

# FORD

**GO AHEAD WITH**



## FORD O.H.V. V8 TRUCKS

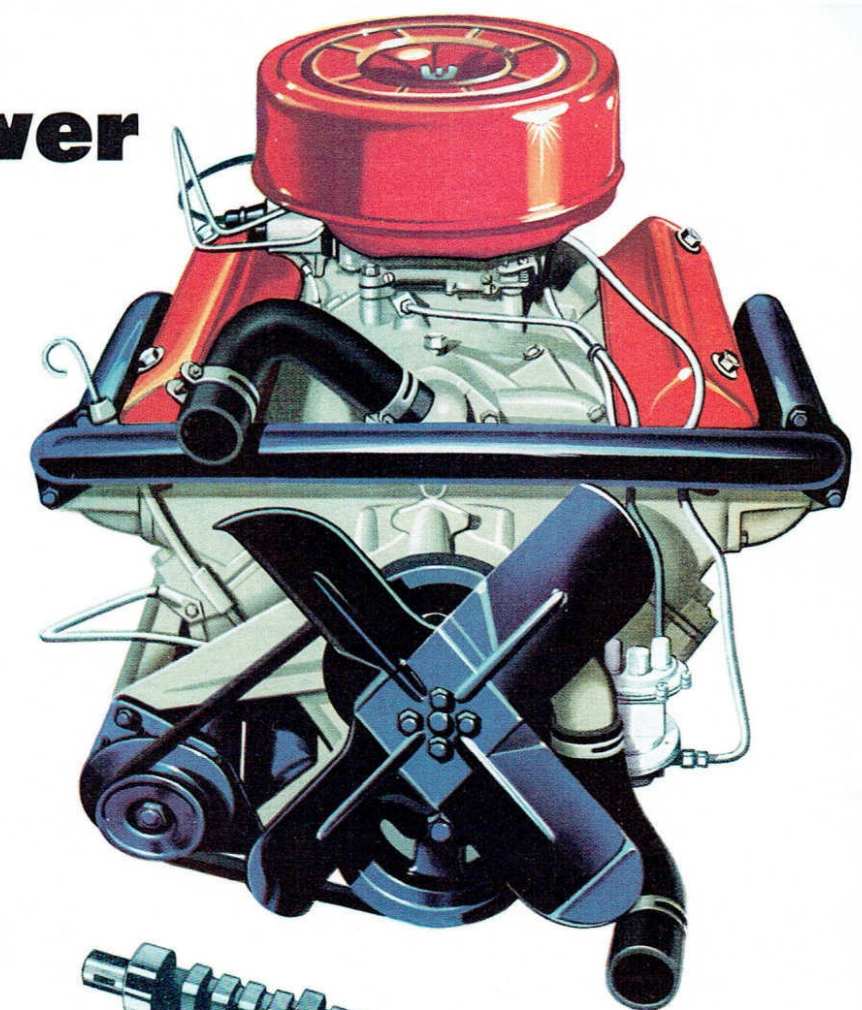
**MORE USABLE POWER . . . MORE CAB COMFORT . . . MORE CHASSIS STRENGTH**



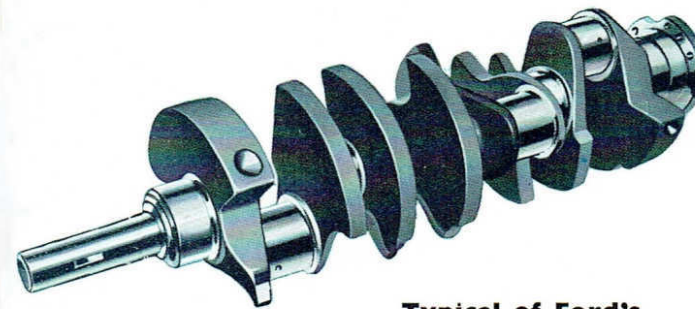
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# Eager, thrifty Ford O.H.V. V8 power

