

# FORD

**O·H·V**  
**V8**

**TRIPLE  
ECONOMY**

# TRUCKS

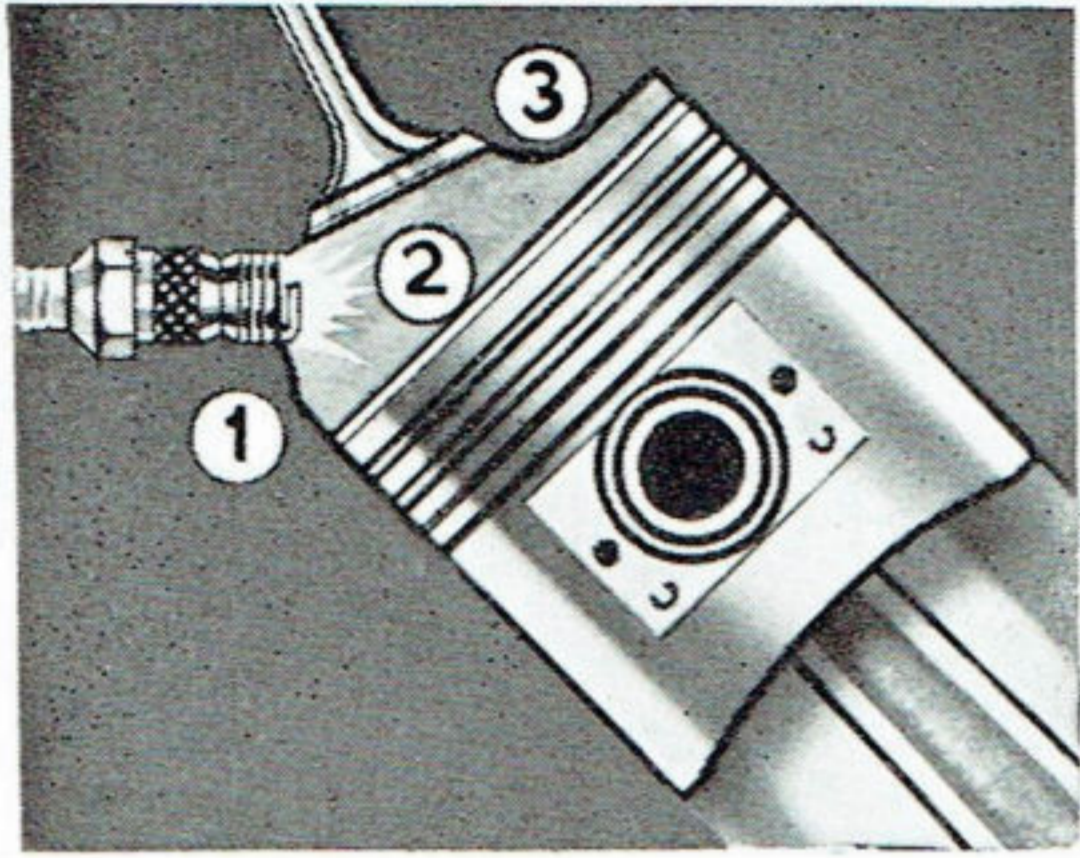
# F500



**GROSS VEHICLE WEIGHT: 11,000 lbs**

**Wheelbases: 130 inches, 154 inches**

# Go-ahead power with Ford's short stroke OHV V8 engine!



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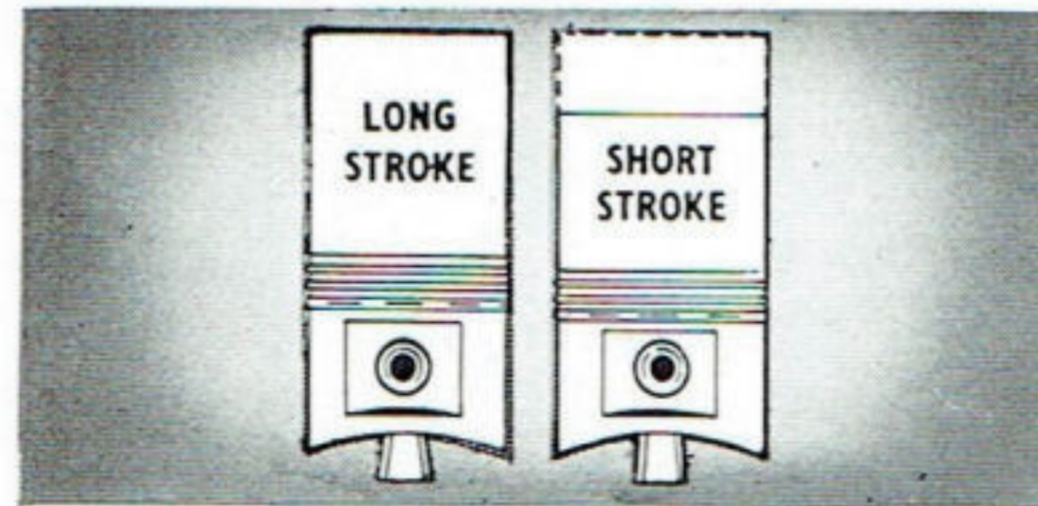
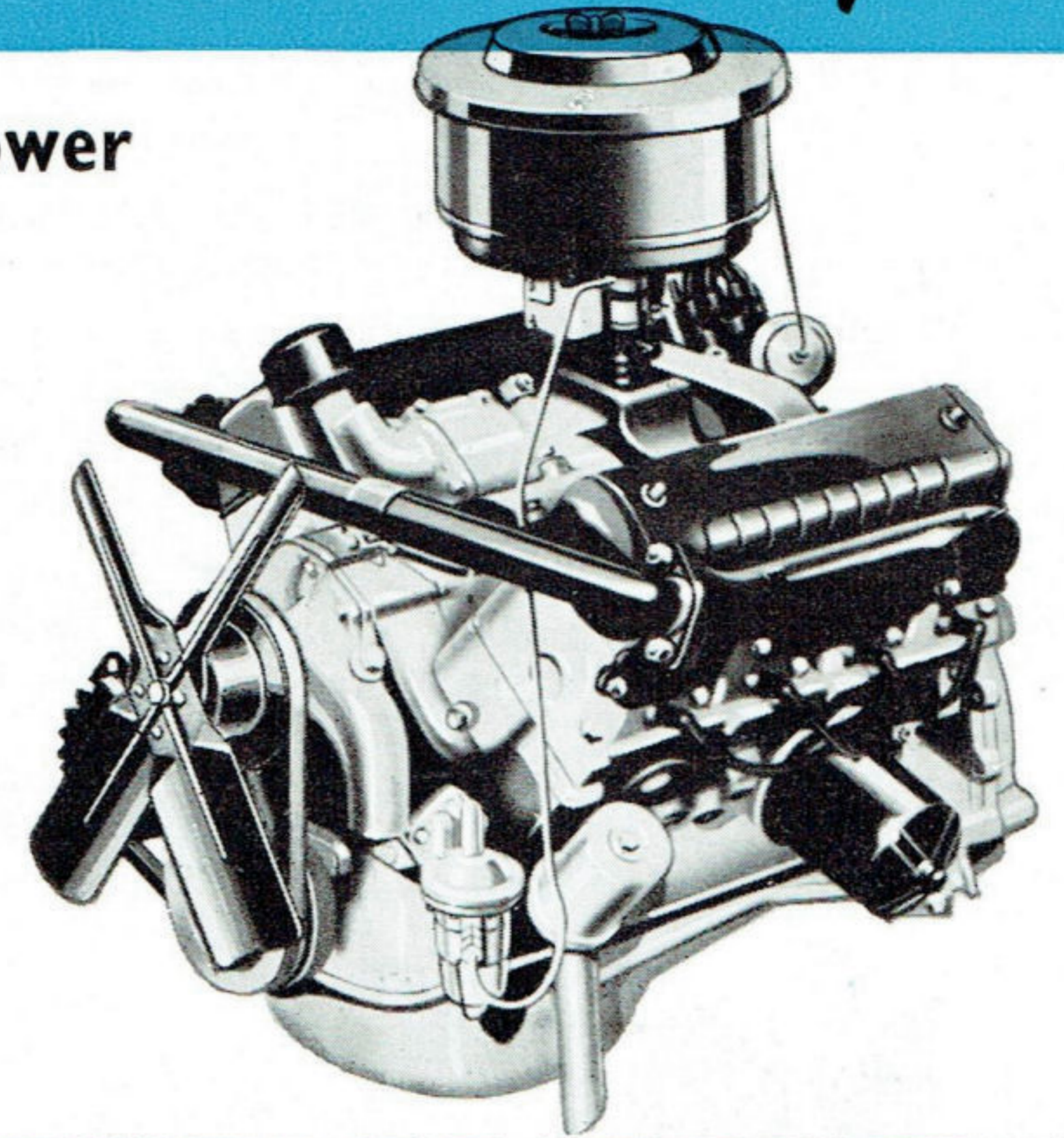
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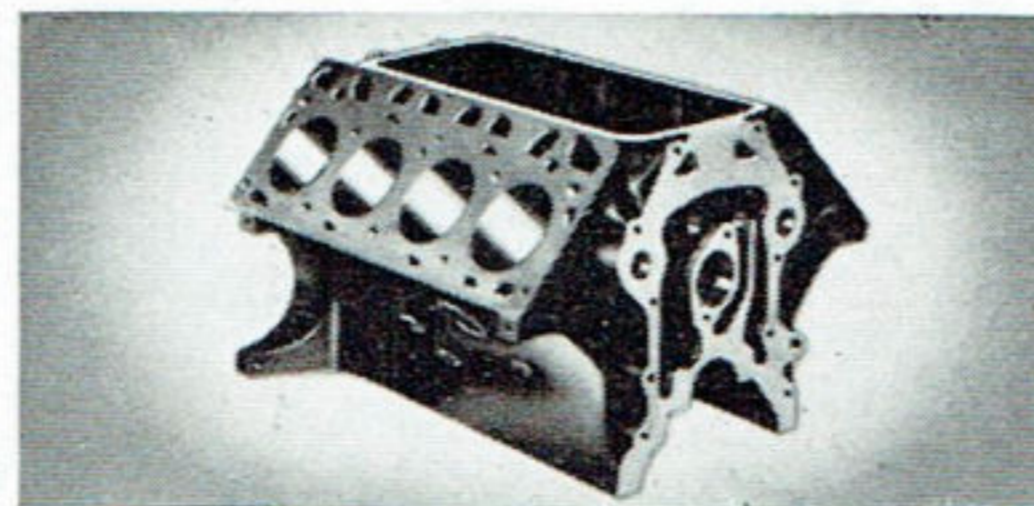
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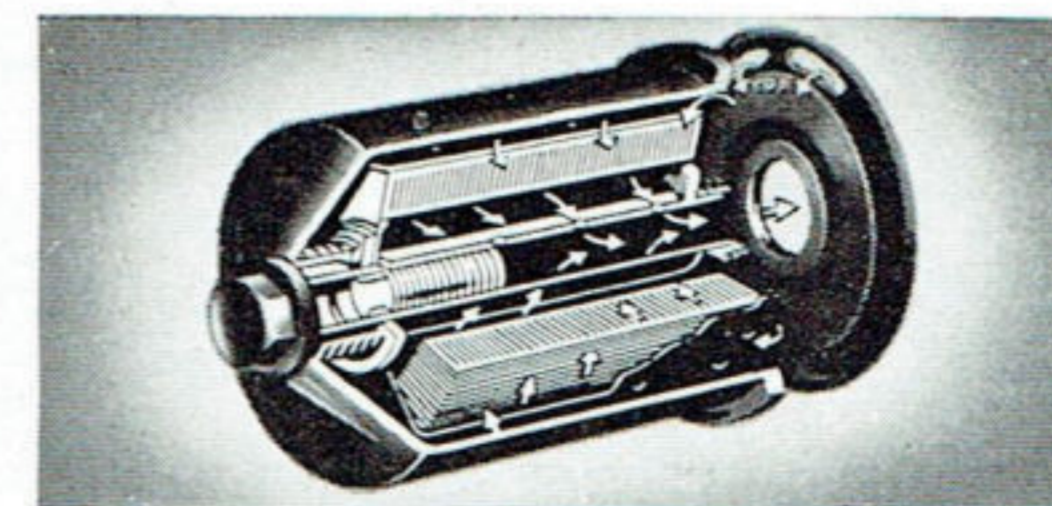
Other reasons why Ford's O.H.V. V8 engine gives you more power per pound are . . . 7.1 : 1 compression ratio suitable for both high and low octane fuels . . . 12-volt electrical system . . . short stroke piston design, iron-alloy camshaft . . . exceptionally rigid crankshaft . . . and many other advancements.



