

# GO AHEAD WITH **FORD** V8



# GO AHEAD WITH FORD V8



## FORD <sup>O.H.V.</sup>V8 TRUCK DESIGN

*is right for today and for the years ahead...  
... it's modern, through and through!*



### GO-AHEAD POWER

Always out front for power, Ford again gives you *more usable and cost-saving* O.H.V. V8 power... the most efficient and hardest working in trucking today. And, with high torque development

for more "thrust" at the wheels, and deep Y-block low-friction design, you get longer engine life and lower maintenance costs. Ford's O.H.V. V8 truck engine is your Big Economy Item No. 1!



### GO-AHEAD CAB DESIGN



Ford's cab design is the newest, and most comfortable ever! Every feature has been scientifically tested to make driving operation the easiest and simplest in trucking. Its overall

appearance puts it way out in front as a prestige builder for your business and its remarkable vision and strength gives safety as provided by no other truck cab. And that's Big Economy Item No. 2!



### GO-AHEAD CHASSIS STRENGTH

Ford's ability to haul big pay loads comes from Ford's rugged chassis design. Ton-mile hauling costs are cut to a minimum! You'll find the right load-carrying capacity in the Ford range to

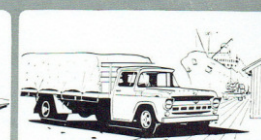
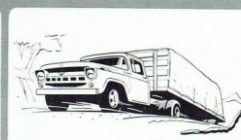
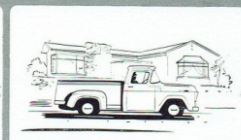
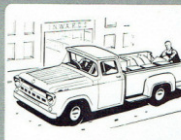
suit *exactly* your needs. And chassis design provides too for installation of any standard or specialised body-type you may require. Profitable pay-load capacity is Big Economy Item No. 3!

**AND YOUR PROFITS KEEP GOING AHEAD, FOR FORD TRUCKS COST LESS  
... LESS TO OWN ... LESS TO RUN ... AND LAST LONGER, TOO!**





**GO-AHEAD POWER**



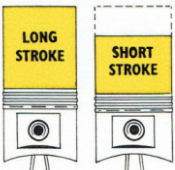
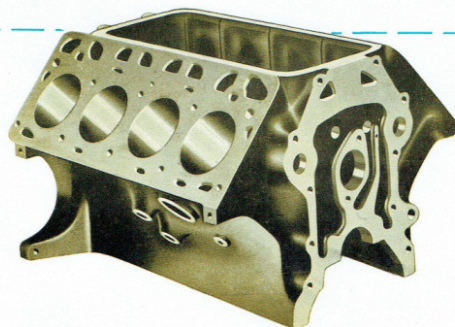
*O.H.V. Short Stroke power to-get rolling fast-handle hills in a stride...handle tough pulls...cruise at sustained highway speeds.*

# 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 bad load conditions. Other reasons why Ford gives you more power per pound are . . . 7.1:1 compression ratio suitable for both high and low octane fuels . . . 12-volt electrical system . . . short-stroke piston design . . . iron-alloy camshaft . . . exceptionally rigid crank shaft . . . and many other advancements.

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

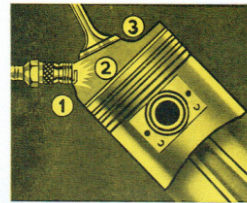
Ford's deep Y-Block with its great rigidity means longer life, smoother operation. With deep-skirt crankcase it provides more resistance to distortion and wear . . . the crankcase extending well below the centre of the crankshaft gives greater structural rigidity, better oil-pan and crankcase seals.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



## 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.

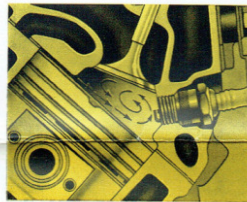
**THE SHORT STROKE PISTON** travels inches less distance every time the engine turns over. How important is this? In a year's driving of 15,000 miles, it adds up to as much as 2,243 miles less travel per piston . . . and every mile saved is money saved.



