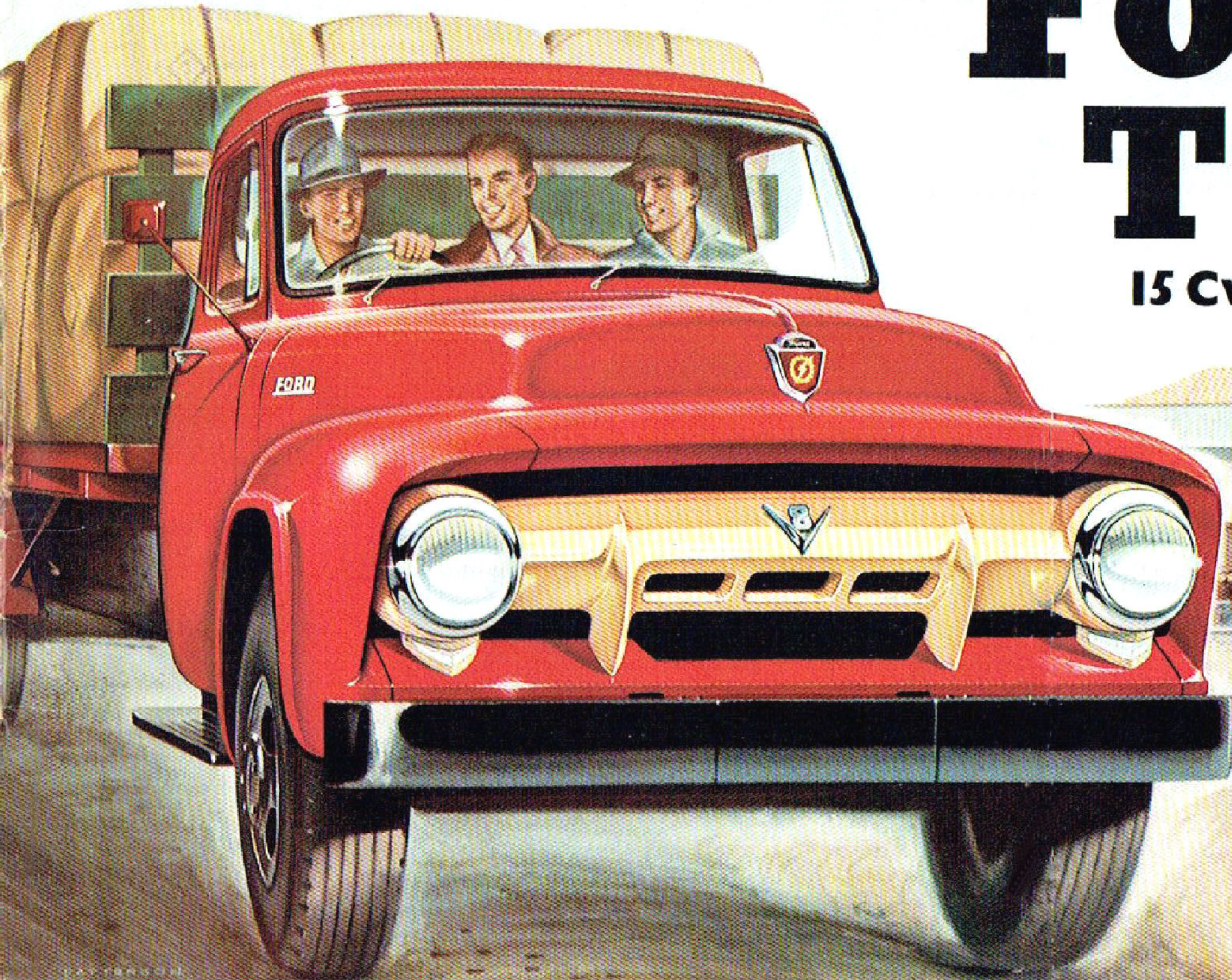


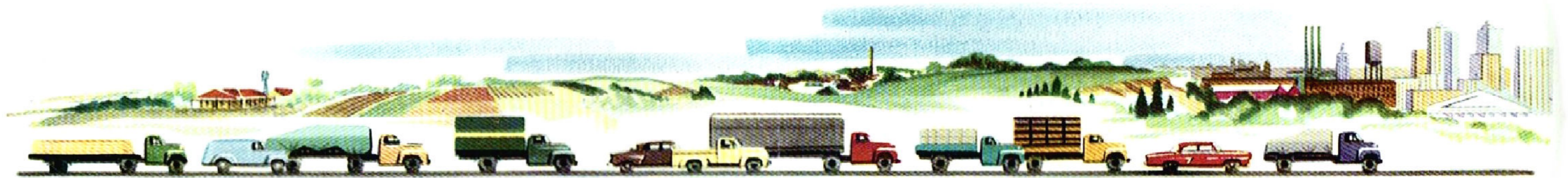
Ford V8 Trucks

15 Cwt. - 2 Ton - 3½ Ton - 5 Ton



More truck for your money!

Whatever your job . . . Ford V8 Trucks mean more truck for your money



Engineered to get jobs done smartly, Ford Trucks mean business, big business, better business for truck operators

Once again Ford engineering and Ford designing produce the absolute top-line money-makers and money-savers for truck men. And the new, wider range spreads increases in operating efficiency and decreases in operating costs over more hauling jobs.

New benefits to any business

In every way these new Ford Trucks mean business, big business, good business. Their greater strength and working ease make them long-lived workers which in both short run and long run cost their owners less. Their new styling is a prestige builder which can attract more business and will certainly suggest that *your business* has smart, "go-ahead" efficiency.

New applications of Ford V8 power plus new economies in the particular work concerned

In each rating in the new Ford Truck range, Ford V8 truck engines produce the high sustained torque that moves loads faster. At the same time they save on petrol and maintenance costs.

New huskiness plus new handling ease

Every part is toughened up for extra stamina yet there's no excessive weight to become unprofitable load. In addition, new Ford shorter wheelbase chassis design with more efficient controls provides time-saving manoeuvrability and handling ease under all operating conditions.

New driver comfort that means less fatigue

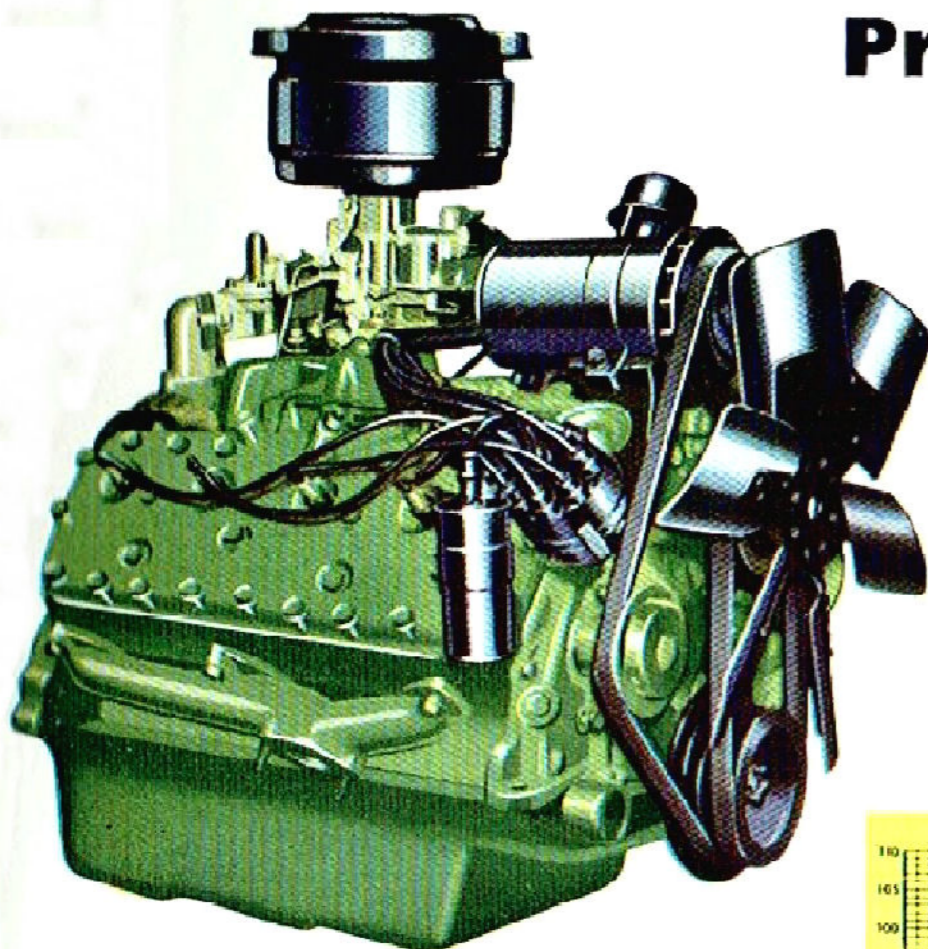
With new convenience and spacious new roominess and visibility, driving fatigue is greatly reduced. In these new Ford Trucks drivers stay refreshed longer, like their jobs better, have more energy for related work.



