

# UNCHALLENGED FOR VALUE

## IN THE 18CWT·1TON·30CWT·2TON FIELD



**IN 1940, TRUCK OPERATORS BOUGHT  
MORE FORDS THAN ANY OTHER MAKE**

*— because Ford Trucks are Money-Makers!*

**Ford**  
**TRUCKS COST  
LESS TO BUY  
AND GIVE YOU BIGGER  
PROFITS PER TON-MILE**



FORD V-8, with a wheelbase range of 122, 134 and 158 inches, supplies a unit to meet every need in the 18 cwt. to 2 ton medium transport field.

Each of these units has been engineered to give the maximum payload economy in a truck of its particular wheelbase.

First for economy is the thrifty V-8 engine developing high torque for a light truck, enabling specially selected high rear axle ratios to be used.

The 18-cwt. 122" W.B. Ford V-8 in a wide range of body styles, has a special truck rear axle with an 18-19 m.p.g. economy ratio of 4.11. 1 ton and 30 cwt. 122" W.B. also incorporate high rear axle ratios of 4.86 to 1, geared to handle 30 cwt. payloads with a minimum of petrol consumption.

Quick, silent gear changes are a feature of the 18 cwt. and 1 ton trucks with their 3-speed synchromesh gear boxes. A 4-speed gearbox is optional at slight extra cost, but is standard on 30 cwt. models.

The 134" and 158" W.B. Ford V-8 trucks handle loads of 30 cwt. and 2 tons efficiently and economically. The purchaser has the choice of either the 5.83 or 6.66 to 1 axle ratios, both standard equipment. Illustrating the capability of the Ford V-8 2 tonner is the fact that 10,500 lbs. gross vehicle weight can be hauled in top gear on a 5% grade.

Ford V-8 also brings to these 134 and 158 inch wheelbase units the advantages of the 2-speed axle, which is available as optional equipment. The 2-speed axle is very desirable when the truck is to be equipped with Producer Gas, the feature greatly increasing pulling ability.

The body range for the 122" W.B. units include well type, dropside, platform, stakeside and van. The 134" W.B. trucks offer 9' 6" x 7' platform and dropside bodies, and 12' 6" x 7' bodies for the 158" W.B.

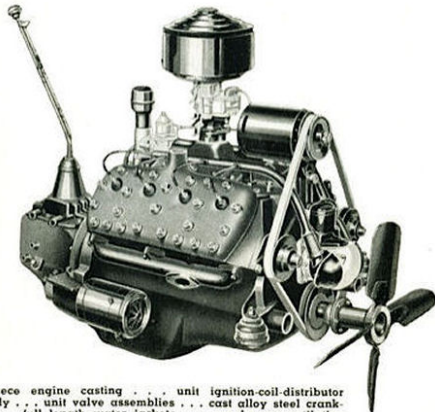
All vehicles of the 18 cwt. and 2 ton range can be obtained as cab chasses with windscreen as standard equipment should the fitment of a special body be desired. Gross vehicle weights range from 5,500 to 11,800 lbs.

You are freely invited to select trucks from this range and test their performances, fuel economy and pulling ability on your own job. Your nearest Ford dealer will gladly place a truck at your disposal.

## Why THE FORD V-8 ENGINE IS MORE ECONOMICAL

Ford V-8 engines are built for utmost **economy**, both in everyday operation and in long trouble-free life. Only in Ford V-8 will you find **all** of these exclusive **economy** features:—

Dual carburetion and intake manifolds, ensuring even, constant-temperature fuel distribution to **all** cylinders. Mirror-finished cylinder walls with light weight hard-surfaced pistons for reduced friction, added power. Floating connecting rod bearings giving **twice** the bearing area of an ordinary bearing, with consequent reduction of wear and increased economy. Factory-set valves and hardened valve seats for **all** valves, eliminating the possibility of fuel wastage through faulty valve settings. Precision-set ignition—timing cannot slip or lose its adjustment and thus cause heavy fuel consumption. Ford's eight cylinders break up the fuel into 8 small charges, giving overlapping power impulses, with smoother, more thrifty operation.



One piece engine casting . . . unit ignition-coil-distributor assembly . . . unit valve assemblies . . . cast alloy steel crankshaft . . . full length water jackets . . . crankcase ventilation . . . dual water pumps, and outside cooling-water capacity are other exclusive Ford features that spell LIFELONG ECONOMY from the Ford V-8 engine.

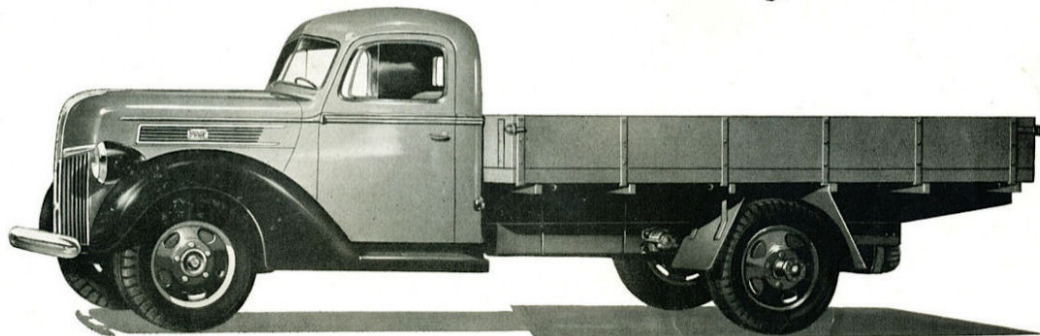
# FORD V-8 TRUCKS . . . LEADERS IN ECONOMY

## —AND CAN SHOW YOU HOW TO SAVE ON HANDLING COSTS, TOO

For many jobs, the petrol, oil and maintenance are but a portion of the truck operating costs. Handling the loads must also be reckoned with.

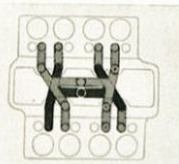
Take for instance when extra men are needed for loading and unloading operations, representing expenditure in excess of that for petrol and upkeep.

