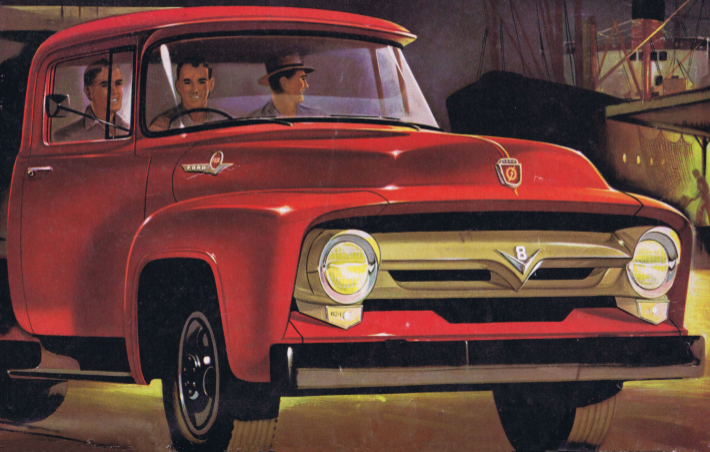


You get far more per £ in —

FORD

**O.H.V.
V8**

TRIPLE ECONOMY
TRUCKS

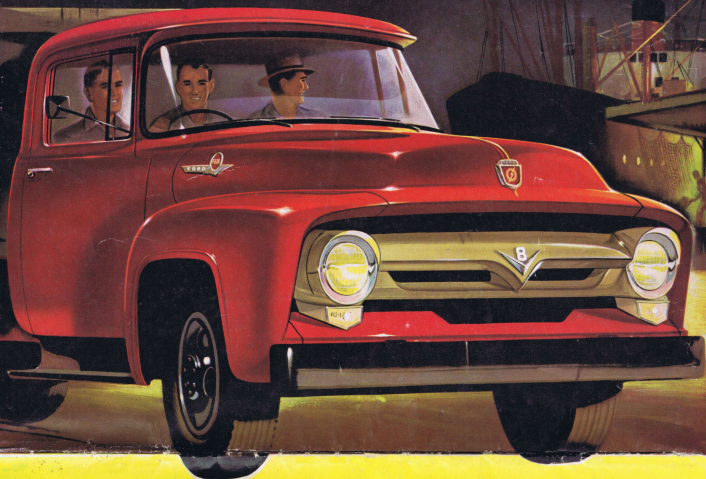


You get far more per £ in —

FORD

**O.H.V.
V8**

TRIPLE ECONOMY
TRUCKS



Here's where you find Ford's Triple Economy ---



LOOK UNDER THE BONNET !

Ford's advanced Overhead Valve V8 engine gives you *more working power*—plus savings in petrol and upkeep costs! Ford's higher torque development means more "thrust" at the wheels to get moving faster, and more *sustained* power for long hauls. And, Ford's modern, deep Y-Block low-friction design results in less engine wear, longer life and lower maintenance costs.

LOOK IN THE CAB !



Ford's new cab design is more comfortable and safer! Every feature has been planned and scientifically tested to make every driving operation simpler and easier. Its comfort cuts fatigue, helps you get more done with less effort. And, new Lifeguard steering wheel and door locks plus the huge full wrap-around windscreen gives you safety and vision provided by no other truck cab.



LOOK AT THE CHASSIS !

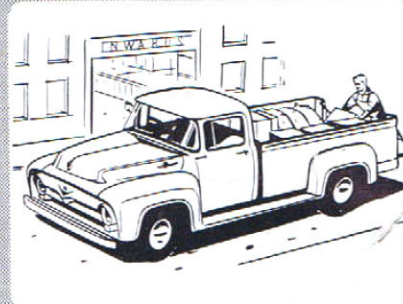
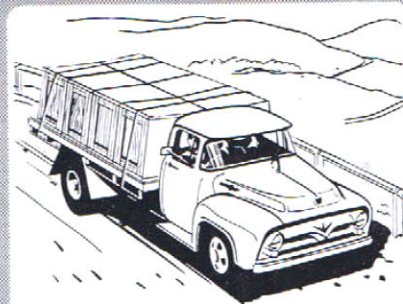
Ford's ability to carry big loads comes from Ford's rugged chassis design which cuts ton-mile hauling costs. And, you'll find the right load-carrying capacity in the Ford range to suit *exactly* your needs. The practical design of the chassis, too, provides easy, low-cost installation of any standard or specialised body-type you may require.

**FORD TRUCKS ARE BUILT
STRONGER TO LAST LONGER**

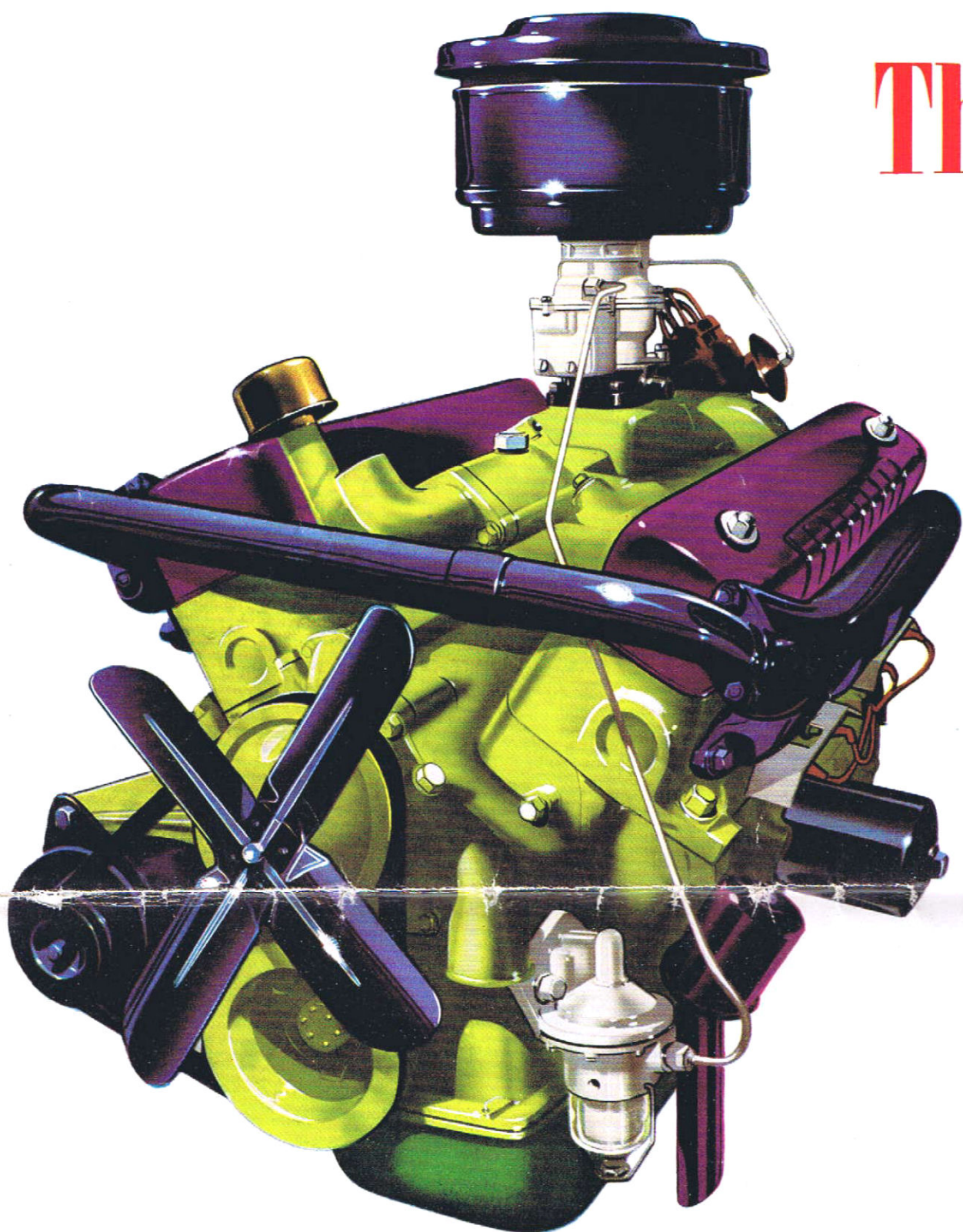


MORE POWER

PER



O.H.V. Short Stroke power to-get rolling fast-

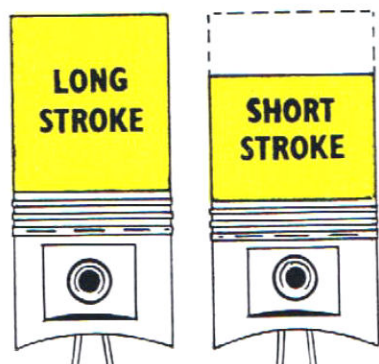
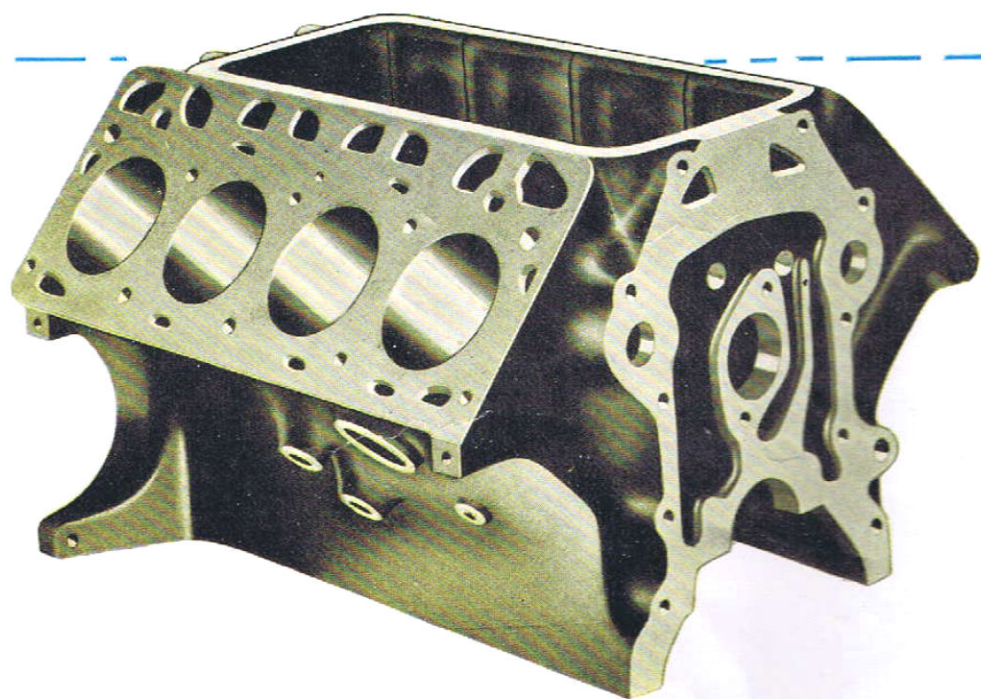


The mighty V8 Overhead Valve Truck Engine

This is the most powerful and efficient V8 truck engine Ford has ever built. And Ford has built more V8 engines than all other makers combined. It develops far more horsepower per cubic inch displacement, and far higher, more sustained torque for tough work, long hauls and easier cruising speeds under all load conditions. Other reasons why Ford gives you more power per pound are . . . new higher 7.1:1 compression ratio . . . new 12-volt electrical system . . . short-stroke piston design . . . new iron-alloy camshaft . . . exceptionally rigid crank shaft . . . and many other new advancements.