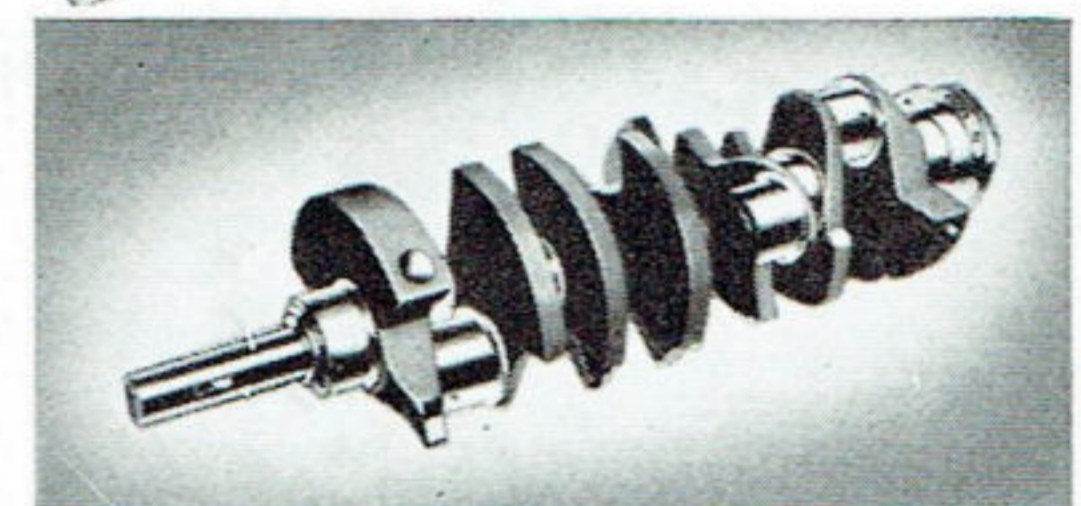
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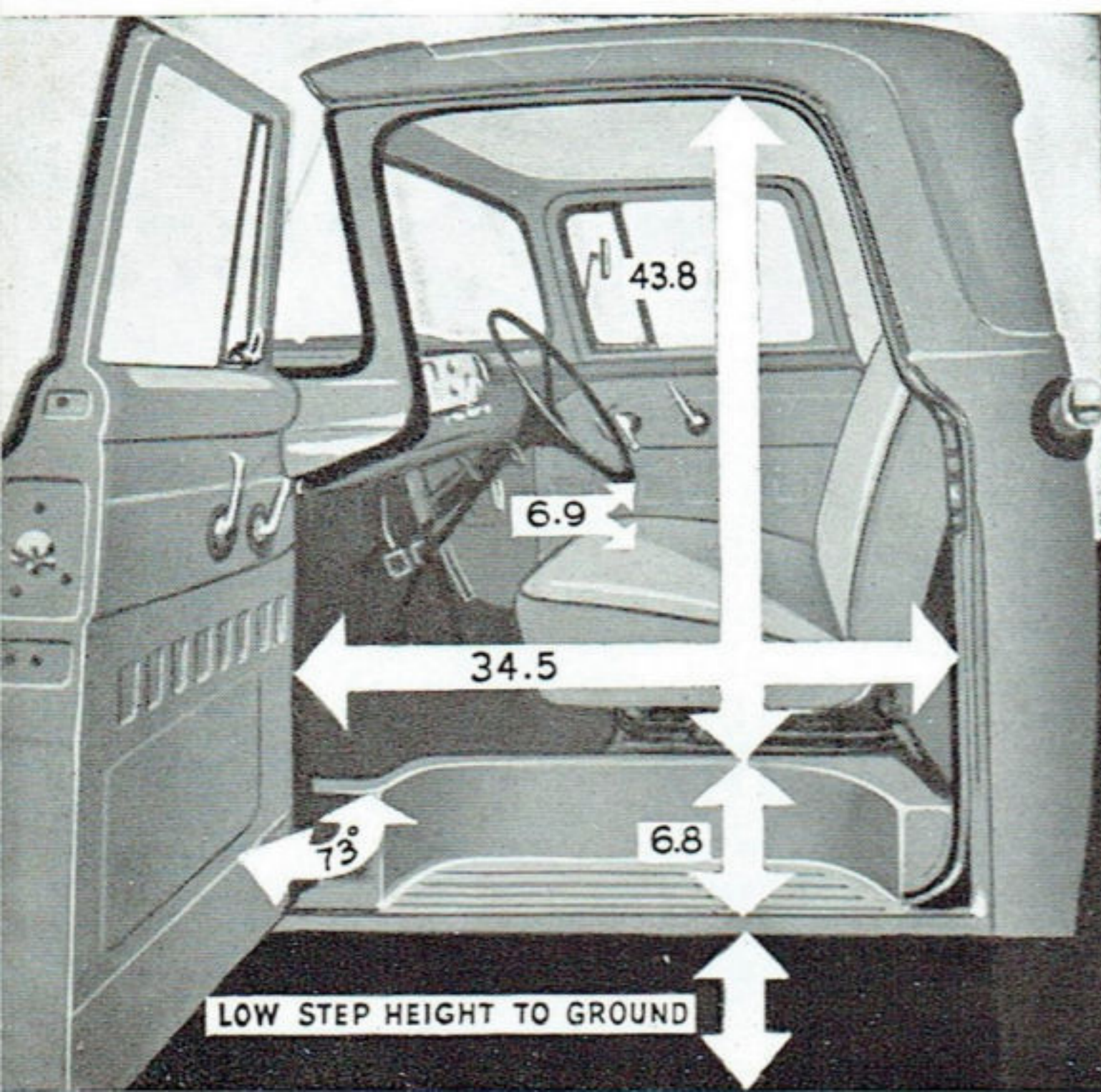


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# Go-ahead styling and comfort

## New, boldly modern design with greater driver ease and comfort

Ford's new driverized cabs represent one of the most sweeping changes in cab design in trucking history. In every feature, from the sleek, lower, wider silhouette to the massive, over-1000 sq. inch windscreen, it provides the ultimate in comfort for 3 big men. New, suspended pedals are easier to operate, provide extra foot room, and eliminate floor holes through which dust and fumes enter. All controls are more conveniently placed. The seat is wider, deeply sprung and adjustable. Even positioning of driver and passengers further away from the stiffer load-carrying rear suspension means more comfort, less driver-fatigue. Yes, even more than before, Ford's cab is **the** cab for truck comfort and practical design.

