THE MODERN UTILITY

SPECIFICATIONS

ENGINE.

V-8 90° with Aluminium Heads. Piston displacement 221 cubic inches. Bore 3 1/16 in. Stroke 3¾ in. Compression Ratio 6.3 to 1. H.P. Rating R.A.C. 30.00. B.H.P. 90 at 3,800 R.P.M. One-piece casting of crankcase and cylinder banks. Light cast alloy pistons. Lubrication—forced feed to all Main, Connecting Rod and Camshaft bearings. Capacity 4 quarts.

CRANKSHAFT.—Special Ford cast alloy steel. Statically and dynamically balanced.

CARBURETTOR.—Dual down draft carburettor with oil-bath type air cleaner.

FUEL SYSTEM.—Engine driven fuel pump. Terne plate steel fuel tank mounted at rear; capacity 11 gallons.

COOLING.—Tube and fin type radiator. 444 sq. ins. cooling surface. Capacity 4½ gallons. 4 Blade, 15½ in. fan. Centrifugal water pumps. 1 in each cylinder head.

IGNITION.—Battery coil and distributor. Distributor driven directly off end of camshaft. Full automatic-vacuum control.

CLUTCH.—Single plate dry disc. Material, moulded asbestos composition. Three weights forged integrally with throw-out levers, apply increased pressure as engine speed increases. Low pedal pressure when idling or at low speeds. Dia. 9 in. Surface 75 sq. ins.

TRANSMISSION.—Three-speed, selective gear transmission. All gears, including reverse silent helical type. Synchronised second and high gears. Roller and ball bearings carry gear train in all forward speeds.

BRAKES.—Four wheel mechanically operated internal expanding. 2 shoe type. Adjustment by outside stud on each brake plate. Drums of malleable iron alloy. Total braking area, 186 sq. in.

SPRINGS.—Ford transverse cantilever front and rear of chrome alloy steel. Controlled by adjustable double acting hydraulic shock absorbers.

FRAME.—Special Ford design. Pressed carbon steel. Double drop, with X member channels extending to ends of frame. Main side members, depth 5½ in., width 2 in.

STEERING GEAR.—Worm and sector. Ratio 17 to 1. Worm mounting—Two tapered roller bearings. Sector Shaft mounting. Two needle roller bearings—Wheel diameter 17 in.

FRONT AXLE.—Special Ford carbon manganese steel. "I" beam reverse Elliott. Adjustable tapered roller wheel bearings.

REAR AXLE.—¾ floating type. Spiral bevel gear with straddle mounted pinion. Material of Ford carbon manganese steel. Roller bearings throughout. Ratio 4.11 to 1. Shafts 1⅛ in. diameter.

STARTING MOTOR.—Bendix.

TYRES.—Model 68, 6.00 x 16. Model 67, 6.50 x 16.

