

FORD V-8

LOW
TON-MILE
COST

TRUCKS

F O R I 9 3 8

SPECIFICATIONS

ENGINE: V-type 8-cyl. Bore 3-1/16 in. Stroke 3 3/4 in. Firing order, 1, 5, 4, 8, 6, 3, 7, 2. R.A.C. rating, 30 h.p. Develops 95 h.p. and a torque of 170 ft. lbs.

CYLINDERS: Both cylinder banks cast integral, completely water-jacketed cylinders and upper crankcase. Cylinder walls polished to mirror finish.

CRANKSHAFT: Special Ford cast alloy steel. Fully counterbalanced with integral counterweights. 90 deg. throws. Length 24.47 in. 3 main bearings each 2.4 in. diameter. Weight 63 lb. 13 oz.

CONNECTING RODS: Heat treated carbon manganese steel forgings. Bearings floating full crankpin length. Diameter 2.218 in.

PISTONS: Light-weight, cast alloy. 2 compression and 1 oil ring.

VALVES: Chrome nickel alloy steel. Exhaust seat inserts of high tungsten chrome alloy steel. Enlarged area valve stem ends. Push rods, light-weight hollow cast.

LUBRICATION: Full pressure to main bearings, connecting rods and crankshaft. Crankcase capacity 4 quarts.

COOLING SYSTEM: Two centrifugal pumps. Radiator staggered flat tube, area 444 sq. in. Capacity system 5 1/2 gal. Fan 4 blade, 18 in. diameter, driven by 2 V-belts.

CARBURETTOR: Dual down-draught with silencer and oil-bath air cleaner. Fuel tank capacity, 14 1/2 galls.

IGNITION: Direct drive. Single unit system with distributor, coil and condenser enclosed in water-proof housing. Fully automatic spark advance with vacuum controlled governor.

GENERATOR: 6-volt 2-pole air-cooled, ventilated, third brush regulation.

BATTERY: 3-cell, 17-plate. 100 ampere hours at 20 hour rate.

CLUTCH: Heavy duty type. Dry single plate, cushioned hub with vibration damper. Plate pressure increased by centrifugal action from 1215 lbs. at low engine r.p.m. to 2630 lbs. at maximum engine r.p.m. Friction area, 123.7 sq. in.

TRANSMISSION: Heavy duty 4 forward speeds. Main and countershafts mounted on ball and roller bearings. Power take-off optional equipment at extra cost.

CHASSIS: GENERAL DIMENSIONS—

	134 in. W.B.	157 in. W.B.
Back of cab to centre rear axle	60.21 in.	83.21 in.
Back of cab to end of frame	110.09 in.	133.09 in.
Overall length (front bumper to end of frame)	212.95 in.	235.95 in.
Frame width behind cab	34 in.	34 in.

FRAME: High carbon frame steel with 6 cross members. Length of frame: 134 in. W.B., 203.44 in.; 157 in. W.B., 226.44 in. Depth, 7 in. Flange width, 2.75 in. Thickness, 0.21 in. Depth of main cross member, 12.54 in.

FRONT AXLE: Large section I beam. Hot rolled manganese alloy steel. Tensile strength, 150,000 lb. per sq. in. Adjustable, tapered roller front wheel bearings.

FRONT SPRING: Heavy duty transverse cantilever, chrome alloy steel. Length, 36.87 in. Width, 2.25 in. Oil-less bearing type shackles.

STEERING: Worm and roller type. Ratio, 18.4 to 1. Worm mounted on tapered roller bearings. Turning radius: 134 in. W.B., 23.5 ft.; 157 in. W.B., 27.5 ft.

REAR AXLE: Full floating with spiral bevel gear drive, straddle-mounted pinion and ring gear thrust plate. Drive is through torque tube and heavy radius rods. Wheels mounted directly on axle housings on double, tapered roller bearings. Optional gear ratios of 5.83 to 1 or 6.66 to 1 available.

BRAKES: Ford Safety Brakes. Service brakes are 15.12 x 2.5 in. with self-energizing brake shoes. Hand brake 14 x 1.5 in., internal bands on rear drums. Total braking area, 488.75 sq. in. Cast brake drums have heavy reinforcing and cooling ribs. Hand brake operates independently on rear wheels.