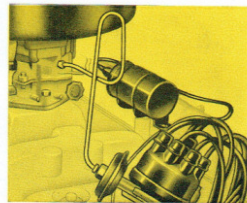
**1. 12-volt Ignition system** gives more positive and quicker cold-weather starts, greater reserve capacity to handle lights and heavier electrical loads now in today's trucks.

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

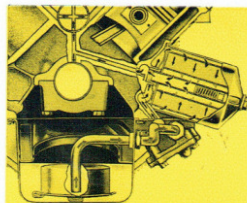
**3. Easy breathing,** with larger intake passages and new, improved high-turbulence combustion chambers, provides full power at high speeds, added punch and performance through the full range of speeds.



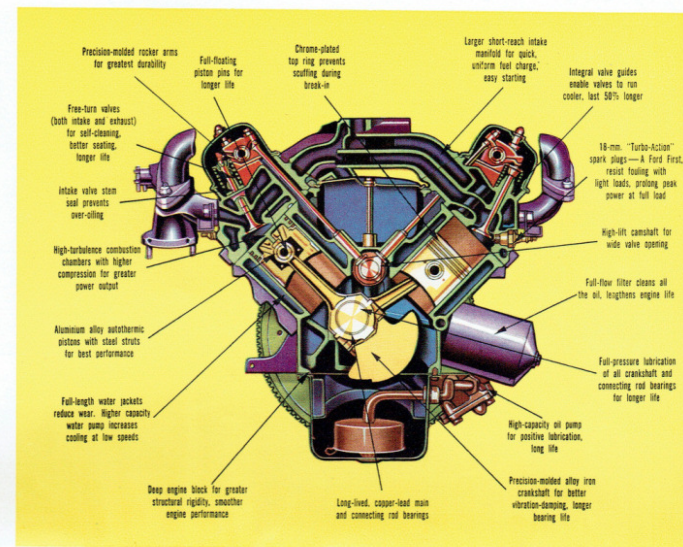
**High-Turbulence Combustion.** Wedge-shaped combustion chambers provide high-turbulence in the fuel-air mixture, giving more complete and efficient combustion without detonation, greater power output and thoroughness in scavenging of exhaust gases.



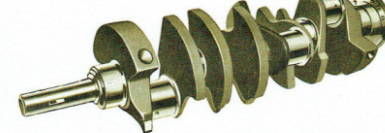
**Automatic Power Pilot.** Through single vacuum control which automatically co-ordinates carburetor and distributor, this exclusive Ford feature makes certain that the right petrol mixture is ignited at the right instant and is burned completely to give most "go" and economy from every drop of petrol.



**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.

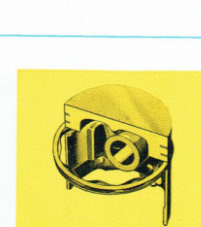


## SHORT-REACH INTAKE MANIFOLD

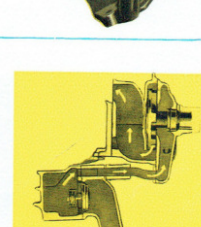
is especially designed to assure that each cylinder receives its full charge of fuel and a special heat chamber improves warm-up operation when full air mixture passes through it.



**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 lightweight 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.

