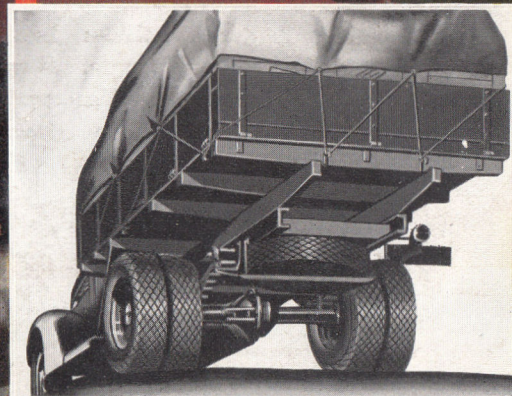
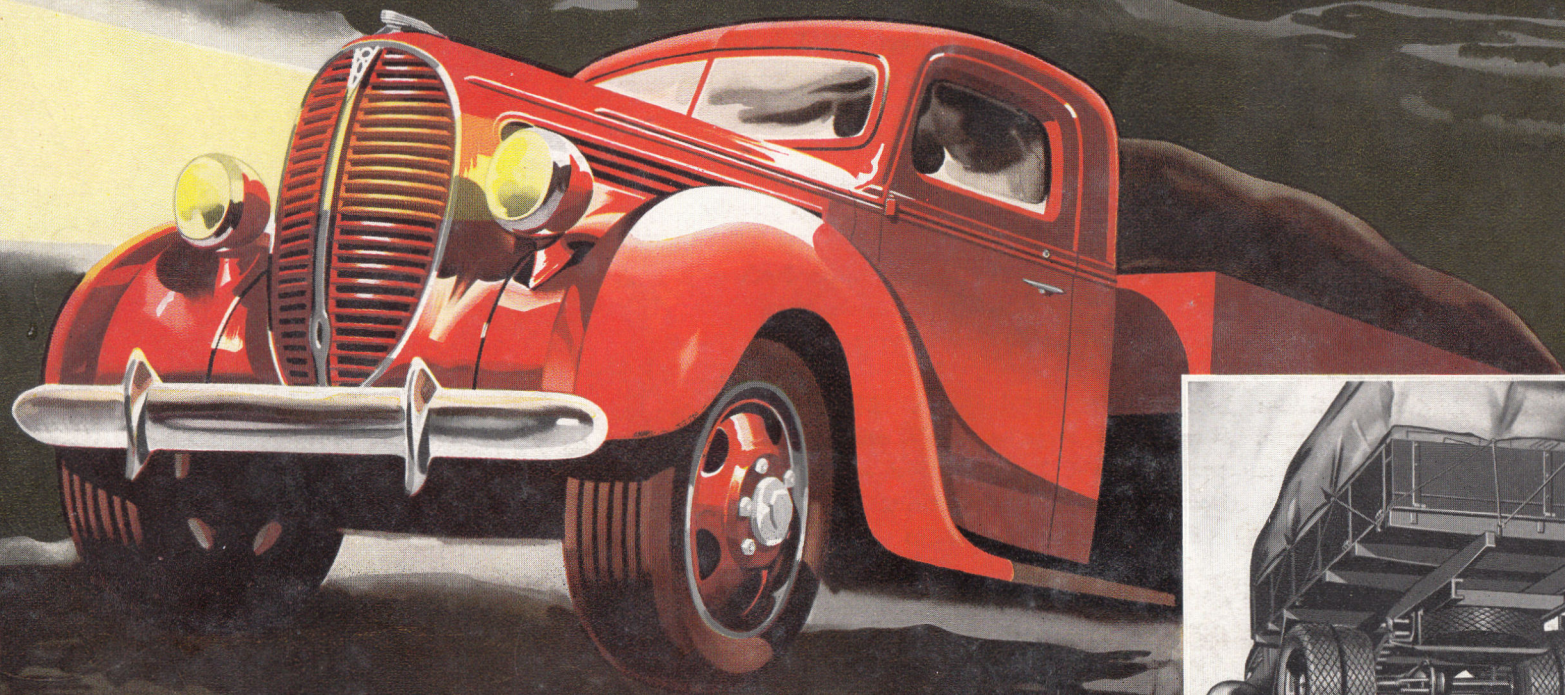


FORD V-8 TRUCKS

FOR 1938



THERE'S A FORD V-8 UNIT TO DO EVERY TRANSPORT JOB BETTER

1938 FORD V-8 ALL-PURPOSE TRUCKS

★ **High engine torque over wide range of road speeds.** ★ **Increased payload capacity.** ★ **New, self-energising brakes.**

The increasing popularity of Ford V-8 Trucks brought record sales in 1937. Now, for 1938, Ford offers a range of trucks as sturdy and dependable as previous models yet still further improved to give even better service, and greater operating economy.

Ford is one of the first major manufacturers to adopt the standard 134 in. Wheelbase recommended by the Society of Automotive Engineers. This replaces the former 131½ in. W.B. and gives greatly improved weight distribution. Ford has also adopted the S.A.E. recommendation of a standard frame width of 34 in. on both 134 in. and 157 in. W.B. chassis. This new dimension allows ample tyre-to-frame clearance for large diameter tyres even when chains are used.

New features include: Increased payload space. More rugged chassis frame. New Self-energising cable and conduit mechanical brakes. Increased braking area—488.75 sq. in. Improved worm and roller steering. Larger tapered front wheel spindles and spindle bolts.



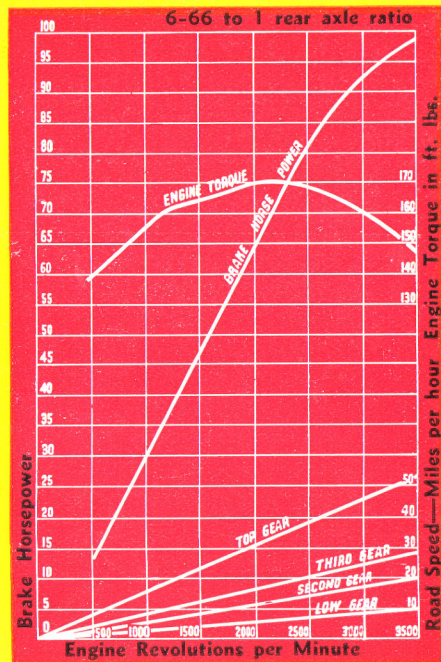
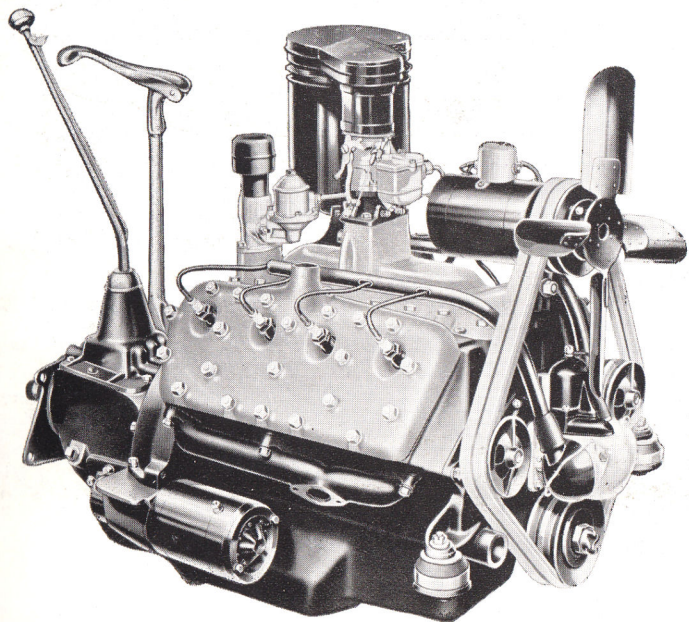
*There's
a V-8 Truck
for every
Transport
job!*

