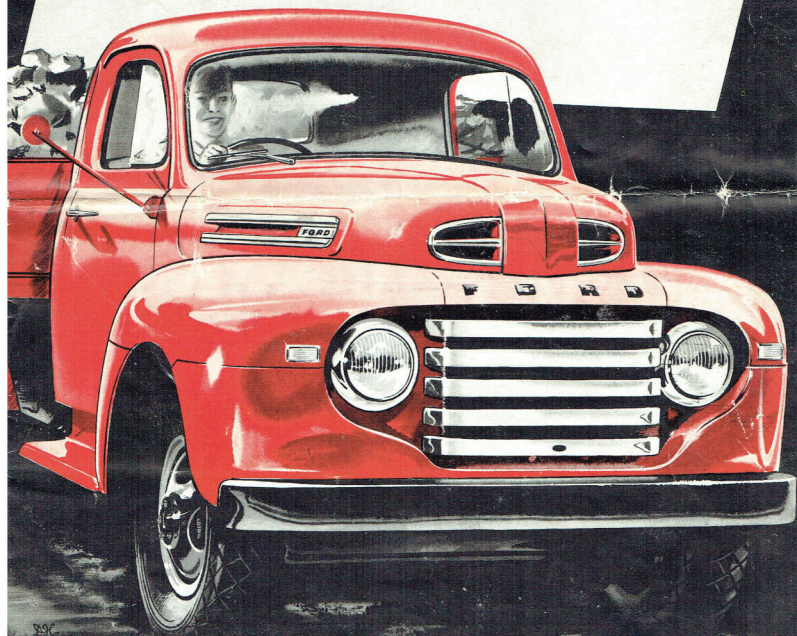


FORD TRUCKS

NEW FOR 1948



**FORD TRUCKS ARE BUILT STRONGER
TO LAST LONGER . . .**

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

V8 TRUCK ENGINE

DIMENSIONS — BORE $3\frac{3}{16}$ " ; STROKE $3\frac{3}{4}$ ". Displacement 239 cu. in.

ENGINE BLOCK — Cast alloy iron. Cylinders and crankcase integrally cast. Full-length water jackets. Controlled cylinder wall finish.

CRANKSHAFT — Cast alloy steel. Fully counterweighted, integral counterweights.

PISTONS — Light-weight, cast alloy, 4 rings—2 compression, 2 oil control. Floating-type piston pins with bearing surfaces in both rod and piston.

CAMSHAFT — Special high-torque type. Cast alloy iron, 3 steel-backed babbit bearings. Aluminium timing gear—bolted on.

VALVES — Special high-chrome nickel alloy steel. Valve springs shot-blasted and rust-proofed.

VALVE SEAT INSERTS — Hard alloy steel for all intake and exhaust valves.

ENGINE LUBRICATION — Large-capacity oil pump, giving direct-pressure oiling to all main, connecting rod and camshaft bearings; also to timing gears. Crankshaft has twin oil holes in each crankpin. Oil filter, replaceable cartridge-type.

ENGINE OIL PAN — Divided, split flywheel housing. Removable oil pan plate below oil pump screen.

COOLING — Two centrifugal water pumps, packless, self-lubricating type. Calibrated pressure-valve radiator cap.

FUEL SYSTEM — Dual down-draft, balanced type carburettor fitted with oil bath air cleaner. Direct-driven mechanical fuel pump.

IGNITION — Sealed-dry, direct-driven distributor. Fully automatic spark advance. Neoprene-covered ignition wiring.

BATTERY — 17-plate, 120 ampere-hour capacity.

CHASSIS

MAX. G.V.W.	WHEELBASES	NOMINAL CAPACITY	TYRES	FRAME DIMENSIONS	TRANSMISSION	REAR AXLE
6,500 lbs.	122"	1 ton	F—7.00 x 17 x 6-ply R—7.00 x 17 x 8-ply	6" x 2½ x 3/16"	4-Speed for All Models	4.86 to 1
9,000 lbs.	134"	30 cwt.	F—7.00 x 20 x 8-ply R—7.00 x 20 x 8-ply	7" x 2½ x 7/32"		6.66 to 1
11,000 lbs.	134" & 158"	2 ton	F—6.50 x 20 x 6-ply R—6.50 x 20 x 6-ply Duals	134" w.b. units— 7" x 2½ x 7/32"; 158" w.b. units— Dual Frames 7" x 2½ x 11/32"		6.66 to 1
14,500 lbs.	134" & 158"	3½ ton	F—7.50 x 20 x 8-ply R—7.50 x 20 x 8-ply Duals	Dual Frames 7" x 2½ x 11/32"		6.66 to 1
18,000 lbs.	134", 158", 173" & 194"	5 ton	F—8.25 x 20 x 10-ply R—8.25 x 20 x 10-ply Duals	134" and 158" w.b. units— Dual Frames 7" x 2½ x 11/32"; 173" and 158" w.b. units— 9" x 3 x 15/32"		2-Speed 6.3 to 1 high range; 8.81 to 1 low range
BUS CHASSIS 14,500 lbs.	173" & 194"	Up to 27-passenger	F—8.25 x 20 x 10-ply R—8.25 x 20 x 10-ply Duals	Special Bus Frame		6.66 to 1 2-Speed Optional extra
<p>TRAY SIZES : For 122" Wheelbase Trucks—8 ft. x 6 ft. 6in. For 134" Wheelbase Trucks—9 ft. 6 in. x 7 ft. For 158" Wheelbase Trucks—12 ft. 6in. x 7 ft. For 173" Wheelbase Trucks—14 ft. 6 in. x 7 ft. For 194" Wheelbase Trucks—17 ft. x 7 ft.</p>						

FORD TRUCK SERVICE—Available everywhere at low cost

The nation-wide chain of Ford Dealers locates service and genuine Ford Parts facilities in every district. Ford Motor Company of Australia conducts regular Service Schools for the mechanics of these Dealers—giving them expert, specialised knowledge.

ENGINE EXCHANGE SERVICE

In truck operation, economy and long life are most desirable attributes. These are inherent characteristics of the Ford V8,

but there is another factor that must be considered—it is economy of service. The servicing of an engine is a job that can best be done by the factory from which it came and this is the basic principle of the Ford Engine Exchange Service.

When, after long hard service, an engine overhaul will contribute to continued economy and performance, the owner advises his local Ford Dealer in advance and, at an appointed time, drives in. The exchange engine is soon installed, the truck not being off the road for any appreciable period. The replacement engine carries the same warranty as a new engine.

FROM THE HOME OF FORD MANUFACTURING IN AUSTRALIA

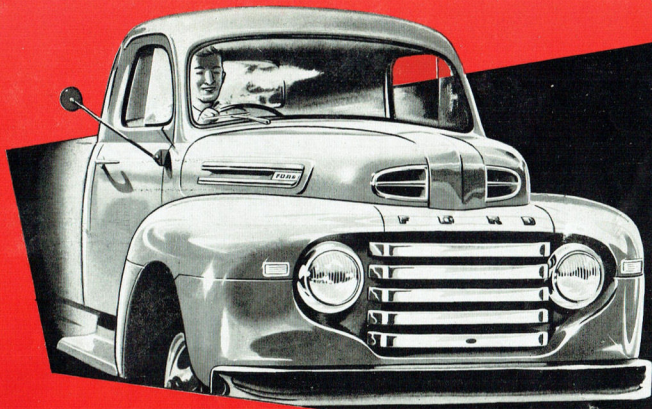
FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

(Incorporated in Victoria)

Registered Office : Geelong, Victoria



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

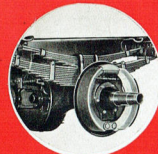
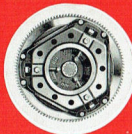


A TRUCK CAB— Completely New!

- NEW** comfort to cushion the miles.
- NEW** roominess with wide seating and plenty of head and elbow room for big men.
- NEW** wide vision to make driving safer.
- NEW** one-piece windscreen with no centre obstruction to vision.
- NEW** wider door windows, extra large rear cab window.
- NEW** all-round weather sealing for cab, plus the extra comfort of controlled ventilation and big cowl ventilator.
- NEW** 4-point cab-to-chassis mountings to cushion road shocks.
- NEW** wide doors so you can get in or out without squeeze or stumble.
- NEW** extra-strength features in cab construction.
- NEW** easy-action seat adjustment on roller bearings.
- NEW** three-spoke steering wheel to improve visibility of instruments.
- NEW** smart instrument panel — compact yet legible instrument cluster.
- NEW** large glovebox and ashtray big enough to hold a pipe.
- NEW** accessibility for toolbox, now built-in behind seat.

