

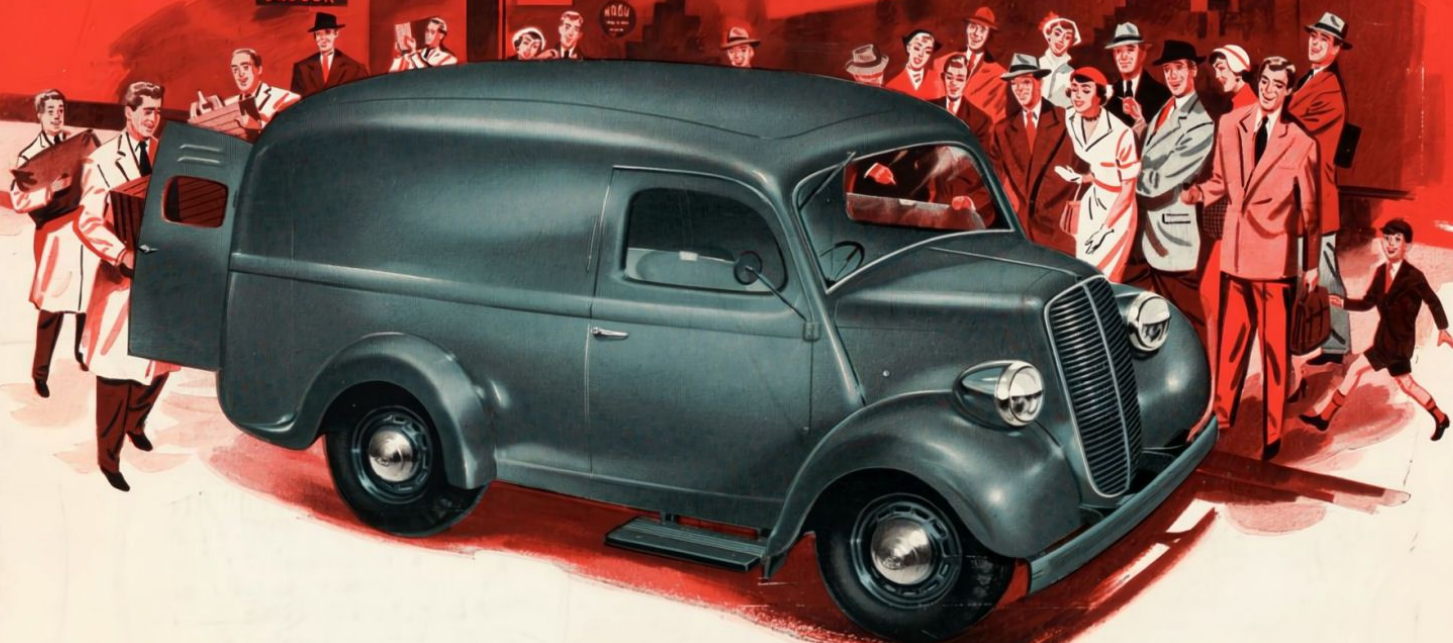


TEN-TEN

10 H.P.

10 CWT

DELIVERY VAN



The Butcher,



the Baker



The delivery taker—



All need the



help



of this real profit maker



The Ford **TEN-TEN** 10 H.P. 10 CWT DELIVERY VAN -



A great worker
A great profit earner

It's a proven money-saver — this Ford Ten-Ten Van. It gives you the advantages of low purchase price, low registration and insurance costs, low depreciation and low operating and maintenance. Its high operating efficiency helps you make profits, and its smart appearance build high prestige for your business. It's just the very thing you need!



The 10 h.p. engine provides adequate power to handle 10 cwt. loads easily with maximum fuel economy.

Worm and nut type steering—light to control, steady on the road.

Transverse semi-elliptic springs front and rear plus double-acting hydraulic shock absorbers on back and front—cradle fragile loads.

10 inches diameter internally expanding, automatically compensated brakes.

Offside and back doors lock from the outside; nearside door from within.

Semi forward control and 90" wheelbase means easy parking, easy handling in narrow streets and lanes.

Fine appointments include smart instrument panel containing ammeter, speedometer and electric petrol gauge. Traffic indicators, outside rear vision mirror.

Semi-forward control increases carrying space and gives driver plenty of room.

Full size doors, side and rear for easy handling of goods.