Ford V-8 trucks not only offer **ECONOMY OF OPERATION**, but can show you a varied range of equipment that will cut your handling costs to an equally low level. One example can be found in the new automatic hydraulic merchandise loader, available for end or side loading and lifting 200-250 lbs. Your Ford dealer will gladly give full details of such items of equipment. Ford V-8 trucks also provide generous loading space—on 134" W.B. units size 9' 6" x 7' and for 158" W.B. 12' 6" x 7'. Gross vehicle capacities range from 9,000 to 11,800 lbs.



### Ford 134-in. and 158-in. W.B. available in 30-40-cwt. and 2-ton capacities.

Available with Dropside and Platform Bodies. Rugged frame with alligator-type cross members, 4-speed gear box, fully enclosed cushioned drive line, full floating back axle, and independent hand-brake system are typical quality features. All 2-ton models have dual rear wheels and 6.66 to 1 rear axle ratio (5.83 to 1 optional). Illustrated is the 158-in. W.B. 30-40 cwt. Dropside.



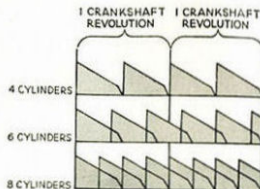
**FORD HAS DUAL CARBURETION . . .**  
The Ford dual carburetion and intake manifold system ensures even fuel distribution for maximum economy. Short direct passages provide an uninterrupted gas flow, and deliver the same amount of petrol, at the same temperatures, to all cylinders. This eliminates the power and fuel loss that occurs in an ordinary "in-line" engine when certain cylinders are starved and others over-fed.

**"SHIFTGUIDE" SPEEDOMETER . . .** An exclusive Ford economy feature. Coloured indicators on the dial tell the driver when to change gears for greatest pulling ability and maximum fuel economy.



**FORD V-8 POWER IMPULSES OVERLAP . . .** This chart demonstrates the overlapping power impulses of the V-8 engine. Notice that with the eight cylinder engine each new power impulse commences when the previous one is only **half** finished,

giving the smooth flow of power so characteristic of the Ford V-8 motor. Each power impulse "builds up" on the previous one, providing a constant surge of power even at low engine speeds. This overlapping of power impulses is one of the reasons why Ford V-8 engines develop such a high torque over a wide range of engine speeds.



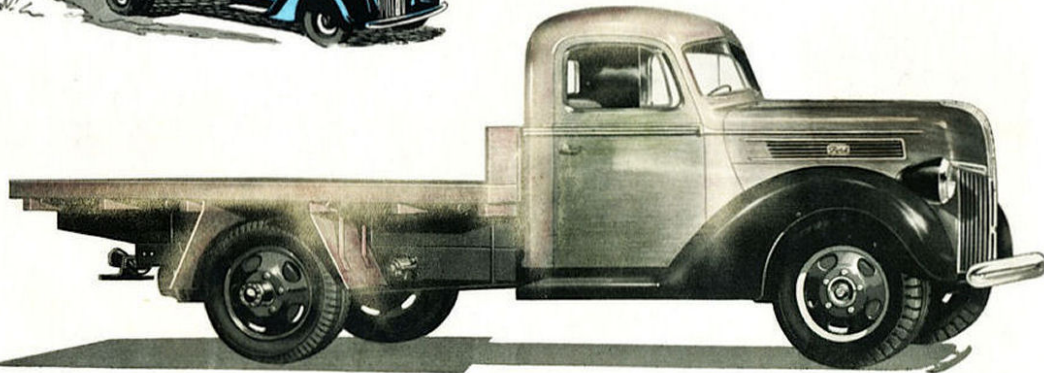
# FORD IN '41 WILL STILL COST LESS TO RUN

—AND STILL HAVE A MARGIN OF OVERSTRENGTH, TOO!

Inevitably there are occasions when a truck operator will carry payload in excess of the normal rated capacity of his model. Even if this should not occur, it is wise when selecting a truck to choose that giving a margin of strength for overload with a rear axle giving maximum hauling efficiency under the heavier loads.

Typical of Ford V-8 truck value . . . In the model illustrated below, a rear axle with a 6.66 to 1 ratio similar to that of a 3-ton truck is available at no extra cost. Illustrative too of overstrength construction are the frames—having elastic limit of 42,000 lbs. Should job conditions demand, dual frames and auxiliary springs are optional at low extra cost.

To assist the truck operator in obtaining the utmost from the very economical V-8 motor Ford trucks are equipped with the special SHIFTO-GUIDE Speedometer. The speedometer shows, in miles per hour, where the maximum torque (pulling ability) is developed—thus indicating the most advantageous speed that the truck should be driven in the various gears and when a change to a lower gear on hills will maintain speed and save petrol.



**Ford V-8 134-in. W.B. platform body.** Also available with dropside body, in 134-in. and 158-in. wheelbases, 30-cwt. or 2-ton capacities. Generous loading space dimensions are as follows: 134-in. W.B., 114 in. x 84 in. 158-in. W.B., 150 in. x 84 in. 2-ton models have dual rear wheels and 30 x 5 8-ply tyres as standard equipment.

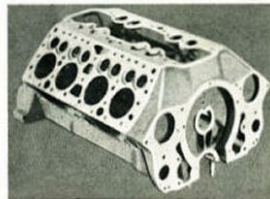
## QUALITY FEATURES SHOW WHY FORD LEADS IN LONG LIFE



**PRECISION SET VALVES . . .** are of high chrome alloy steel, with mushroom stem ends and one piece valve lifters that are exceptionally hard and resistant to wear. Ford V-8 valve assemblies remain quiet and maintain correct clearances over tremendous mileages.



**CAST ALLOY STEEL CRANKSHAFT . . .** Short, rigid, and balanced with extreme accuracy, the Ford V-8 crankshaft cannot "whip" or cause engine vibration. It is extremely hard and long-wearing.