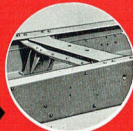
TOUGHNESS

CLUTCH—The tried and proven Ford semi-centrifugal design, built for high engine torque transmission. Plate pressure is increased by centrifugal force as engine speed increases. 11-inch diameter with special heavy-duty type used for 18,000 lbs. G.V.W. units and buses.



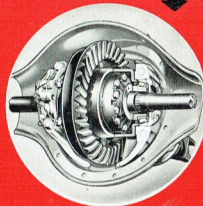
BRAKES—Big, powerful hydraulics. Drum rings cast-iron with steel drum discs. For the heavier loads, vacuum (booster) assisted hydraulic brakes are fitted to units with G.V.W.'s of 14,500 and 18,000 lbs.

FRAMES—Robust steel channel with double-bracing cross members. Each vehicle incorporates a frame specially designed for its maximum G.V.W. Typical Ford engineering is seen in the 173-inch W.B. 5-ton frame illustrated which is 9 inches x 3 inches x 15 3/4 inches providing a unit of great strength.

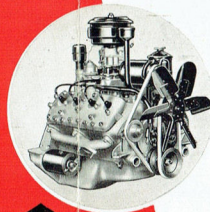


2-SPEED AXLE—Standard on 18,000 lbs. G.V.W. trucks. Provides combination of 2 ratios in the one axle—high for fast economical haulage of light loads or return empty trips—low for heavy loads over hilly roads.

Ford rear axles are full floating (even on the LeTourner) with straddle-mounted pinions and 4-pinion differentials. The axle housing carries the load, the shafts being left free to turn the wheels. Heavy duty roller bearings used throughout.



WITH GOOD LOOKS AND COMFORT



THE V8 ENGINE—The Ford V8 engine is compact, and because of this, it is possible to have more cylinders in a shorter engine length, giving more space for payload. Eight cylinders produce steadier, smoother power flow due to the greater number of power strokes per revolution—four power impulses per crankshaft revolution. This engine's consistent economy and accessibility are also real advantages in truck work.

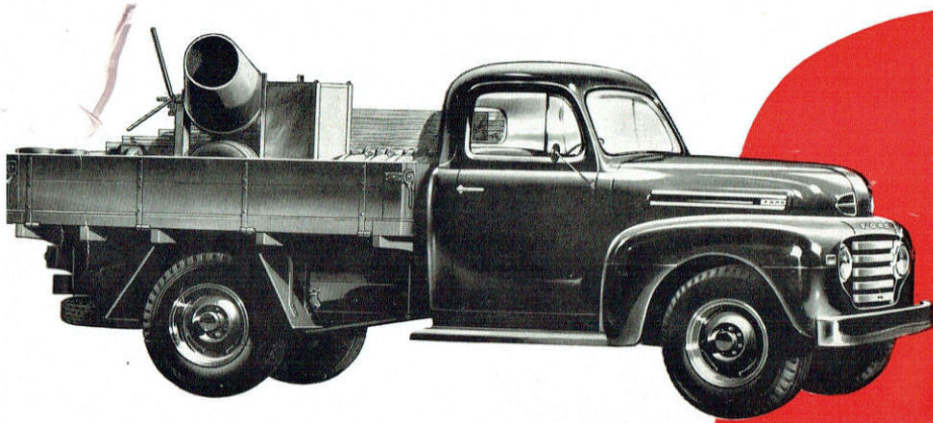
New features that are practical in truck usefulness

- NEW** modern frontal appearance, built and styled to last longer.
- NEW** heavier type front bumper, bolted directly to frame side members.
- NEW** recess-mounted headlamps and radiator grille for added smartness and to reduce possibility of damage.
- NEW** special heavy-duty, wider front axle and wider 2-speed rear axle for 5-tonners. New wider front and rear axles also for bus chassis.
- NEW** front guards of massive appearance, built of heavier gauge metal and designed for adequate clearance with maximum tyre size.
- NEW** straight-through type muffler reducing restriction and back pressure.
- NEW** rigid front end bracing to withstand road shocks.
- NEW** steering ratios for easier, more positive control.

As you can see and feel, surface design and comfort in these new Ford Trucks is fine indeed. And in their engineering is extra strength and resistance to tough usage . . . Ford engineering — proven and respected — “builds stronger to last longer”.

FORD builds stronger to last longer

PAYLOADS 1 to 5 TONS • GROSS VEHICLE WEIGHTS 6,500 to 18,000 LBS.



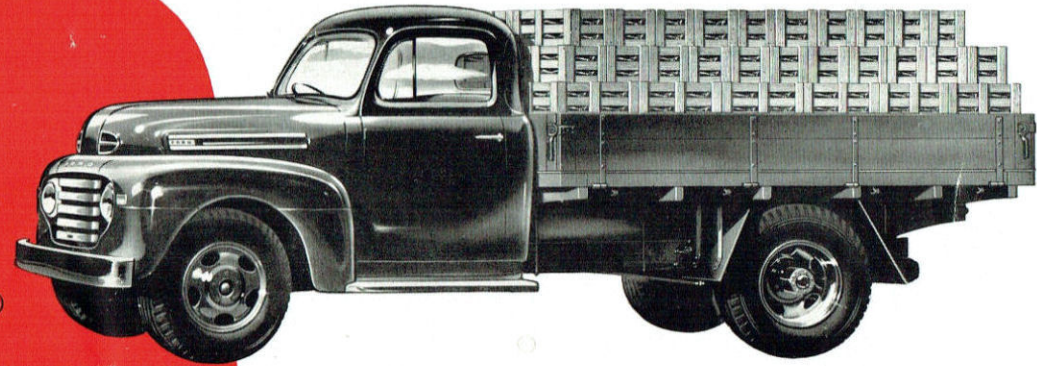
6,500 lbs. G.V.W. — 1 Ton — 122" Wheelbase

CHASSIS DIMENSIONS:

Overall front bumper to end of frame	205.76"
Width across frame behind cab	34.0"
Back of cab to centreline rear axle	48.06"
Rear overhang of frame from centreline of rear axle	48.0"
Back of cab to rear of frame	96.06"

You can work-measure a Ford Truck before you buy

MANUFACTURER'S MAXIMUM
G.V.W.
 GROSS VEHICLE WEIGHT
 IS THE TRUE WORK-MEASURE



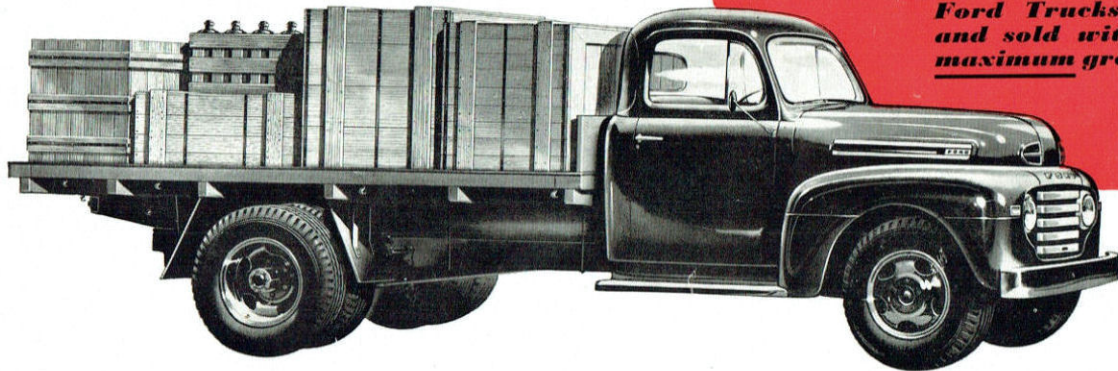
9,000 lbs. G.V.W. — 30 Cwt. — 134" Wheelbase

CHASSIS DIMENSIONS:

Overall front bumper to end of frame	210.44"
Width across frame behind cab	34.0"
Back of cab to centreline rear axle	60.06"
Rear overhang of frame, from centreline of rear axle	38.5"
Back of cab to rear of frame	98.56"

Gross Vehicle Weight is "the greatest weight of vehicle and load the manufacturer authorises and guarantees the vehicle to accommodate with safety under normal conditions of operation". Each unit in the Ford range is individually engineered for and sold with a clearly stated G.V.W. Thus you can work-measure a Ford truck before you buy and know exactly what it is suited to carry economically and safely.