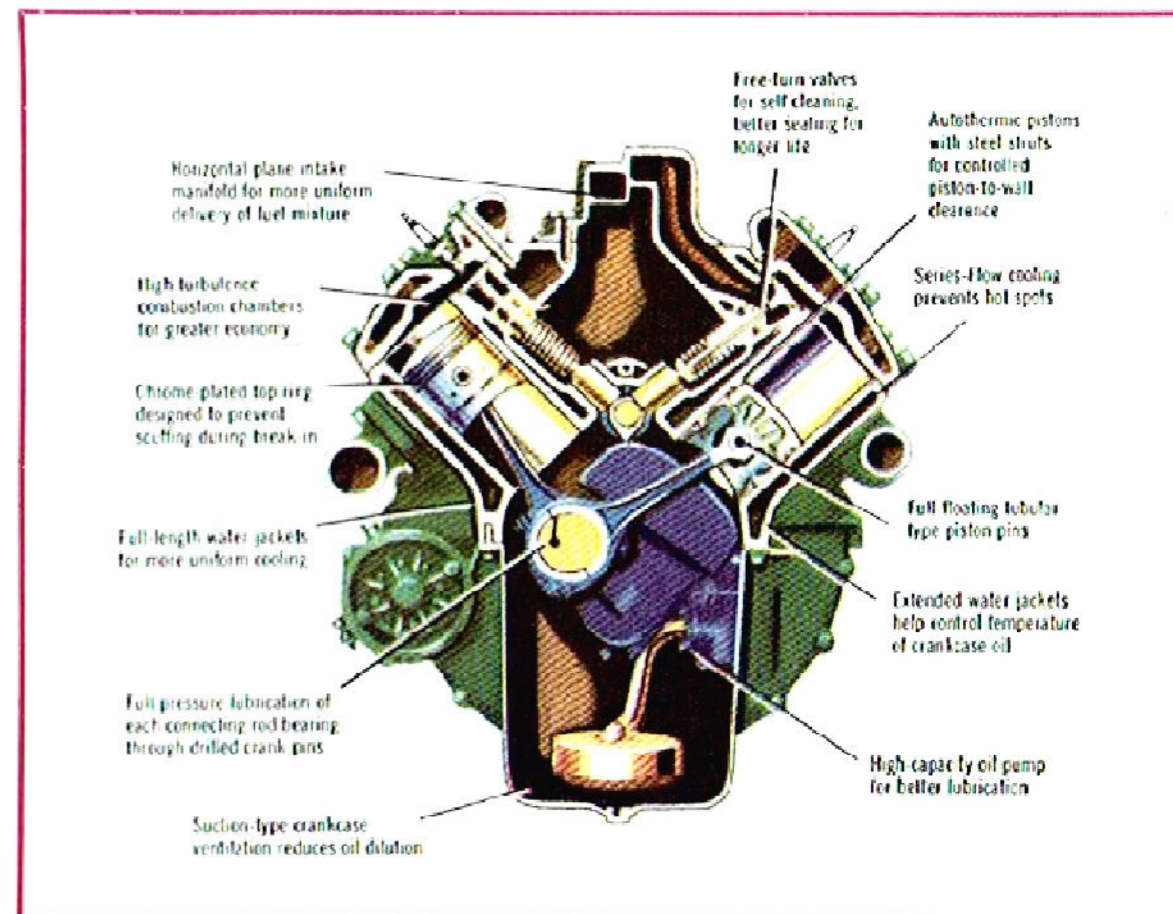
OVER A WIDER RANGE OF JOBS FORD V8 TRUCKS WILL SAVE YOU TIME, SAVE YOU MONEY

Proven the greatest truck engine in the world—

featuring efficient V8 performance, the long life that comes from Ford's Low-friction Design, and the economy of exclusive Ford Power Pilot

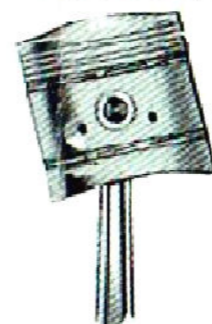


Three big factors contribute to the greater efficiency of this completely modern truck engine . . . Ford has built more V8 engines than all other makers combined . . . Ford research has provided the advances in V8 design which give truck men the *best* in truck engines . . . Ford full quality control of materials and engine building operations provide the famous *Ford dependability*.



Light-Weight Pistons

are constructed of aluminium alloy, thereby reducing loads on crankshaft and connecting rods, thus permitting higher sustained engine speeds. *Chrome plated top ring* is designed to prevent scuffing during break-in.



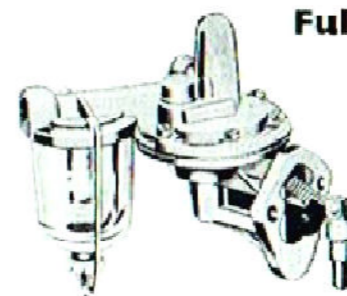
Free-Turn, High-Lift Valves

. . . for self-cleaning, better seating, greater volume of fuel mixture intake, easier escape of exhaust gases.



Full-Flo Fuel Pump

. . . minimizes vapor-lock and assures uninterrupted, powerful performance.



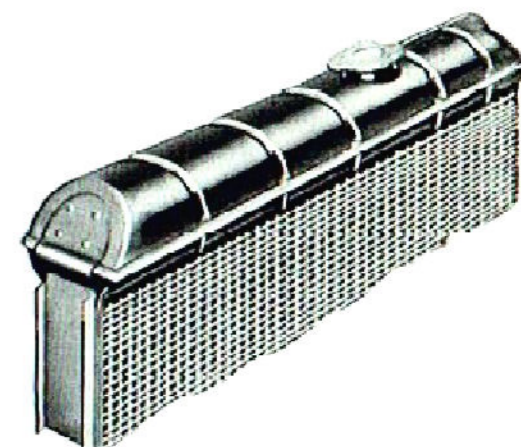
Precision-Moulded Alloy-Iron Crankshaft

Alloy casting provides high strength and great resistance to stress and wear, making a more rigid design possible with less weight than a steel forging plus three times better self-damping characteristics and much greater resistance to vibration.

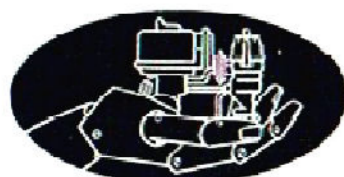


Larger Capacity Radiator

. . . with cylindrical tank to resist pressure distortion . . . and other design changes in cooling system greatly increase efficiency.



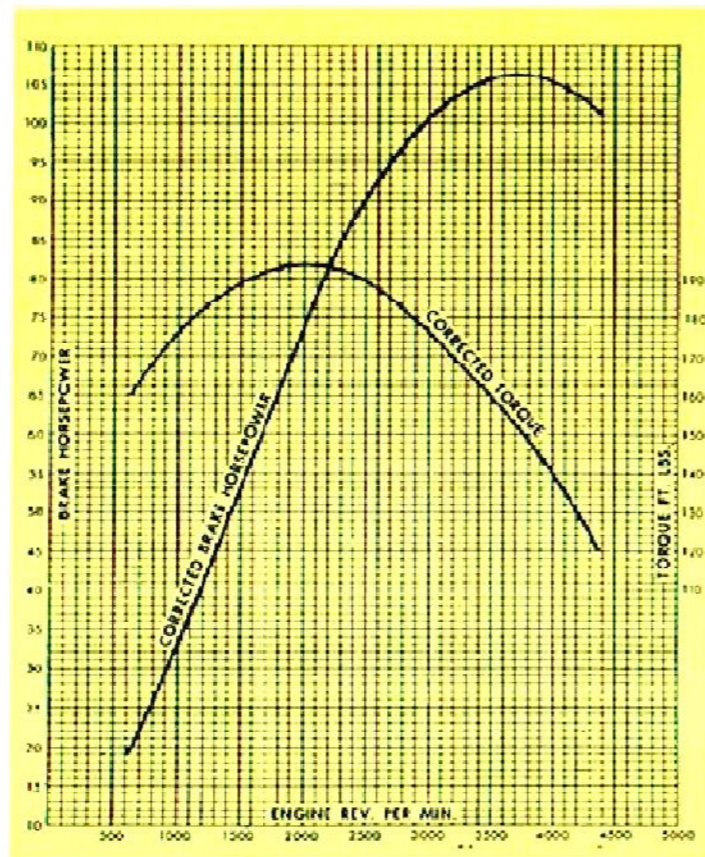
Power Pilot



This exclusive Ford feature automatically meters and fires the right amount of petrol, at precisely the right instant, to match changing speed and load conditions.

Full Pressure Lubrication

. . . to all main, connecting rod and camshaft bearings (as in all Ford engines) provides full positive lubrication to these vital engine parts . . . meaning better performance, longer life.

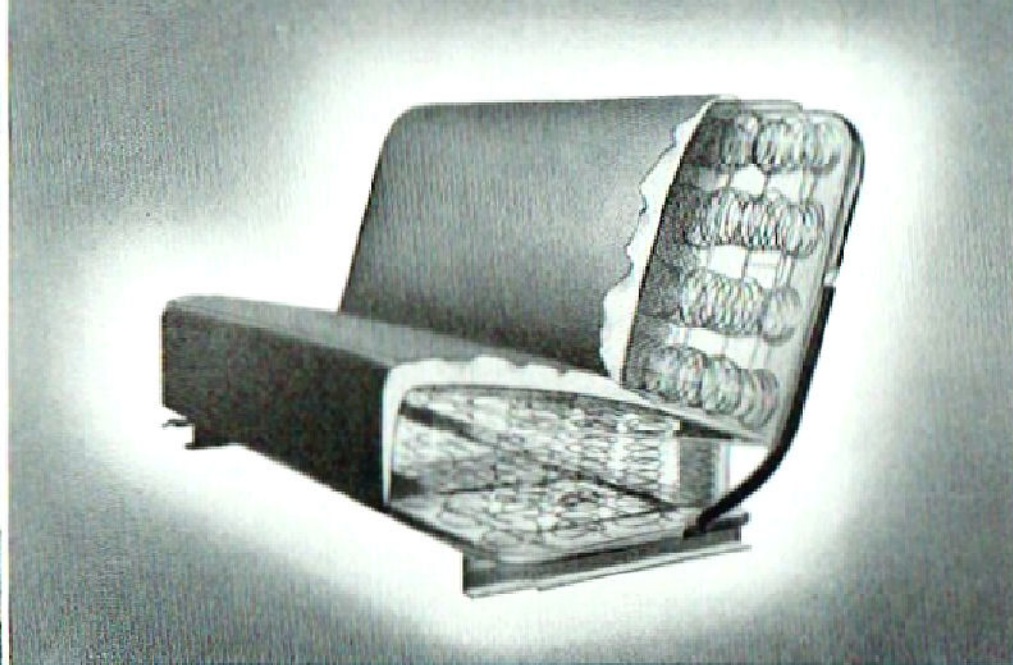


Higher Torque Output. In this Ford V8 engine power stroke overlaps power stroke to provide not only the *instant output* of power that gets a truck out of tight spots but also the *reserves* of power for long, full-load pulls.



Greater roominess

Ford cabs are roomier in every way—providing spacious riding comfort for three big, tall men. With wide cab interiors there's more hip room, shoulder room, leg room, foot room.