DEEP Y-BLOCK DESIGN GIVES SMOOTHER PERFORMANCE, LENGTHENS ENGINE LIFE

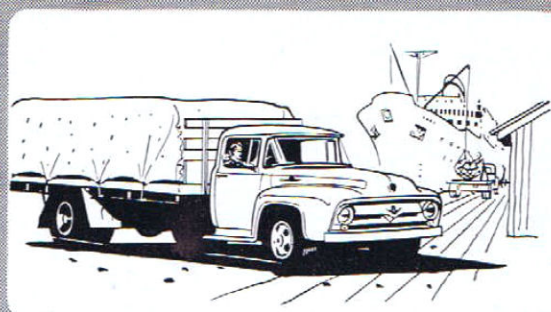
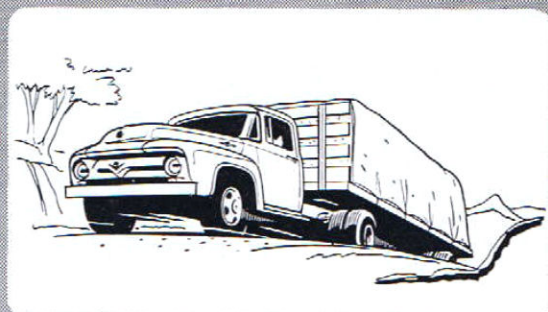
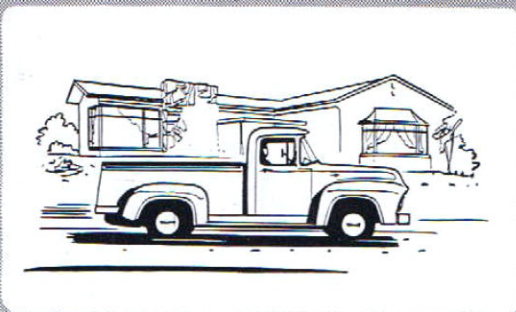
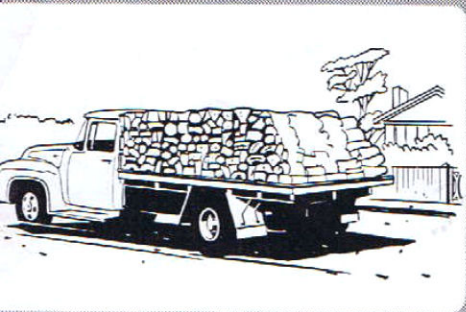
Ford's deep Y-Block with its great rigidity means longer life, smoother operation. With deep-skirt crankcase it provides more resistance to distortion and wear . . . the crankcase extending well below the centre of the crankshaft gives greater structural rigidity, better oil-pan and crankcase seals. Block structure widens out at rear for very rigid connection of block and flywheel housing.



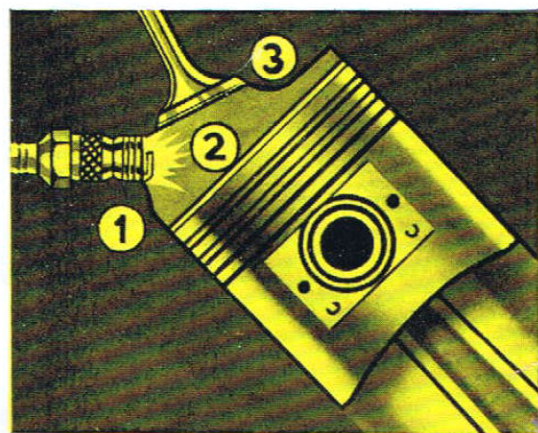
THE SHORT STROKE PISTON travels inches less distance every time the engine turns over. How important is this? In a year's driving of 15,000 miles, it adds up to as much as 2,243 miles less travel per piston . . . and every mile saved is money saved.

SHORT STROKE, LOW FRICTION DESIGN DELIVERS MORE POWER — MEANS NEW MONEY-SAVING ECONOMY

The most *efficient* power in trucks today is *short-stroke* power. Without working nearly as hard, a short-stroke engine produces more power than a long-stroke engine. Ford's Short-Stroke engine does just this. It reduces internal friction . . . saves wear on moving parts . . . saves in petrol economy . . . and cuts power-waste giving you more *usable* power. Only Ford, pioneer in modern truck engines, brings you short-stroke design economy proved by over 5 billion road-miles.



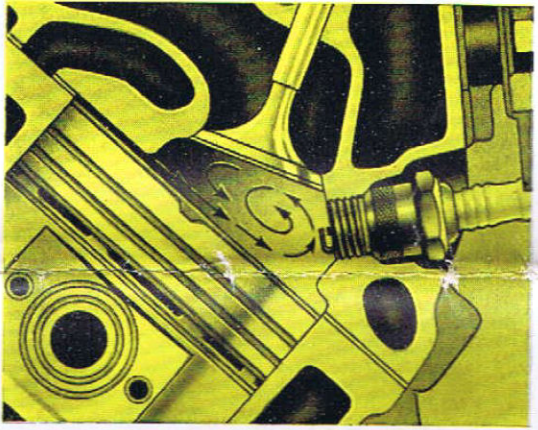
handle hills in a stride...handle tough pulls...cruise at sustained highway speeds.



1. NEW 12-volt ignition system gives more positive and quicker cold-weather starts, greater reserve capacity to handle lights and heavier electrical loads now in today's trucks.

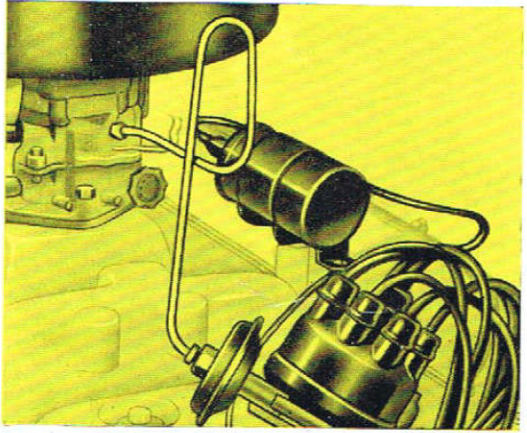
2. NEW compression ratio. New 7.1:1 compression ratio for extra power from fuel, puts more miles in every gallon of petrol.

3. NEW easy breathing, with larger intake passages and new, improved high-turbulence combustion chambers, provides full power at high speeds, added pep and performance through the full range of speeds.

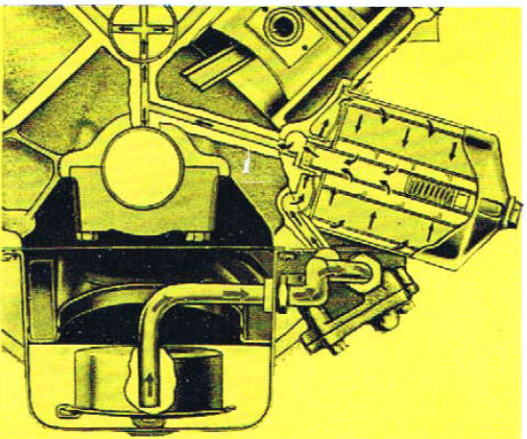


High-Turbulence Combustion.

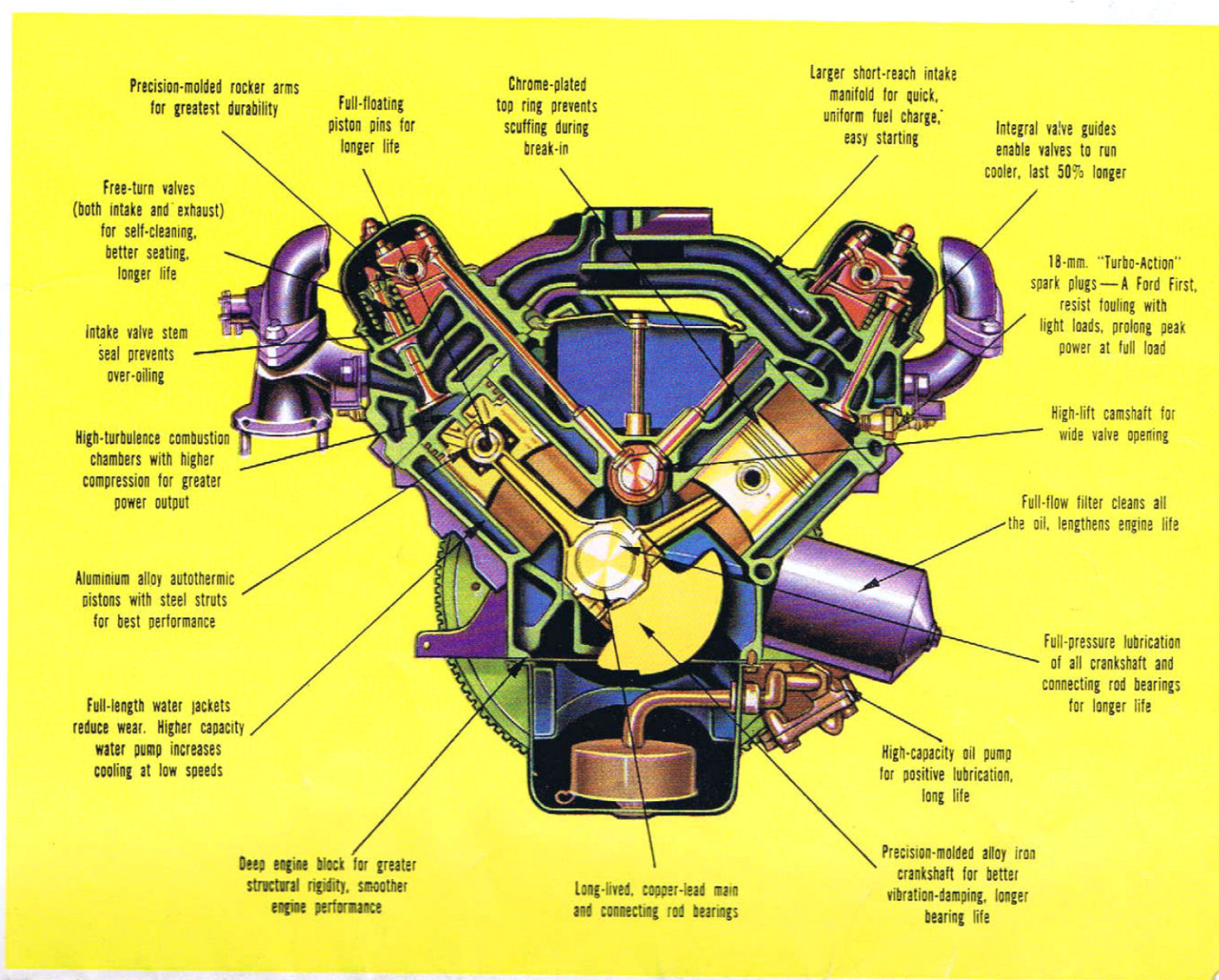
Wedge-shaped combustion chambers provide high-turbulence in the fuel-air mixture, giving more complete and efficient combustion without detonation, greater power output and thoroughness in scavenging of exhaust gases.