*Ford Trucks are made for—
 and sold with—clearly stated
 maximum gross vehicle weights*



11,000 lbs. G.V.W. — 2 Ton — 134" and 158" Wheelbase

CHASSIS DIMENSIONS:

	134" w.b.	158" w.b.
Overall front bumper to end of frame	210.44"	234.44"
Width across frame behind cab	34.0"	34.0"
Back of cab to centreline of rear axle	60.06"	84.06"
Rear overhang of frame from centreline of rear axle	38.5"	38.5"
Back of cab to rear of frame	98.56"	122.56"

TRAY BODY SIZES

122" w.b. trucks	8 ft. x 6 ft. 6 in.
134" w.b. trucks	9 ft. 6 in. x 7 ft.
158" w.b. trucks	12 ft. 6 in. x 7 ft.
173" w.b. trucks	14 ft. 6 in. x 7 ft.
194" w.b. trucks	17 ft. x 7 ft.

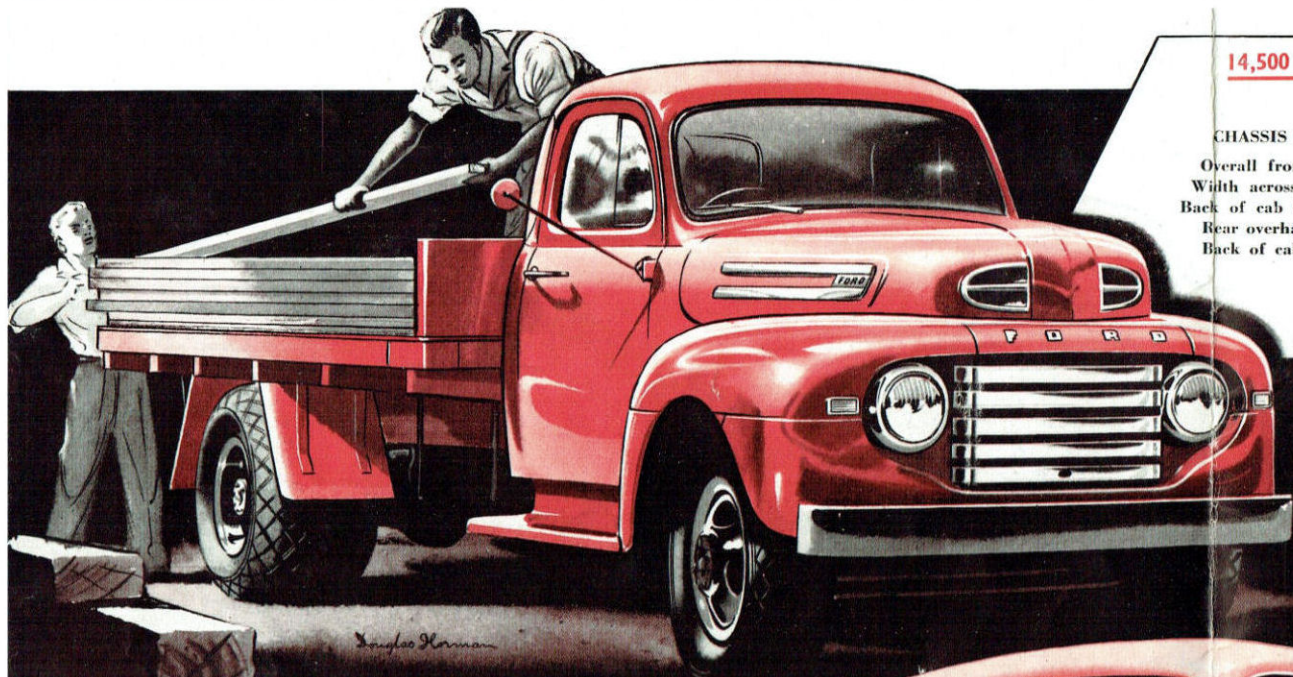


BUS CHASSIS, 14,500 lbs. G.V.W.—173" & 194" w.b.—Up To 27-Passenger

Special bus frame and equipped with special 60" rear springs for smoothest riding qualities.

CHASSIS DIMENSIONS:

	173" w.b.	194" w.b.
Dash to end of frame	219.0"	249.0"
Dash to centreline of rear axle	143.0"	164.0"



14,500 lbs. G.V.W. — 3½ Ton — (Tractor Rating 26,000 lbs. G.V.W.)

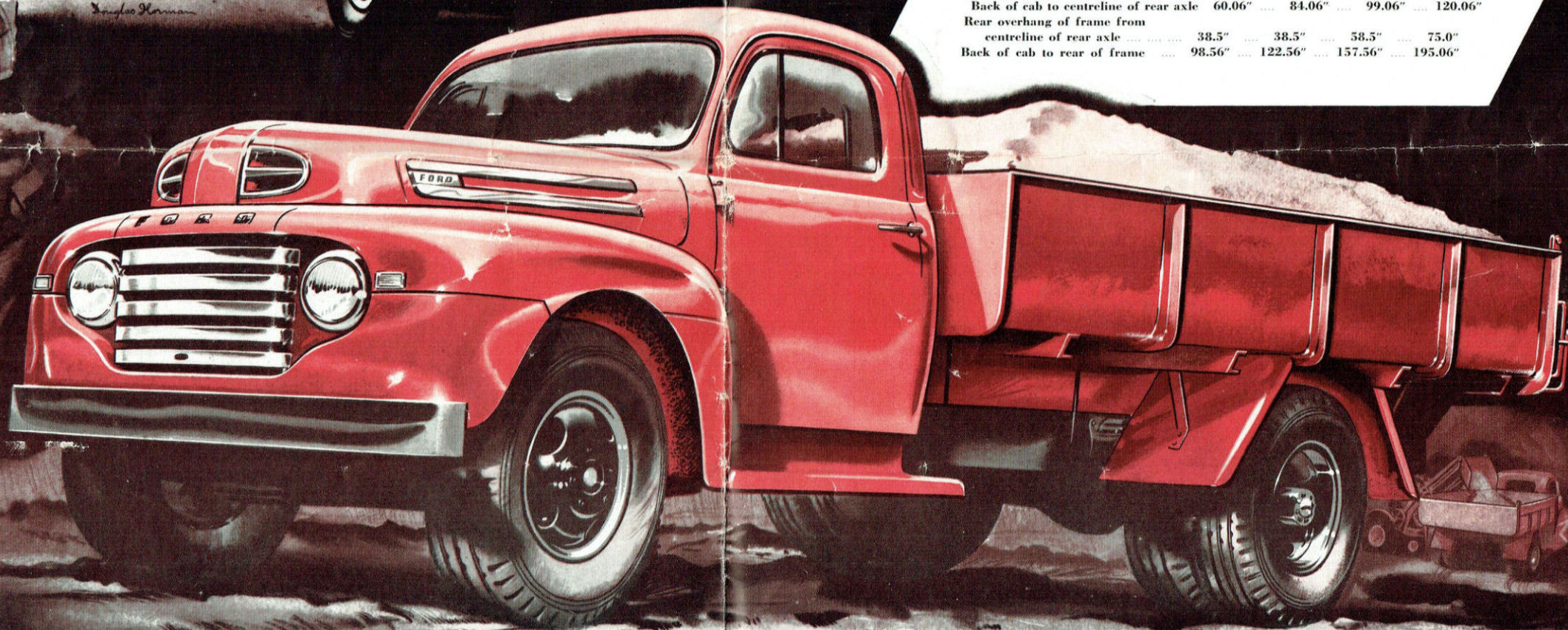
134" and 158" Wheelbases

CHASSIS DIMENSIONS:	134" w.b.	158" w.b.
Overall front bumper to end of frame	210.44"	234.44"
Width across frame behind cab	34.0"	34.0"
Back of cab to centreline of rear axle	60.06"	84.06"
Rear overhang of frame from centreline of rear axle	38.5"	38.5"
Back of cab to rear of frame	98.56"	122.56"

18,000 lbs. G.V.W. — 5 Ton — (Tractor Rating 29,500 lbs. G.V.W.)

134", 158", 173" and 194" Wheelbases

CHASSIS DIMENSIONS:	134" w.b.	158" w.b.	173" w.b.	194" w.b.
Overall front bumper to end of frame	210.44"	234.44"	269.34"	306.94"
Width across frame behind cab	34.0"	34.0"	34.5"	34.5"
Back of cab to centreline of rear axle	60.06"	84.06"	99.06"	120.06"
Rear overhang of frame from centreline of rear axle	38.5"	38.5"	58.5"	75.0"
Back of cab to rear of frame	98.56"	122.56"	157.56"	195.06"



FORD *builds stronger to last longer*

FORD builds stronger to last longer

As you can see and feel, surface design and comfort in these new Ford Trucks is fine indeed. And in their engineering is extra strength and resistance to tough usage. Ford engineering—proven and respected—builds stronger to last longer.

NEW modern front appearance, built and styled to last longer.