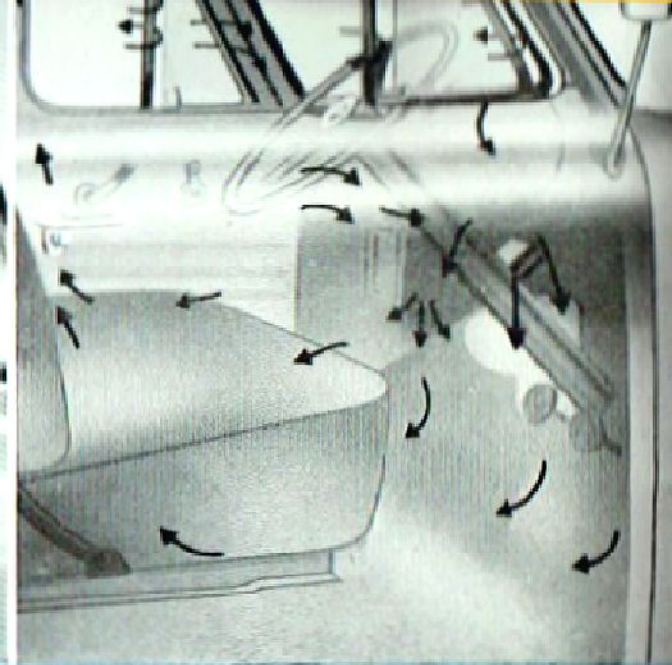
Wide-comfort seat

The construction, great width and the deep springing and padding of this seat provide big car-like comfort for three big people. Trim material resists hard usage, and an easy-action adjustment provides the right and restful driving position for either long or short-legged drivers. Behind and under the seat is handy storage space.



All-round visibility

One-piece curved windscreen—over 55% bigger—for greater driving ease and safety. Full-width rear window—over 4 feet wide. 24% more total glass area for greater visibility.



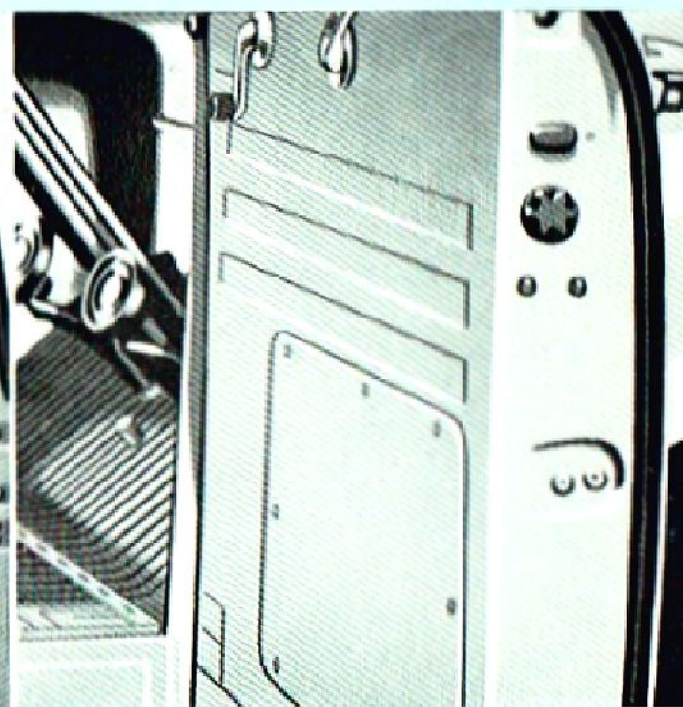
Practical ventilation

Ford cabs stay comfortable in all kinds of weather. Fresh, clean air is available at all times from larger quarter vent windows and cowl vent, and circulates throughout cab without causing draughts.



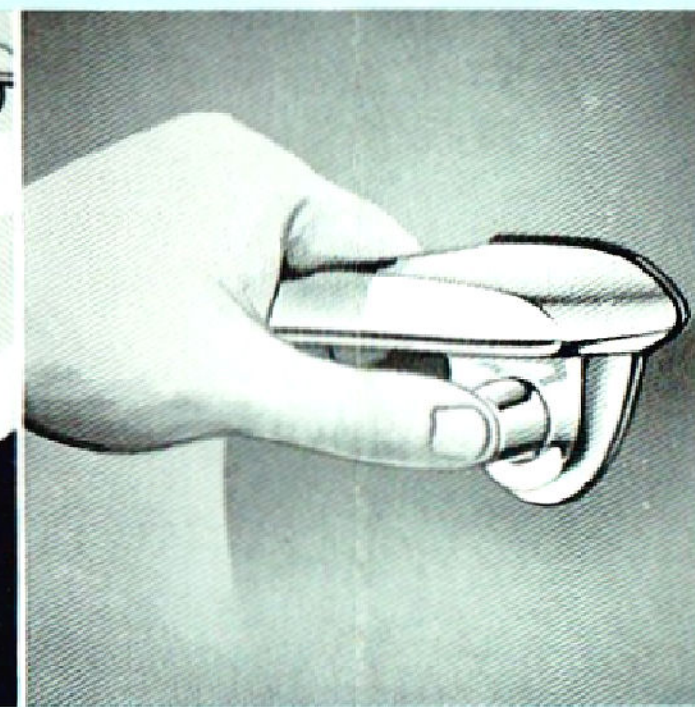
Wide door openings

Cab's entrance and exit are much easier. Because of more space between seat corner and door pillar drivers can swing in and out without restriction.



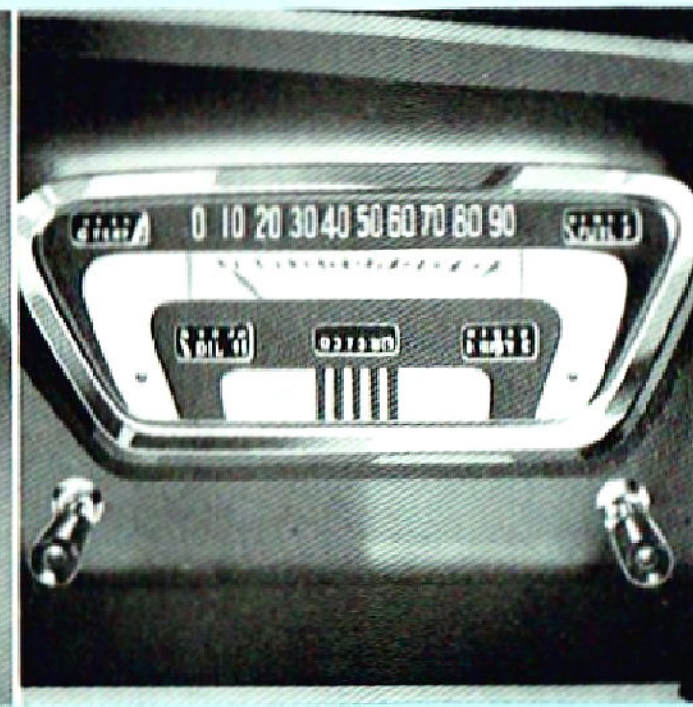
Fully-weather-sealed construction

Weather seals around doors and foot pedals and improved body seals at all points for dust-tight, water-tight design.



Push-button door handles

Operation is easier and styling improved. Heavy duty rotor-type door locks give quieter, easier action and hold doors closed securely.



Compact instrument cluster

All instruments can be read instantly, and controls are grouped for convenience and safety . . . easier to reach, easier to operate.



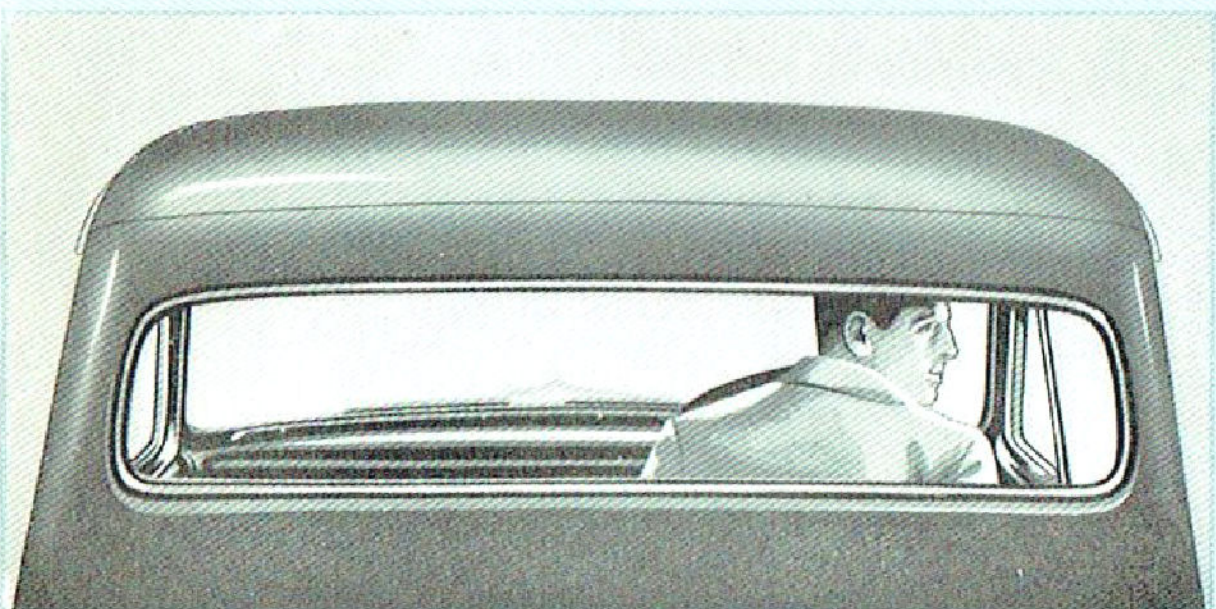
Wide-sweep windshield wipers

Larger, articulated blades provide uniform pressure over a larger wiping area and give clearer vision during bad weather.