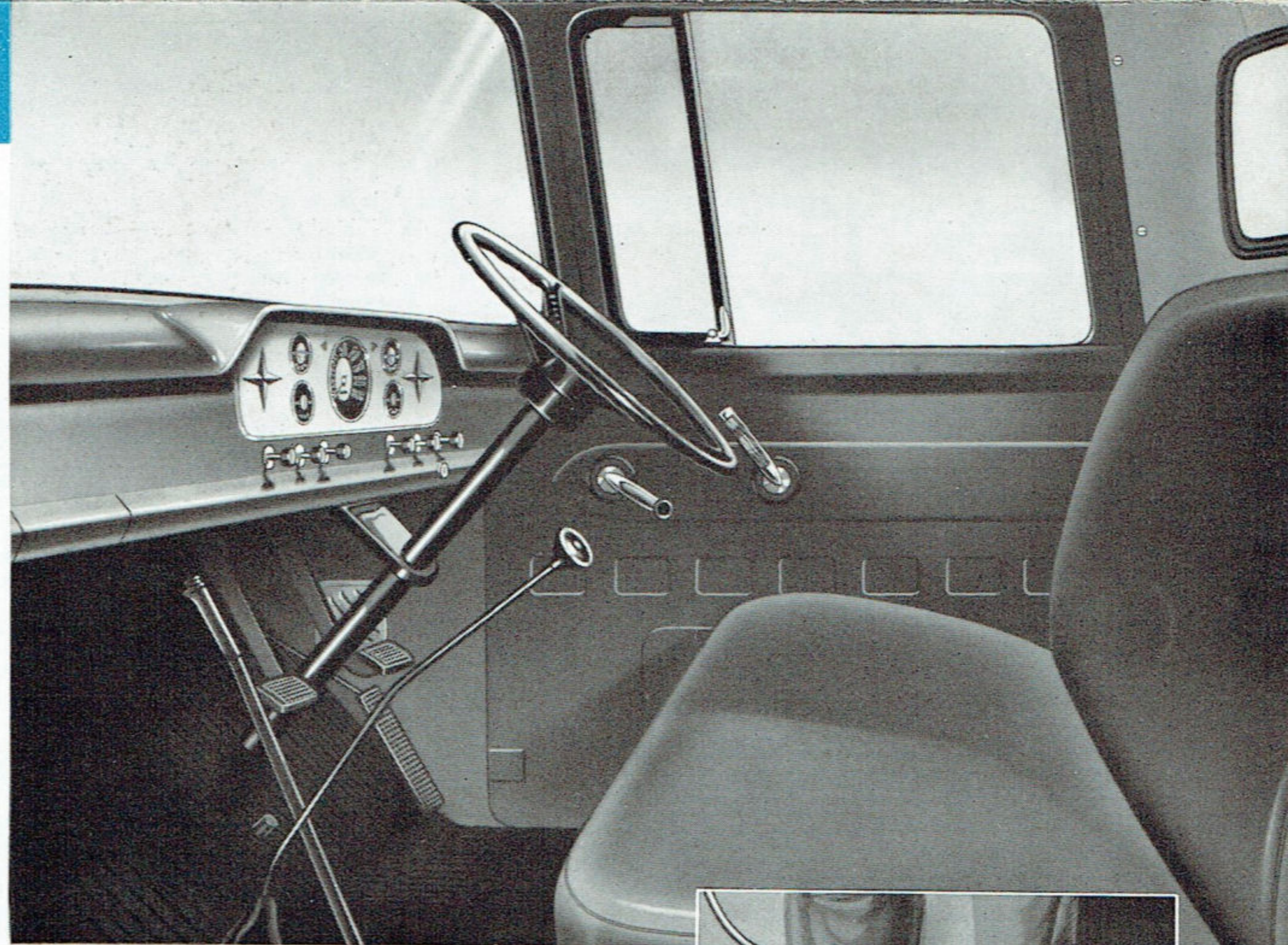
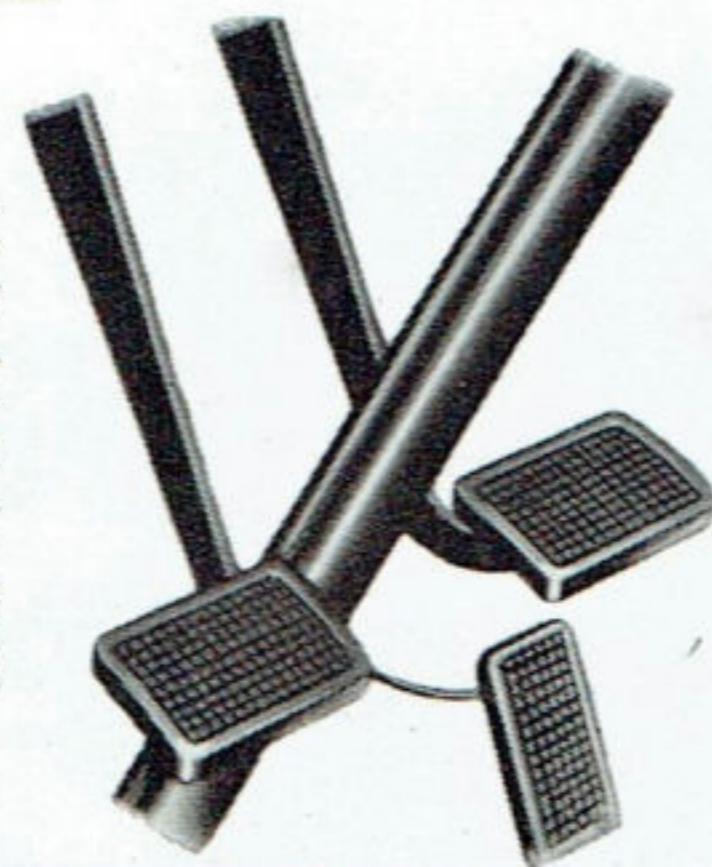


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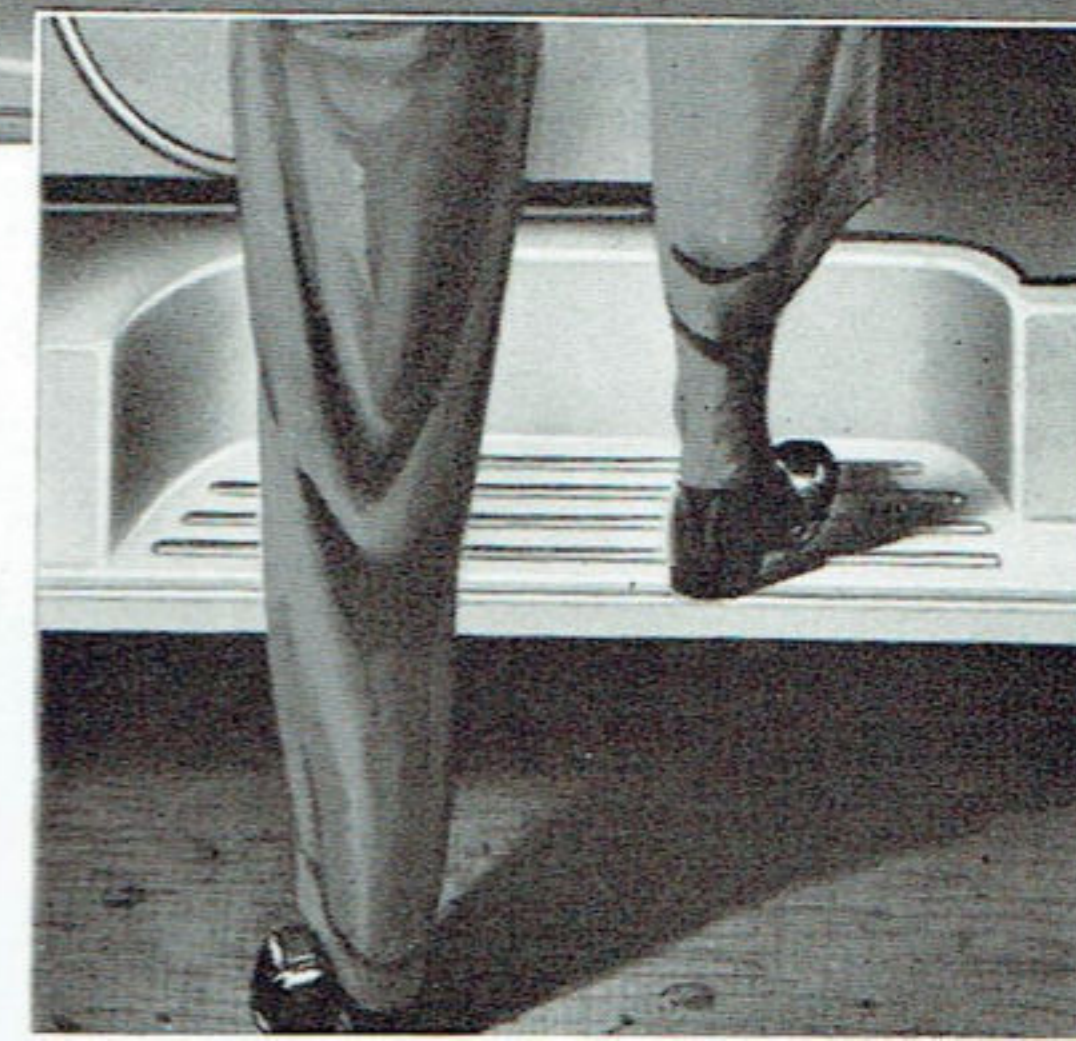
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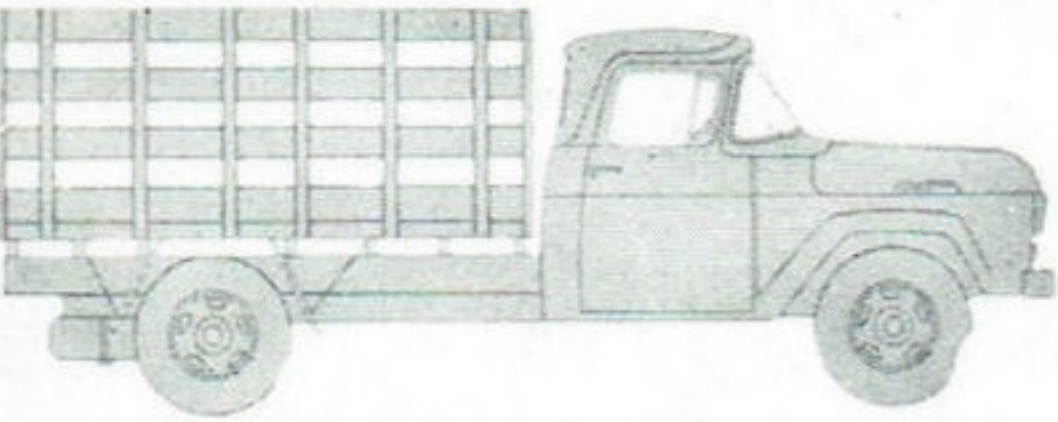
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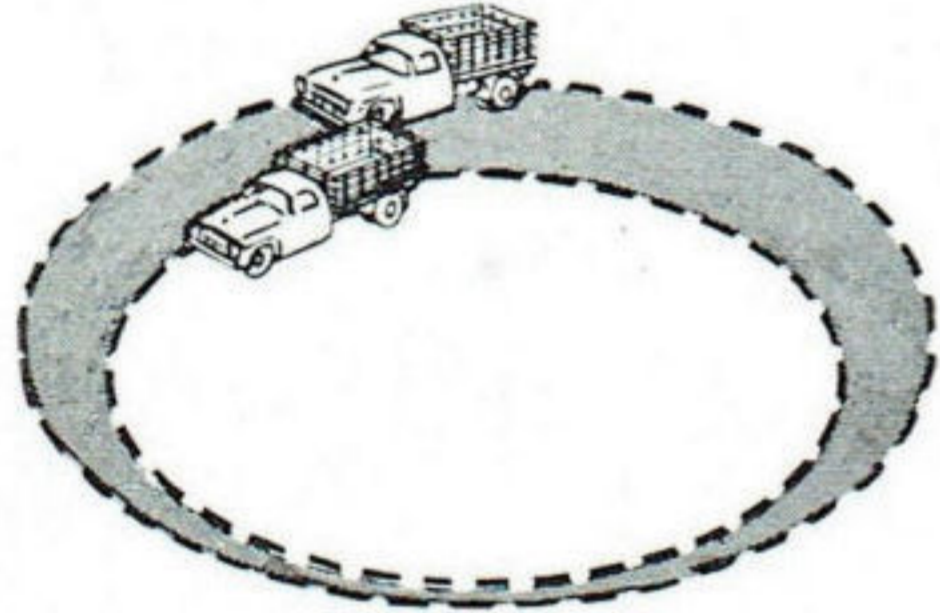
# Go-ahead strength with Ford's husky chassis!