NEW recess-mounted headlamps and radiator grille for added smartness and to reduce possibility of damage.

NEW front guards of massive appearance, built of heavier gauge metal and designed for adequate clearance with maximum tyre size.

NEW rigid front end bracing to withstand road shocks.

NEW steering ratios for easier, more positive control.

NEW straight-through type muffler reducing restriction and back pressure.

NEW special heavy-duty, wider front axle and wider 2-speed rear axle for 5-tonners.

NEW heavier type front bumper, bolted directly to frame side members.

New features that are practical in truck usefulness

WITH GOOD LOOKS AND COMFORT

NEW comfort to cushion the miles.

NEW roominess with wide seating and plenty of head and elbow room for big men.

NEW wide vision to make driving safer.

NEW one-piece windshield with no centre obstruction to vision.

NEW wider door windows, extra large rear cab window, all-round weather sealing for cab, plus the extra comfort of controlled ventilation and big cowl ventilator.

NEW 4-point cab-to-chassis mountings to cushion road shocks.

NEW wide doors so you can get in or out without squeeze or stumble.

NEW extra-strength features in cab construction.

NEW easy-action seat adjustment on roller bearings.

NEW three-spoke steering wheel to improve visibility of instruments.

NEW smart instrument panel—compact yet legible.

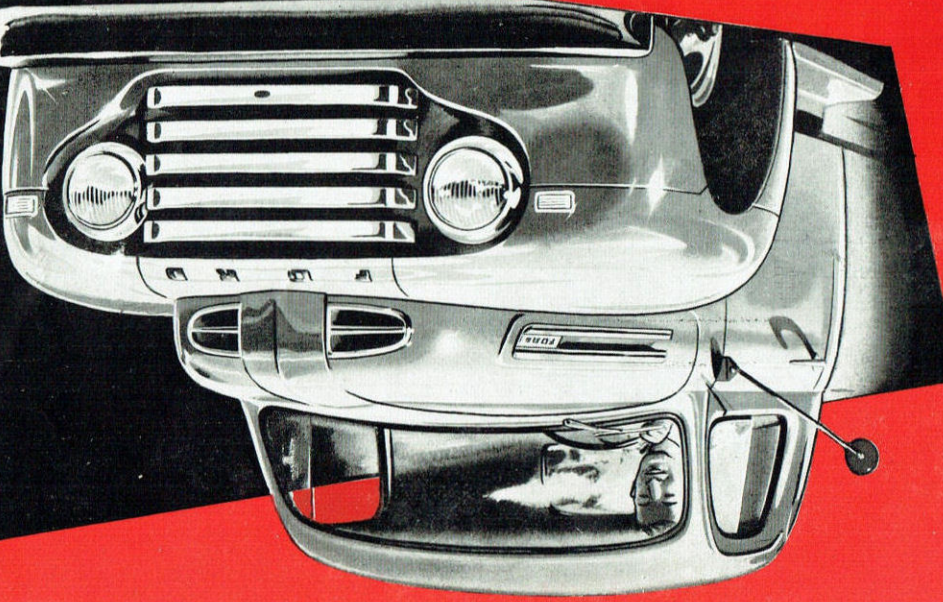
NEW large glovebox and ashtray big enough to hold a pipe.

NEW accessibility for toolbox, now built-in behind seat.

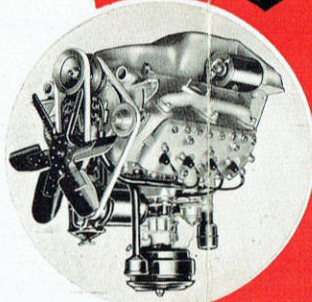
A TRUCK CAB— Completely New!



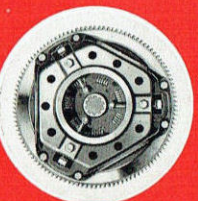
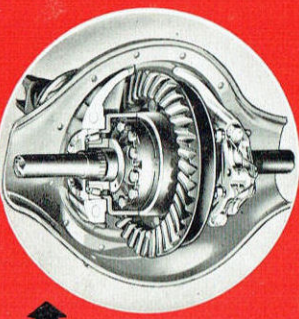
TOUGHNESS



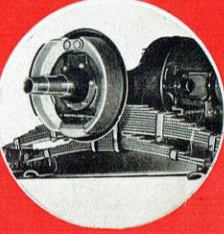
THE V8 ENGINE—The Ford V8 engine is compact, and because of this, it is possible to have more cylinders in a shorter engine length, giving more space for payload. Eight cylinders produce steady, smoother power flow due to the greater number of power strokes per revolution—four power strokes per crankshaft revolution. This engine's compactness and accessibility are also real advantages in truck work.



2-SPEED AXLE—Standard on 18,000 lbs. G.V.W. trucks. Proven combination of 2 ratios in the one axle—high for fast return empty trips—low for heavy loads over hilly roads.



BRAKES—Big, powerful hydraulics. Drum rings cast from steel drum discs. For the heavier loads, vacuum (boost) assisted hydraulic brakes are fitted to units with G.V.W.'s of 14,500 and 18,000 lbs.



FRAMES—Robust steel channel with double-bracing cross members. Each vehicle incorporates a frame specially designed for its maximum G.V.W. Typical Ford engineering is seen in the 17 1/2-inch W.B. 5-ton frame illustrated which is 9 inches x 1 1/2 inches providing a unit of great strength.

CLUTCH—The tried and proven Ford semi-centrifugal design, built for high engine torque transmission. Plate pressure is increased by 1 1/2 inches. For the heavier loads, vacuum (boost) assisted hydraulic brakes are fitted to units with G.V.W.'s of 14,500 and 18,000 lbs.

V8 TRUCK ENGINE SPECIFICATIONS

DIMENSIONS — BORE 3 3/4"; STROKE 3 1/2". Displacement 239 cu. in.

ENGINE BLOCK — Cast alloy iron. Cylinders and crankcase integrally cast. Full-length water jackets. Controlled cylinder wall finish.

CRANKSHAFT — Cast alloy steel. Fully counterweighted, integral counterweights.

PISTONS — Light-weight, cast alloy. 4 rings—2 compression, 2 oil control. Floating-type piston pins with bearing surfaces in both rod and piston.

CAMSHAFT — Special high-torque type. Cast alloy iron, 3 steel-backed babbit bearings. Aluminium timing gear—bolted on.

VALVES — Special high-chrome nickel alloy steel. Valve springs shot-blasted and rust-proofed.

VALVE SEAT INSERTS — Hard alloy steel for all intake and exhaust valves.

ENGINE LUBRICATION — Large-capacity oil pump, giving direct-pressure oiling to all main, connecting rod and camshaft bearings; also to timing gears. Crankshaft has twin oil holes in each crankpin. Oil filter, replaceable cartridge-type.

ENGINE OIL PAN — Divided, split flywheel housing. Removable oil pan plate below oil pump screen.

COOLING — Two centrifugal water pumps, packless, self-lubricating type. Calibrated pressure-valve radiator cap.

FUEL SYSTEM — Dual down-draft, balanced type carburettor fitted with oil bath air cleaner. Direct-driven mechanical fuel pump.

IGNITION — Sealed-dry, direct-driven distributor. Fully automatic spark advance. Neoprene-covered ignition wiring.

BATTERY — 17-plate, 120 ampere-hour capacity.

MAX. G.V.W.	WHEELBASES	NOMINAL CAPACITY	TYRES	FRAME DIMENSIONS	TRANSMISSION	REAR AXLE
6,500 lbs.	122"	1 ton	F—7.00 x 17 x 6-ply R—7.00 x 17 x 8-ply	6" x 2 1/2 x 3/16"	4-Speed for All Models	4.86 to 1
9,000 lbs.	134"	30 cwt.	F—7.00 x 20 x 8-ply R—7.00 x 20 x 8-ply	7" x 2 1/2 x 7/32"		6.66 to 1
11,000 lbs.	134" & 158"	2 ton	F—6.50 x 20 x 6-ply R—6.50 x 20 x 6-ply Duals	134" w.b. units— 7" x 2 1/2 x 7/32"; 158" w.b. units— Dual Frames 7" x 2 1/2 x 11/32"		6.66 to 1
14,500 lbs.	124" & 158"	3 1/2 ton	F—7.50 x 20 x 8-ply R—7.50 x 20 x 8-ply Duals	Dual Frames 7" x 2 1/2 x 11/32"		6.66 to 1
18,000 lbs.	134", 158", 173" & 194"	5 ton	F—8.25 x 20 x 10-ply R—8.25 x 20 x 10-ply Duals	134" and 158" w.b. units— Dual Frames 7" x 2 1/2 x 11/32"; 173" and 158" w.b. units— 9" x 3 x 15/32"		2-Speed 6.3 to 1 high range; 8.81 to 1 low range
BUS CHASSIS 14,500 lbs.	173" & 194"	Up to 27-passenger	F—8.25 x 20 x 10-ply R—8.25 x 20 x 10-ply Duals	Special Bus Frame	6.66 to 1 2-Speed Optional extra	

TRAY SIZES: For 122" Wheelbase Trucks—8 ft. x 6 ft. 6in. For 158" Wheelbase Trucks—12 ft. 6in. x 7 ft.
For 134" Wheelbase Trucks—9 ft. 6 in. x 7 ft. For 173" Wheelbase Trucks—14 ft. 6 in. x 7 ft.
For 194" Wheelbase Trucks—17 ft. x 7 ft.

