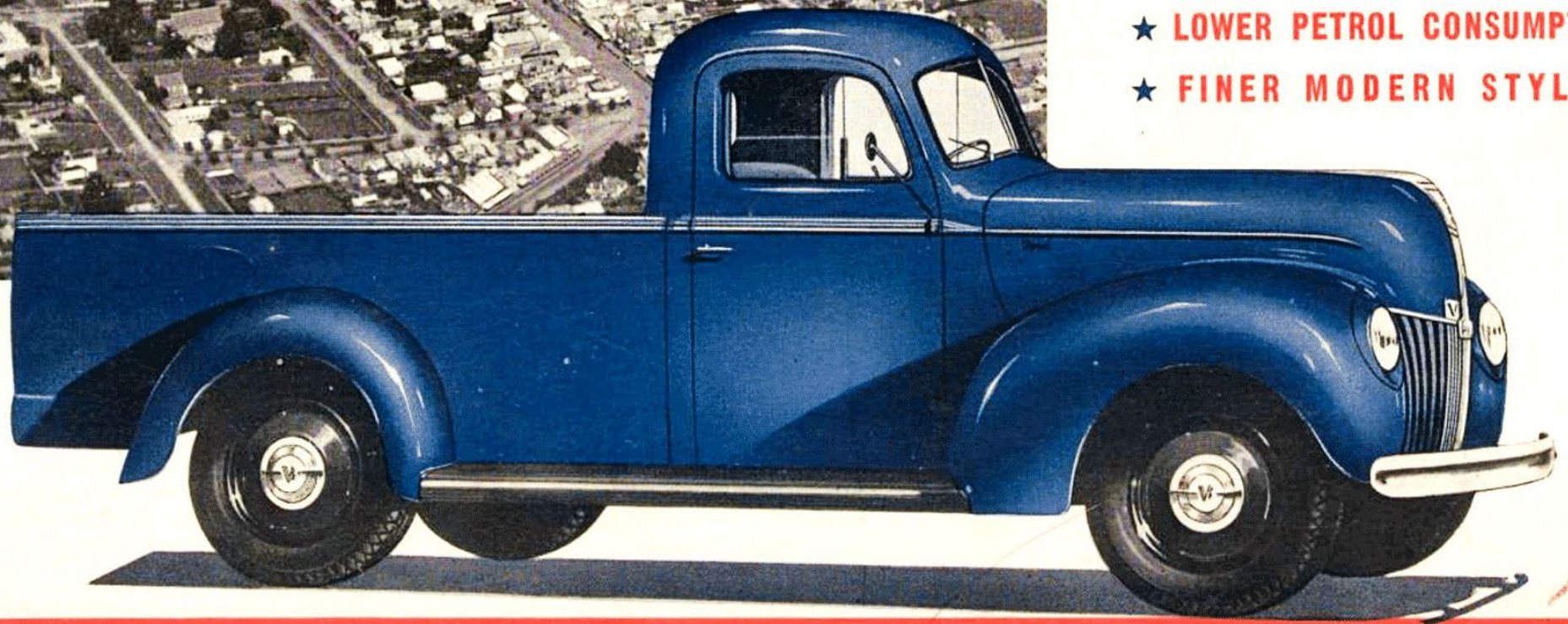




**10-18 Cwt. CAPACITIES FOR TOWN AND COUNTRY USE**



# **FORD V-8**

*Utility-Trucks*

- ★ **BIGGER PAYLOAD RATING**
- ★ **LOWER PETROL CONSUMPTION**
- ★ **FINER MODERN STYLING**

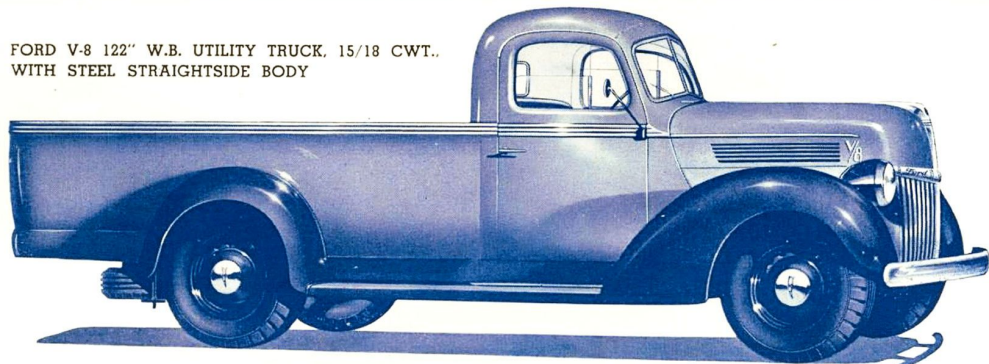


*Ford offers*

A UTILITY BODY STYLE AND RATING TO SUIT YOUR JOB AND YOUR POCKET

FORD V-8 UTILITIES ARE EXTREMELY WELL ADAPTED TO SPECIAL TYPES OF BODIES . . .

FORD V-8 122" W.B. UTILITY TRUCK, 15/18 CWT.,  
WITH STEEL STRAIGHTSIDE BODY



**NEW PIVOT VENTILATING SIDE WINDOWS**—An important improvement on all 1940 Ford Utilities. Rear half of window with metal