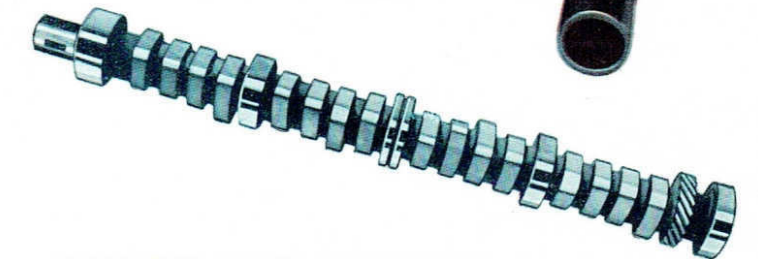
with superior low-friction, short-stroke design



This is the most powerful and efficient V8 truck engine Ford has ever built. And Ford has built more V8 engines than any other manufacturer. It develops far more horsepower per cubic inch displacement, and far higher, more sustained torque for tough work, long hauls, and easier cruising speeds under all heavy load conditions. Other reasons why Ford gives you more power per pound are . . . 7.1 : 1 compression ratio . . . 12-volt electrical system . . . short-stroke piston design . . . iron-alloy camshaft . . . exceptionally rigid crankshaft . . . and many other engineering advances to increase working efficiency.

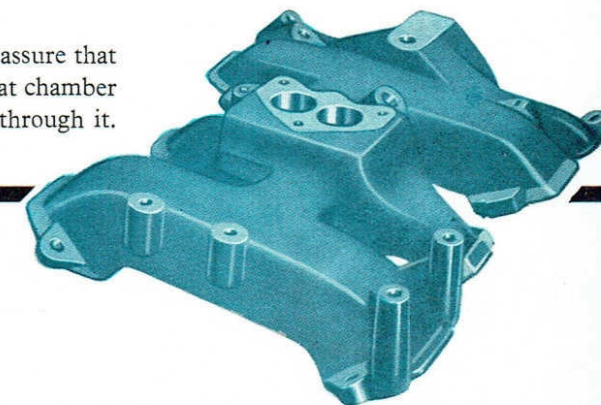


**Typical of Ford's precision engineering** is this exceptionally rigid crankshaft. Cast by an exclusive Ford method from a special iron-alloy, it has five main bearings and eight integral counter weights. Its smoother operation lessens wear and adds to the engine life.



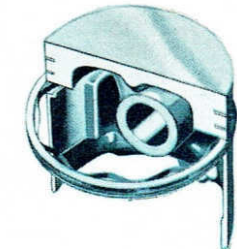
**HIGH-LIFT QUIET-CONTOURED CAMSHAFT** of special iron-alloy with high resistance to wear has cam contours of high-lift design to open valves wide. This high-lift design ensures that full charges enter cylinder and exhaust gases escape easily.

**Short-reach intake manifold** is specially designed to assure that each cylinder receives its full charge of fuel and a special heat chamber improves warm-up operation when fuel-air mixture passes through it.