FORD TRUCK SERVICE—Available everywhere at low cost. The nation-wide chain of Ford Dealers locates service and genuine Ford Parts facilities in every district. Ford Motor Company of Australia conducts regular Service Schools for the mechanics of these Dealers—giving them expert, specialised knowledge.

ENGINE EXCHANGE SERVICE

In truck operation, economy and long life are most desirable attributes. These are inherent characteristics of the Ford V8, but there is another factor that must be considered—it is economy of service. The servicing of an engine is a job that can best be done by the factory from which it came and this is the basic principle of the Ford Engine Exchange Service.

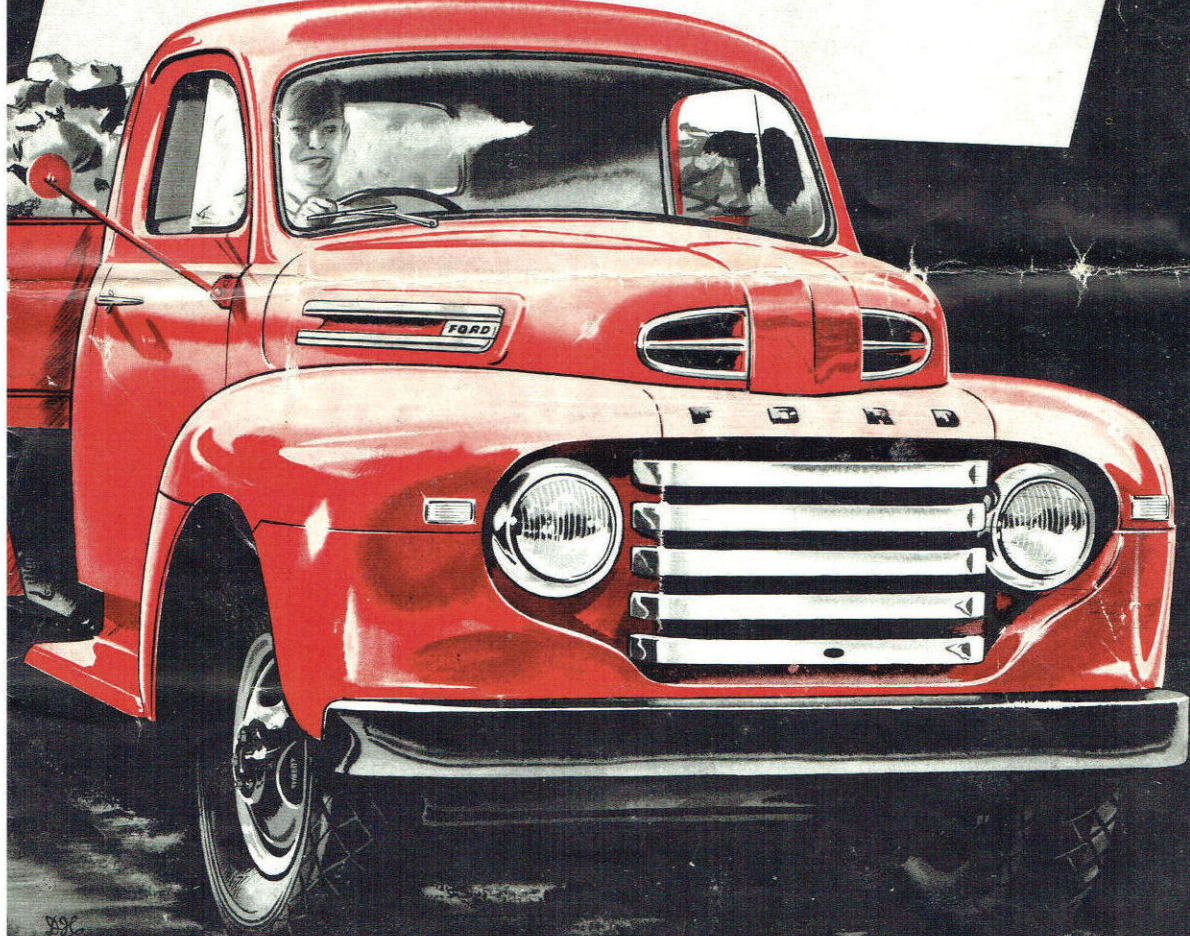
When, after long hard service, an engine overhaul will contribute to continued economy and performance, the owner advises his local Ford Dealer in advance and, at an appointed time, drives in. The exchange engine is soon installed, the truck not being off the road for any appreciable period. The replacement engine carries the same warranty as a new engine.

FROM THE HOME OF FORD MANUFACTURING IN AUSTRALIA

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.
(Incorporated in Victoria)
Registered Office: Geelong, Victoria

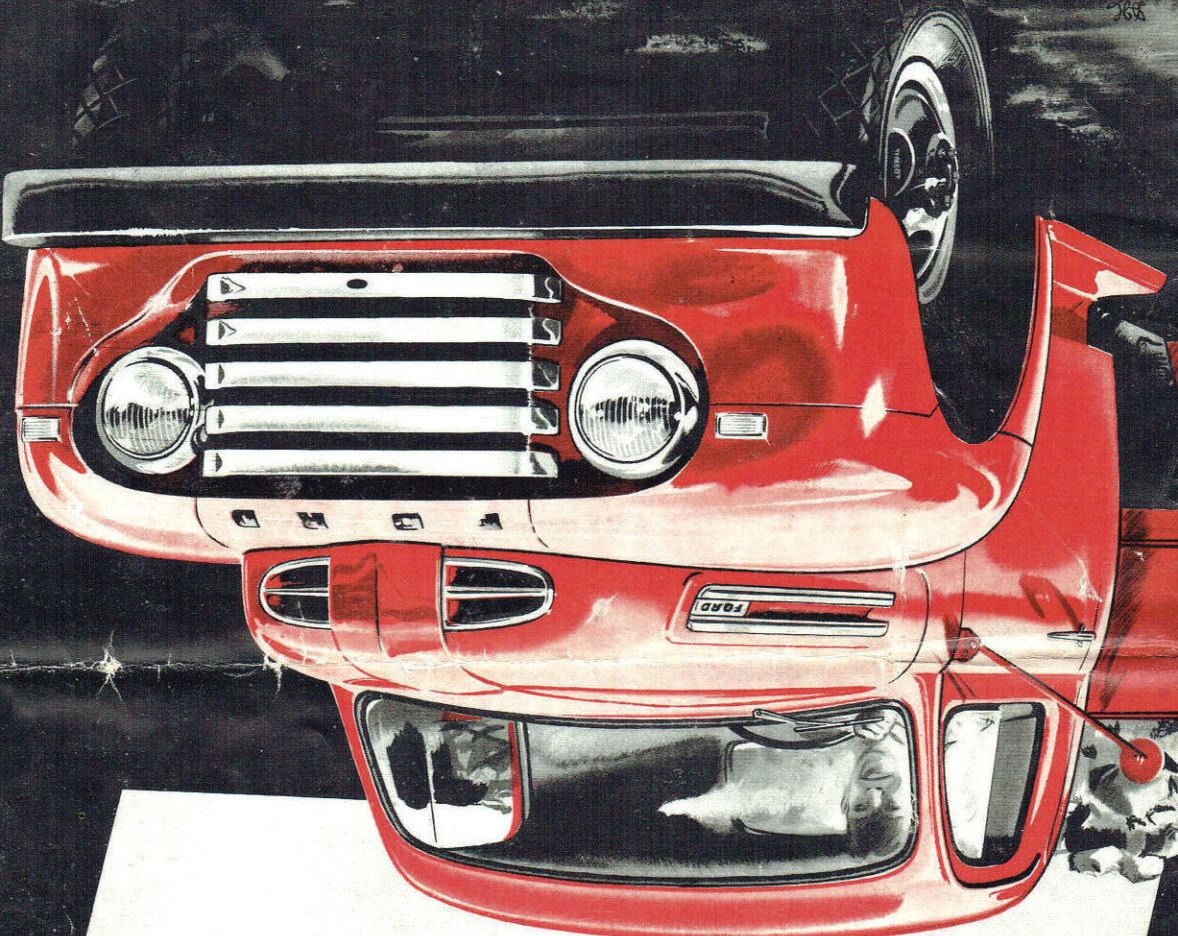
Ford Motor Company of Australia Pty. Ltd., whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, to change specifications and prices at any time without notice or incurring liability to purchasers.

