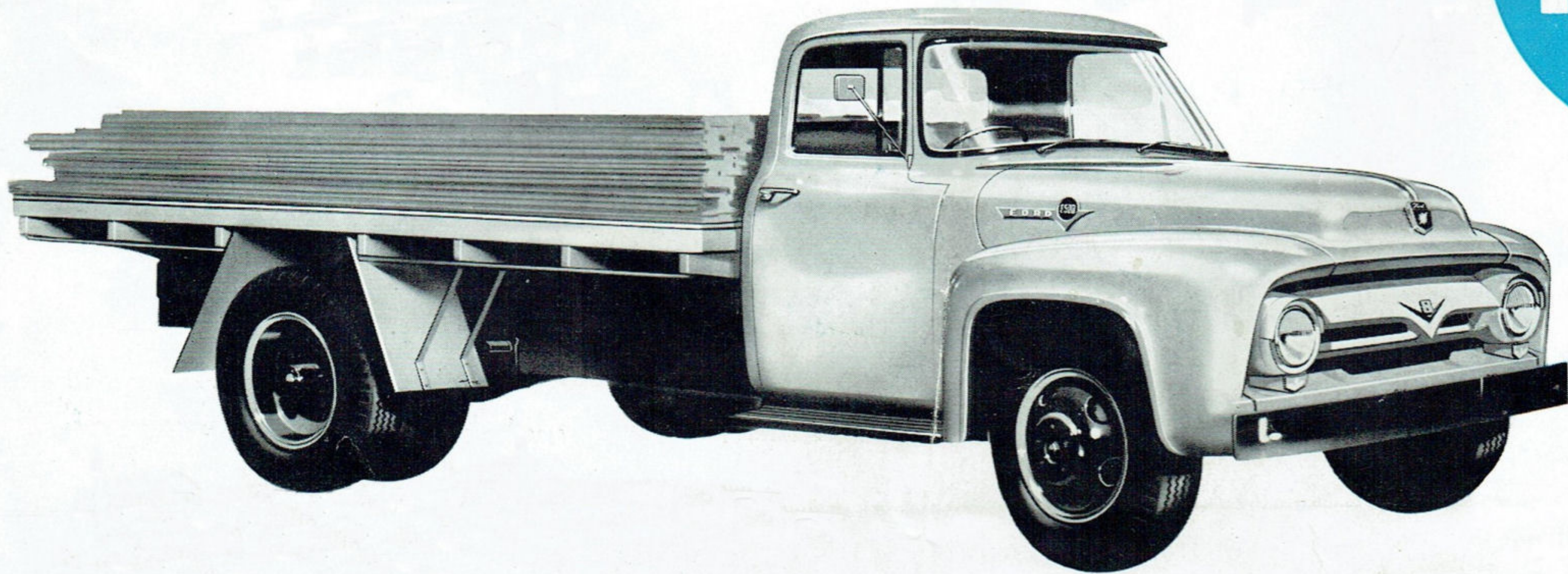


**FORD** *TRIPLE-ECONOMY*  
**O.H.V.**  
**V8** **TRUCKS**

**F500**



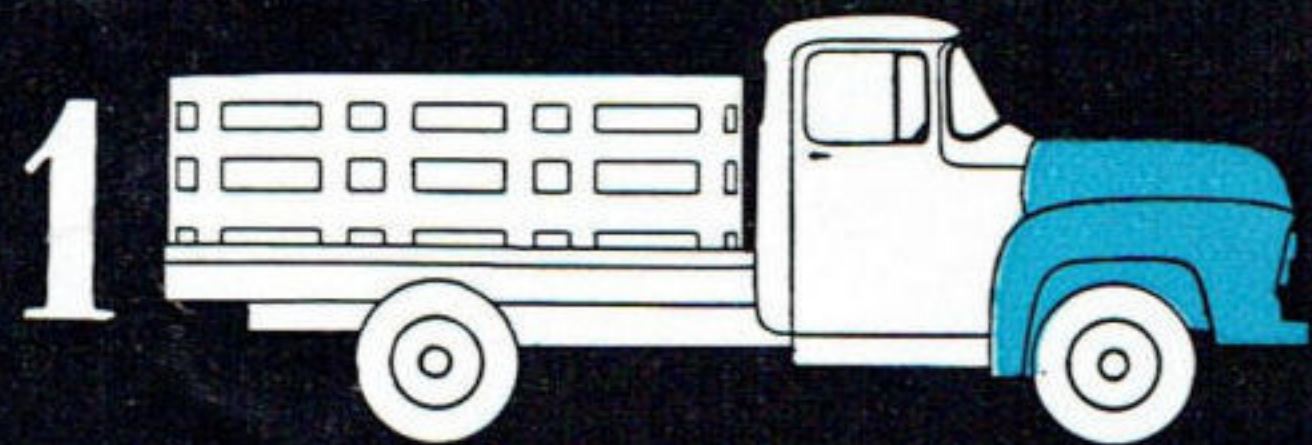
**GROSS VEHICLE  
WEIGHT:  
14,500 lbs**

●  
**WHEELBASE  
130 inches  
154 inches**



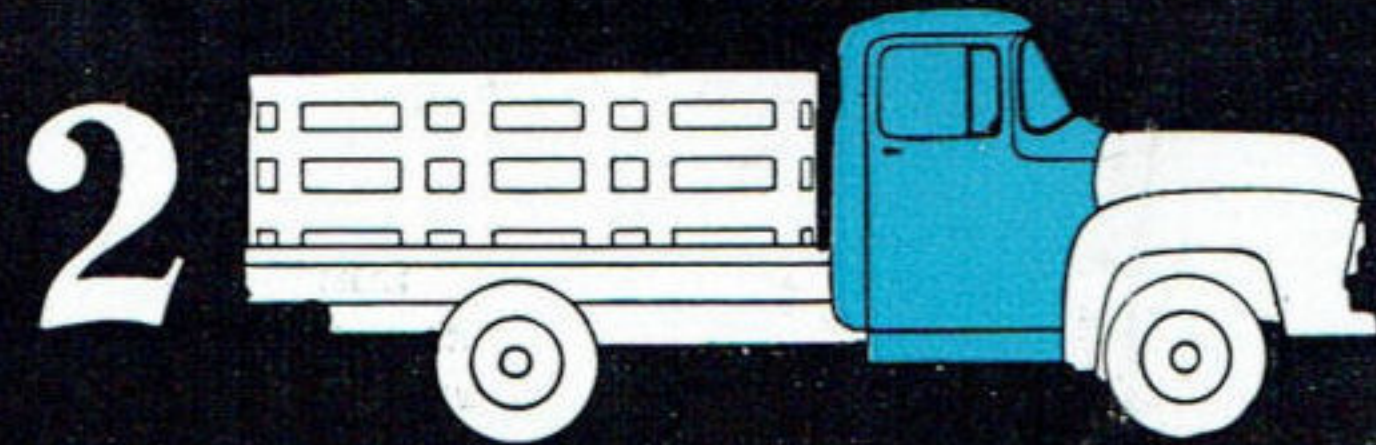
# You get more value per £ . . .