**Typical of Ford's precision engineering** is this 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.



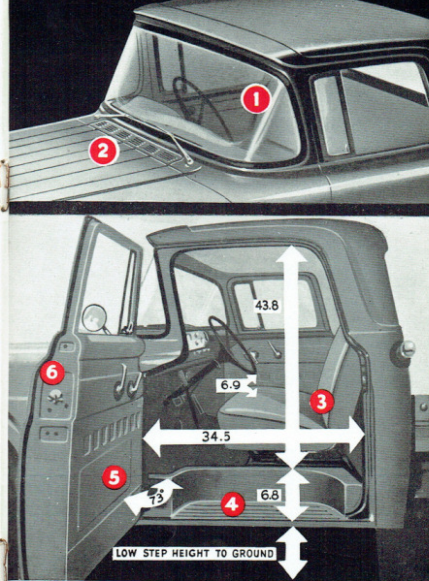
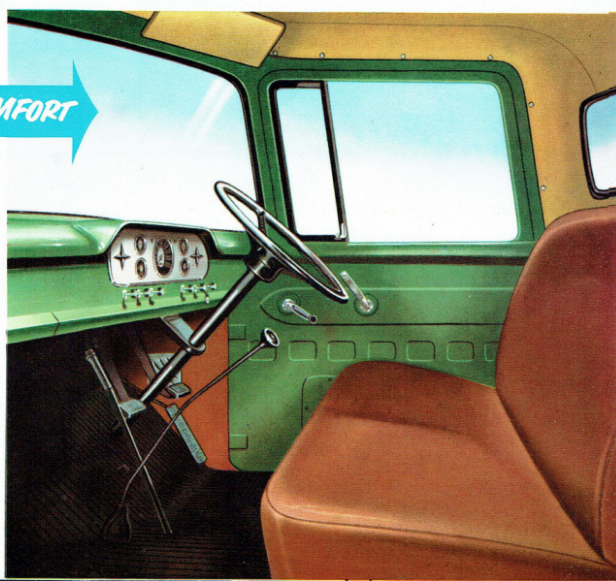




## GO-AHEAD STYLING and COMFORT

# New, boldly modern design with greater driver ease and comfort

Ford's new driverized cabs represent one of the most sweeping changes in cab design in trucking history. In every feature, from the sleek, lower, wider silhouette to the massive, over-1000 sq. inch windscreen, it provides the ultimate in comfort for 3 big men. New, suspended pedals are easier to operate, provide extra foot room, and eliminate floor holes through which dust and fumes enter. All controls are more conveniently placed. The seat is wider, deeply sprung and adjustable. Even positioning of driver and passengers further away from the stiffer load carrying rear suspension means more comfort, less driver-fatigue. Yes, even more than before, Ford's cab is the cab for truck comfort and practical design.



### 1 New full wrap-around windscreen

Now there's over 1000 square inches in Ford's wider, full wrap-around windscreen. Vision is improved forward, down and to the sides.

### 2 New HI-DR! Ventilation

is up above traffic fumes and dust . . . provides cleaner, fresher air intake under all weather conditions—and it's thoroughly waterproofed.

### 3 Look at the dimensions

There's no squeeze in this cab . . . there's more shoulder room, leg room and added head room to make driving-comfort and passenger comfort more relaxing, less fatiguing.

### 4 New inboard step

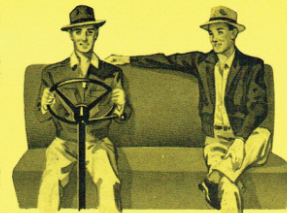
Ford has moved the cab step up inside the door making it easier to climb aboard. It provides extra protection against water and slush—increases all-over cab strength.

### 5 Doors open wide

Doors open almost a full yard wide—are held open by door checks. It's the easiest cab to get into and out of on the road.

### 6 Complete weather sealing

Doors and wing vents are completely encircled by tight fitting rubber seals . . . keeping out dust, fumes, moisture and draughts.



### Wide comfort seat

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



### Lifeguard steering wheel

which is exclusive to Ford is of deep-centre design to absorb impact of driver, if accident occurs.