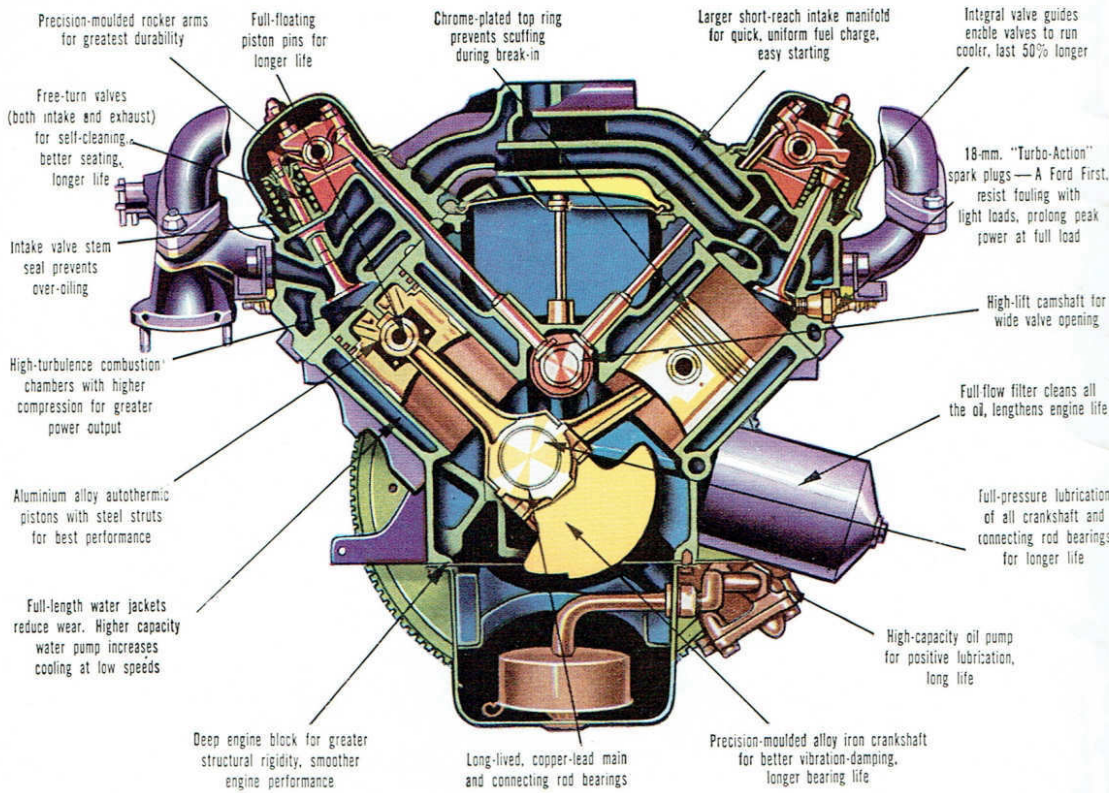


**High capacity water pump** increases the water flow, reducing overheating possibility at low speed or idling. Positive-action thermostat unaffected by varying pressures, constantly regulates the coolant.

**Forged steel connecting rods** of short length give high column strength with lightness. The oil hole is at the point of least average wear so that lubrication remains more uniform throughout the engine life.

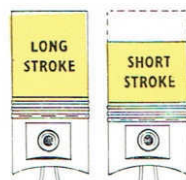
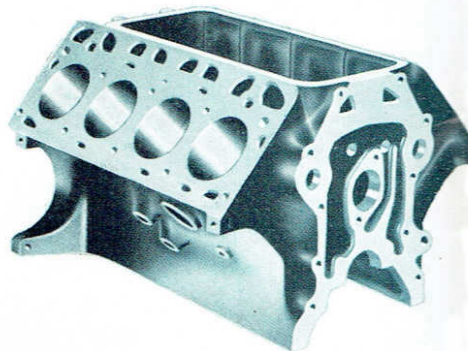


**Super-fitted pistons.** Flat head, autothermic design of lightweight aluminium alloy. 3 rings with chrome plating of top ring and phosphate-coated bottom ring has steel expander for closer oil control.

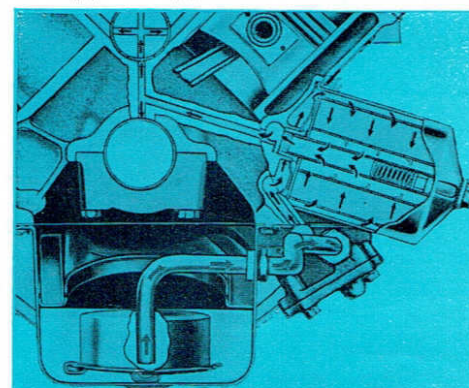


## DEEP Y-BLOCK DESIGN GIVES SMOOTHER PERFORMANCE, LENGTHENS ENGINE LIFE.

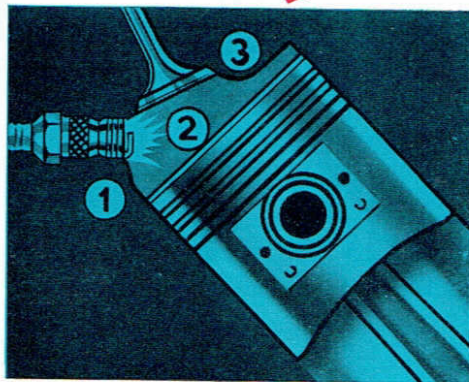
Ford's deep Y-block with its great rigidity means longer life, smoother operation. With deep-skirt crankcase it provides more resistance to distortion and wear . . . the crankcase extending well below the centre of the crankshaft gives greater structural rigidity, better oil-pan and crankcase seals. Block structure widens out at rear for very rigid connection of the block and the flywheel housing.