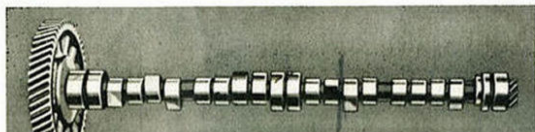


**ONE-PIECE CYLINDER BLOCK . . .** Ford V-8 cylinders, crankcase, fly-wheel housing and exhaust passages are all contained in one casting, thus ensuring permanent precision alignment for all working parts.

**VALVE SEAT INSERTS** are of tungsten-chromium steel, which resist corrosion and pitting to a remarkable degree, and make valve-grinding almost unnecessary. In Ford V-8 these inserts are fitted to both intake and exhaust valves.

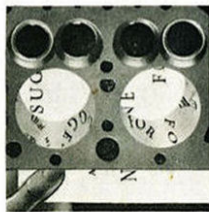


## FORD PRECISION MANUFACTURE FOR LONGER, SMOOTHER ENGINE LIFE

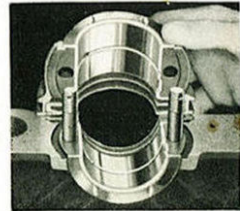


FORD CAMSHAFTS ARE OF CAST ALLOY IRON . . . with cam and bearing surfaces that are unusually resistant to wear. The use of this special alloy provides a strong, rigid shaft that helps to eliminate engine vibration. Camshaft turns in replaceable babbit bearings instead of bearing directly against the block—a typical feature of Ford quality. Camshaft gear is bolt-on type for ease and economy in servicing.

MIRROR-FINISHED CYLINDER WALLS . . . The high degree of smoothness enables pistons to be fitted with minimum amount of clearance without danger of "scuffing." Excessive friction and resultant wear are thus reduced. "Mirror finish" is one of the important factors in Ford V-8's low oil consumption over amazingly long periods.



MAIN BEARING CAPS MAINTAIN PERMANENT ALIGNMENT . . . Radial tongues on the main bearing caps fit into corresponding grooves in the block ensuring permanent bearing alignment at all times. Thus it is impossible for wear to develop owing to faulty alignment of the bearing caps, as is possible with ordinary engine bearings.

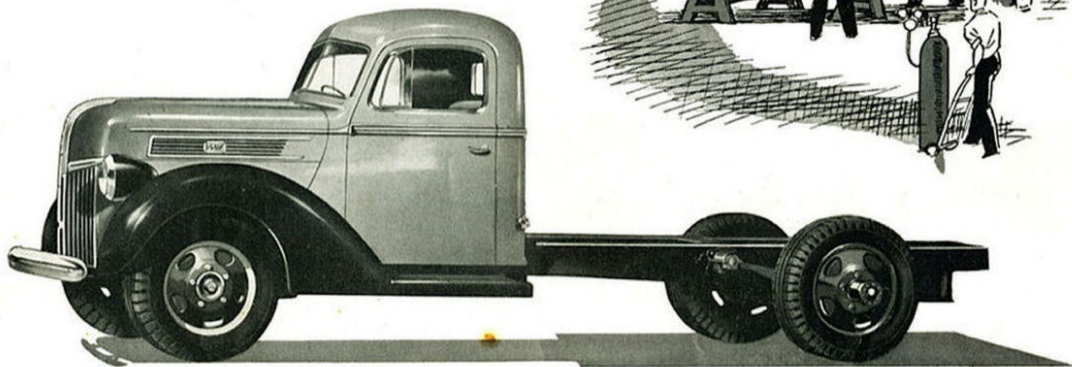
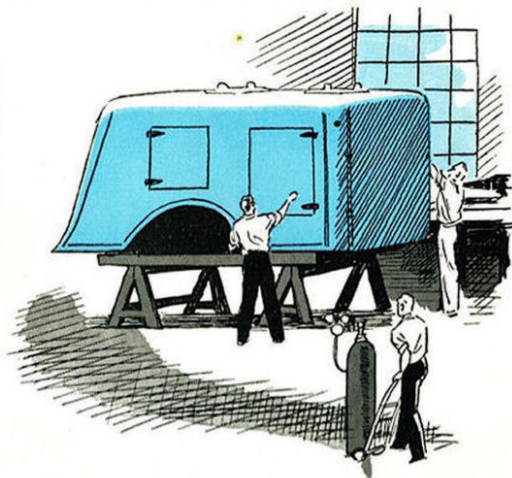


## FORD V-8 FOR MEDIUM WEIGHT TRANSPORT NEEDS

### HIGH RESALE VALUE — LOW DEPRECIATION

The popularity and demand for Ford V-8 Trucks, and Ford was sales leader for 1940, coupled with their long life engineering, is an assurance to owners of high resale value. On this count the Ford Engine Exchange Service is important in that a Ford dealer, for a very low cost, can put the unit in "as new" condition—the motor carrying a new engine warranty and the original owner profiting by the added value commanded on the secondhand market.

Many operators further enhance this initial Ford value with the purchase of such a unit as the 30-40 cwt. chassis with cab. For example, in summer a refrigeration van body is fitted to carry foodstuffs which are affected by heat. In winter the insulated body is detached and a dropside or other type can be mounted in an hour or two. When the time comes for an economical exchange to a new unit, it is only necessary to trade in the cab chassis retaining the special body for fitment to the new Ford unit made possible by Ford standardisation of chassis widths.



**Ford V-8 30-40-cwt. chassis with cab.** 134-in. and 158-in. wheelbases, also available as chassis, and chassis with closed front end. New quality features include rugged frames with wide flanged alligator-type cross members. Cushioned drive line and semi-elliptic front springs. Distance from back of cab to centre of rear axle: 134-in. W.B., 60.06 in.; 158-in. W.B., 84.06 in.