REAR SPRINGS: Heavy duty semi-elliptic type, free-shackled both ends. Chrome alloy steel. Length, 50 in. Width, 2.5 in.

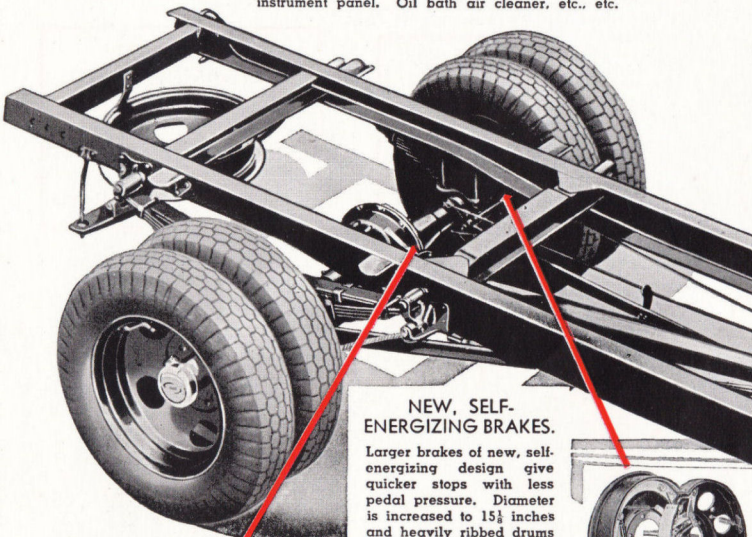
WHEELS: Tapered steel disc.

Chassis equipment includes: Adjustable safety glass windscreen with centre control. Chrome plated front bumper bar. Rear vision mirror. Vacuum windscreen wiper. Auxiliary springs on all 2-ton and 3-ton models. Fuel and oil gauge, temperature indicator, and enclosed despatch box in instrument panel.

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.

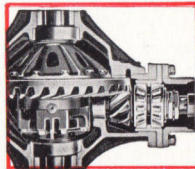
NEW, HEAVY-DUTY CHASSIS.

Available on 134 inch or 157 inch wheelbase. Frame is of high carbon steel with 6 cross members. Standard chassis equipment includes: Five or seven tapered steel disc wheels and tyres to carry rated load. Front bumper. Safety glass windscreen. Windscreen stanchions and header panel. Completely equipped instrument panel. Oil bath air cleaner, etc., etc.



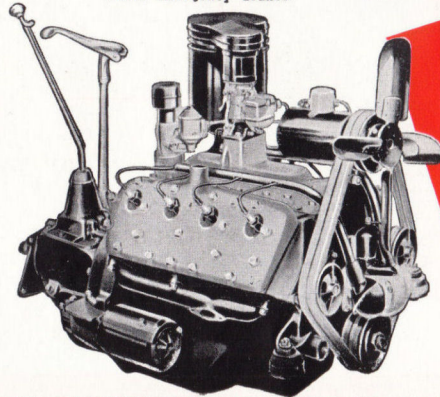
NEW, SELF-ENERGIZING BRAKES.

Larger brakes of new, self-energizing design give quicker stops with less pedal pressure. Diameter is increased to 15 1/2 inches and heavily ribbed drums prevent overheating. Total braking area is 488.75 sq. in. Hand brake operates an independent set of rear wheel emergency brakes.



STRADDLE-MOUNTED DRIVING PINION.

Ford heavy duty rear axle is of full-floating type with straddle-mounted pinion. Rugged axle-housing takes all weight, leaving axle-assembly free to transmit power with maximum efficiency. Note the two large tapered roller bearings in front of pinion and additional roller bearing at back for extra strength.



95 H.P.
V-TYPE 8-CYL.
TRUCK ENGINE.
DEVELOPS HIGH ENGINE
TORQUE OVER WIDE RANGE
OF ROAD SPEEDS.
GIVES PROVED ECONOMY.

Features of the V-8 Truck engine include: Cast Alloy Steel Crankshaft. Floating-type Connecting Rods. Exhaust Valve Seat Inserts. Mirror-Finish Cylinder Walls. Shrouded Fan Driven by Twin Belts. Improved Precision Lubricated Water Pumps. Precision-set Valve Assemblies.