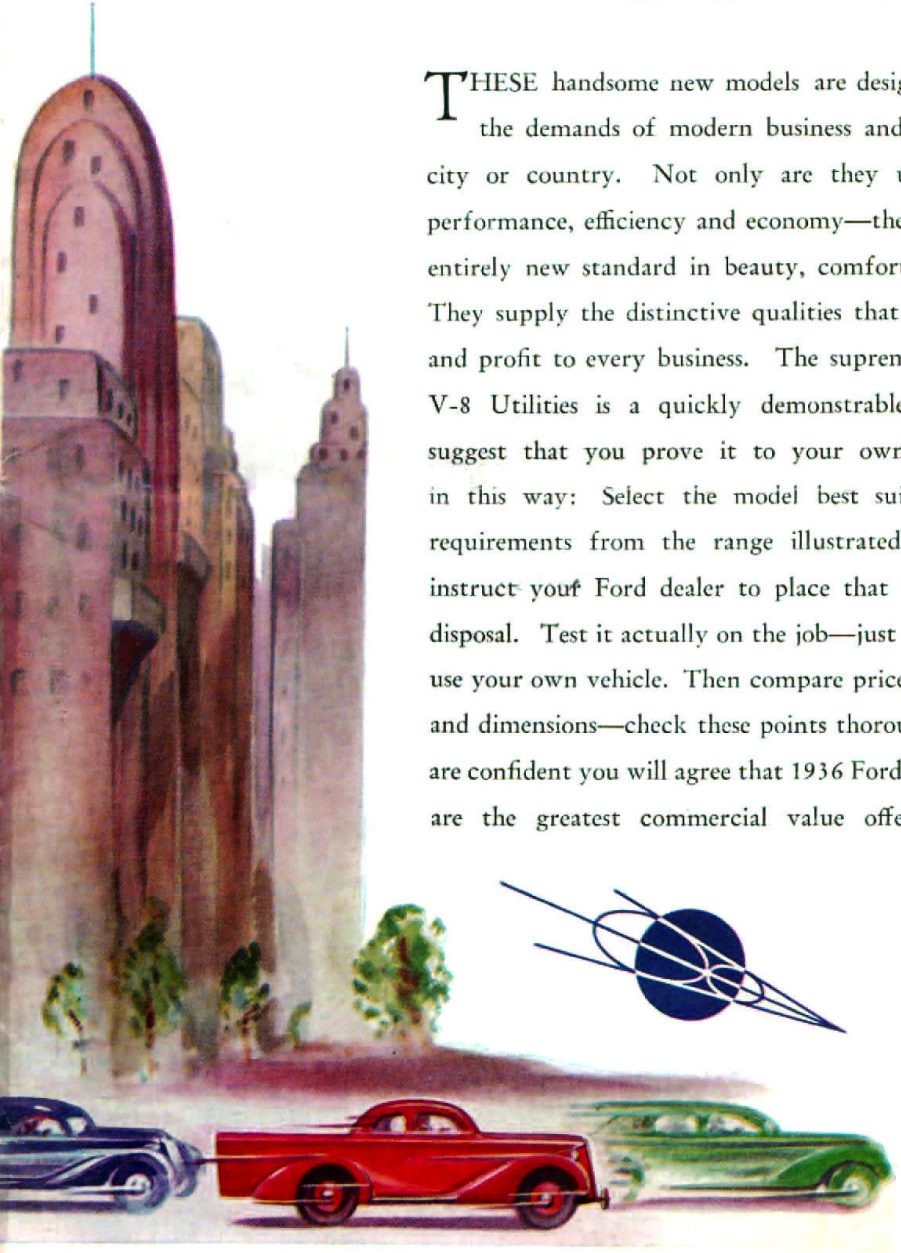
TURNING CIRCLE. 40 ft. right or left.

WHEELBASE. 112 in. Springbase, 123.13 in

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) DM598/60M/C.

FORD V·8 UTILITIES FOR 1936



THESE handsome new models are designed to meet the demands of modern business and industry in city or country. Not only are they unrivalled in performance, efficiency and economy—they also set an entirely new standard in beauty, comfort and safety. They supply the distinctive qualities that add prestige and profit to every business. The supremacy of Ford V-8 Utilities is a quickly demonstrable fact. We suggest that you prove it to your own satisfaction in this way: Select the model best suited to your requirements from the range illustrated within and instruct your Ford dealer to place that unit at your disposal. Test it actually on the job—just as you would use your own vehicle. Then compare prices, equipment and dimensions—check these points thoroughly and we are confident you will agree that 1936 Ford V-8 Utilities are the greatest commercial value offering to-day.

DESIGNED FOR ULTRA-SMARTNESS

Built and Powered for Hard Utility Service

THE finest, smartest of all Utilities, Ford V-8 units combine passenger car comfort and performance with efficient, economical service. They have an exclusive array of features and special equipment (usually available only at additional cost) which add many pounds to their value. It is important, therefore, that you should compare equipment and features as well as price.

Ford V-8 Utilities for 1936 have: Safety glass all round. Front bumper and four adjustable double-acting hydraulic shock absorbers. Large capacity 6.00 x 16 tyres. Bonderised non-rusting mudguards, bonnet and wheels. V-8 Engine with dust-proof oil-bath air cleaner. Coupe models have quarter windows, wind-down rear window, centre control adjustable windscreen and clear vision ventilation windows in doors, all of safety glass. Adjustable seat and an arm rest for the driver, two swivel type sun visors and genuine leather trim. Handsome instrument panel with enclosed despatch box and electric cigar lighter. All bodies have large carrying capacity with steel outside panels, and box bodies have steel skid strips on the floor.