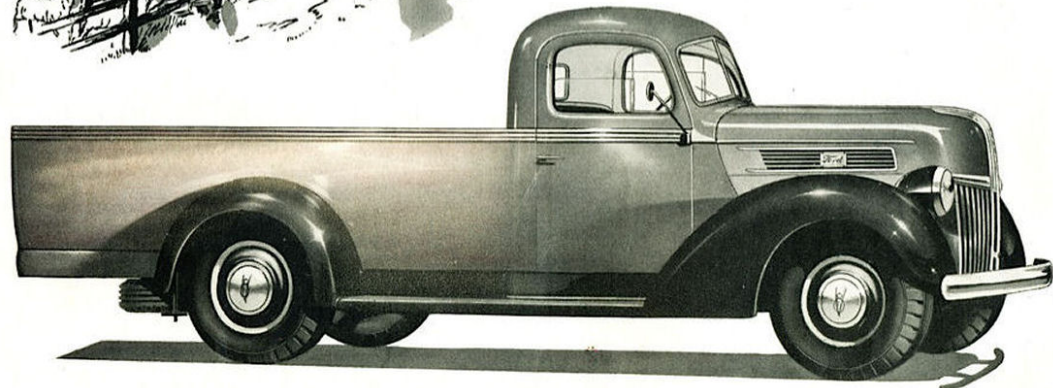
# HERE ARE THE REAR AXLE RATIOS THAT ASSURE MORE MILES PER MONTH



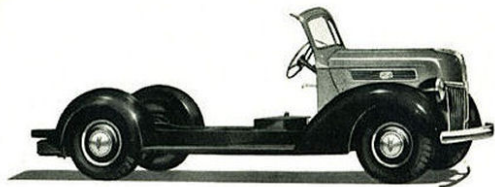
This all-steel straightside body Ford V-8 with body dimensions of 8' 2" x 4' 8" x 2' is particularly suited for those farmers who need a truck that gives utility petrol economy with truck pulling ability plus speeds of up to 50 m.p.h.

The Ford V-8 122" W.B. range is exceptionally thrifty on petrol due to the high rear axle ratios of 4.11 to 1 and 4.86 to 1. These units are thus geared for maximum fuel economy, yet loads greater than their rated capacities can be hauled, in top gear, up a 5% grade.

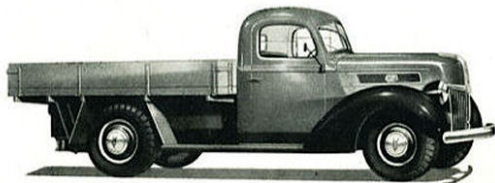
The riding comfort of this unit can be favourably compared with that of the Coupe-Utility. The 122" W.B. units are equipped with hydraulic shock absorbers at front, also large section utility truck type balloon tyres. The Ford V-8 122" W.B. unit is also available as chassis with windscreen as standard equipment and as cab chassis for fitment of special bodies.



**Ford V-8 122-in. W.B. steel straightside.** The ideal general purpose unit, specially suited to farmers and graziers. Roomy all steel body provides ample space for payloads up to 30 cwt. with riding comfort that is exceptional. New luxury features include: "Shiftoguide" speedometer, pivot ventilating side windows, etc.

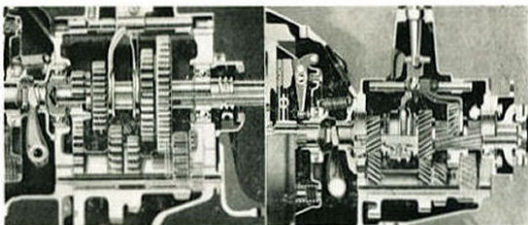


**Ford V-8 122-in. W.B. truck chassis with closed front end.** Available also as chassis, cab chassis, and with complete range of body styles including: platform, dropside, steel straightside, well-type, stakeside and panel van. Chassis is 6 in. deep with wide flanged alligator-type cross members for extra strength and rigidity.



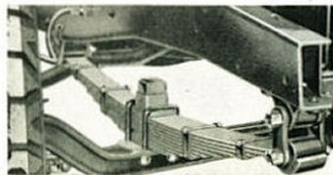
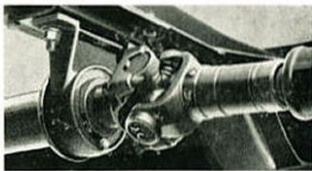
**Ford V-8 122-in. W.B. with dropside body.** Tray size of this model: length, 96 in.; width, 78 in.; height of sides, 11½ in. Coupe type steel cab with glass all round and pivot ventilating side windows. Features include: Front shock absorbers, oil bath air cleaner, vacuum controlled wiper, enclosed despatch box, "Shiftoguide" speedometer, petrol and oil gauges. Headlamp beam is foot controlled, pilot light is on dash. Also available with Platform Body.

## FORD STANDS FOR STRENGTH AND LONG LIFE



**TWO GEAR BOXES . . .** Three-speed synchro-mesh transmission is standard equipment on 18 cwt. and 1-ton units. Heavy duty 4-speed gearbox is standard on 25 cwt., 30 cwt. and 2-ton, and optional equipment for 18 cwt. and 1-toner at small extra cost. Note that all gears used in any forward speed are mounted on roller or ball bearings for reduced friction and higher power transmitting efficiency.

**NEEDLE ROLLER BEARING  
UNIVERSAL JOINTS . . .** are completely enclosed, and fully protected against dirt, dust and mud. The centre bearing is completely encased in rubber for greater anti-friction efficiency and to insulate chassis against tyre and drive line noises.



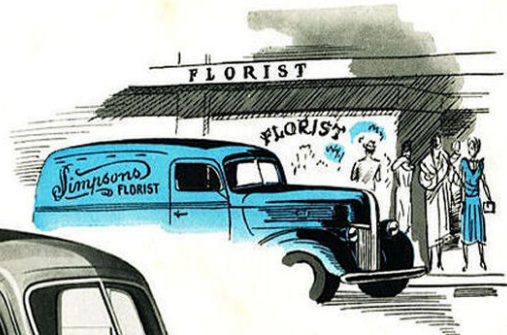
**LONG, SMOOTH-ACTING  
SPRINGS . . .** provide ample carrying capacity together with smooth cushioning of the load and excellent riding qualities. Spring leaves are of chrome alloy steel. Front shackles are steel-backed, self-lubricating type. Spring capacities range from 5,900 lbs. (18 cwt. unit) to 11,650 lbs. (2-ton unit).