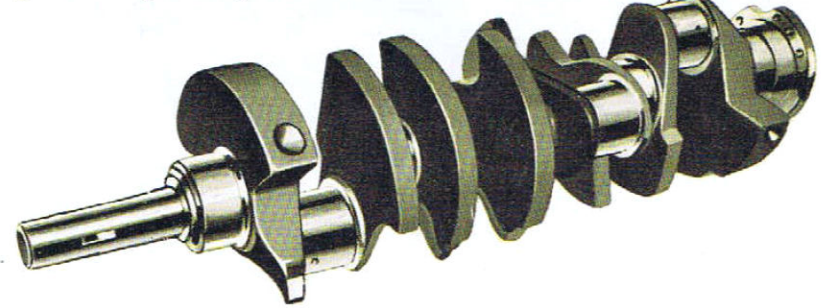
Automatic Power Pilot. Through single vacuum control which automatically co-ordinates carburettor and distributor, this exclusive Ford feature makes certain that the right petrol mixture is ignited at the right instant and is burned completely to give most "go" and economy from every drop of petrol.



Full-flow oil filter cleans all oil before it reaches bearing surfaces, reducing cylinder wall and piston ring wear and contributing to long bearing and engine life. High capacity oil pump is of efficient gear type for positive discharge... quiet operation... long life... and has integral pressure-regulating valve.



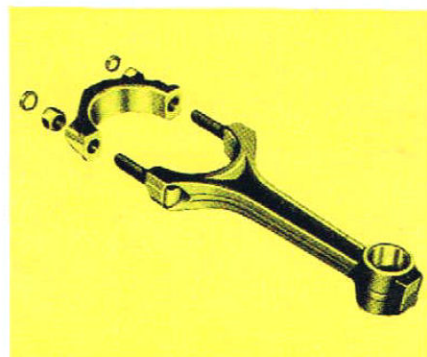
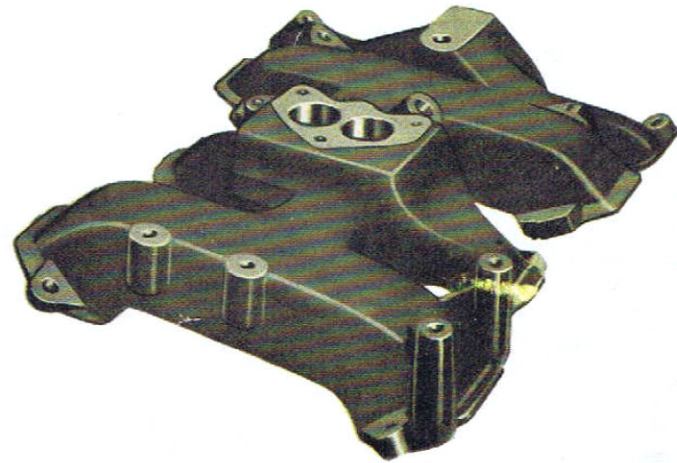
High-lift quiet-contoured camshaft of special iron-alloy with high resistance to wear has cam contours of high-lift design to open valves wide. This ensures that full charges enter cylinder and exhaust gases escape easily.



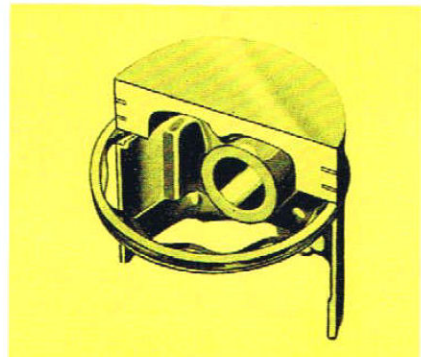
SHORT-REACH INTAKE MANIFOLD is especially designed to assure that each cylinder receives its full charge of fuel and a special heat chamber improves warm-up operation when full air mixture passes through it.



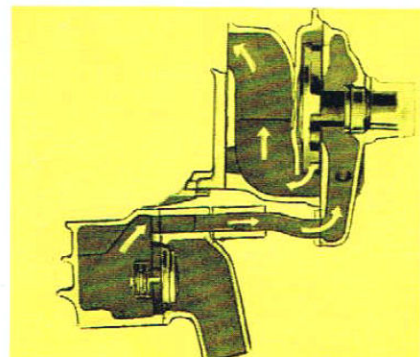
Typical of Ford's precision engineering is this new exceptionally rigid crankshaft. Cast by an exclusive Ford method from a special iron-alloy, it has five main bearings and eight integral counter weights. Its smoother operation adds to the engine life.



Forged steel connecting rods of short length give high column strength with lightness. The oil hole is at the point of least average wear so that lubrication remains more uniform throughout the engine life.



Super-fitted pistons. Flat head, autothermic design of light-weight aluminium alloy. 3 rings with chrome plating of top ring and phosphate-coated bottom ring has steel expander for closer oil control.



High capacity water pump increases the water flow, reducing overheating possibility at low speed or idling. Positive-action thermostat unaffected by varying pressures, constantly regulates the coolant.

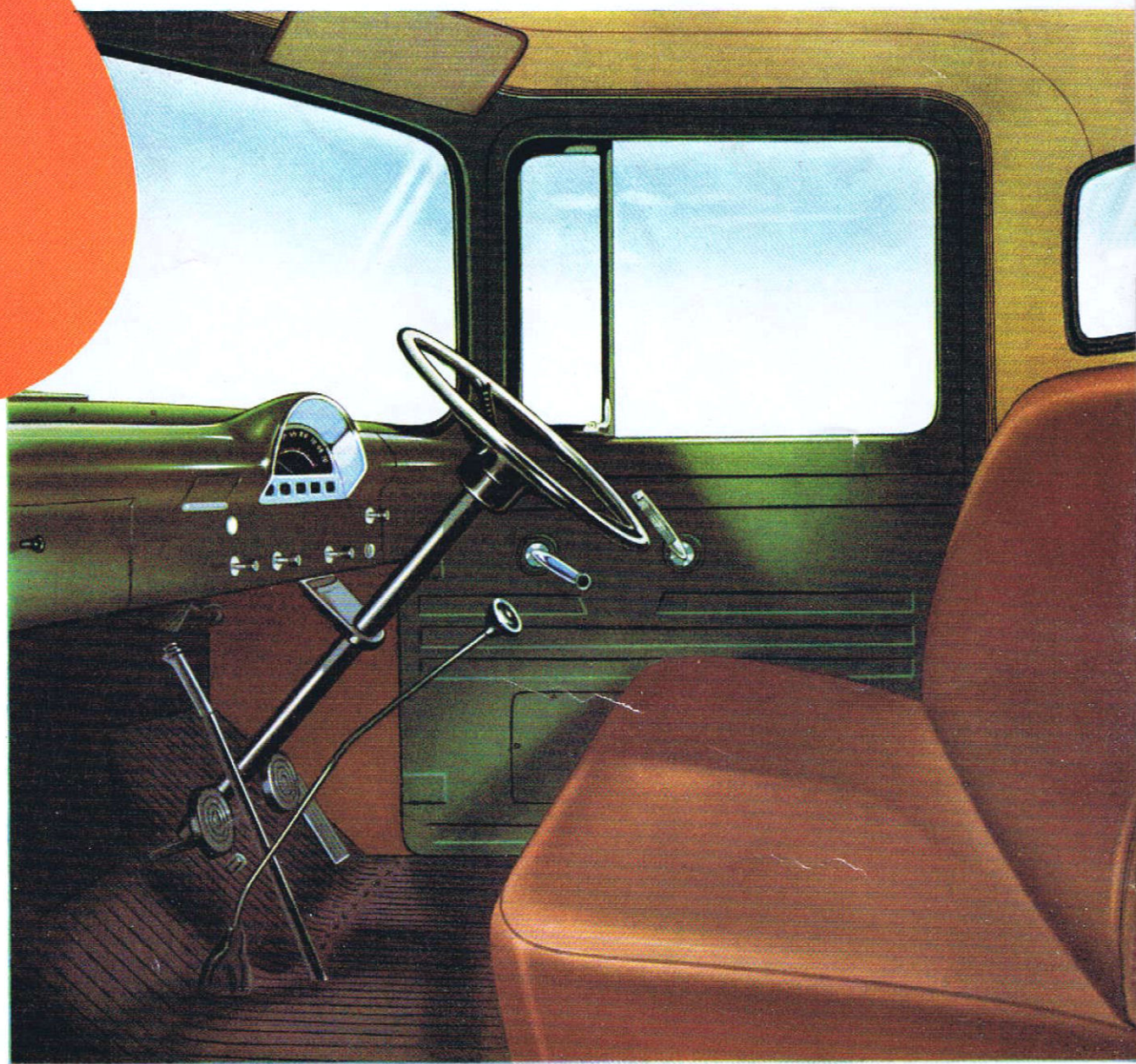
MORE COMFORT

PER



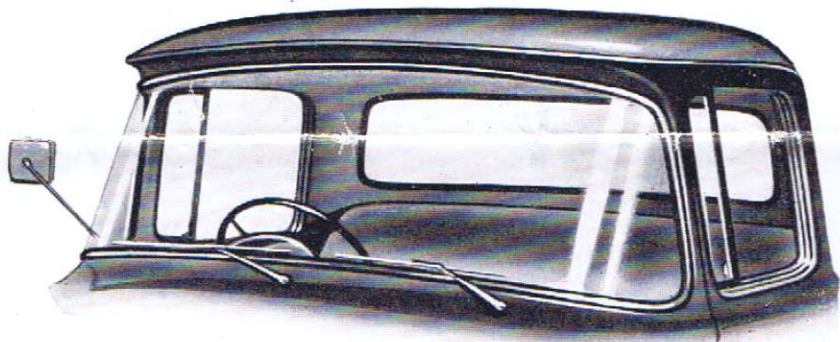
New Cab design makes every driving operation more simple---cuts fatigue---gets more done---and provides Lifeguard safety features---

Ford's roomy 3-man cab design is the easiest cab to get in and out of today! Doors are almost a yard wide, and open a full 70° . . . and instead of moving the running board up inside the door, Ford keeps it *low*—an easy step from ground to cab. New dashboard and instrument panel design, more conveniently located controls, deeply sprung adjustable seat, complete weather sealing, even positioning of driver and passengers further away from the stiffer load carrying rear suspension mean more comfort, less driver-fatigue.