**SHORT-STROKE, LOW-FRICTION POWER.** The most efficient power in trucks today is short-stroke power. Without working nearly as hard, a short-stroke engine produces more power than a long-stroke engine. Ford's short-stroke engine does just this. It reduces internal friction . . . saves wear on moving parts . . . saves in petrol economy . . . and cuts power-waste . . . giving you more usable, economical power.



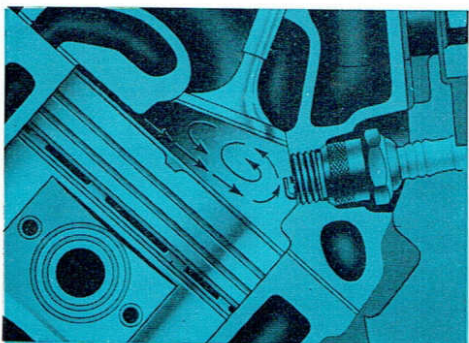
**FULL-FLOW OIL FILTER** cleans all oil before it reaches bearing surfaces, reducing cylinder wall and piston ring wear and contributing to long bearing and engine life. High capacity oil pump is of efficient gear type for positive discharge . . . quiet operation . . . long life . . . and has integral pressure-regulation valve.



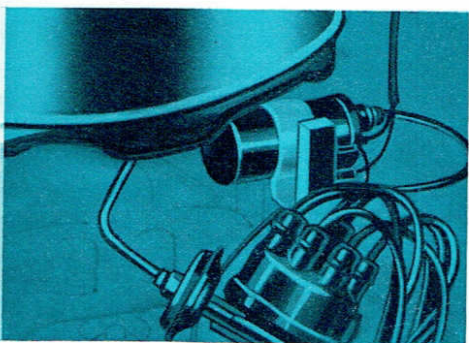
**(1) 12-volt ignition** system gives more positive and quicker cold-weather starts, greater reserve capacity to handle lights and heavier electrical loads now in today's trucks.

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

**(3) Efficient, easy breathing,** with larger intake passages and new, improved high-turbulence combustion chambers, provides full power at high speeds, added pep and performance through the full range of speeds



**High-turbulence combustion.** Wedge-shaped combustion chambers provide high-turbulence in the fuel-air mixture, giving more complete and efficient combustion without detonation, greater power output and thoroughness in scavenging of exhaust gases.

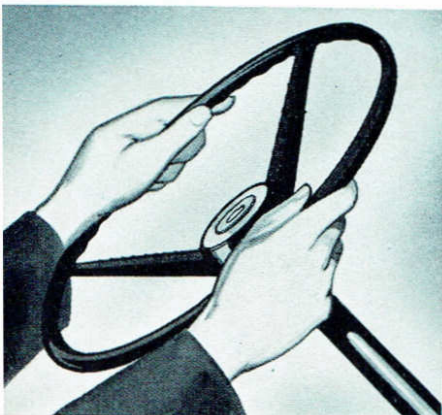


**Automatic power pilot.** Through single vacuum control which automatically coordinates carburettor and distributor, this exclusive Ford feature makes certain that the right petrol mixture is ignited at the right instant and is burned completely to give most "go" and economy from every drop of petrol.