## FORD PANEL VANS ARE SMARTER...MORE THRIFTY

With its V-8 engine that keeps running costs at rock-bottom level, the Ford Panel van is suitable for door-to-door delivery with bulky loads, and there are scores of light hauling operations where it will save time and money.

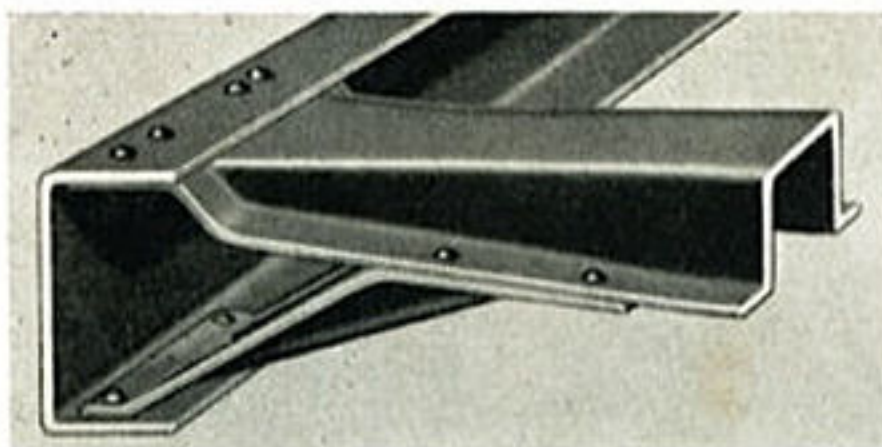
The shapely steel body is built by the Ford-Australia factory at Geelong and generous loading space is provided—floor length being 8' 1"—width 4' 8½" x 4' 7½" from floor to roof.

Panel van body is available for 18 cwt., 1-ton, 30 cwt., 122" W.B. models. If special roller type blinds are required, the van can be supplied less rear doors and a generous allowance made.



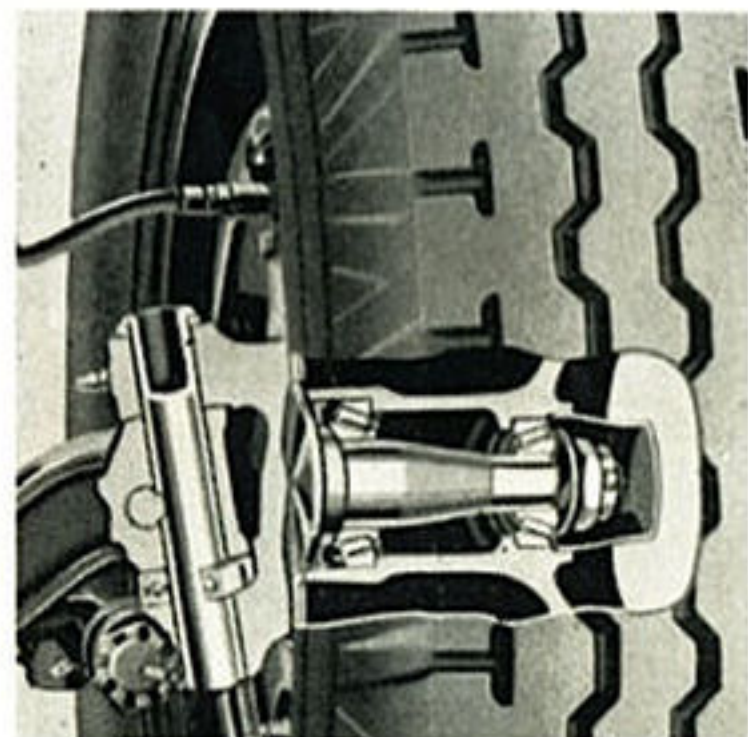
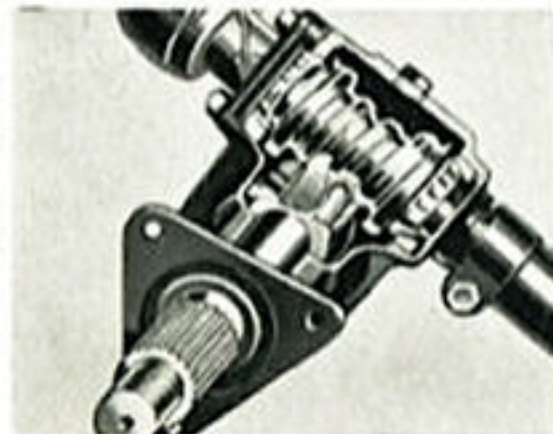
**Ford 122-in. W.B. Van.** 18-cwt., 1-ton or 30-cwt. capacities. Already a leader in its class for performance and economy, the smart lines and shapely body styling of this 122-in. W.B. Van will make it a leader in style value too. With attractive signwriting display, this unit makes a striking advertising and selling display for any business.

# THESE FEATURES CUT YOUR SERVICE COSTS ... TURN THEM INTO PROFITS!



**MASSIVE FRAMES . . .** 122" W.B. frame measures 6" x 2½" x ½". 30 cwt.-2 ton frames 7" x 2½" x ½". Construction is exceptionally rugged throughout, with wide-flanged deep section side members, and sturdy wide-flanged cross members reinforced with alligator-type plates for extra strength and rigidity.

**WORM AND ROLLER STEERING . . .** Friction is at a minimum in this type of gear because of the rolling contact between worm and roller. Worm gear is mounted on tapered roller bearings, roller on needle roller bearings—giving Ford trucks remarkably easy steering and lifelong freedom from steering troubles.