**Every feature means  
more work at less cost!**



## 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.



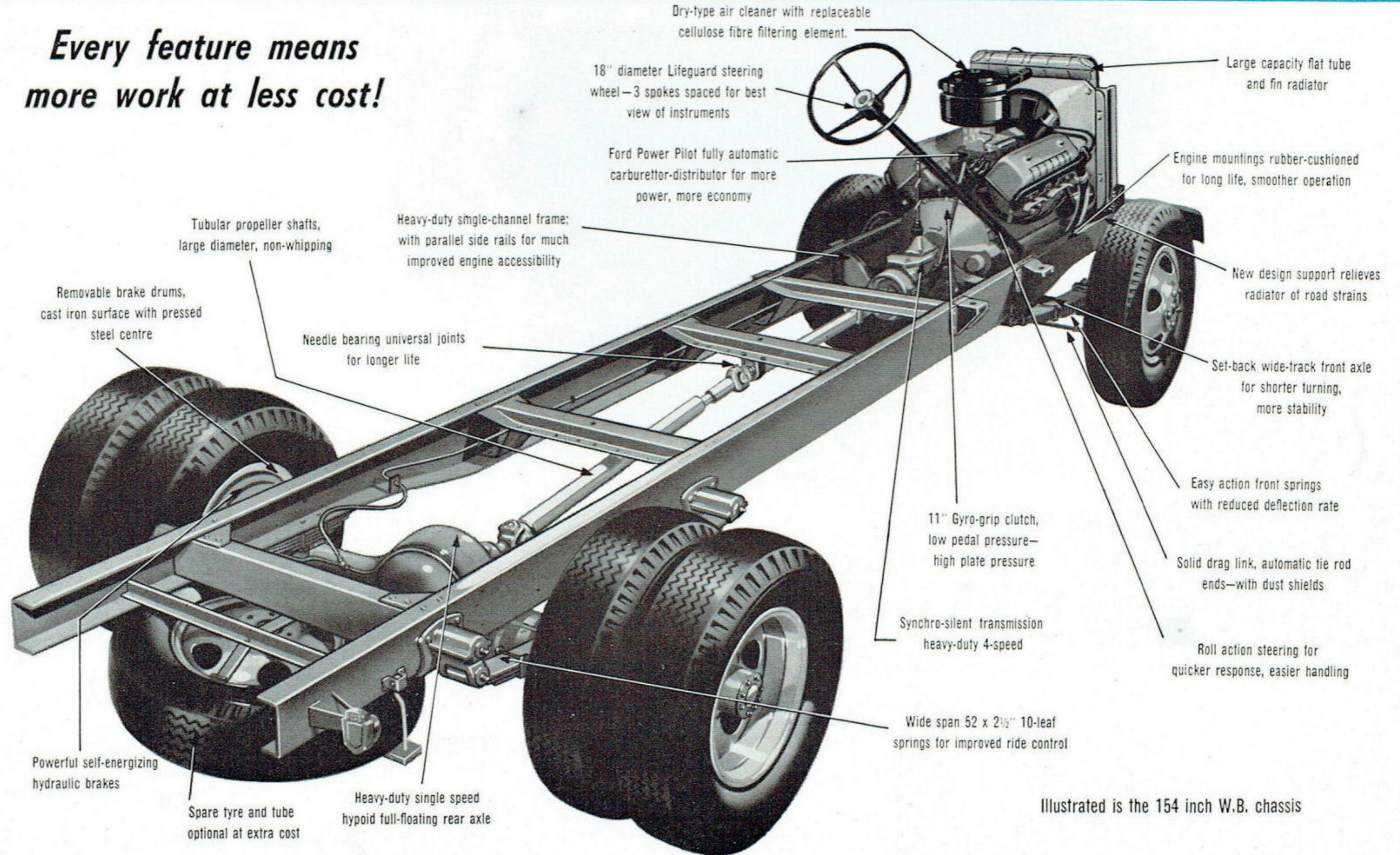
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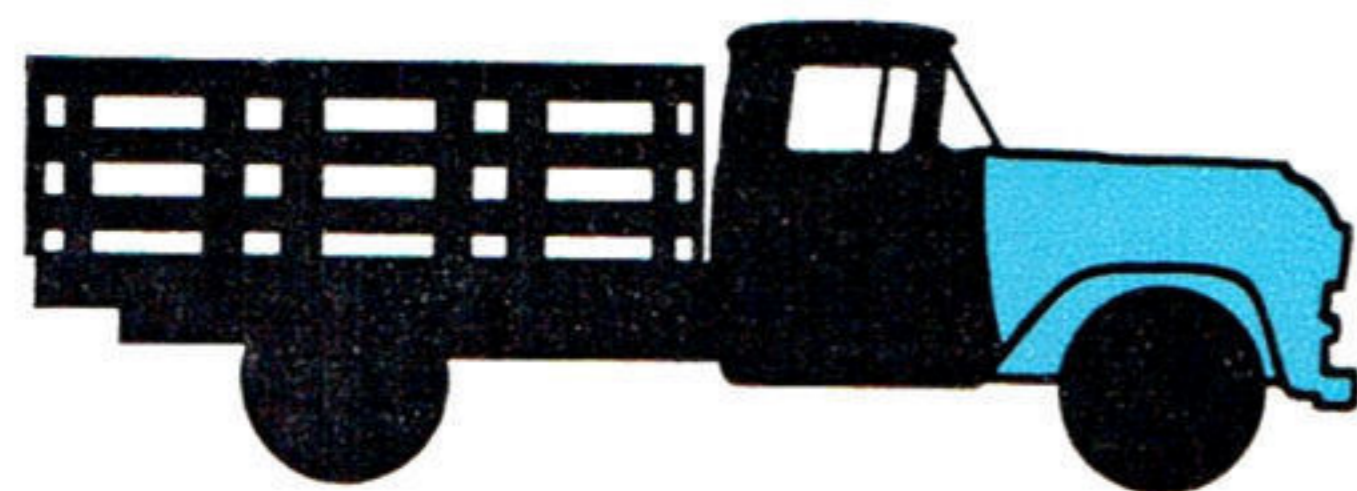
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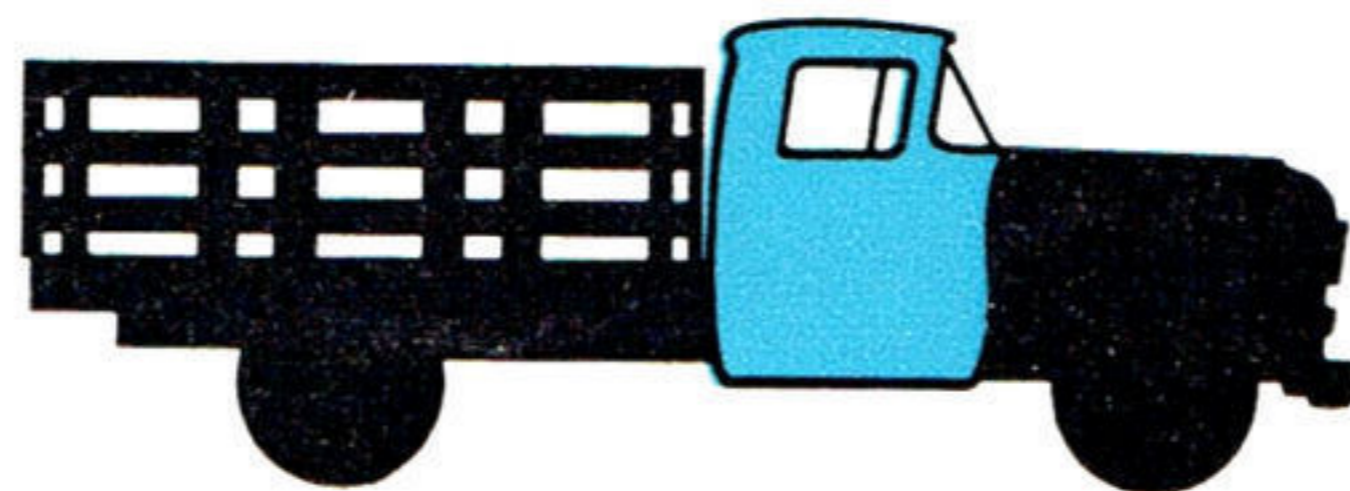
Illustrated is the 154 inch W.B. chassis

**FORD  $\frac{\text{O.H.V.}}{\text{V8}}$  TRUCK DESIGN IS RIGHT FOR TODAY . . . AND FOR YEARS AHEAD !  
FORD'S DESIGN IS MODERN . . . THROUGH AND THROUGH !**



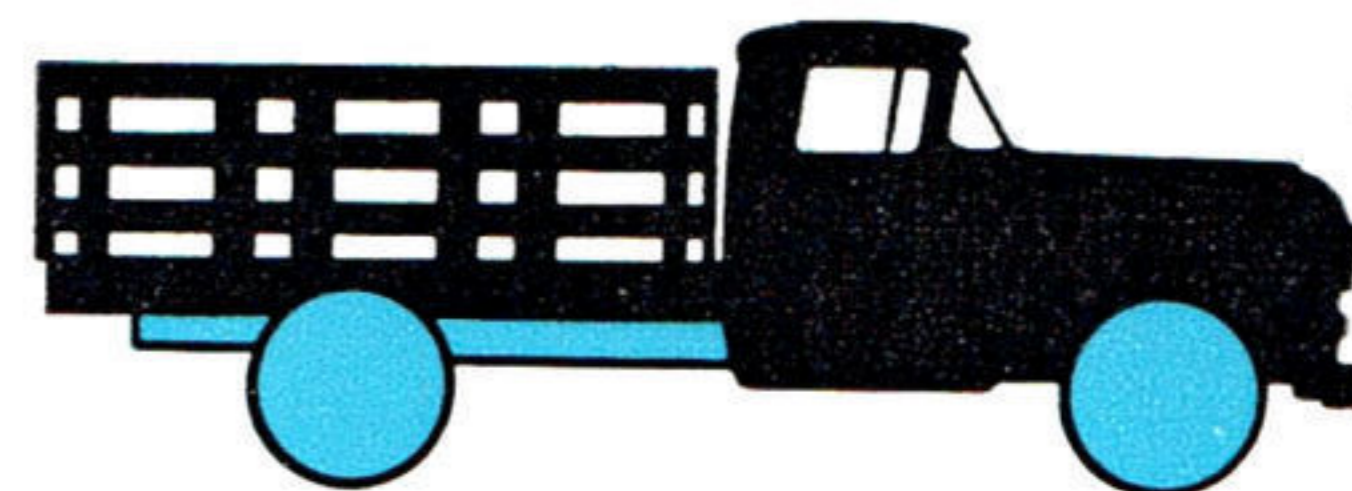
### **Go-ahead POWER**

Always out front for power, Ford again gives you **more usable** and **cost saving** overhead valve V8 power . . . the most efficient and hardest working power in trucking today. And, with high torque development for more "thrust" at the wheels, and deep Y-block low friction design, you get longer engine life and lower maintenance costs. Ford's O.H.V. V8 truck engine is your Big Economy Item No. 1!



### **Go-ahead CAB DESIGN**

Ford's big 3-man cab is the newest and most comfortable ever! And it's overall appearance puts it way out in front as a prestige builder for your business. Every feature has been scientifically tested to make driving operation the easiest and simplest in trucking. It's new design lessens driver fatigue, saves him time, and increases working capacity. And that's Big Economy Item No. 2.



### **Go-ahead CHASSIS strength**

Ford's ability to haul big pay loads comes from Ford's new, more rugged chassis design. Ton-mile hauling costs are cut to a minimum! You'll find the right load-carrying capacity in the Ford range to suit **exactly** your needs. And chassis design provides too for practical, low-cost installation of any standard or specialised body-type you may require. Profitable pay load capacity is Big Economy Item No. 3!