FORD'S 95 H.P. V-8 TRUCK ENGINE

World-proved for economy

More than six years of success and the experience of nearly a million owners have proved that Ford V-8 is the correct engine for reliable, economical truck service. It develops 170 ft. lbs. engine torque over a wide range of road speeds (see chart), resulting in smooth power plus operating economy under all conditions. In engineering design and precision construction from only the highest quality materials, Ford V-8 is the most modern truck engine available. Features like these give this engine value far beyond Ford V-8 price: Semi-steel cylinder block for long life. Aluminium cylinder heads. Cast alloy steel crankshaft, exclusive to Ford. Floating-type connecting rods.

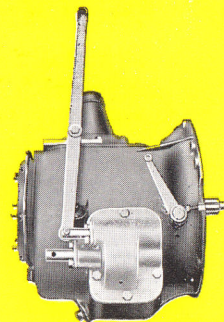
Tungsten steel. Exhaust-valve seat inserts. Precision set valve assemblies. Super-efficient cooling system. Cast alloy iron camshaft.

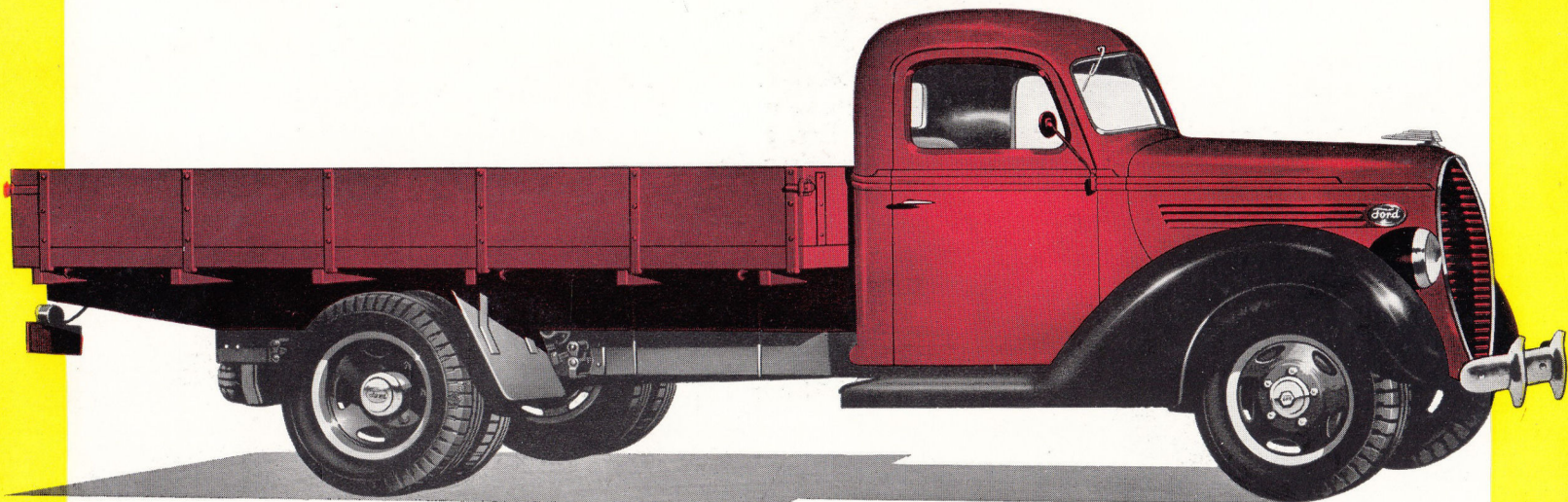


Power Chart of 95 H.P. V-8 Truck Engine

THE POWER TAKE-OFF

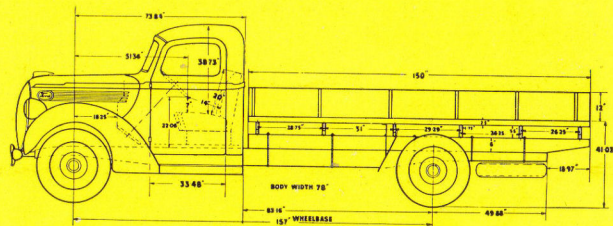
The power take-off, available as optional equipment at small extra cost is attached to side of gearbox and operates through the gearbox drive. It greatly increases the usefulness of the V-8 truck and enables the V-8 engine to be used for operating tipping-bodies, hoists, winches, driving machinery; chaff-cutting, pumping, threshing and all kinds of belt work. In conjunction with power winch the power take-off is widely used in timber handling, construction work and similar heavy haulage.

