

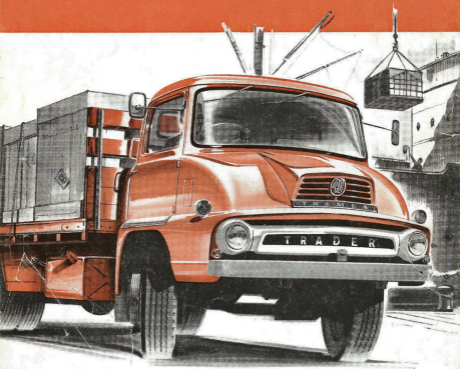
FORD TRADER

MARK II

TRUCKS

4 TON MODELS

THAMES FORWARD CONTROL



TRUCK WITH FORD

Now more ways better, practical Mk. II Traders have proved more profitable still!

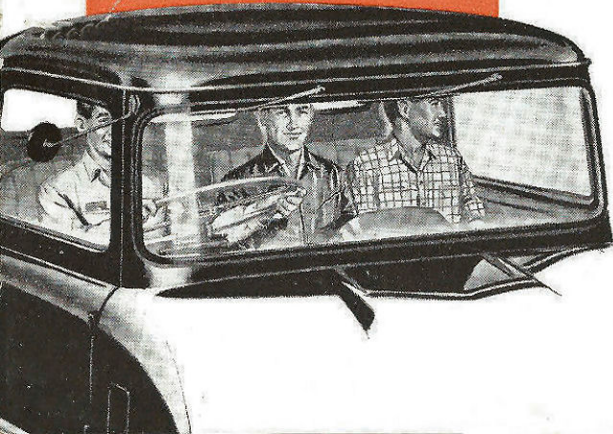
Modern design, now with improved chassis, engines, transmission, suspensions, brakes, and steering. These improvements, results of arduous work-testing, are reasons why Traders are the greatest cost-cutters and work-easers in the truck business.

WITH THESE BIG ADVANTAGES— TRADERS WILL HELP YOUR JOB!

COMFORT-STYLE CABS

for driver and crew ease

Trader's cab-forward position provides panoramic visibility for the crew. In addition to the big 1-piece windscreen, large side windows and triple rear windows combine in all-round vision. The cabs have plenty of room for three big men, seated in a relaxed position, on foam-rubber seats designed to virtually eliminate bounce when travelling unladen. The engine is completely insulated from the cab. In addition, the air-flow is planned to combine with cab insulation for summer coolness. In winter, control of this air intake provides comfortable snugness. The cab is mounted flexibly on the chassis to eliminate vibration, and the risk of distortion to cab metalwork.



FORWARD CONTROL

— for more load capacity and easier handling. Consider these advantages:

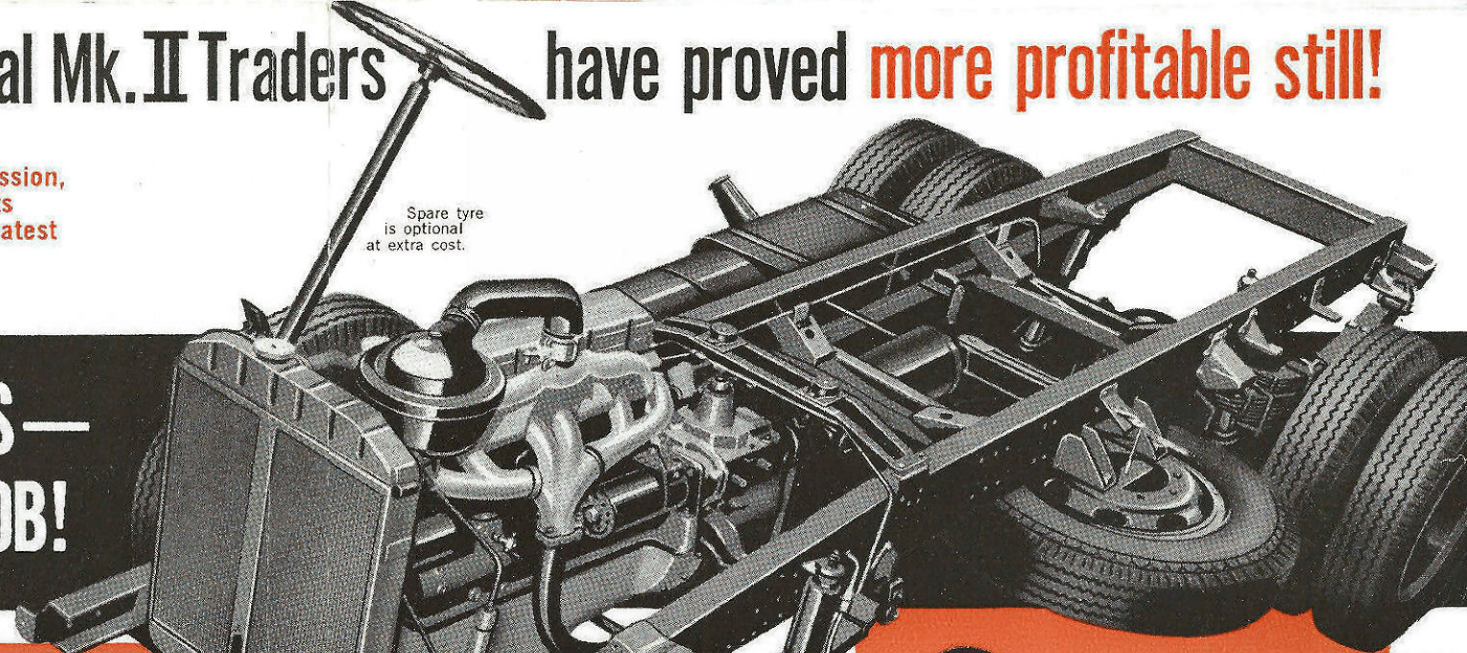
1. Up to 15 per cent increase in payload capacity over normal control trucks of similar wheelbase.
2. Balanced weight distribution. Laden or unladen the weight is distributed in the correct proportions over the front and rear axles— $\frac{1}{4}$ on the front axle and $\frac{3}{4}$ on the rear axle. This even load-spreading minimises stresses on chassis, suspension and transmission.
3. Shorter wheelbases, made possible by forward control, give smaller turning circles, better manoeuvrability, less driver fatigue.
4. Shorter overall length allows a chassis design with greater strength, less "dead-weight" than in normal construction.