## that's what Ford **TRIPLE ECONOMY** means in truck buying



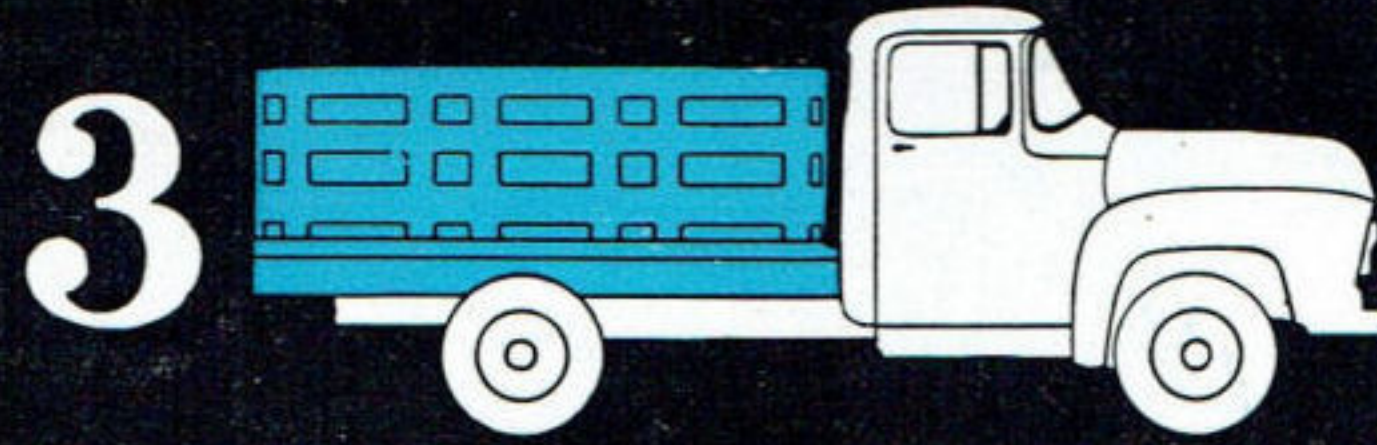
### *Money-saving POWER*

Ford's O.H.V. engine gives you higher, more sustained torque, more horse-power per cubic inch displacement, big power reserves to handle payloads more easily and economically. Modern Y-block, low-friction design means longer life, low maintenance costs. Ford's V8 truck engine is your Big Economy Item No. 1!



### *Driver-saving EFFICIENCY*

Ford's big 3-man cab . . . with new features including the huge full wrap-around windscreen and Lifeguard steering wheel . . . is the most comfortable, and the safest in trucking. The new design lessens driver-fatigue, saves him time, and increases his working capacity. And that's Big Economy Item No. 2!



### *Cost-saving CAPACITIES*

You'll find the right load capacity in the Ford Truck range. And Ford chassis designing allows practical, low-cost installation of any body type. Profitable payload capacity is Big Economy Item No. 3!





# ABRIDGED SPECIFICATIONS FORD F500 (G.V.W. 14,500 lbs.) TRUCK

## AXLE, FRONT

Type ..... Modified I-beam  
Material ..... Heat-treated Alloy Steel Forging

## AXLE, REAR

Type ..... Single speed Full Floating  
Axle Shaft Diameter at Spline—in. .... 1.75  
Axle Ratio ..... 6.2 to 1

## BRAKES, SERVICE

Type. Front—Single Anchor, Self-engaging;  
Rear—Hydraulic Two Cylinder  
Independently Anchored  
Front Brake (Drum Diameter x Lining Width  
— Thickness)—in. .... 13 x 2¼ — ¼  
Rear Brake (Drum Diameter x Lining Width  
— Thickness)—in. .... 15 x 4 — ⅜  
Total Area ..... Drum—Lining—sq. in.  
560.78—366

Drums—Type ..... Demountable  
Material ..... Cast Iron Fused to Steel Back

Booster  
Type. Vacuum-Assisted 8½ in. effective Diam.  
**BRAKE, HAND** ..... Operating on Transmission  
Brake Drum and External Band

## BUMPER

Type ..... Curved Channel Type  
Mounting ..... Bolted Direct to Front  
Frame Side Rails

## CLUTCH

Type ..... Gyro-Grip, Semi-Centrifugal  
Single Plate  
Diameter, Outside—in. .... 11  
Total Frictional Area—sq. in. .... 123.7  
Cover Plate ..... Ventilated Type  
Pressure Plate ..... Cast Iron  
Clutch Disc ..... Cushioned Hub with  
Vibration Damper  
Release Bearing ..... Sealed Ball, Pre-lubricated  
Pilot Bearing ..... Oil-impregnated Bronze  
Attachment ..... Levers to Pressure Plate  
Needle Roller Bearings

## COOLING SYSTEM

Capacity—qts. .... 24  
Radiator ..... Flat Tube and Fin—  
Pressure Cap  
Thermostats ..... In Engine Water Outlets  
Fan Diameter—18 in. .... Blades, 4

## DRIVE LINE

Type ..... Hotchkiss, Straight-line Drive  
Universal Joints ..... Number, Three  
Type, Needle Roller Bearing

## ELECTRICAL SYSTEM

Battery ..... Heavy Duty, 12 volt  
Generator ..... 30 Amp.  
Ignition ..... Full Vacuum Controlled System  
Fully Automatic Distributor; Metal-Clad;  
Open Wiring in Rubber Grommets  
Head Lights ..... Sealed Beam, Foot-switch  
Beam Control  
Starter. High Torque, Automatic Engagement,  
Solenoid Switch, Ignition Switch Control  
Parking Lights ..... Combination Stop and  
Tail lights; Instrument Lights; Ignition  
Switch with Key Lock

## ENGINE

No. Cylinders—Bore and Stroke, in.  
8—3.62 x 3.30  
Displacement—cu. in. .... 272  
Compression Ratio ..... 7.1 to 1  
Max. B.H.P. .... 160 at 4,400 r.p.m.  
Max. Torque ..... 250 lbs./ft. at  
1,900-2,500 r.p.m.

## FRAME

Type ..... Heavy Duty Siderail—Parallel  
Channel Section. Reinforcement—specially  
formed Channel Inside Siderail  
Cross Members—Flanged "U" Type with  
Alligator Jaw and Channel Section

## FUEL SYSTEM

Carburettor ..... Dual Downdraught  
Air Cleaner ..... Heavy Duty Oil Bath  
2 Pint Capacity  
Fuel Pump and Filter ..... Diaphragm Type  
Driven from Camshaft  
Fuel Tank ..... Chassis with Cab  
15 Gal. Inside Cab  
Fuel Filler ..... Tube Extension to Outside Cab

## LUBRICATION

Engine ..... Full Pressure Feed to all Main  
Crankpin and Camshaft Bearings  
Crankcase Capacity ..... 8 pts., plus 1 pt.  
for dry filter  
Chassis ..... Fittings for Pressure Lubrication

## SPRINGS

Semi-elliptic, Alloy Steel Front and Rear—  
Length and Width—in. .... Front 45 x 2  
Rear 52 x 2½  
Main Auxiliary—in. .... 37 x 2½

## STEERING

Type ..... Worm and Single Row Needle  
Bearing Roller  
Ratio ..... 20.4 to 1  
Wheel ..... 18 in. Diam., 3-Spoke  
Turning Radius—ft. .... 154 in. W.B.  
R.H. 27.25 ft. L.H. 27.8 ft.  
Tie Rod ..... Ball Stud and Socket, Spring  
loaded for Automatic Take-up of Wear,  
Equipped with Rubber Dust Shields

## TRANSMISSION

Type ..... 4-Speed Synchro-Silent, Floor Change  
Gear Positions—Ratio (to 1)—  
First, 6.40; Second, 3.09; Third, 1.69;  
High, 1.000; Reverse, 7.82  
Lubricant Capacity ..... 6½ Pints

## WHEELS AND TYRES

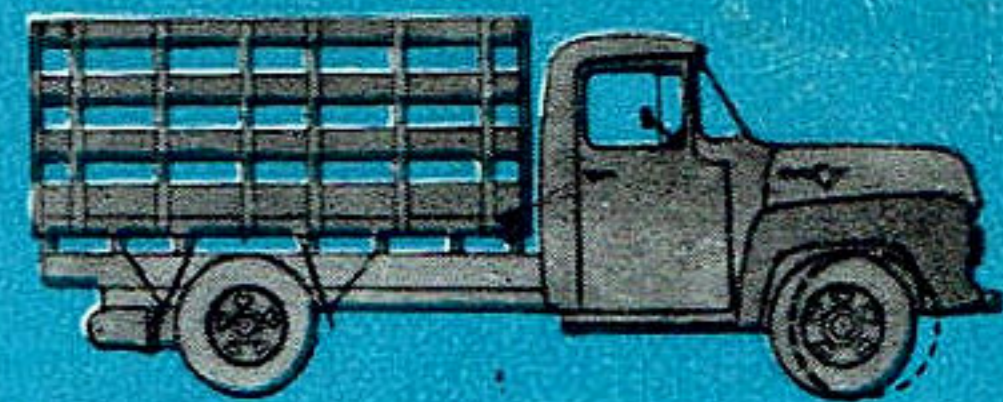
Wheels ..... 7—6.0 x 20 Steel Disc with 8 inch  
Diameter Bolt Circle  
Tyres ..... 6—7.50 x 20—8 ply (10 ply opt.  
at extra cost)

