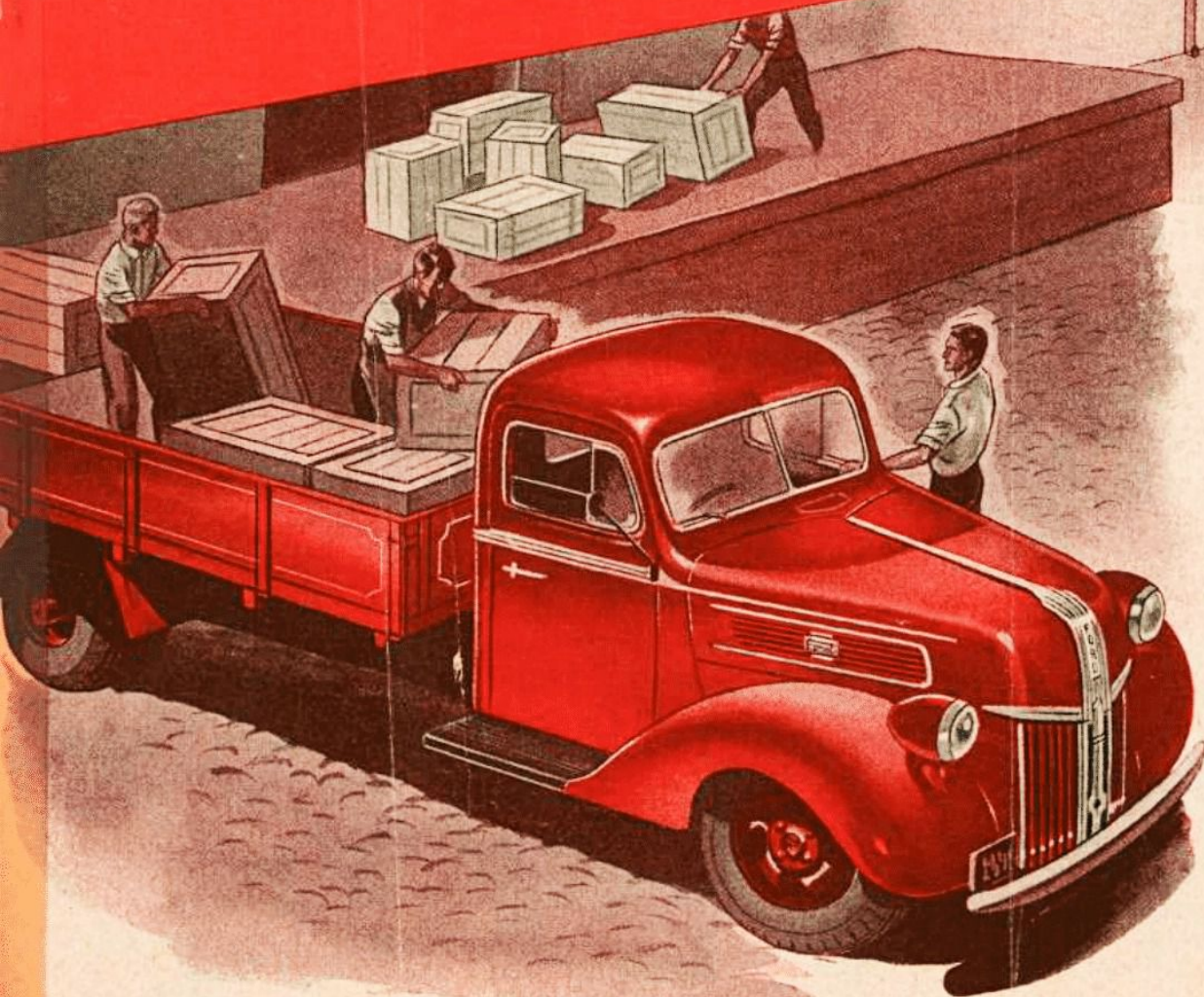


**WHAT DO
YOU HAUL?**



Ford

3·4·5 TON TRUCKS

WITH GROSS VEHICLE CAPACITIES
FROM 14,500 LBS. TO 18,000 LBS.

**GIVE BIGGER PAYLOADS
AND BIGGER PROFITS**

MORE loads than ever will be hauled by Ford Trucks in 1941, because Ford's great range of specialised units are built to meet today's demand for money-saving, petrol-saving dependability. Today's trucking jobs must be done with speed, thrift and efficiency—Ford trucks meet these requirements with generous margins of power, economy and reliability.

More power with economy is characteristic of the Ford V-8 truck engines because of the high torque which they develop over a wide range of engine speeds . . . speeds at which truck engines run most of the time . . . speeds at which greater engine economy is obtained.

The combination of 2 V-8 engines with 184 lbs. ft. torque at 1,850 R.P.M. and 170 lbs. ft. torque at 2,200 R.P.M. means that the purchaser can select the appropriate power unit for his particular job. A wide range of axle ratios, 6.66 to 1 for 3 and 4 Ton Trucks (optional 2-speed axle ratios 5.83 and 8.11 to 1) and heavy-duty 2-speed axle ratios of 6.3 and 8.81 to 1 as standard for 5-tonners means a saving that can be reckoned in gallons of petrol and engine revolutions.

Look over this broad line of Ford trucks and check the values they offer. Ask your Ford dealer to show you the new special Ford Truck Manual—take any truck in the range and test it on **your** job, where the proving ground is the same roads that the vehicle will have to travel later hauling the same loads and in the hands of the driver who will have to run it.

An on-the-job test will speak more convincingly than words for there Ford V-8 trucks show at their best. There is no obligation and your Ford dealer will be glad to make arrangements to suit you.

The 3, 4 and 5 ton Trucks shown in this catalogue are but a section of the Ford commercial range. There is the 10 h.p. with 35 to 40 M.P.G. economy for 5 to 7 cwt. loads . . . the 10-10 Van providing 10 cwt. capacity with 10 h.p. economy . . . the smart Ford V-8 Coupe and De Luxe Coupe Utilities, Panel Vans . . . the 10-15 cwt. General Utility and a range of trucks covering 18 cwt., 1 ton, 30 cwt., 2 ton capacities. Ask for catalogues and details free on request.