FORD TRUCKS NEW FOR 1948

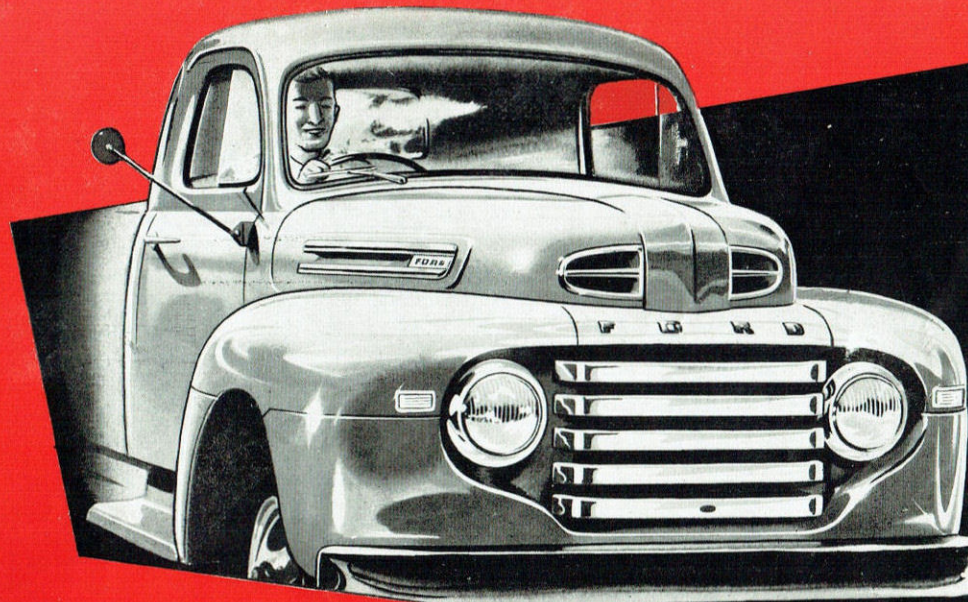


FORD TRUCKS ARE BUILT STRONGER TO LAST LONGER...

FORD TRUCKS ARE BUILT STRONGER TO LAST LONGER



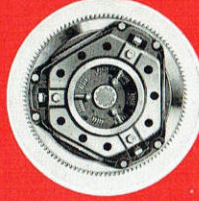
FORD TRUCKS
NEW FOR 1948



TOUGHNESS

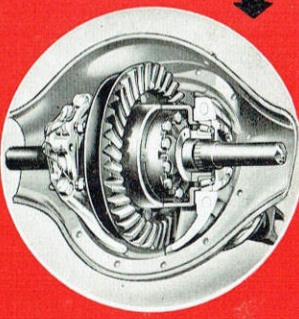
WITH GOOD LOOKS AND COMFORT

CLUTCH—The tried and proven Ford semi-centrifugal design, built for high engine torque transmission. Plate pressure is increased by centrifugal force as engine speed increases. 11-inch diameter with special heavy-duty type used for 18,000 lbs. G.V.W. units and buses.

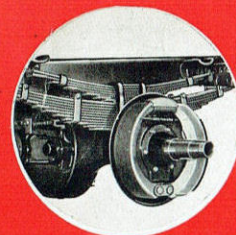


2-SPEED AXLE—Standard on 18,000 lbs. G.V.W. trucks. Provides combination of 2 ratios in the one axle—high for fast economical haulage of light loads or return empty trips—low for heavy loads over hilly roads.

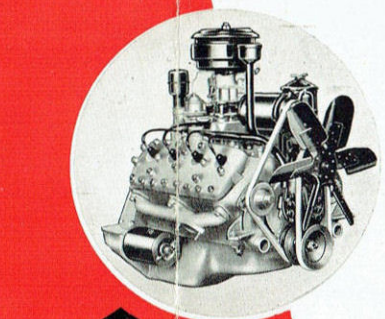
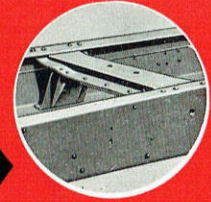
Ford rear axles are full floating (even on the 1-tonner) with straddle-mounted pinions and 4-pinion differentials. The axle housing carries the load, the shafts being left free to turn the wheels. Heavy duty roller bearings used throughout.



BRAKES—Big, powerful hydraulics. Drum rings cast iron with steel drum discs. For the heavier loads, vacuum (booster) assisted hydraulic brakes are fitted to units with G.V.W.'s of 14,500 and 18,000 lbs.



FRAMES—Robust steel channel with double-bracing cross members. Each vehicle incorporates a frame specially designed for its maximum G.V.W. Typical Ford engineering is seen in the 173-inch W.B., 5-Ton frame illustrated which is 9 inches x 3 inches x 15/32 inches providing a unit of great strength.



THE V8 ENGINE—The Ford V8 engine is compact, and because of this, it is possible to have more cylinders in a shorter engine length, giving more space for payload. Eight cylinders produce steeper, smoother power flow due to the greater number of power strokes per revolution—four power impulses per crankshaft revolution. This engine's consistent economy and accessibility are also real advantages in truck work.

New features that are practical in truck usefulness

- NEW** modern frontal appearance, built and styled to last longer.
- NEW** heavier type front bumper, bolted directly to frame side members.
- NEW** recess-mounted headlamps and radiator grille for added smartness and to reduce possibility of damage.
- NEW** special heavy-duty, wider front axle and wider 2-speed rear axle for 5-tonners. New wider front and rear axles also for bus chassis.
- NEW** front guards of massive appearance, built of heavier gauge metal and designed for adequate clearance with maximum tyre size.
- NEW** straight-through type muffler reducing restriction and back pressure.
- NEW** rigid front end bracing to withstand road shocks.
- NEW** steering ratios for easier, more positive control.

As you can see and feel, surface design and comfort in these new Ford Trucks is fine indeed. And in their engineering is extra strength and resistance to tough usage . . . Ford engineering—proven and respected—“builds stronger to last longer”.

A TRUCK CAB— Completely New!

- NEW** comfort to cushion the miles.
- NEW** roominess with wide seating and plenty of head and elbow room for big men.
- NEW** wide vision to make driving safer.
- NEW** one-piece windscreen with no centre obstruction to vision.
- NEW** wider door windows, extra large rear cab window.
- NEW** all-round weather sealing for cab, plus the extra comfort of controlled ventilation and big cowl ventilator.
- NEW** 4-point cab-to-chassis mountings to cushion road shocks.
- NEW** wide doors so you can get in or out without squeeze or stumble.
- NEW** extra-strength features in cab construction.
- NEW** easy-action seat adjustment on roller bearings.
- NEW** three-spoke steering wheel to improve visibility of instruments.
- NEW** smart instrument panel — compact yet legible instrument cluster.
- NEW** large glovebox and ashtray big enough to hold a pipe.
- NEW** accessibility for toolbox, now built-in behind seat.

FORD TRUCK SERVICE—Available everywhere at low cost

The nation-wide chain of Ford Dealers locates service and Company of Australia conducts regular Service Schools for the mechanics of these Dealers—giving them expert, specialised knowledge.

ENGINE EXCHANGE SERVICE

In truck operation, economy and long life are most desirable attributes. These are inherent characteristics of the Ford V8.

When, after long hard service, an engine overhaul will contribute to continued economy and performance, the owner advises his local Ford Dealer in advance and, at an appointed time, drives in. The exchange engine is soon installed. The truck not being off the road for any appreciable period. The replacement engine carries the same warranty as a new engine.

but there is another factor that must be considered—it is economy of service. The servicing of an engine is a job that can best be done by the factory from which it came and this is the basic principle of the Ford Engine Exchange Service.