## CHASSIS EQUIPMENT

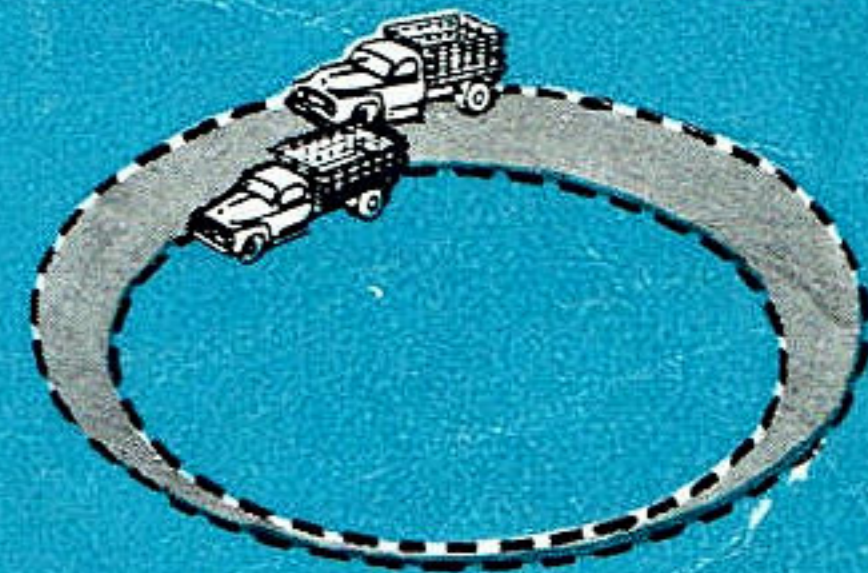
included as standard,  
in addition to items specified above:

Hood, Cowl and Dash Assembly	Ash Receptacle
Front Fenders	Glove Box
Centre Cowl	Choke Button
Ventilator	Light Switch
Steel Toeboards	Hand Throttle
Instrument Panel	Windshield Wipers
Speedometer	Electric Horn
Water Temperature Gauge	Spare Tyre Carrier
Oil Pressure Warning Light	Air Wing Ventilating Windows in doors
Fuel Gauge	Fenders, Front and Rear
Charge Indicator Warning Light	Mirror, Rear View— Outside on Cab

NOTE: Running Boards are standard with  
closed front end.



**WIDE-TRACK, SET-BACK FRONT AXLES** Front axle position allows shorter wheelbase, greater manoeuvrability. Load centre further forward and longer capacity front axle, mean better weight distribution. Wider track provides an easier turning angle.



**SHORTER TURNING**  
Wider track and shorter wheelbase design reduces turning circle diameters up to 6 ft. Shorter turning plus more responsive steering mean easier control and manoeuvring.



**CUSHIONED RIDE CONTROL**  
Softer ride for driver and load. With shorter wheelbase driver is closer to smooth-riding front springs and further from load-carrying stiffer rear springs.

**FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.**

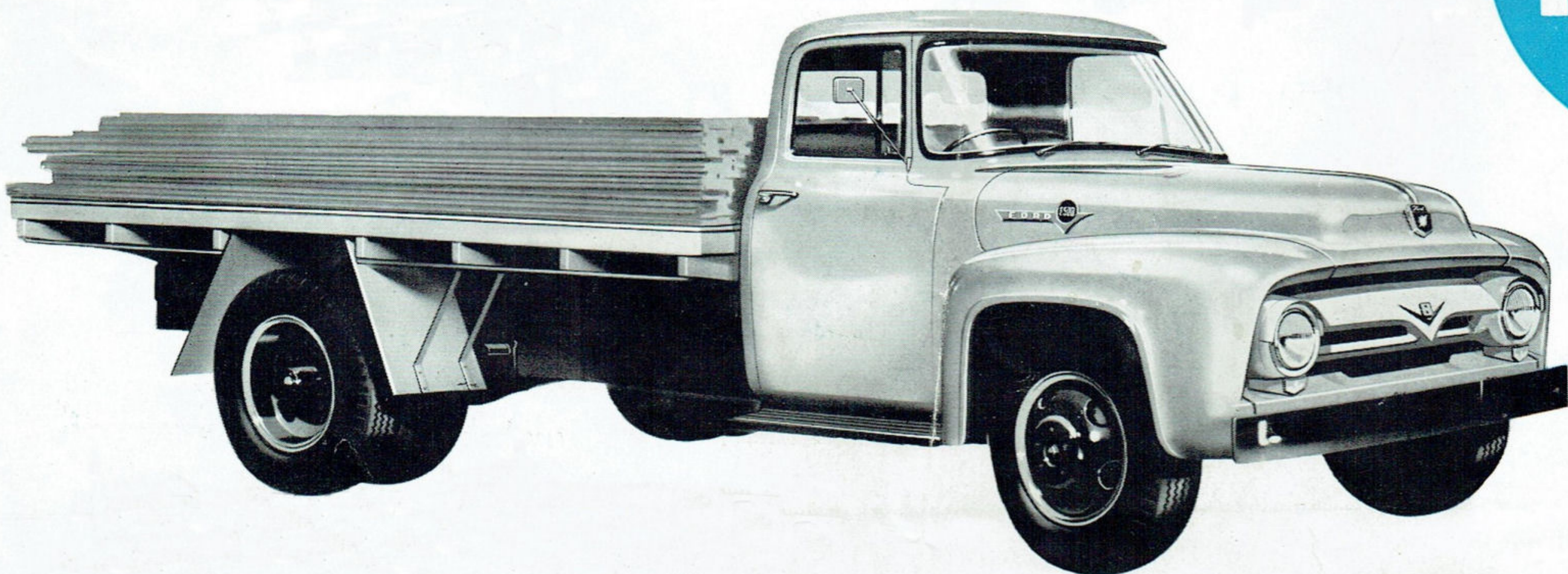
(Incorporated in Victoria.) Registered Office: Geelong, Vic.

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 <sup>TRIPLE-ECONOMY</sup> O.H.V. V8 TRUCKS

# F500



**GROSS VEHICLE WEIGHT:**  
14,500 lbs

**WHEELBASE**  
130 inches  
154 inches

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**AXLE, FRONT**  
Type, Modified I-beam  
Material, Heat-treated Alloy Steel Forging

**AXLE, REAR**  
Type, Single speed Full Floating  
Axle Shaft Diameter at Spline—in, 1.75 to 1.62

**BRAKES, SERVICE**  
Type, Front—Single Anchor, Self-engaging;  
Rear—Hydraulic Two Cylinder Independently Anchored  
Front Brake (Drum Diameter x Lining Width — Thickness)—in, 13 x 2 1/4 — 1 1/4  
Rear Brake (Drum Diameter x Lining Width — Thickness)—in, 15 x 4 — 3/8  
Total Area — in. sq., 560.78 — 366  
Drums—Type, Dismountable  
Material—Cast Iron Fused to Steel Back  
Booster

**BRAKE, HAND** Operating on Transmission Brake Drum and External Band

**BUMPER**  
Type, Curved Channel Type  
Mounting, Bolted Direct to Front Frame Side Rails

**CLUTCH**  
Type, Gyro-Grip, Semi-Centrifugal Single Plate  
Diameter, Outside—in, 11  
Total Frictional Area—sq. in., 123.7  
Cover Plate — Ventilated Type  
Pressure Plate — Cast Iron  
Clutch Disc — Cushioned Hub with Vibration Damper  
Release Bearing — Sealed Ball, Pre-lubricated  
Pilot Bearing — Oil-impregnated Bronze  
Attachment — Levers to Pressure Plate  
Needle Roller Bearings  
Capacity—qts., 24  
Radiator — Flat Tube and Fin — Pressure Cap  
In Engine Water Outlets  
Fan Diameter—18 in., Blades, 4