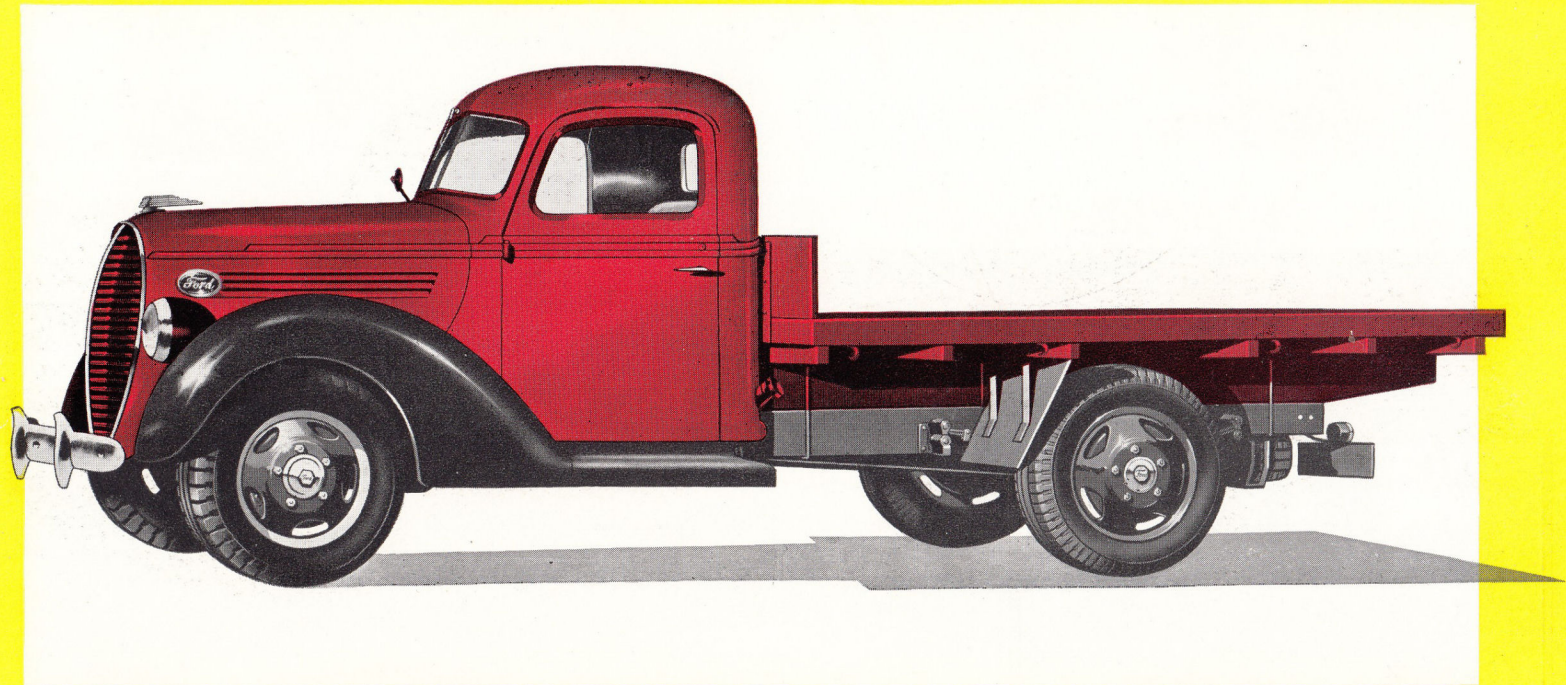




FORD V-8 HEAVY-DUTY 3-TONNER

Available on 134 inch wheelbase and 157 inch wheelbase with dropside or platform bodies, 114 in. x 78 in. and 150 in. x 78 in. respectively. Six 32 x 6 10-ply tyres are standard equipment. Coupe-type cab with safety glass all round. Oil bath air cleaner. Heavy duty rear and auxiliary springs. Maximum gross capacity, 14,000 lbs.

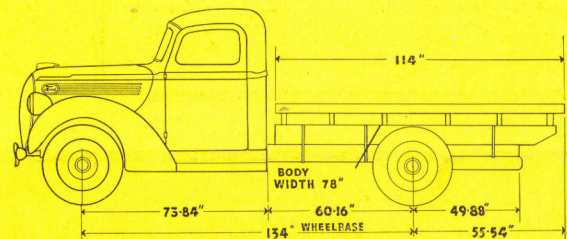


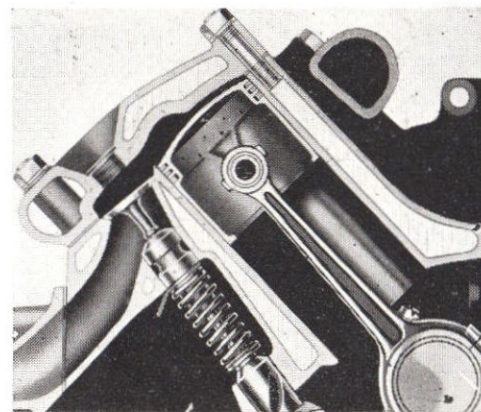


FORD V-8 30-CWT. TRUCK

TWO-TONNER WITH DUAL REAR WHEELS ALSO AVAILABLE.

134 inch wheelbase (with body 114 in. x 78 in.) and 157 inch wheelbase (with body 150 in. x 78 in.) Coupe-type cab with safety glass all round. Oil-bath air cleaner. Standard tyre equipment: 30-cwt., 2, 30 x 5, 8-ply. 2, 32 x 6, 8-ply. 2-Ton, 2, 30 x 5, 8-ply. 4, 30 x 5, 8-ply. Comprehensive range of tyre options available.

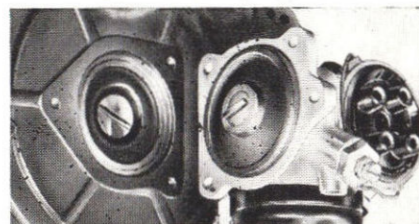




FORD V-8 HAS A HIGHLY EFFICIENT COOLING SYSTEM. Water jackets extend all the way down to the crankcase, cooling the entire cylinder and assisting in oil temperature regulation. Cooling circulation extends around each and every cylinder and around valves. The two self-lubricated water pumps are at bottom front-end of cylinder banks and outlets in centre-top of cylinder banks ensure even heat dissipation. The four-blade fan is shrouded for greater efficiency and driven by 2 V belts.

UNIT IGNITION SYSTEM IS SIMPLE AND DEPENDABLE.

Ford V-8 distributor drive is the last word in efficient simplicity. A metal tongue on the distributor rotor fits directly into the grooved front end of the camshaft. There is nothing to wear and develop "play". It is impossible to install the distributor incorrectly. Coil and condenser are integral with the distributor, all enclosed in a dust-proof, moisture-proof housing.

