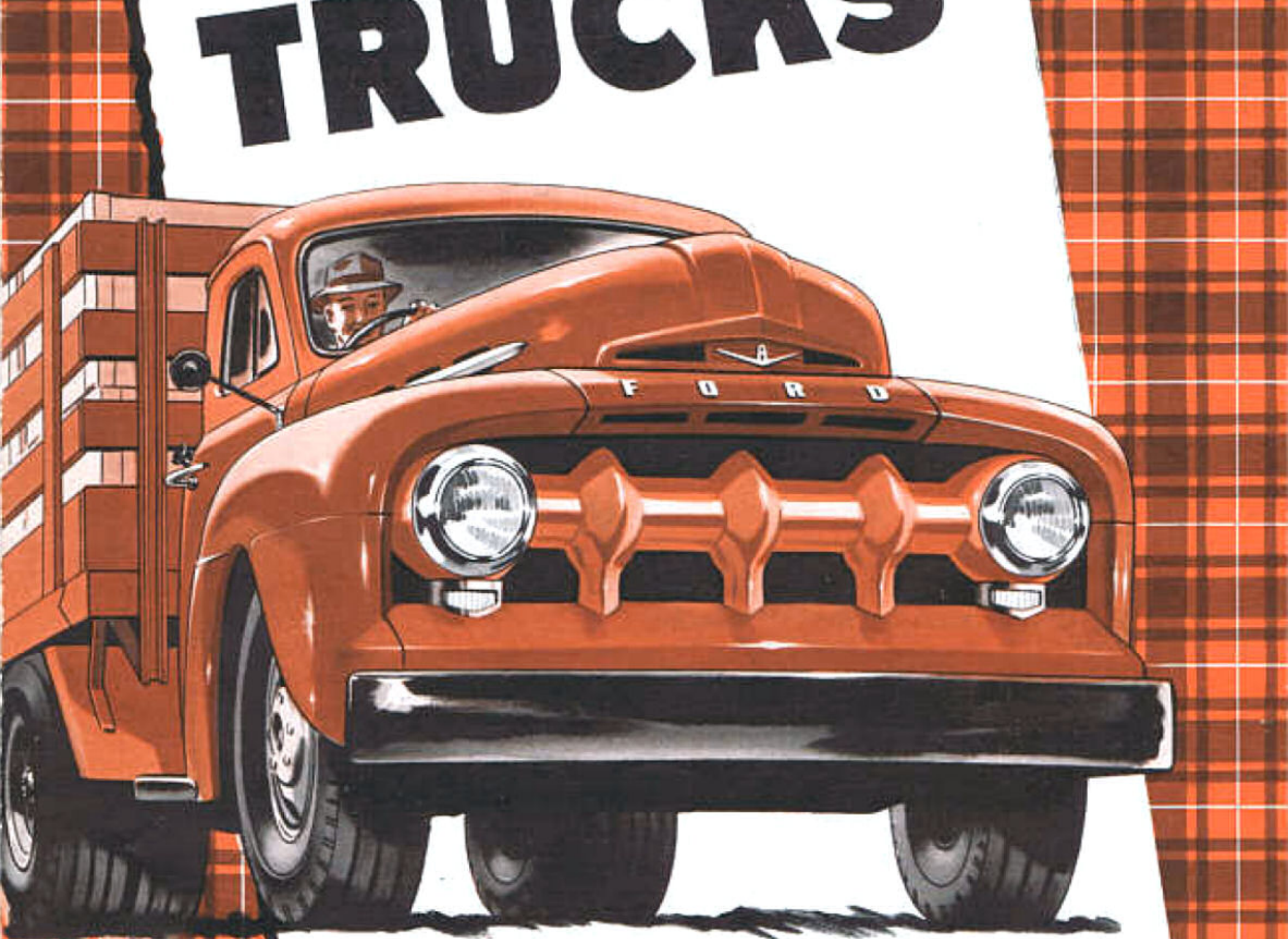
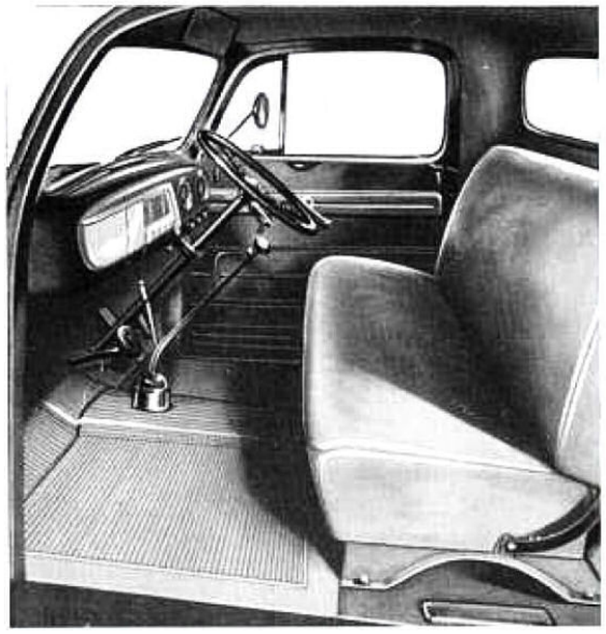
FORD V8 TRUCKS