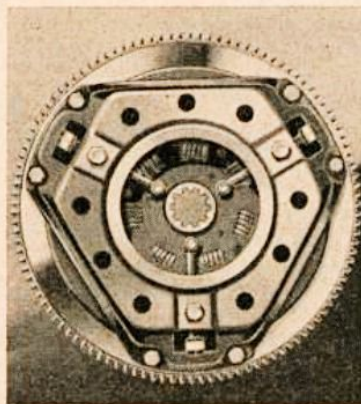
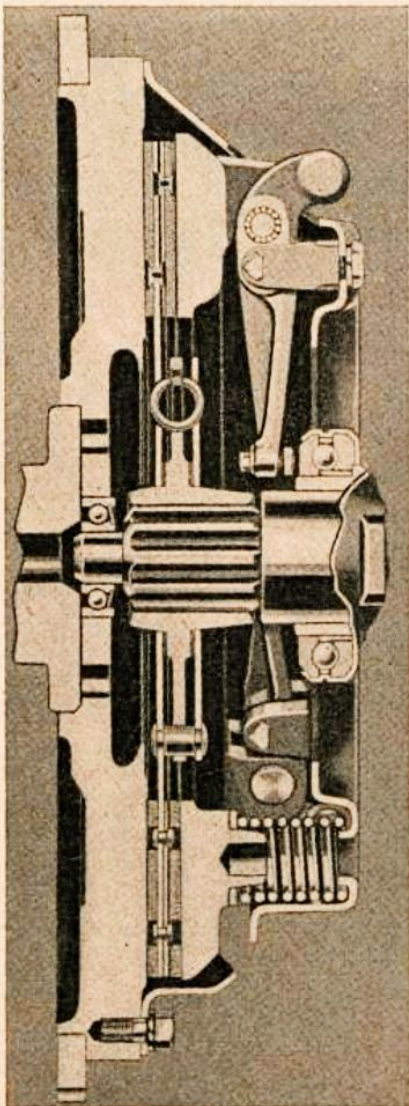
SEMI-CENTRIFUGAL CLUTCH

WITH POWER TRANSMITTING CAPACITY FAR
IN EXCESS OF MAXIMUM ENGINE TORQUE

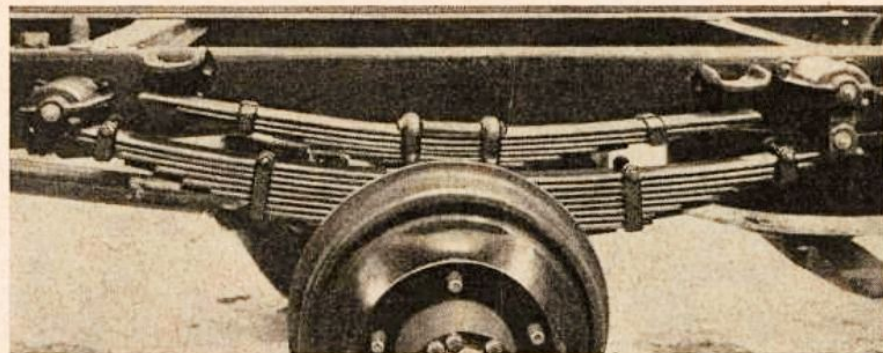
In Ford clutches, centrifugal force is used to supplement that exerted by the clutch springs. The centrifugal force automatically increases with the engine speed building up the power transmitting capacity of the clutch far in excess of maximum engine torque. There is no tendency for the clutch to slip, therefore, since clutch plate pressure increases when the engine is accelerated, wear on the clutch facings during the engaging action is minimised. Another feature of the Ford clutch, and one appreciated by every truck driver, is the easy pedal pressure at gear shifting speeds. Special cushioning springs between clutch disc and facing make clutch engagements easier when starting, preventing chattering or grabbing.

Clutch disc diameter is 11 ins. and friction area 123.7 sq. ins.

The Ford V-8 5-tonner features a Special Heavy Duty clutch with special woven facings and heavier springs.



FORD FEATURES OF RUGGED STRENGTH



HEAVY DUTY SPRINGS

Total spring capacity of Ford 3-ton trucks is 15,450 lbs.; for the 4-tonner, 17,050 lbs.; and the 5-ton "Supertruk" spring capacity is 18,800 lbs. Each of the 3 and 4 tonner front springs has 11 leaves—rears 10 leaves and 7 auxiliary.

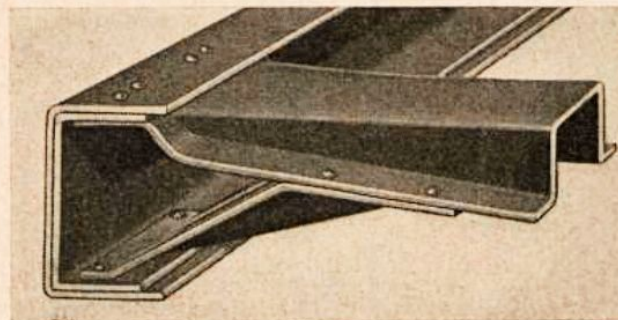
134 in. and 158 in. W.B. 5-tonners have 12 leaves in each front spring, with 12 leaves and 7 auxiliary in the rears.

176 in. and 194 in. W.B. 5-tonners have 15 main and 3 rebound in the fronts, and 12 main and 7 auxiliary in the rears.

FRAMES

3-ton frames of high carbon channel steel with elastic limits of 42,000 lbs. Dimensions: 7 ins. deep, $\frac{7}{32}$ in. thick. 4 and 5 tonners of 134 in. and 158 in. W.B. use dual frames 7 in. x $2\frac{3}{4}$ in. x $\frac{3}{8}$ in.—the outer of high carbon channel steel and the inner of ductility high tensile steel.

176 in. W.B. 3, 4 and 5 tonners also use dual frames but in both inner and outer frame are of ductility high tensile steel with elastic limit of 54,000 lbs. per square inch. Dimensions 7 in. x 3 in. x $\frac{3}{8}$ in. The 5 tonner 194 in. W.B. dual frame is made up of high carbon channel steel with sideplate and angle reinforcements. Frame dimensions 9 in. x 3 in. x $\frac{1}{2}$ in.



