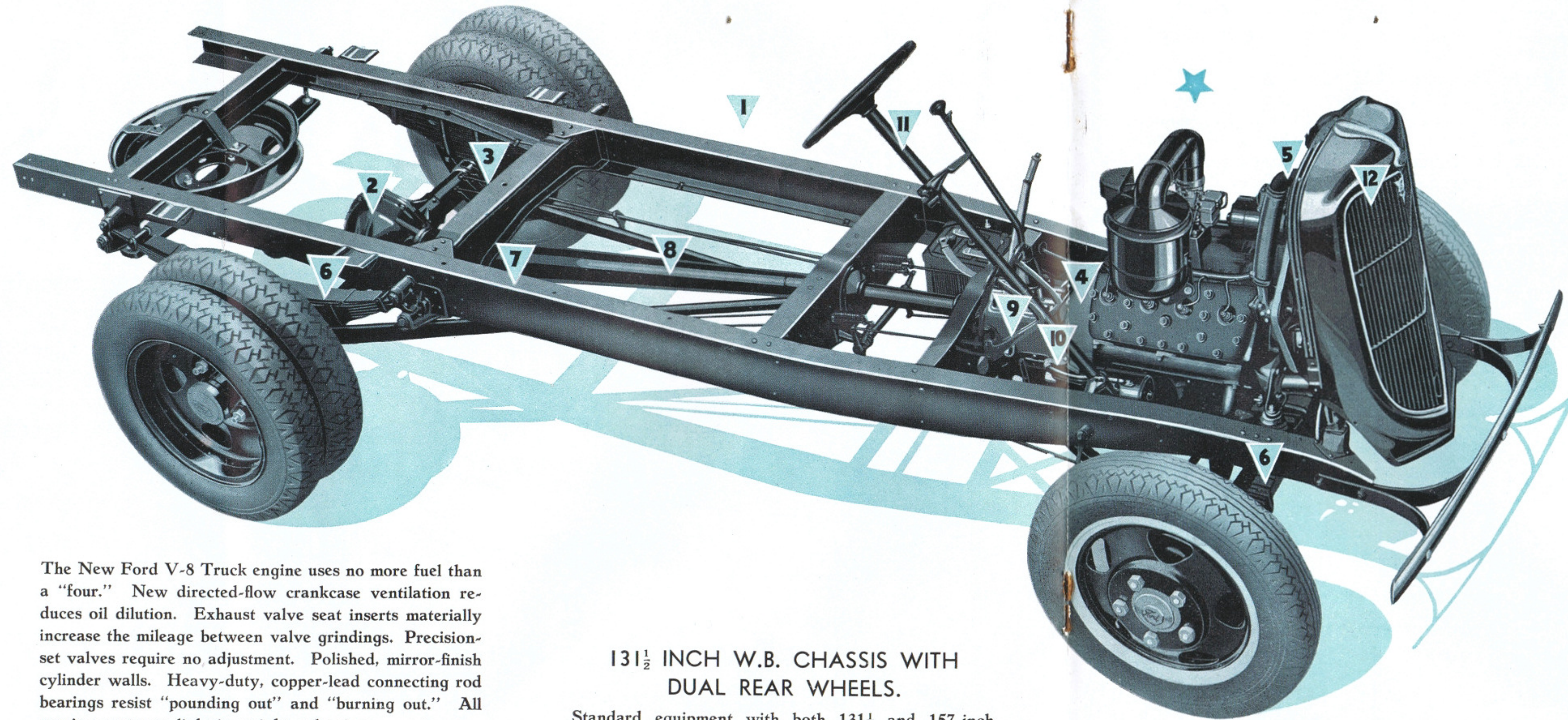


FORD V-8 SEMI-TRAILER UNIT 131½ IN. W.B.

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

SuperStrength and Power!



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.