divider slides down out of sight, front portion is pivot mounted to give controlled, draught-free ventilation as required.

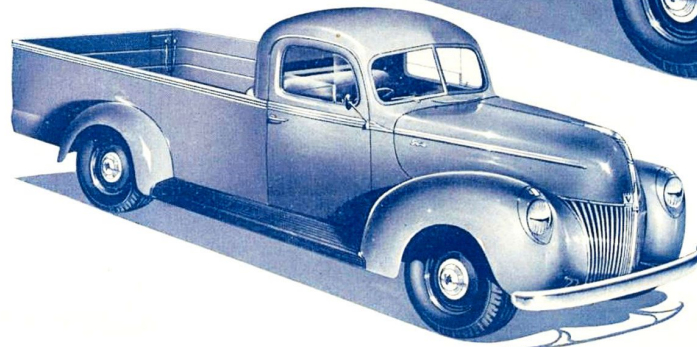
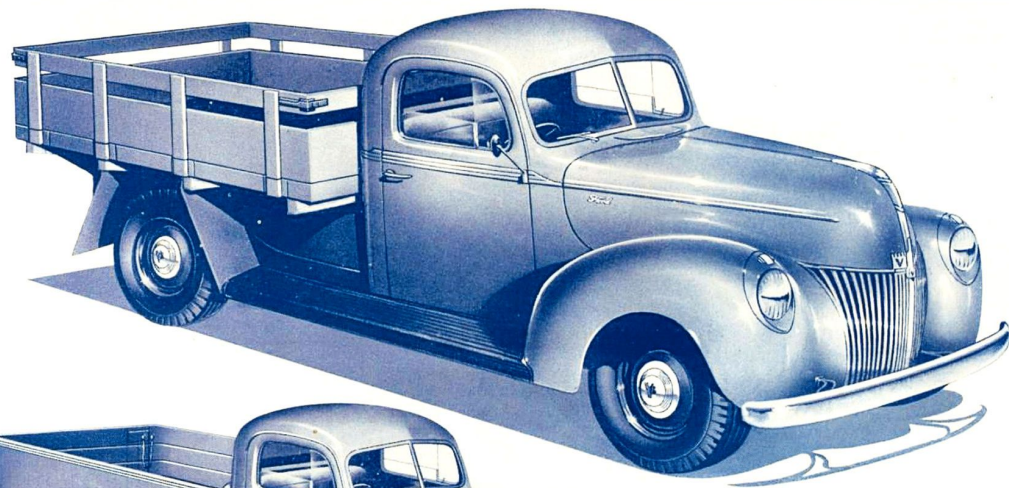
Here are the Ford V-8 Utility Trucks for 1940, setting a new high standard for outright pound for pound value in the medium weight utility transport field. These sturdy low cost units give all the tried and tested features that have made Ford V-8 Utilities famous for long-life and life-long economy—and more. They give you as well a host of new and improved features that mean added comfort, smarter styling, better performance.