**COOLING SYSTEM**

**FUEL SYSTEM**  
Fuel Pump and Filter — Diaphragm Type Driven from Camshaft  
Fuel Tank — 15 Gal. Inside Cab  
Fuel Filter — Tube Extension to Outside Cab  
LUBRICATION  
Engine — Full Pressure Feed to all Main Bearings  
Crankpin and Camshaft Bearings — 8 psi, plus 1 pt. for dry filter  
Crankcase Capacity — Fittings for Pressure Lubrication  
Chassis —

**FUEL SYSTEM**  
Dual Downdraught Air Cleaner  
2 Pint Capacity Oil Bath  
Air Cleaner — Heavy Duty Oil Bath  
Fuel Pump and Filter — Diaphragm Type Driven from Camshaft  
Chassis with Cab  
15 Gal. Inside Cab  
Fuel Tank — Tube Extension to Outside Cab  
LUBRICATION  
Engine — Full Pressure Feed to all Main Bearings  
Crankpin and Camshaft Bearings — 8 psi, plus 1 pt. for dry filter  
Crankcase Capacity — Fittings for Pressure Lubrication  
Chassis —

**FRAME**  
Type, Heavy Duty Siderail—Parallel Channel Section, Reinforcement—specially formed Channel Inside Siderail  
Cross Members—Flanged "U" Type with Alligator Jaw and Channel Section  
Fuel Tank — 15 Gal. Inside Cab  
Fuel Filter — Tube Extension to Outside Cab  
LUBRICATION  
Engine — Full Pressure Feed to all Main Bearings  
Crankpin and Camshaft Bearings — 8 psi, plus 1 pt. for dry filter  
Crankcase Capacity — Fittings for Pressure Lubrication  
Chassis —

**ENGINE**  
No. Cylinders—Bore and Stroke, in. 8 — 3.62 x 3.30  
Displacement—cu. in., 272  
Compression Ratio, 160 at 4,400 r.p.m., 7.1 to 1  
Max. B.H.P., 250 lb./ft. at 1,900-2,500 r.p.m.

**ELECTRICAL SYSTEM**  
Battery — Heavy Duty, 12 volt, 30 Amp.  
Generator — Full Vacuum Controlled System  
Ignition — Fully Automatic Distributor; Metal-Clad; Open Wiring in Rubber Grommets  
Head Lights — Sealed Beam, Foot-switch Beam Control  
Starter, High Torque, Automatic Engagement, Solenoid Switch, Ignition Switch Control  
Parking Lights — Combination Stop and Tail Lights; Instrument Lights; Ignition Switch with Key Lock

**DRIVE LINE**  
Type, Hotchkiss, Straight-line Drive  
Universal Joints — Number, Three  
Type, Needle Roller Bearing

**STEERING**  
Main Auxiliary—in, 37 x 2 1/2  
Rear 45 x 2  
Front 45 x 2  
Semi-elliptic, Alloy Steel Front and Rear—Length and Width—in, 37 x 2 1/2

**SPRINGS**  
Type, Worm and Single Row Needle Bearing Roller  
Ratio, 20.4 to 1  
Wheel, 3-Spoke  
Turning Radius—ft., 15.4 in. W.B.  
R.H., 27.25 ft. L.H., 27.8 ft.  
The Rod — Ball Stud and Socket, Spring loaded for Automatic Take-up of Wear.  
Equipped with Rubber Dust Shields

**TRANSMISSION**  
Type, 4-Speed Synchro-Silent, Floor Change Gear Positions—Ratio (to 1) — First, 6.40; Second, 3.09; Third, 1.69; High, 1.000; Reverse, 7.82  
Lubricant Capacity — 6 1/2 Pints  
Wheels — 7 — 6.0 x 20 Steel Disc with 8 inch Diameter Bolt Circle  
Tyres — 6 — 7.50 x 20 — 8 ply (10 ply opt. at extra cost)

**CHASSIS EQUIPMENT** included as standard, in addition to items specified above:  
Hood, Cowl and Dash Assembly  
Front Fenders  
Centre Cowl  
Light Switch  
Hand Throttle  
Ventilator  
Steel Toolboards  
Instrument Panel  
Speedometer  
Water Temperature Gauge  
Oil Pressure Warning Light  
Fenders, Front and Rear  
Mirror, Rear View — Outside on Cab  
NOTE: Running Boards are standard with closed front end.

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**DRIVE LINE**  
Type, Hotchkiss, Straight-line Drive  
Universal Joints — Number, Three  
Type, Needle Roller Bearing

**STEERING**  
Main Auxiliary—in, 37 x 2 1/2  
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Semi-elliptic, Alloy Steel Front and Rear—Length and Width—in, 37 x 2 1/2

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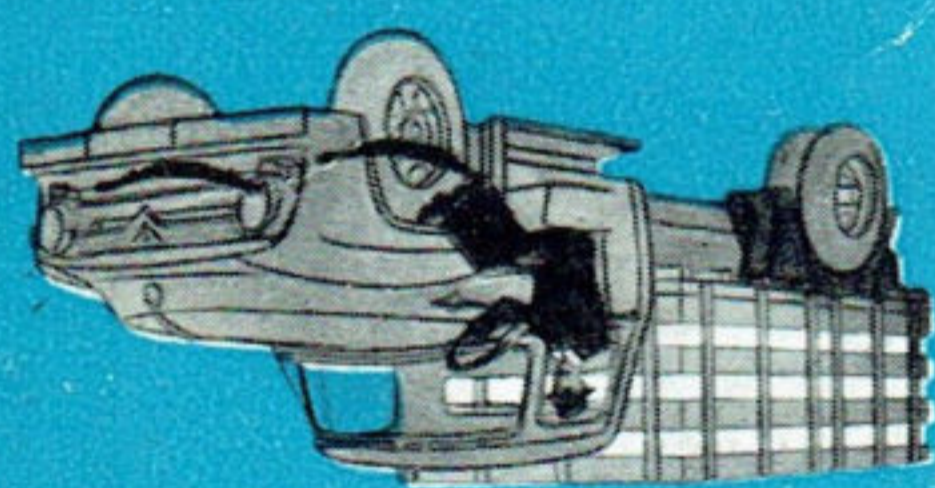
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Type, 4-Speed Synchro-Silent, Floor Change Gear Positions—Ratio (to 1) — First, 6.40; Second, 3.09; Third, 1.69; High, 1.000; Reverse, 7.82  
Lubricant Capacity — 6 1/2 Pints  
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## ABRIDGED SPECIFICATIONS FORD F500 (G.V.W. 14,500 lbs.) TRUCK

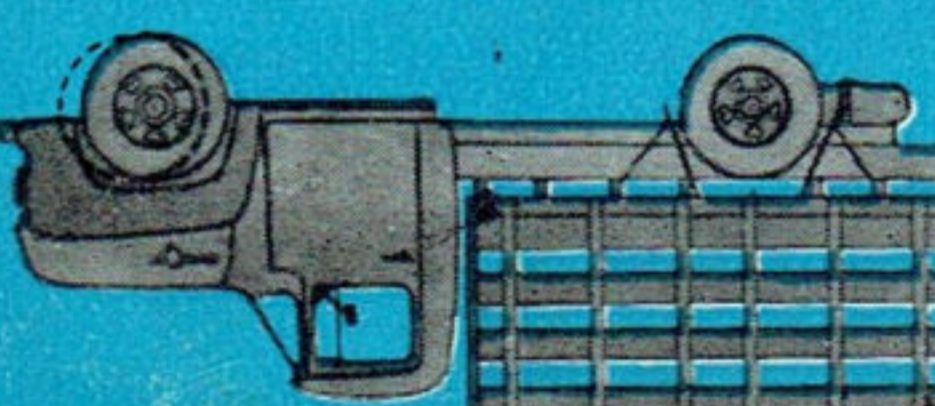
**CUSHIONED RIDE CONTROL**  
Sotier ride for driver and load. With shorter wheelbase driver is closer to smooth-riding front springs and further from load-carrying stiffer rear springs.