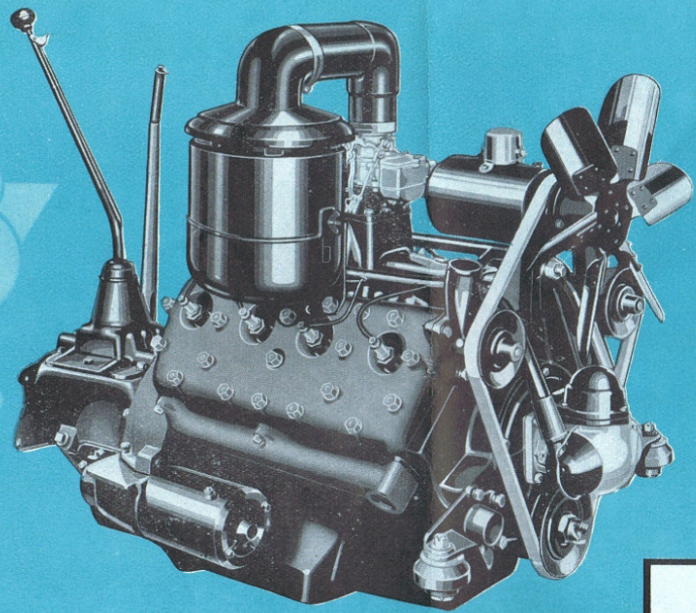
131½ INCH W.B. CHASSIS WITH DUAL REAR WHEELS.

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.

- | | | | |
|----------|--|-----------|--|
| 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 |
| 6 | New Spring Suspension. Auxiliary Springs Standard Equipment on Heavy-Duty Models | 12 | Smart, New Front End |

★ Oil Bath Type Air Cleaner (Standard Equipment)

FEATURES OF THE 1935 FORD V-8 TRUCK ENGINE



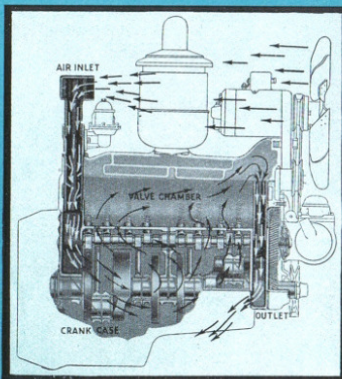
THE FAMOUS V-8 ENGINE

For more than two years the Ford V-8 Truck engine has proved its economy and reliability in all kinds of truck service.

In those two years, this engine has won the admiration and respect of so many thousands of truck owners that "V-8 Performance" has become something more than a phrase . . . it has become a yardstick by which truck operators measure all truck performance.

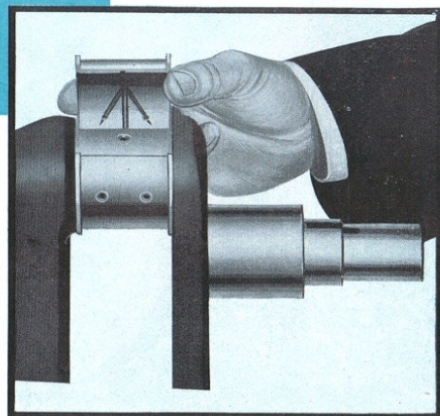
The 1935 Ford V-8 Trucks embody with improvements the same sturdy, powerful engine which truck operators have discovered uses no more fuel than a "four."

Important changes are the addition of a directed-flow crankcase ventilation system and an oil bath type air cleaner.



NEW CRANKCASE VENTILATION

Diagram showing circulation of air provided by the new directed-flow crankcase ventilation system. Unburned fuel, water vapour and other fumes are removed, reducing oil dilution. Acid fumes are drawn off, reducing the danger of corrosion. "Sludge" formation is held to a minimum.

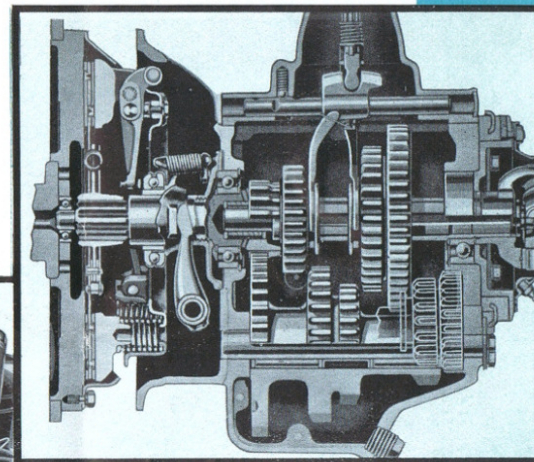


HEAVY-DUTY BEARINGS

Heavy-duty copper-lead connecting rod bearings resist burning out and pounding out. These bearings are of the "floating" type, providing an oil film between the bearing and the rod and another film between the bearing and the crank pin. They are found only in high-priced heavy-duty trucks, aircraft engines and expensive custom-built motors.