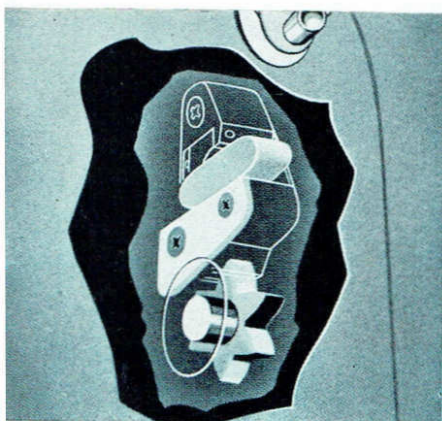
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# Ford cab comfort, safety and convenience



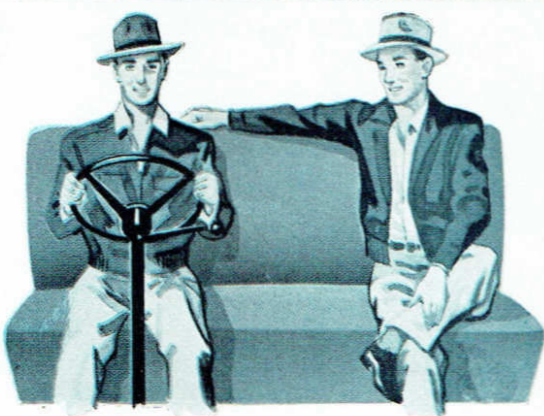
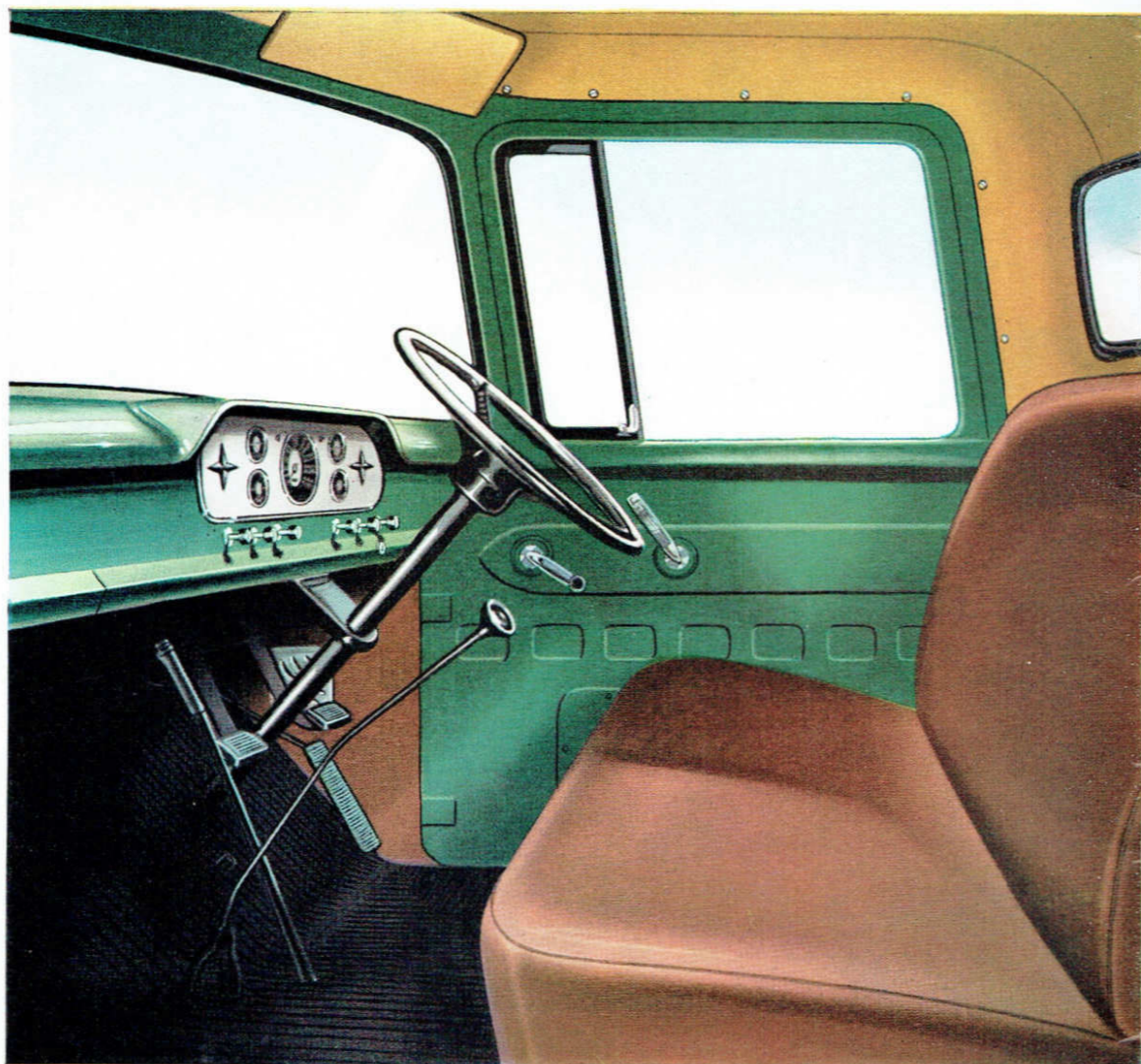
### Lifeguard Steering Wheel

