



FORD V-8 TRUCKS

PRODUCTS OF THE BRITISH EMPIRE

Proved BY THE PAST
Improved
FOR THE FUTURE

FORD V-8 TRUCKS



PROVED BY THE PAST

IMPROVED FOR THE FUTURE

Ford V-8 Trucks have been proved under every conceivable condition of load and road in millions of miles of hauling and transportation service by thousands of owners in all parts of the world.

In Australia, V-8 Trucks have established a record for efficiency, dependability and economy. They have hauled heavy semi-trailer loads on long distance runs . . . carried produce and live stock to market from thousands of stations and farms . . . worked 24 hours a day on gruelling contract jobs . . . delivered bulky loads of every type of merchandise to factories and wharves . . . and they have performed innumerable other tasks to the complete satisfaction of their owners. This Ford V-8 Trucks have been proved by the past—and now they have been further improved for the future.

Ford engineers carry on a never-ceasing task of finding better ways to make a truck and better materials for each of the thousands of parts. They have investigated the advantages and disadvantages of all types of brakes, engines, rear axles, clutches, transmissions and bodies. They have tested new alloys, developed new manufacturing operations. All this . . . that you may buy a better truck at the most economical price. The results of their efforts are embodied in the Ford V-8 truck of to-day.

Outstanding V-8 truck features include:—
V-8 cylinder truck-type engine; Full floating rear axle; Straddle-mounted driving pinion; Heavy-duty truck clutch and transmission.

HEAVY-DUTY MODELS

Now equipped with . . .

90 H.P. ENGINE



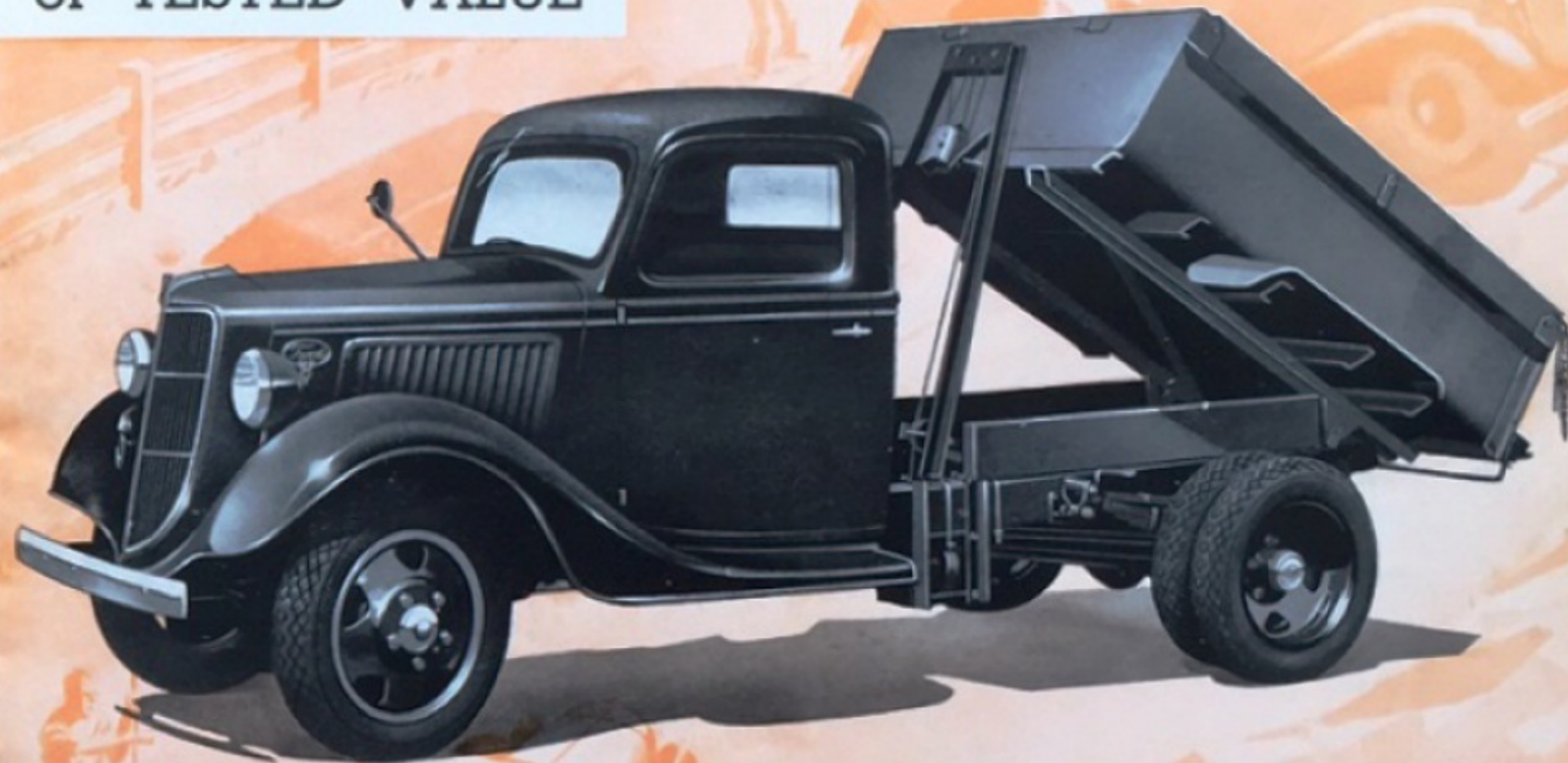
FORD V-8 HEAVY-DUTY 3-TON DROPSIDE TRUCK. 157-in. W.B. Coupe type cab, with safety glass all round. Tray 144 ins. x 78 ins. Auxiliary rear springs. Dual wheels. All-in capacity 13,000 lbs., when equipped with 6—32 x 6 10-ply tyres. There is also a 3-ton Heavy-duty model on 131½-inch wheelbase chassis.

V-8 ECONOMY
MEANS
GREATER PROFITS



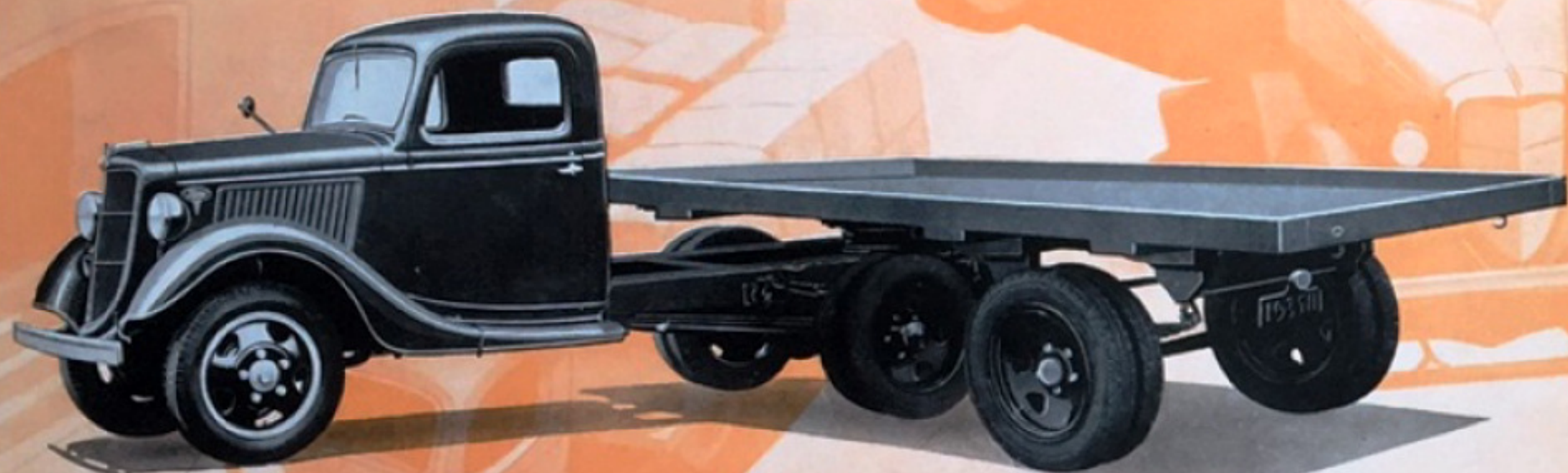
FORD V-8 PLATFORM TRUCK, 131½-in. W.B. 1-TON OR 30-CWT. CAPACITIES. Powered with 80 h.p. V-8 Truck-type engine. Coupe-type cab with safety glass all round. Loading space 108 inches x 78 inches. Available with comprehensive range of tyre options.