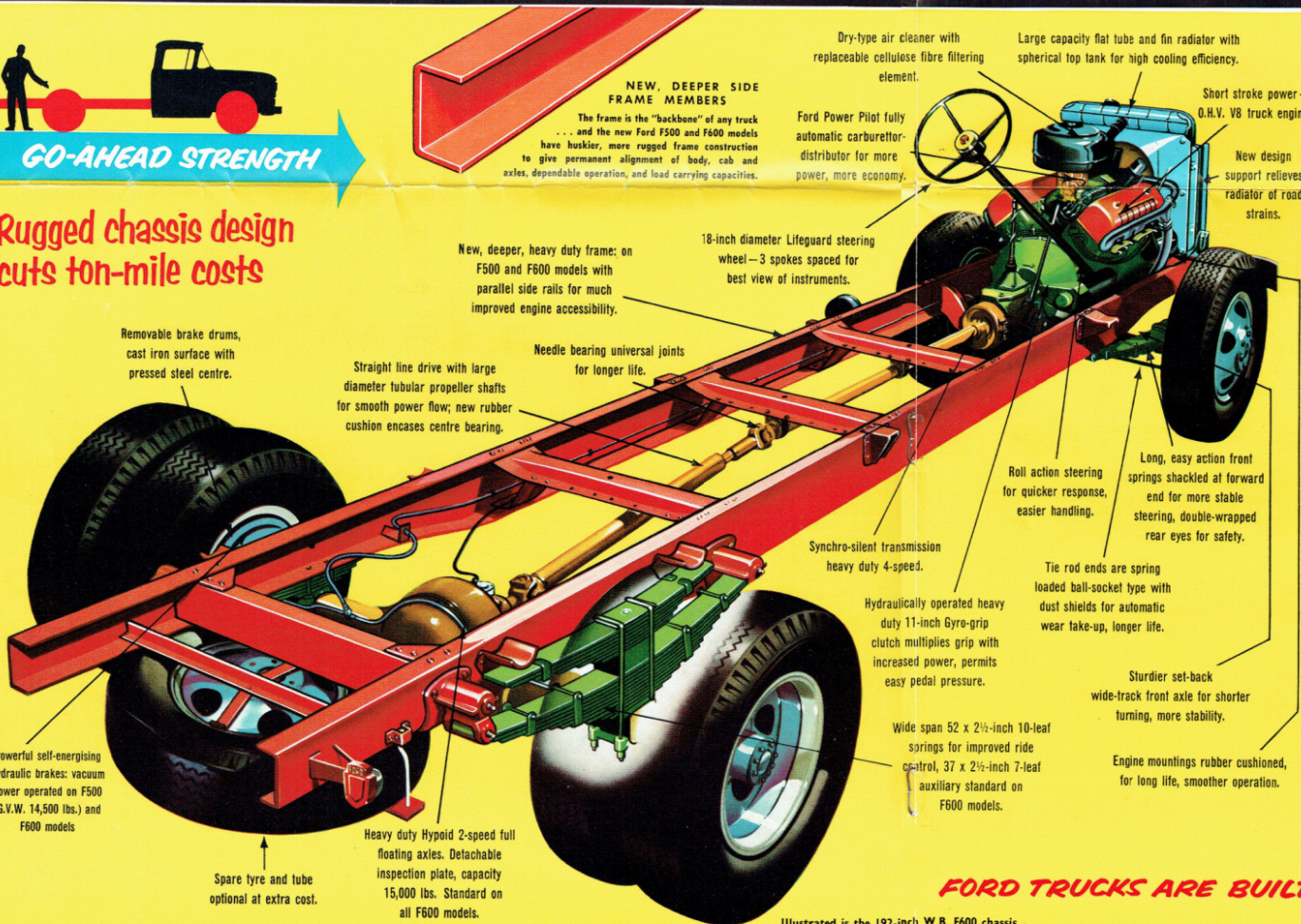
### Lifeguard door-locks

exclusive to Ford, have a double grip to keep doors closed under conditions which would spring the normal type of lock.



## GO-AHEAD STRENGTH

# Rugged chassis design cuts ton-mile costs



### NEW, DEEPER SIDE FRAME MEMBERS

The frame is the "backbone" of any truck . . . and the new Ford F500 and F600 models have huskier, more rugged frame construction to give permanent alignment of body, cab and axles, dependable operation, and load carrying capacities.

Dry-type air cleaner with replaceable cellulose fibre filtering element.

Large capacity flat tube and fin radiator with spherical top tank for high cooling efficiency.

Ford Power Pilot fully automatic carburetor-distributor for more power, more economy.

Short stroke power—O.H.V. V8 truck engine.

New design support relieves radiator of road strains.

New, deeper, heavy duty frame; on F500 and F600 models with parallel side rails for much improved engine accessibility.