BUILT STRONGER
TO LAST LONGER

Everything's ahead in FORD TRUCKS



NEW COMFORT-ENGINEERING IN THIS IMPROVED FORD TRUCK CAB

The new Ford's comfort-engineered cab is far ahead. It goes beyond all basic driver needs to provide improved comfort, visibility, safety, convenience and styling. The wide, comfortable seat has an easy-action adjustment. There's ample headroom, legroom and elbowroom. Four-point, cab-to-chassis mountings to cushion road shocks. Dust tight protection. Visibility is greater than ever—including a new, 3 feet wide rear window. For safety, you get all-welded steel construction, instant accessibility of controls and large, easy-to-read instruments. For both driver and passengers, the fine features of this cab combine to ease driving strain and lessen the fatigue of a working day.

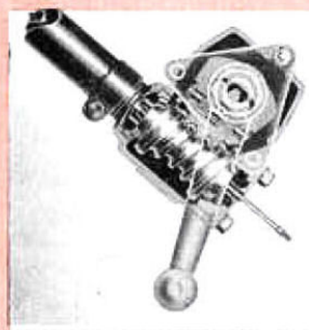
FORD'S A BETTER INVESTMENT IN *Driver Comfort*

1. All-steel cab
2. Wide, full doors for easy access
3. Visibility all round—one-piece, full-width windscreen with no centre obstruction to vision. New 3 ft. wide rear window
4. Padded genuine hide upholstery and deep-springing in full-width seat
5. Roominess with side seating and plenty of head and elbow room for big men
6. All-round weather and dust sealing
7. Adjustable sun visor for driver
8. Electric windscreen wiper
9. Large glove box and ashtray big enough to hold a pipe
10. Handy storage space under seat
11. Controlled ventilation quarter windows and ventilator
12. New, smart dash panel with large easy-to-read and indirectly lit instruments

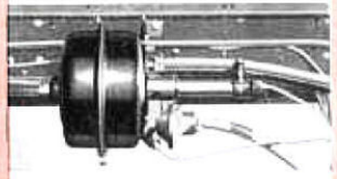
Another money-saver for Ford Truck owners—
SERVICE BY FORD FACTORY-TRAINED MECHANICS

At Ford Plants throughout Australia, special service schools are being held continuously. They are attended by mechanics from Ford Dealerships throughout Australia—and provide exact and specialised knowledge of the very latest Ford-approved service methods. In his servicing of Ford Trucks, your local Ford Dealer sees that this specialised knowledge is applied and only genuine Ford Spare Parts are used. The result is greater care and efficiency in every job and minimum cost to the owner.

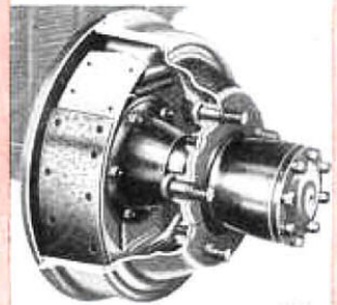
FORD'S A BETTER INVESTMENT IN *Heavy-duty Haulage Features*



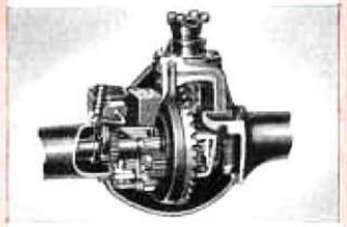
ROLL-ACTION STEERING—Design reduces costly friction wear and prolongs life at three vital points: 1. The roller "rolls" over the worm threads instead of sliding. 2. Two opposed tapered roller bearings support the steering worm. 3. Needle bearings support the steering roller. Both roller shaft and worm are adjustable. These are the reasons why Ford steering is full-control, easy-touch steering with wear reduced to minimum. Spring-loaded ball-and-socket tie rod ends automatically adjust themselves for wear. Rubber dust shields guard against dirt, add longer life to parts.



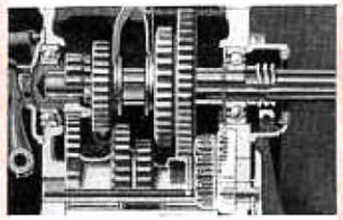
VACUUM POWER BRAKING—Vacuum-actuated power braking relieves muscle strain on the brake pedal under heavy load conditions. Vacuum power multiplies the braking power obtained at the shoes by over 100%. Reliable, sure control.