EVERY
TRUCK FEATURE
of TESTED VALUE



FORD V-8 HEAVY-DUTY STEEL TIPPER, 131½-in. W.B. With mechanical power winch type hoist operated by gear box power take-off. Lifting capacity up to 4 yards of metal. Hoist controls in Cab. 90 H.P. V-8 truck-type engine. Auxiliary springs. Maximum gross capacity—13,000 lbs. with 6-32 x 6.10 ply tyres. Coupe-type cab with safety glass all round. Composite type body also available. Hoist adaptable to all types of tipping bodies.

MORE LOADS
PER DAY
WITH V-8 TRUCKS



FORD V-8 SEMI-TRAILER UNIT. Heavy-duty semi-trailers available on 131½-in. or 157-in. W.B. chassis. Coupe-type cab with safety glass all round. Powered with 90 h.p. V-8 truck-type engine. Dual wheels. Platform dimensions: 16-ft., 18-ft., 20-ft. or 22-ft. x 7-ft. wide.

A V-8 MODEL
FOR EVERY
HAULAGE PURPOSE

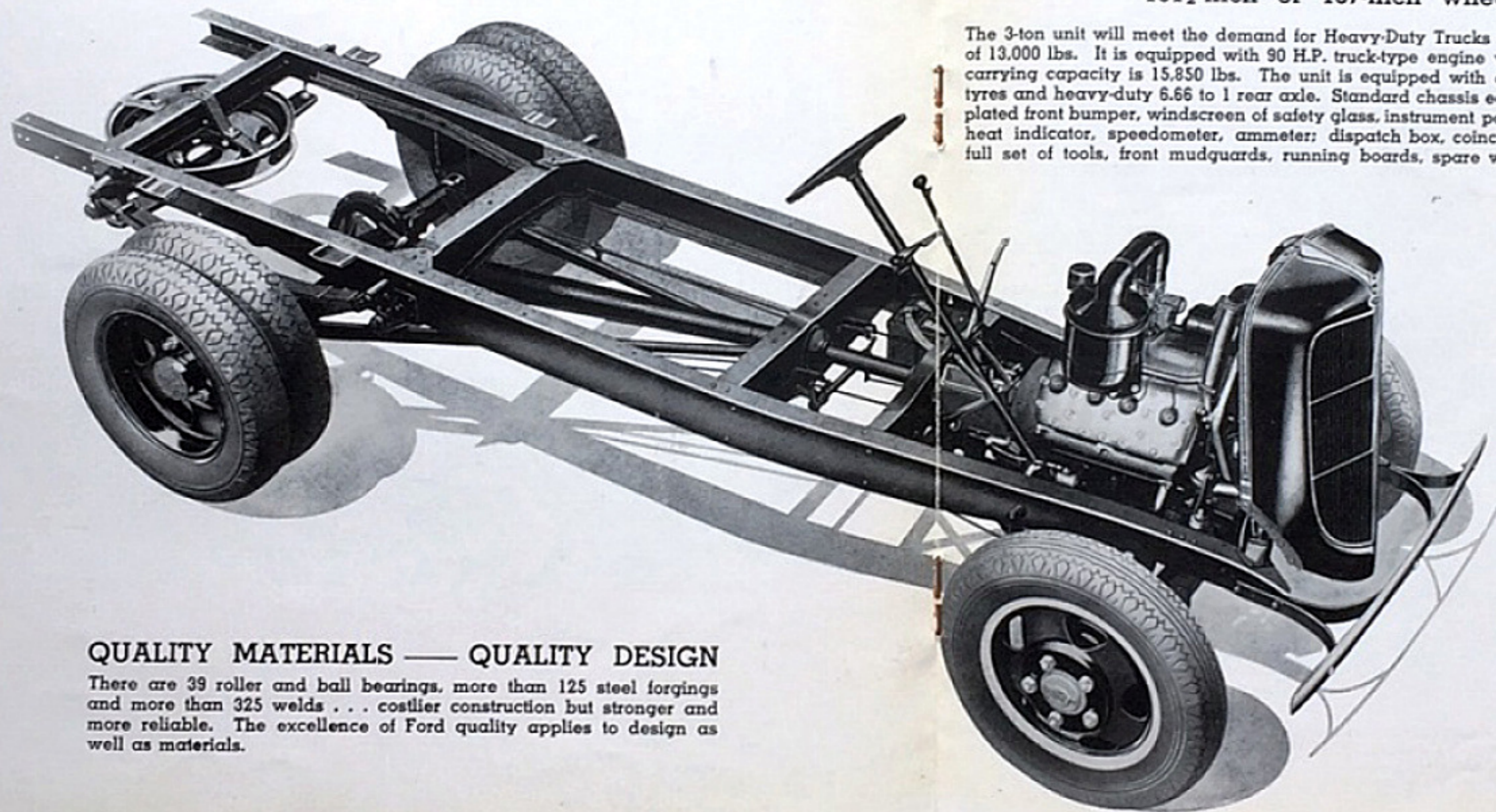


FORD V-8 FORWARD CONTROL TRUCK, 118-in. W.B. With 90 h.p. V-8 truck-type engine. Coupe-type cab has safety glass windscreen. Dual rear wheels and auxiliary springs. Turning circle, 36-feet. Tray measures 144 inches x 78 inches. This model has the capacity of a long wheel-base truck with the advantage of short overall length. Maximum gross capacity 11,750 lbs.