ECONOMY POWER ENGINES

Ford Trader operators have a choice of two economy-power engines.

The 6-cylinder O.H.V. petrol engine, fitted as standard, develops a nett 109 b.h.p. at 3,000 r.p.m. and a torque of 242 lbs./ft. at 1,300 r.p.m. The compact, simplified and long-lived O.H.V. diesel is optional at extra cost. It features a high, flat torque curve, with a nett of 242 lbs./ft. at 1,500 r.p.m. and a nett power development of 100 b.h.p. at 2,500 r.p.m. This diesel provides highly efficient top gear performance with less effort under heavy load conditions. Mk. II Trader engines feature strengthened exhaust valves and springs, improved sealing on cylinder linings. The diesel's new fuel injection pump incorporates a mechanical governor, which maintains both maximum fuel economy and correct power for each particular load.

Spare tyre is optional at extra cost.



DOUBLE LIFE CHASSIS FEATURES

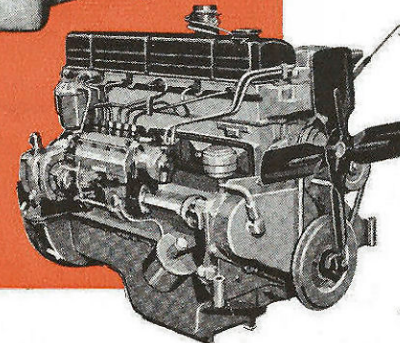
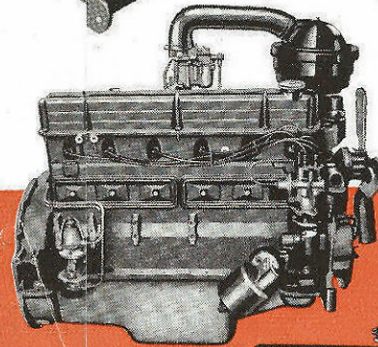
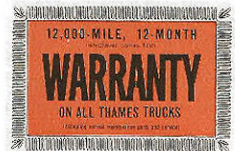
— and no wasteful excess weight.

Trader chassis have been designed for double-life strength. The ladder-type structure has alligator-type centre cross members and boxed front ends for extra rigidity. The flat chassis plan simplifies body-building and its shorter length, due to cab-forward design, gives added strength with reduced weight. Brakes are more efficient, with servo assistance to give maximum effect with minimum pedal pressure. Strengthened spring and shock absorber mountings, and shackle pins are combined with even more rugged chassis side members. The chassis dimensions, as tabulated below, demonstrate the big margin of rugged strength which the Mk. II Ford Trader provides for its work assignments.

	Side Member Depth	Side Member Thickness	Flange Width	Section Modulus
4-ton	9"	.20/.22"	2.79"	7.5"

Ford 12/12 Warranty big benefit to Trader owners

Every Ford Thames Trader Truck is warranted against defects in materials and workmanship for 12,000 miles or 12 months, whichever comes first. Owners are responsible only for normal maintenance and routine replacement of maintenance items. This big owner-benefit is provided without any increase in the low prices of Ford Thames Trader Trucks.