This is an exclusive Ford feature and its deep "dished" design allows far greater absorbing of any impact. It is another Ford Truck contribution to the safety of the driver.



### Lifeguard Door Locks

Another exclusive Ford feature. These Lifeguard locks have a double-grip that is a big safety factor. A steel plate covers the rotor so that door stays closed under conditions which would spring the normal type of truck cab door lock.

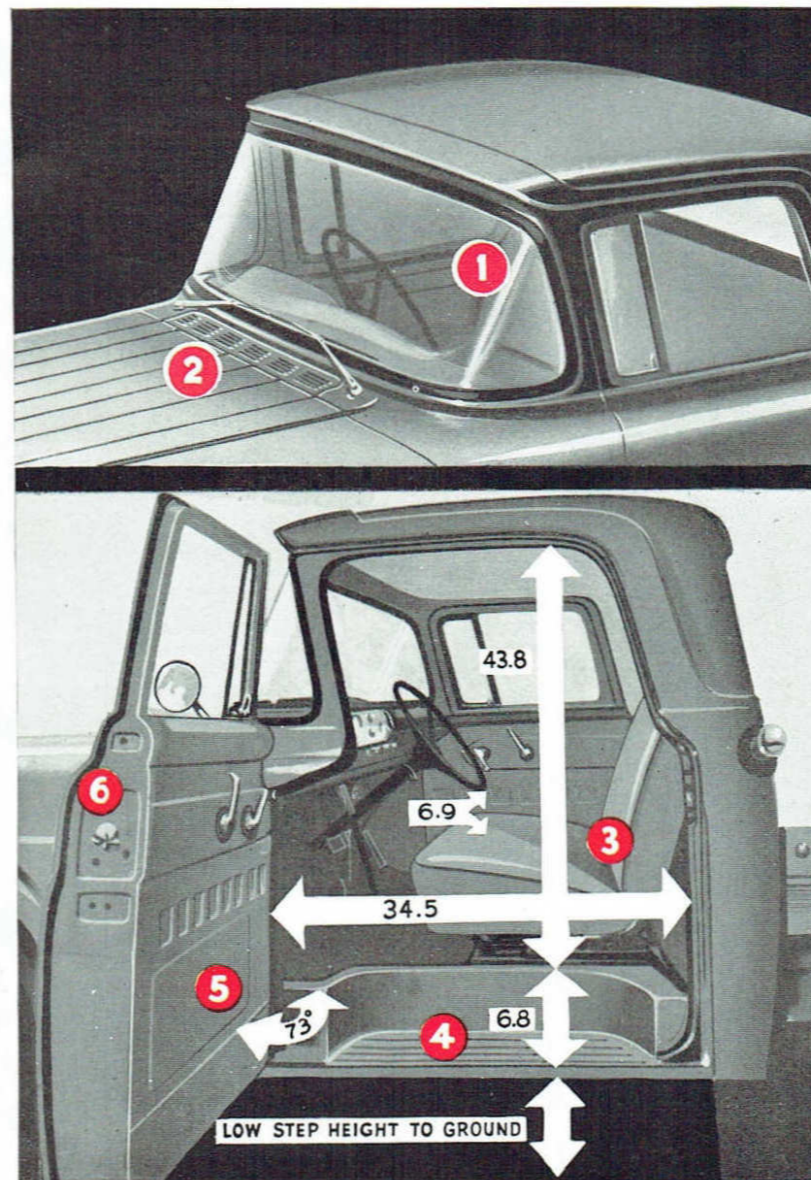


### WIDE COMFORT SEAT

There's more than just comfort width for three big men in the deep seat in the Ford Truck cab. Its special construction absorbs road-bounces and allows the seat to keep its non-sag resilience and comfort-planned shape. The long-life upholstery resists hard usage and is washable.