THREE TON HEAVY-DUTY CHASSIS

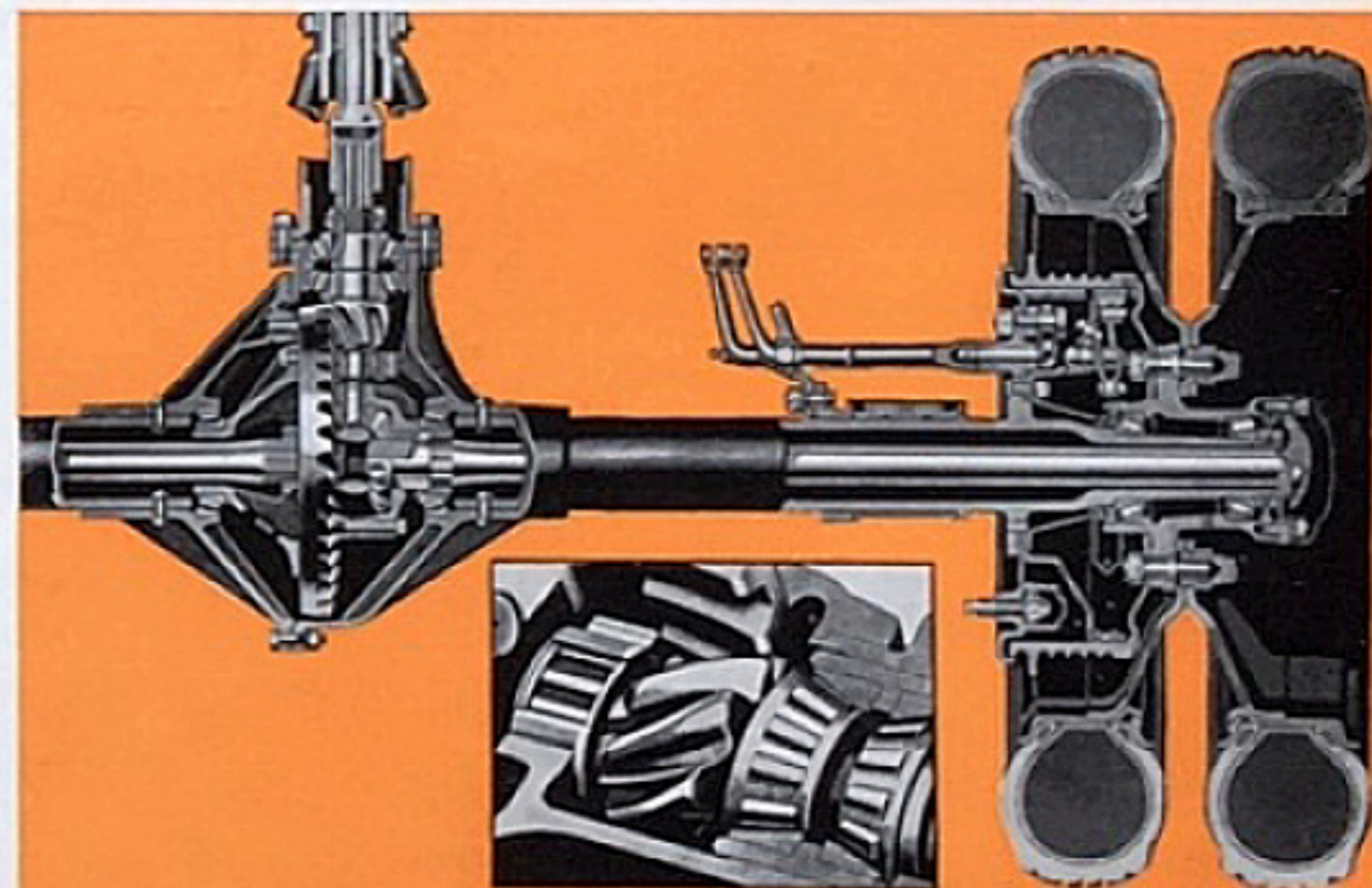
131½-inch or 157-inch wheelbase

The 3-ton unit will meet the demand for Heavy-Duty Trucks up to a maximum gross capacity of 13,000 lbs. It is equipped with 90 H.P. truck-type engine with oil bath air cleaner. Spring carrying capacity is 15,850 lbs. The unit is equipped with auxiliary springs, 6-32 x 6 10-ply tyres and heavy-duty 6.66 to 1 rear axle. Standard chassis equipment also includes chromium-plated front bumper, windscreen of safety glass, instrument panel with oil gauge, petrol gauge, heat indicator, speedometer, ammeter; dispatch box, coincidental steering and ignition lock, full set of tools, front mudguards, running boards, spare wheel carrier, 7 steel disc wheels.



QUALITY MATERIALS — QUALITY DESIGN

There are 39 roller and ball bearings, more than 125 steel forgings and more than 325 welds . . . costlier construction but stronger and more reliable. The excellence of Ford quality applies to design as well as materials.



With the full-floating type of rear axle, strains exerted by the weight of the truck and load are carried by the axle housing and side thrusts carried by the wheel bearings. The sole function of the axle shafts is to transmit power to the rear wheels. Most reliable type of axle for truck service, since it removes principal cause of axle shaft failure. As an added precaution against breakage, the axle shafts have been made larger in diameter and are now of uniform strength along entire length. Pinion and ring gears are matched in sets and lapped to give a smooth, highly-polished surface on every tooth. Wheel bearings located directly under load centres with dual wheels. Straddle-mounted pinion.

V-8 ENGINE. Full cylinder-length water jackets, exhaust valve seat inserts, dual carburettor, polished mirror-finish cylinder walls, precision-set valves require no adjustments, "floating" type connecting rod bearings, light-weight pistons and other reciprocating parts.

IMPROVED FRONT HUB CAP AND BRAKE DRUM ASSEMBLY. Quick-action safety brakes have score-proof cast alloy iron brake drums now integral with steel disc. Total brake lining area of 470½ square inches is largest of any truck of similar price and rating. Torque-tube and radius rods maintain axles in permanent alignment, permitting use of dependable, direct-action safety steel brake rods. Loss of braking power on one wheel does not affect the other three.

IMPROVED COOLING. New 4-blade, 19-inch fan mounted close to and parallel with radiator core and new bonnet louvres. Longer fan belt life.

IMPROVED STEERING. New steering geometry increases tyre life and minimises "scuffing" on turns.

FULL-FLOATING REAR AXLE. Larger diameter axle shafts of uniform strength along entire length. Axle housing carries the load, never the axle shafts. Straddle-mounted pinion, 4 differential spider gears.

FULL TORQUE-TUBE DRIVE. Driving and braking stresses transmitted by torque-tube and radius rods. Springs are only required to support the truck and cushion the load against road shocks.

NEW UNIVERSAL JOINTS. Needle roller bearings now used in both front and rear universal joints. Less wear at this important point, less power loss, less friction.

CENTRIFORCE CLUTCH. Plate pressure increases by centrifugal force as engine speed increases. More than 125 square inches of facing area. Power transmitting capacity more than 100 per cent. at low speed, increasing to 400 per cent. of engine torque at maximum speed.

HEAVY-DUTY TRANSMISSION. All four forward speed gears on roller or ball bearings. Integral clutch and transmission housing. Opening for large power take-off.

FORD V-8 ENGINE FEATURES . . . Proved by Millions of Truck Miles

**90
H.P.**

Heavy-Duty 2-ton and 3-ton models are now equipped with 90 H.P. V-type engine. Maximum torque developed is 152 ft. lbs., while the torque range is 145 ft. lbs. at 900 R.P.M., 152 ft. lbs. at 2200 R.P.M., and 146 ft. lbs. at 3000 R.P.M. Ton and 30-cwt. models for lighter haulage have 80 H.P. engines with a maximum torque of 138 ft. lbs. at 1700 to 2200 R.P.M. In the past three years the V-8 engine has demonstrated its reliability throughout the entire range of trucking operations, from heavy-duty hauling to fast transportation service. It is a powerful engine . . . yet it adheres to the Ford principle of rigid economy in fuel and oil consumption and easy accessibility of servicing, with resultant low costs of operation and maintenance. Most "eights" in the commercial field have been big engines, high-priced and costly to operate . . . designed for use only in heavy trucks and buses. Before 8-cylinder advantages could be made available in an economically-priced truck, the Ford engineers had to find a low-cost way to manufacture an economical "8."

Oil Bath Air Cleaner is standard equipment on 80 H.P. and 90 H.P. V-8 truck engines in 131½-in. and 157-in. chassis.