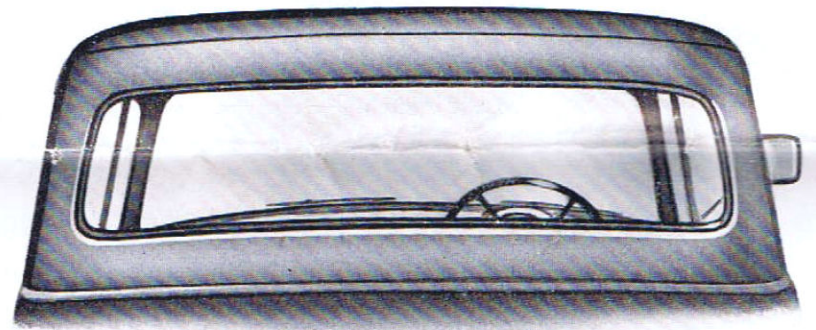
Most driver-pleasing cab on the road—every feature of Ford's 3-man comfort cab conserves a driver's energy and keeps him happy on his job . . . and that means great savings in the human element of truck operation.

VISIBILITY UNLIMITED



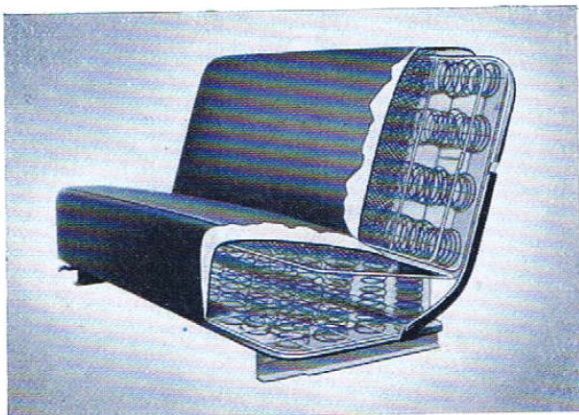
NEW FULL WRAP-AROUND WINDSCREEN

Almost 1,000 square inches area, provides the greatest possible view of road and traffic, greatly reduces the strain of driving. Deep side windows further add to Ford's "wide-open" visibility.

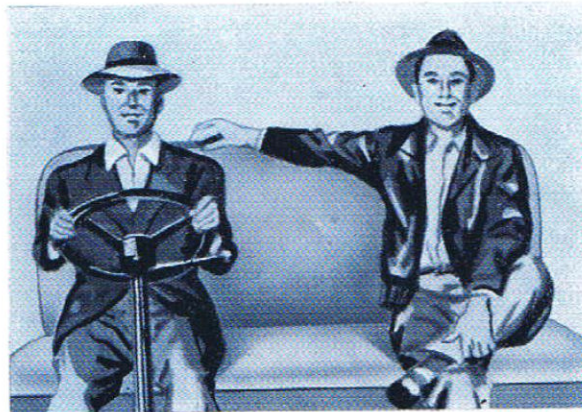


FULL WIDTH REAR WINDOW

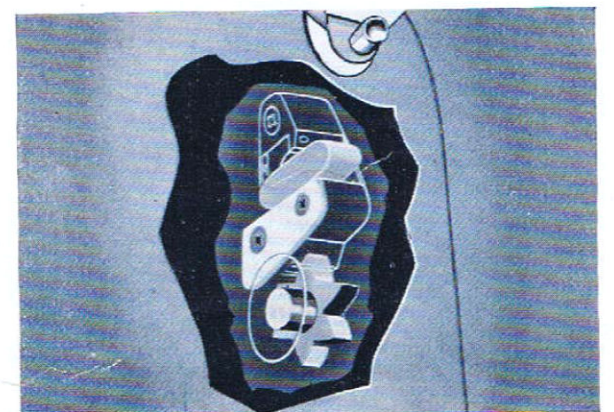
Over 4 feet wide and with 448 sq. ins. glass area aids in tight manoeuvring and backing. Combine all the glass area in a Ford cab and you have the largest all-around vision in trucks today.



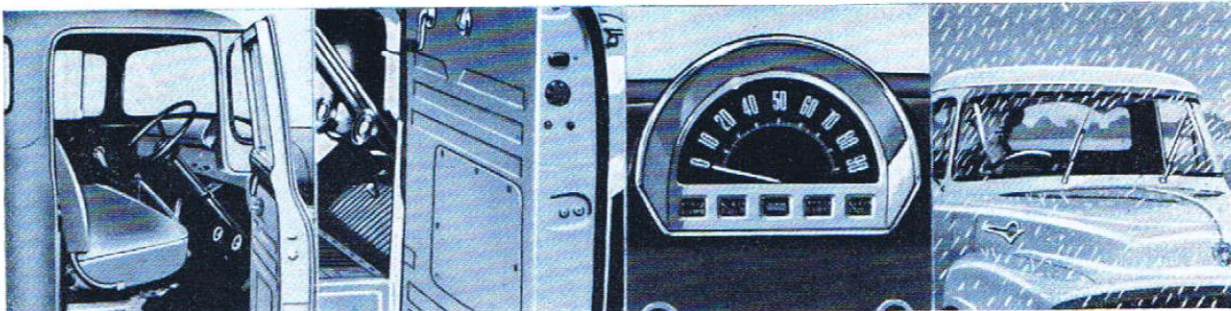
Wide-comfort seat . . . special construction absorbs road-bounces and long-life upholstery resists hard usage . . . seat keeps shape, and comfort lasts longer.



Great roominess . . . scientifically planned for width-room, leg-room, head-room, Ford cabs provide plenty of relaxing space for three big and tall men.



New Lifeguard door locks — a Ford first! Lifeguard locks have a double grip to keep doors closed under conditions which would spring the normal type of lock.



Big, wide doors . . . almost full yard wide for easier and faster entry and exit.

Weather-sealing at all points keeps out dust, fumes, moisture and draughts.

All instruments in a new high-dial compact cluster, can be read instantly.

Big-sweep wipers keep wider area clear in bad weather means added safety.



New Lifeguard steering wheel a Ford first. Deep-centre design allows safety of greater absorbing of impacts.

ADVANCE AFTER ADVANCE IS INCORPORATED IN FORD'S NEW CAB DESIGN

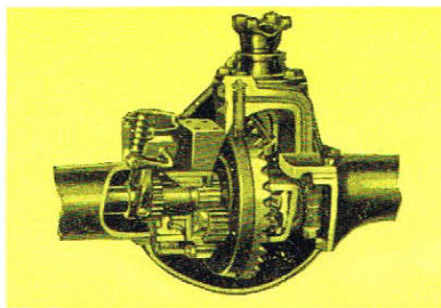
MORE STRENGTH

PER £

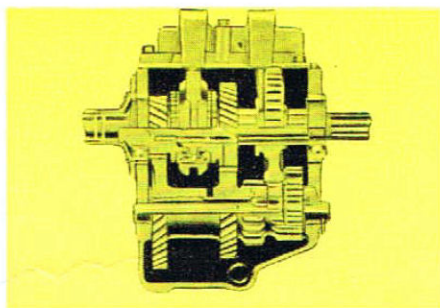


Ford's ability for more work starts from the ground up --- in Ford's husky chassis engineering

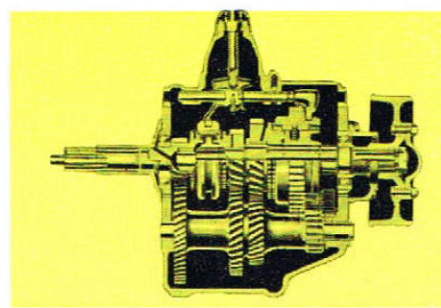
RUGGED CHASSIS DESIGN CUTS TON-MILE HAULING COSTS



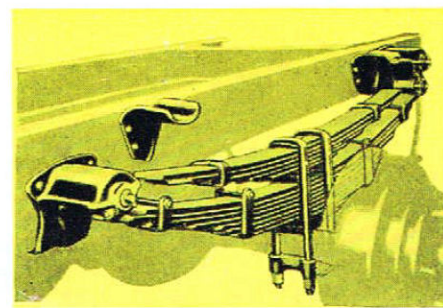
2-Speed Rear Axle . . . standard on F600 model and provides eight forward and two reverse speeds to reconcile performance to load. The 6.14 to 1 spiral bevel single reduction is ideal for open country or light loads and saves on petrol and oil. For heavy loads or hill climbing a change to the 8.54 to 1 reduction provides maximum pull.



3-Speed Heavy-Duty Synchro Silent Transmission (F100) with steering column gear-shift, provides smoother, easier shifting . . . ideal for medium duty jobs. Helical gears and synchronisers in second and high speeds for quiet efficient operation and long service.