18-inch diameter Lifeguard steering wheel—3 spokes spaced for best view of instruments.

Removable brake drums, cast iron surface with pressed steel centre.

Straight line drive with large diameter tubular propeller shafts for smooth power flow; new rubber cushion encases centre bearing.

Needle bearing universal joints for longer life.

Roll action steering for quicker response, easier handling.

Long, easy action front springs shackled at forward end for more stable steering, double-wrapped rear eyes for safety.

Syncho-silent transmission heavy duty 4-speed.

Tie rod ends are spring loaded ball-socket type with dust shields for automatic wear take-up, longer life.

Hydraulically operated heavy duty 11-inch Gyro-grip clutch multiplies grip with increased power, permits easy pedal pressure.

Sturdier set-back wide-track front axle for shorter turning, more stability.

Powerful self-energising hydraulic brakes: vacuum power operated on F500 (G.V.W. 14,500 lbs.) and F600 models

Heavy duty Hypoid 2-speed full floating axles. Detachable inspection plate, capacity 15,000 lbs. Standard on all F600 models.

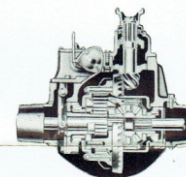
Spare tyre and tube optional at extra cost.

Wide span 52 x 2 1/2-inch 10-leaf springs for improved ride control, 37 x 2 1/2-inch 7-leaf auxiliary standard on F600 models.

Engine mountings rubber cushioned, for long life, smoother operation.

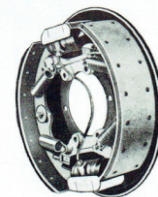
### 2-SPEED REAR AXLE

Standard on the F600 model provides eight forward and two reverse speeds to reconcile performance to load. Hypoid full floating design means extra pulling power, less strain on the axle shaft, less wear and longer dependable service. Eaton electric shift mechanism means easier, more positive shifting. Inspection door is provided for accessibility and maintenance. The 6.33 : 1 ratio in high is ideal for high speeds and light loads, while the 8.88 : 1 reduction is for maximum pull for heavy loads and hill climbing.



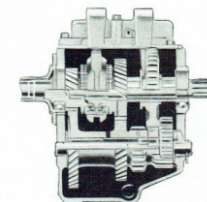
### POWER BRAKES

Standard on the F500 (14,500 lbs.) and F600 models, power brakes use engine vacuum to multiply braking power for stopping heavy loads—give more powerful braking action than could be developed by foot pressure alone. Long wearing replaceable brake linings of asbestos are standard on all models for more resistance to heat, long life, durability and smoother brake action.



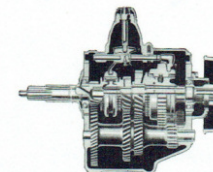
### 4-SPEED H.D. SYNCHRO-SILENT TRANSMISSION (F500, F600)

Standard on the F500 and F600 models it provides more "pulling" ability plus more flexible and economical operation with heavy loads than 3-speed transmissions. Eliminates "double clutching", provides more safety in down shifting. One-piece clutch and fly wheel housing provides smoother, more reliable power flow, more strength.



### 3-SPEED HEAVY DUTY SYNCHRO-SILENT TRANSMISSION (F100)

Built to take it in severe commercial service for years of dependable operation. Provides pulling ability for excellent full-range performance at economical engine speeds and minimum fuel costs. Helical gears and synchronisers in second and third gears for quiet, smooth operation. Steering column gear shift provides easier shifting . . . ideal for medium duty jobs.