#### 112" WHEELBASE

The outstanding features of this unit, which is a combination of fine appearance, ample strength, power and economy, are as follows: Units available include—chassis, chassis with cab, straightside and welltype bodies in both half ton and three quarter ton capacities and, in addition, dropside, platform and stakeside bodies are available on the three-quarter ton unit. All models have: aerotype shock absorbers, transverse front and rear springs for half ton models and transverse front and rear plus semi elliptic rear springs for three-quarter ton models. Drive is of torque tube and radius rod type. The standard V-8 engine has oil bath air cleaner, and the three-quarter floating rear axle with straddle mounted pinion has 4.11 to 1 ratio. The frame is of double drop type with exceptionally rugged "X" member and channels forming box sections.

#### 122" WHEELBASE

Entirely new to the Ford range this 122" wheelbase model is available as chassis, cab chassis and with dropside, platform, steel straightside, welltype, stakeside and panel van bodies. The chassis construction follows truck design with heavy 6" deep frame, truck type rear axle assembly, semi elliptic springs front and rear, and Hotchkiss drive with needle roller bearing universal joints at each end of drive shaft. Bodies up to 8 ft. x 6 ft. 6 in. may be fitted and standard tyre equipment is 4 6.50 x 16 6-ply truck type tyres. Other features include 3-speed gearbox with normal position for gear lever, two hydraulic shock absorbers on front axle, 4.11 to 1 rear axle ratio with truck type crown wheel and rear axle. Brakes are hydraulic and braking area is 162 sq. ins.



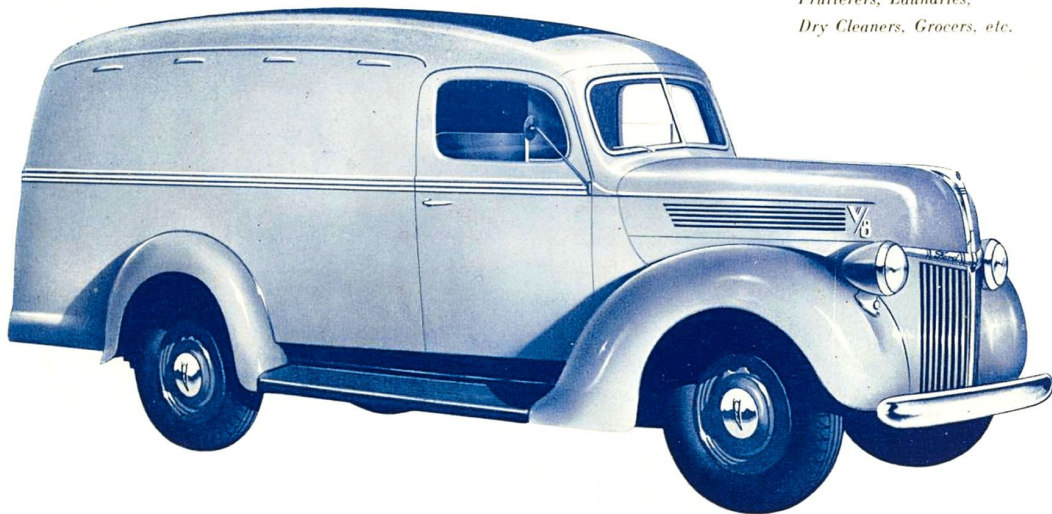
**THE FORD 112" W.B. UTILITY TRUCK**—Available in a wide range of body types including chassis, cab chassis, straightside (illustrated at left) and well-type bodies in both 10 and 15 cwt. capacities, and in addition stakeside (illustrated above) dropside and platform models are available on the 15 cwt. capacity unit. A special feature of this model is its low price and complete equipment, including: Safety glass all round, pontine upholstery, aero-type shock absorbers front and rear, bumper bar; auxiliary springs and 6-ply tyres on all 15 cwt. models.