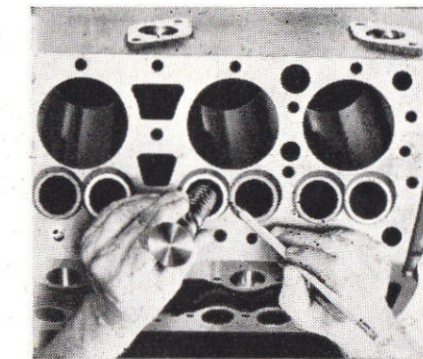


CYLINDER WALLS ARE MIRROR-FINISHED. Extra burnishing and polishing operations produce a mirror finish on V-8 cylinder walls and eliminate the customary breaking-in

RECOMMENDED FORD V-8 TRUCK TYRE EQUIPMENT

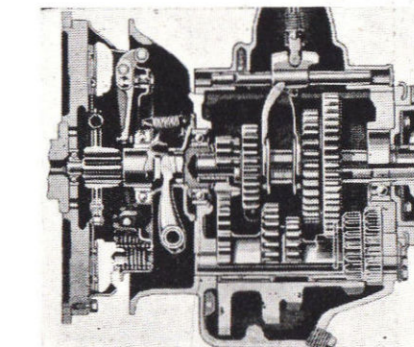
FOR GROSS LOAD OF	TYRES		REAR WHEELS	RIMS		SPARE TYRE	REAR AXLE RATIO
	Front	Rear		Front	Rear		
7,000-8,000	30 x 5-8 Ply	30 x 6-8 Ply	Single	5"	5"	32 x 6-10 Ply	5.83
8,000-9,000	32 x 6-8 Ply	32 x 6-10 Ply	Single	6"	6"	32 x 6-8 Ply	6.66
9,000-9,500	6.50 x 20	6.50 x 20	Dual	5"	5"	6.50 x 20	5.83
9,500-10,000	6.50 x 20	6.50 x 20	Dual	5"	5"	6.50 x 20	5.83
9,500-10,000	7.00 x 20	7.00 x 20	Dual	6"	6"	7.00 x 20	6.66
10,000-10,500	7.00 x 20	7.00 x 20	Dual	6"	6"	7.00 x 20	6.66
10,500-11,000	6.50 x 20	32 x 6-8 Ply	Dual	5"	5"	32 x 6-8 Ply	6.66
10,500-11,000	7.00 x 20	7.00 x 20	Dual	6"	6"	7.00 x 20	6.66
11,000-11,500	6.50 x 20	32 x 6-8 Ply	Dual	5"	5"	32 x 6-8 Ply	6.66
11,000-11,500	7.00 x 20	32 x 6-10 Ply	Dual	6"	6"	32 x 6-10 Ply	6.66
11,500-12,000	7.00 x 20	32 x 6-10 Ply	Dual	6"	6"	32 x 6-10 Ply	6.66
12,000-12,500	32 x 6-8 Ply	32 x 6-10 Ply	Dual	5"	6"	32 x 6-10 Ply	6.66
12,500-14,000	32 x 6-10 Ply	32 x 6-10 Ply	Dual	6"	6"	32 x 6-10 Ply	6.66

period. From the moment your Ford V-8 Truck starts on your job its pistons and rings fit with absolute technical exactness. This greatly lengthens the engine's period of maximum performance and economy.



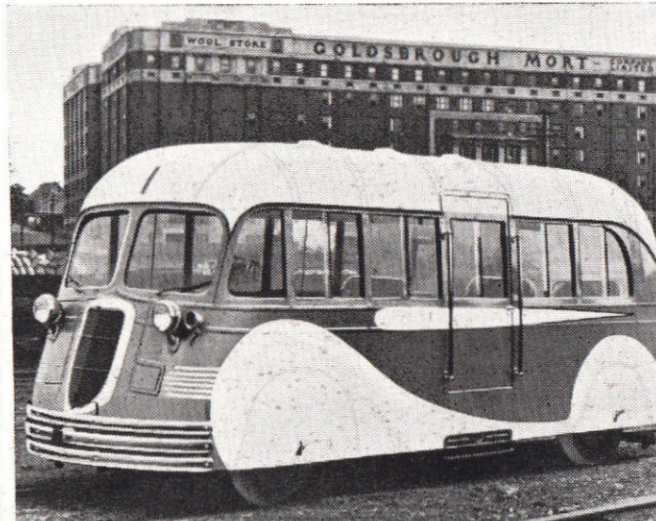
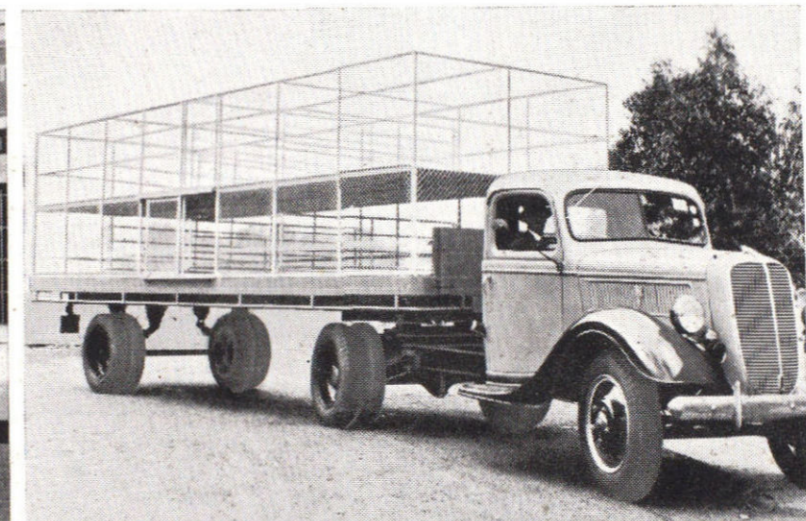
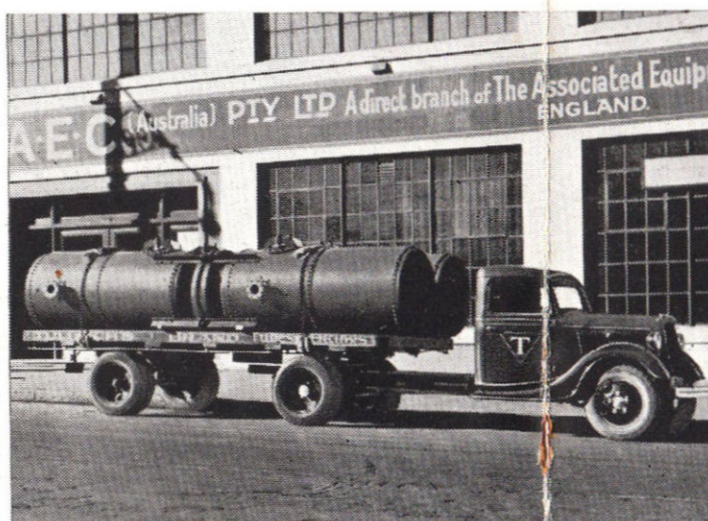
V-8 VALVES ARE PRECISION SET. The simplified V-8 valve assemblies have few wearing parts, are precision-set at factory and never need attention between periodic truck overhauls. The mushroom-end stems have an

extra large bearing area and exhaust valve seat inserts are of high tungsten-chrome alloy steel for long life.