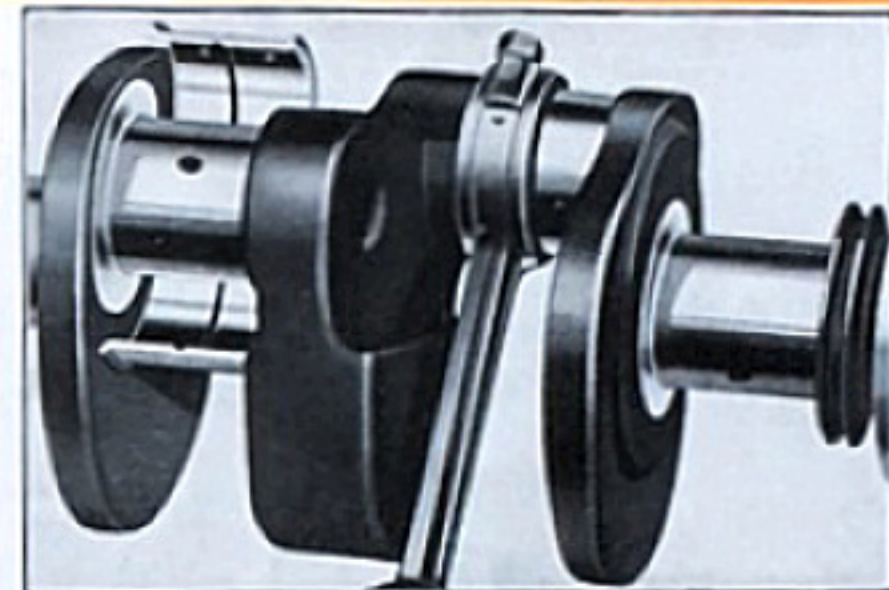
HENRY FORD EXPLAINS V-8 FUEL ECONOMY . . . "The use of 8 cylinders does not mean the addition of 2 or 4 extra fuel consumers. It is not, for example, a 4-cylinder engine multiplied by two. Our 8-cylinder engine takes the fuel supply of an ordinary 4-cylinder engine and divides it eight ways. By reducing four larger explosions into eight smaller ones, we get engine smoothness and quietness. Eight cylinders indicates the way petrol is used, not the amount."



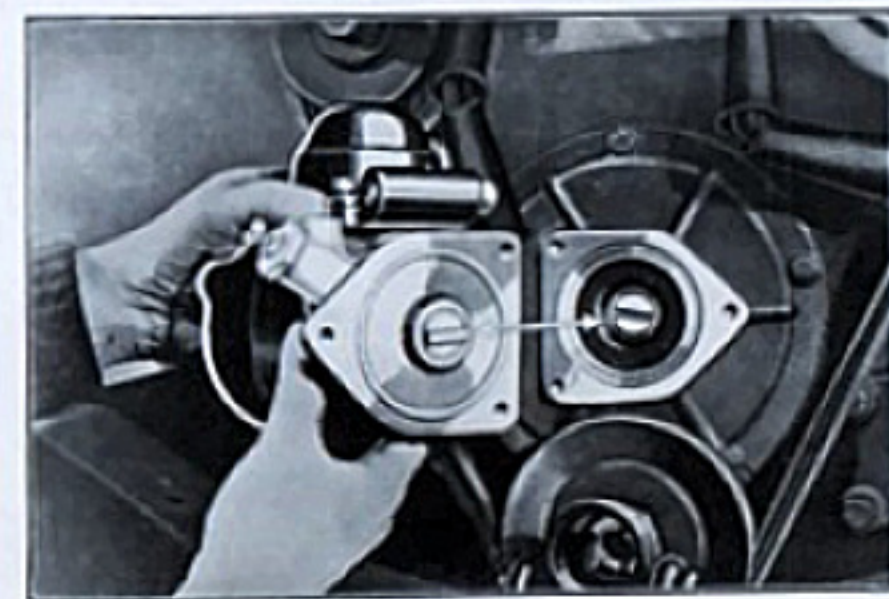
Cylinder walls are polished to a mirrorlike finish by two extra costly operations. This finish minimizes wear, seals compression and saves oil. It is another example of Ford precision methods.



The V-type cylinder blocks and the upper part of the crankcase are cast in one piece. This design eliminates excess weight and gives longer life and better cooling. Cast alloy pistons give faster acceleration with slower wear.



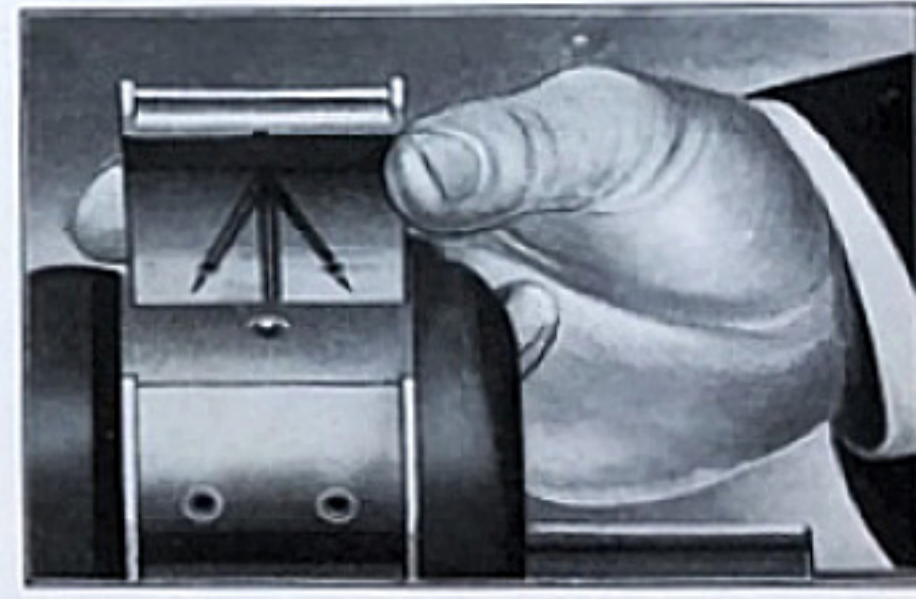
CAST ALLOY STEEL CRANKSHAFT. Will withstand alternating bending strains twice as long as forged shaft. Design being short it is more rigid, minimizing "whip." Exceptionally hard-wear resisting surfaces. Integral counter-balancers. Weighs 82½ lbs. Carefully balanced both statically and dynamically.



EFFICIENT, RELIABLE IGNITION SYSTEM. Distributor, coil and condenser compactly housed in dust-proof, moisture-proof case. Distributor driven by end of camshaft, eliminating gears and chains which may develop backlash and make timing uncertain. Fully automatic spark control operated by a vacuum-controlled governor.



EXHAUST VALVE SEAT INSERTS SAVE VALVE GRINDING. Exclusive Ford combination of high-alloy, chrome-nickel steel, mushroom-end valves and high-tungsten chrome-alloy steel exhaust valve seat inserts increases valve life, eliminates valve adjustments, makes grinding rarely necessary.



"FLOATING" TYPE CONNECTING ROD BEARING INSERTS. Heavy-duty connecting rod bearing inserts with two bearing surfaces . . . one between the bearing and the crank-pin and one between the bearing and the connecting rod. Bearing material is highly resistant to pounding out and burning out.