APPEARANCE, SAFETY with COMFORT for the driver

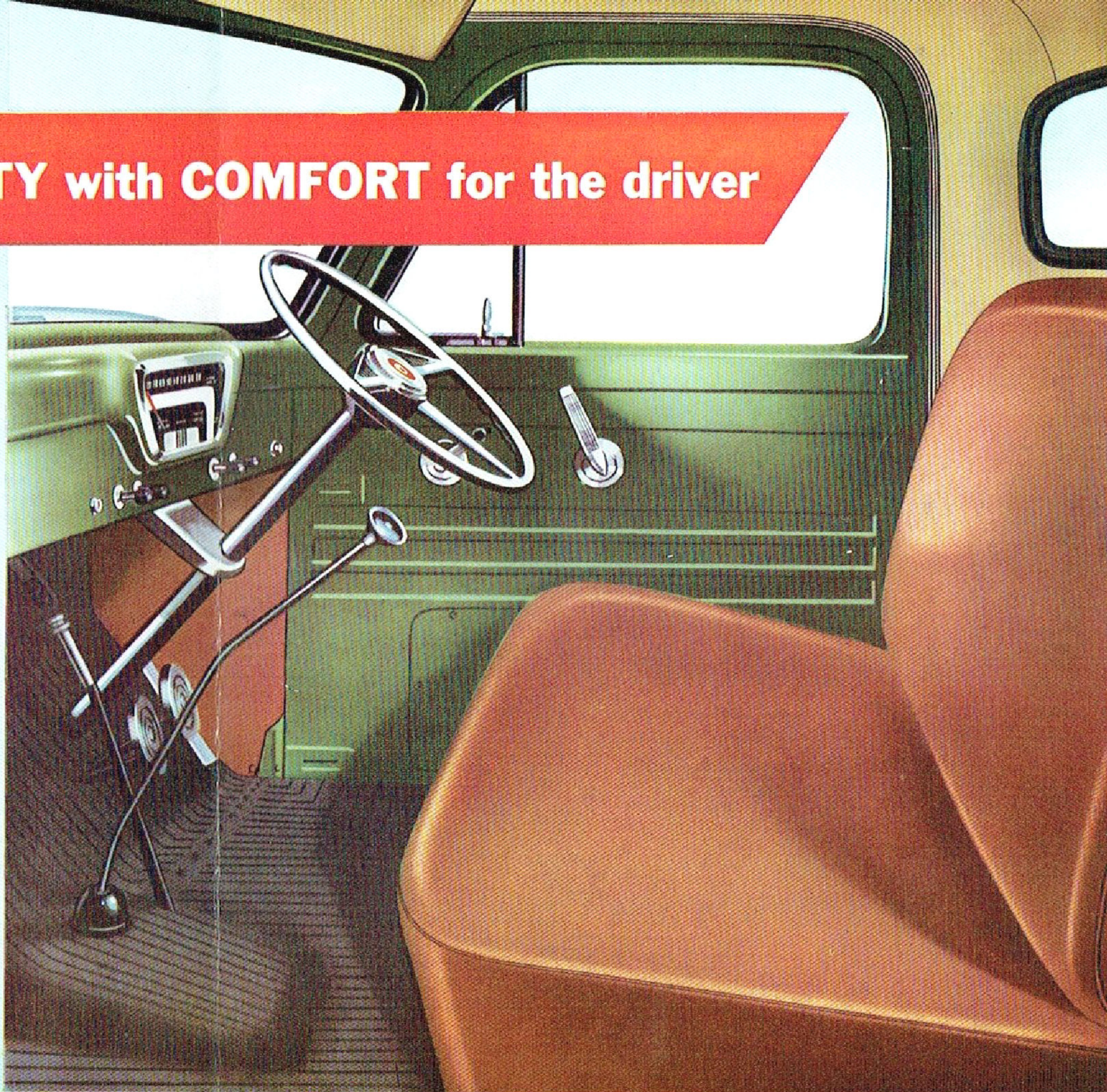
Smart weather-proofed cab is designed to free driver from fatigue and strain

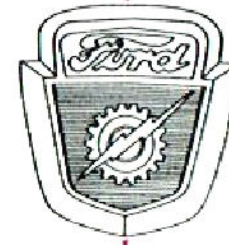
The advances in the cabs of Ford V8 Trucks go far beyond the satisfaction of extra smartness. Every component affecting driver fatigue has been made to do its job better . . . to ease the burden on the driver . . . to give him comfort . . . to help him work more efficiently and get his job done faster. This fatigue-saving applies even in riding position of cab occupants. With the front axle location of Ford V8 Trucks, driver and passengers ride closer to the longer, more resilient front springs and farther away from the stiff, load-carrying rear springs.



Full-width rear window

Rear window is 18% larger, contributing to easier, safer driving. Over 4 feet wide and with 444 square inches of glass area, this larger rear window aids in tight manoeuvring, parking and backing. With large, curved, one-piece windscreen and deeper side windows the Ford V8 Trucks offer a total all around clear angle visibility of 294.4 degrees.

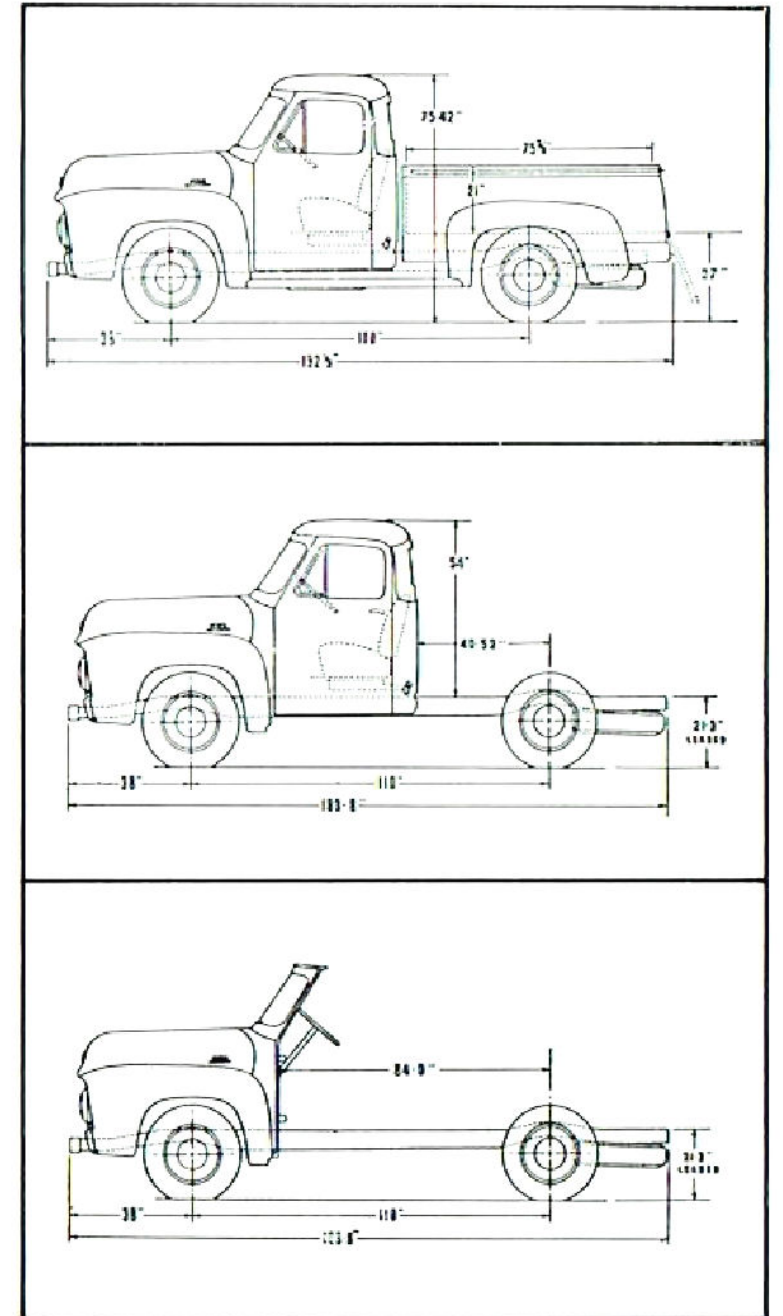
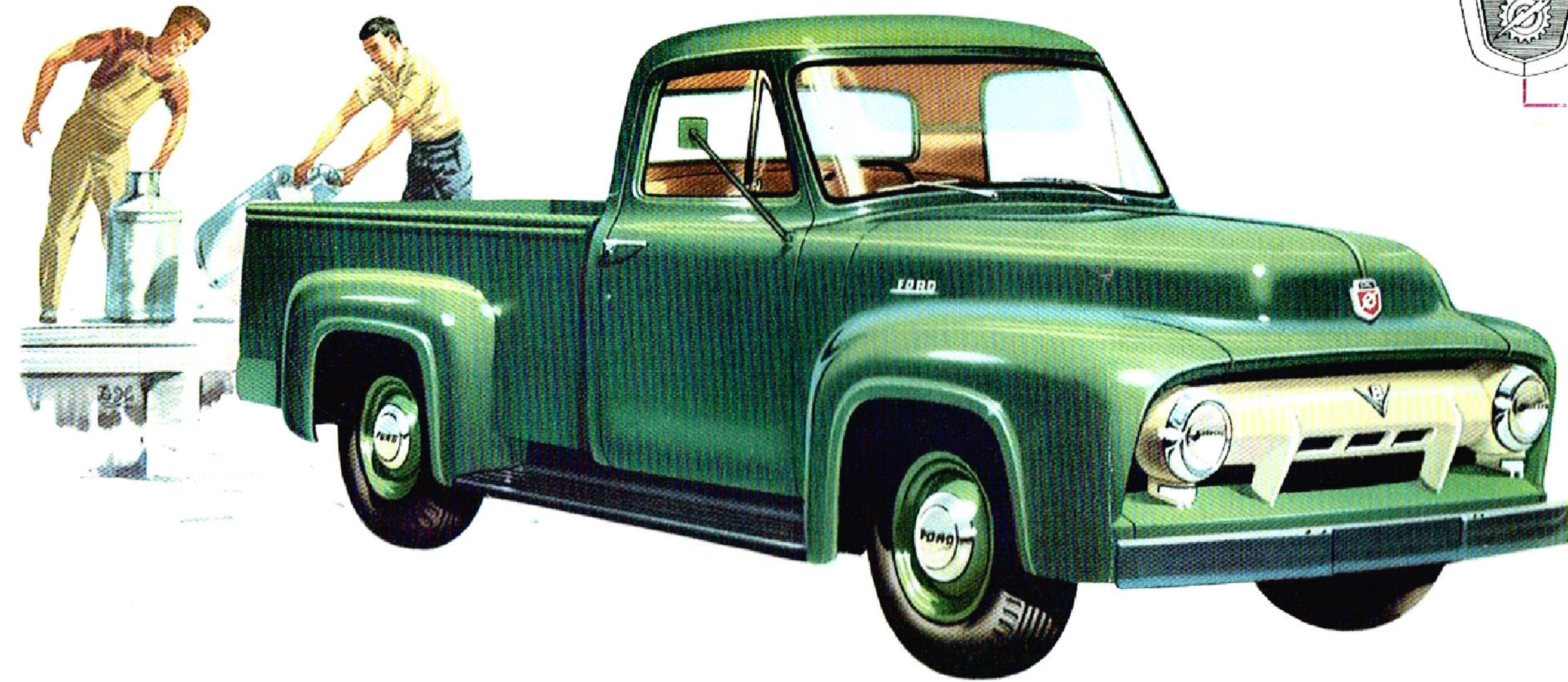




FORD TRUCK-TYPE UTILITY • 15 CWT.