TRUCK TRANSMISSION. The rugged Ford V-8 gearbox assembly in combination with the centri-force truck clutch provides a highly efficient power-transmission unit. Main shaft, 1 3/8" diameter, and countershaft are ball and roller bearing mounted. No less than 41 ball and roller bearings are used throughout the Ford V-8 Truck.

PHOTOGRAPHS OF A FEW OF THE MANY THOUSAND FORD V-8 TRUCKS "ON THE JOB" THROUGHOUT AUSTRALIA.



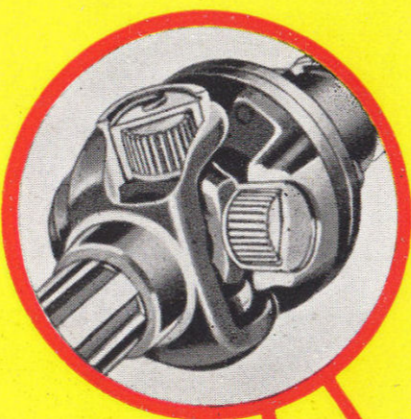
FORD TRUCKS STAY ON THE JOB — NOTE THESE VALUE FEATURES

NEW, SELF-ENERGIZING BRAKES

Larger brakes of new, self-energizing design give quicker stops with less pedal pressure. Diameter is increased to 15½ inches and heavily ribbed drums prevent overheating. Total braking area is 488.75 sq. in. Hand brake operates an independent set of rear wheel emergency brakes.

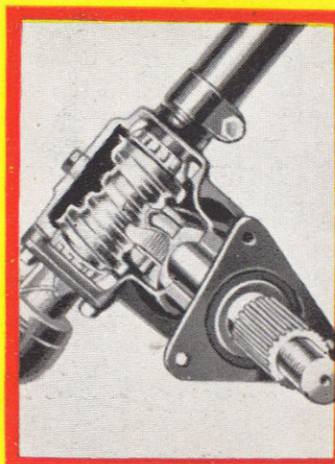
NEEDLE ROLLER BEARING UNIVERSAL JOINTS.

Needle roller bearings in universal joints reduce friction, enabling power to be transmitted to rear axle with minimum loss. 41 ball and roller bearings are used throughout the Ford V-8 Truck to assure long life and greater operating economy.



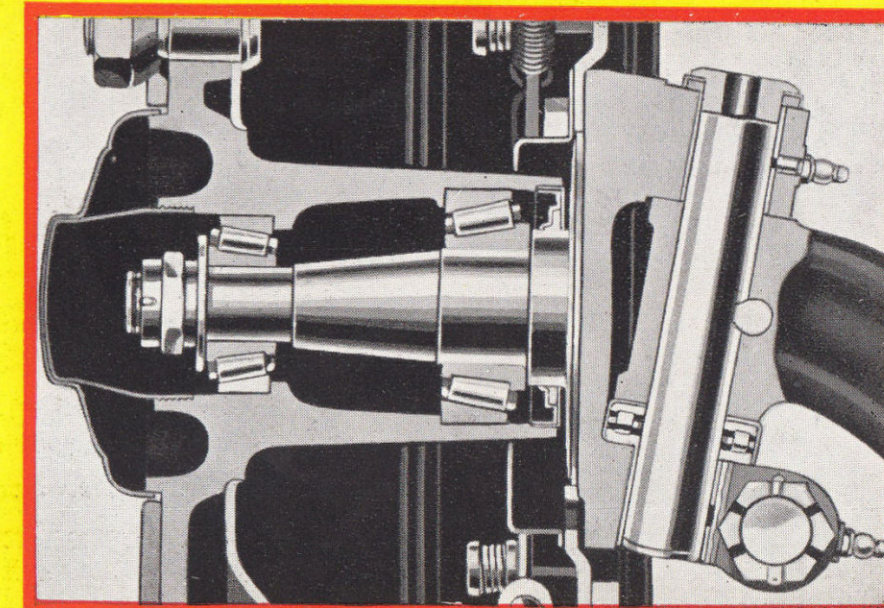
NEW STEERING.

Steering is easier in the 1935 V-8 Trucks with the new worm and roller type gear. Rolling instead of sliding action between worm and sector reduces friction. Worm is mounted on tapered roller bearings and roller on a needle-type roller bearing. Steering ratio is increased to 18.4 to 1, and new, larger 18 in. diameter steering wheel increases driving ease.

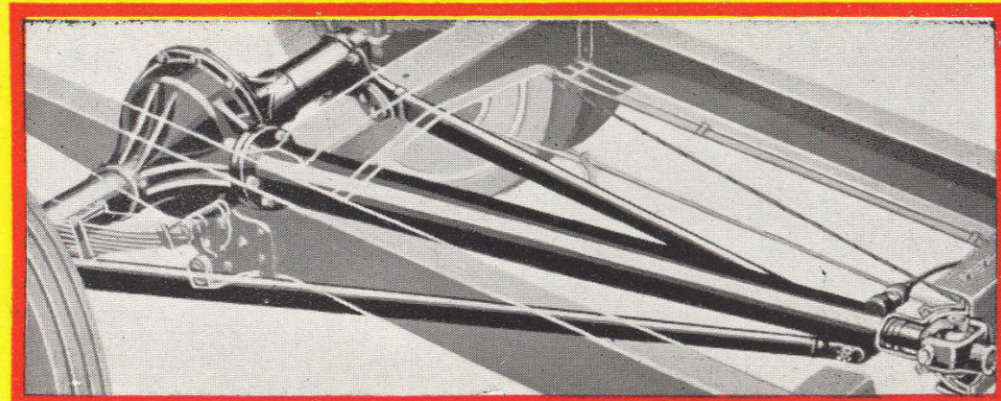


NEW SPINDLES ARE LARGER, STRONGER.

Larger tapered spindles with larger spindle bolts provide increased safety and reduce wear. The new design benefits steering geometry and improves steering action.



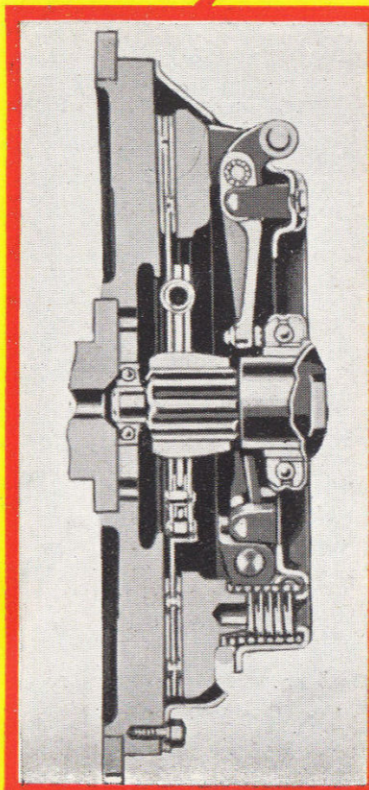
FULL TORQUE TUBE DRIVE AND RADIUS RODS.