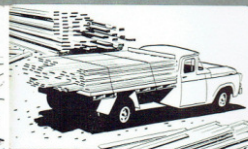
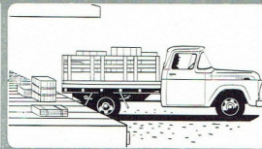
**FORD TRUCKS ARE BUILT STRONGER TO LAST LONGER !**

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





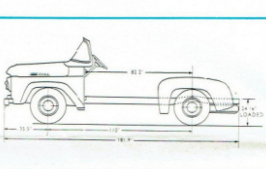
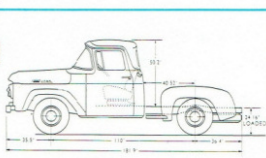
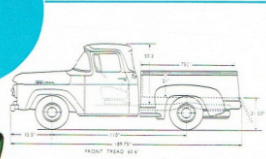
**GO-AHEAD PAYLOADS**



*Top load carriers for any job—heavy duty transport—stop-go delivery—local carrying—long highway hauls.*

## FORD F100

GVW 5,100 lbs.  
Wheelbase: 110"



### FIRST CHOICE FOR ALL-PURPOSE UTILITY SERVICE

The rugged, practical load space of the Ford F100 combined with its smartness, comfort, power and economy puts it well ahead in the heavy-duty utility field. Its lines are the most modern, its comfort outstanding, and its extra strength and engineering design absolutely money-saving. The utility space handles 4' wide loads through the taildoor, and length is long enough to take the average length doors. All steel body framing throughout, reinforced top edges and double side panelling provide extra strength and rigidity. The floor is of seasoned hardwood bolted between 7 steel skid strips. When lowered the all-steel tailgate forms a convenient loading platform flush with the floor. As well as the complete utility shown above, the F100 is available as chassis and cab, or chassis, windscreen and cowl to enable construction of specialised body types.

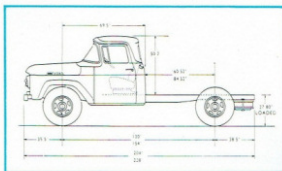
## FORD F500

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



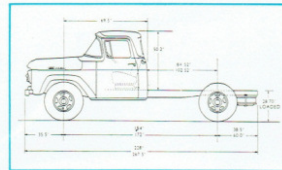
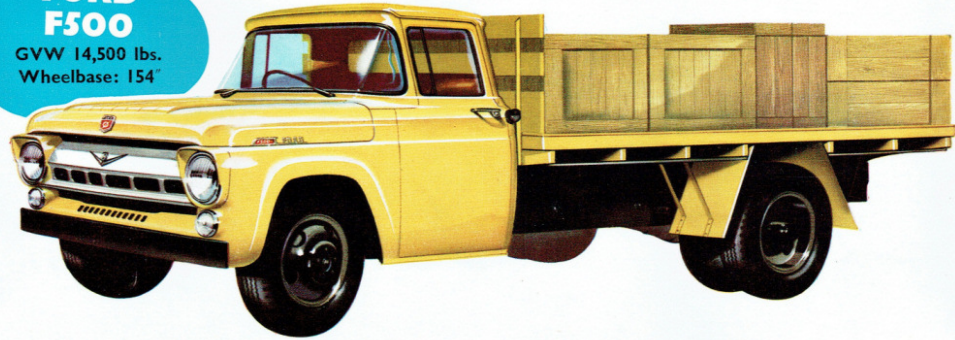
### DESIGNED FOR MORE DELIVERIES PER DAY

For the medium duty work the Ford F500 will give you the easy working and cost-saving advantages of O.H.V. V8 power, and extra manoeuvrability and driving ease with shorter wheel-base design and wider front track. And the new boldness of line and driver-comfort are yet other extra value and efficiency factors. The huge wrap-around windscreen, easier and faster entry and exit through the wide door openings and the designing of the new cabs lessen fatigue on continuous driving runs. Driving control is easier too... with Ford's heavy-duty 4-speed Synchro-Silent transmission that does away with tiring "double clutching"... light and positive "Roll-action" steering. And, add to all this the ruggedness of Ford's massive chassis and you'll see how Ford Trucks are built stronger to last longer.