G.V.W. 5,100 lbs.

Wheelbase 110"



First choice for all-purpose utility service

Founded on the huskiness of the Ford 15 cwt. chassis, this smart, all-purpose vehicle is packed full of features which mean big strength, big convenience and big comfort. The utility space handles four-foot wide building material and is long enough for the average door. All steel body framing and panelling throughout ensure uniform strength and maximum rigidity. Reinforced top edges and double side panelling provide extra rigidity to take weight of bulky objects in side loading or unloading. The seasoned hardwood floor is bolted in

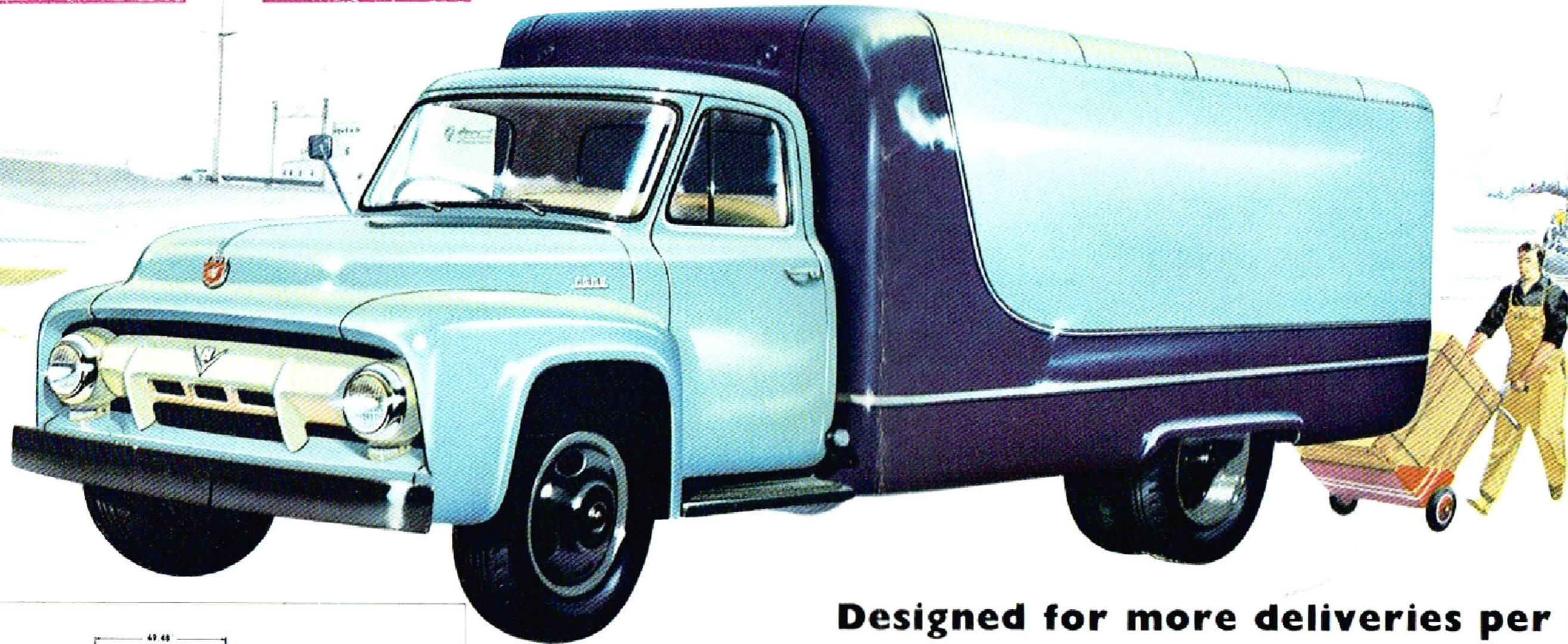
between seven longitudinal steel skid strips. Tailgate is all steel with car-type locks and when lowered, forms convenient loading platform flush with floor and skid strips. The cab has wide-spread roominess for three people and has every comfort-giving, fatigue-saving feature of Ford's cab design. In 15 cwt. work this Ford model has unlimited applications. In addition to the complete Utility pictured above, it is available as either chassis and cab or chassis with closed front-end enabling the construction of any specialised type of body.



FORD 2 TON

G.V.W. 11,000 lbs.

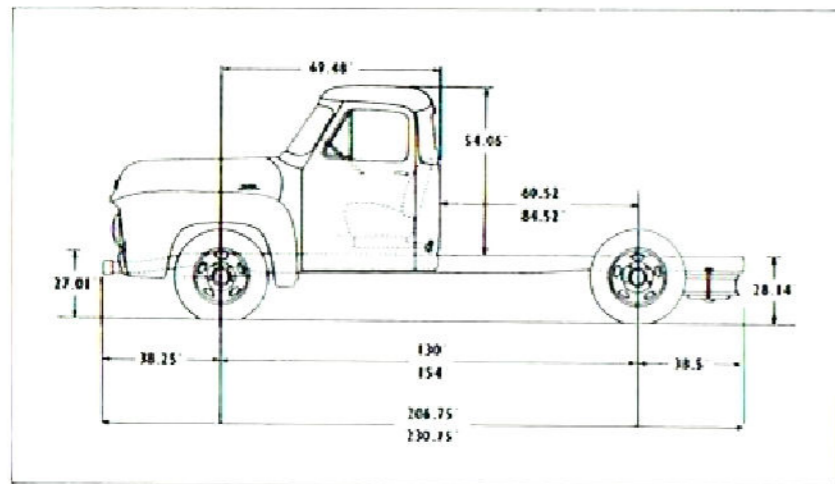
Wheelbases 130", 154"

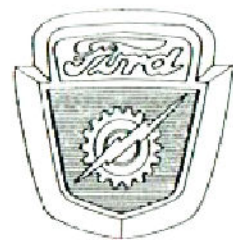


Designed for more deliveries per day

Mighty popular will be this Ford rating—bringing the easy working and cost saving advantages of V8 power and Ford "last longer" engineering to 2 ton work. In this class of work the extra manoeuvrability provided by shorter wheelbase and wider front track is another big advantage. And the big driver-comfort of the Ford cab is yet another extra efficiency factor. In everything from extra visibility to easier exit and entry through wider door openings, the designing of Ford cabs lessens the driver's fatigue on continuous delivery runs. Driving

control, too, is easier . . . there is no tiring "double-clutching" with Ford's heavy-duty 4-speed Synchro-Silent transmission . . . "Roll-action" steering is lighter but more certain . . . advanced Gyro-grip clutch needs less operating pressure . . . Ford's self-energising hydraulic brakes mean safer stopping. Add to all this the longer life in every chassis feature from deep channel frame members to full floating axle. Reckon it all up and the man who wants to make money and save money in 2 ton work will have a multitude of reasons to choose Ford.

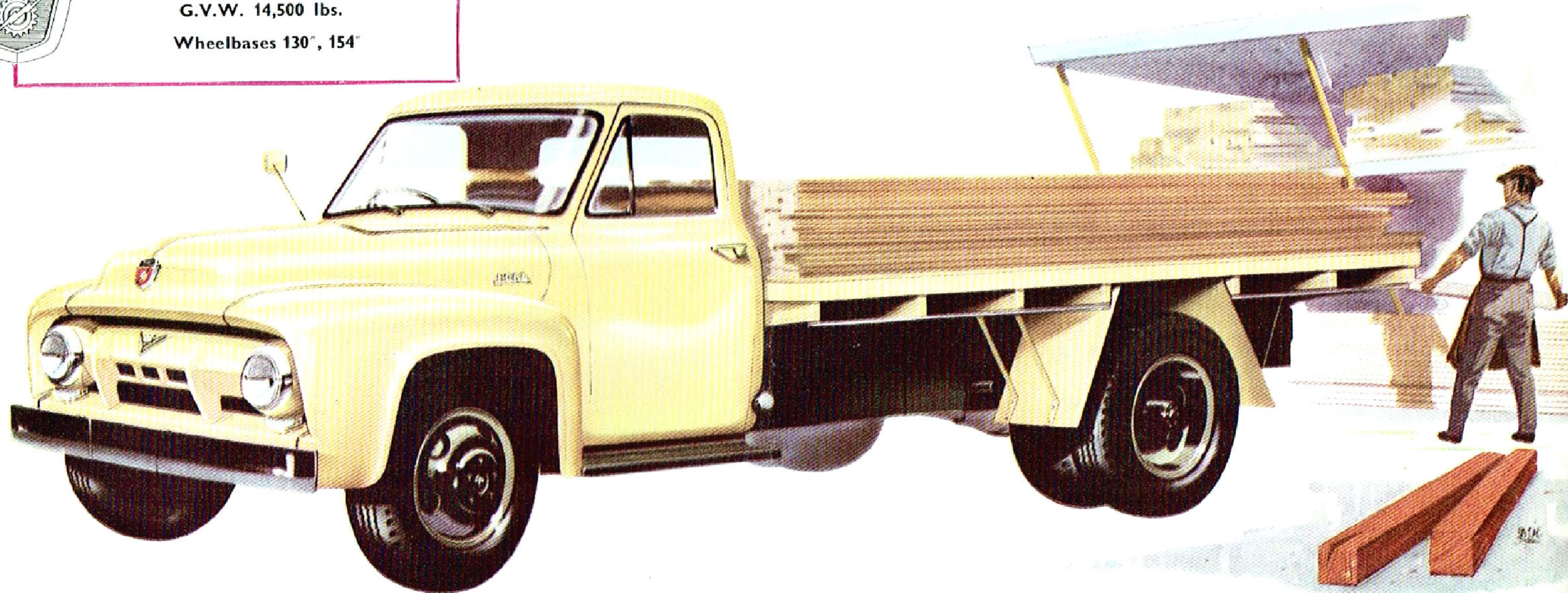




FORD 3½ TON

G.V.W. 14,500 lbs.