Ford V-8 is the only truck in its price class with full torque tube drive and radius rods. Drive shaft and universal joints are fully enclosed and protected from dust and mud in the torque tube. Driving and braking stresses are transferred direct to chassis frame leaving springs completely free to cushion, not haul, the load.

CENTRIFORCE CLUTCH.

Single dry plate type, 11" diameter, 123.7 sq. in. face area. Plate pressure increased by centrifugal action as engine speed increases. Throw-out bearing is ball-bearing, self-lubricated, and needs no attention.



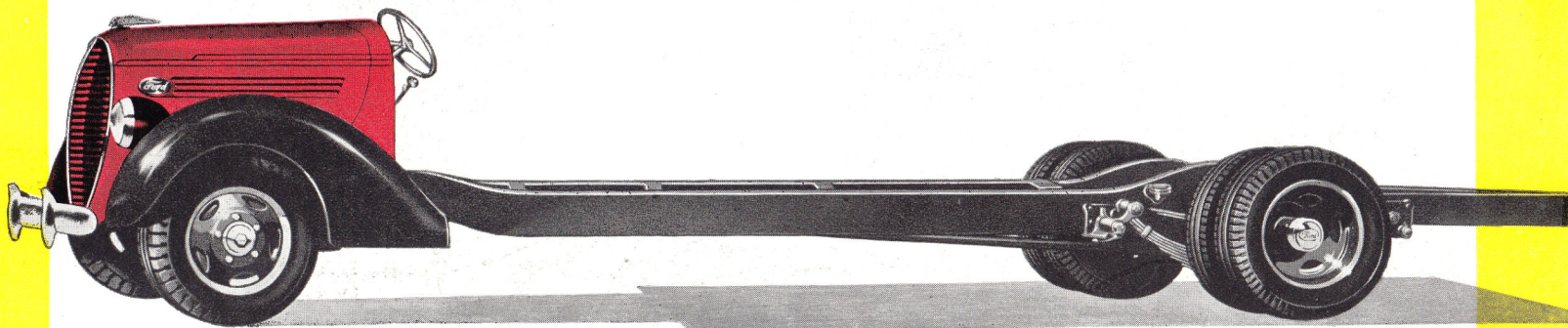
STRADDLE-MOUNTED DRIVING PINION.

Ford heavy duty rear axle is of full-floating type with straddle-mounted pinion. Rugged axle-housing takes all weight, leaving axle-assembly free to transmit power with maximum efficiency. Note the two large tapered roller bearings in front of pinion and additional roller bearing at back for extra strength.

NEW, HEAVIER CHASSIS, COMPLETELY EQUIPPED.

Both 134 inch and 157 inch wheel-base chasses now have 6 cross members. Depth of main cross member is 12.54 in. Other frame dimensions are: Length (134 in. W.B.) 203.44 in.; (157 in. W.B.) 226.44 in. Depth 7 in. Flange width 2.75 in. Thickness 0.21 in. Standard chassis equipment includes: Five or seven tapered steel disc wheels. Tyre equipment more than sufficient to carry rated load. Front bumper. Safety glass windscreen. Windscreen stanchions and header panel. Completely equipped instrument panel. Oil bath air cleaner, etc., etc.