# Ford Utility-Trucks

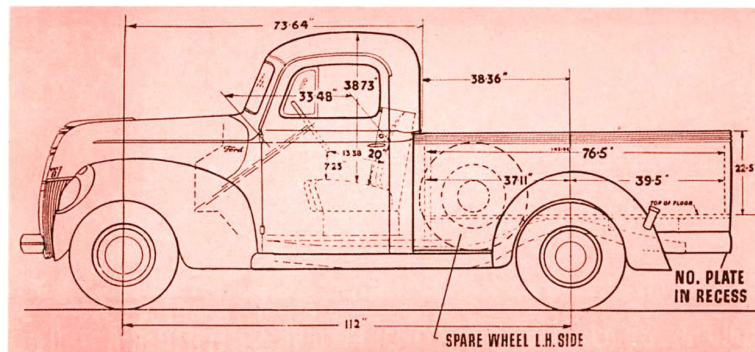
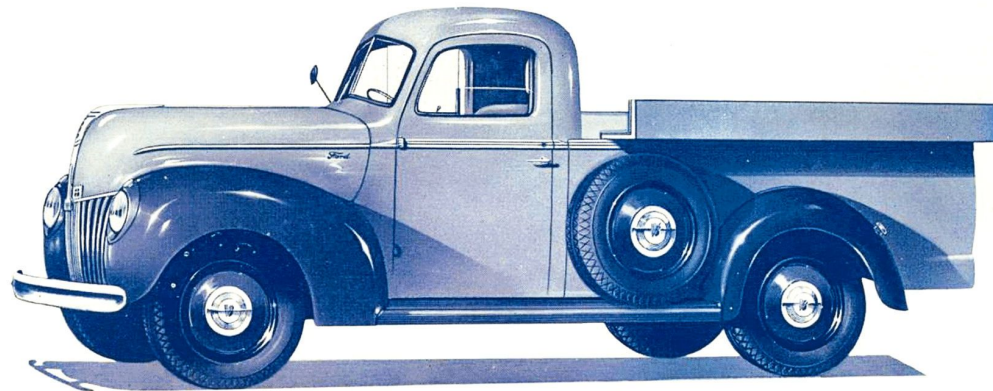
BUILT FOR STRENGTH AND STYLE — ENGINEERED FOR LOWER COST DELIVERY SERVICE IN 10-18 Cwt. CLASS

- Ideal for Butchers,  
Frailerers, Laundries,  
Dry Cleaners, Grocers, etc.



THE FORD V-8 15-18 CWT. 122 IN. W.B. VAN. — This new model, designed for loads normally too heavy for the 112 in. W.B. Panel Van and too light to haul economically with heavier trucks, fills the want for larger van bodies for light bulky loads, giving in addition exceptional economy of operation. The broad side panels are admirably suited to every form of signwriting display and a good "name-plate" added to its handsome

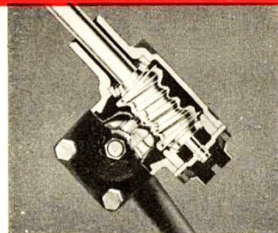
appearance will combine to make a striking advertising and selling display for any business. Special features include: Safety glass in windscreen and new pivot ventilating windows, pontine upholstery, new instrument panel with Shiftoguide speedometer, new semi-elliptic front springs with hydraulic shock absorbers, new all-enclosed rubber cushioned drive line and 6-ply truck type tires all round.



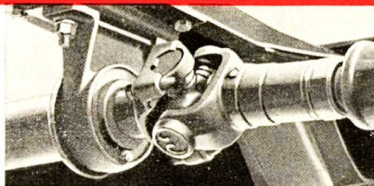
THE FORD V-8 112 IN. W.B. WELL-TYPE UTILITY. — Powerful and sturdy, this unit is ideally suited for short haul, medium weight transport. A complete range of body types is available in both 10 and 15 cwt. capacities. This unit is ideally suited for special body types, giving generous load space dimensions, as shown by the diagram illustrated at left. Frame is of massive double drop type with X member extending to full chassis length forming box section of immense strength and rigidity. Springs are transverse with semi-elliptic helper springs for 15 cwt. models. Rear axle is  $\frac{3}{4}$  floating with straddle mounted pinion, ratio 4.11 to 1. Torque tube and radius rod drive is retained with 3-speed synchromesh gear box and semi-centrifugal clutch. Brakes are over-size hydraulic for smooth straight-line stops under all conditions.