**AND YOUR PROFITS KEEP GOING AHEAD . . . FOR FORD TRUCKS COST LESS  
. . . LESS TO OWN . . . LESS TO RUN . . . AND LAST LONGER TOO !**

## ABRIDGED SPECIFICATIONS FORD F 500 (G.V.W. 11,000 lbs.) TRUCK

**AXLE, FRONT:** Type—Modified I-Beam. Material—Heat-treated Alloy Steel Forging.

**AXLE, REAR:** Type—Hypoid Single Speed Full Floating. Axle Shaft Diameter Spline—1.75 in. Axle Ratio—5.83 to 1.

**BRAKES, SERVICE:** Type—Front, Single Anchor, Self-engaging; Rear, Hydraulic Two-cylinder Independently Anchored. **Front Brake** (Drum Diameter x Lining Width-Thickness)—13 x 2½-¼ in. **Rear Brake** (Drum Diameter x Lining Width-Thickness)—15 x 4-⅜ in. **Total Area**—Drum 560.78 sq. in. Lining 366 sq. in. **Drums**—Type, Demountable. **Material**—Cast Iron Fused to Steel Back.

**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—Hydraulically operated Gyro-Grip, Semi-Centrifugal Single Plate. **Diameter**—Outside, 11 in. **Total Frictional Area**—123.7 sq. in. **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—21.6 qts. **Radiator**—Flat Tube and Fin—Pressure Cap. **Thermostats**—In Engine Water Outlet. **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 Coil; 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—8 Bore and Stroke, —3.62 x 3.30 in. **Displacement**—272 cu. in. **Compression Ratio**—7.1 to 1. **Max. B.H.P.**—166 at 4,400 r.p.m. **Max. Torque**—240 lbs./ft. at 2,200-2,600 r.p.m.

**FRAME:** Type—Heavy Duty Siderail—Parallel Channel Section. Cross Members—Flanged

"U" Type with Alligator Jaw and Channel Section.

**FUEL SYSTEM:** **Carburettor**—Dual Down-draught. **Air Cleaner**—Dry Type Cellulose Fibre Element. **Fuel Pump and Filter**—Diaphragm Type Driven from Camshaft. **Fuel Tank**—Chassis with Cab, 14.5 Gal. Inside Cab. **Fuel Filler**—Tube extension to outside Cab.

**LUBRICATION:** **Engine**—Fuel 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**—Front, 45 x 2 in. Rear, 52 x 2½ in.

**STEERING:** Type—Worm and Single Row Needle Bearing Roller. **Ratio**—20.4 to 1. **Turning Radius**—130 in W.B., R.H. 24 ft. L.H. 24.4 ft. 154 in. W.B., R.H. 27.25 ft. L.H. 27.8 ft. **Wheel**—18 in Diam., 3-Spoke. **Tie Rod**—Ball Stud and Socket, Spring Loaded

for Automatic Take-up of Wear, Equipped with Rubber Dust Shields.

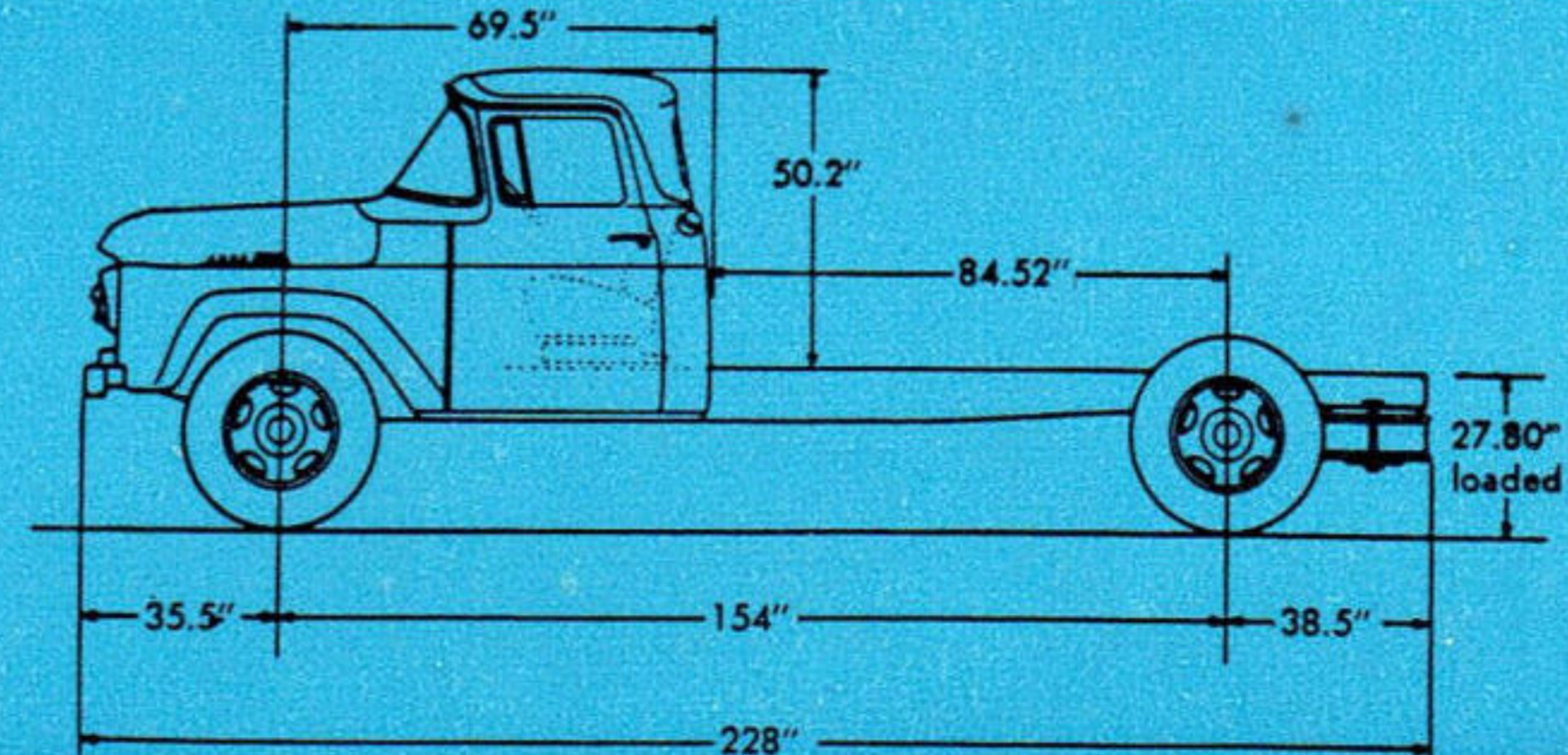
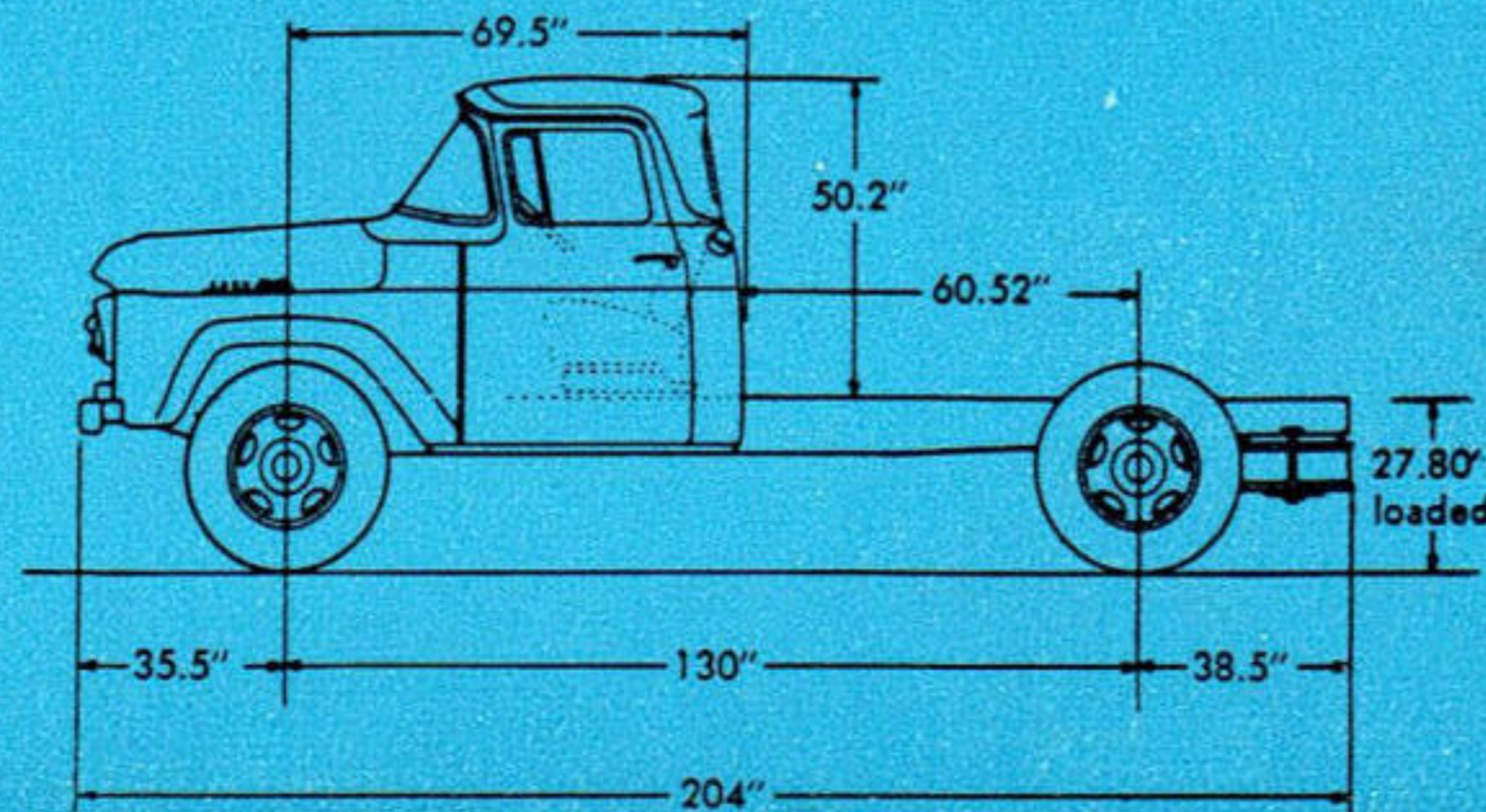
**TRANSMISSION:** Type—4-Speed Synchro-Silent, Floor Change. **Gear Positions**—Ratio (to 1), First 6.40; Second 3.09; Third 1.69; High, 1.00; Reverse 7.82. **Lubricant Capacity**—6½ Pints.