MAX. G.V.W.	WHEELBASES	NOMINAL CAPACITY	TYRES	FRAME DIMENSIONS	TRANSMISSION	REAR AXLE
6,500 lbs.	122"	1 ton	F-7.00 x 17 x 8-ply	6' x 2 1/2 x 3/16"		4.86 to 1
9,000 lbs.	134"	30 cwt.	F-7.00 x 20 x 8-ply	7' x 2 1/2 x 7/32"		6.66 to 1
11,000 lbs.	134"	2 ton	F-6.50 x 20 x 8-ply	134" w.b. units— 7' x 2 1/2 x 7/32"		6.66 to 1
14,500 lbs.	124"	3 1/2 ton	F-7.50 x 20 x 8-ply	Dual Frames 7' x 2 1/2 x 11/32"	4-Speed	6.66 to 1
18,000 lbs.	134", 158", & 173"	5 ton	F-8.25 x 20 x 10-ply	134" and 158" w.b. units— Dual Frames 7' x 2 1/2 x 11/32"; 158" w.b. units— 7' x 2 1/2 x 7/32"	All Models	2-Speed high range: 6.3 to 1 low range: 8.81 to 1
14,500 lbs.	134"	Up to 27-passenger	F-8.25 x 20 x 10-ply	Special Bus Frame		6.66 to 1 Optional 2-Speed extra

TRAY SIZES: For 122" Wheelbase Trucks—8 ft. x 6 ft. 6 in.
 For 134" Wheelbase Trucks—9 ft. 6 in. x 7 ft.
 For 158" Wheelbase Trucks—12 ft. 6 in. x 7 ft.
 For 173" Wheelbase Trucks—14 ft. 6 in. x 7 ft.
 For 194" Wheelbase Trucks—17 ft. x 7 ft.

V8 TRUCK ENGINE

DIMENSIONS—BORE 3 1/8"; STROKE 3 3/4". Displacement 239 cu. in.

ENGINE BLOCK—Cast alloy iron. Cylinders and crankcase integrally cast. Full-length water jackets. Controlled cylinder wall finish.

CRANKSHAFT—Cast alloy steel. Fully counterweighted, integral counterweights.

PISTONS—Light-weight, cast alloy. 4 rings—2 compression, 2 oil control. Floating-type piston pins with bearing surfaces in both rod and piston.

CAMSHAFT—Special high-torque type. Cast alloy iron, 3 steel-backed hollow bearings. Aluminium timing gear—bolted on.

VALVES—Special high-chrome nickel alloy steel. Valve springs shot-blasted and rust-proofed.

VALVE SEAT INSERTS—Hard alloy steel for all intake and exhaust valves.

CHASSIS

ENGINE LUBRICATION—Large-capacity oil pump, giving direct pressure oiling to all main, connecting rod and camshaft bearings; also pressure oiling to all main, connecting rod and camshaft bearings; also oil filter, replaceable cartridge-type.

ENGINE OIL PAN—Divided, split flywheel housing. Removable oil pan plate below oil pump screen.

COOLING—Two centrifugal water pumps, packless, self-lubricating type. Calibrated pressure-valve radiator cap.

FUEL SYSTEM—Dual down-draft, balanced type carburetor fitted with oil bath air cleaner. Direct-driven mechanical fuel pump.

IGNITION—Sealed-dry, direct-ignition distributor. Fully automatic spark advance. Neoprene-covered ignition wiring.

BATTERY—17-plate, 120 ampere-hour capacity.

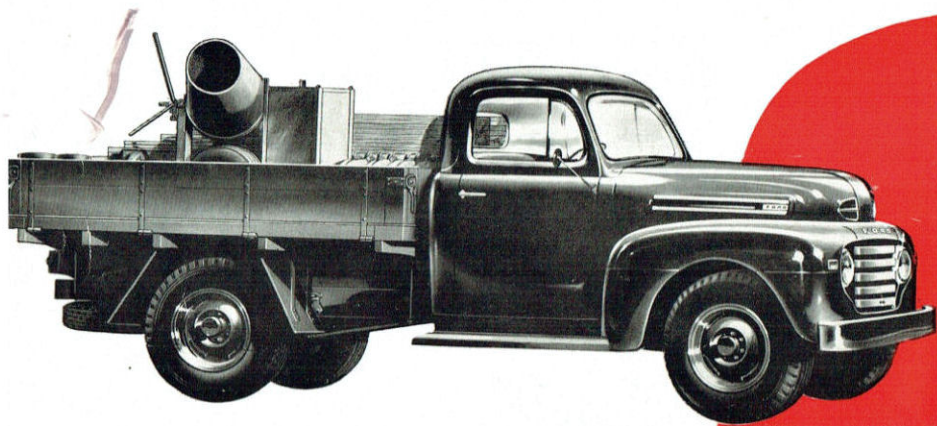
FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.
 (Incorporated in Victoria)
 Registered Office: Geelong, Victoria

FROM THE HOME OF FORD MANUFACTURING IN AUSTRALIA

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

FORD builds stronger to last longer

PAYLOADS 1 to 5 TONS • GROSS VEHICLE WEIGHTS 6,500 to 18,000 LBS.



6,500 lbs. G.V.W. — 1 Ton — 122" Wheelbase

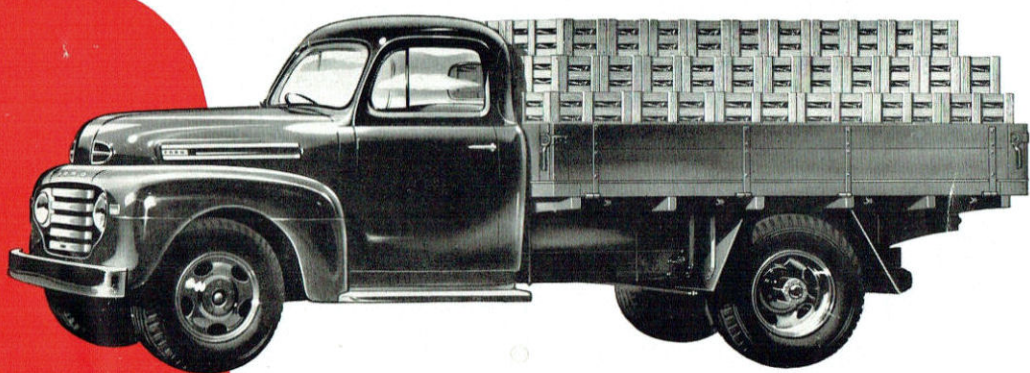
CHASSIS DIMENSIONS:

Overall front bumper to end of frame	205.76"
Width across frame behind cab	34.0"
Back of cab to centreline rear axle	48.06"
Rear overhang of frame from centreline of rear axle	48.0"
Back of cab to rear of frame	96.06"

You can work-measure a Ford Truck before you buy

MANUFACTURER'S MAXIMUM
G.V.W.
GROSS VEHICLE WEIGHT
IS THE TRUE WORK-MEASURE

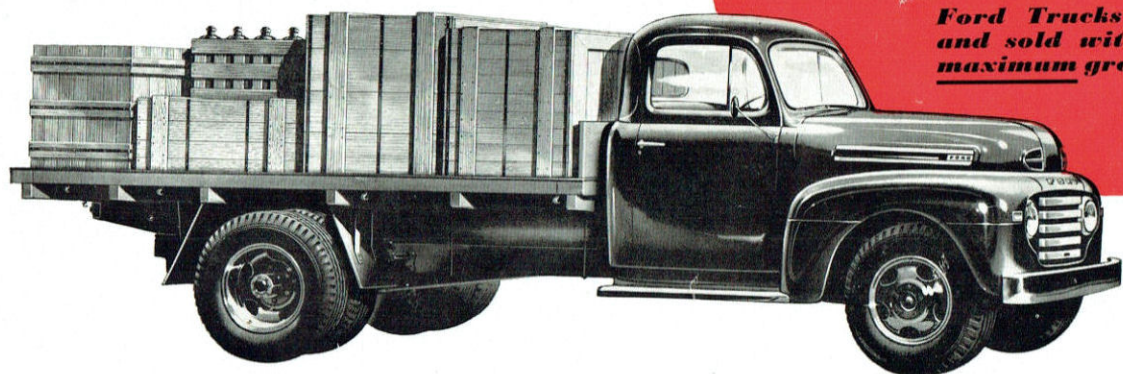
Gross Vehicle Weight is "the greatest weight of vehicle and load the manufacturer authorises and guarantees the vehicle to accommodate with safety under normal conditions of operation". Each unit in the Ford range is individually engineered for and sold with a clearly stated G.V.W. Thus you can work-measure a Ford truck before you buy and know exactly what it is suited to carry economically and safely.