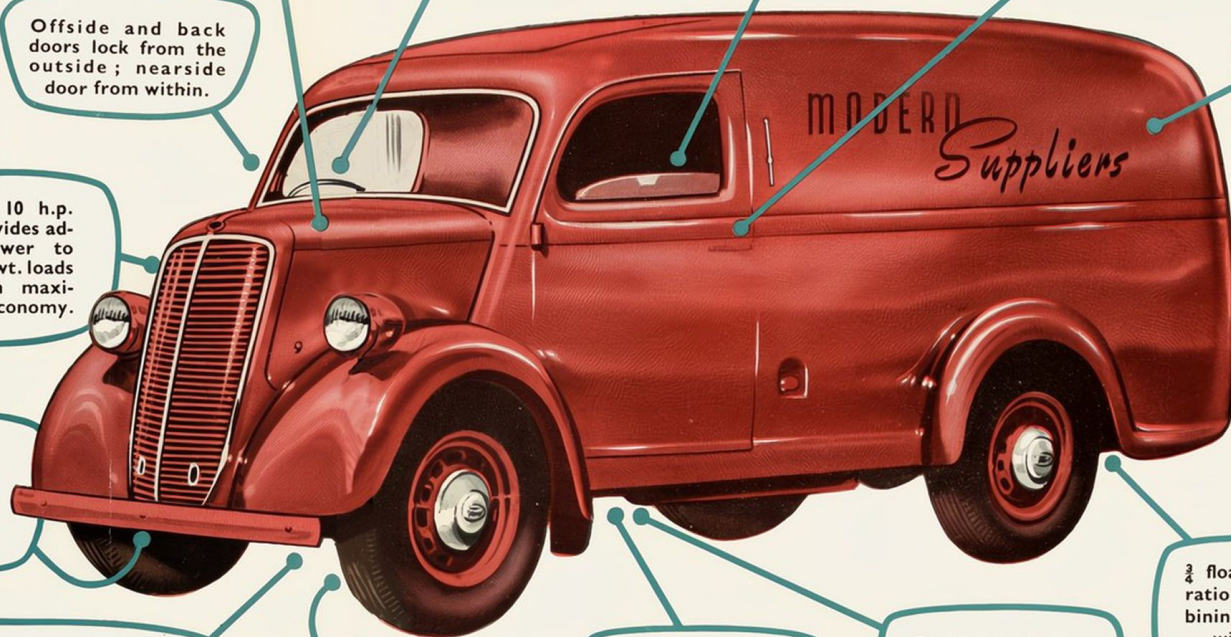
Strong body of composite metal and wood.

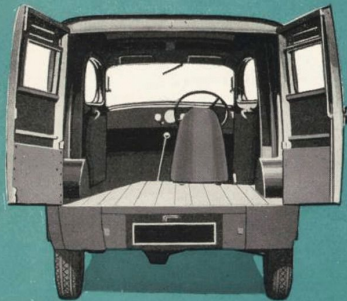
Spare wheel is tucked away under floor and is easily accessible from the outside.

$\frac{3}{4}$ floating rear axle, ratio 6.83 to 1 combining hauling ability with economy.

Synchromesh gears for light, smooth, silent changing.

Special chassis frame engineered for van's Gross Vehicle Weight of 3,400 lbs.





Big Load Space

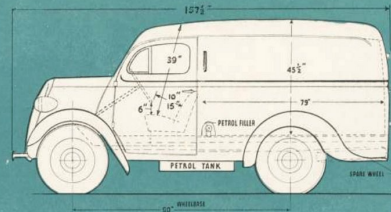
Just look at that wide open space! Lots of room there for bulky loads. Doors open full-width to allow easy access and easy handling. Floor is low levelled to eliminate unnecessary lifting. This is the Delivery that operates at bedrock economy, thus it does not eat into your profits but helps you to increase your earnings.

120 CUBIC FEET CAPACITY FOR LOADS UP TO 10 CWT.

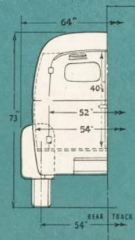


Chassis features and body dimensions

Wheelbase ...	90 ins.
Springbase ...	100.5 ins.
Overall length ...	13 ft. 1½ ins.
Overall width ...	5 ft. 4 ins.
Overall height ...	6 ft. 1 in.
Load space length (mean) ...	6 ft. 7 ins.
Load space width (mean) ...	4 ft. 6 ins.
Load space height (mean) ...	3 ft. 9½ ins.
Tare weight ...	1,926 lbs.
Gross vehicle weight ...	3,400 lbs.
Rear door opening width ...	4 ft. 4 ins.
Rear door opening height ...	3 ft. 4½ ins.
Approx. loading height (unladen) ...	2 ft. 2 ins.
Capacity of body ...	120 cu. ft.
Turning circle ...	36 ft. 0 ins.
Ground clearance ...	8 ins.