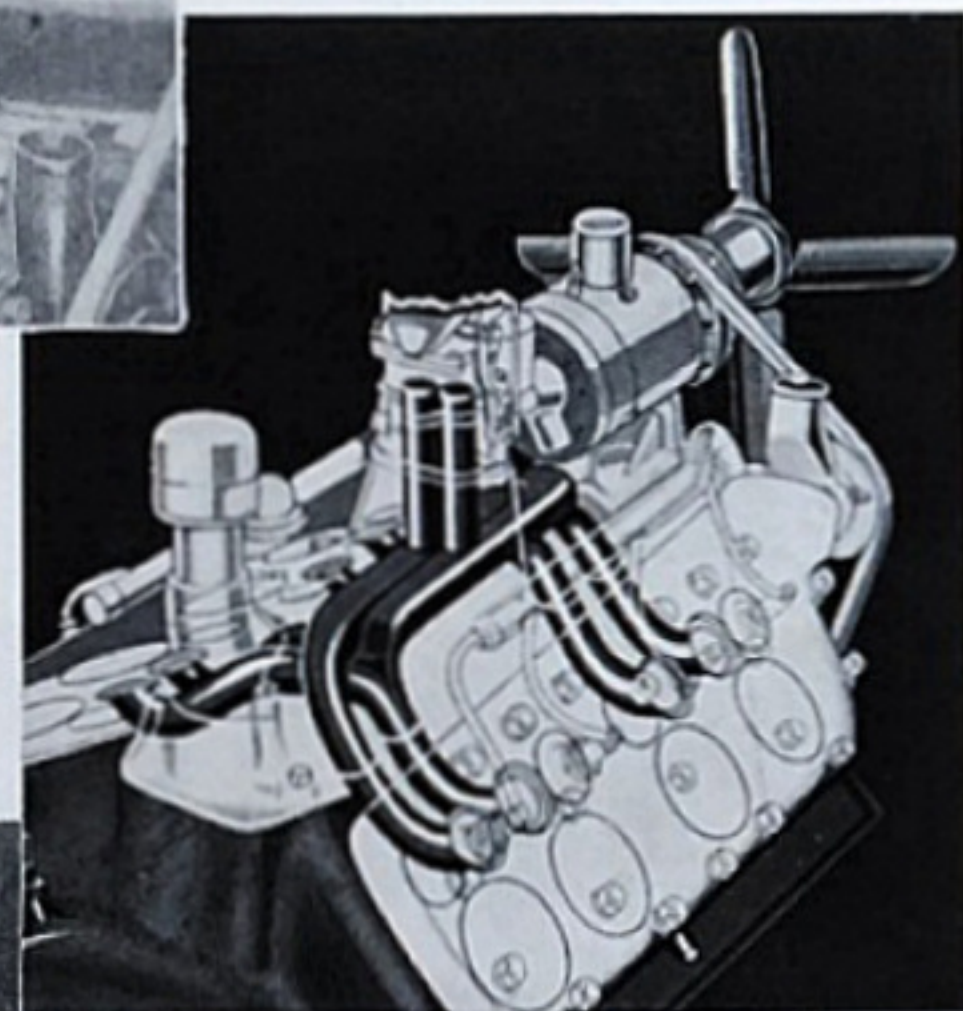
OIL BATH AIR CLEANER

Materially prolongs the life of the motor as all air must pass through a bath of oil before entering the carburettor. This ensures that only clean dust-free air passes into the combustion chamber and that no gritty particles mix with the oil to act as an abrasive on the cylinder walls. Standard equipment on 80 H.P. and 90 H.P. engines on 131½-in. and 157-in. chassis.



DUAL CARBURETTOR AND DUPLEX INTAKE MANIFOLD

Cut-away view, showing how the dual down-draft carburettor and the duplex intake manifold assure economical operation through uniform fuel distribution to all cylinders. Each carburettor barrel leads four cylinders through its own separate manifold.



FULL-PRESSURE ENGINE LUBRICATION

Crankshaft, camshaft, and crankpin bearings are lubricated under pressure. Wristpins, valve lifters, valve stems, pistons and other moving parts are lubricated by vapour and spray thrown from the sides of the connecting rod bearings. The capacity of the crankcase is 4 quarts. Oil pump is driven by gear on rear end of camshaft.

TRUCK OWNERS EVERYWHERE ACCLAIM V-8 PERFORMANCE:

"My 157-inch W.B. Ford V-8 Truck has performed wonderfully. Mileage completed is now 32,000, and the truck has done everything I have asked of it—on all classes of roads and in all conditions. Nothing has been done to the motor with the exception of two minor jobs costing £1. There are still two original tyres on the truck and only yesterday I shifted a 5-ton load of sand. I have had a number of years' experience in commercial haulage and I cannot speak too highly of my V-8 Truck. The results it has given me have been remarkable."—M. Caddell, Nowra, N.S.W.

"During the twelve months in which my Ford V-8 Trucks have been operating in the Mackay Outer Harbour Contract, it gives me pleasure in advising you that they have stood up to their job admirably well. They have received a grueling as far as working conditions go—muck work, heavy stone haulage, etc., and for a greater period of the time they have been working continually for twenty-four hours of the day. The maintenance and repairs have been a small item, and I have come to realise that when a fast or hard job is to be done Ford V-8's can be relied upon to see it through."—G. A. Stronach, Mackay, Queensland.

"My Ford V-8 30-cwt. Truck with Tipping Body has been engaged principally on road work hauling an average load of two cubic yards of wet island gravel. I have no trouble at all and am more than surprised at the very low petrol consumption of the Truck. Using ordinary spirit I am getting 16 to 18 miles per gallon and this is no idle boast as for a fortnight's work of ten working days, doing an average of from 70 to 100 miles per day, my fortnightly petrol bill is from 40 to 44 gallons. The economy of the truck is more than satisfactory and the other truck drivers are astounded that my truck does load for load with theirs using so much less petrol."—H. J. Beatty, Pialba, Queensland.

"I have had a wonderful spin out of my Ford V-8 Truck. It has been constantly working on Main Road jobs since it was purchased, and has now travelled 20,000 miles. The total repairs cost has been 5/-. I have never had occasion to add to the oil, and I have not even had a puncture. I have carted up to 3-ton loads and am very pleased with the power and pulling qualities of the truck."—N. R. Forward, York, Western Australia.

"I have done 22,000 miles with my Ford V-8 long wheelbase truck and repairs have been nil. I am still on original tyres and consider there is another 10,000 miles in them. My truck is continually working under hard conditions, carrying 5 to 5½-ton loads daily. It is most reliable and economical in operation and definitely an all-round better-paying proposition than any other make I have used. Pulling power is remarkable and comparative available speeds enable me to do two loads per day where other trucks can only do one with lighter loads. I recommend the Ford V-8 Truck for heavy-duty work—it returns more profit."—H. G. Scholes, Nuriootpa, South Australia.

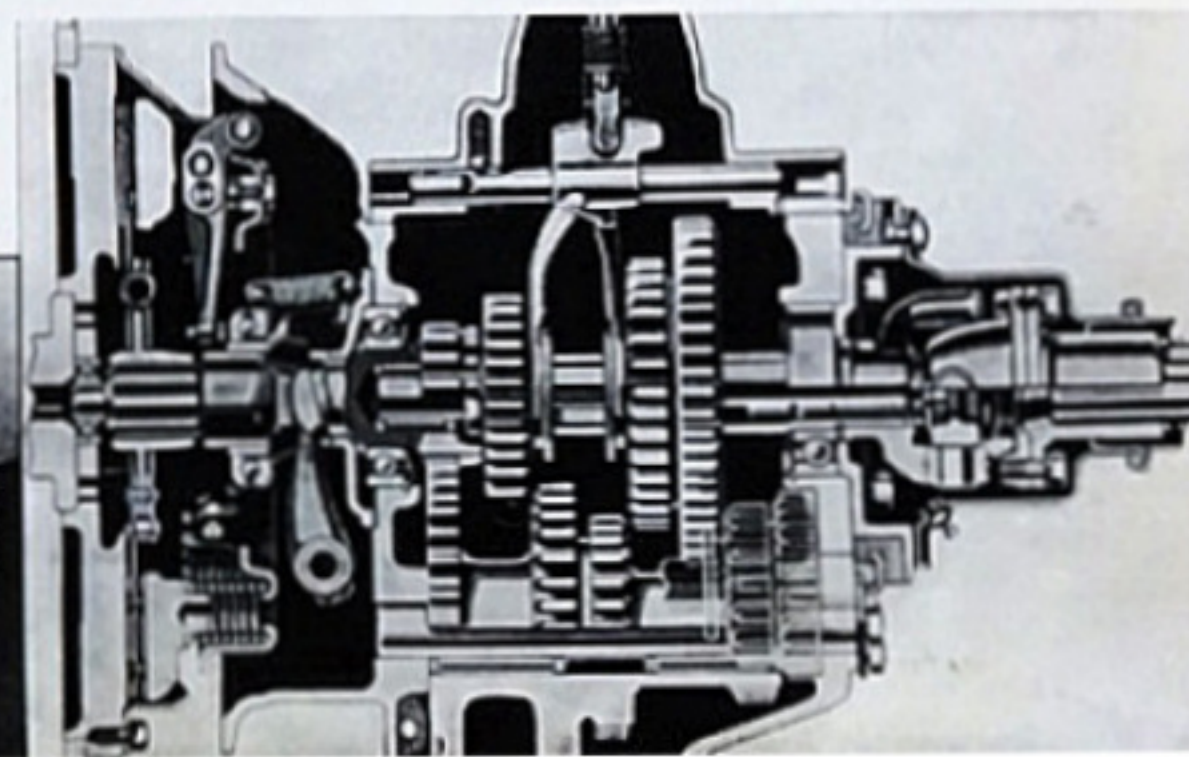
"We have been running a number of V-8 units with fixed trailers, carrying extremely heavy loads, for a considerable period, and have had no mechanical trouble whatever. The power of the trucks is amazing, and the ease of control is another feature which appeals to us in our many heavy-duty jobs. We have found the cost of operating to be very much lower than the vehicles which were replaced by the Fords, and have been surprised at the good petrol mileage obtained and the long life of the tyres. As an instance of the roadability of the trucks we quote our No. 2 vehicle, which has run 38,000 miles on the original tyres, and there appears to be many more months' service in them."—H. Wadmore (Manager), Timber and Transport Storage Co. Pty. Ltd., Melbourne (Vic.).