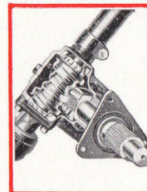
NEEDLE ROLLER BEARING UNIVERSAL JOINTS.

Needle roller bearings in universal joints reduce friction, enabling power to be transmitted to rear axle with minimum loss. 41 ball and roller bearings are used throughout the Ford V-8 Truck to assure long life and greater operating economy.



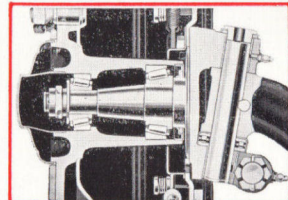
NEW STEERING.

Steering is easier in the 1938 V-8 Trucks with the new worm and roller type gear. Rolling instead of sliding action between worm and sector reduces friction. Worm is mounted on tapered roller bearings and roller on a needle-type roller bearing. Steering ratio is increased to 18.4 to 1, and new, larger 18 in. diameter steering wheel increases driving ease.



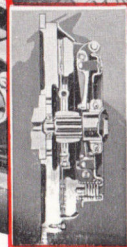
NEW SPINDLES ARE LARGER, STRONGER.

Larger tapered spindles with larger spindle bolts provide increased safety and reduce wear. The new design benefits steering geometry, improves steering action.



CENTRIFORCE CLUTCH.

Single dry plate type, 11" diameter, 123.7 sq. in. face area. Plate pressure increased by centrifugal action as engine speed increases. Throw-out bearing is ball-bearing, self-lubricated, and needs no attention.



(Left-hand drive chassis illustrated. Right-hand drive only available in Australia.)