Other quality features include: Super safety mechanical brakes. Centre-poise riding comfort. New 17 to 1 steering gear ratio giving easier control. Silent helical gears in all speeds including reverse. Beautiful appearance—stream-lined head lamps, concealed horns, newly designed mudguards and new steel wheels with large hub caps.

Ford V-8 Utilities for 1936 are handsome, hard-working units designed and built to operate under most gruelling conditions. The famous V-8 engine gives a quality of performance that no other type of power unit can equal. And, moreover, figures supplied by owners prove that the V-8 is the most economical engine ever built by Ford.

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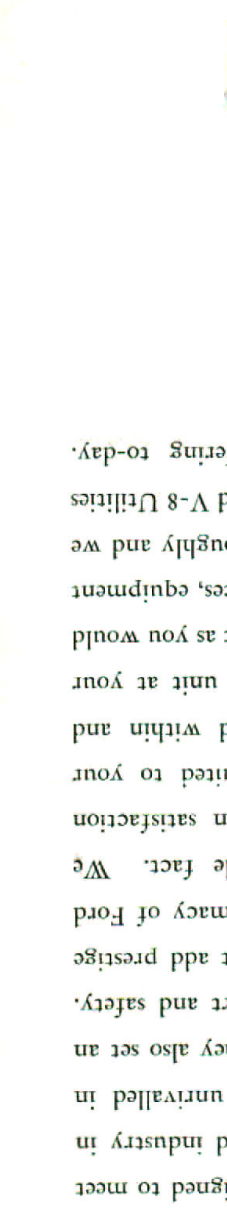

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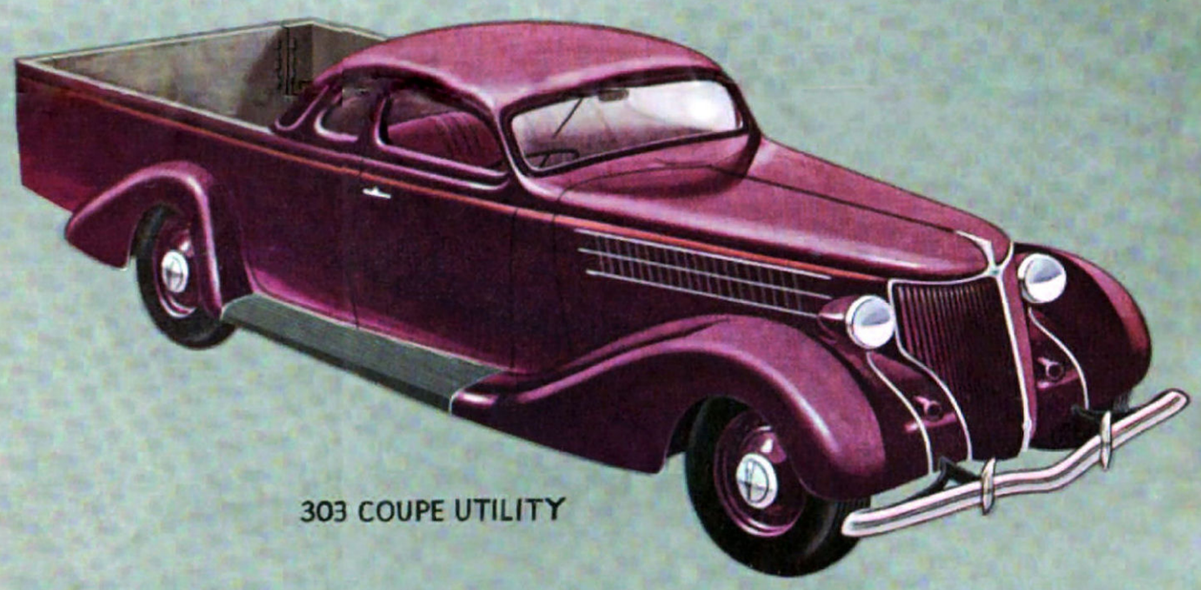
EXCLUSIVE FEATURES + + +