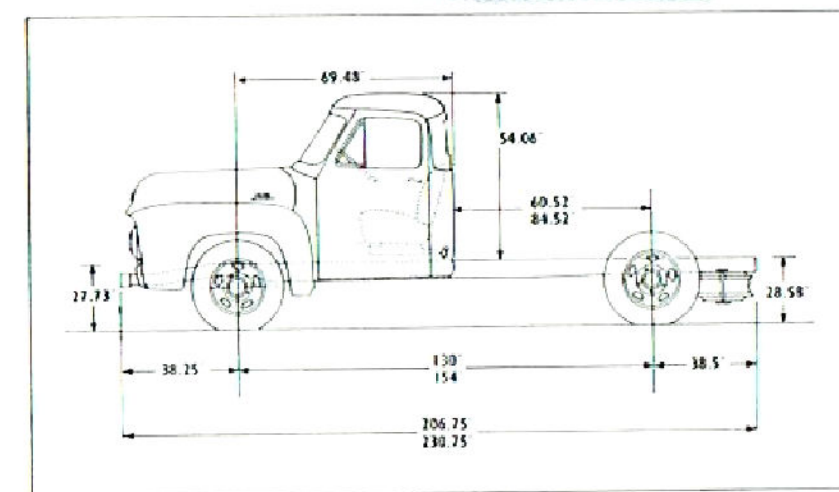
Wheelbases 130", 154"



The new middleweight champion

As in the case of the Ford 2 tonner, this tough but good looking 3½ tonner brings Ford V8 efficiency and economy to yet another capacity class of hauling. Two things alone would put it right at the top of the preferences of 3½ ton truck buyers. The economical power and fast schedule capacity of the Ford V8 truck engine cut working time and costs. The Ford engineered chassis provides built-in strength reserves without excessive weight, meaning less cost per load-mile and longer life. But those advantages are only two of many. Shorter

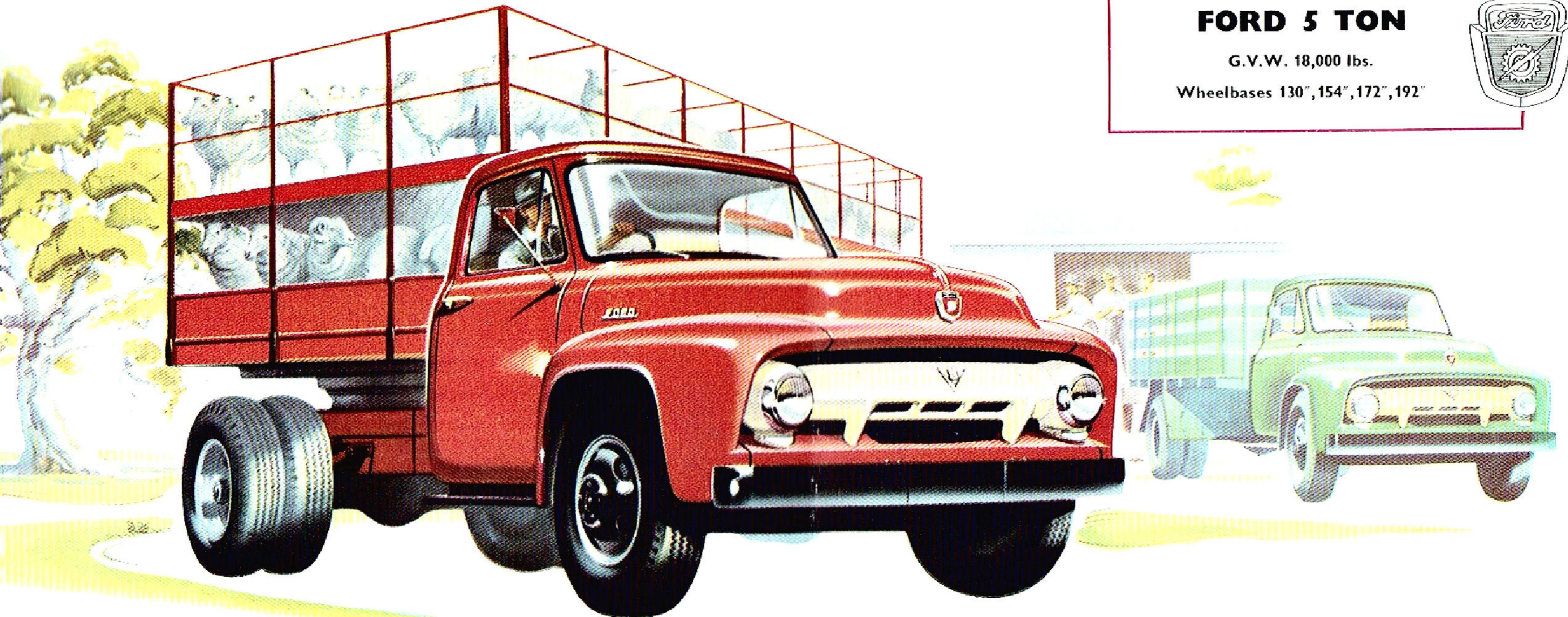
wheelbases and wider front track allow greater manoeuvrability and better turning radius without any sacrifice of body lengths. Adaptability to a wide variety of body styles and sizes is also a consideration for, in the 3½ ton field, there is need for many specialised body types. Important, too, is the fact that Ford's new and big advance in cab design gives the driver comfort and convenience which are far ahead of all previous standards. If 3½ ton work is your job, then, for individual operator or fleet owner, Ford is the truck that will help you most.



FORD 5 TON

G.V.W. 18,000 lbs.

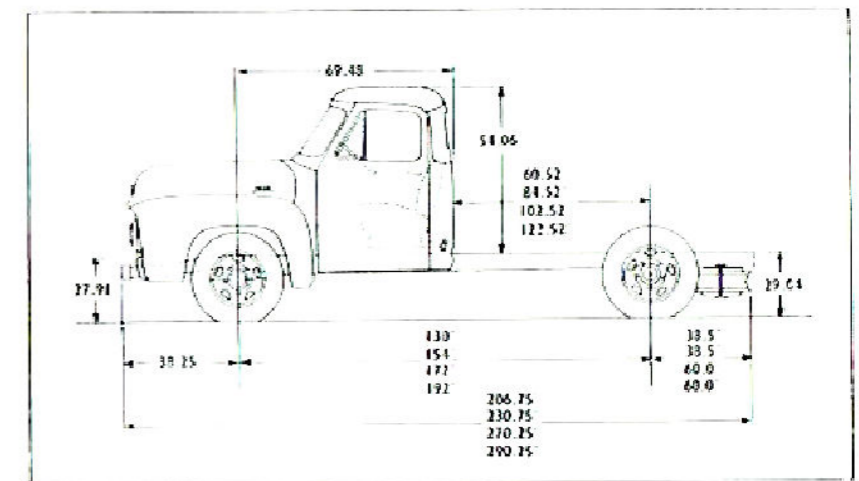
Wheelbases 130", 154", 172", 192"



Australia's most efficient 5 tonner

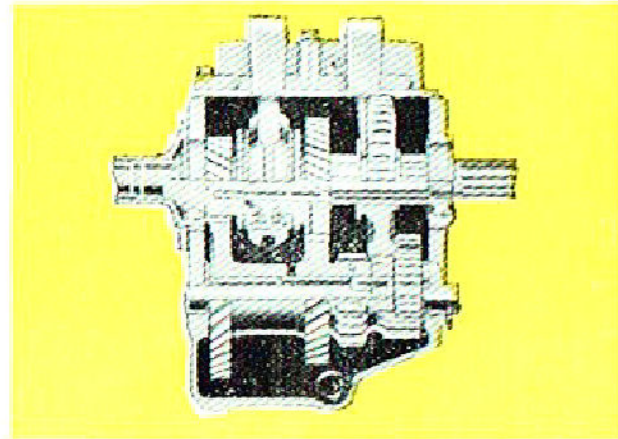
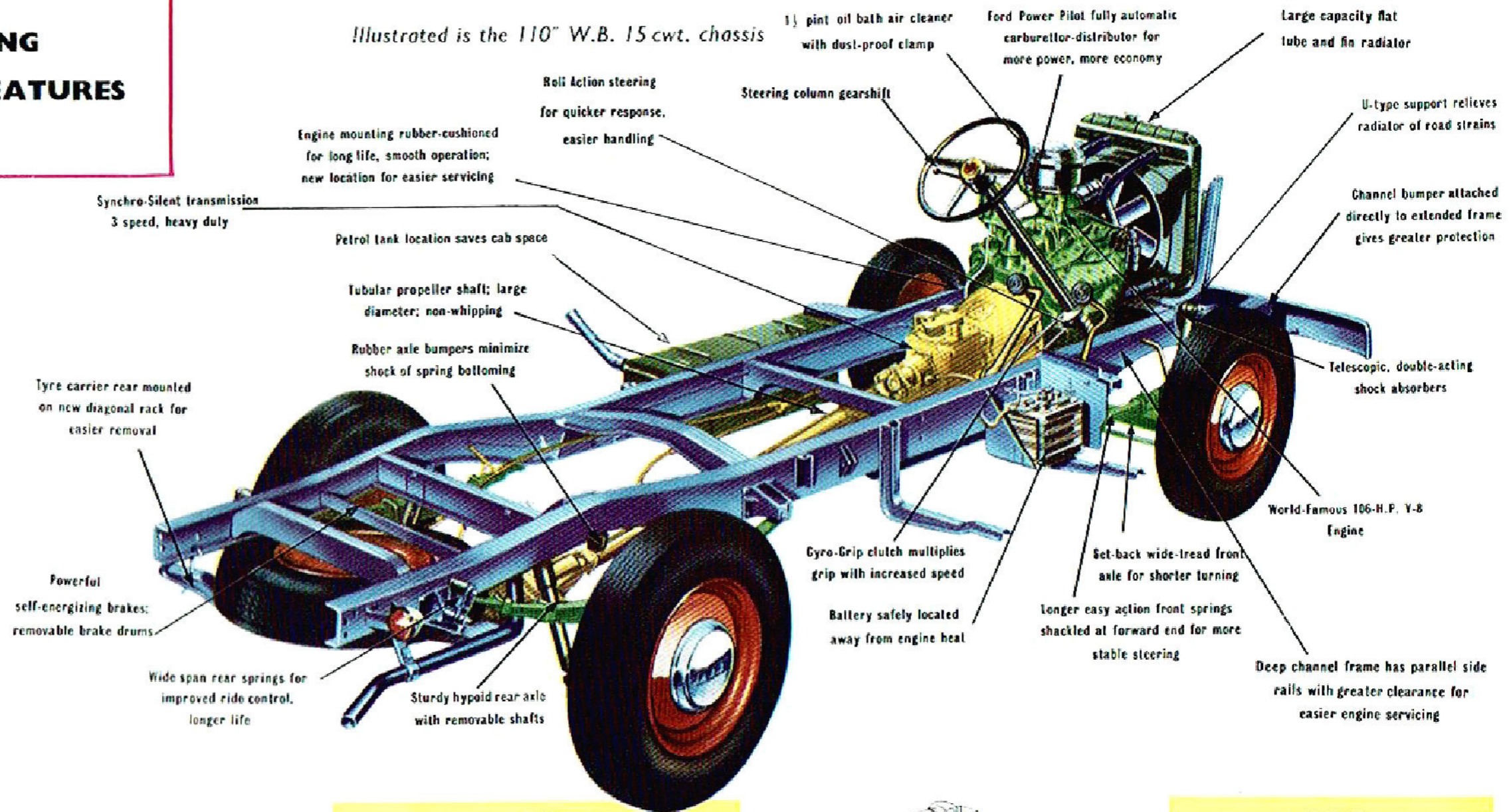
Advanced again is the truck famous wherever truck men work. Its low friction V8 truck engine gives you ample, *easy* power when and where you need—instant for quick getaways, sustained for long pulls under the heaviest loads. As in all Ford V8 truck engines, economy is made consistent by Ford's exclusive "Power Pilot". A heavy-duty truck in every sense of the word, it is powerfully built throughout . . . Big, deep, double-channel chassis frame members . . . 2-speed, full-floating rear axle with straddle-mounted pinions and 4-pinion differential . . . Vacuum power braking with removable brake drums for