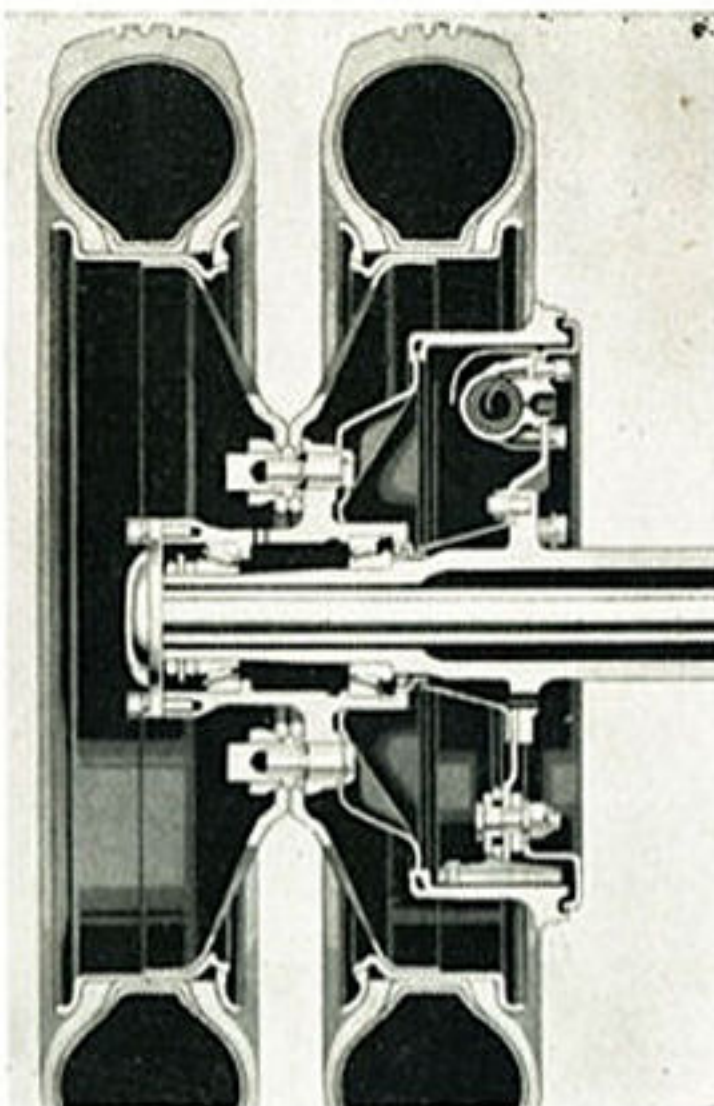


**LARGE KING PIN BEARING AREA.** Over-size king pins, 1¼" in diameter, give added strength for hard service. Long bronze bushings and a special anti-friction thrust bearing in the king pin mounting provide easier steering and freedom from wear.



**COMPOSITE BRAKE DRUMS.** Ford truck brakes are big powerful hydraulics, with an entirely independent mechanical handbrake system operating directly on the drive shaft; the 122" W.B. handbrake operates rear wheel brakes. The brake drum ring is cast iron, and is cast integrally with the steel drum disc. Cast iron is used for the braking surface because of its high resistance to wear. The use of steel for the drum disc provides high strength with low weight.

**DUAL REAR WHEELS . . .** are standard equipment on all 2-ton models. Note the wheel bearings outside the axle housings, leaving the axle free to drive, and not carry, the load.



**FORD FULL-FLOATING REAR AXLE . . .** an unusual feature on one-ton trucks, yet standard equipment on ALL Ford V-8 trucks from 18 cwt. up. The chief advantage of a full floating axle is its exceptional reliability, owing to the fact that the entire load weight is taken by the axle housings

—the axle shafts have only to drive the wheels, not carry the load. These Ford rear axle assemblies embody many features usually found only in high-priced trucks, and provide absolute reliability with extremely high power-transmitting efficiency.