**WHEELS AND TYRES:** **Wheels**—7—5.0 x 20 Steel Disc with 8 inch Diameter Bolt Circle. **Tyres**—6—6.50 x 20 6-ply (8-ply opt. at extra cost).

**CHASSIS EQUIPMENT:** Included as standard, in addition to items specified above: Hood, Cowl and Dash Assembly; Front Fenders; Fully Controlled Ventilation System; Steel Toe-boards; Instrument Panel; Speedometer; Water Temperature Gauge; Oil Pressure Warning Light; Fuel Gauge; Charge Indicator Warning Light; Hand Throttle; Windshield Wipers; Electric Horn; Spare Tyre Carrier; Air Wing Ventilating Windows in Doors; Mirror, Rear View—outside on Cab.

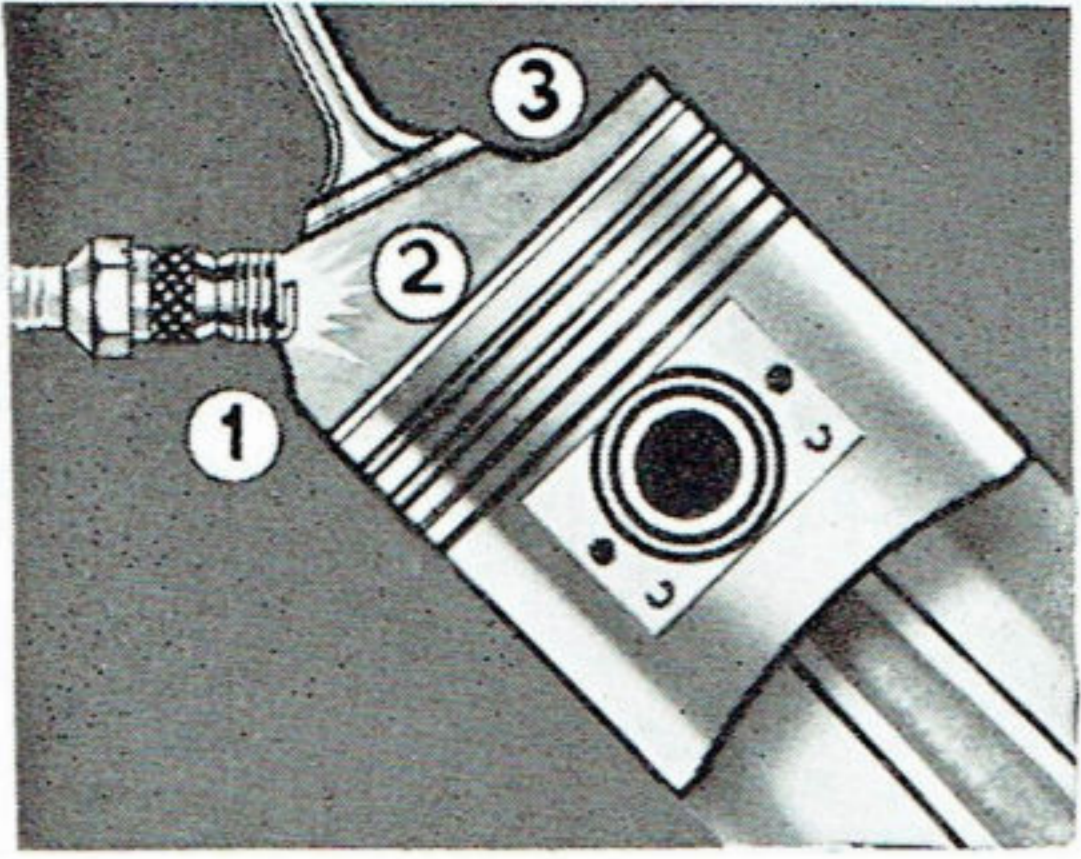