SAFETY GLASS ALL ROUND + +

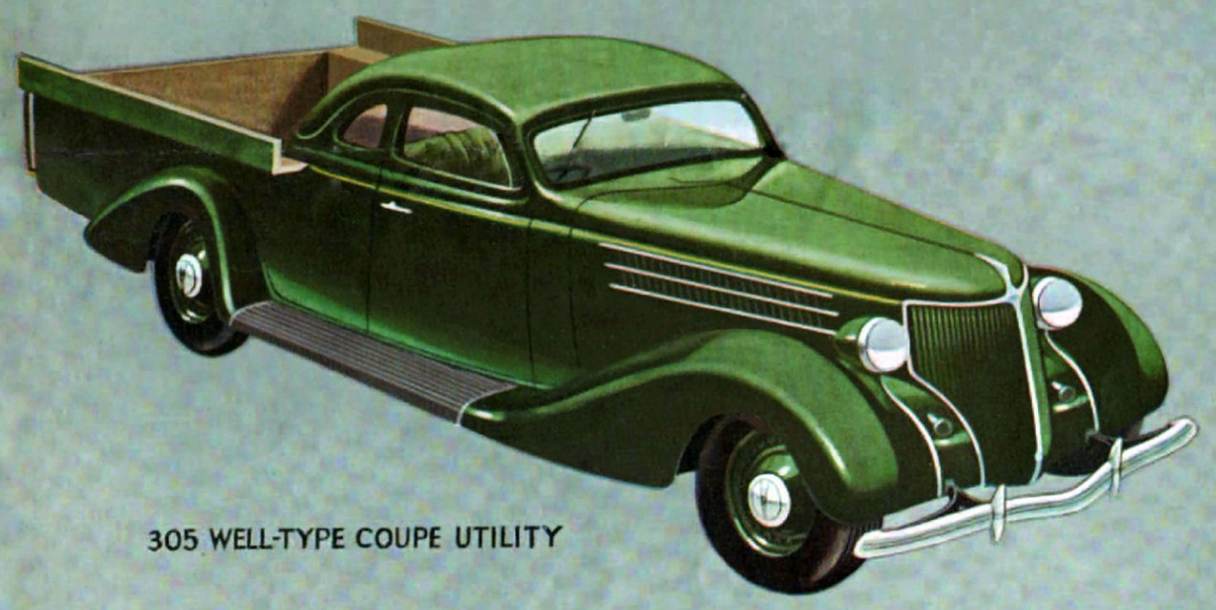
BEAUTIFUL COUPE BODIES + + CENTRE-POISE

RIDING COMFORT + + V-8 POWER

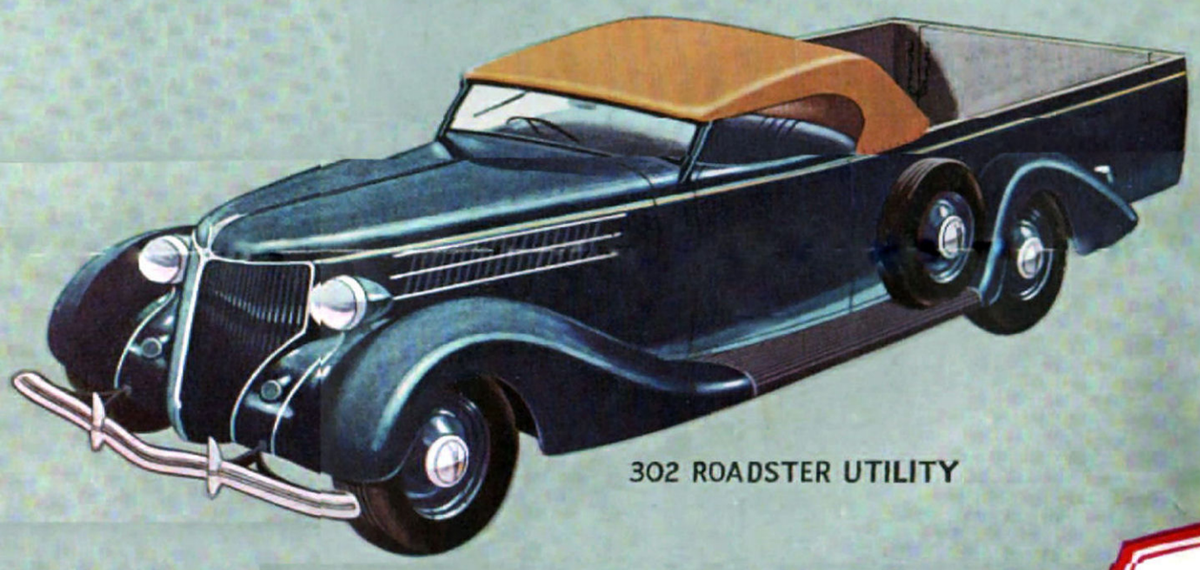
AND PERFORMANCE



303 COUPE UTILITY



305 WELL-TYPE COUPE UTILITY



302 ROADSTER UTILITY

304 WELL-TYPE ROADSTER UTILITY

305 COUPE UTILITY—Ideal for utility service in city or country. 5-window Coupe-type driving compartment with passenger car equipment. Loading dimensions: Length 