## FORD F500

GVW 14,500 lbs.  
Wheelbase: 154"

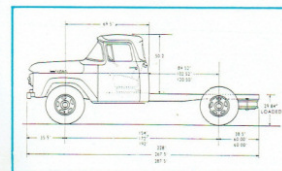
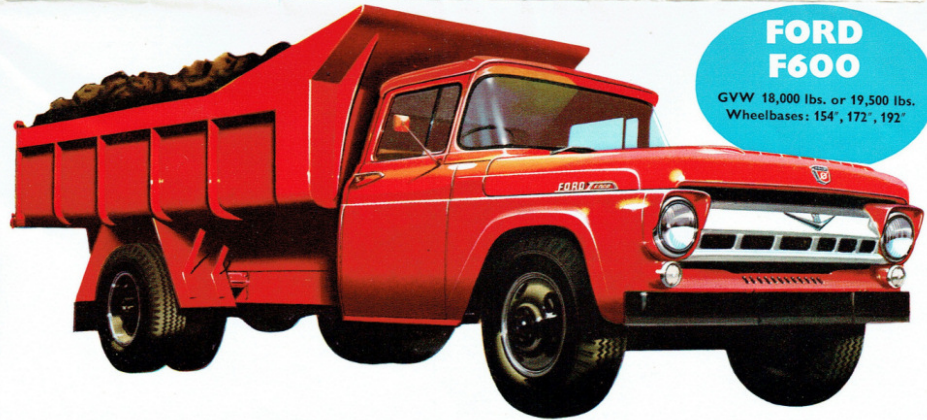


### THE MIDDLEWEIGHT CHAMPION

This tough working and style-setting 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 cutting working time and costs... and the Ford engineered chassis providing 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 its 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

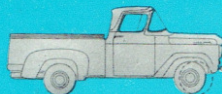
GVW 18,000 lbs. or 19,500 lbs.  
Wheelbases: 154", 172", 192"



### AUSTRALIA'S HARDEST-WORKING TRUCK

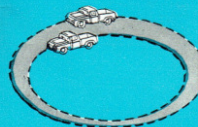
Further ahead again is the truck famous wherever truck men work. The O.H.V. V8 low friction engine delivers the most power in its class... the kind of power that is instant for quick getaways, sustained for long pulls and fast cruising speeds with the heaviest of loads. A hard-worker in every sense of the word, it is powerfully built throughout... new deeper 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 10-leaf springs with 7-leaf auxiliaries... 11-inch hydraulically assisted Gyro-grip clutch that multiplies grip as speed increases... 4-speed H/Duty Synchro-Silent transmission built for heavy hauling. 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 new big three man cab.

**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.



#### Shorter Turning

is the result of Ford's wider track, 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); Single-speed, full-floating (F500); Two-speed, full-floating (F600).  
Gears: Hypoid Single-reduction (F100-F500), Hypoid plus Spur Planetary Set for Double Reduction (F600).  
Axle Ratios: F100 3.89:1; F500 3.83:1; F600 (2-Speed) 6.33:1 High; 8.81:1 Low. Two Speed Shift. Gear Shift Controlled. Power operated (F600).  
Axle Shaft Diameter at Spline: F100 1.24", F500 1.75", F600 1.775".  
Lubrication Capacity: F100 3.5 pints; F500 15 pints; F600 16 pints.

## BRAKES, SERVICE

Type: F100 Hydraulic, Two-Shoe, Single-Anchored, 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-F600: Front—Single-Anchored, Self-Energising. Rear—Hydraulic—Two cylinder independently anchored. Front Brake—(Drum Diameter x Lining Width—thickness) 13" x 2 1/2"—3/8". 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 only) 8.12" Effective Diameter.

## BRAKE, HAND

F100 Cable with Equalizer Applying Rear Wheel Brakes.  
F500, F600 External Operating on Transmission.

## CLUTCH

Type: Gyro-Grip, Semi-Centrifugal, Single Plate.  
Diameter Outside: 11 inches. Total Frictional Area: 133.7 sq. ins.

## COOLING SYSTEM

Capacity: F100, F500, F600 21.6 quarts. Radiator: Flat Tube and Fin-Pressure Cap. Thermostat: In Engine Water Outlets. Fans: 4-blade, Diameter 18 inches.

## DRIVE LINE

Type: Hotchkiss Straights 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.: F100 157 at 4,400. Max. Torque: 237 lbs. ft. 2000 to 2600 R.P.M. Max. B.H.P.: F500, F600—166 at 4,400. Max. Torque: 240 lbs. 2200 to 2600 R.P.M. Compression Ratio: 7.1:1.