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**FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.**  
(Incorporated in Victoria) Registered Office: Geelong, Victoria





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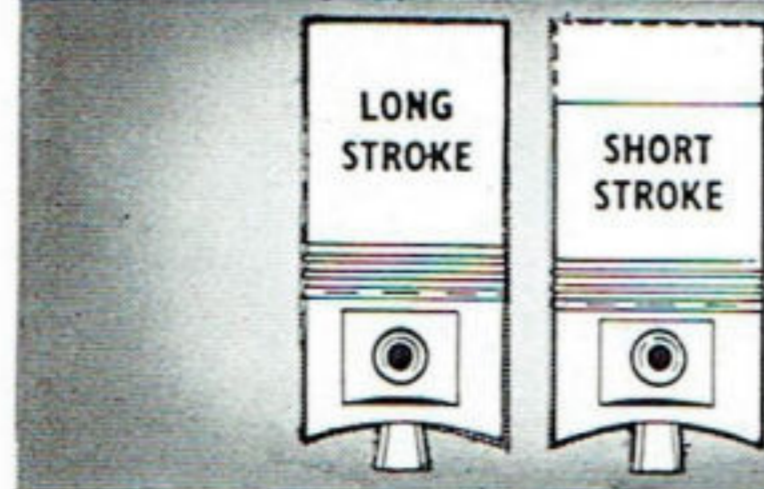
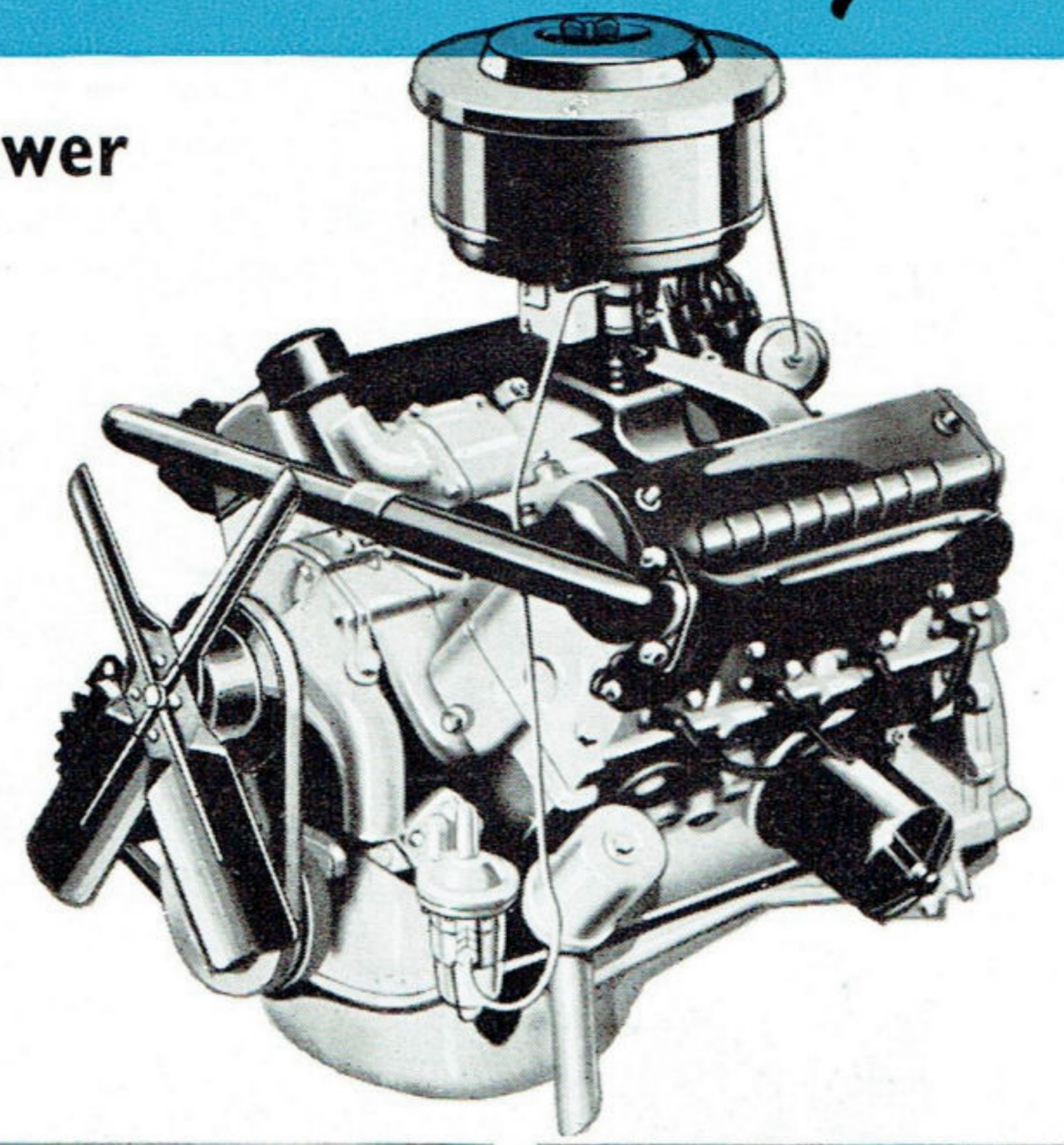
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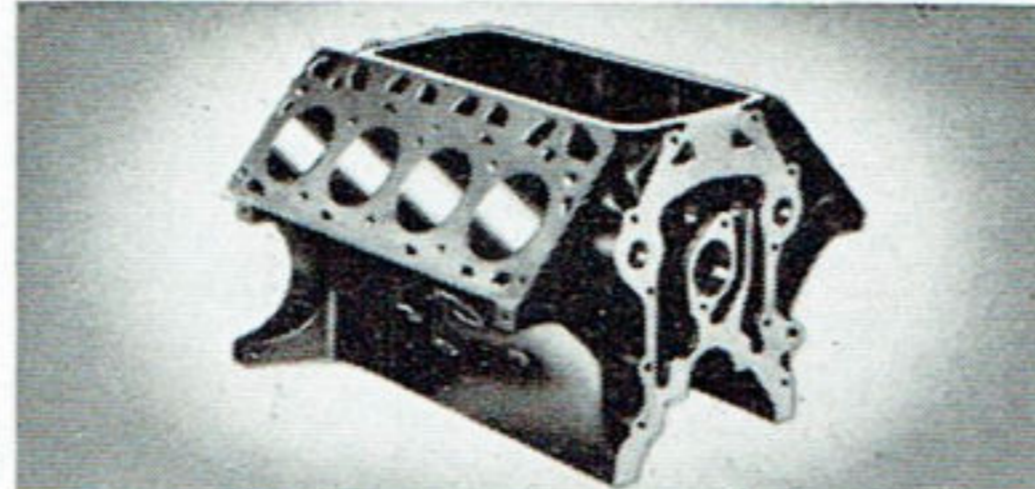
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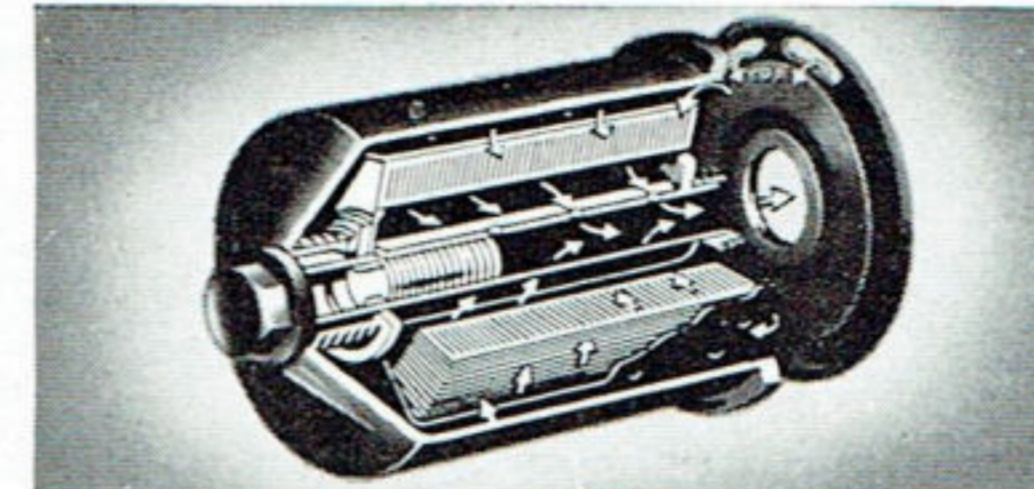
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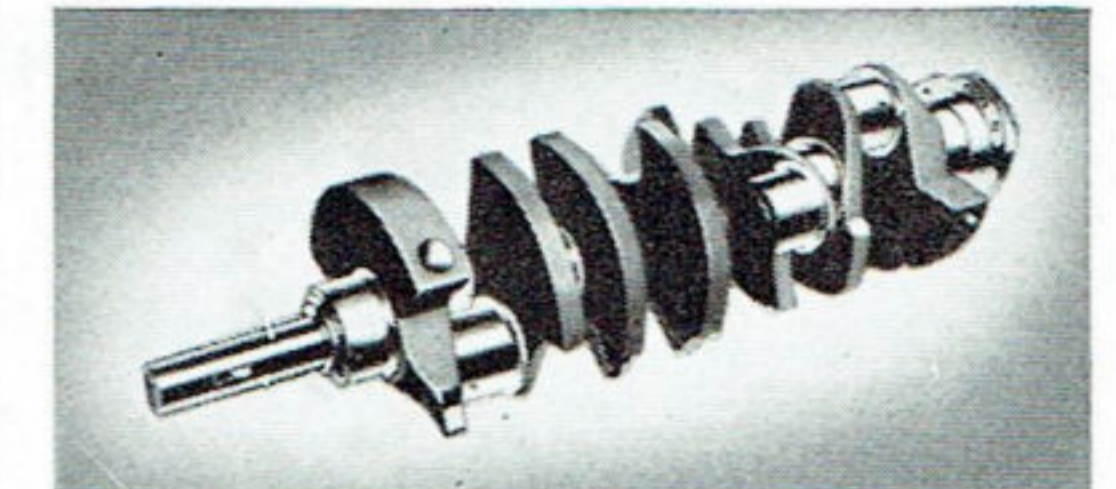
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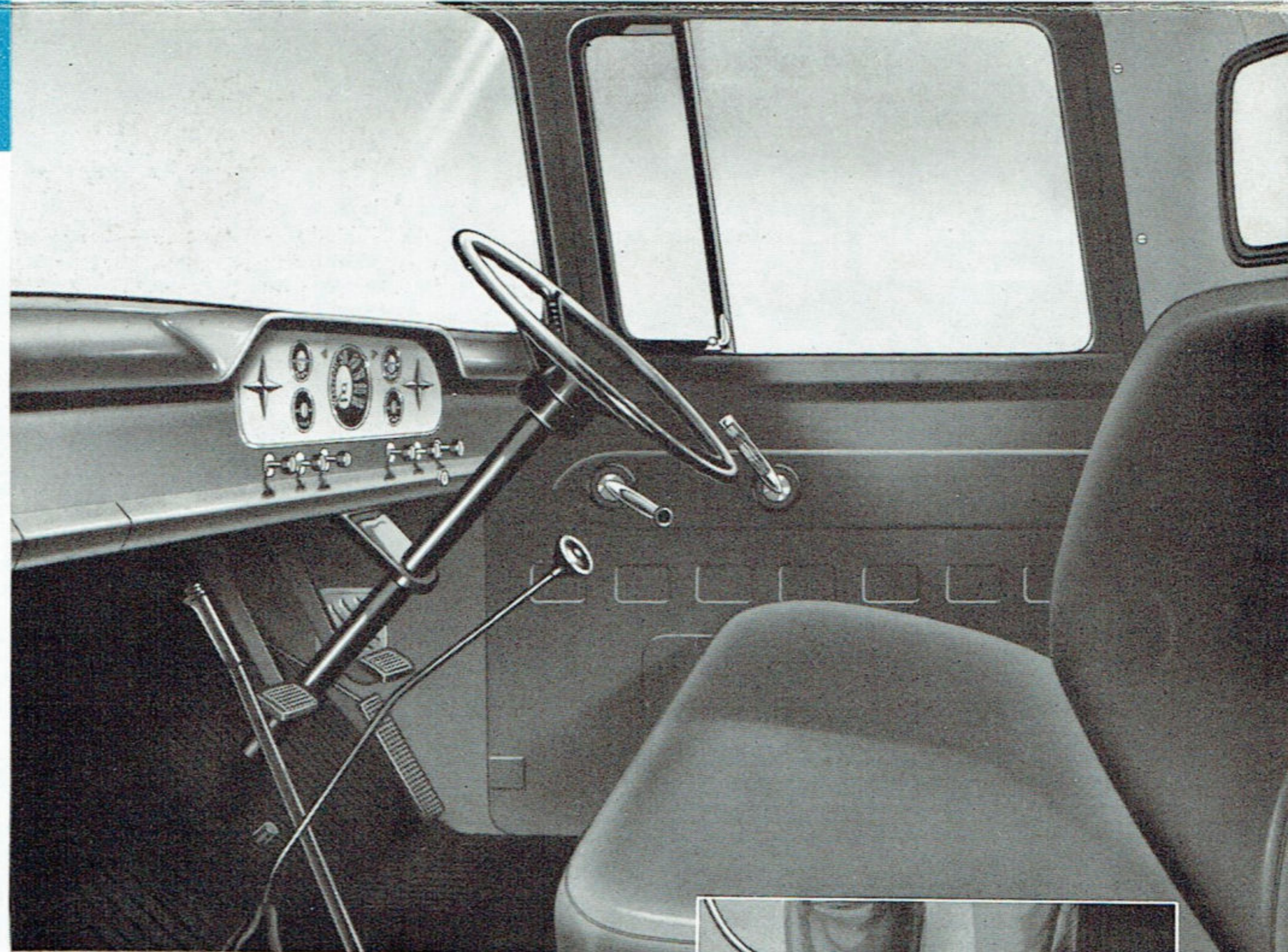