GREATER PAYLOADS AT LOWER OPERATING COSTS

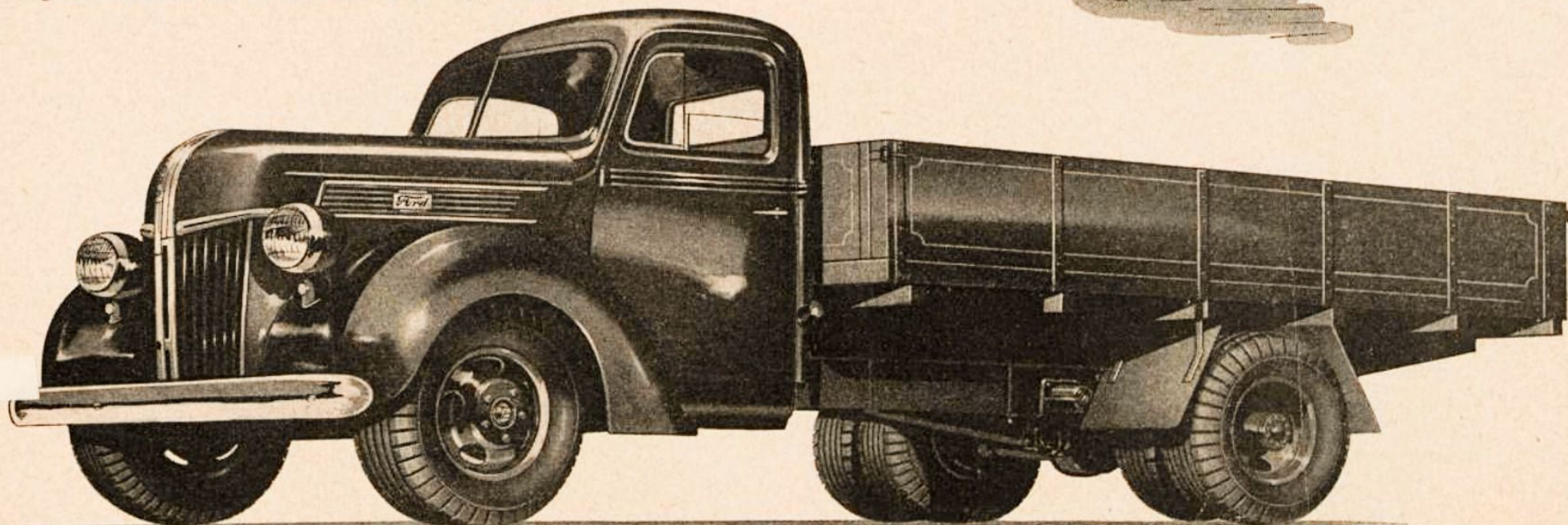
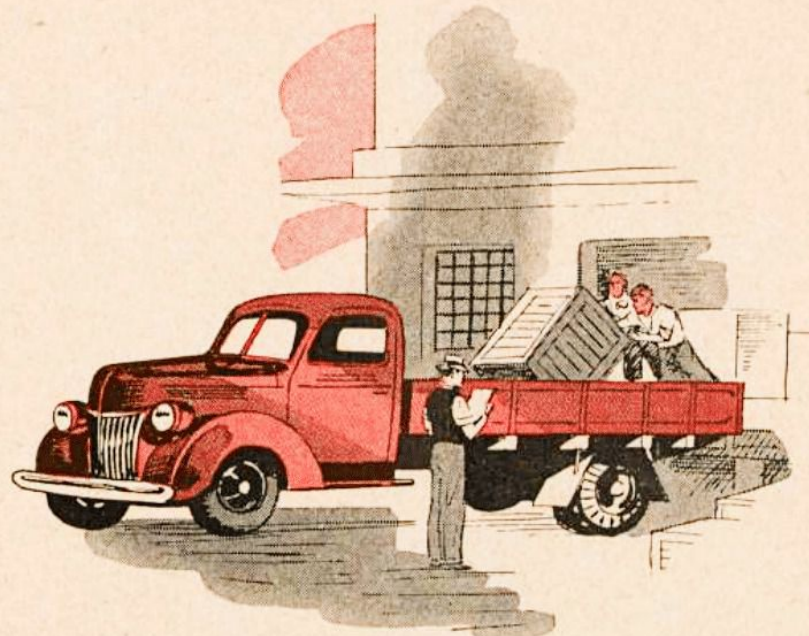
**FORD V-8 3 TONNERS 14,500 LBS. AND 4 TONNERS 16,000 LBS.
GROSS VEHICLE CAPACITIES.**

Typical of Ford V-8 Truck value and payload capacity is the 3-tonner with a gross vehicle weight of 14,500 lbs. As the tare weight approximates 5,250 lbs., there is a payload capacity of about 9,250 lbs. and that's but one indication of the inbuilt **strength** in frames, springs and rear axles.

Ford 3 and 4 tonners are available in 134 ins., 158 ins. and 176 ins. wheelbases, with spring capacities ranging from 15,450 lbs. to 17,050 lbs. Body sizes 9 ft. 6 ins. x 7 ft., 12 ft. 6 ins. x 7 ft. and 14 ft. 6 ins. x 7 ft. Tyre equipment, of course, is important and on the Ford 3-tonner 6, 32 x 6, 10 ply tyres are provided and for 4 tonners 2, 7.00 x 20 and 4, 34 x 7, 10 ply.

Ford V-8 petrol economy is traditional, and that of the 3 and 4 ton units outstanding, because the maximum engine torque (170 lbs. ft.) is developed at 2,200 revs. At this point the 3-tonner has a road speed of 31-34 m.p.h., which, in addition to fuel economy, means less gear changing on hills. Optional at low extra cost is a special Heavy Duty Motor with a displacement of 239 cub. ins. and developing 184 lbs. ft. torque at 1,850 r.p.m.

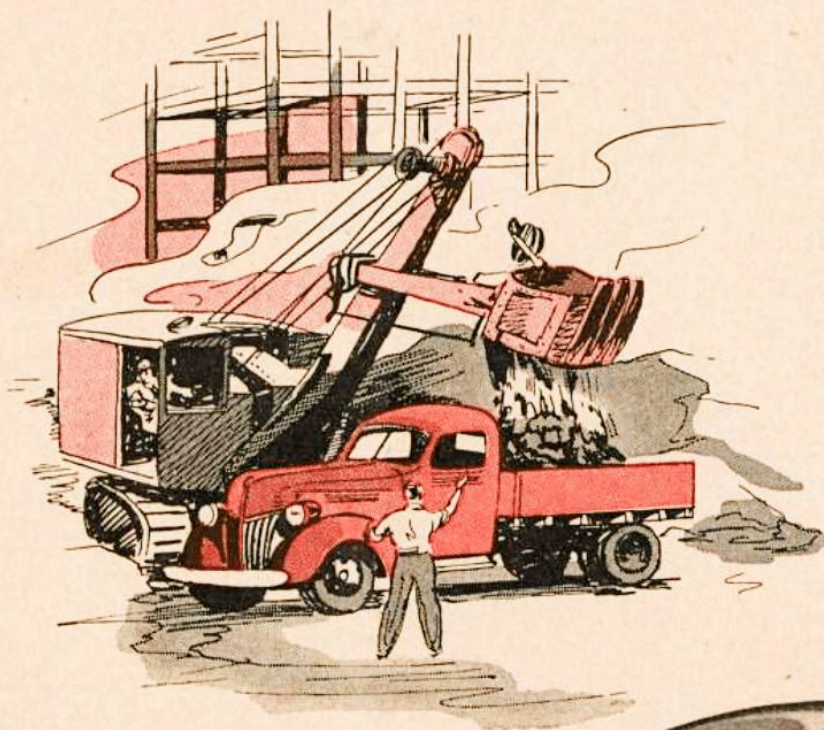
Ford 3 and 4-tonners have, as standard equipment, the 6.66 to 1 axle ratio designed to give maximum performance in high gear with greatest economy. For unusually tough jobs a 2 speed axle with 5.83 and 8.11 or 6.3 and 8.81 to 1 ratios will prove a good investment and is obtainable at low extra cost.



THE FORD V-8 3-4 TON TRUCK WITH DROPSIDE BODY 134 IN., 158 IN. AND 176 IN. W.B.

Available also as platform or tipping unit. Dual rear wheels are standard.