easier servicing . . . Heavy rear springs with 6-leaf auxiliaries . . . 11-inch Gyro-grip clutch that multiplies grip as speed increases . . . 4-speed Synchro-Silent transmission built for heavy hauling . . . Roll-action steering that reduces costly friction wear . . . Universal joints and centre bearings of needle-bearing type for longer life . . . Everywhere there's that Ford "built stronger to last longer" quality. And for the man who drives this tough but good-looking 5 tonner, and for those who ride with him, there are all the comfort and fatigue-saving features of Ford's big spacious cab design.



**A GREAT CHASSIS BRISTLING
WITH STRONG TRUCK-TYPE FEATURES
— 15 CWT.**

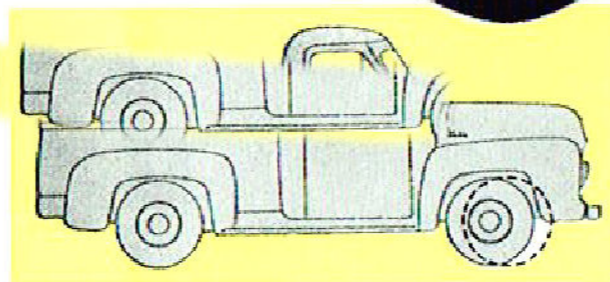
Illustrated is the 110" W.B. 15 cwt. chassis



**3-SPEED HEAVY-DUTY
SYNCHRO-SILENT TRANSMISSION**

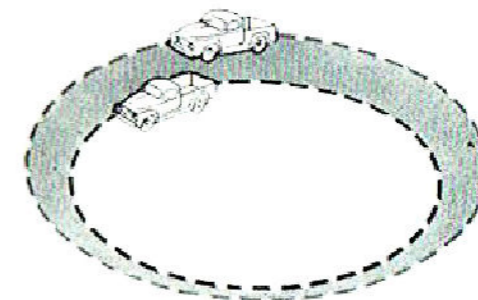
with steering column gearshift, provides smoother, easier shifting . . . ideal for lighter type, heavy duty jobs. Helical gears and synchronisers in second and high speeds for quiet operation and long, reliable service.

**FORD CHASSIS DESIGN
GIVES WORK-SAVING, TIME-SAVING,
MONEY-SAVING MANOEUVRABILITY
AND HIGH EFFICIENCY**



**WIDE TRACK, SET-BACK
FRONT AXLES**

The front axle is moved back providing a shorter wheelbase with greater manoeuvrability. Body load centre is moved forward and larger-capacity front axle supports a larger share of the load for better weight distribution. Wider track provides increased stability, enables up to 39 degrees turning angle.



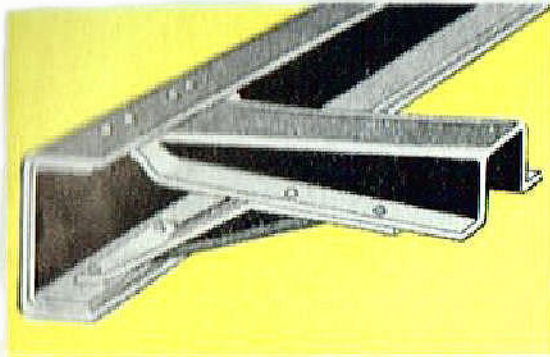
SHORTER TURNING

is the result of Ford's wider tread, shorter wheelbase design. Turning circle diameters have been reduced up to 6 feet. Shorter turning, plus more responsive steering provides easier handling under all conditions for time-saving delivery.



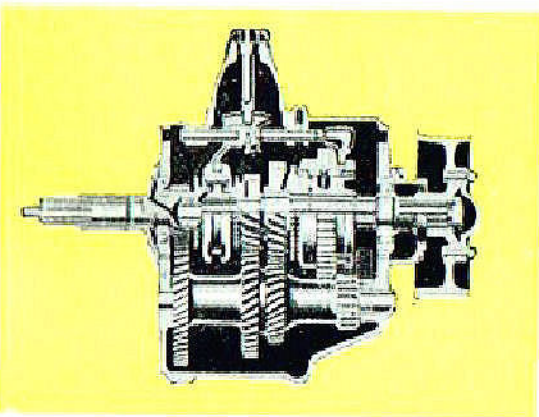
**CUSHIONED RIDE
CONTROL**

provides a softer, smoother ride for both the driver and the load. With shorter wheelbase, the driver sits closer to the smooth-riding front springs and farther from load-supporting rear springs. Longer springs cushion the bumps.



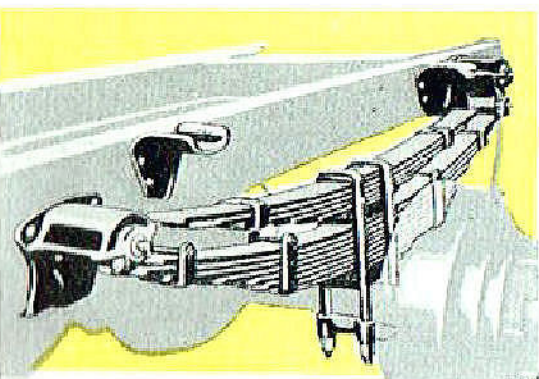
DOUBLE CHANNEL FRAME

with built-in section reinforcement extends past front and rear spring hangers for greater twist resistance.



4-SPEED SYNCHRO-SILENT TRANSMISSION

is engineered for quiet operation, easier shifting, longer life. Eliminates "double-clutching", provides more safety in down shifting. One-piece clutch and fly-wheel housing provides smoother, more reliable power flow.

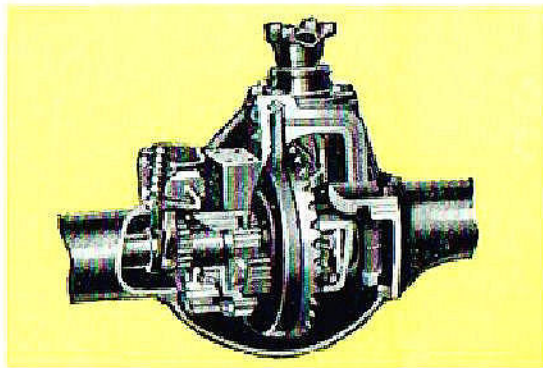


WIDE-SPAN REAR SPRINGS

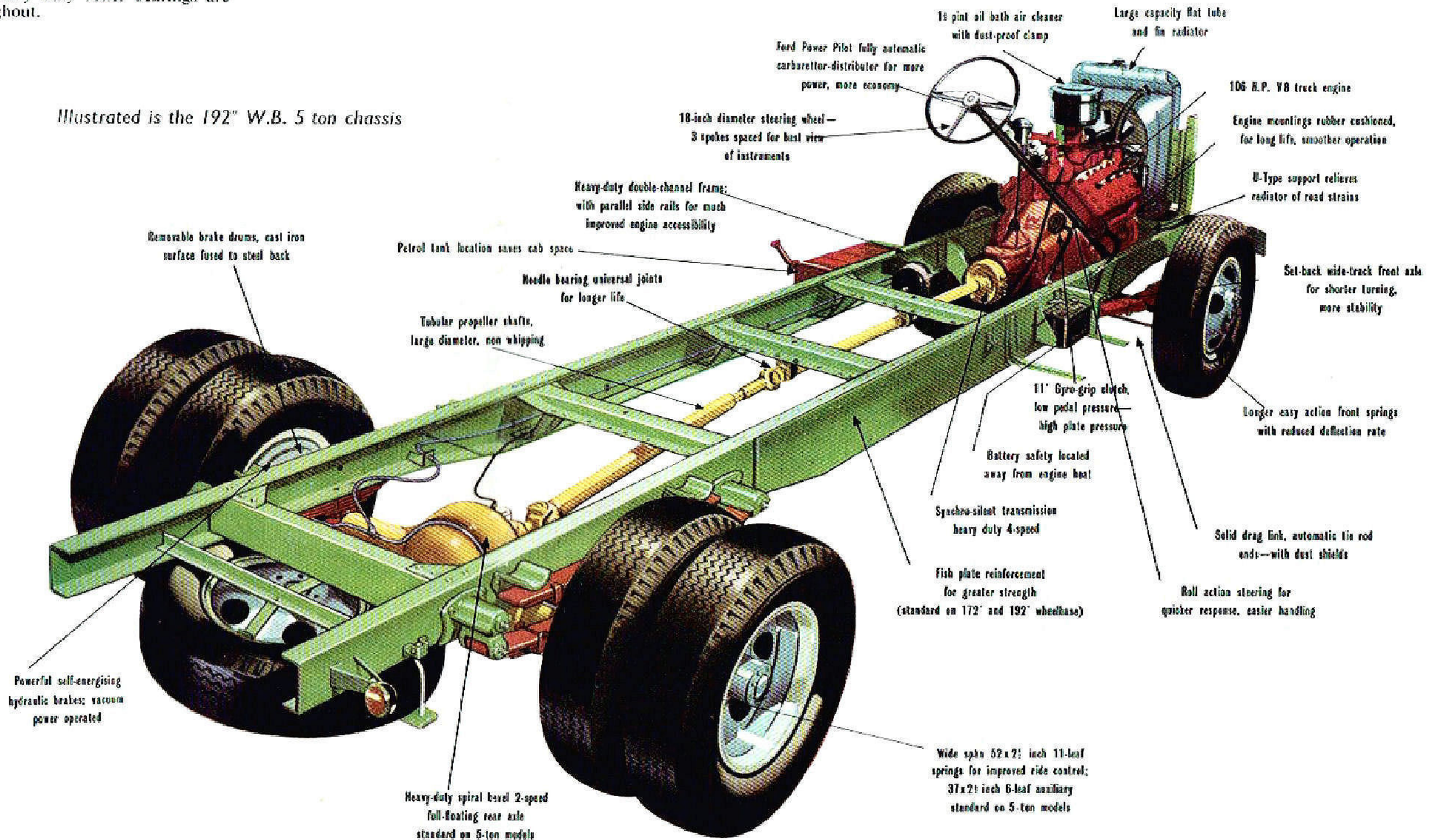
provide easier ride for both heavy and light load conditions. 9 inches longer, front, and 7 inches longer, rear—with lower deflection rate to improve riding qualities and stability. 6-leaf auxiliary is standard equipment on 3½ and 5 ton models.