**SHORTER TURNING**  
Wider track and shorter wheel-base design reduces turning circle diameters up to 6 ft. Shorter turning plus more responsive steering mean easier control and manoeuvring.



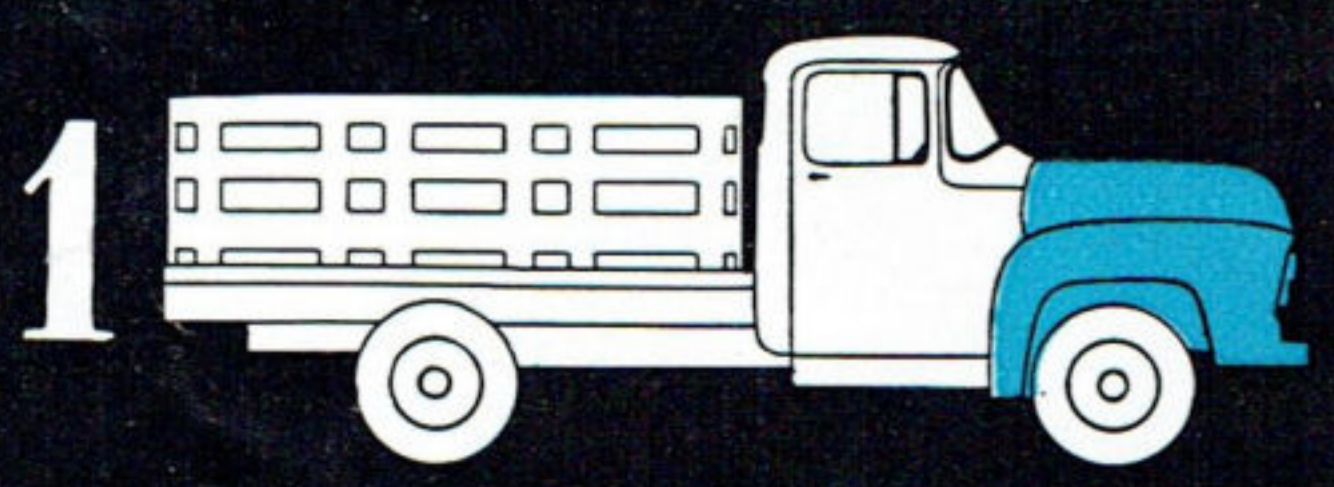
**FRONT AXLES SET-BACK**  
Front allows shorter wheelbase, greater manoeuvrability. Load centre further forward and longer capacity front axle, mean better weight distribution. Wider track provides an easier turning angle.



You get more value per £ . . .

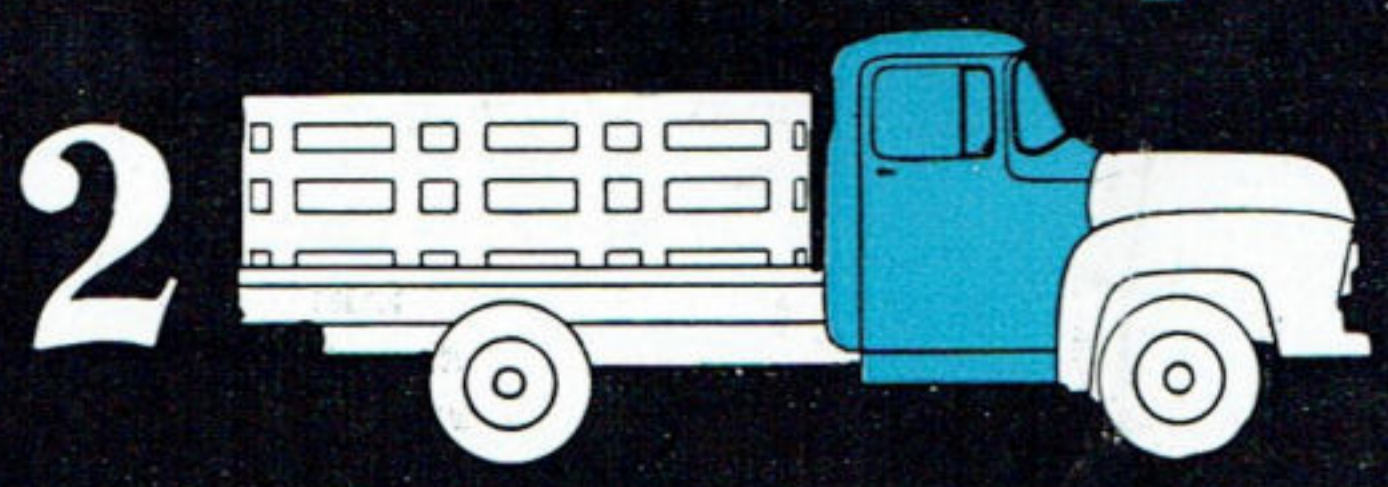
that's what Ford TRIPLE ECONOMY

means in truck buying



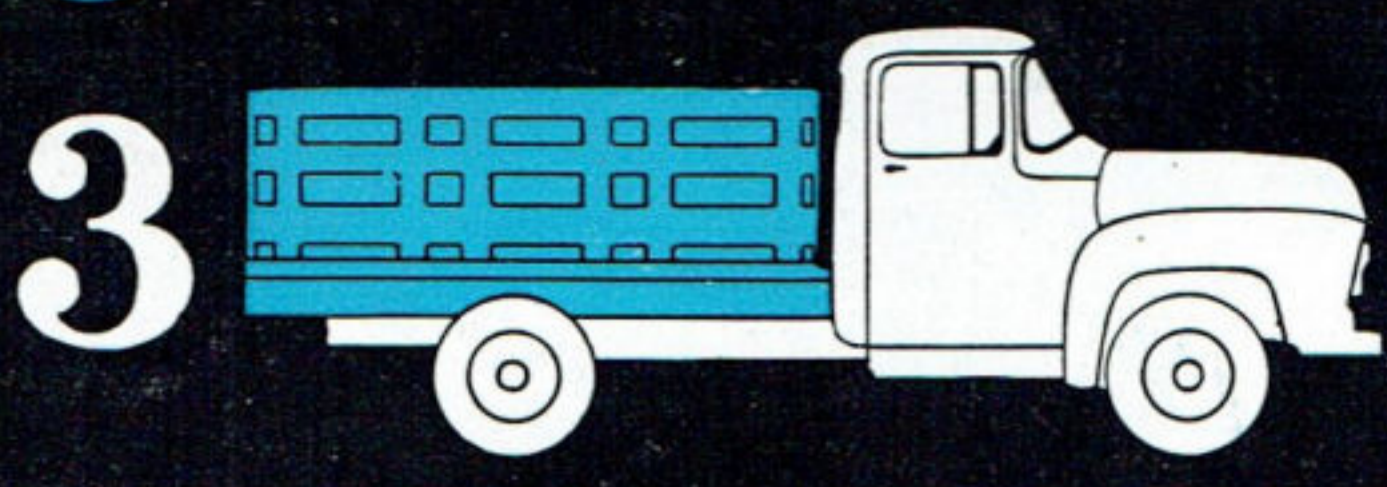
**Money-saving POWER**

Ford's O.H.V. engine gives you higher, more sustained torque, more horse-power per cubic inch displacement, big power reserves to handle payloads more easily and economically. Modern Y-block, low-friction design means longer life, low maintenance costs. Ford's V8 truck engine is your Big Economy Item No. 1!



**Driver-saving EFFICIENCY**

Ford's big 3-man cab . . . with new features including the huge full wrap-around windscreen and Lifeguard steering wheel . . . is the most comfortable, and the safest in trucking. The new design lessens driver-fatigue, saves him time, and increases his working capacity. And that's Big Economy Item No. 2!



**Cost-saving CAPACITIES**

You'll find the right load capacity in the Ford Truck range. And Ford chassis designing allows practical, low-cost installation of any body type. Profitable payload capacity is Big Economy Item No. 3!