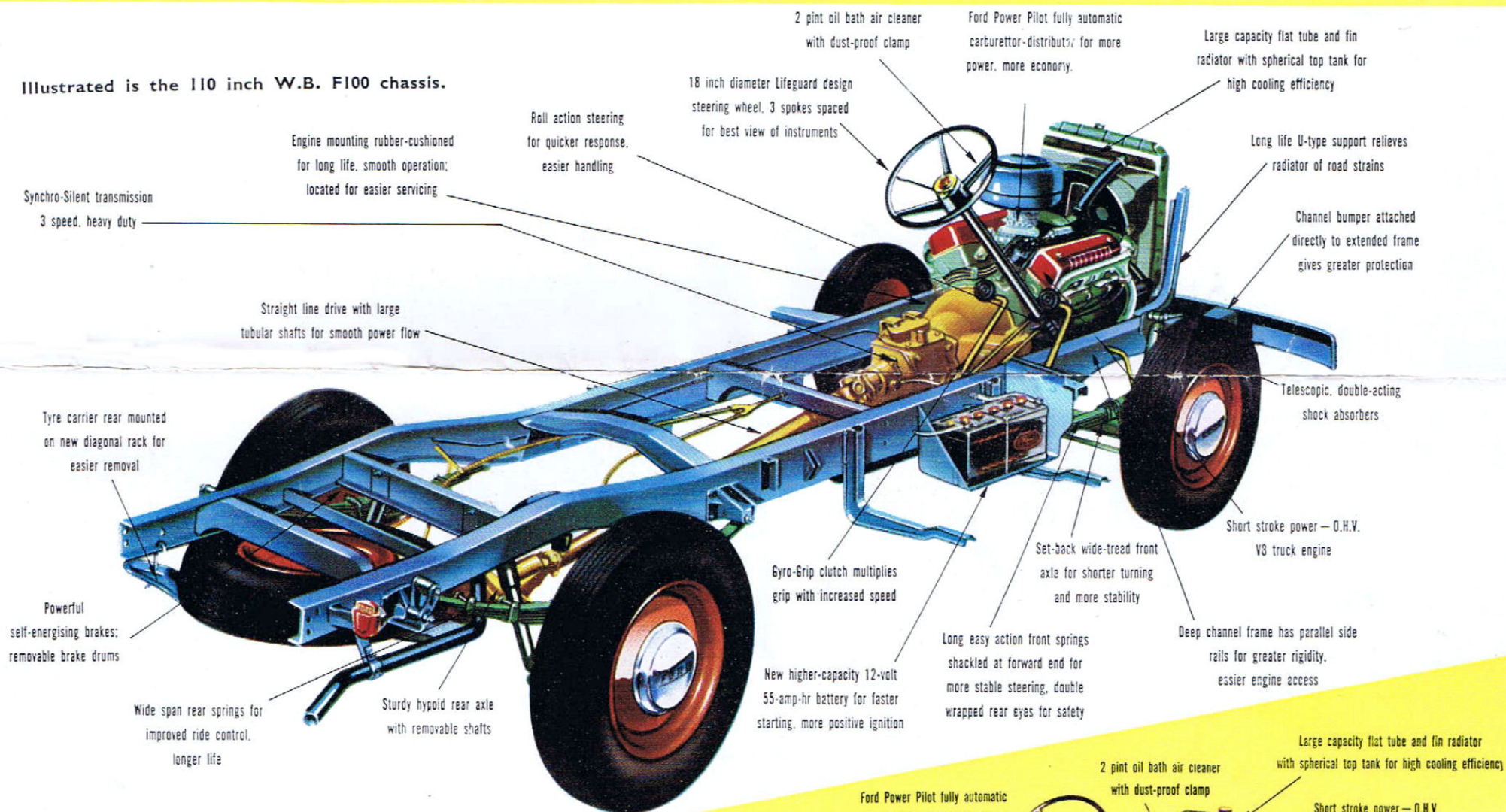


4-Speed H D Synchro-Silent Transmission (F500 F600) is engineered for quiet operation, easier shifting, longer life. Eliminates "double-clutching", provides more safety in down shifting. One-piece clutch and flywheel housing provides smoother, more reliable power flow, more strength.

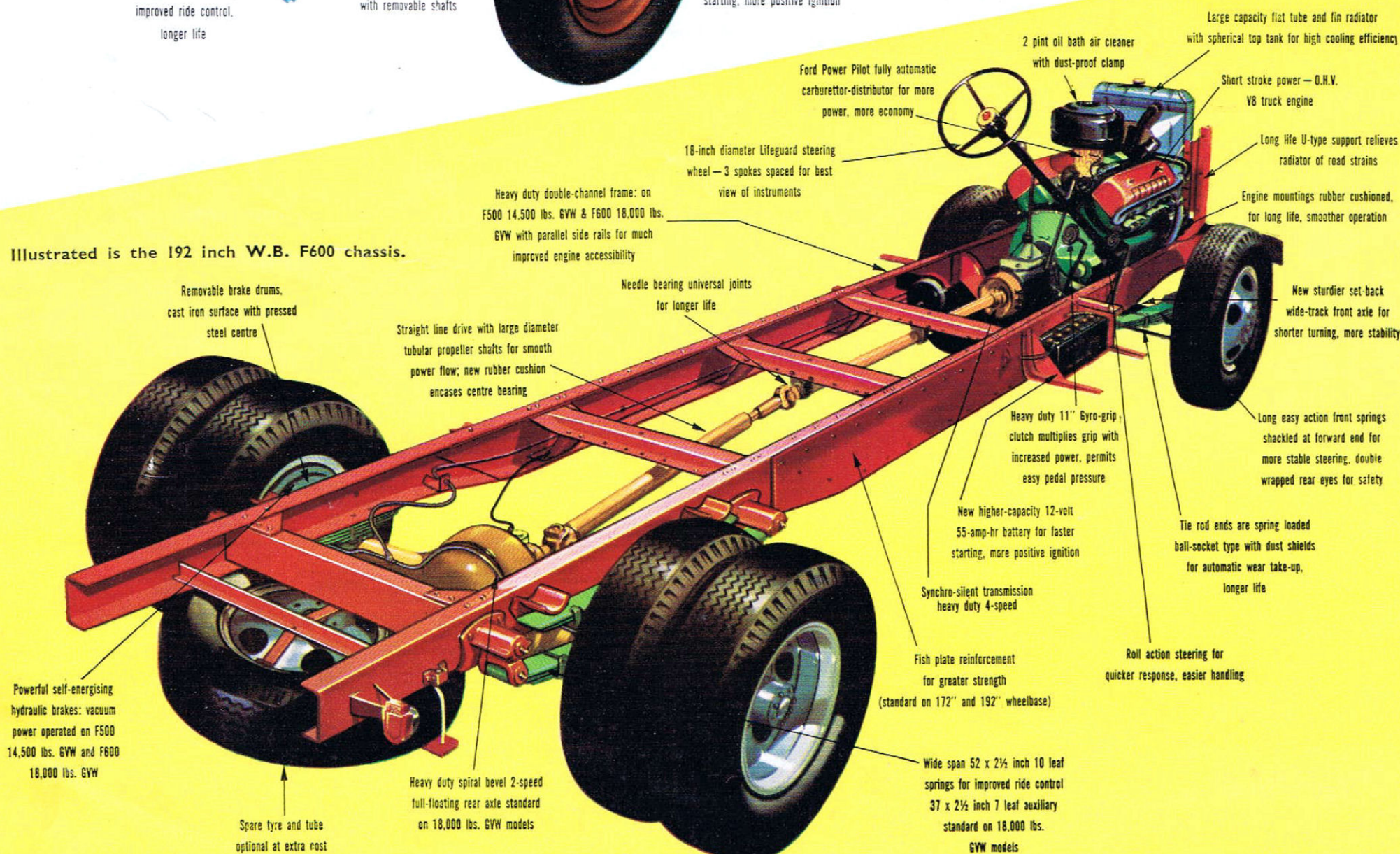


Wide-Span Rear Springs provide easier ride for both heavy and light load conditions, front 45 inches, and 52 inches rear . . . with lower deflection rate to improve riding qualities and stability. 5-leaf auxiliary is standard equipment on the F500 with G.V.W. of 14,500 lbs. F600 has 7-leaf auxiliary.

Illustrated is the 110 inch W.B. F100 chassis.

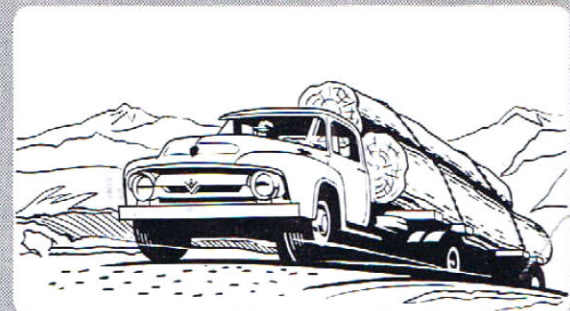
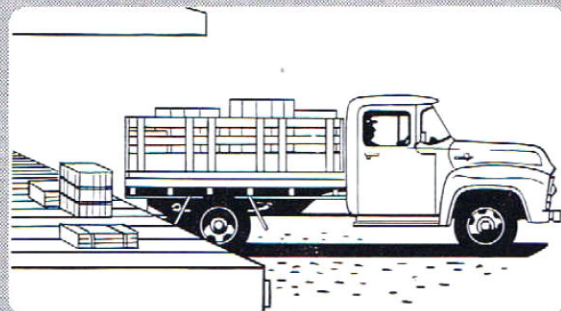


Illustrated is the 192 inch W.B. F600 chassis.