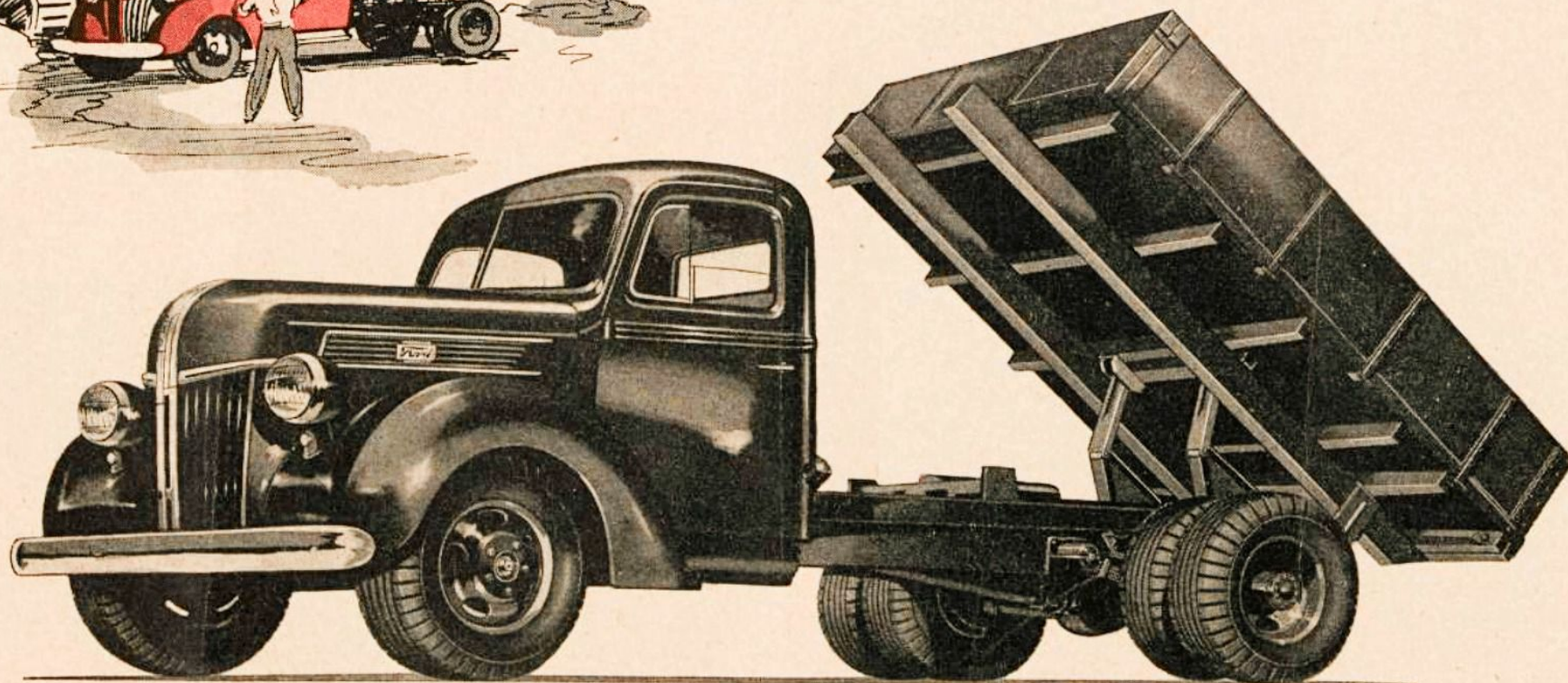
BUILT TO STAY LONGER ON THE JOB



FORD V-8 TIPPING TRUCKS AVAILABLE AS 3-4-5 TONNERS. Builders, contractors, quarrymen buy this Ford truck in increasing numbers every year, because they need a **tough** truck for a tough job — and **power** to pull heavy loads up ramps and out of excavations.

The frame of a tipping truck must be strong and rugged — Ford V-8 tippers provide **dual frames**, both welded into a solid $\frac{3}{8}$ in. unit, almost double the thickness of a standard job. There's **long** life in the V-8 engine with its semi-steel cylinder block, cast alloy steel crankshaft, full length water jackets and oil bath air cleaner as standard equipment. There's **power** too . . . the 5-ton tipper, for example, with its 2-speed axle in low gear will haul 21,500 lbs. up a grade of 1 in 5 on a hard smooth road. Where dual wheels are at a disadvantage special single "army type" rear wheels and tyres 10.50 x 18, each with a capacity of 4,400 lbs. are available as optional equipment.

TIPPING GEAR: Tipping gear available includes hand tip, mechanical power tip operated through the gearbox and the famous **G-long Underbody Hydraulic Hoist**. Exceptionally high sales of the G-long hoist enable Ford Motor Company to buy these at low prices and pass the savings on to the purchaser. "G-long" hoists are made in 6 ton capacities with big margins for overloads. A cylinder of special steel tubing is used for these hoists. The body is secured to hoist at 4 points assuring that on uneven ground levels the body is under control at all times.



THE FORD V-8 HEAVY DUTY TIPPER with "G-long" underbody hydraulic hoist of 6 tons lifting capacity.

The **FORD** *Engine Exchange Service*

**ASSURES ECONOMY OF OPERATION,
LONG LIFE AND ECONOMY OF SERVICE**

Not only is an Engine Exchange under the Ford Engine Exchange Service lower in price than a complete engine overhaul, but also it pays for itself in time saved alone. For Bus Proprietors, Haulage Contractors, and all who cannot afford to have their vehicles off the road for long periods, the Engine Exchange Service is a real money saver.

When the time comes for engine overhaul, arrange with your local Ford Dealer for an exchange engine. Leave your Truck with him and 6 or 7 hours later drive it away again with a factory reconditioned engine as good as new, carrying the same warranty as a new engine and giving, of course, the same powerful economical performance.

In this service you get an engine that has been bored, honed, and the cylinder walls polished to the same mirror finish as that of a new engine. The crankshaft has been re-ground, and new bearings fitted throughout. The connecting rods have been rebuilt, equal to new. New valves, valve springs, guides and push rods have been fitted. The oil pump has been overhauled, new timing gears fitted and a complete new set of pistons, rings, and gudgeon pins, weighed in sets for correct engine balance, fitted.

In addition, your replacement engine has been assembled, fully tested and "run-in" in the same way as a new engine.



THE FORD V-8 5-TON "SUPERTRUK" WITH 18,000 LBS. GROSS VEHICLE CAPACITY

Wartime haulage demands greater payloads without increased petrol commitments, and Ford-Australia has answered this demand with the "Supertruk." The high torque (184 lbs. ft.) of the special Heavy Duty Motor plus 2-speed axle (standard equipment) with a high ratio (6.3 to 1) for fast economical haulage of light loads and a low 8.81 to 1 ratio for economical haulage of heavy loads represents real hauling ability with economy. With the 2-speed axle there are additional intermediate gears in the standard range, providing a selection of 8 gears for fuel economy — in fact under good conditions up to 12 m.p.g. can be obtained with 5 ton trucks and up to 10 m.p.g. with semi-trailers.