NEW FORD FORWARD CONTROL TRADER MK. II 4 TON

ABRIDGED SPECIFICATIONS

WEIGHT RATINGS:

W/B	G/W — 15,000 lbs.	
	138" w/base	Front axle 3,382 lbs. Rear axle 1,935 lbs.
152" w/base	Total 5,317 lbs.	
	Front axle 3,369 lbs. Rear axle 2,017 lbs.	
	Total 5,416 lbs.	

These weights estimated, including fuel, oil and water.

AXLE CAPACITIES:

Front, 7,000 lbs. Rear, 14,000 lbs.

FRAME:

Straight-type pressed steel channel, 9" x 2.75" x 21".

ENGINE:

6 cyl. O.H.V. petrol, 35.6 h.p. (R.A.C.). Bore, 3.7495". Stroke, 4.524". Displacement, 298.3 cu. ins. Comp. ratio, 6.4:1. Max. B.H.P., 35.6, 112 at 3,000 R.P.M. Max. B.R.P., 250 at 3,000 R.P.M. Max. torque, 242 at 1,300 R.P.M. Total weight, 846 lbs.

COOLING SYSTEM:

Thermo siphon, assisted by centrifugal belt-driven pump. Thermostat incorporated with a by-pass, for rapid warm up. Four-bladed fan. Capacity of system, 29 pints (petrol), 30 pints (diesel).

ELECTRICAL SYSTEM:

Type: 12 volt. Generator "Lucas" compensated voltage control. Maximum output: 19 amps. at 1,300 R.P.M. Starter: Petrol — "Lucas" key turn operation; diesel — "Lucas" manual operation. Distributor: "Lucas" automatic centrifugal and vacuum advance control. Drive: Vertical drive from camshaft. Coil: "Lucas" oil filled.

BATTERIES:

Petrol: One 12 volt, 57 amp. hour at 20 hour-rate, single unit, diesel: One 12 volt, 129 amp. hour at 10 hour-rate, double unit. Lights: Two headlamps with pre-focused 42/36 watt bulbs, two sidelamps, twin stop-tail lights, rear number plate illumination lamp.

FUEL SYSTEM:

Capacity: 20 gals.

CLUTCH:

Diameter, 12", 129.8 sq. ins. S.D.P.

TRANSMISSION:

Centre floor shift. Synchromesh on second, third and fourth gears. Four speeds forward: Ratios, 6.396, 2.050, 1.686 and 1.00:1. One reverse speed, ratio 3.503. P.T.O. opening on left-hand side of gear box. Lubrication, 6.0 imp. pints capacity.

AXLE, front:

"I" section beam with reversed Elliott stub axles.

AXLE, rear:

Single speed, fully floating, hypoid final drive. Ratio, 5.286:1.

BRAKES:

Drum hydraulic with Hydovac HSRI/950 booster.

Front (Service), HLS/S, 14" x 2.5".

Rear (Service), 2LS/S/P, 15.25" x 4.25".

SUSPENSION:

Conventional longitudinal semi-elliptic leaf springs, with anchor at front and shackles at rear.

Front: 8 leaves, 45" x 2.25". Capacity at pad, 2,437 lbs.

Rear: 8 leaves, 52" x 2.25". Capacity at pad, 3,500 lbs.

Auxiliary: 4 leaves. Capacity at pad, 640 lbs.

SHOCK ABSORBERS:

Front: Direct acting, telescopic standard. Rear: Direct acting, telescopic optional at extra cost.

The specifications contained herein were in effect at the time this catalogue was approved for printing. 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. Some of the items illustrated or referred to are optional at extra cost.

WHEELS:

2-piece. Wide base, 6-20 W.B. 8-stud.

STEERING:

Worm and peg. Gear ratio, 200:1.

TYRES:

Front: Two 7.50 x 20, 8-ply. Rear: Four 7.50 x 20, 8-ply. Spare: Optional at extra cost.

INSTRUMENTS:

On centrally mounted nacella: Speedometer, odometer, fuel gauge, temperature gauge, hi-beam warning, oil warning, generator warning, instrument light switch, key start switch, vacuum gauge (diesel). Steering column mounted. Self-cancelling turn signals, headlight switch, horn button.

GENERAL:

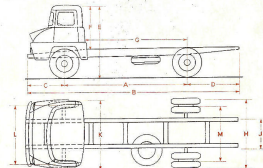
Interior light, driver's sunvisor, door pull handles, cab ventilated by two ducts, driver's log book holder, Eaton 2-speed axle shift instruction plate on driver's sunvisor, engine stop control (diesel).

GENERAL DIMENSIONS

4 Ton — Short Wheelbase

4 Ton — Long Wheelbase

A	138"	152"
B	245.5"	253.5"
C	47.25"	47.25"
D	88.25"	84.25"
E	33.54"	31.54"
F	59.25"	58.25"
G	112.44"	126.44"
H	84.36"	84.36"
J	34.82"	34.82"
K	85"	85"
L	72.18"	72.18"



FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (Incorporated in Victoria)

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