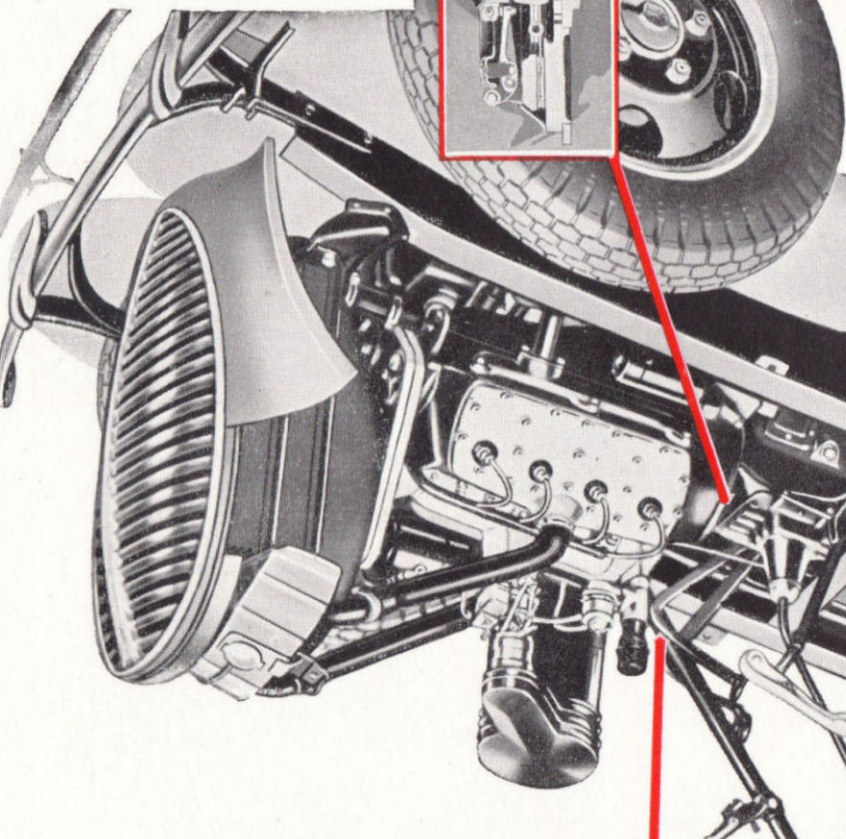
FORD V-8 TRUCKS STAY ON THE JOB

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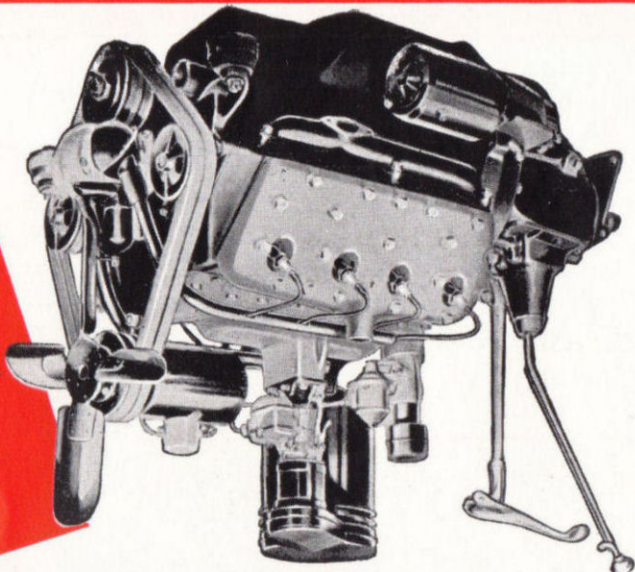
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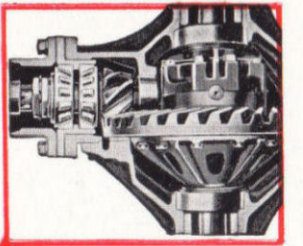


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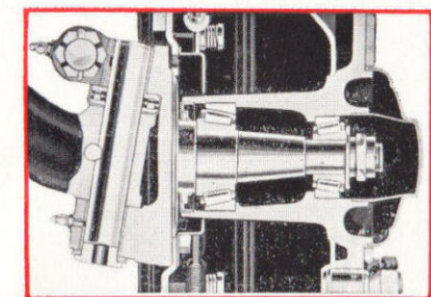
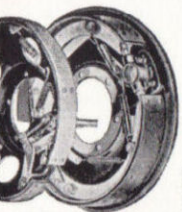