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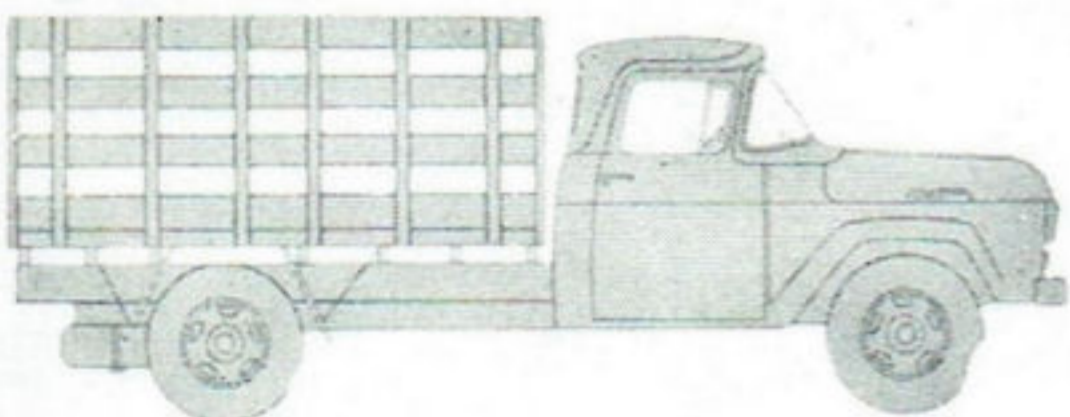
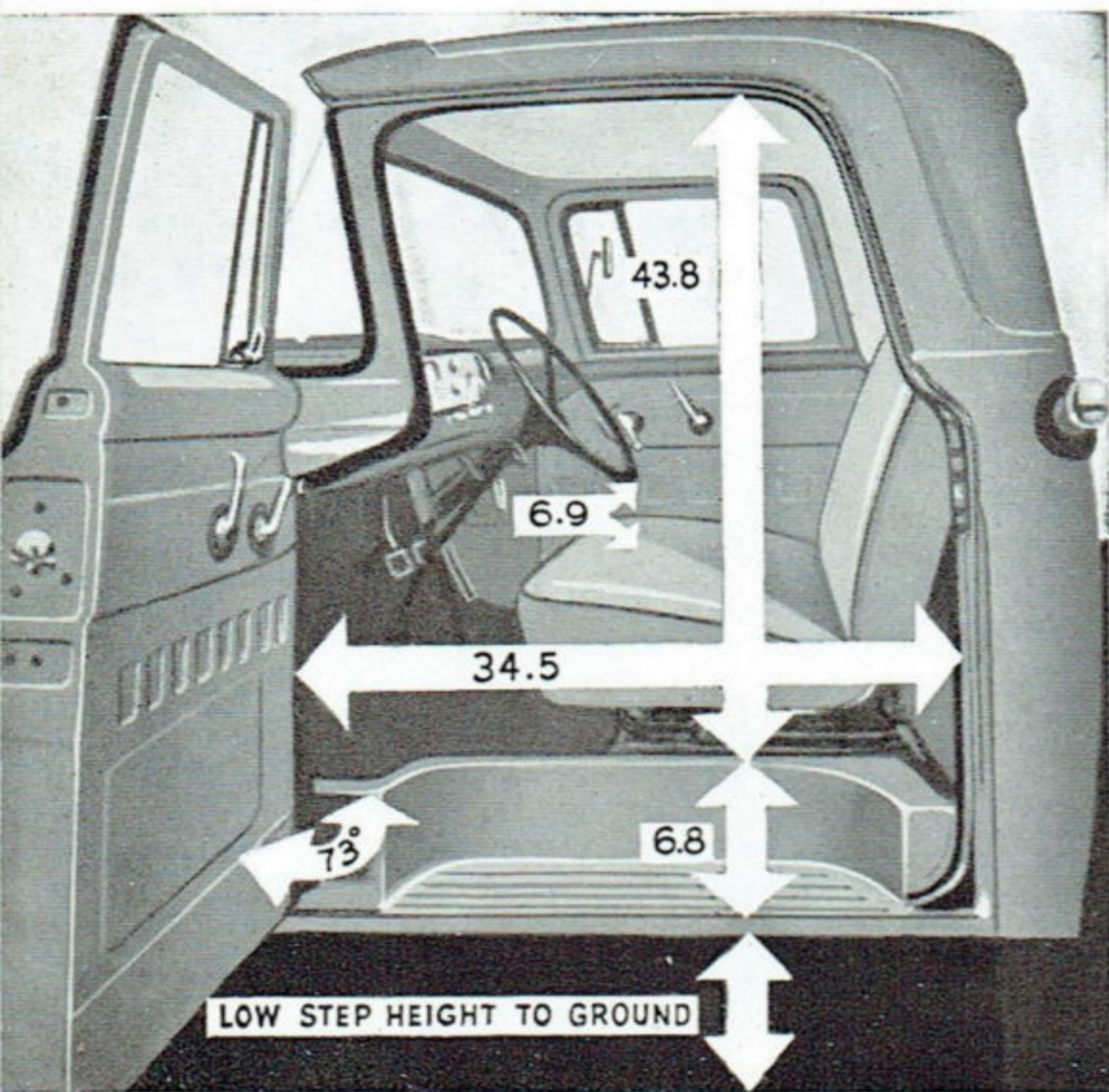
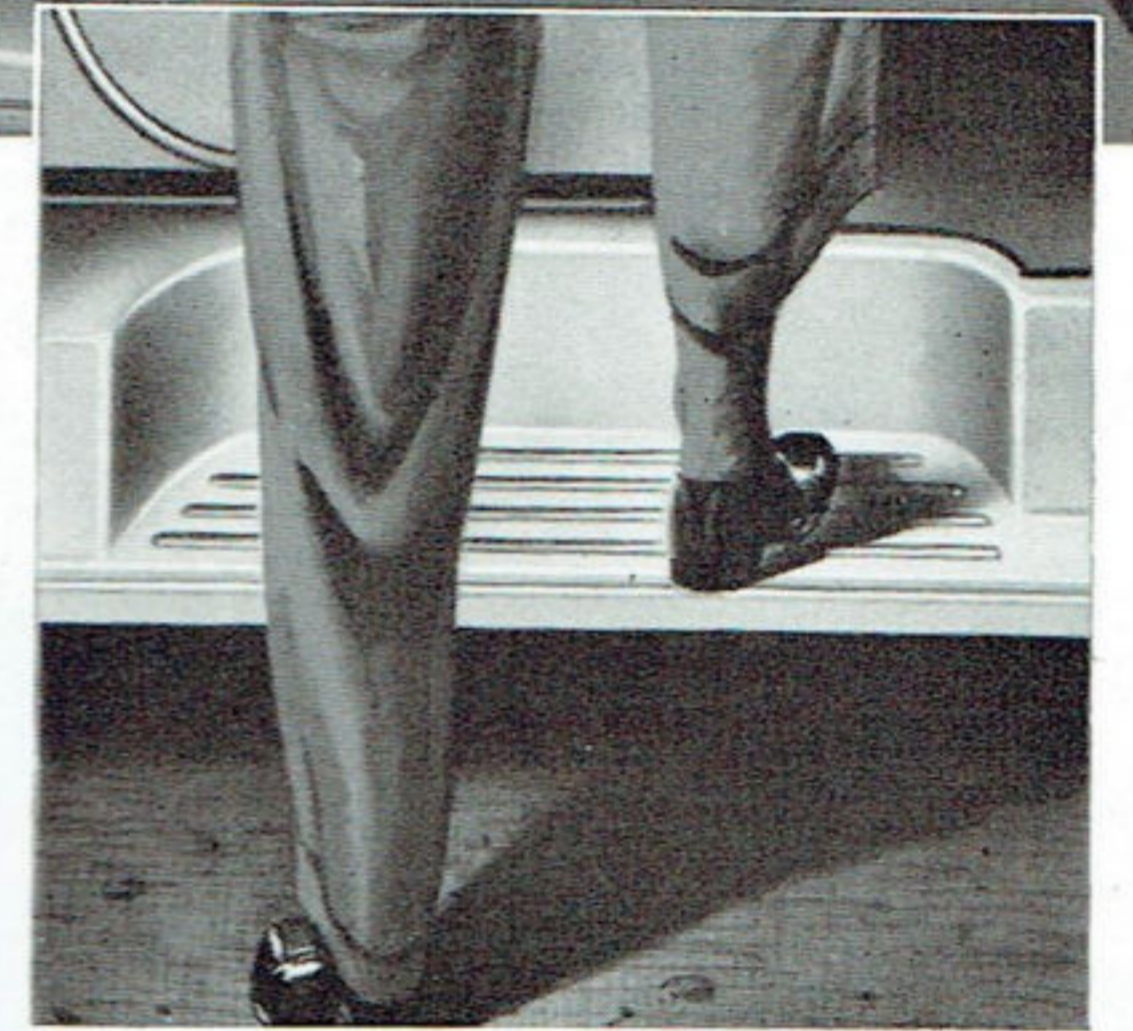
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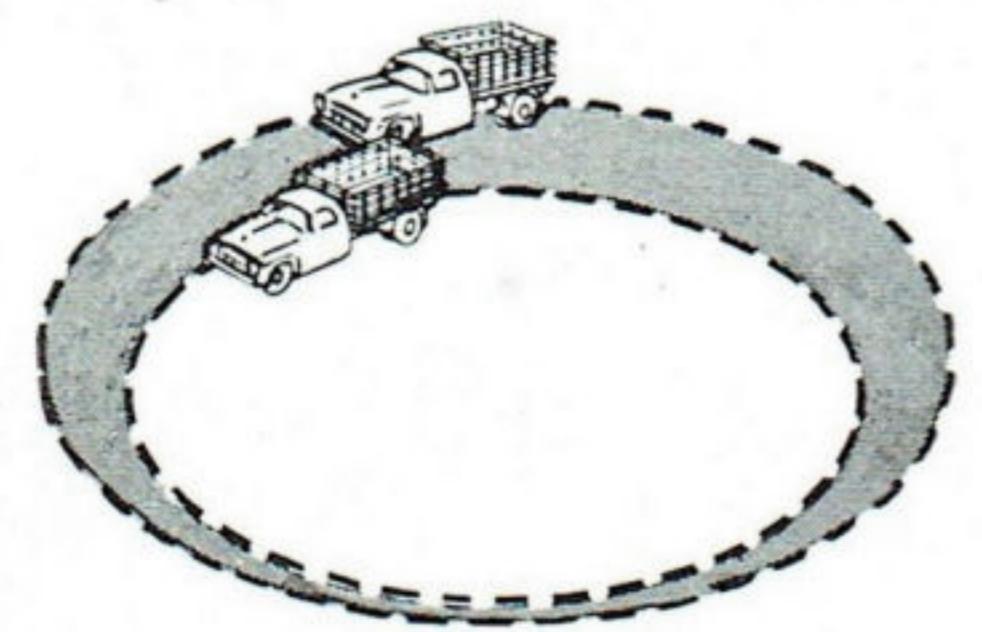
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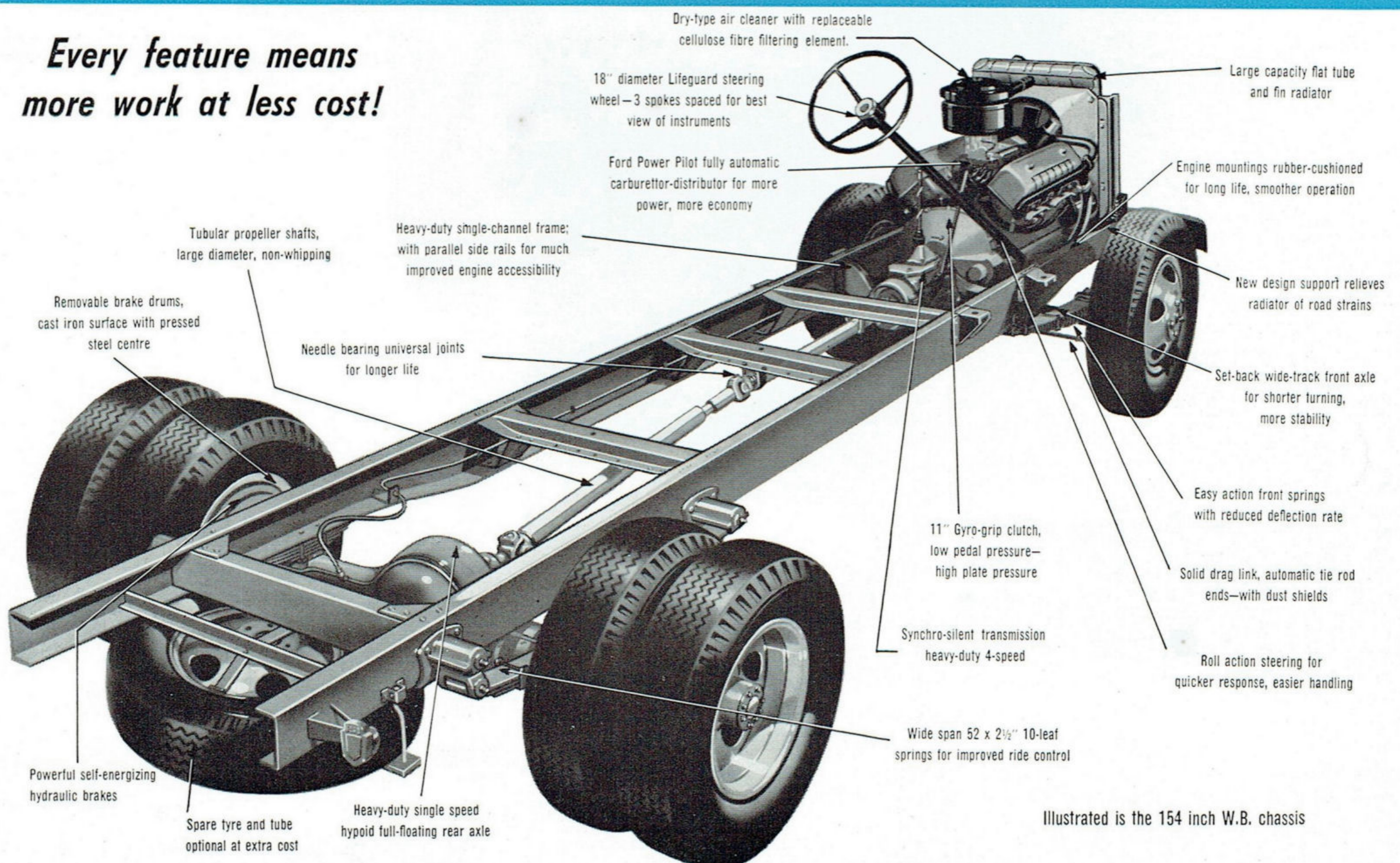


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