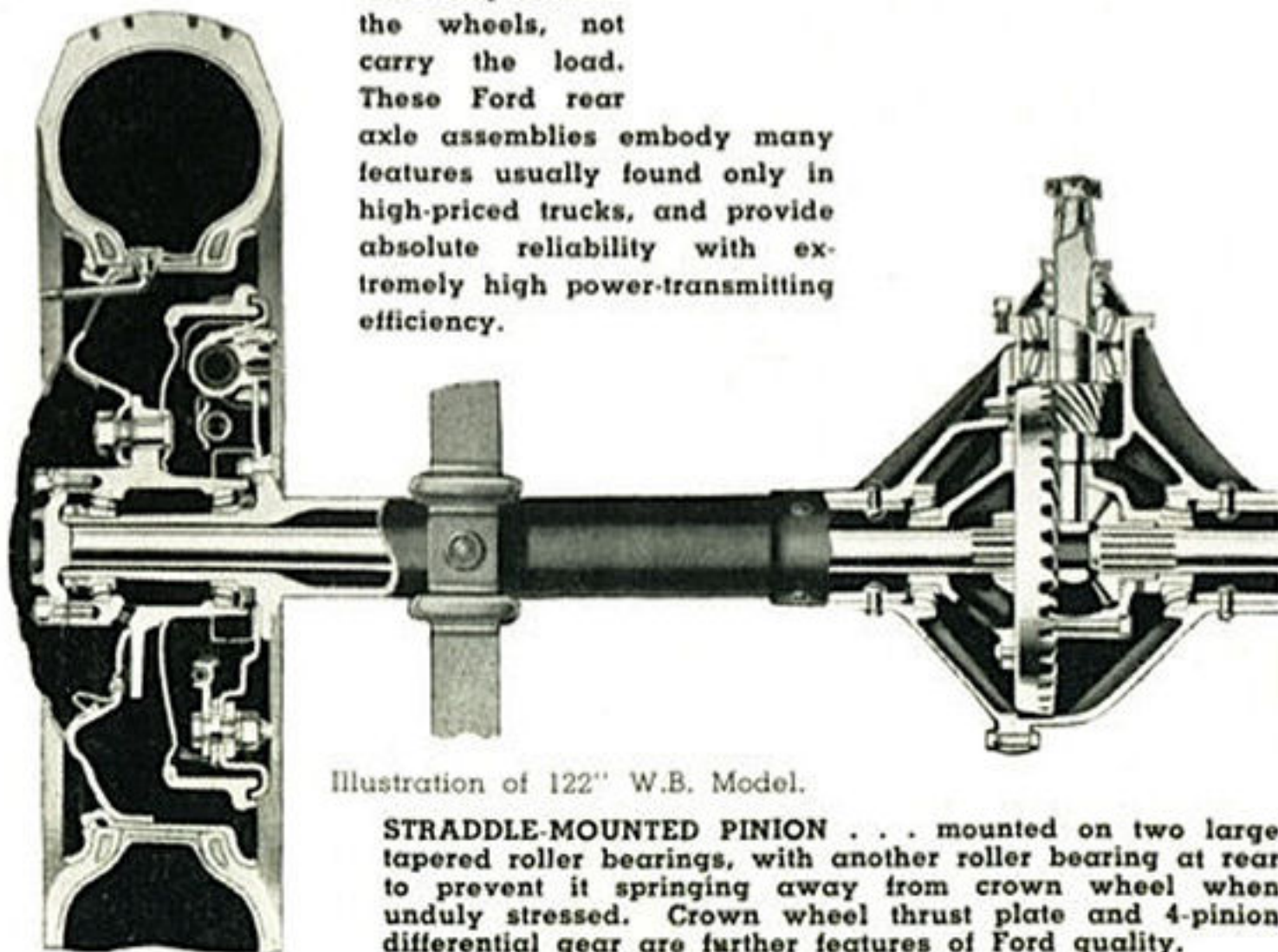


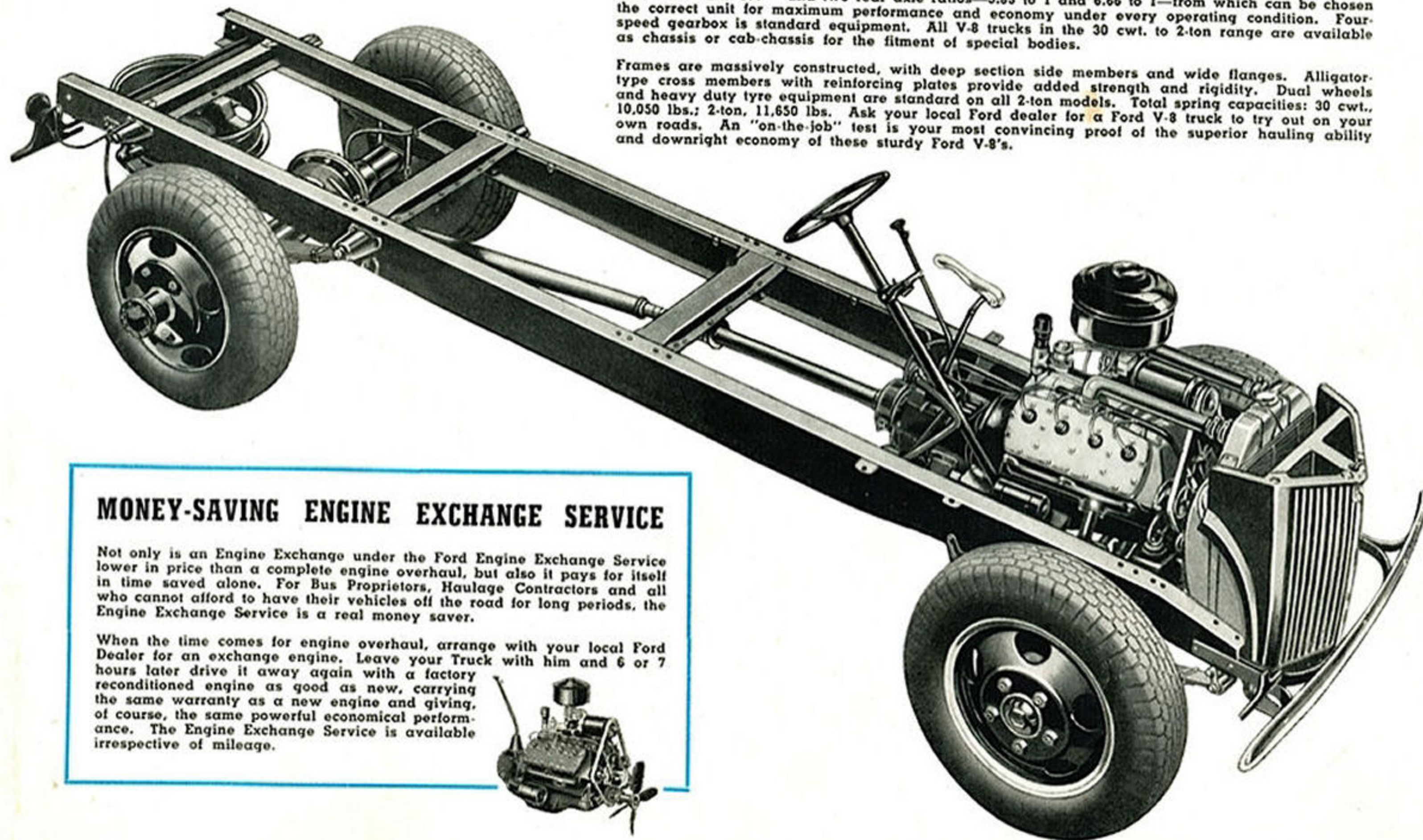
Illustration of 122" W.B. Model.

**STRADDLE-MOUNTED PINION . . .** mounted on two large tapered roller bearings, with another roller bearing at rear to prevent it springing away from crown wheel when unduly stressed. Crown wheel thrust plate and 4-pinion differential gear are further features of Ford quality.