Features of the V-8 Truck engine include: Cast Alloy Steel Crankshaft, Floating-type Connecting Rods, Exhaust Valve Seats, Improved Piston Rings, Shrover Valve, Improved Fan, Water Pumps, Precision Assemblies.



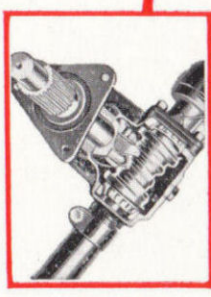
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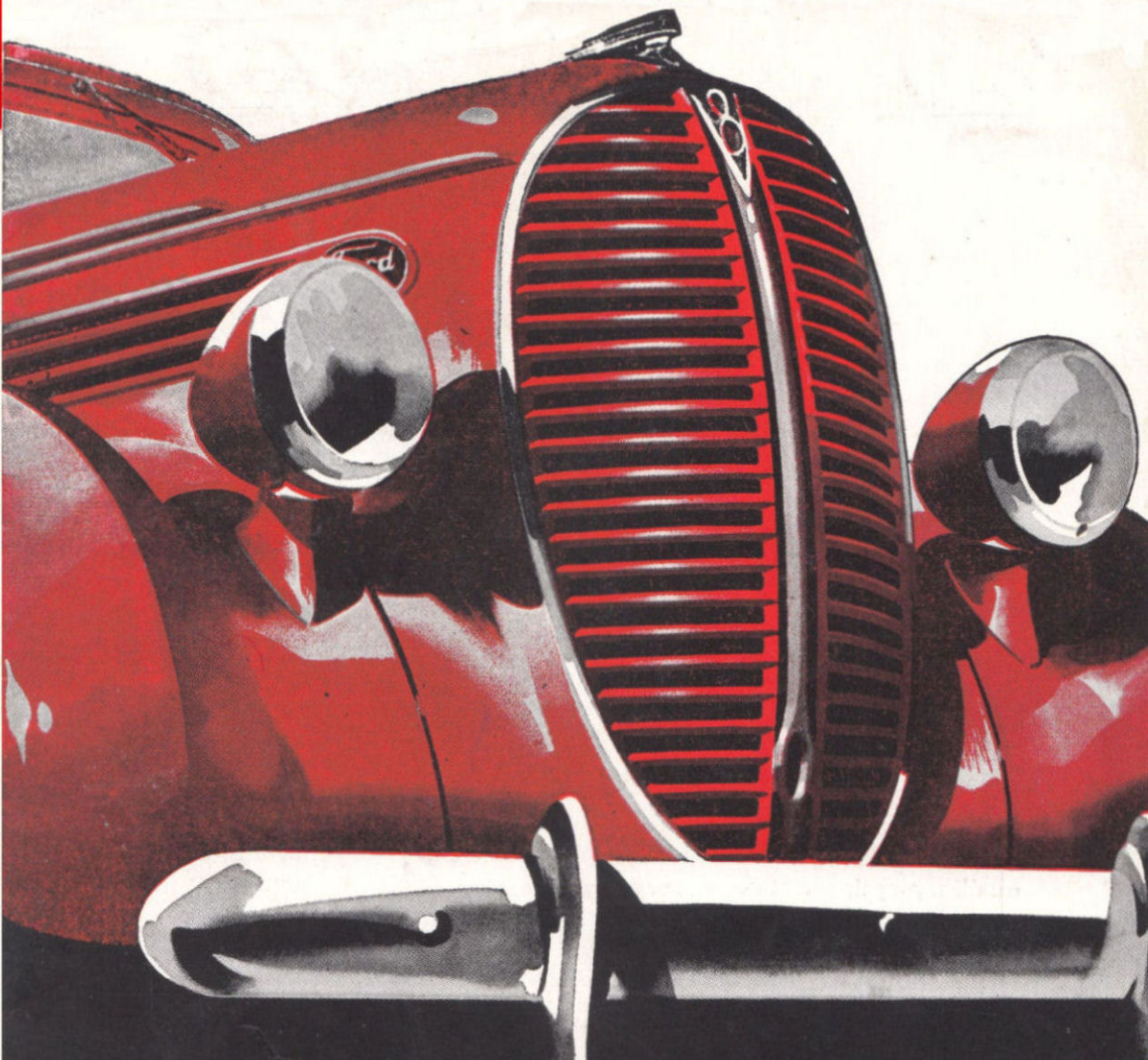
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FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (INCORPORATED IN VICTORIA) 9M26/40M/H