MORE PAYLOAD

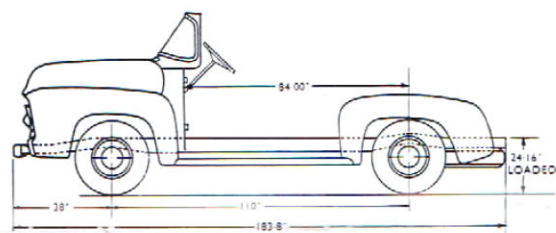
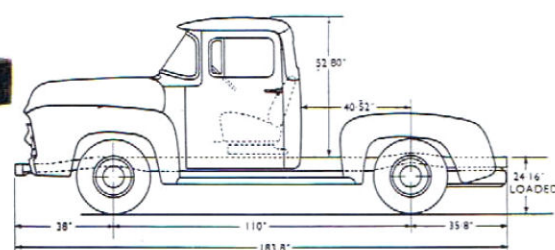
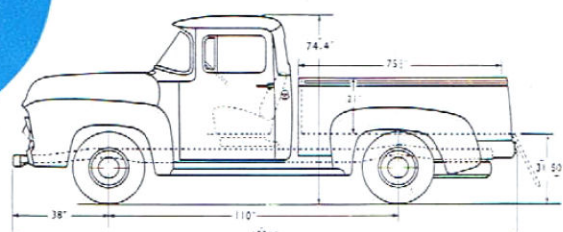
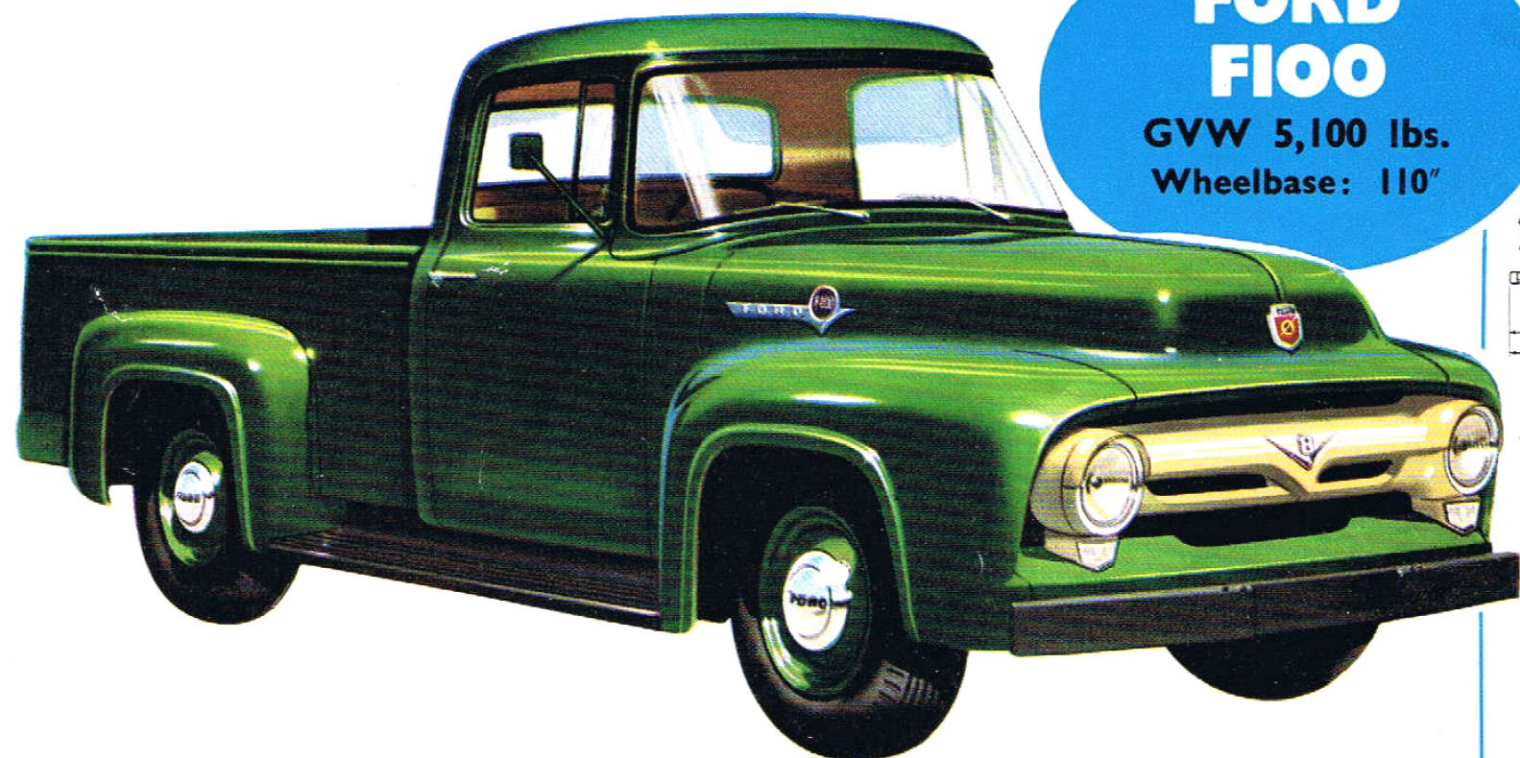
PER £



Top load carriers for any job—heavy duty

FORD F100

GVW 5,100 lbs.
Wheelbase: 110"

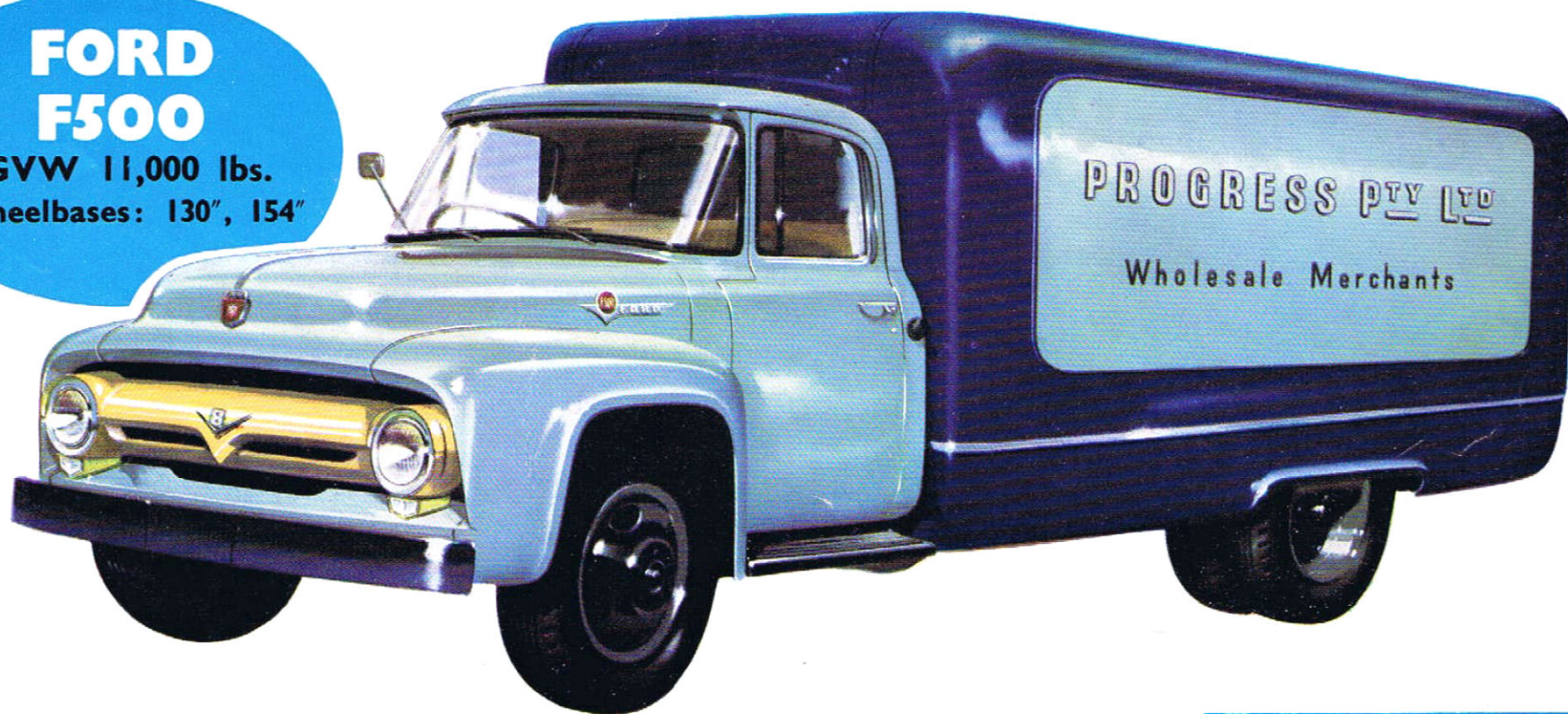


FIRST CHOICE FOR ALL-PURPOSE UTILITY SERVICE

The Ford F100 is packed full of features which mean extra strength, extra space, extra savings. The utility space handles 4' wide building material through taildoor and is long enough for the average door. All steel body framing throughout ensures maximum strength. Reinforced top edges and double side panelling provide extra rigidity. The floor is seasoned hardwood bolted between 7 steel skid strips. Tailgate is all steel and when lowered forms a loading platform flush with the floor. In its G.V.W. rating Ford F100 has unlimited applications. As well as the complete Utility shown above, the F100 is available as chassis and cab, or chassis, windscreen and cowl enabling the construction of specialised body types.

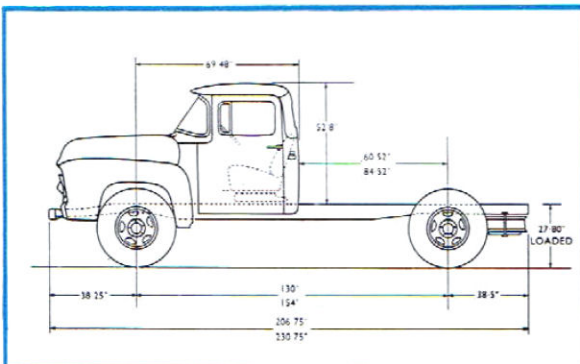
FORD F500

GVW 11,000 lbs.
Wheelbases: 130", 154"

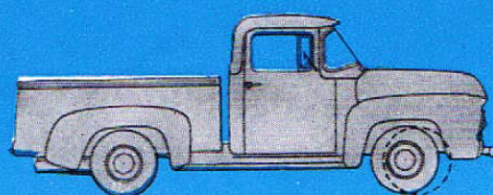


DESIGNED FOR MORE DELIVERIES PER DAY

The easy working and cost-saving advantages of O.H.V. V8 power for medium duty work. Extra manoeuvrability is provided by shorter wheel-base and wider front track. And the driver-comfort of the cab is yet another extra efficiency factor. The full wrap-around windscreen, easier and faster entry and exit through wide door openings and the designing of Ford cabs lessen fatigue on continuous driving runs. Driving control too, is easier . . . there's no tiring "double-clutching" with Ford's heavy duty 3-speed Synchro-Silent transmission . . . "Roll-action" steering is lighter but more certain. Add to all this the longer life in every feature of Ford's chassis and you see how Ford builds trucks stronger to last longer.