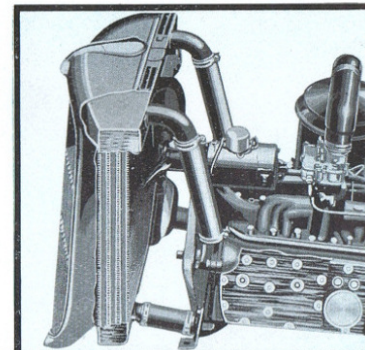
TRUCK-TYPE CLUTCH AND TRANSMISSION

The new heavy-duty truck-type clutch is built for longer life and smoother engagement. This newly designed clutch 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 inches, giving more than 123 square inches of frictional surface. Simplified design with fewer parts. Clutch housing is integral with transmission case. Heavy-duty, four-speed truck transmission, with power take-off opening on right side of transmission case. Clutch ventilated for cooler operation.



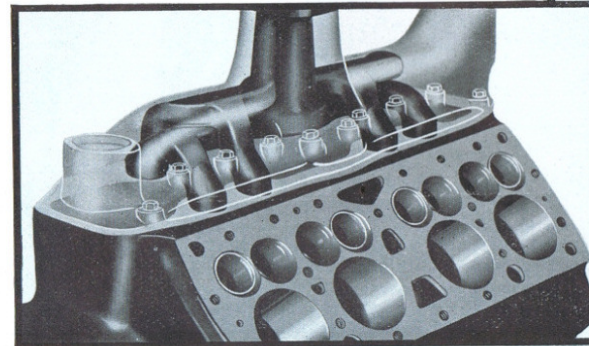
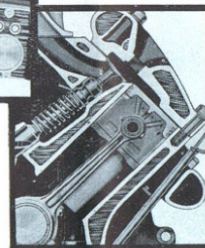
DUAL DOWN-DRAFT CARBURETTOR

Much of the unusual fuel economy of the V-8 engine is due to the economical dual down-draft carburettor and dual intake manifold. The short length of the V-type engine cuts down the distance the mixture must travel through the intake manifold. All cylinders receive an equal amount of fuel. No "starved" end cylinders with this design. Letters from owners back up the statement that the V-8 engine uses no more fuel than a "four." The use of eight cylinders does not mean the addition of two or four extra consumers. Eight cylinders merely describes the way the fuel is distributed, not amount used. For example, a gallon can be divided into eight pints or four quarts. In either case it is still only one gallon.



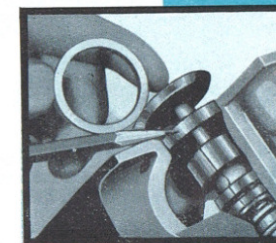
VALVE SEAT INSERTS

Exhaust valve seat inserts are of high-alloy tungsten chrome steel. Valve grinding is seldom necessary. The valves are made of a high-alloy chrome-nickel and are assembled with the guides and valve springs as a unit. Valve clearances are set at the factory. Because of the small amount of wear on the head and seat, no adjustments are required.



NEW WIDER RADIATOR

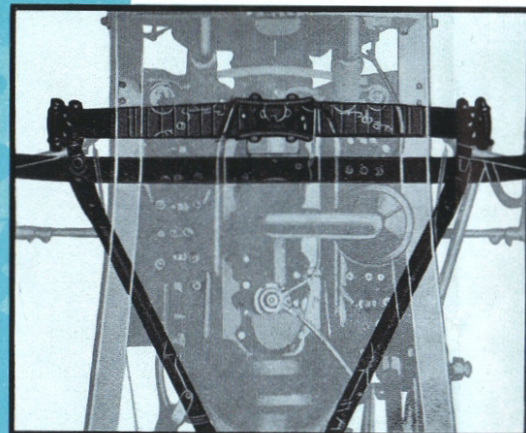
The wider radiator now has 15 per cent. greater cooling area. More water per minute is forced through the cooling system by the larger water pump impellers. The 15½-inch six-blade fan draws a greater volume of air through the radiator. Water-jackets extend the full length of the cylinder walls and along the upper part of the crankcase, keeping both the engine and the oil in the crankcase at efficient operating temperatures.