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TRUCKS

F O R D 1 9 3 8

THE 7th YEAR OF V-8 TRUCK SUCCESS

The increasing popularity of Ford V-8 Trucks over the past six years brought record sales in 1937. Now, for 1938, Ford offers a range of V-8 Trucks as sturdy and dependable as previous models—yet further improved for better service and still greater operating economy.

Features like these have built Ford V-8's reputation in the 30-cwt., 2-ton, and Heavy Duty 3-ton field, as the Truck that stands up to hard work, gives long engine life, and profitable, low-cost operation:

SEMI-STEEL CYLINDER BLOCK: Much harder than the conventional cast-iron block, with greater resistance to wear and consequently longer engine life. Cylinder walls are polished to a mirror finish, lessening wear on piston-rings—another long-life factor.

CAST-STEEL CRANKSHAFT: Exclusive to Ford is the short, stiff, vibrationless, cast-steel crankshaft, far tougher than the ordinary forged crankshaft.

"FULL-FLOATING" CONNECTING ROD BEARINGS: Of special alloy, they rotate in the connecting rods as well as on the crankshaft, thus wear is not localized. Ford bearings are pressure-lubricated between connecting rod and bearing, and also between bearing and crankshaft.

OIL-BATH AIR CLEANER: Standard equipment at list price on all Ford V-8 units, ensures that only dust-free air enters the cylinders, thus eliminating cylinder-wall wear.

SUPER-EFFICIENT COOLING—A BIG FACTOR IN V-8 ENGINE EFFICIENCY: Cylinders are individually water-jacketed right down to the crankcase. Valves are also water-jacketed. Water capacity is 5½ gallons. Two pumps, one at base of each cylinder bank, circulate the water at rate of 37 galls. per minute. Four-blade, shrouded fan driven by 2 V-belts gives even air-circulation through entire radiator area.

41 BALL AND ROLLER BEARINGS: 41 ball and roller bearings used throughout Ford V-8 trucks give longer life to all moving parts.

ALL-ENCLOSED DRIVE ASSEMBLY: The complete drive from engine to rear axle (including needle-roller bearing universal joints) is fully enclosed.