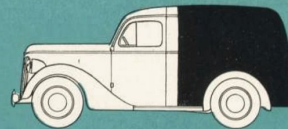


CONVENTIONAL TYPE VAN



For Bulky 10cwt. Payloads

Ford Ten-Ten will carry 10 cwt. of greater bulk than is possible with comparable vehicles of conventional design. The illustrations at right show just how much extra space Ford Ten-Ten provides.



FORD TEN-TEN

Ford TEN-TEN Specifications

Engine — 4 cylinder side valve. Bore 2.5 ins. (63.5 mm.) Stroke 3.64 ins. (92.5 mm.) Capacity 71.55 cu. ins. (1,172 c.c.) R.A.C. rating 10 h.p. Maximum b.h.p. 30.1 at 4,000 r.p.m. Compression ratio 6.16:1. Detachable cast-iron cylinder head. Cylinders cast en bloc and integral with upper half of crankcase. Engine suspension at 4 points on rubber. Intake valves of special steel, nickel chrome alloy exhaust valves, valves being fitted with mushroom-ended stems. Counterbalanced crankshaft of cast alloy steel. 3 main bearings. Aluminium alloy pistons with 2 compression and one oil control ring above fully floating gudgeon pin.

Lubrication — Submerged gear type oil pump delivering under pressure to cam-shaft, main and connecting rod bearing. Capacity of sump 4 pints. "Throw-away" type bypass oil filter fitted.

Cooling System — Thermo-syphon type cooling system with 11-inch, two bladed fan driven by V belt. Capacity of system 2 gallons.

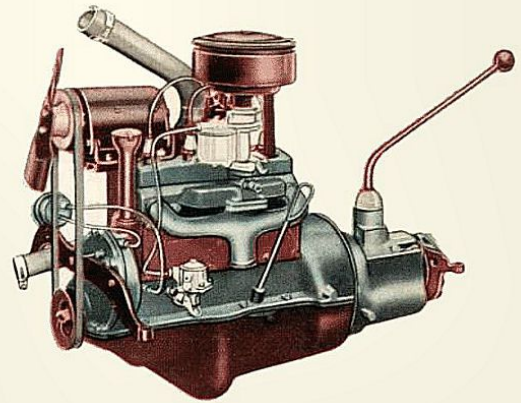
Fuel System — Down-draught carburettor, incorporating easy starting device, supplied via mechanical pump driven direct from cam-shaft. Fuel tank of 7 gallons capacity.

Ignition — Battery and coil type ignition. Distributor, mounted on cylinder head and driven from camshaft, incorporates automatic regulation of firing point. Firing order, 1, 2, 4, 3.

Clutch — Dry, single plate, with heavy-duty ball thrust release bearing which is pre-lubricated.

Transmission — 3 forward speeds, one reverse. Synchromesh between 2nd and top. Gearbox oil capacity 1 pint. $\frac{3}{4}$ floating rear type axle, ratio 6.83 to 1 combining hauling ability with economy. Torque tube and radius rod drive. Spiral bevel final drive. Roller bearings throughout. Rear axle oil capacity $1\frac{1}{2}$ pints.

Brakes — Four wheel fully automatically compensated internal expanding cable operated brakes. Individual adjustment on each wheel. Foot brake operates all four wheels, hand brake on rear wheels only.



Steering — Worm and nut type. Ratio 19:1.

Suspension — Transverse semi-elliptic springs fitted front and rear. Radius rods maintain axle alignment. Oil less type spring shackles. Double-acting hydraulic shock absorbers fitted at all 4 wheels.

Wheels and Tyres — Pressed steel wheels fitted with 6.00 x 16 tyres.

Electrical Equipment — 6 volt, 13 plate battery. Two-brush type generator. Voltage regulator.

General Equipment — Ammeter, speedometer, and electric petrol gauge. Outside rear view mirror. Front bumper. Tool box under floor in front. Trafficators.

Body Specification — Standard Van — Composite wood and metal body. The offside and rear doors can be locked from outside. Whilst the near side door can be locked from within. Balanced type quick-lift window in front doors. Spare wheel compartment under floor at rear, accessible from outside of van.

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