# FORD V-8 30-40 CWT. CHASSIS STRONGER . . . LIGHTER . . . MORE RIGID

For medium weight haulage of loads up to 2 tons this Ford V-8 30/40 chassis offers the best features available in its payload and horsepower class. There are two wheelbase lengths available—134" and 158"—and two rear axle ratios—5.83 to 1 and 6.66 to 1—from which can be chosen the correct unit for maximum performance and economy under every operating condition. Four-speed gearbox is standard equipment. All V-8 trucks in the 30 cwt. to 2-ton range are available as chassis or cab-chassis for the fitment of special bodies.

Frames are massively constructed, with deep section side members and wide flanges. Alligator-type cross members with reinforcing plates provide added strength and rigidity. Dual wheels and heavy duty tyre equipment are standard on all 2-ton models. Total spring capacities: 30 cwt., 10,050 lbs.; 2-ton, 11,650 lbs. Ask your local Ford dealer for a Ford V-8 truck to try out on your own roads. An "on-the-job" test is your most convincing proof of the superior hauling ability and downright economy of these sturdy Ford V-8's.



## MONEY-SAVING ENGINE EXCHANGE 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. The Engine Exchange Service is available irrespective of mileage.



# SPECIFICATIONS

## ENGINE.

**ENGINE**—Bore, 3.062 in. Stroke, 3.75 in. Piston displacement, 221 cub. in. Engine Torque, 170 ft. lbs. at 2,200 r.p.m. **ENGINE BLOCK**—Semi-steel casting, full length water jackets, polished mirror finish cylinders. **CRANKSHAFT**—Cast alloy steel, weight 66 lbs. 3 main bearings, effective main bearing surface 36.99 sq. in. **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 bobbit 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-draught carburettor fitted with oil bath air cleaner and silencer. **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.

## 122-IN. W.B. 18-cwt., 1-TON and 30-cwt. TRUCKS.

**CLUTCH**—Semi-centrifugal type. Plate pressure increases as engine speed is increased. 11 in. diameter, friction area 123.7 sq. in.

**TRANSMISSION**—18-cwt. and 1-Ton, 3 speed; 30-cwt., 4-speed. 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 in., depth 6 in., width 2½ in., thickness ⅞ in.

**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 4.86 to 1—18 cwt., 4.11 to 1.

**SPRINGS**—Semi-elliptic front and rear. Oil-less bearing type front shackles with spring eyes double-wrapped for safety. Total spring capacities—18-cwt. 5,903 lbs.; 1-Ton: 6,800 lbs.; 30-cwt.: 8,000 lbs.

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

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

**BRAKES**—Powerful hydraulic. 1-Ton and 30-cwt. Rear drums are 14 in. diameter, 2 in. wide. Drum rings are cast iron, cast integrally with steel drum discs. Total lining area 186.8 sq. in. Handbrake operates rear wheel brakes independently. Dimensions: 18-cwt., front and rear, 12 in. x 1.94 in.; lining area, 162 sq. ins.; drums, one-piece cast steel.

**WHEELS**—18-cwt.: 5 16" x 5". 1-Ton: 5 17" x 5". 30-cwt.: 2 17" x 5" and 3 17" x 8".

**TYRES**—18-cwt.: 16 x 6.50 Truck type front and rear. 1-Ton: front 17 x 7.00 6-ply, rear 17 x 7.00 8-ply. 30-cwt.: front 17 x 7.00 8-ply, rear 17 x 7.50 8-ply.

**TURNING RADIUS**—22 ft.

## 134-IN. AND 158-IN. W.B. 30-40 CWT. TRUCKS.

**CLUTCH**—Heavy-duty semi-centrifugal. Plate pressure increased by centrifugal force as engine speed is increased. Cushioned hub with vibration damper. Diameter, 11 in.; total friction area, 123.7 sq. in.

**TRANSMISSION**—Heavy-duty type, 4 forward speeds. Roller and ball bearings in all forward speeds. S.A.E. standard 6-bolt power take-off opening in side of gear box.

**UNIVERSAL JOINTS**—Needle roller bearing type, fully enclosed and permanently sealed against dust and mud. Centre unit is rubber mounted for greater anti-friction efficiency, smoother operation.

**FRAME**—High carbon frame steel with deep section wide-flanged alligator-type cross members. Side member dimensions: Depth, 7 in.; width, 2½ in.; thickness, ⅞ in. Elastic limit, 42,000 lbs. per sq. in.

**AXLES**—Front: Carbon Manganese steel, drop centre type, large "I" beam section. Rear: full floating with straddle-mounted pinion and ring gear thrust plate. Ratios: 134-in. W.B. 30-cwt., 5.83 to 1. 158-in. W.B. 30-40 cwt. and 2-ton, 6.66 to 1 (5.83 to 1 optional).

**SPRINGS**—Semi-elliptic front and rear. Oil-less bearing type front shackles with spring eyes double-wrapped for safety. Total spring capacities: 30-cwt. 10,050 lbs.; 2-ton 11,650 lbs.

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

**BRAKES**—Powerful hydraulic, with entirely independent handbrake system operating on drive shaft. Total braking area, 365 sq. in. Drum rings are cast iron, with steel drum discs.

**WHEELS**—Tapered steel disc riveted to steel rim. 134-in. W.B. 30-cwt., 5 20 in. x 5 in.; 2-ton, 7 20 in. x 5 in. 158-in. W.B. 30-40 cwt., 2 20 in. x 5 in. front, 2 20 in. x 6 in. rear and spare. 2-ton, 7 20 in. x 5 in.

**TYRES**—134-in. W.B. 30-cwt.: front, 2 30 x 5 8-ply; rear, 2 32 x 6 8-ply. 2-ton: 6 30 x 5 8-ply. 158-in. W.B. 30-40 cwt.: 2 32 x 6 8-ply front; 2 32 x 6 10-ply rear. 2-ton: 6 30 x 5 8-ply.

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.