TYRE EQUIPMENT comprises 6, 34 x 7, 10 ply, mounted on 7 in. rims. Dual frames 7 ins. to 9 ins. deep and 2¾ ins. to 3 ins. wide with alligator type cross members. Spring capacities on 134 in. and 158 in. W.B. 18,800 lbs., 176 in. and 194 in. 19,700 lbs.

Powerful hydraulic brakes with an area of 303 sq. ins. and a separate hand brake operating on the transmission shaft, special heavy duty clutch with power transmitting capacity far in excess of maximum engine torque and cushioned drive line are factors that make the "Supertruk" out-value them all.

The "Supertruk" is available in 134 in., 158 in., 176 in. and 194 in. W.B. normal units and 134 in. and 158 in. C.O.E. Body sizes 9 ft. 6 ins. x 7 ft. with 15 in. sides to 17 ft. x 7 ft. with 15 in. sides. Above all, your Ford dealer can show you that the 5 ton Ford truck will haul goods at approximately 1½d. a ton mile including drivers' wages — and this is important today.

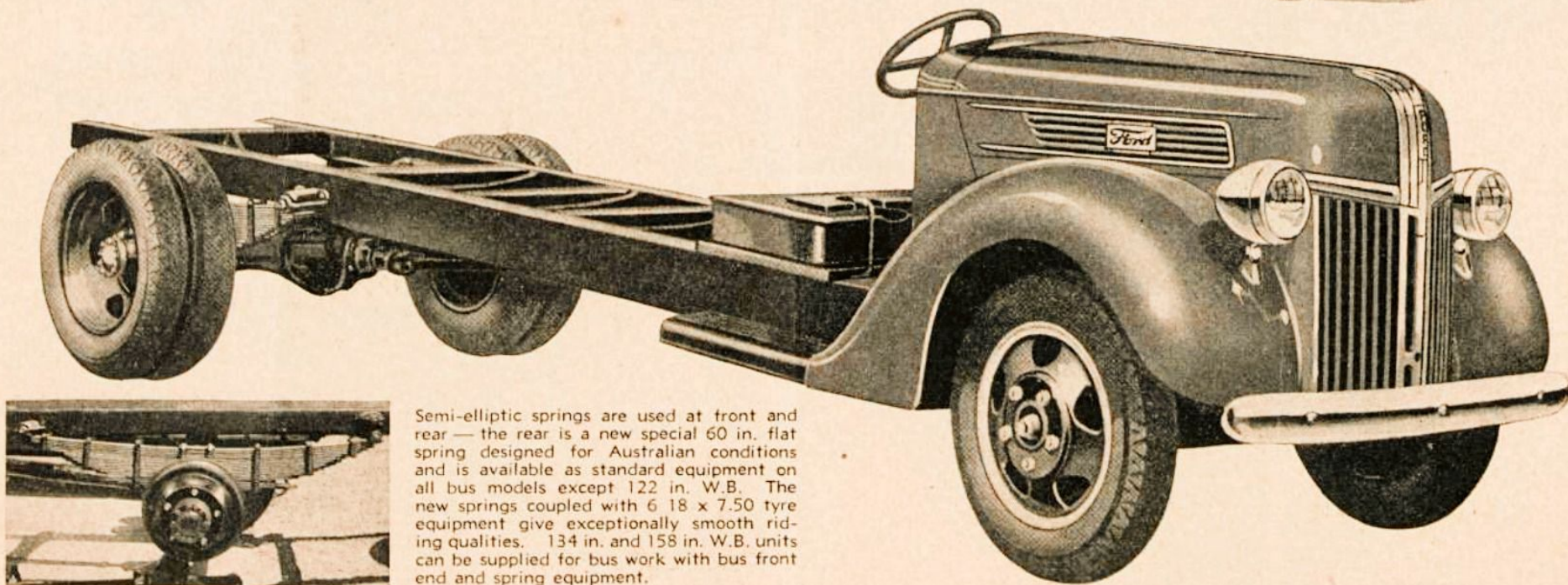
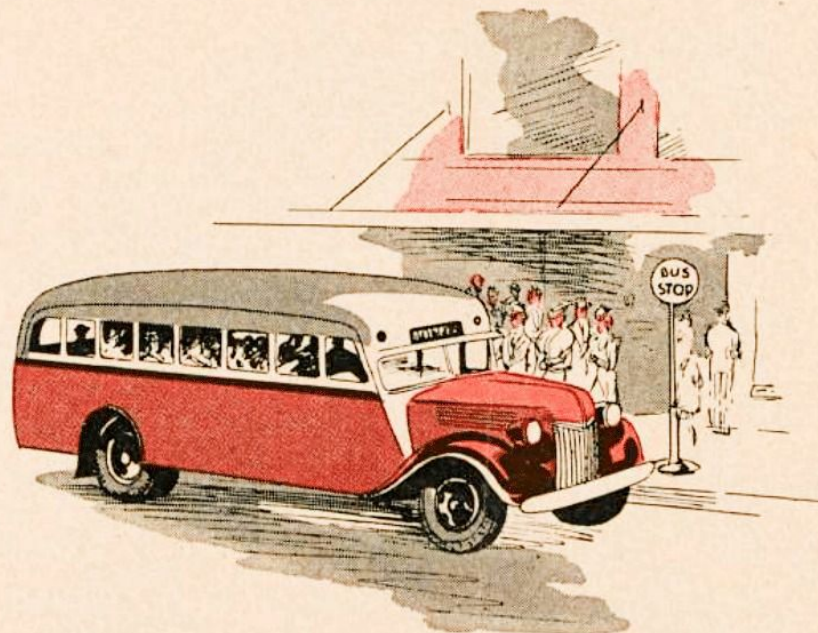
**THE FORD V-8 HEAVY DUTY CHASSIS, 134 IN.,
158 IN., 176 IN. AND 194 IN. WHEELBASES.**

GREATER CARRYING CAPACITIES - - GREATER PROFITS

FORD BUSES AND PARLOUR COACHES increase in popularity every year. There are many and sound reasons for this swing to Ford — but prominent among these reasons is the fact that Ford offers a bus chassis of 176 in. and 194 in. W.B. with seating capacity of from 20-27 passengers at a price complete with body lower than that of most competing chassis.

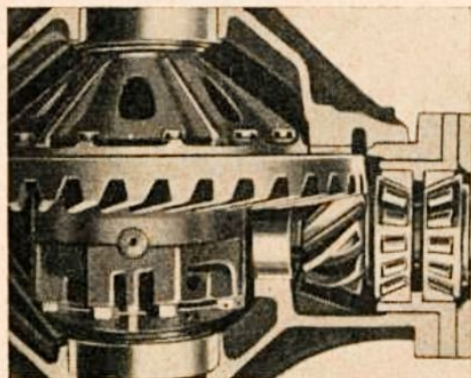
To low initial cost is added low operating cost, with the V-8 engine many operators state 13-14 m.p.g. Vibrationless power, smooth pick-up and acceleration, factors so necessary for bus work, are all features found in the V-8. The Ford Engine Exchange Service is also an important factor. Those inevitable major overhauls are carried out in a fraction of the usual time, and at a fraction of the cost.