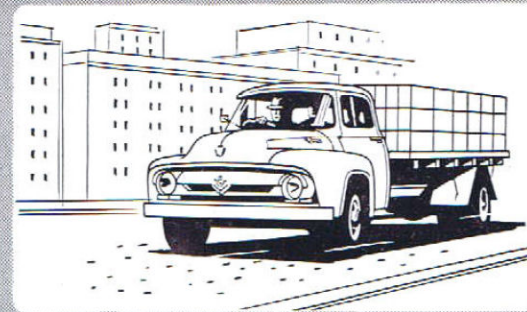
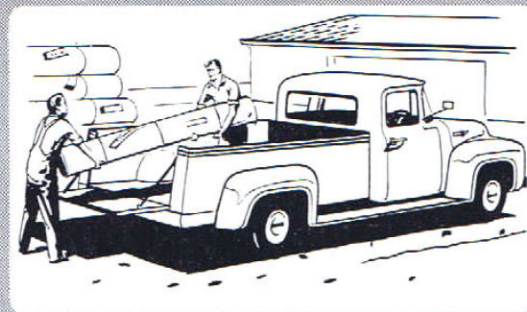
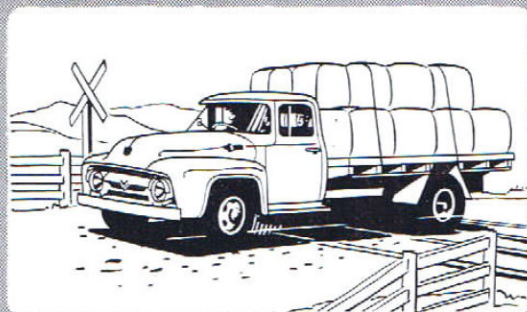
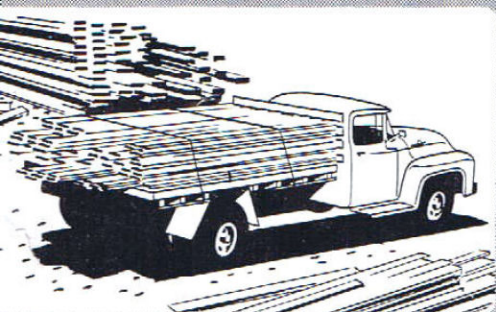


**FORD DESIGN GIVES WORK-SAVING,
TIME - SAVING MANOEUVRABILITY
AND HIGH EFFICIENCY —**



Wide Track, Set - Back Front Axles

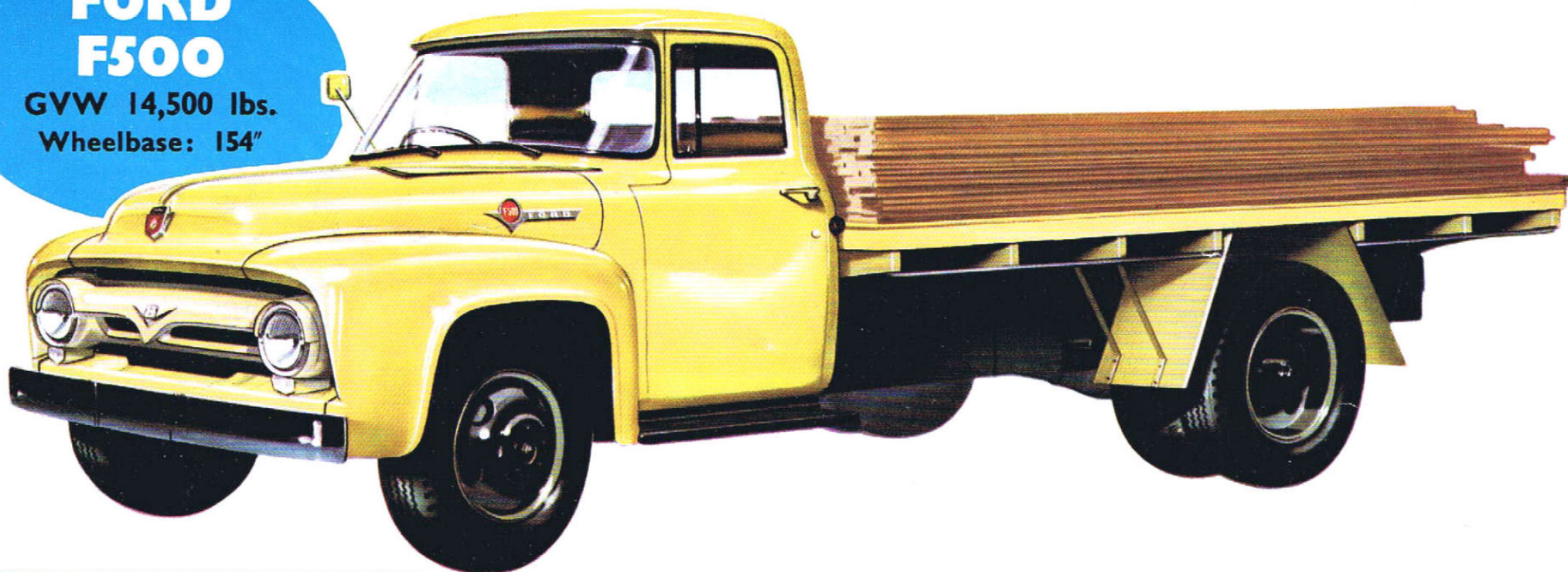
The front axle is moved back providing a shorter wheelbase with greater manoeuvrability. Body load centre is moved forward and larger-capacity front axle supports a larger share of the load for better weight distribution. Wider track provides increased stability, and also provides the greater handling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



transport --- stop-go delivery --- local carrying --- long highway hauls.

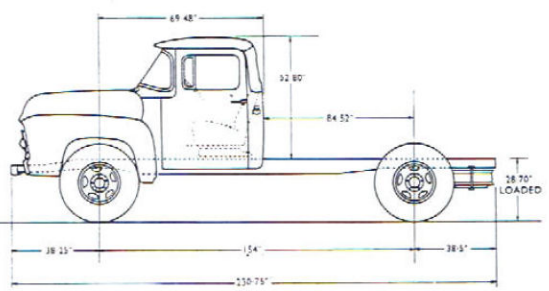
FORD F500

GVW 14,500 lbs.
Wheelbase: 154"



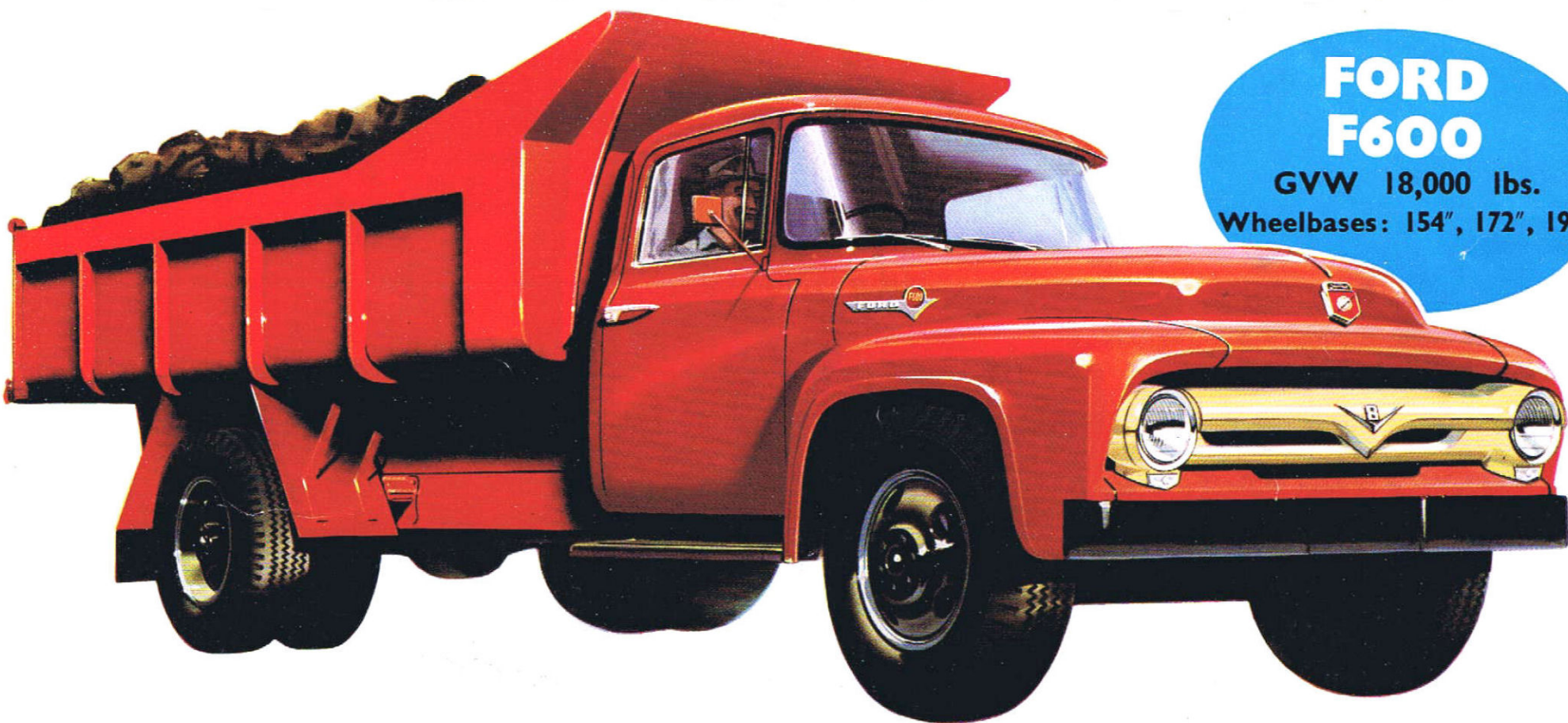
THE MIDDLEWEIGHT CHAMPION

With a Gross Vehicle Weight of 14,500 lbs. this tough and good-looking truck brings new advantages to another capacity class of hauling. Two things alone would put it right at the top of the preferences of wise truck buyers. The economical power and fast schedule capacity of the Ford O.H.V. V8 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. Adding to its efficiency is shorter wheelbase, set-back front axle and wider track which 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 this G.V.W. field there is need for many specialised body types. If hard work is to be done, then, for individual operator or fleet owner, this Ford F500 is the truck that will help your business most.



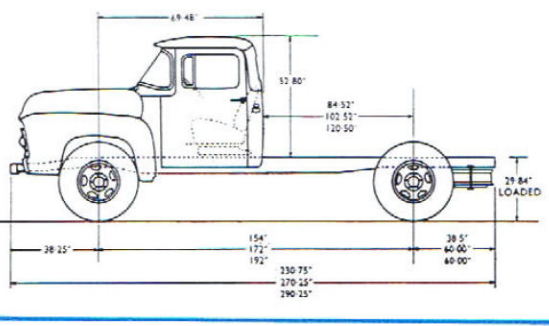
FORD F600

GVW 18,000 lbs.
Wheelbases: 154", 172", 192"



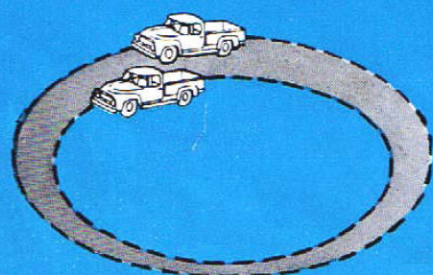
AUSTRALIA'S HARDEST-WORKING TRUCK

Advanced again is the truck famous wherever truck men work. Its new O.H.V. V8 low friction engine gives you EASY power when and where you need . . . instant, for quick getaways, sustained for long pulls under the heaviest loads. 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 7-leaf auxiliaries . . . 11-inch Gyro-grip clutch that multiplies grip as speed increases . . . 4-speed H/Duty Synchro-Silent transmission built for heavy hauling . . . Roll-action steering that reduces costly friction wear. And for the man who drives, and for those who ride with him, there are all the fatigue-saving and comfort features of Ford's big three man cab design.