DESIGNED AND BUILT FOR REAL TRUCK SERVICE

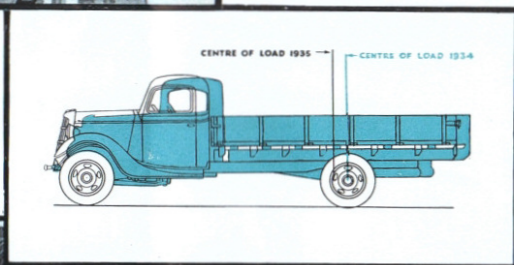
IMPORTANT DETAILS OF FORD

V-8 TRUCK CONSTRUCTION



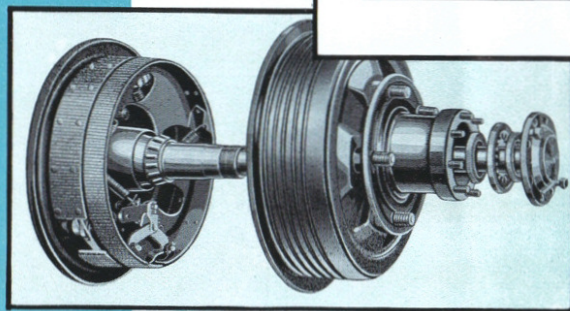
NEW FRONT-END CONSTRUCTION

Heavier, wider and longer front spring — completely redesigned to withstand roughest usage. The spring has been moved 4 inches forward of the front axle. The engine has been moved forward $8\frac{1}{4}$ inches. This, together with the space-saving design of the V-type engine, permits more of the total chassis length to be devoted to load space. The distance from the back of the cab to the centre of the rear axle has been increased by $7\frac{1}{4}$ inches, permitting acute angle turns with full-width semi-trailers. This construction reduces the body over-hang and permits a more ideal distribution of load.



NEW LOAD CENTRE

Load centre is moved forward so that more of the load is now carried ahead of the rear axle, resulting not only in better load distribution, but also in better braking and more uniform tyre and brake wear.



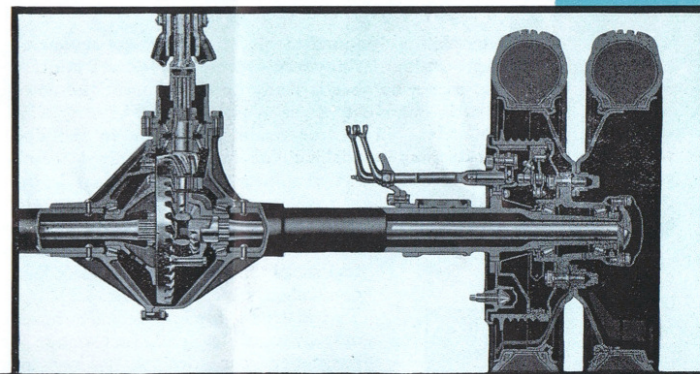
QUICK-STOPPING, RIB-COOLED BRAKES

New cast alloy iron brake drums with integral cooling ribs. An extra large reinforcing rib serves to prevent distortion. Rear drum steel mounted. Cast-iron braking surface minimizes scoring. Drums will not "bell-mouth" or expand to cause "fading" when making quick stops in rapid succession. Brake shoe pressure is more evenly distributed by newly-designed internal mechanism. Longer life between adjustments. Moving load centre forward improves distribution of braking. Redesigned parking brake lever, with two-toothed pawl and wider sector provides greater strength and safety. Parking brake operates on the rear wheels, and is entirely independent of the service brakes.

V-8 TRUCK CONSTRUCTION

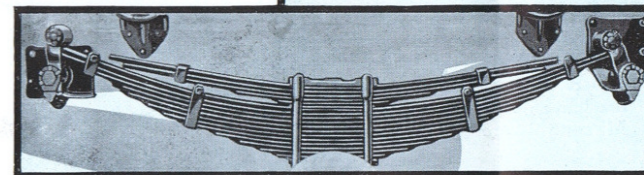
FULL-FLOATING REAR AXLE

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 between heavy-duty roller bearings, and the ring gear is backed by a thrust-plate. The combination of these features maintains better ring gear and pinion alignment under severe shock loads. Wheel bearings are located directly under load centres with dual rear wheels.



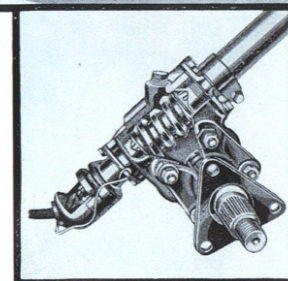
FREE-SHACKLED, SEMI-ELLIPTIC REAR SPRINGS

The free-shackled semi-elliptic rear springs support the frame at four widely separated points, reducing frame flexure and body-weave. Spring eyes and shackle 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.