## FUEL SYSTEM

Carburettor: Dual Downdraft. Air Cleaner: Cellulose Fibre Dry Type. Fuel Pump and Filter: Diaphragm Type, Driven from Camshaft. Fuel Tank: Capacity—F100, F500, F600: 14.5 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 Coil 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 Parallel Channel Side Rails with Heavy Duty Cross Members. Type: F500, F600 Deep Heavy Duty Single Channel Section. Cross Members: Flanged "U" type with Alligator Jaw and Channel Sections.

## SPRINGS

Semi-Elliptic, Alloy Steel: Front: F100 45" x 2", F500 45" x 2", F600 45" x 2". Rear: F100 52" x 2", F500 52" x 2", F600 52" x 2". Main Axle: F500 (GVW 14500 lbs.) 37" x 2", F600 37" x 2".

## STEERING

Type: Worm and Dual Row Needle Bearing Roller. Ratio: 18.2:1 (F100)—20.4:1, (F500-F600). Wheel: 18" Diameter, 3 spoke.

## TRANMISSION

Type: F100 3 speed Heavy Duty, Helical Synchronizers, 2nd and High with steering column gear shift lever. Gear Ratios: F100 Ratio to 1: 1st 3.71; 2nd 1.87; High 1.00; Reverse 4.59. Lubricant Capacity: 6 pints. Type: F500, F600 4-Speed Synchroniser, Floor Change. Gear Ratios: F500, F600 Ratio to 1: 1st 6.40; 2nd 3.09; 3rd 1.69; High 1.00; Reverse 7.82. Lubricant capacity: 6.6 pints. Power Take Off Opening—S.A.E. 6-bolt on right side.

## WHEELS AND TYRES

Wheels—F100: 16 x 5K Steel Disc. Tyres: 6.50 x 6-ply Truck Type, Front, Rear and Spare. Wheels—F500 (GVW 11000 lbs.): 20 x 20 Steel Disc. Tyres: 6.50 x 20—4 ply, 6.50 x 20—8 ply (Opt. extra cost) (7 wheels 6 tyres supplied standard). Wheels—F600 (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: 6.5 x 20 steel disc. Tyres: (GVW 18000 lbs.)—8.25 x 20—10 ply (7 wheels 6 tyres supplied standard). (GVW 19500 lbs.)—Four 9.00 x 20—10 ply tyres on rear wheels only.

## CHASSIS EQUIPMENT

Included as standard in addition to items mentioned above: Hood, Coward and Dash Assembly; Front Fenders; Hi-Dri Cool 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 pedals (suspended type); Spare wheel; spare tyre carrier; spare wheel, tyre and tube standard on F100; bright hub caps; (F100)—long arm outside rear view mirror on chassis cab; internal sun visor; standard tools in bag. On chassis cab and chassis, windscreen and cowl, rear fenders standard equipment on F100.

## GENERAL

	F100	F500 (GVW 11000 lbs.)	F500 (GVW 14500 lbs.)	F600
Wheelbase ... ..	110"	130"	154"	172"
Track, Front ... ..	60.60	62.75	62.75	62.75
Track, Rear ... ..	60.00	66.5	66.5	67.10
Max. Overall Length (to end of frame)	189.75	204	228	267.5
Max. Height (to top of Cab—Loaded) ...	74.40	79.80	80.70	81.80
Max. Width of Vehicle (Bumpers) ...	73.63	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 ...	59.0			
Max. Width inside Wheel Arches ...	73.63			
Across Loading Floor Max. Height of Sides from Loading Floor to Tonneau Cover ... ..	21.0			
Width of Tailgate Opening ... ..	50.0			
Width across Front Seat ... ..	56.70	56.70	56.70	56.70
Back of Cab to End of Frame ... ..	76.92	99.02	123.02	162.52

OWING TO THE VARIANCE OF BODY TYPES SPECIFICATIONS SUPPLIED ON REQUEST

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