REMOVABLE BRAKE DRUMS—The cast iron braking surface is permanently fused to the pressed steel back for maximum safety. All brake drums are readily removable from the wheels for low-cost, easy maintenance.

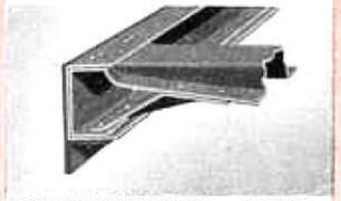


2-SPEED REAR AXLE—Standard equipment and providing eight forward and two reverse speeds to reconcile performance to load. The 6.33 to 1 spiral bevel single reduction is ideal for open country or light loads and saves on petrol and oil. For heavy loads or hill climbing a change to the 8.81 to 1 reduction provides maximum pull. Ford rear axles are full floating with straddle-mounted pinions and 4-pinion differentials. The axle housing carries the load, the shafts being left free to turn the wheels. Heavy duty roller bearings are used throughout.



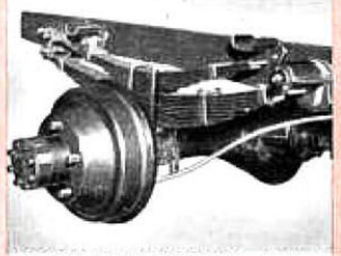
4-SPEED SPUR GEAR TRANSMISSION—Built for heavy-duty hauling; gears are forged, heat-treated alloy steel for long life. Ball and roller bearings in all forward speeds. Power take-off is on right side of gearbox.

11-INCH GYRO-GRIP CLUTCH—Multiplies grip as speed increases. Throw-out ball bearing pre-lubricated and sealed. Flywheel housing separable from oil pan.



DOUBLE-CHANNEL FRAME—With built-in section reinforcement extends past front and rear spring hangers for greater twist resistance.

UNIVERSAL JOINTS AND CENTRE BEARINGS—Long-wearing, needle-bearing type. Centre bearing self-aligning and rubber encased. Leakproof-tight against dust and water.



HEAVY REAR SPRINGS—Built to "take" it, the 12-leaf rear springs are 45 inches long, 2½ inches wide. When carrying big payloads the 7-leaf auxiliary springs give ample extra spring capacity. Spring eyes and shackles have long-lasting bronze bushings. Hardened steel pins are interchangeable.

SPECIFICATION DETAIL OF HOW

"FORD BUILDS STRONGER TO LAST LONGER"

AXLE, FRONT

Type	Reverse Elliott Modified I-Beam
Material	Heat-treated Alloy-Steel Forging
Thrust Bearing	Tapered Roller or Anti-Friction Ball
Wheel Bearings	High Capacity, Dual Opposed, Adjustable Tapered Roller
Tie Rod	Ball Stud and Socket, Spring Loaded for Automatic Take-up of Wear, Equipped with Rubber Dust Shields

AXLE, REAR

Type	Two-Speed, Full Floating
Gears	Spiral Bevel, Single Reduction Spiral Bevel plus Spur Planetary Set, for Double Reduction
Axle Ratios	6.33 to 1 (high)—88.1 to 1 (low)
Shift	Gear Shift Controlled, Power-operated
Housing-Centre-Type	Banjo
Pinion Mounting	Straddle
Differential	4-pinion
Side and Pinion Gear Thrust Washers	Steel
Pinion Shaft Front Bearing	Dual Opposed Tapered Roller
Pinion Shaft Rear Bearing	Straight Roller
Differential Side Bearings	Tapered Roller
Axle Shaft Material	Forged, Special Manganese Steel
Axle Shaft Diam. at Spline—in.	1.75
Wheel Bearings	High Capacity, Dual Opposed, Adjustable Tapered Roller
Lubricant Capacity—pints	12

BRAKES, SERVICE

Type	Vacuum Power-operated, Hydraulic, Two-shoe Independently Anchored
Front Brake (Drum Diam. x Lining width-Thickness)—in.	14 x 2-[illegible]
Rear Brake (Drum Diam. x Lining width-Thickness)—in.	15 x 3.5- [illegible]
Total Lining Area—sq. in.	302
Total Drum Area—sq. in.	506
Drums—Type	Demountable
—Material	Composite—Cast Iron Fused to Steel Back
Booster	Single-unit combining Power Chamber, Hydraulic Vacuum Valve and Slave Cylinder
Type	Single Piston
Effective Piston Diam.—in.	6¾