75 inches. Width inside wheel housing 47 inches, maximum width 56 inches. Height 21 inches.

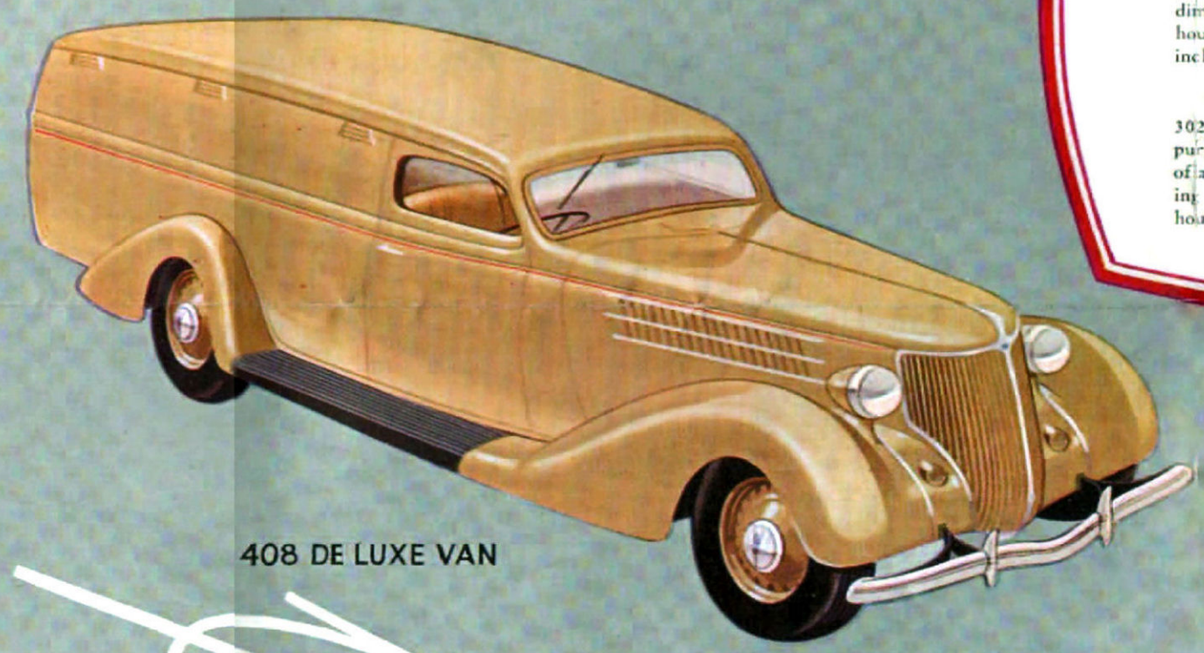
305 WELL-TYPE COUPE UTILITY — Meets the special needs of the man on the land. 5-window Coupe-type driving compartment with passenger car equipment. Large well-type body. Loading dimensions: Length 75 inches. Width inside wheel housing 47 inches, at floor 56 inches, at top 75¾ inches. Height, including sideboards, 22½ inches.