IMPROVED COOLING SYSTEM, LONGER FAN BELT LIFE

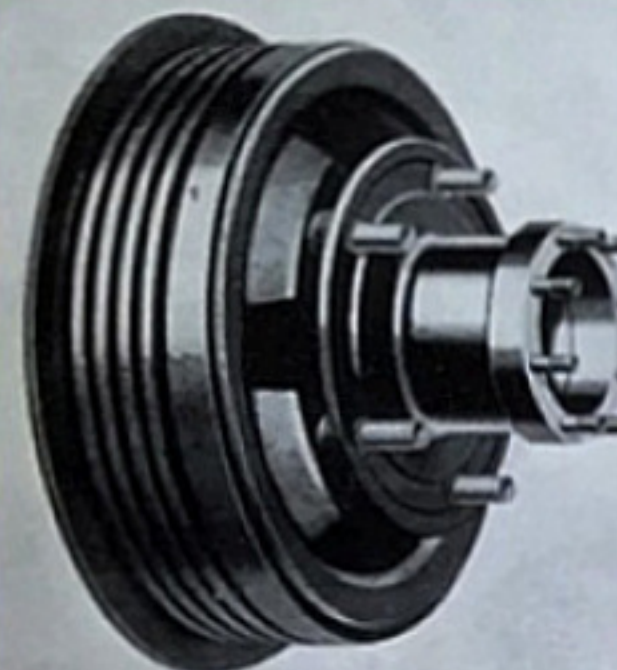
The illustration at the left (above) shows how water jackets completely surround all important points where heat is generated. The lower illustration (left) shows the new four-blade, 19-inch fan, mounted close to and parallel with the radiator core. The diagram at the right shows how the water jackets extend the full length of the cylinder walls and along the upper crankcase walls, providing uniform cooling of the cylinders and regulating temperature of oil in the crankcase. Indented bonnet louvres provide more efficient removal of hot air.



11-INCH CENTRIFORCE CLUTCH. The clutch is a heavy-duty unit with a diameter of 11 inches, facing area of 123.7 square inches. Utilises centrifugal force to increase plate pressure as engine speed increases. Power transmitting capacity is more than 100 per cent. at slow speeds, increasing to 400 per cent. of engine torque at maximum engine speeds. Illustrations below show clutch and heavy-duty, truck-type 4-speed transmission. Anti-friction bearings carry entire forward gear train.

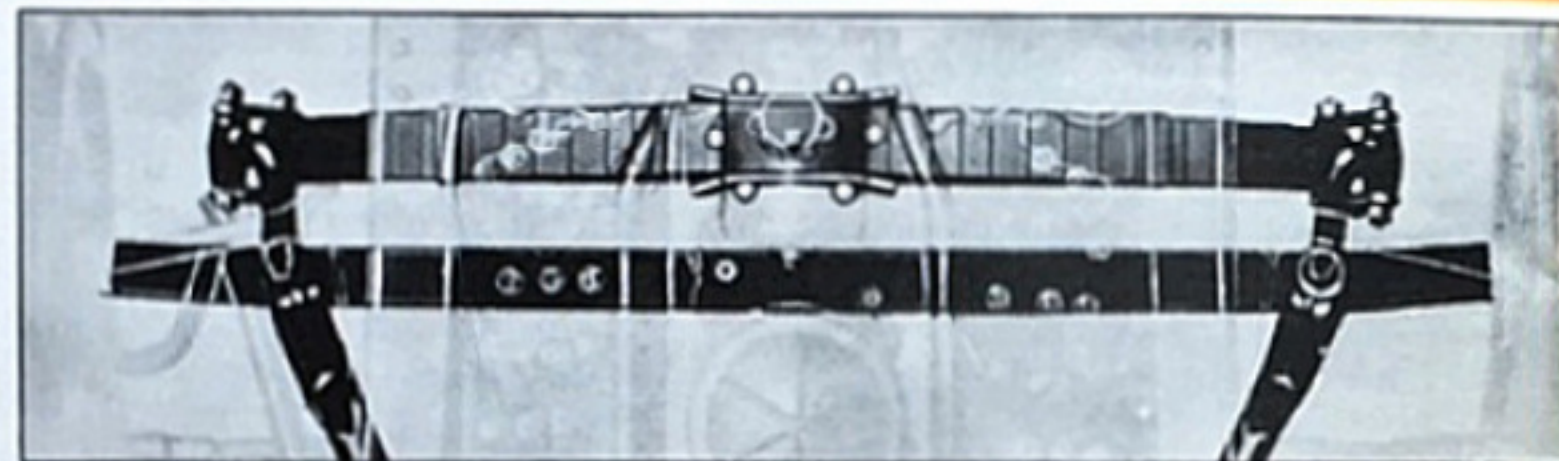


FORD QUALITY, DESIGN AND MATERIALS ASSURE LONG SERVICE AT LOW COST



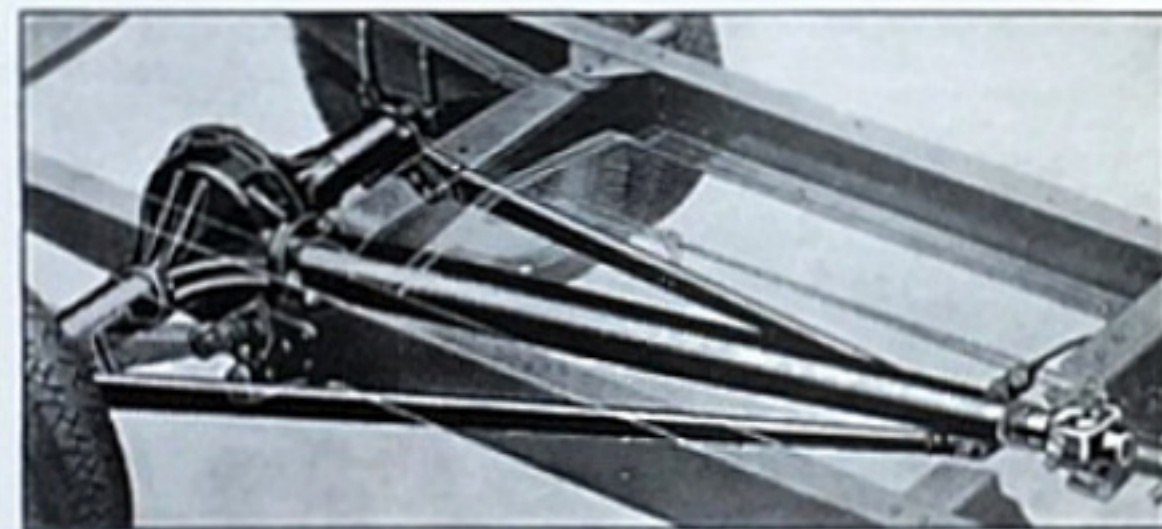
QUICK-ACTION SAFETY BRAKES, CAST ALLOY-IRON RIBBED DRUMS

Floating wedge applies braking forces equally to both shoes in each self-centering brake. Brake shoes are of the "floating" type, resulting in more even distribution of braking pressure over entire area of lining. Brake will not "fade," even when making a series of quick stops in rapid succession. Cast alloy-iron brake drums have integral cooling ribs, including a large rib which reinforces drum against distortion. Total brake lining area is 470 square inches.