THE SPECIAL BUS CHASSIS featured below is available as chassis only with open type drive-away ready for fitment of body. Ford branches can supply quotations from local body builders if desired, also chassis extensions for up to 40 passenger bodies. Your local Ford dealer can also quote on 194 in. W.B. forward control conversion units seating over 30 passengers.



Semi-elliptic springs are used at front and rear — the rear is a new special 60 in. flat spring designed for Australian conditions and is available as standard equipment on all bus models except 122 in. W.B. The new springs coupled with 6 18 x 7.50 tyre equipment give exceptionally smooth riding qualities. 134 in. and 158 in. W.B. units can be supplied for bus work with bus front end and spring equipment.

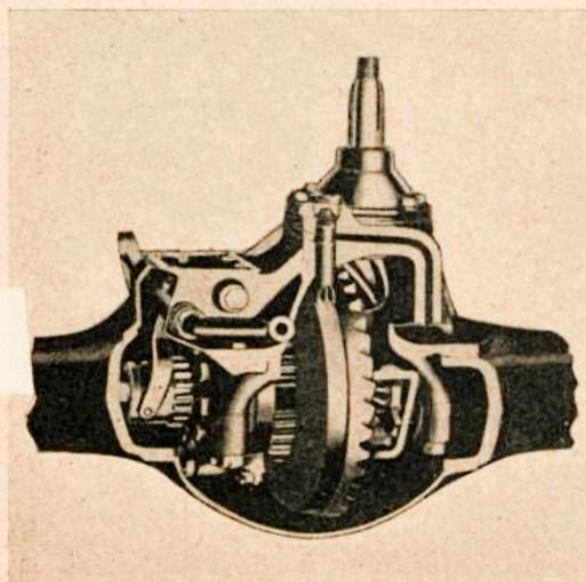
THE RIGHT AXLE RATIO FOR EVERY JOB!



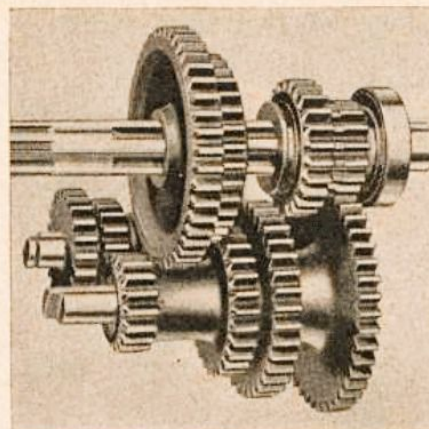
FULL-FLOATING REAR AXLES WITH STRADDLE MOUNTED PINION: The driving pinion is mounted on two large tapered roller bearings with another roller bearing at rear to prevent it springing away from the ring gear when unduly stressed. Likewise a bronze thrust plate opposite the pinion prevents ring gear from springing out of line. Axle shafts do not support any weight and are not subject to end thrust.

TWO-SPEED AXLE: This cut-away section illustrates where the reduction takes place. Selector fork operated by flexible steel cable and rod from lever in the cab ensures quiet, easy changes at all speeds. Gears are of the planetary type with splines cut on the inside of the massive crown wheel (illustrated below). Axle housings are forged from seamless steel tapered and electrically welded for super strength. Crown wheel diameter is $12\frac{7}{8}$ ins. Gear support case and differential case, heat treated iron instead of malleable iron.

A big feature of the two speed axle is that the reduction takes place in the axle and all additional torque load is taken behind the bevel gears. Thus no additional stress is imposed on crown wheel or pinion.

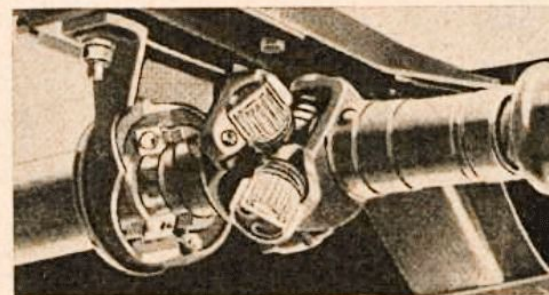
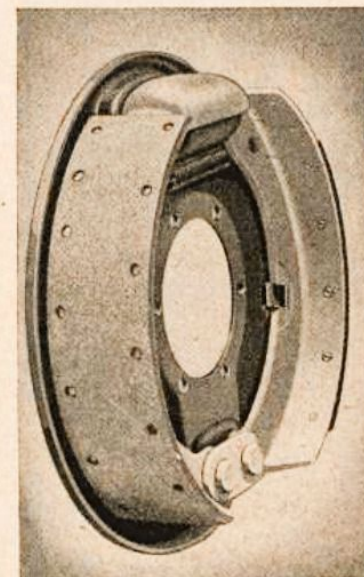


THERE'S RELIABILITY IN EVERY FORD FEATURE



TRANSMISSION GEARS: All transmission gears and sliding shaft are forged from chromium steel and hardened in oil. Careful heat-treatment provides extra strength for the gear teeth — teeth and splines have high resistance to wear. All forward gears are mounted on roller and ball bearings — keeping friction low and maintaining high power-transmitting efficiency.

2 SEPARATE BRAKING SYSTEMS: Big powerful hydraulic brakes mean smooth, straight stops all the time. Rear drums are 15 in. diameter, with shoes 3.5 in. wide (illustrated). Area of brake lining is 303 sq. in. In addition to this, a separate hand brake with a drum 7.8 in. by 2.5 in., and a lining area of 61.5 sq. in., operates on the transmission shaft directly behind the gear box.



CUSHIONED DRIVE LINE: Needle roller bearing universal joints are completely enclosed and permanently protected against dust and mud, and encased in rubber mountings for greater anti-friction efficiency.

FORD V-8 CATERS FOR EVERY TRUCK OPERATION

STOCK TRANSPORTS

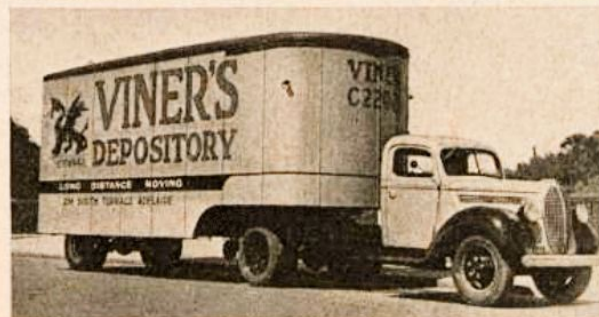
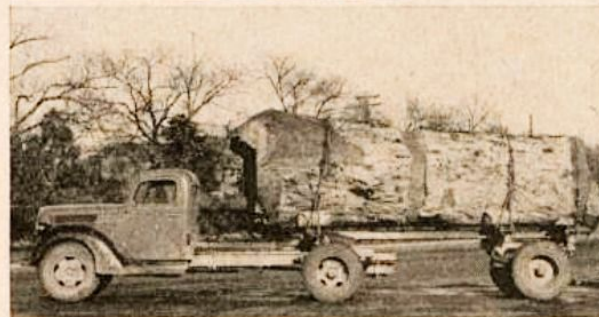
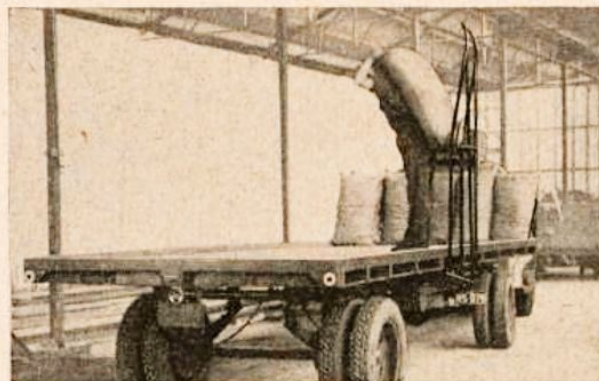
Ford units most suitable for this purpose are: The 158" W.B. 5 Tonner for Semi-Trailers; the 176" W.B. 3, 4 or 5 Tonners with 14' 6" Tray and width to suit sheep body; the 194" W.B. 5 Tonner with 17' tray of ample width.