FORD TRUCKS STAY ON THE JOB — NOTE THESE VALUE FEATURES

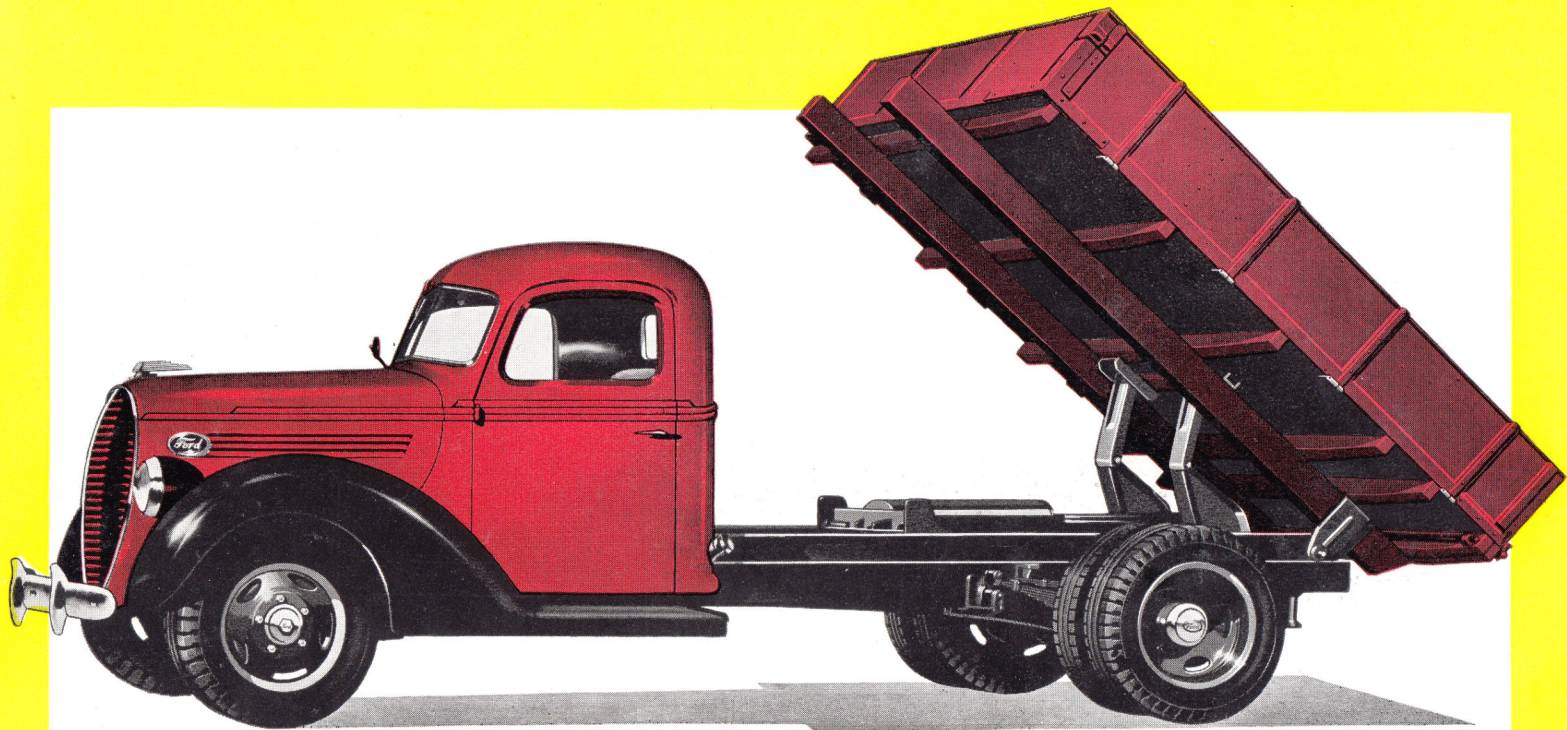


**FORD V-8 SPECIAL DROP FRAME CHASSIS
185 in. W.B.**

Specially adapted for modern bus bodies having a low set drop frame, front transverse spring and under-slung semi-elliptic rear springs free shackled at each end. This chassis is also suitable for horse floats and for transport of light bulky loads.

ENGINE EXCHANGE PLAN

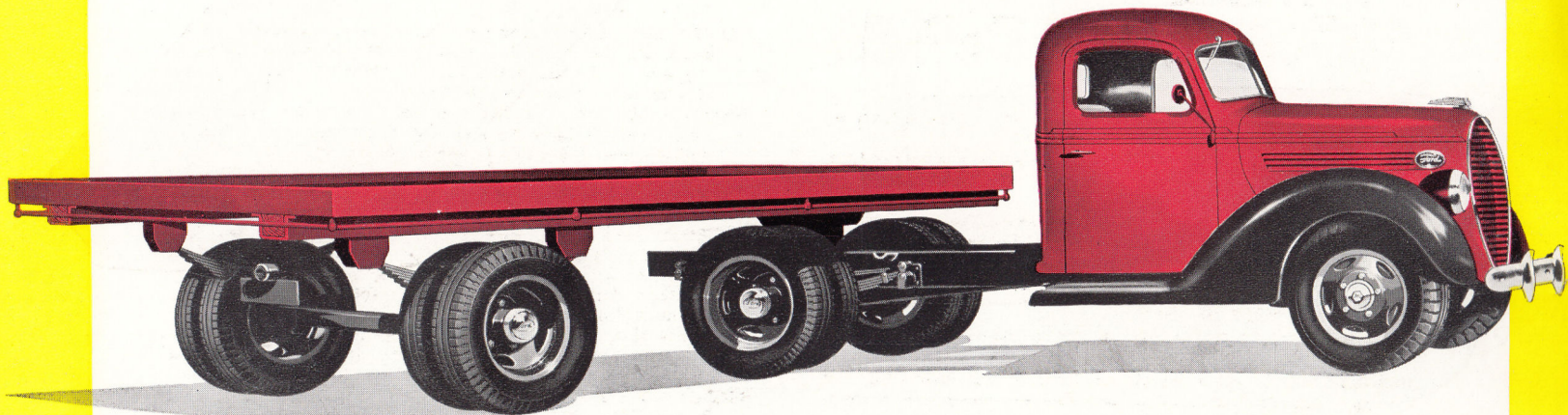
No longer is it necessary to lay up your unit for days for overhaul. The Ford Engine Exchange Plan enables you to install a factory reconditioned engine in a few hours and at low cost. Rebuilt engines carry the same warranty as a new engine. The Ford V-8 engine is noted for its long life and this new service gives every Ford owner extra value in time saved, lowered maintenance costs, and higher resale value. Your Ford Dealer can give you full details of the Engine Exchange Plan.



**FORD V-8 HEAVY-DUTY TIPPER with "G-LONG"
HYDRAULIC HOIST**

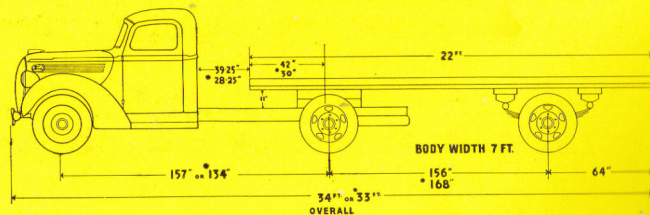
134 inch or 157 inch wheelbase. Capacity, up to 4 yds. Coupe-type cab with safety glass all round. Oil-bath air cleaner. Heavy-duty auxiliary springs. Precision-built "G-long" hoist is operated from cab, has 8 in. cylinder with normal lift capacity of 4 tons and liberal margin of overload.





FORD V-8 HEAVY-DUTY SEMI-TRAILER UNIT

Available on 134 inch and 157 inch wheelbase chasses with dual rear wheels. Coupe-type cab with safety glass all round. Oil-bath air cleaner. Heavy-duty auxiliary rear springs on chassis. Tray dimensions, 16 ft., 18 ft., 20 ft., 22 ft., or 24 ft. x 7 ft. wide. Jinker models also available.



Asterisk denotes measurements when semi-trailer is mounted on 134" W.B. chassis.

S P E C I F I C A T I O N S

ENGINE: V-type 8-cyl. Bore 3-1/16 in. Stroke 3 3/4 in. Firing order, 1, 5, 4, 8, 6, 3, 7, 2. R.A.C. rating 30 h.p. Develops 95 h.p. and a torque of 170 ft. lbs.

CYLINDERS: Both cylinder banks cast integral, completely water-jacketed cylinders and upper crankcase. Cylinder walls polished to mirror finish.

CRANKSHAFT: Special Ford cast alloy steel. Fully counter-balanced with integral counterweights. 90 deg. throws. Length 24.47 in. 3 main bearings each 2.4 in. diameter. Weight 63 lb. 13 oz.

CONNECTING RODS: Heat treated carbon manganese steel forgings. Bearings floating full crankpin length. Diameter 2.218 in.

PISTONS: Light-weight, cast alloy.

VALVES: Chrome nickel alloy steel. Exhaust seat inserts of high tungsten chrome alloy steel. Enlarged area valve stem ends. Push rods, light-weight hollow cast.

LUBRICATION: Full pressure to main bearings, connecting rods and crankshaft. Crankcase capacity 4 quarts.

COOLING SYSTEM: Two centrifugal pumps. Radiator staggered flat tube. Capacity system 5 1/2 gal. Fan 4-blade, 18 in. diameter, driven by 2 V-belts.

CARBURETTOR: Dual down-draught with silencer and oil-bath air cleaner. Fuel tank capacity, 14 3/4 galls.

IGNITION: Direct drive. Single unit system with distributor, coil and condenser enclosed in waterproof housing. Fully automatic spark advance with vacuum controlled governor.