All driving stresses are transmitted through torque tube and radius rods to frame. Springs are free-shackled at each end, and, as they play no part in transmitting the drive, are free to perform their sole function of cushioning the load.

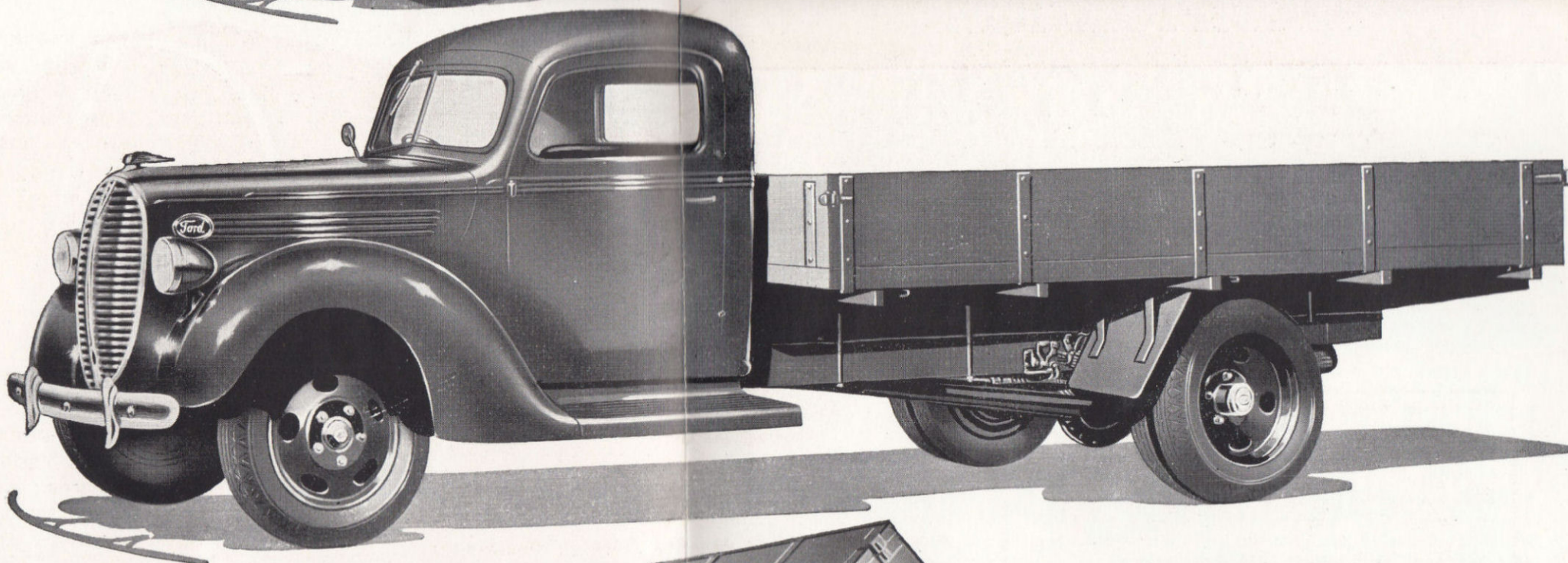
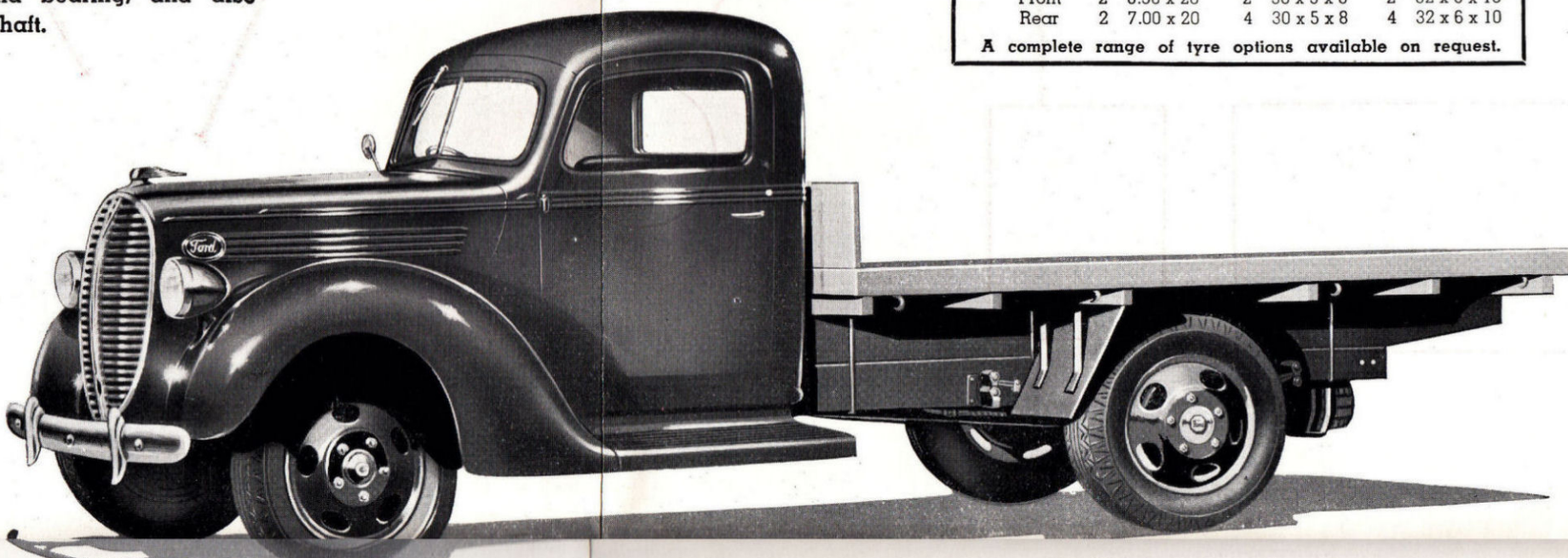
FOR 1938, FORD V-8 TRUCKS HAVE THESE IMPROVEMENTS: Braking area increased to 488.75 sq. in. Greater stopping ability through self-energising application of brake shoes to drums. Larger, tapered spindles and spindle-bolts give longer life. Worm and roller steering reduces friction, makes driving easier. In addition, Ford is one of the first major manufacturers to adopt the standard 134 in. Wheelbase recommended by the Society of Automotive Engineers. This replaces the former 131½ in. W.B., giving better weight distribution. The new frame width of 34 in. on both 134 in. and 157 in. W.B. chasses gives added clearance between tyres and chassis.