POWER LOADING SCOOP

Available on Ford V-8 Tipping Trucks, this equipment, in combination with a special hoist, enables the operation of filling then lifting scoop and dumping contents into body and tipping the body itself. Loading rate is approx. 20 yards per hour.

BUS TRANSPORT

The popularity of the Ford V-8 Bus Chassis is ever growing for Urban Buses and Parlour Coaches. Ford offers maximum passenger capacity plus minimum operating costs.



TRUCK EQUIPMENT

The special automatic, hydraulic bag loader illustrated is but one of many types of equipment available with Ford V-8. Other types include "G-well" and "G-long" Hydraulic Tipping Hoist, Power Winches, Pole Erectors, End Type Loaders.

LOG HAULING

Ford is ideal for this most strenuous type of work, meeting every requirement to the full, in Power, Frames, Axle Ratios, Tyre Equipment and Springing.

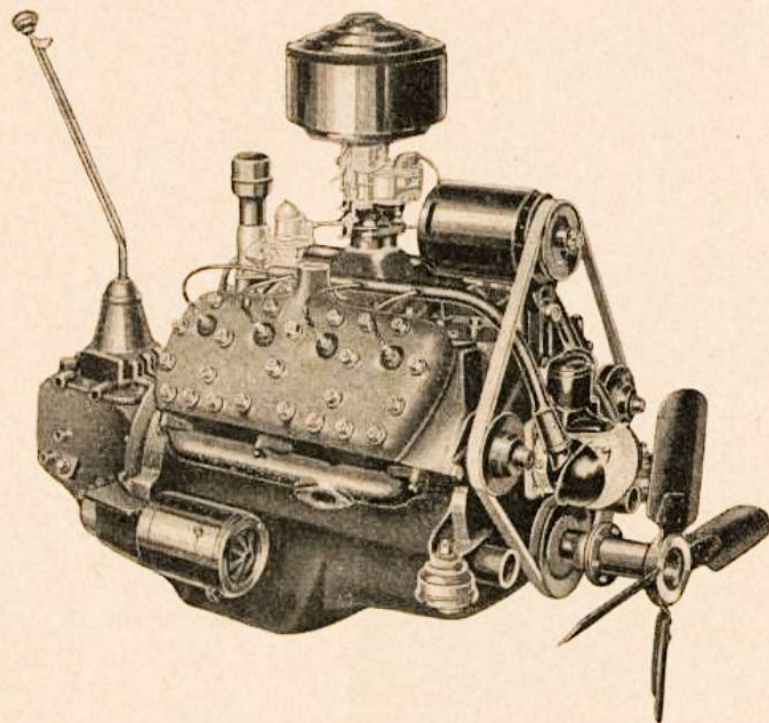
SEMI-TRAILER HAULAGE

Ford V-8 5 tonners with Heavy Duty motor, 2 speed axle, dual frames and oversize tyres are eminently suitable for semi-trailer haulage. Ford V-8 makes possible amazingly low ton-mile costs.

FORD V-8 VEHICLES FOR THE ARMY

Hundreds of Ford V-8 front and rear wheel drive trucks are used by the Australian Army for the transport of men, material, munitions and artillery. The accompanying photograph shows Ford Marmon-Herrington units hauling 18 pounders in the Egyptian desert.

TWO FORD V-8 ENGINES--POWER TO MATCH EVERY JOB



The following is a comparison of the pulling ability of the two truck engines. The figures given are those obtained with equal rear axle ratios, same size tyres, on a hard smooth road up a grade of 2% and operating in top gear.

R.P.M.	STANDARD MOTOR		HEAVY DUTY MOTOR	
	Torque	Pulling Ability	Torque	Pulling Ability
	lbs. ft.	lbs.	lbs. ft.	lbs.
1,000	155	18,500	176	20,750
1,500	165	19,250	184	22,000
2,000	170	20,000	184	22,000
2,500	168	19,500	178	21,000
3,000	160	18,750	165	19,250

	STANDARD MOTOR	HEAVY DUTY MOTOR
Bore	3.062 ins.	3.187 ins.
Stroke	3.75 ins.	3.75 ins.
Piston displacement	221 cubic ins.	239 cubic ins.
Brake Horse Power	95	100
Torque	170 lbs. ft.	184 lbs. ft.
Taxable Horse Power Rating	30	32.5

During 1940 Ford V-8 Trucks outsold all competitors — particularly in the Heavy Duty field.

Apart from the Ford V-8 superiority in chassis design, and in the engine, there was undoubtedly another important factor influencing this popularity.

Ford has set a new standard in the low price truck field with the introduction of two V-8 truck engines. Trucks of up to 4 tons capacity are equipped with a motor developing 170 lbs. ft. torque at 2,200 R.P.M. For heavy haulage a special heavy-duty motor is fitted which develops 176 lbs. ft. torque at 1,000 R.P.M. and 184 lbs. ft. torque at 1,850 R.P.M. Heavy haulage work demands more power output available than that of a 3 ton truck. Fitting a 3 ton truck motor in a 5 tonner, means more frequent gear changing and consequent greater engine revolutions, resulting in more engine wear and greater fuel consumption.

Thus with 2 truck motors available, a Ford V-8 being neither under- nor over-powered, assures both maximum pulling ability **and** economy.

FORD V-8 IDEALLY SUITED FOR PRODUCER GAS

Experts have given the opinion that the truck that develops the highest horsepower on petrol will produce most power on producer gas.

With this Ford offers a decided advantage. The Ford 5-ton motor develops 100 B.H.P. on petrol and approximately 60 B.H.P. on gas at the clutch.

Apart from having more power available the design of the V-8 engine is more suited to Producer Gas, in that the overlapping power impulses of a V-8 motor cause a continuous suction of air through the generator, giving an even, steady fire resulting in better gas production.

It has been found that when operating on reasonably level roads speed can be maintained with Producer Gas, but when operating in hilly country approximately 20% longer travelling time is necessary.