9,000 lbs. G.V.W. — 30 Cwt. — 134" Wheelbase

CHASSIS DIMENSIONS:

Overall front bumper to end of frame	210.44"
Width across frame behind cab	34.0"
Back of cab to centreline rear axle	60.06"
Rear overhang of frame from centreline of rear axle	38.5"
Back of cab to rear of frame	98.56"



11,000 lbs. G.V.W. — 2 Ton — 134" and 158" Wheelbase

CHASSIS DIMENSIONS:

	134" w.b.	158" w.b.
Overall front bumper to end of frame	210.44"	234.44"
Width across frame behind cab	34.0"	34.0"
Back of cab to centreline of rear axle	60.06"	84.06"
Rear overhang of frame from centreline of rear axle	38.5"	38.5"
Back of cab to rear of frame	98.56"	122.56"

Ford Trucks are made for — and sold with — clearly stated maximum gross vehicle weights



BUS CHASSIS, 14,500 lbs. G.V.W.—173" & 194" w.b.—Up To 27-Passenger

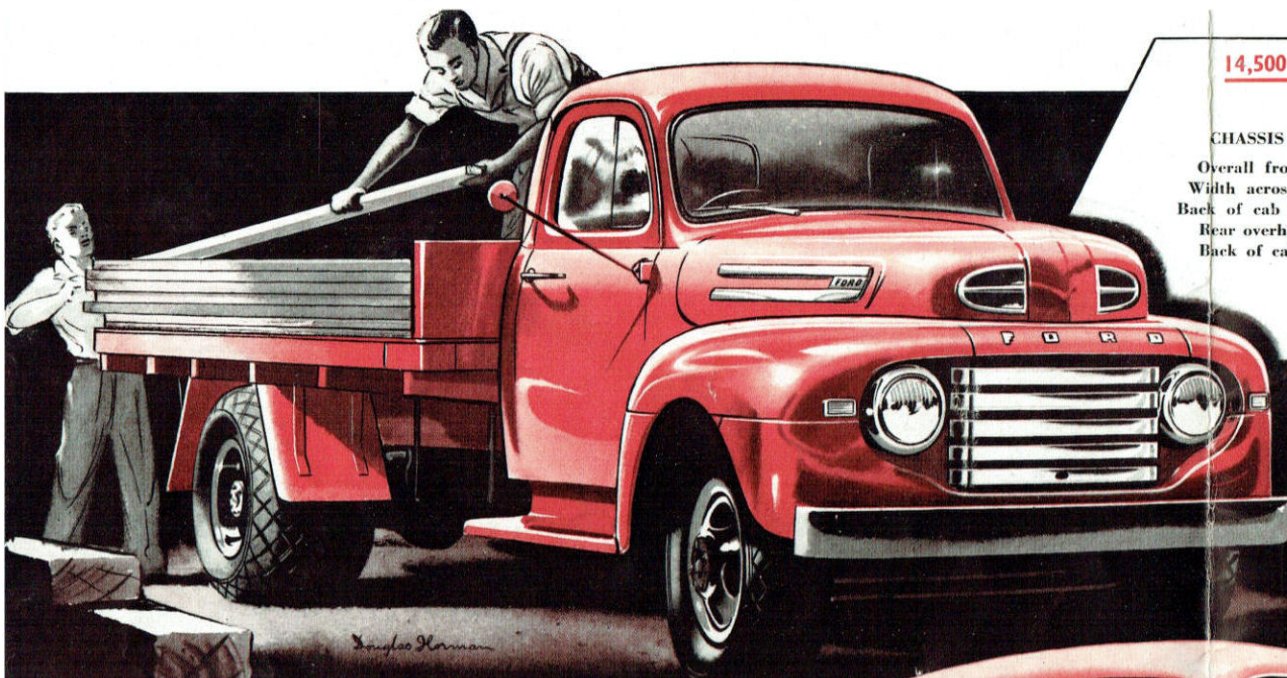
Special bus frame and equipped with special 60" rear springs for smoothest riding qualities.

CHASSIS DIMENSIONS:

	173" w.b.	194" w.b.
Dash to end of frame	219.0"	249.0"
Dash to centreline of rear axle	143.0"	164.0"

TRAY BODY SIZES

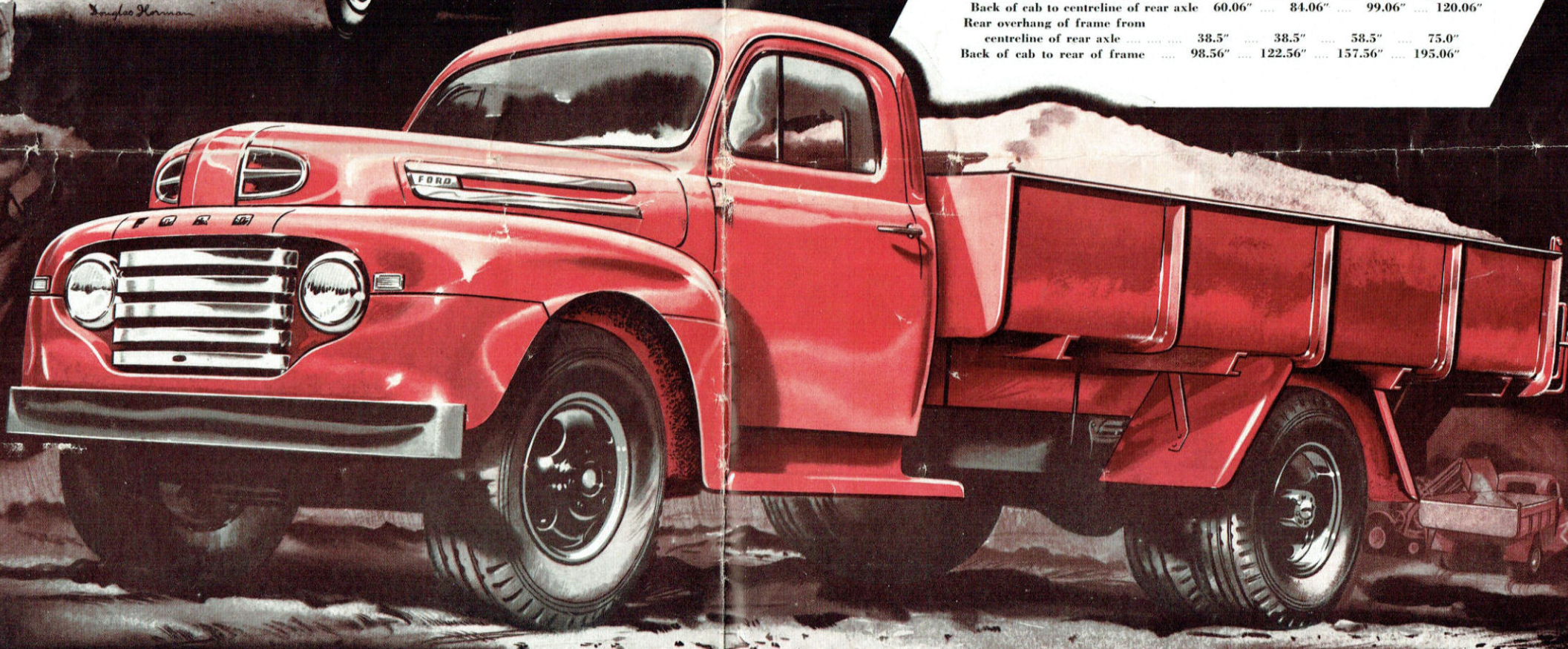
122" w.b. trucks	8 ft. x 6 ft. 6 in.
134" w.b. trucks	9 ft. 6 in. x 7 ft.
158" w.b. trucks	12 ft. 6 in. x 7 ft.
173" w.b. trucks	14 ft. 6 in. x 7 ft.
194" w.b. trucks	17 ft. x 7 ft.



14,500 lbs. G.V.W. — 3½ Ton — (Tractor Rating 26,000 lbs. G.V.W.)

134" and 158" Wheelbases

CHASSIS DIMENSIONS:	134" w.b.	158" w.b.
Overall front bumper to end of frame	210.44"	234.44"
Width across frame behind cab	34.0"	34.0"
Back of cab to centreline of rear axle	60.06"	84.06"
Rear overhang of frame from centreline of rear axle	38.5"	38.5"
Back of cab to rear of frame	98.56"	122.56"



18,000 lbs. G.V.W. — 5 Ton — (Tractor Rating 29,500 lbs. G.V.W.)

134", 158", 173" and 194" Wheelbases

CHASSIS DIMENSIONS:	134" w.b.	158" w.b.	173" w.b.	194" w.b.
Overall front bumper to end of frame	210.44"	234.44"	269.34"	306.94"
Width across frame behind cab	34.0"	34.0"	34.5"	34.5"
Back of cab to centreline of rear axle	60.06"	84.06"	99.06"	120.06"
Rear overhang of frame from centreline of rear axle	38.5"	38.5"	58.5"	75.0"
Back of cab to rear of frame	98.56"	122.56"	157.56"	195.06"

FORD builds stronger to last longer