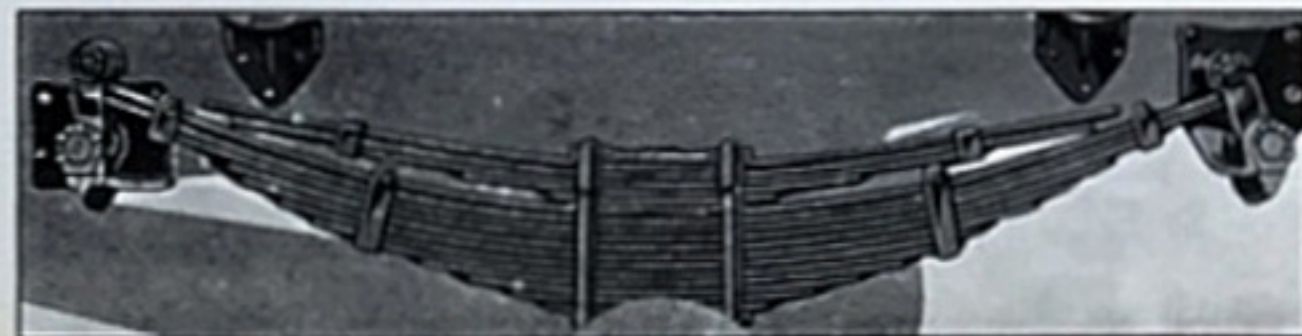
FRONT SPRING MOUNTED FORWARD OF AXLE

Phantom view of front end, showing how front spring is mounted forward of axle.



FULL TORQUE-TUBE DRIVE

All driving and braking stresses are transmitted to the frame through the full torque tube and radius rods. With this type of drive, the springs are free to perform the sole function of supporting the weight of the truck and load and cushioning the load against road shocks. Springs are free-shackled.



LONG REAR SPRING

Semi-elliptic rear springs are 50 inches long and are free-shackled at both ends, a design made possible by torque-tube drive. 5-leaf auxiliary spring standard on Heavy-duty models.



Deep-skirted fenders bumperized and finished in black enamel. The bottom edges are rolled under, forming a trough which carries off drip water, prevents splashing body.



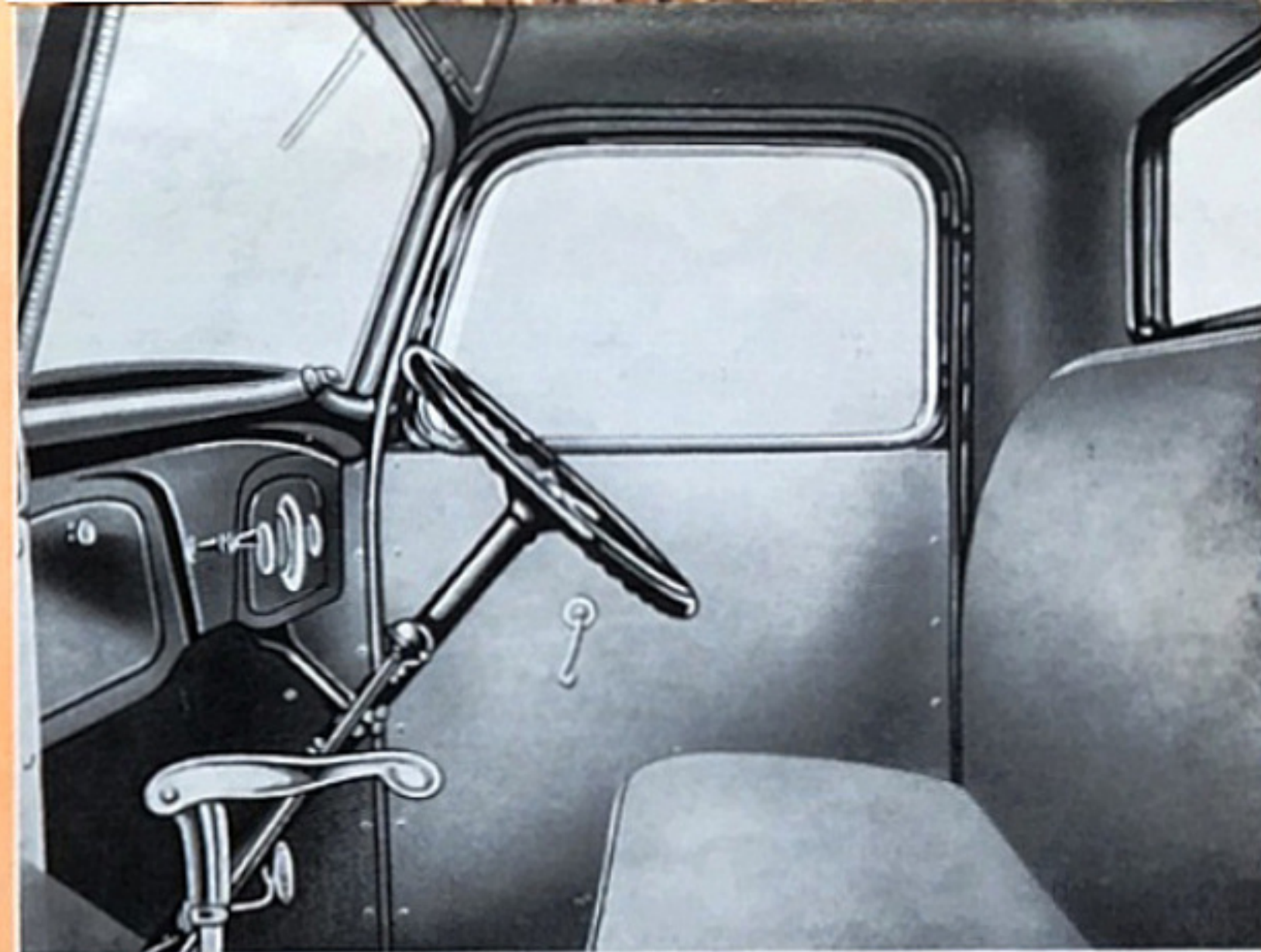
Standard instruments include fuel gauge and oil pressure gauge, speedometer, ammeter and temperature indicator. At left side of instrument panel is a roomy dispatch box.



Steering geometry has been improved by changing the castor and the camber of the axle, thus reducing "scuffing" of tyres on extreme turns, and resulting in more even tread wear. These changes, together with 17 to 1 ratio, make steering easy. Worm gear is mounted on two tapered roller bearings.



There are 39 roller and ball bearings in the Ford V-8 Truck. This unusually large number of anti-friction bearings assures long life, minimum wear and fewer repairs.