A photograph of a mechanical device, possibly a pump or motor, with a white cloth covering the front section. The device has two large vertical cylindrical components on either side of the central unit.

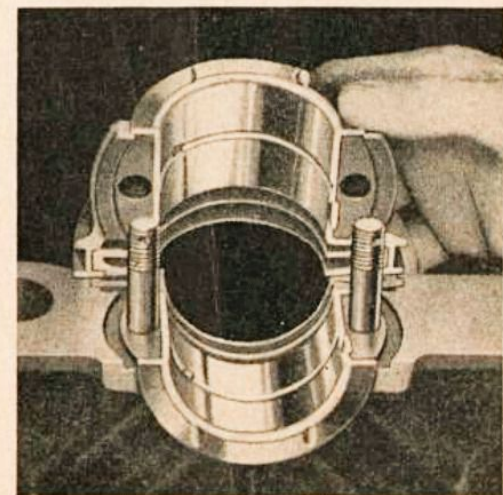
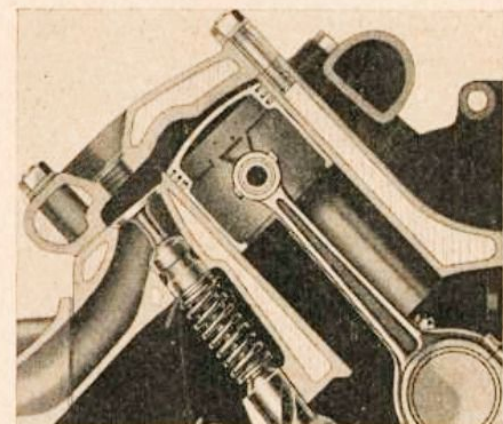
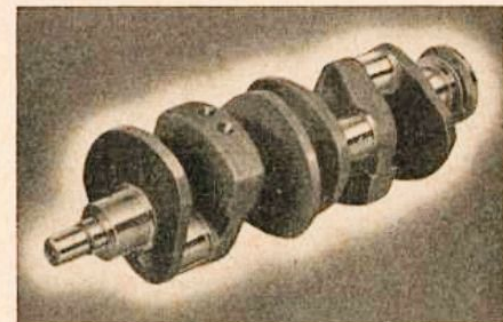
Mirror finish is the term used by Ford to identify the extremely smooth surface finish obtained on many of the working parts of the engine. The cylinder bores, the crankshaft and camshaft bearings and other surfaces are now so finely and smoothly finished that variations are of microscopic proportions. They can be measured only in millionths of an inch.

The distributor is driven directly from the front end of the camshaft. No gears are required. Play or backlash that might make retiming necessary in other designs are thus avoided. Timing is accurately maintained at all times. It cannot be altered by incorrect replacement because the distributor unit can only be installed with the end of the camshaft in only one way, i.e., the right way.

This is a special metal developed by Ford metallurgists and has particles of finely divided graphite distributed through it, giving self lubricating qualities. The crankshaft of the Heavy Duty is heavier than that of the Standard motor; both are short and rigid with great resistance to bending strains and torsional vibration. Three main bearings furnish ample support with minimum friction. Crankshafts are balanced within 3/10,000 lbs. of an ounce inch.

completely encircle the cylinders from top to bottom and extend down the crankcase walls. Oil temperature is thus kept uniform providing better lubrication, retarding engine wear and giving longer life to all engine parts.

Bearings for all engines are made from a special anti-friction alloy bonded to a steel back. Instead of being cast in the bearings they are of the removable type and can be quickly replaced. The main bearings are held in positive alignment by radial tongues on the bearing caps which fit into radial grooves in the engine block.



SPECIFICATIONS

ENGINE—100 H.P.: Bore 3-3/16 in., stroke 3 3/4 in. Piston displacement 239 cub. in. B.H.P. 100. Engine torque over 180 lbs. ft. from 1,150 to 2,400 R.P.M. Taxable horsepower rating 32.5.

95 H.P.: Bore 3-1/16 in., stroke 3 3/4 in. Piston displacement 221 cub. in. B.H.P. 95. Engine torque 170 lbs. ft. at 2,200 R.P.M. Taxable horsepower rating 30.

CLUTCH—Heavy duty type with plate pressure increased by centrifugal force. 5-Ton truck has special clutch of similar design built for greater engine torque transmission. Cushioned hub with vibration damper. Clutch diameter 11 in.

TRANSMISSION—Heavy duty type, 4 forward speeds. Ball and roller bearings in all forward gears. Power take-off opening, with power take-off optional as extra.

UNIVERSAL JOINTS—Needle roller bearing type, fully enclosed and permanently protected against dust and mud. Centre universal is rubber mounted for greater anti-friction efficiency.

FRAMES—High carbon pressed steel for 3-ton units, elastic limit 42,000 lbs. per sq. in. 4 and 5-ton frames are dual section high carbon pressed steel outer frame with high tensile steel inner frame, elastic limit 54,000 lbs. per sq. in. 176 in. W.B. 3, 4, and 5-ton and 'bus chasses have ductiloy steel channel and inserts. 194 in. W.B. 5-ton frame is of special dual section, 9 in. deep, 3 in. wide, and 1/2 in. thick.

AXLES—**Front:** Carbon manganese steel, drop centre type, large I beam section. **Rear:** Full floating with spiral bevel gear drive, straddle mounted pinion and crown wheel thrust plate. Ratio 6.66 to 1 for 3 and 4-ton trucks (optional 2-speed axle ratios 5.83 and 8.11 to 1). 5-Ton truck has heavy duty 2-speed axle as standard equipment, ratios 6.3 and 8.81 to 1.

SPRINGS—Heavy duty semi-elliptic front and rear. Auxiliary rear springs standard in all models. Total spring capacities: 3-ton, 15,450; 4-ton, 17,050; 5-ton, 18,800. C.O.E.: 3-ton, 16,200; 4-ton, 17,800; 5-ton, 19,850.

STEERING—Worm and roller type, ratio 18.4 to 1. Steering wheel 18 in. diameter.

WHEELS—3-ton 7 20 in. x 6 in. 4-ton models 2 20 in. x 6 in. and 5 20 in. x 7 in. 5-ton models 7 20 in. x 7 in.

TYRES—3-ton 6 32 x 6, 10-ply. 4-ton 2 7.00 x 20 front and 4 34 x 7, 10-ply rear. 5-ton 6 34 x 7, 10-ply. 176 in. and 194 in. W.B. Bus: 6 7.50 x 18, 8-ply.

BRAKES—Powerful hydraulic. Front 14 in. x 2 in., rear 15 in. x 3 1/2 in. Independent handbrake system operating on drive shaft has lining area of 61.5 sq. in. Total braking area 365 sq. in.

GROSS VEHICLE CAPACITIES—3-ton: 14,500 lbs. 4-ton: 16,000 lbs. 5-ton: 18,000 lbs.

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. (INC. IN VICTORIA). REGD. OFFICE, GEELONG.