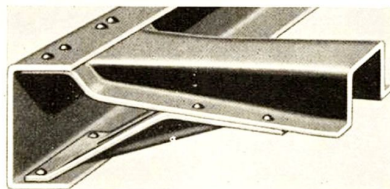
## 122 in. WHEELBASE



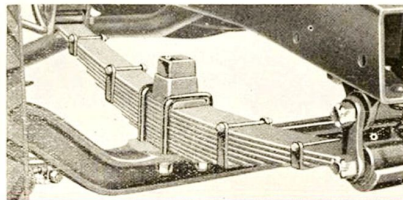
**NEW UNIVERSAL JOINTS**(right)—Needle roller bearing type, fully enclosed and permanently sealed against dust and mud. Drive line centre bearing is completely enclosed in rubber for greater anti-friction efficiency and smoother operation.



**ALLIGATOR TYPE CROSS MEMBERS** (below)—Ford 122 in. W.B. frames are exceptionally rugged. The side members are deep, and the wide-flanged cross members are of the alligator type, giving great strength and rigidity.

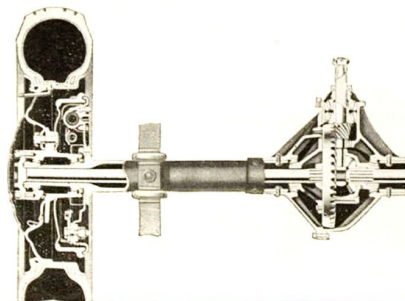


**NEW SEMI-ELLIPTIC FRONT SPRINGS** (below) on 122 in. W.B. follow upon the introduction of this type of front suspension on Ford V-8 Trucks for 1940. Spring eyes are double-wrapped for safety.



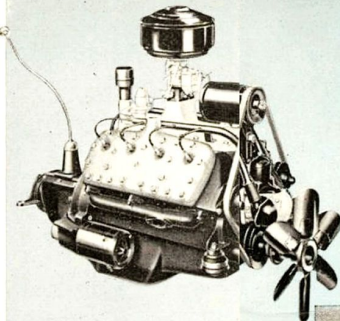
**EASY STEERING**—Ford V-8 steering is easy and positive, due to the 13.2 to 1 steering ratio, the worm and roller steering gear and short turning radius. These features all contribute to added safety in traffic and on the open road.

**FULL FLOATING REAR AXLE**—The Ford 122 in. Utility Truck axle assembly has all the features of design of the Heavy Duty Ford Truck axles. This full floating axle provides greater reliability as the axle shafts are entirely relieved of weight stresses—all the load being carried directly by the housings to the wheels, leaving the axle shafts free to drive, not carry, the load.



*These unseen features*

OF THE FORD V-8 ENGINE ADD UP TO LONG LIFE AND LIFE-LONG ECONOMY

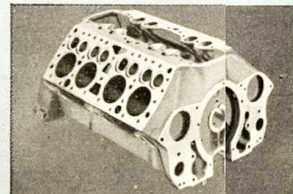


**FULL LENGTH WATER JACKETS**—Ford water jackets are more than full length—they completely surround the cylinders and extend down the crankcase walls. This keeps oil and engine temperatures even, reduces cylinder wear.

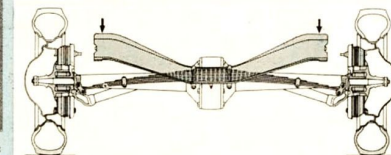
**FORD PRECISION-SET VALVES**—These have enlarged stem ends, and are exceptionally hard to resist wear and ensure quiet valve action. Valve clearance is precision set and need for periodic adjustment is eliminated.