BRAKE, HAND

Location	Internal Operating on Rear Wheels

CLUTCH

Type	Gyro-Grip, Semi-Centrifugal Single Plate
Diameter, Outside—in.	11
Total Frictional Area—sq. in.	123.7
Cover Plate	Ventilated Type
Pressure Plate	Cast Iron
Clutch Disc	Cushioned Hub with Vibration Damper
Release Bearing	Sealed Ball, Pre-Lubricated
Pilot Bearing	Copper Graphite Bushing
Attachment—Levers to Pressure Plate	Needle Roller Bearings

COOLING SYSTEM

Capacity—qts.	18.5
Radiator	Flat Tube and Fin—Pressure Cap
Thermostats	In Engine Water Outlets
Fan, Diam. 18 in.	6 Blade

DRIVE LINE

Type	Hotchkiss Straight Line Drive

UNIVERSAL JOINTS

Type	Heavy Duty Needle Roller Bearing
Centre Bearing	Rubber Encased Ball Type

ENGINE

No. Cylinders—Bore and Stroke—in.	8—3 3/16 x 3¾
Displacement—cu. in.	239
Compression Ratio	6.8 to 1

FUEL SYSTEM

Carburettor	Down-draft
Air Cleaner	Heavy Duty Oil Bath, One Qt. Capacity
Fuel Pump and Filter	Diaphragm Type, Driven from Camshaft
Fuel Tank—Chassis without Cab	20-Gal. Outside Left Frame Rail
Chassis with Cab	16½-Gal. Back of Seat
Fuel Filler—20-Gal. Tank	Easy-On Cap on Top of Tank
—16½-Gal. Tank	Tube Extension to Outside Cab—Right Side, Easy-On Cap

LUBRICATION

Engine	Full Pressure Feed to all Main, Crankpin and Camshaft Bearings
Oil Pan	Clean-Out Plate in Bottom of pan
Oil Filter	Replaceable Cartridge Type
Crankcase Capacity	8 pts. (dry); (10 pts. initial fill with Oil Filter)
Chassis	Fittings for Pressure Lubrication

ELECTRICAL SYSTEM

Battery	Heavy Duty 6-Volt
Generator	28 Amp. 196 Watts
Ignition	Vacuum Controlled System, Fully Automatic Distributor; Metal-Clad Coil; Open Wiring in Rubber Grommets
Head Lights	Sealed Beam, Foot-Switch Beam Control
Starter	High Torque, Automatic Engagement, Solenoid Switch, Push Button Control
Parking Lights	Combination Stop and Tail Light; Instrument Lights; Ignition Switch with Key Lock

FRAME

Type	Heavy Duty Double Channel
Side Rail	Tapered Channel Section
Reinforcement	Specially Formed Channel, Inside Side Rail*
Cross Members	Flanged "U" type with Alligator Jaw and Channel Sections

*Channel Reinforcements extend from rear brackets of front springs to front brackets of rear springs.

SPRINGS

Semi-Elliptic, Ford Alloy Steel	Front	Rear Main	Auxiliary
Length x width—in.	36 x 2	45 x 2.5	32.5 x 2.5

STEERING

Type	Worm and Dual Row Needle Bearing Roller
Ratio	20.4 to 1
Wheel	18" dia. 3-Spoke
Wheelbase	134" 158" 173" 194"
Turning Radius	27.25 ft. 30.5 ft. 33 ft. 38 ft.

TRANSMISSION

Type	4-Speed, Selective Sliding Spur Gear
Lubricant Capacity—pts.	4½
Gear Positions	First Second Third High Reverse
Ratio (to 1)	6.40 3.09 1.69 1.00 7.82
Power Take-Off Opening	S.A.E. 6-Bolt, on Right Side

WHEELS AND TYRES

Wheels	7-20 in. Tapered Steel Disc with 5.5 in. Dish 5 Hole, 8 in. Dia. Bolt Circle
Rims—Size and Type	20 x 6.0 5° 2-Piece Advanced wide base
Tyres—Standard—Size—Front and Dual Rear	Front—8.25 x 20 x 10 Dual Rear—8.25 x 20 x 10

CHASSIS EQUIPMENT

Included as standard, in addition to items specified above:

Hood, Cowl and Dash Assembly: Front Fenders: Centre Cowl Ventilator: Steel Toe Boards: Instrument Panel: Speedometer: Water Temperature Gauge: Fuel Gauge: Oil Pressure Gauge: Charge Indicator: Ash Receptacle: Glove Box: Choke Button: Hand Throttle: Light Switch: Electric Horn: Windshield Wiper: Treadle Type Accelerator Pedal: Spare Wheel: Spare Tyre Carrier under Frame: Long Arm Outside Rear View Mirror on Chassis-Cab: Running Boards—on Chassis Cab: Sun Visor: Standard Tools in Carton.

NOTE: Running boards not standard on Chassis with Cowl or Windshield.

• • • • •

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD., GEELONG, VICTORIA