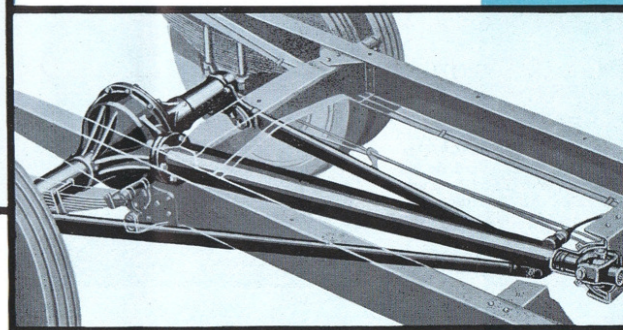
FULL TORQUE-TUBE DRIVE

All driving and braking stresses are transmitted directly to the frame through the full torque-tube and radius rods. The springs have no other function to perform except support the load and cushion it against road shocks. This type of drive has proved its reliability on Ford trucks over many years of service under the most severe conditions.



17 to 1 STEERING GEAR RATIO

The steering gear is of the "worm and sector" type. The worm gear, of "hour-glass" construction, has a tendency to keep the sector in the straight ahead position. The 17 to 1 steering ratio makes the truck easy to handle. The worm gear is mounted on tapered roller bearings, which have automatic adjustment for wear.



SAFE, SIMPLE DESIGN EMBODYING EVERY

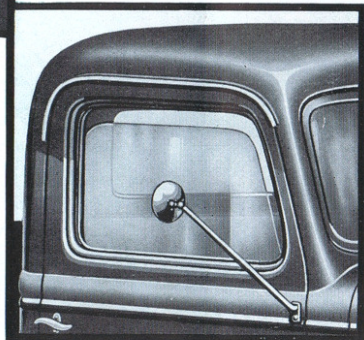
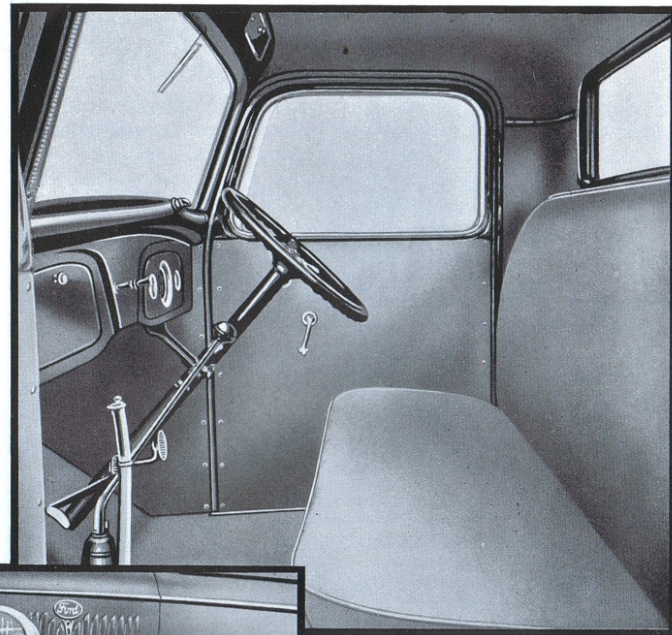
MODERN IMPROVEMENT OF TESTED VALUE

PASSENGER CAR COMFORT FOR THE DRIVER

NEW COUPE-TYPE CAB

The new Coupe-Type Cab is designed to give the driver passenger car comfort and greater protection. Many new features have been added to make it easier for the man who spends many hours a day at the wheel. Safety-glass is standard equipment in the windshield. The new triple ventilation system includes: (1) Clear-vision ventilation in the door windows. (2) Easy-opening windshield, operated by a single centre control. (3) Large, screened cowl ventilator. The new seat has an increased width to 48½ inches. Seat cushion and seat back are connected by hinges, providing an adjustment to three positions. The driver does not have to lift the seat to replenish his fuel supply, because the fuel tank has a conveniently located filler-cap.

The instrument panel includes speedometer, ammeter and fuel gauge of passenger car design. They are grouped together in an attractive panel located at the right side of the instrument board directly in front of the driver. A despatch box is provided at the left side of the instrument board. All controls are within easy reach.



CLEAR VISION VENTILATION

The same clear-vision ventilation system which has proved so popular in Ford V-8 Passenger Cars is standard on the 1935 Ford V-8 Trucks. There is nothing to obstruct side vision. Windshield is of safety-glass. The comfort of the driver has been considered in every detail of the cab.