All Ford V-8 Trucks have complete equipment, including many features usually available only at extra cost. Standard tyre equipment on all Ford V-8 models is more than sufficient to carry the rated payload.

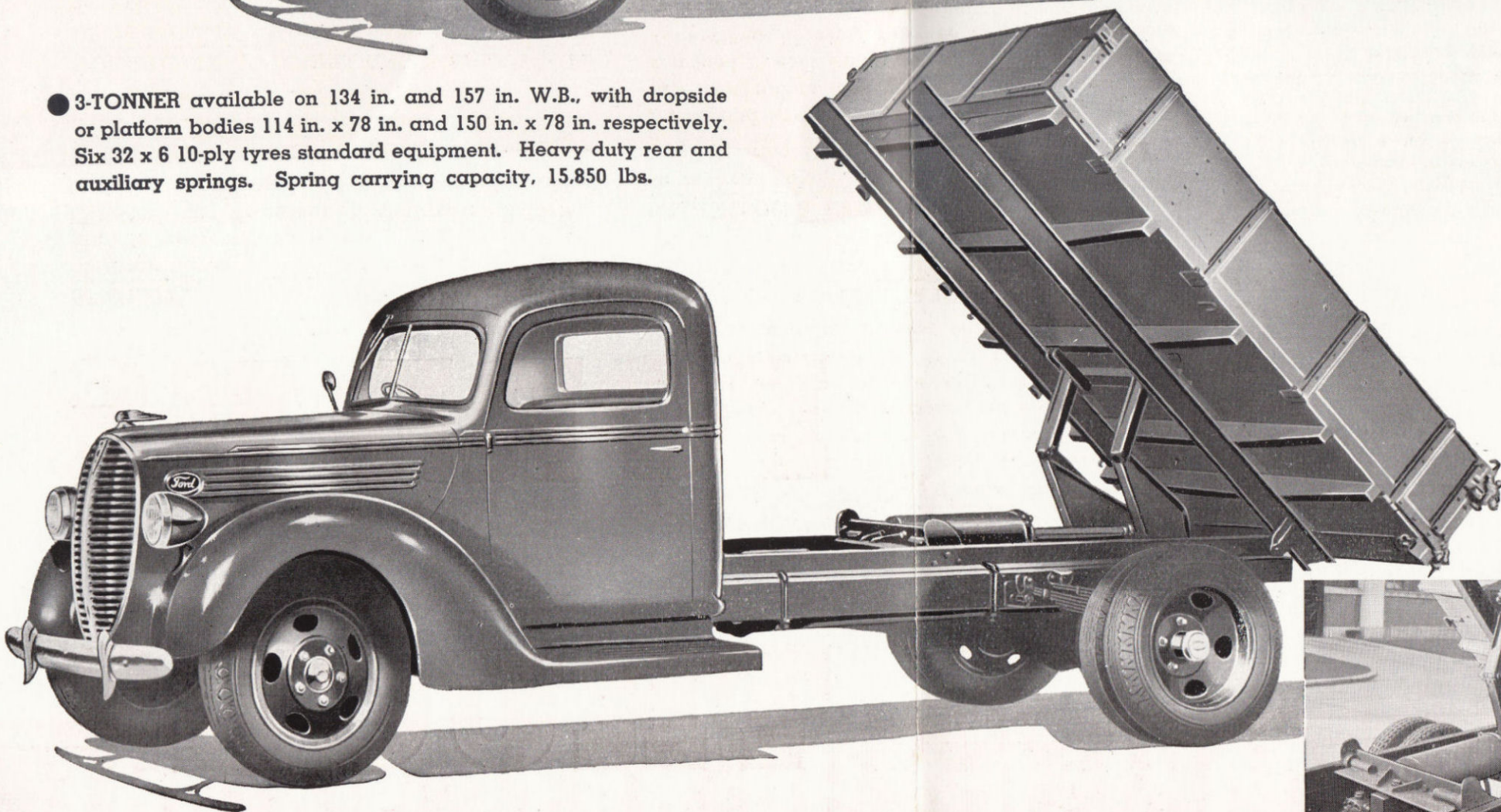
STANDARD TYRE EQUIPMENT.				
134 in. W.B.—				
	30-cwt.		2-ton.	
Front	2	30 x 5 x 8	2	30 x 5 x 8
Rear	2	32 x 6 x 8	4	30 x 5 x 8
157 in. W.B.—				
Front	2	6.50 x 20	2	30 x 5 x 8
Rear	2	7.00 x 20	4	30 x 5 x 8
			2	32 x 6 x 10
			4	32 x 6 x 10

A complete range of tyre options available on request.

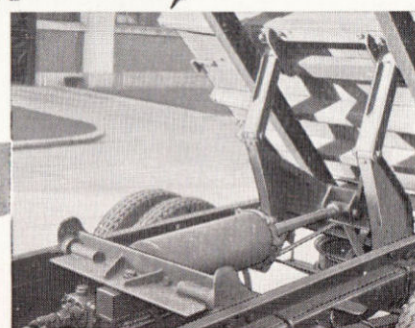
● **30-CWT.** Truck available on 134 in. and 157 in. W.B. with platform bodies, 114 in. x 78 in. and 150 in. x 78 in. respectively. Coupe-type cab with safety glass all round. Heavy duty auxiliary springs. Oil-bath air cleaner. 2-Tonner with dual rear wheels also available.



● **3-TONNER** available on 134 in. and 157 in. W.B., with dropside or platform bodies 114 in. x 78 in. and 150 in. x 78 in. respectively. Six 32 x 6 10-ply tyres standard equipment. Heavy duty rear and auxiliary springs. Spring carrying capacity, 15,850 lbs.



● **3-Ton TIPPER** with "G-LONG" underbody hydraulic hoist. 134 in. or 157 in. W.B. Lifting capacity up to 4 yds. Heavy duty auxiliary springs. Coupe-type cab with safety glass all round. Oil bath air cleaner. Precision-built "G-LONG" hoist has 8 in. cylinder with normal lift capacity of 4 tons, and liberal margin of overload.



MAKE AN "On the-job" TEST