302 ROADSTER UTILITY—An excellent general-purpose utility for city or country. Has the appearance of a smart roadster with exceptionally large boot. Loading dimensions: Length 77 inches. Width inside wheel housing 47 ins., maximum width 56 ins. Height 21 ins.

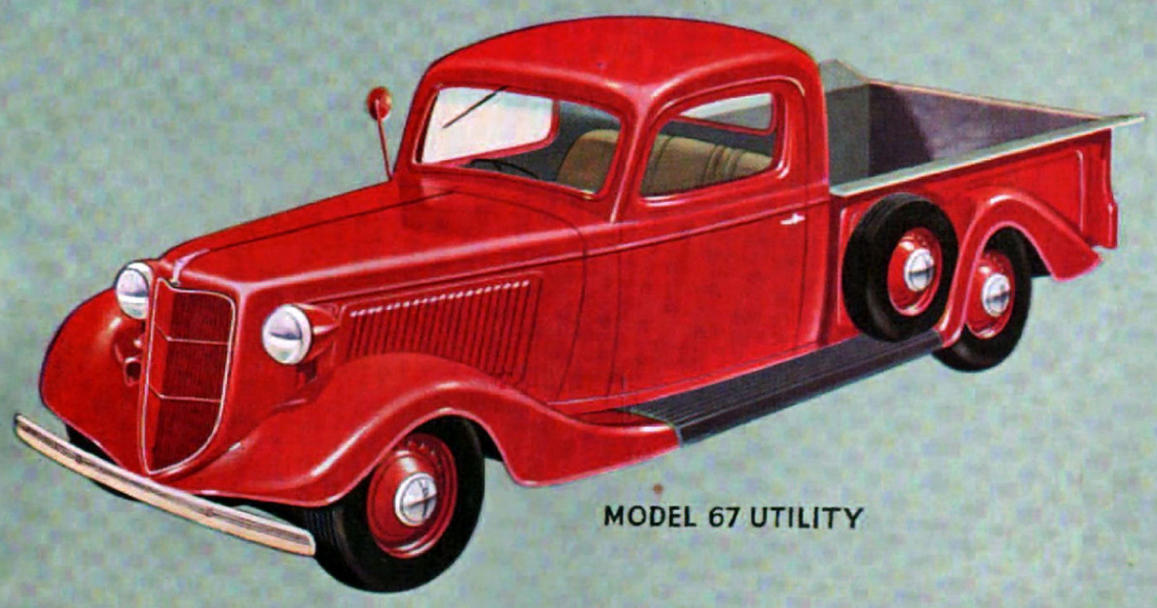
304 WELL-TYPE ROADSTER UTILITY — Body has large loading space with smart roadster front end. Loading dimensions: Length 77 inches. Width inside wheel housing 47 inches, at floor 56 inches, at top 75¾ inches. Height, including sideboards, 22½ inches.

408 DE LUXE VAN—A strikingly handsome van, speedy, efficient and economical. Driver's compartment has passenger car equipment with sliding door to loading space. Auxiliary rear springs and 6.00 x 16 6-ply tyres standard equipment. Yale lock on rear doors. Loading dimensions: Length 75 inches. Width inside wheel housing 47 inches, maximum width 56½ inches. Height 46¾ inches.

MODEL 67 UTILITY—A special 18-cwt. utility model with an allowable maximum gross capacity of 4,700 lbs. Has truck-type radiator, bonnet and cowl, and is available as chassis, with truck-type cab or with or without factory-built box body. Adaptable to all types of special bodies. Will appeal to plumbers, builders, painters, country stores, etc. Auxiliary springs and 6.50 x 16 6-ply tyres standard equipment.



408 DE LUXE VAN



MODEL 67 UTILITY

FORD V-8 UTILITIES FOR 1936