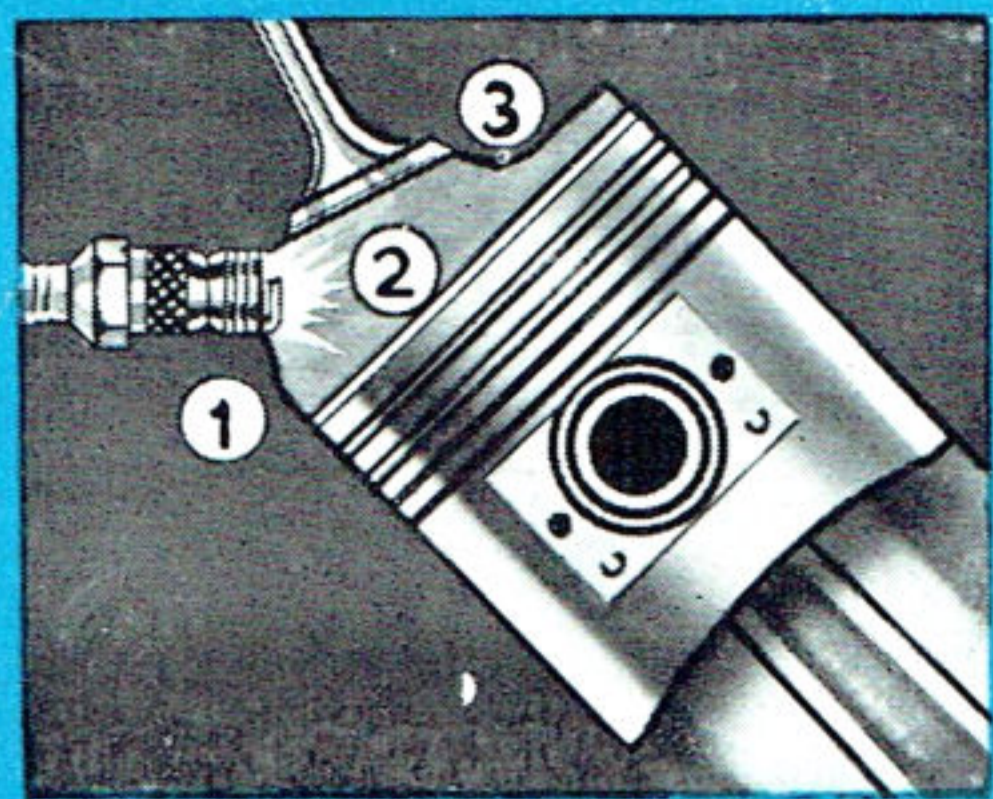


# More POWER

## per £



LOOK UNDER THE BONNET



**1. NEW 12-volt ignition** system gives more positive, quicker cold-weather starts . . . greater reserve capacity to handle lights and other electrical loads.

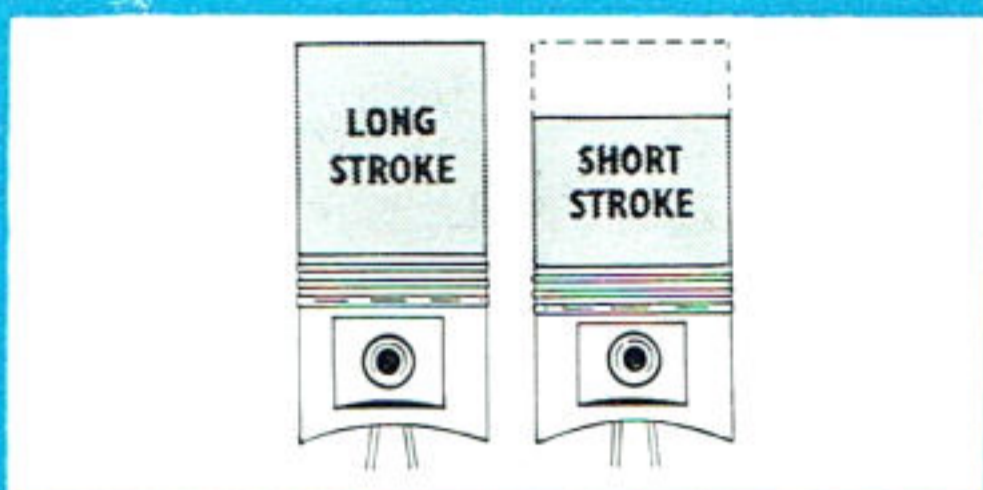
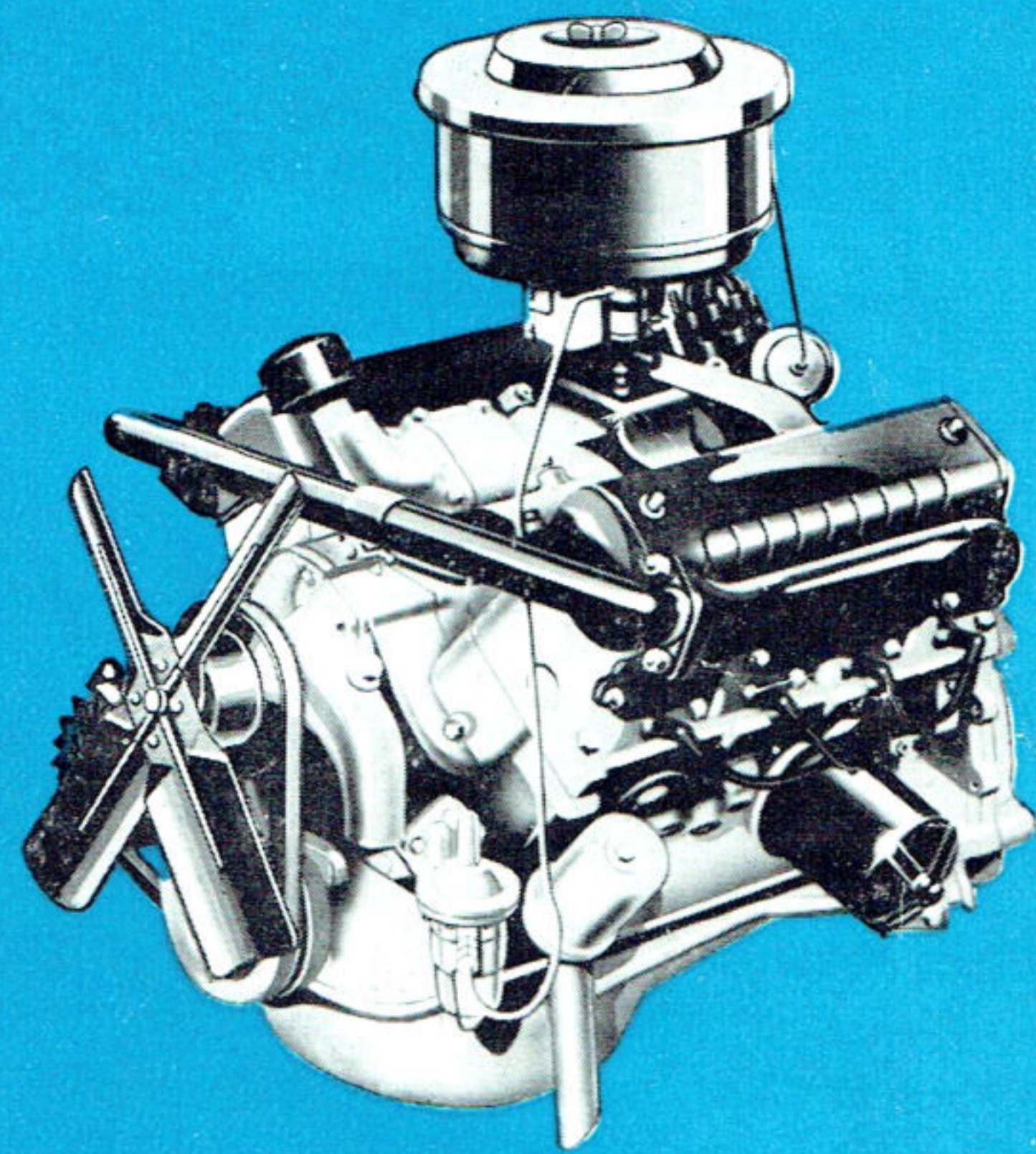
**2. NEW compression ratio** New 7.1:1 compression ratio for extra power from fuel, puts more miles into every gallon of petrol.