NEW FENDERS

The rolled edges of the deep-skirted fenders provide a drain trough for water thrown up by the tyres, preventing excessive splashing of the body. The fenders are Bonderized to prevent rust. These are qualities of importance to truck owners who take pride in appearance of their vehicles.



WHAT V-8 TRUCK OWNERS ARE SAYING:

"I have had many years' experience with different makes of trucks, and I must say my 2-ton Ford V-8 is miles ahead of any other. At present I am hauling log timber in rough, rangey country with trailer, loads varying from 3 to 4 tons. Once you use a V-8 engine in a truck you could not go back to any other."—Toowoomba (Q'land) Owner.

"Never before in my experience with all makes of trucks have I handled anything of such remarkable stamina and ability to stand up to the gruelling work which my 2-ton Ford V-8 has to contend with. Actual figures are: Average mileage, approximately 600 miles per week. Loads, 3 to 4½ tons. Average petrol consumption, 15 m.p.g.; average working speed, 40-45 m.p.h., with much higher speeds with normal loading. I claim my V-8 Truck is king of the road."—Warwick (Q'land) Owner.

Originals of letters from which these extracts are taken are on file at Head Office of Ford Motor Company of Australia Pty. Ltd., Geelong, Victoria and may be seen on request.

"My Ford V-8 Truck has proved to be a very profitable investment. I cart timber, coal, gravel, stone, bricks and road metal. The timber has to be carted long distances, consequently it means big loads to show profits. My Ford V-8 carries comfortably about 4 tons and sometimes more. It is easy to drive and very economical to operate. I like the extra speed that makes it more profitable on long journeys."—Perth (W.A.) Owner.

"During the wheat season I carted with my Ford V-8 Truck 9,000 bags in five weeks, most of it 20 miles carting, which considering waiting time is a record. During the five weeks I did over 4,000 miles and petrol consumption was better than 15 m.p.g. This truck performs better than anything I could have expected."—Cumnock (N.S.W.) Owner.

"Our 14-passenger Sedan Type Service Car on Ford V-8 157 in. 2-ton chassis has now completed 18,000 miles, operating on the Nowra-Bega run, a distance of 200 miles daily. Average speed is 35 m.p.h. and petrol consumption 15 m.p.g. We have now decided to standardise on Ford V-8 as an analysis of operating costs of our fleet indicates that the Ford upkeep is considerably lower than all others."—Letter from a N.S.W. Motor Service Co.

"My Ford V-8 Truck has now done 25,000 miles in under 12 months, and apart from running adjustments (cleaning carburettor, etc., and one valve grind) my repairs have been nil. I carry approximately 7 tons on the truck and trailer, and with this load petrol consumption works out at 12 to 16 m.p.g. (depending on weather conditions and the country I am working in). After using various makes of trucks for 15 years, I am now a '100% Ford man.'"—Wangaratta (Vic.) Owner.

"The Ford V-8 Steel Tipping Truck purchased by this Council has given every satisfaction, all Councillors being well satisfied with it. I have no hesitations in recommending the V-8 Truck to any municipal or local authority."—Chairman of a Shire Council (Q'land).

"I am delighted with my Ford V-8 2-ton Truck. I haul daily about 200 tons from the York Roller Flour Mills to the railway yards and the average load on the Ford V-8 is 4 tons. I consider this is the best truck investment I have ever made."—West Perth (W.A.) Owner.

"Ample noiseless power, effortless control and easy riding are among the noticeable features of my Ford V-8 Truck, but the most striking is the wonderful economy in running costs—fuel and oil. Actual results in my business as a general carrier and live stock transport give 18 m.p.g. of petrol, and as for oil it is nil."—Kingsley (Q'land) Owner.

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, $3\frac{1}{4}$ inches.

Piston Displacement, 221 cubic inches.

Mounted in rubber at 3 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 5 cross-members. Width across side rails from back of cab to end of frame, 38 inches. Side Rail Dimensions: Length (131½-inch chassis), $192\frac{1}{8}$ inches. Length (157-inch chassis), $218\frac{1}{8}$ inches. Depth (maximum), 7 inches. Width, $2\frac{1}{4}$ inches. Thickness, $\frac{7}{8}$ inch. Depth of main cross-member, $12\frac{1}{8}$ 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, $36\frac{1}{2}$ 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, $14 \times 2\frac{1}{2}$ inches internal expanding shoes. Hand brake, $14 \times 1\frac{1}{2}$ inches internal bands in rear drums; total lining area, $475\frac{1}{4}$ 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.