Every feature of the Ford truck cab has been planned and tested to cut driver fatigue, through making every driving operation more simple and easy. Dimensions, as you will see below, have the length, width and height that give three big men spreading comfort. The seat is wider, deeply-sprung and adjustable. The over 1000 sq. in. area of that massive, full wrap-around windscreen and the full-width rear and big side windows provide magnificent vision. Suspended foot pedals are easier to operate, provide more foot room

and eliminate floor holes through which dust and fumes could enter. All controls are more conveniently placed. Even positioning driver and passengers increases comfort — they are closer to the smooth riding front springs and further away from load-carrying, stiffer rear springs. In addition to all its greater comfort, this cab has a low, wide silhouette that adds to the modern, smart look which makes a Ford Truck a better asset in your business. In every way this cab is a reason why you'll go ahead with a Ford Truck.



**1 Full wrap-around windscreen.** Now there's over 1000 square inches in Ford's wider, full wrap-around windscreen. Vision is improved forward, down and to the sides.

**2 HI-DRI ventilation** is up above traffic fumes and dust . . . provides cleaner, fresher air intake under all weather conditions, and it's thoroughly waterproofed.

**3 Look at the dimensions.** There's no squeeze in this cab . . . there's more shoulder room, leg room and added head room to make driving-comfort and passenger comfort more relaxing, less fatiguing.

**4 Inboard step.** Ford has moved the cab step up inside the door making it easier to climb aboard. It provides extra protection against water and slush — increases all-over cab strength.

**5 Doors open wide.** Doors open almost a full yard wide — are held open by door checks. It's the easiest cab to get into and out of on the road.

**6 Complete weather sealing.** Doors and wing vents are completely encircled by tight fitting rubber seals . . . keeping out dust, fumes, moisture and draughts.



### Twin headlamps for smartness plus usefulness

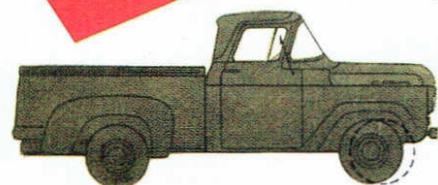
The new and impressively handsome twin headlamps on all Ford V8 trucks are a big advance in safety. When both are on, the driver has both "near" and "long" safety-vision — for one headlamp projects the long beam and the other the dipped beam. The dipping switch extinguishes the long beam while the near and non-glare beam always stays constant.

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## Ford manoeuvrability and efficiency

*Big advantages in set-back front axle design and wider track.*

The front axle is moved back providing a shorter wheelbase with greater manoeuvrability. Body load centre is moved forward and larger-capacity front axle supports a larger share of the load for better weight distribution. Wider track provides increased stability, and also provides the greater handling ease of Ford's turning angle of up to 39 degrees.



### Shorter turning

is the result of Ford's wider tread, shorter wheelbase design. This shorter turning, plus Ford's more responsive steering provides easier handling under all conditions, and saves working time in deliveries.



### Cushioned Ride Control

provides a softer, smoother ride for both the driver and the load. With shorter wheelbase, the driver sits closer to the smooth-riding front springs and farther from load-supporting, stiffer rear springs. Wide-span springing design cushions the bumps, lessens driver-fatigue.





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# Ford rugged chassis design that cuts ton-mile costs

## 2-SPEED REAR AXLE

Standard on the F600 model. It provides eight forward and two reverse speeds to reconcile performance to load. Hypoid full floating design means extra pulling power, less strain on the axle shaft, less wear and longer dependable service. Eaton electric shift mechanism means easier, more positive shifting. Inspection door is provided for accessibility and maintenance. The 6.33:1 ratio in high is ideal for high speeds and light loads, while the 8.81:1 reduction is for maximum pull for heavy load work and hill climbing conditions.