SAFETY GLASS ALL ROUND AND PASSENGER CAR COMFORT IN STANDARD OPEN OR COUPE TYPE CAB

In Standard Open or Coupe type cab, safety glass is standard equipment in the windshield and all windows, including rear cab window. The inside is fully lined with an attractive durable material. Roof and dash are insulated. Seats and seat backs

are trimmed in leather. Seats are 48 inches wide. Conveniently located petrol tank filler cap eliminates need for raising seat when refuelling. There is also a special 6-ft. 6-in. cab and for the Forward Control Truck a special coupe type cab.

TRIPLE VENTILATION SYSTEM

Three-way ventilation includes clear-vision ventilation in door windows... large, screened cowl ventilator... easy-opening windshield, operated by a single central control handle. No bars or braces to obstruct side vision.



NEW NEEDLE ROLLER BEARING UNIVERSAL JOINTS

Each of the two universal joints now has four needle roller bearings which reduce wear at these important points and assure longer life.



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

ENGINE:

Type: 90° V-8, L-type. Bore: 3-1/16 inches. Stroke: 3-3/4 inches. Firing Order: 1, 5, 4, 8, 6, 3, 7, 2. B.A.C. Rating: 30 H.P. 1-ton and 30-cwt. Trucks have 40 H.P. engines. 1-ton, 3-ton and semi-trailer Trucks have 50 H.P. engines. Torque: 1-ton and 30-cwt. Trucks—138 foot lbs. Torque 1-ton and 3-ton Trucks—152 foot lbs. Torque range on 1-ton, 3-ton and semi-trailer Trucks—145 foot lbs. at 900 revs., 152 foot lbs. at 1,100, 145 foot lbs. at 1,100 r.p.m.

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

CRANKSHAFT: Cast alloy steel counterbalanced 90° throws. Weight: 62 1/2 lbs., length 24 1/2 inches. 3 main bearings, diameter main bearings 1.4 inches. Crankshaft main bearing area 43.89 square inches.

CONNECTING RODS: Heat treated carbon manganese steel forgings. Full floating connecting rod bearings 1 7/32 inch diameter.

PISTONS: Material cast alloy, 1 compression and 1 oil control ring.

VALVES: Material—chrome nickel alloy steel. Exhaust valve seats—high tungsten chrome alloy steel. Push rods—light weight, hollow cast, large diameter.

LUBRICATION: Full pressure to all main, connecting rod and camshaft bearings. Crankcase capacity—4 quarts.

COOLING SYSTEM: 1 Water pump, Centrifugal type, one in each bank of cylinders, water capacity 1 1/2 gallons, radiator tube and fin cooling surface 444 square inches. 4-blade fan 18-inch diameter on 131 1/2-inch and 157-inch W.B. models. 6-blade fan 15 1/2 inch diameter on 118-inch W.B.

CARBURETTOR: Dual down draught with oil bath air cleaner and silencer on 131 1/2 inch and 157 inch W.B. Grouse Type air cleaner on 118-inch W.B. Fuel tank capacity—131 1/2-inch and 157-inch W.B.: 15 gallons; 118-inch W.B.: 16 gallons.

IGNITION: Direct driven. Single unit ignition system with distributor coil and condenser enclosed in waterproof housing. Spark control fully automatic with vacuum controlled governor.

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

BATTERY: 17-plate high output type.

CLUTCH: Heavy duty type, 1 1/2-inch diameter, friction area 123.7 square inches, clutch torque capacity 100% in excess of engine torque at low speed increasing to 400% at maximum speed.

TRANSMISSION: Heavy duty type—4 forward speeds, main and countershaft mounted on ball and roller bearings. Power take-off optional equipment at extra cost.

CHASSIS—GENERAL DIMENSIONS:

	131 1/2-inch	157-inch	118-inch
Back of cab to centre line rear axle	57-3/4"	83-1/4"	80"
Back of cab to end of frame	101-9/32"	126-25/32"	124-3/4"
Overall length	210-11/16"	240-11/16"	212-3/4"
Frame width behind cab	38"	38"	38"

	131 1/2-inch	157-inch	118-inch
Tread—front wheels	57-3/8"	57-3/8"	63-1/2"
" rear wheels, single	57-3/8"	57-3/8"	—
" rear wheels, dual	65"	65"	64-1/8"

The maximum allowable gross weight shall not exceed 12,000 lbs. on the 131 1/2" and 157" chassis and 11,750 lbs. on the 118" chassis, which includes chassis, cab, body, payload and driver, petrol, oil and water.

131 1/2" AND 157" CHASSIS.

FRAME: Material—Medium high carbon pressed steel with 5 cross members. Length frame—(131 1/2" W.B.) 191.85 inches, (157" W.B.) 218.15 inches. Depth frame: 7 inches. Width of side member: 2 1/2 inches. Thickness of side member, 7/32 inch. Elastic limit, 42,000 lbs. per square inch.

FRONT AXLE: Large section drop forged "I" beam carbon manganese steel, adjustable tapered roller bearings. Tensile strength 150,000 lbs. per square inch.

FRONT SPRING: Transverse coilover of chrome alloy steel. Length—36 1/2 inches. Width—2 1/2 inches.

STEERING: Worm and sector 17 to 1 ratio, tapered roller bearings with automatic adjustments for wear. Turning Circle: 131 1/2" W.B. 48 feet, 157" W.B. 57.8 feet.

REAR AXLE: Full floating spiral bevel gear drive, straddle mounted pinion with ring gear thrust plate. Gear ratios 1.83 to 1, 5.88 to 1. Torque tube drive with heavy radius rods. Wheels mounted directly on axle housing with double roller bearings. Rear axle diameter: 1 1/2 inches.

BRAKES: 6-wheel mechanically operated internal expanding. Service brakes 14 x 2 1/2 inches. Handbrake 14 x 1 1/2 inches. Total brake area, 670 sq. ins.

REAR SPRINGS: Semi-elliptic type. Chrome alloy steel. Length 30 inches, width 2 1/2 inches. Free shackled at both ends. Auxiliary rear springs: Length 21 inches, width 1 1/2 inches, standard equipment on 1-ton, 3-ton and semi-trailer units.

WHEELS: Tapered steel disc.

CHASSIS EQUIPMENT includes safety glass windscreen with adjustable centre control, front bumper bar, rear vision mirror, windscreen wiper, auxiliary springs on all 1-ton, 3-ton and semi-trailer models, fuel and oil gauge, temperature indicator, dispatch box in dash.

118" CHASSIS.

FRAME: Material—Medium high carbon chrome pressed steel with 5 cross members. Length frame: 178 inches. Depth frame: 7 inches. Width of side member: 2 1/2 inches. Thickness of side members, 7/32 inch.

FRONT AXLE: "I" beam section with reversed Elliott knuckles, carbon manganese steel, adjustable tapered roller bearings.

FRONT SPRING: Semi-elliptic 26-inch centre, 2 1/2 inches wide. Material—chrome alloy steel.

STEERING GEAR: Three-quarter irreversible, hour-glass worm and two-tooth sector type with roller thrust bearing for worm. Turning circle, 26 feet.

REAR AXLE: Full floating spiral bevel gear drive, straddle mounted pinion with ring gear thrust plate. Torque tube drive with heavy radius rods. Wheels mounted directly on axle housing with double roller bearings. Rear axle diameter: 1 1/2 inches.

BRAKES: 6-wheel mechanically operated internal expanding shoes.

REAR SPRINGS: Semi-elliptic type. Chrome alloy steel. Length, 30 inches, width, 2 1/2 inches, Free shackled at both ends. Auxiliary Rear Springs: Length 21 inches, width 1 1/2 inches.

WHEELS: Tapered steel disc.

CHASSIS EQUIPMENT includes safety glass windscreen, rear vision mirror, windscreen wiper, fuel gauge, ammeter, speedometer, Grouse type air cleaner, parking lights and front bumper bar.

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)

DM602/60M/C