Shorter Turning

is the result of Ford's wider tread, shorter wheelbase design. Turning circle diameters have been reduced up to 6 feet. This shorter turning, plus Ford's more responsive steering provides easier handling under all conditions, and saves working time in deliveries.

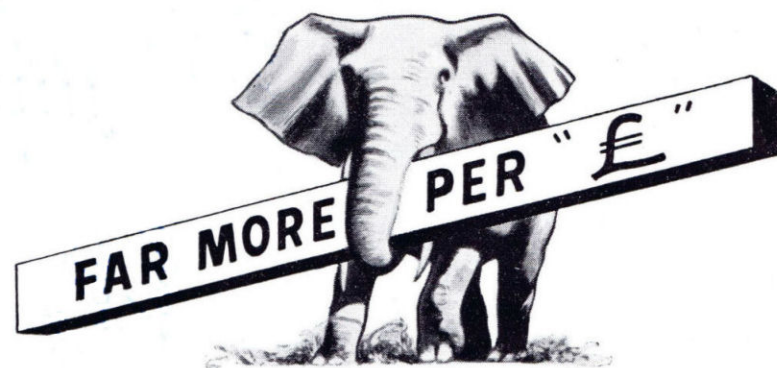


Cushioned Ride Control

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, stiffer rear springs. Wide-span springing design cushions the bumps, lessens driver-fatigue.



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 (F100—GVW 5100 lbs.); Single-speed, full floating (F500—GVW 11000 lbs., 14500 lbs.); Two-speed, full floating (F600—GVW 18000 lbs.). **Gears:** Hypoid (F100—GVW 5100 lbs., F500—GVW 11000 lbs., 14500 lbs.); Spiral Bevel, Single-reduction Spiral Bevel plus Spur Planetary Set for Double Reduction (F600—GVW 18000 lbs.). **Axle Ratios:** **F100** (GVW 5100 lbs.) 3.92 : 1; **F500** (GVW 11000 lbs., 5.83 : 1; **F500** (14500 lbs.) 6.2 : 1; **F600** (GVW 18000 lbs.) (2-Speed) 6.14 : 1 High; 8.54 : 1 Low. **Two Speed Shift.** Gear Shift Controlled, Power operated (F600—GVW 18000 lbs.). **Axle Shaft Diameter at Spline:** **F100** (GVW 5100 lbs.) 1.24". **F500** (GVW 11000 lbs.) 1.75". **F500** (GVW 14500 lbs.) 1.75". **F600** (GVW 18000 lbs.) 1.775". **Lubrication Capacity:** **F100** (GVW 5100 lbs.) 3.5 pints; **F500** (GVW 11000 lbs.) 15 pints; **F500** (GVW 14500 lbs.) 15 pints; **F600** (GVW 18000 lbs.) 16 pints.

BRAKES, SERVICE

Type: **F100** (GVW 5100 lbs.) Hydraulic, Two-Shoe, Single-Anchor, Self-Energising. **Front Brake**—(Drum Diameter and Lining Width—thickness) 11" x 2"—3/16". **Rear Brake**—(Drum Diameter and Lining Width—thickness) 11" x 1-3/4"—3/16". **Total Area**—(Drum Lining: 178.64 sq. inches). **Type:** **F500** (GVW 11000 lbs., 14500 lbs.); **F600** (GVW 18000 lbs.): Front—Single-Anchor, Self energising. Rear—Hydraulic—Two cylinder independently anchored. **Front Brake**—(Drum Diameter x Lining Width—Thickness) 13" x 2 1/4". **Rear Brake**—(Drum Diameter x Lining Width—Thickness) 15" x 4"—3/8". **Total Area**—Drum Lining 366 sq. ins. **Booster:** Type, Vacuum assisted (F500—GVW 14500 lbs., F600—GVW 18000 lbs. only) 8 1/2" Effective Diameter.

BRAKE, HAND

F100 (GVW 5100 lbs.) Cable with Equalizer Applying Rear Wheel Brakes. **F500** (GVW 11000 lbs., GVW 11000 lbs., GVW 14500 lbs.) and **F600** (GVW 18000 lbs.) External Operating on Transmission.

CLUTCH

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

COOLING SYSTEM

Capacity: **F100** 23.5; **F500**, **F600** 24 quarts. **Radiator:** Flat Tube and Fin-Pressure Cap. **Thermostat:** In Engine Water Outlets. **Fan:** 4-Blade Diameter 18 inches.

DRIVE LINE

Type: Hotchkiss Straight Line Drive, fitted with needle bearing universal joints for long life. Straight line drive provides minimum joint angularity between laden and unladen positions.

ENGINE

Number of Cylinders: 8. **Bore and Stroke:** 3.62 x 3.30 ins. **Displacement:** 272 cubic inches. **Rated H.P.:** 42. **Max. B.H.P.:** 160 at 4,400. **Max. Torque:** 250 lbs. ft. 1900 to 2500 R.P.M. **Compression Ratio:** 7.1 : 1.

FUEL SYSTEM

Carburettor: Dual Down-draught. **Air Cleaner:** Heavy Duty Oil Bath 2 pints capacity. **Fuel Pump and Filter:** Diaphragm Type, Driven from Camshaft. **Fuel Tank:** Capacity—**F100**, **F500**, **F600:** 15 gallons.

LUBRICATION

Engine: Full pressure feed to all main crankpin and Camshaft Bearings. **Oil Filter:** Replaceable Cartridge Type. **Crankcase Capacity:** 8 pints (dry) (plus 1 pint Filter Absorption). **Chassis:** Fittings for pressure lubrication.

ELECTRICAL SYSTEM

Battery: Heavy Duty 12 Volt. **Generator:** 30 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, Ignition Switch Control. **Parking Lights:** Combination Stop and Tail Light, Instrument Lights, Ignition Switch and Key Lock.

FRAME

Side Rail, Type: **F100** (GVW 5100 lbs.) Parallel Channel Side Rails with Heavy Duty Cross Members. **Type:** **F500**—GVW 11000 lbs. Heavy Duty Single Channel Section. **F500**—GVW 14500 lbs., **F600**—GVW 18000 lbs. Heavy Duty Double Channel. **Reinforcement:** **F500**—GVW 14500 lbs., **F600**—GVW 18000 lbs. Specially formed channel inside Side Rail. **Cross Members:** Flanged "U" type with Alligator Jaw and Channel Sections.

SPRINGS

Semi-Elliptic, Alloy Steel: Front: **F100** (GVW 5100 lbs.) 42" x 1 3/8", **F500** (GVW 11000 lbs., 14500 lbs.) 45" x 2", **F600** (GVW 18000 lbs.) 45" x 2". Rear: **F100** (GVW 5100 lbs.) 52" x 2", **F500** (GVW 11000 lbs.) 52" x 2 1/2", **F500** (GVW 14500 lbs.) 52" x 2 1/2", **F600** (GVW 18000 lbs.) 52" x 2 1/2". Main Auxiliary: **F500** (GVW 14500 lbs.) 37" x 2 1/2", **F600** (GVW 18000 lbs.) 37" x 2 1/2".

STEERING

Type: Worm and Dual Row Needle Bearing Roller. **Ratio:** 18.2 : 1 (F100—GVW 5100 lbs.) 20.4 : 1, (F500—GVW 11000 lbs., 14500 lbs., F600—GVW 18000 lbs.). **Wheel:** 18" Diameter, 3 spoke.

TRANSMISSION

Type: **F500** (GVW 5100 lbs.) 3 speed Heavy Duty, Helical Synchronizers, 2nd and High with steering column gear shift lever. **Gear Ratios:** **F100** (GVW 5100 lbs.) Ratio to 1: 1st 3.71; 2nd 1.87; High 1.00; Reverse 4.59. **Lubricant Capacity:** 4.5 pints. **Type:** **F500** (GVW 11000 lbs., 14500 lbs.), **F600** (GVW 18000 lbs.) 4-Speed Synchrosilent, Floor Change. **Gear Ratios:** **F500** (GVW 11000 lbs., 14500 lbs.), **F600** (GVW 18000 lbs.) Ratio to 1: 1st 6.40; 2nd 3.09; 3rd 1.69; High 1.00; Reverse 7.82. **Lubricant capacity:** 6.5 pints. Power Take Off Opening—S.A.E. 6-bolt on right side.

WHEELS AND TYRES

Wheels—F100 (GVW 5100 lbs.): 16 x 4 1/2 K Steel Disc. **Tyres:** 6.50 x 6 ply Truck Type, Front, Rear and Spare. **Wheels—F500** (GVW 11000 lbs.): 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—F500** (GVW 14500 lbs.): 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—F600** (GVW 18000 lbs.): 6.5 x 20 steel disc. **Tyres:** 8.25 x 20—10 ply (7 wheels 6 tyres supplied standard.).

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 Warning Light; Charge Indicator Warning Light; Fuel Gauge; Ash Receptacle; Glove Box; Hand Throttle (all models except F100); Horn; Electric Windshield Wipers; Treadle-type accelerator pedal; spare wheel, spare tyre carrier; spare wheel, tyre and tube standard on **F100**—GVW 5100 lbs.; bright hub caps; (F100—GVW 5100 lbs.) long arm outside rear view mirror on chassis cab; running boards; internal sun visor; standard tools in bag. On chassis cab and chassis, windscreen and cowl, rear fenders standard equipment on **F100**—GVW 5100 lbs.

GENERAL

	F100 (GVW 5100 lbs.)	F500 (GVW 11000 lbs.)		F500 (GVW 14500 lbs.)	F600 (GVW 18000 lbs.)		
Wheelbase	110"	130"	154"	154"	154"	172"	192"
Track, Front	60.60	62.75	62.75	62.75	62.75	62.75	62.75
Track, Rear	60.00	66.5	66.5	66.5	67.10	67.10	67.10
Max. Overall Length (to end of frame)	183.80	206.75	230.75	230.75	230.75	270.25	290.25
Max. Height (to top of Cab-Loaded) ..	74.40	79.80	79.80	80.70	81.80	81.80	81.80
Max. Width of Vehicle (Bumpers) ..	75.63	77.6	77.6	77.6	77.6	77.6	77.6
Max. Length along Loading Floor ..	80.0	} OWING TO THE VARIANCE OF BODY TYPES SPECIFICATIONS SUPPLIED ON REQUEST					
Max. Width across Loading Floor ..	58.75						
Max. Width above Wheel Arches ..	59						
Max. Width inside Wheel Arches ..	48.0						
Across Loading Floor Max. Height of Sides from Loading Floor to Tonneau Cover	21.0	56.70	56.70	56.70	56.70	56.70	56.70
Width of Tailgate Opening	50.0	99.02	123.02	123.02	123.02	162.52	182.50
Width across Front Seat	56.70						
Back of Cab to End of Frame	76.32						

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