2-SPEED REAR AXLE

standard equipment on 5 ton model and provides 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.



Illustrated is the 192" W.B. 5 ton chassis



**FORD BUILDS STRENGTH RESERVES
INTO EVERY PART . . .
3½ TON AND 5 TON**

ABRIDGED SPECIFICATIONS—FORD V8 TRUCKS

Unless otherwise annotated specification detail applies to all models in the range

AXLE, FRONT

Type:
Reverse Elliott Modified I-Beam
Material:
Heat-treated Alloy-Steel Forging.

AXLE, REAR

Type:
Single-Speed, Semi-floating (15 cwt.),
Single-Speed, Full-floating (2 ton, 3½ ton),
Two Speed, Full-floating (5 ton).
Gears:
Hypoid (15 cwt., 2 ton, 3½ ton),
Spiral Bevel, Single-Reduction Spiral Bevel plus Spur Planetary Set
for Double Reduction (5 ton).
Axle Ratios:
15 cwt. 3.92:1, 2 ton 5.29:1, 3½ ton 6.2:1,
5 ton (2 speed) 6.33:1 High, 8.81:1 Low.
Shift:
Gear Shift Controlled, Power-operated (5 ton).
Axle Shaft Diameter at Spline:
15 cwt. 1.24", 2 ton 1.625", 3½ ton 1.625", 5 ton 1.75".
Lubrication Capacity:
15 cwt. 2.5 pints, 2 ton 11.25 pints, 3½ ton 11.25 pints, 5 ton 12.5 pints.

BRAKES, SERVICE

Type:
15 cwt.—Hydraulic, Two-Shoe, Single-Anchor, Self-Energising.
Front Brake:
(Drum Diameter x Lining Width—Thickness): 11" x 2" — ⅜".
Rear Brake:
(Drum Diameter x Lining Width—Thickness): 11" x 1¼" — ⅜".
Total Area:
Drum-Lining: 178 sq. in.
Type:
2 ton, 3½ ton, 5 ton: Front—Single-Anchor, Self-Energising;
Rear—Hydraulic Two Cylinder Independently Anchored.
Front Brake:
(Drum Diameter x Lining Width—Thickness): 13" x 2¼" — ¼".
Rear Brake:
(Drum Diameter x Lining Width—Thickness): 15" x 4" — ⅜".
Total Area:
Drum-Lining: 364 sq. in.
Booster:
Type, Vacuum-assisted (3½ and 5 ton only),
10" Diameter Rated at 950 lb. sq. in.

BRAKE, HAND

15 cwt.:
Cable with Equalizer Applying Rear Wheel Brakes.
2, 3½ and 5 ton:
Internal Operating on Transmission.

CLUTCH

Type:
Gyro-Grip, Semi-Centrifugal, Single-Plate.
Diameter Outside:
11 inches.
Total Frictional Area:
123.7.

COOLING SYSTEM

Capacity:
18.5 quarts.
Radiator:
Flat Tube and Fin-Pressure Cap.
Thermostat :
In Engine Water Outlets.
Fan:
6-Blade, Diameter 18 inches.

DRIVE LINE

Type:
Hotchkiss Straight Line Drive.

ENGINE

Number of Cylinders—Bore and Stroke:
8—3⅜" x 3¼".
Displacement:
239 cubic inches.
Compression Ratio:
6.8 to 1.

FUEL SYSTEM

Carburettor:
Dual Down-Draught.
Air Cleaner:
Heavy Duty Oil Bath 1.5 pints Capacity.
Fuel Pump and Filter:
Diaphragm Type, Driven from Camshaft.
Fuel Tank:
Capacity—17 gallons, Outside Left Frame Rail

LUBRICATION

Engine:
Full Pressure Feed to All Main, Crankpin and Camshaft Bearings.
Oil Filter:
Replaceable Cartridge Type.
Crankcase Capacity:
8 pints (Dry) (plus 2 pints Filter Absorption).
Chassis:
Fittings for Pressure Lubrication.

ELECTRICAL SYSTEM

Battery:
Heavy-Duty 6-volt.
Generator:
34 amp.
Ignition:
Full Vacuum Controlled System, Fully Automatic Distributor;
Metal Clad 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
and Key Lock.

FRAME

Side Rail, Type:
15 cwt.: Parallel Channel Side Rails with 4 Cross Members.
Type:
2, 3½ and 5 ton: Heavy Duty Double Channel.
Side Rail:
Parallel Channel Section.
Reinforcement:
Specially Formed Channel, Inside Side Rail.
Cross Members:
Flanged "U"-Type with Alligator Jaw and Channel Sections.

SPRINGS

Semi-Elliptic, Alloy Steel:
Front: 15 cwt. 42" x 1¼"; 2 ton 45" x 2"; 3½ ton 45" x 2"; 5 ton 45" x 2".
Rear: 15 cwt. 48" x 2"; 2 ton 52" x 2¼"; 3½ ton 52" x 2¼"; 5 ton 52" x 2¼".
Main Auxiliary: 3½ ton 37" x 2¼"; 5 ton 37" x 2¼".

STEERING

Type:
Worm and Dual Row Needle Bearing Roller.
Ratio:
18.2 to 1 (15 cwt.); 20.4 to 1 (2, 3½, 5 ton).
Wheel:
18" Diameter, 3-Spoke.

TRANSMISSION

Type:
15 cwt.: 3-Speed Heavy-Duty, Helical Synchronizers, 2nd and High
with Steering Column Gear Shift Lever.
Gear Ratios, 15 cwt.:
Ratio to 1: 1st 3.71; 2nd 1.87; High 1.000; Reverse 4.59
Type:
2, 3½, 5 ton: 4-Speed Synchro-Silent, Floor Change.
Gear Ratios, 2, 3½, 5 ton:
Ratio to 1: 1st 6.40; 2nd 3.09; 3rd 1.69; High 1.000; Reverse 7.82.

TRANSMISSION—CONTINUED

Lubricant Capacity:
6½ pints.
Power Take Off Opening:
S.A.E. 6-Bolt on Right Side.

WHEELS AND TYRES

Wheels:
15 cwt.: 16 x 4½ K Steel Disc.
Tyres:
6.50 x 16—6-ply Truck Type, Front, Rear and Spare.
Wheels:
2 ton: 5.0 x 20 Steel Disc.
Tyres:
6.50 x 20—6 ply; 6.50 x 20—8-ply (Opt. extra cost).
(7 Wheels, 6 Tyres Supplied Standard).
Wheels:
3½ ton: 6.0 x 20 Steel Disc.
Tyres:
7.50 x 20—8-ply; 7.50 x 20—10-ply (Opt. extra cost).
(7 Wheels, 6 Tyres supplied Standard).
Wheels:
5 ton: 6.0 x 20 Steel Disc.
Tyres:
8.25 x 20—10-ply.

CHASSIS EQUIPMENT

Included as Standard, in addition to Items mentioned above:
Hood, Cowl and Dash Assembly; Front Fenders; Centre Cowl
Ventilator; Steel Toe Board; Instrument Panel; Speedometer;
Water Temperature Gauge; Oil Pressure Gauge; Charge Indicator;
Ash Receptacle; Glove Box; Hand Throttle (all Models except
15 cwt.); Light Switch; Electric Horn; Windshield Wipers; Treadle-
Type Accelerator Pedal; Spare Wheel; Spare Tyre Carrier; Bright
Hub Caps (15 cwt. only); Long Arm Outside Rear View Mirror on
Chassis Cab; Running Boards; Sun Visor; Standard Tools in Bag.

GENERAL

	15 cwt.	2 Ton		3½ Ton		5 Ton			
Wheelbase	110"	130"	154"	130"	154"	130"	154"	172"	192"
Track, Front	60.58	62.75	62.75	62.75	62.75	62.75	62.75	62.75	62.75
Track, Rear	60.00	66.66	66.66	66.66	66.66	67.10	67.10	67.10	67.10
Max. Overall Length (to end of frame)	183.81	206.75	230.75	206.75	230.75	206.75	230.75	270.25	290.25
Max. Height (to top of cab—loaded)	75.50	81.50	81.50	81.5	81.5	82.5	82.5	82.5	82.5
Max. Width of Vehicle (bumpers)	76.76	77.6	77.6	77.6	77.6	77.6	77.6	77.6	77.6
Max. Length along Loading Floor	80.0								
Max. Width across Loading Floor	58.75								
Max. Width above Wheel Arches	59								
Max. Width inside Wheel Arches across Loading Floor	48.0								
Max. Height of Sides from Loading Floor to Tonneau Cover	21.0								
Width of Tail Gate Opening	50.0								
Width across Front Seat	56.75	56.75	56.75	56.75	56.75	56.75	56.75	56.75	56.75
Back of Cab to End of Frame	76.31	99.0	123.0	99.0	123.0	99.0	123.0	162.5	182.52

OWING TO THE VARIANCE OF BODY TYPES
SPECIFICATIONS SUPPLIED ON REQUEST

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

(Incorporated in Victoria)

Registered Office: GEELONG, VICTORIA.

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