**VALVE SEAT INSERTS**—Another refinement that emphasizes the quality in the 1940 Ford V-8 engine is the use of tungsten chromium steel inserts for both intake and exhaust valve seats.

**FORD V-8 LONG LIFE ECONOMY ENGINE** developing 170 ft. lbs. torque and 95 B.H.P. Long life features for which this power unit has become famous include: Floating type connecting rod bearings, mirror finished cylinder walls, oil bath air cleaner, cast alloy crankshaft, etc.

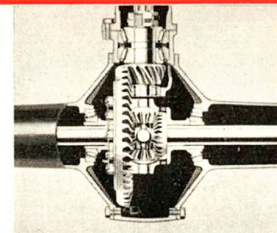


**ONE PIECE CYLINDER BLOCK**—In the Ford V-8 engine both banks of cylinders, crankcase, exhaust passages and fly-wheel housing are cast in one piece. This ensures permanent precision alignment for all working parts.

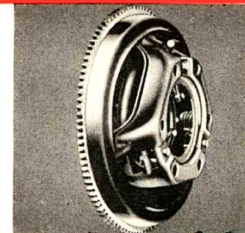


**NO LOAD ON AXLE SHAFTS**—All weight is carried by the rear springs directly through the axle housing to wheels and tyres. As a result axle has maximum driving efficiency, as excess loading cannot cause axle deflection and increase friction.

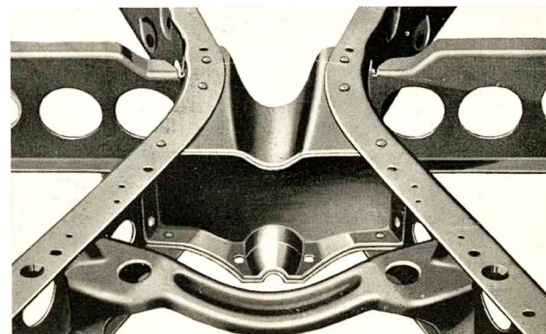
## 112 in. WHEELBASE



**FLOATING REAR AXLE**—Driving pinion is straddle mounted, differential has four pinion gears instead of the usual two, and side bearings are large for quiet operation and longer life.



**SEMI-CENTRIFUGAL CLUTCH** with power-transmitting capacity 100% in excess of actual requirements. Centrifugal force increases clutch plate pressure as engine speed rises, preventing slippage and permitting light, easy pedal pressure to be used.



**MASSIVE DOUBLE DROP FRAME**—Ford 112 in. W.B. Utility Truck frames are of massive double drop construction with X girder member of deep section for added strength and rigidity. This X girder member extends from end to end of frame, forming box section with side frame members of immense strength for its low weight.



# Specifications

**ENGINE**—V-8 90° "L" Head. Piston displacement, 221 cubic inches. Bore, 3-1/16th in. Stroke, 3 3/4 in. H.P. rating R.A.C., 30.00. B.H.P., 95. Torque developed, 170 ft. lbs. Compression ratio, 6.5 to 1. Forced feed lubrication to all main, connecting-rod and camshaft bearings. Crankcase capacity, 4 quarts. Cylinder heads are aluminium, cylinder walls mirror finished.

**CRANKSHAFT**—Special Ford cast alloy steel, weight 66 lbs. 3 main bearings, effective main bearing surface 36.99 sq. in. Statically and dynamically balanced.

**CONNECTING RODS**—Manganese steel forgings, floating type alloy bearings, bronze piston pin bushings.

**PISTONS**—Light weight cast alloy. Floating type piston pins with bearing surfaces in both rod and piston.

**CAMSHAFT**—Wear-resisting cast alloy iron. Three steel-backed babbit bearings.

**VALVES**—All intake and exhaust valves are heat resisting chrome nickel alloy steel.

**VALVE SEAT INSERTS**—Tungsten steel for all intake and exhaust valves.

**LUBRICATION**—Direct pressure oiling to all crankshaft, camshaft and connecting rod bearings; also to timing gears.

**COOLING**—Two centrifugal water pumps, packless, self-lubricating type. Fan is now mounted on end of crankshaft for greater efficiency.