**3. NEW easy breathing** with larger intake passages and new, improved high-turbulence combustion chambers, provides full power at high speeds, added pep and performance at all speeds.

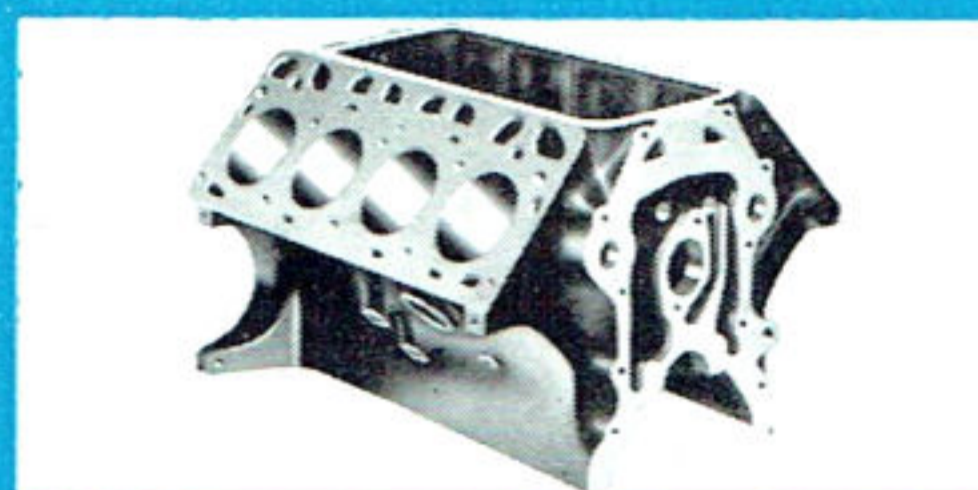
# THE MIGHTY FORD O.H.V. V8

## More torque—more instantly usable power at all operating speeds

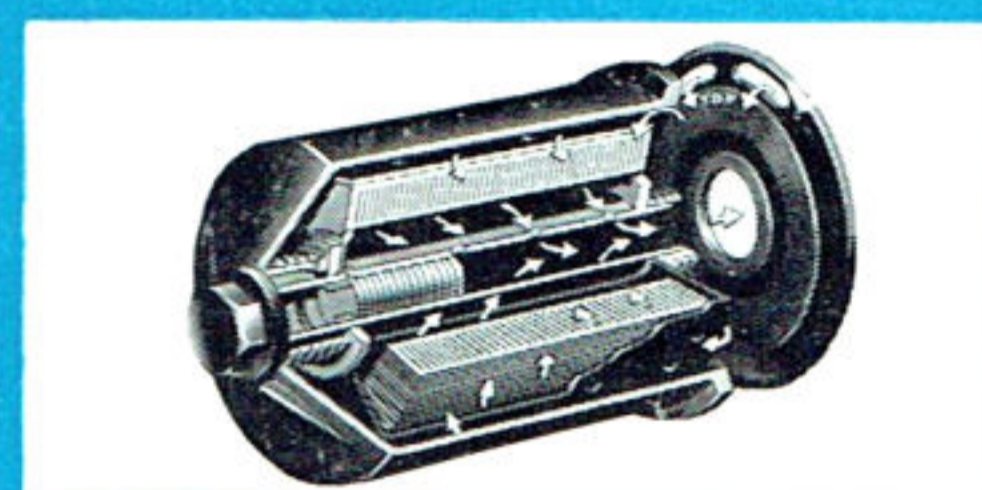
This is the most powerful and efficient V8 truck engine Ford has ever built. And Ford has built more V8 engines than all other makers combined. It develops far more horsepower per cubic inch displacement, and higher, more sustained torque for tough work, long hauls and easier cruising speeds under ALL load conditions. Other reasons why Ford gives you more power per pound are, new higher 7.1:1 compression ratio, new 12-volt electrical system, new iron-alloy camshaft, exceptionally rigid crankshaft, and many other new advancements.



**SHORT-STROKE, LOW FRICTION DESIGN.** Piston travel is less than bore diameter, this results in shorter piston travel with much less friction, less wear on moving parts, and long engine life.



**DEEP Y-BLOCK** with its great rigidity means longer engine life, and much smoother operation. The Block structure widens out at rear for very rigid connection of the block and flywheel housing.



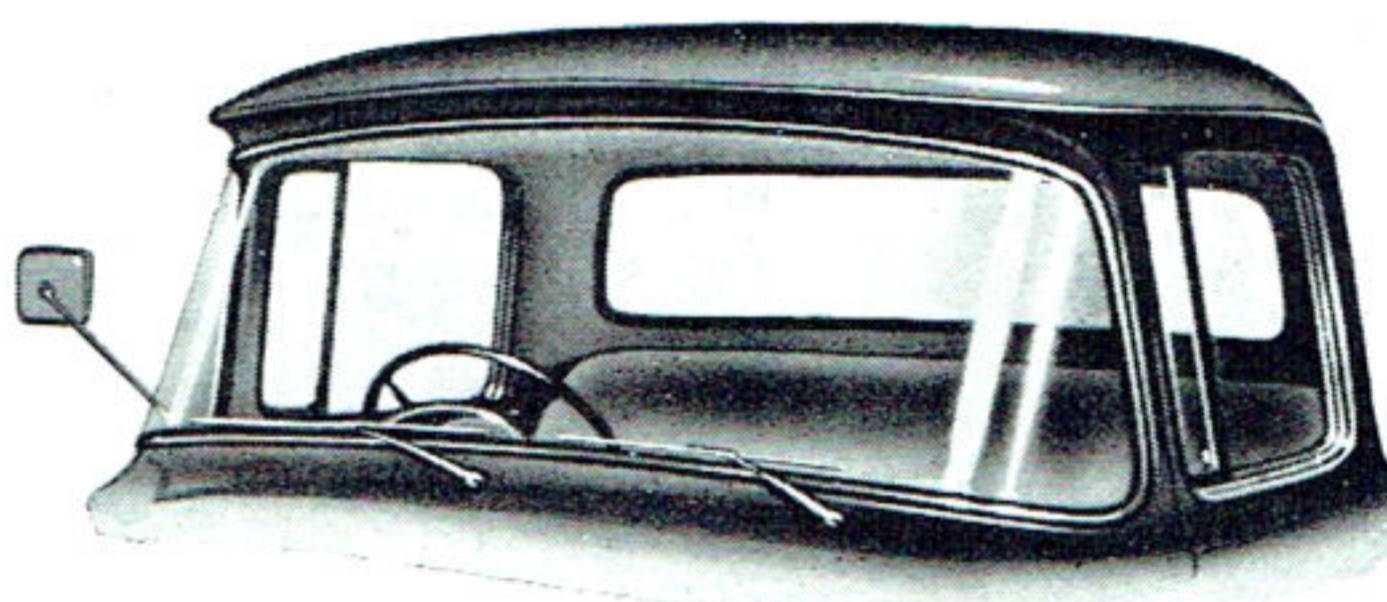
**FULL FLOW OIL FILTER** clears ALL the engine oil before it reaches bearing surfaces, reducing cylinder wall and piston ring wear and thereby contributing to longer bearing and engine life.