GENERATOR: 6-volt 2-pole air-cooled, ventilated, third brush regulation.

BATTERY: 3-cell, 17-plate. 100 ampere hours at 20 hour rate.

CLUTCH: Heavy duty type. Dry single plate, cushioned hub with vibration damper. Plate pressure increased by centrifugal action from 1215 lbs. at low engine r.p.m. to 2630 lbs. at maximum engine r.p.m. Friction area, 123.7 sq. in.

TRANSMISSION: Heavy duty 4 forward speeds. Main and countershafts mounted on ball and roller bearings. Power take-off optional equipment at extra cost.

CHASSIS : GENERAL DIMENSIONS—

	134 in. W.B.	157 in. W.B.
Back of cab to centre rear axle	60.21 in.	83.21 in.
Back of cab to end of frame	110.09 in.	133.09 in.
Overall length front bumper to end of frame	212.95 in.	235.95 in.
Frame width behind cab	34 in.	34 in.
FRAME: High carbon frame steel with 6 cross members. Length of frame: 134 in. W.B., 203.44 in.; 157 in. W.B., 226.44 in. Depth, 7 in. Flange width, 2.75 in. Thickness, 0.21 in. Depth of main cross member, 12.54 in.		
FRONT AXLE: Large section I beam. Hot rolled manganese alloy steel. Tensile strength, 150,000 lb. per sq. in. Adjustable, tapered roller front wheel bearings.		
FRONT SPRING: Heavy duty transverse cantilever, chrome alloy steel. Length, 36.87 in. Width, 2.25 in. Oil-less bearing type shackles.		
STEERING: Worm and roller type. Ratio, 18.4 to 1. Worm mounted on tapered roller bearings. Turning radius: 134 in. W.B., 23.5 ft.; 157 in. W.B., 27.5 ft.		
REAR AXLE: Full floating with spiral bevel gear drive, straddle-mounted pinion and ring gear thrust plate. Drive is through torque tube and heavy radius rods. Wheel's mounted directly on axle housings on double, tapered roller bearings. Optional gear ratio of 5.83 to 1 or 6.66 to 1 available.		
BRAKES: Ford Safety Brakes. Service brakes are 15.12 x 2.5 in. with self-energizing brake shoes. Hand brake 14 x 1.5 in., internal bands on rear drums. Total braking area, 488.75 sq. in. Cast brake drums have heavy reinforcing and cooling ribs. Hand brake operates independently on rear wheels.		
REAR SPRINGS: Heavy duty semi-elliptic type, free-shackled both ends. Chrome alloy steel. Length, 50 in. Width, 2.5 in.		
WHEELS: Tapered steel disc.		
Chassis equipment includes: Chrome plated front bumper bar. Auxiliary springs on all 2-ton and 3-ton models. Fuel and oil gauge, temperature indicator, and enclosed despatch box in instrument panel. All models except bus chassis have adjustable safety glass windscreen with centre control. Rear vision mirror.		

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)

DM625/35M/H

"WRITTEN ON THE ROAD"

You don't learn dependability in a week. These letters, typical of hundreds received, reflect years of truck ownership. When an experienced owner takes time off to write in praise of his Ford V-8 Truck—he must be a satisfied owner!

"We have had a further 12 months' service with our second V-8 Truck and this unit has performed even better than the first. It covered 60,000 miles and never once let us down. Average petrol consumption, 16 m.p.g. over all roads delivering general merchandise and in long runs under full payload. Engine oil changed every 1,500 miles and none added between refills. Tyres have done 30,000 miles and one-third of roads traversed are metal and unmade. The unit did 40,000 miles before it was necessary to renew spark plugs. Under full average payload of three tons, costs prove that our Ford V-8 is the most economical truck we have ever handled. Actual figures are:—

Cost per mile, 2.52d.
Cost per ton mile, .84d."

*N. and N., per J. D. N.
Mount Gambier, S.A.*

"Am at present operating two Ford V-8 3-ton long wheelbase trucks, carting firewood. My usual load is 2½ cord, equalling about 5½ tons. The V-8's handle this load with absolute ease. I have never had a stoppage, covering

90 miles per day with each unit. My previous V-8 did over 90,000 miles. No rebore was necessary during its long life, and I know that it has not been rebored since. It is still working on cane carting and there is 12 months' service in it before an engine exchange will be necessary."

L. H. H., Home Hill, Q'land.

"The mileage of my V-8 2-ton truck is now 130,000. During the whole of that mileage I have never had a major repair job done. My truck is on the road daily hauling heavy loads and I have at times, with trailer attached, hauled as much as an 8 ton load. During the whole 130,000 miles my V-8 truck has never failed me."

A. McL., The Sisters, Vic.

"With my usual load of 2½ tons carrying ore and produce my V-8 truck gives me better than 14 m.p.g. loaded and nearly 20 m.p.g. running empty. For 14,025 miles it has not cost me one penny for repairs. Oil consumption is nil between changes."

P. J. R., Tenterfield, N.S.W.

"My V-8 tipper has covered 17,216 miles on the original tyres in the last 12 months. All of this distance has been done carrying heavy loads of four to 4½ yards of screenings, metal, gravel, etc. I have previously owned several trucks of other makes but none to compare with the performance and economy which the V-8 is giving me. On my present contract I am operating under conditions where other makes of trucks have failed to continue."

W. W. G., Hamilton, Vic.

"With average loading of five tons, my Ford V-8 truck has now done 104,000 miles, driven at high speeds. Mechanical repairs have been practically nothing. I fully expect another 100,000 miles from this unit before purchasing another Ford V-8."

C. K., Norwood, S.A.

"I have found the Ford V-8 truck most satisfactory after 20 years' experience in the carrying business. I have run both my V-8's several hundred thousand

miles with five ton loads and often more and found them reliable and economical in every way."

V. D., Wynyard, Tasmania.

"My three V-8 trucks have covered a total of 236,000 miles without one single stoppage. My latest truck has now done 20,316 miles, mostly on far-western black soil and spinifex country, including two overland trips to Tennants Creek Gold Mine in the Northern Territory. On both these trips she carried four tons with absolute ease."

F. T. L., Glen Innes, N.S.W.

"My 3-ton V-8 truck, fitted with a special body for carrying stock, carries 12 head of cattle or 150 sheep on trips of up to 400 miles. The body and vehicle weigh 4½ tons and average payload is 5 to 6 tons. Not once have I been delayed on the road in 22,000 miles of very heavy running over some of the roughest and worst roads in the State. You can readily understand my confidence in the Ford V-8."

R. S., Meekatharra, W.A.