**FUEL SYSTEM**—Dual down-draft carburettor fitted with oil bath air cleaner and silencer and economy Vacuum Valve. Engine driven fuel pump.

**IGNITION**—Direct driven unit with distributor and coil in waterproof housing. Fully automatic spark advance—vacuum controlled governor.

**BATTERY**—17 plate—100 ampere hour capacity.

## 112" W.B. MODELS (O.I.C.)

**CLUTCH AND TRANSMISSION**—Dry, Single-plate Clutch with plate pressure increased by centrifugal force. Diameter, 9 in. Surface, 75 sq. in. 3-speed selective gear transmission. All gears silent helical type. Synchronised second and high gears.

**BRAKES**—Four wheel hydraulically operated, normally energised internal expanding 2-shoe type. Drum diameter, 12 in. Hand lever location—right side of steering wheel under instrument panel. Hand brake operates mechanically on rear wheels.

**SPRINGS**—Ford transverse cantilever of chrome alloy steel front and rear. Controlled by aero-type double-acting hydraulic shock absorbers. Spring leaves grooved to take pressure-gun lubrication, fitting on tie bolt. Oil-less bearing type shackles. Underslung auxiliary rear springs free shackled at both ends standard equipment on 3-Ton units. Optional at extra cost on other models.

**FRAME**—Special Ford design. Pressed carbon steel. Double drop, with X members. X-member channels extend to ends of frame. Main side members, depth 5 1/2 in.

**STEERING GEAR**—Worm and roller. Ratio, 18.2 to 1. Worm mounting—two tapered roller bearings. Wheel diameter, 17 in.

**FRONT AXLE**—Special Ford carbon manganese steel. "I" beam reverse Elliott. Adjustable tapered roller wheel bearings.

**REAR AXLE**—3 floating type. Spiral bevel gear with straddle mounted pinion. Material: Ford carbon manganese steel. Roller bearings throughout. Gear ratio, 4.11 to 1. Shafts, 1 1/4 in. diameter.

**TYRES**—1/2-Ton, 6.00 x 16 4-ply; 3/4-Ton, 6.50 x 16 6-ply.

**TURNING CIRCLE**—38 ft. 2 in. right or left.

**WHEELBASE**—112 in. Springbase, 123.13 in.

## 122" W.B. 15/18 CWT. MODELS (O.I.D.)

**CLUTCH**—Semi-centrifugal type. Plate pressure increased as engine speed is increased. 11" diameter, friction area 123 sq. in.

**TRANSMISSION**—3-speed synchromesh. Heavy-duty type with roller and ball bearings in all forward speeds.

**UNIVERSAL JOINTS**—Needle roller bearing type, fully enclosed and permanently sealed against dust and mud.

**FRAME**—High carbon pressed steel. 6 cross members, alligator type, of deep section and widely flanged. Length 189.56", depth 6", width 2 1/4", thickness 3/16".

**AXLES**—Front: Heat treated alloy, drop centre type, large I beam section. Rear: Full floating with straddle-mounted pinion and ring gear thrust plate, ratio of 4.11 to 1.

**SPRINGS**—Semi-elliptic front and rear. Oil-less type shackle bearings with spring eyes double-wrapped for safety. Total spring capacities—front 2,000 lbs., rear 3,900 lbs., total 5,900 lbs.

**SHOCK ABSORBERS**—Double-acting, aero-type hydraulic on front.

**STEERING**—Worm and roller type, ratio 18.2 to 1. Steering wheel 17" diameter.

**BRAKES**—Powerful hydraulic. Drum rings are cast iron, cast integrally with steel drum discs. Total lining area 162 sq. in. Handbrake operates rear wheel brakes independently.

**WHEELS**—Five 16" x 5". Truck type, steel disc riveted to steel rim.

**TYRES**—Four 6.50 x 16 6-ply Truck type.

**TURNING RADIUS**—22 ft.

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

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (INCORPORATED IN VICTORIA) REGD. OFFICE, GEELONG

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