# More COMFORT

## per £

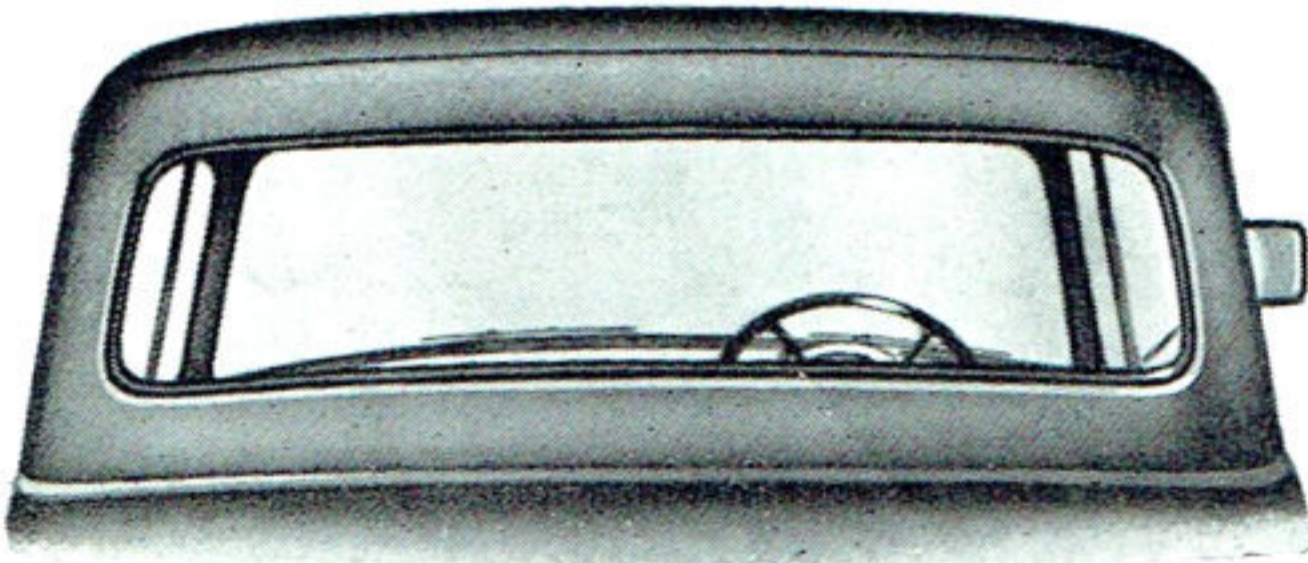


LOOK IN THE CAB



### VISION UNLIMITED

New, full wrap-around windscreen provides the greatest possible view of road and traffic, reduces driving strain, is a big safety factor.



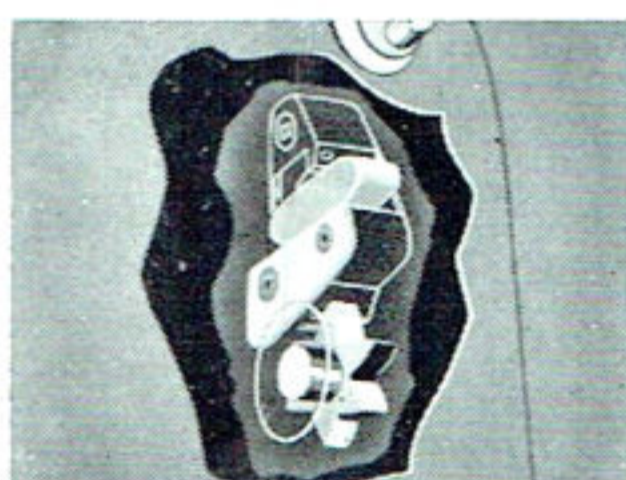
## NEW CAB DESIGN

makes every driving operation more simple . . . cuts fatigue . . . gets more done . . . and provides "Lifeguard" safety features . . . Ford's roomy 3-man cab is the easiest cab to get in and out of today. Doors are almost a yard wide, and open a full 70° . . . and instead of moving the running board up inside the door, Ford keeps it low — an easy step from ground to cab. New dashboard and instrument panel design . . . more conveniently located controls . . . deeply sprung adjustable seat . . . complete weather sealing . . . even positioning of driver and passengers further away from the load carrying rear suspension means more comfort.



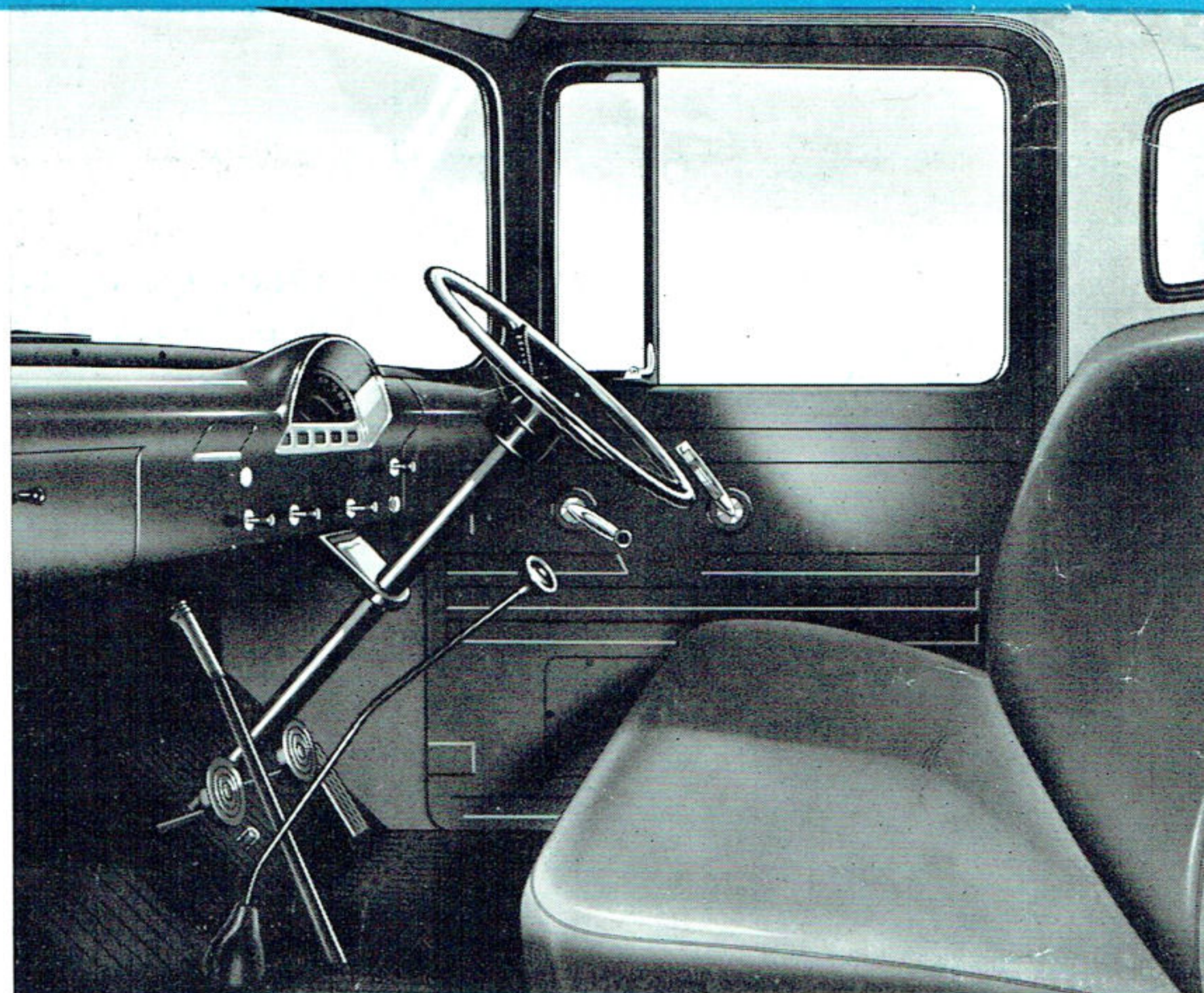
### NEW LIFEGUARD STEERING WHEEL

is a Ford first. Deep-centre design allows the safety of greater absorbing of impact.



### NEW LIFEGUARD DOOR LOCKS

incorporate Double Grip and are designed to provide added protection against possibility of doors springing open.



**Exclusive new high-dial instrument panel** can be read at a glance, night or day. Placed high for quick viewing, instruments are indirectly illuminated and shielded against reflection. Another feature of the cab is the **wide-comfort seat** . . . special construction and long-life upholstery resists hard usage, keeping shape and comfort much longer. Ford's 3-man comfort cab is the most driver-pleasing on the road—every feature conserves a driver's energy, keeps him happy on the job.

# More STRENGTH

## per £



LOOK AT THE CHASSIS

## FORD'S HUSKY CHASSIS ENGINEERING