Removable brake drums, cast iron surface with pressed steel centre.

Straight line drive with large diameter tubular propeller shafts for smooth power flow; new rubber cushion encases centre bearing.

Needle bearing universal joints for longer life.

18-inch diameter Lifeguard steering wheel—3 spokes spaced for best view of instruments.

Ford Power Pilot fully automatic carburettor-distributor for more power, more economy.

Dry-type air cleaner with replaceable cellulose fibre filtering element.

Large capacity flat tube and fin radiator with spherical top tank for high cooling efficiency.

Short stroke power—O.H.V. V8 truck engine.

**HUSKY, DEEPER SIDE FRAME MEMBERS**  
The frame is the "backbone" of any truck . . . and the Ford F500 and F600 models have huskier, more rugged frame construction to give permanent alignment of body, cab and axles, dependable operation, and load carrying capacities.

New, deeper, heavy duty frame: on F500 and F600 models with parallel side rails for much improved engine accessibility.

Roll action steering for quicker response, easier handling.

Long, easy action front springs shackled at forward end for more stable steering, double-wrapped rear eyes for safety.

Synchro-silent transmission heavy duty 4-speed.

Tie rod ends are spring loaded ball-socket type with dust shields for automatic wear take-up, longer life.

Hydraulically operated heavy duty 11-inch Gyro-grip clutch multiplies grip with increased power, permits easy pedal pressure.

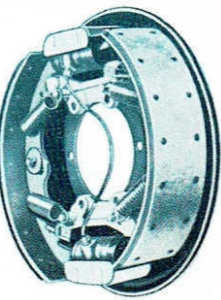
Sturdier set-back wide-track front axle for shorter turning, more stability.

Wide span 52 x 2½-inch 10-leaf springs for improved ride control, 37 x 2½-inch 7-leaf auxiliary standard on F600 models.

Engine mountings rubber cushioned, for long life, smoother operation.

## POWER BRAKES.

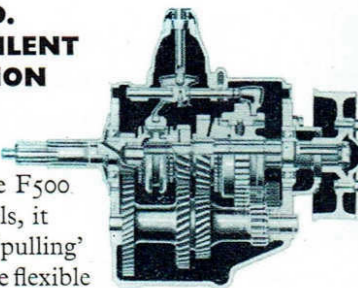
Standard on the F500 (3½ Tonner) and F600 models, power brakes use engine vacuum to multiply braking power for stopping heavy loads — give more powerful braking action than could be developed by foot pressure alone. Long wearing replaceable brake linings of asbestos are standard on all models for more resistance to heat, long life, durability and smoother brake action.



## 4-SPEED H.D. SYNCHRO-SILENT TRANSMISSION

(F500, F600)

Standard on the F500 and F600 models, it provides more "pulling" ability plus more flexible and economical operation with heavy loads than 3-speed transmissions. Eliminates "Double-clutching", provides more safety in down shifting. One-piece clutch and fly wheel housing provides smoother, more reliable power flow and more strength for longer life.



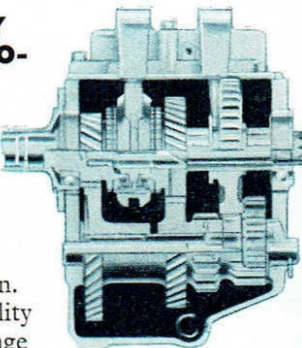
## 5-SPEED SYNCHRO-SILENT BOX OPTIONAL ON F600

Fitting this optional synchro-silent box increases the F600's operating ease. Its 5 speeds provide a gear ratio range that means extra flexibility in heavy going.

## 3-SPEED HEAVY DUTY SYNCHRO-SILENT TRANSMISSION

(F100)

Built to take it in severe commercial service and years of dependable operation. Provides pulling ability for excellent full-range performance at economical engine speeds and minimum fuel costs. Helical gears and synchronisers in second and third gears for quiet, smooth operation. Steering column gear shift provides easier shifting . . . ideal for all manner of medium duty jobs.



Illustrated is the 192-inch W.B. F600 chassis.



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# Smoother and easier going in a Ford Truck

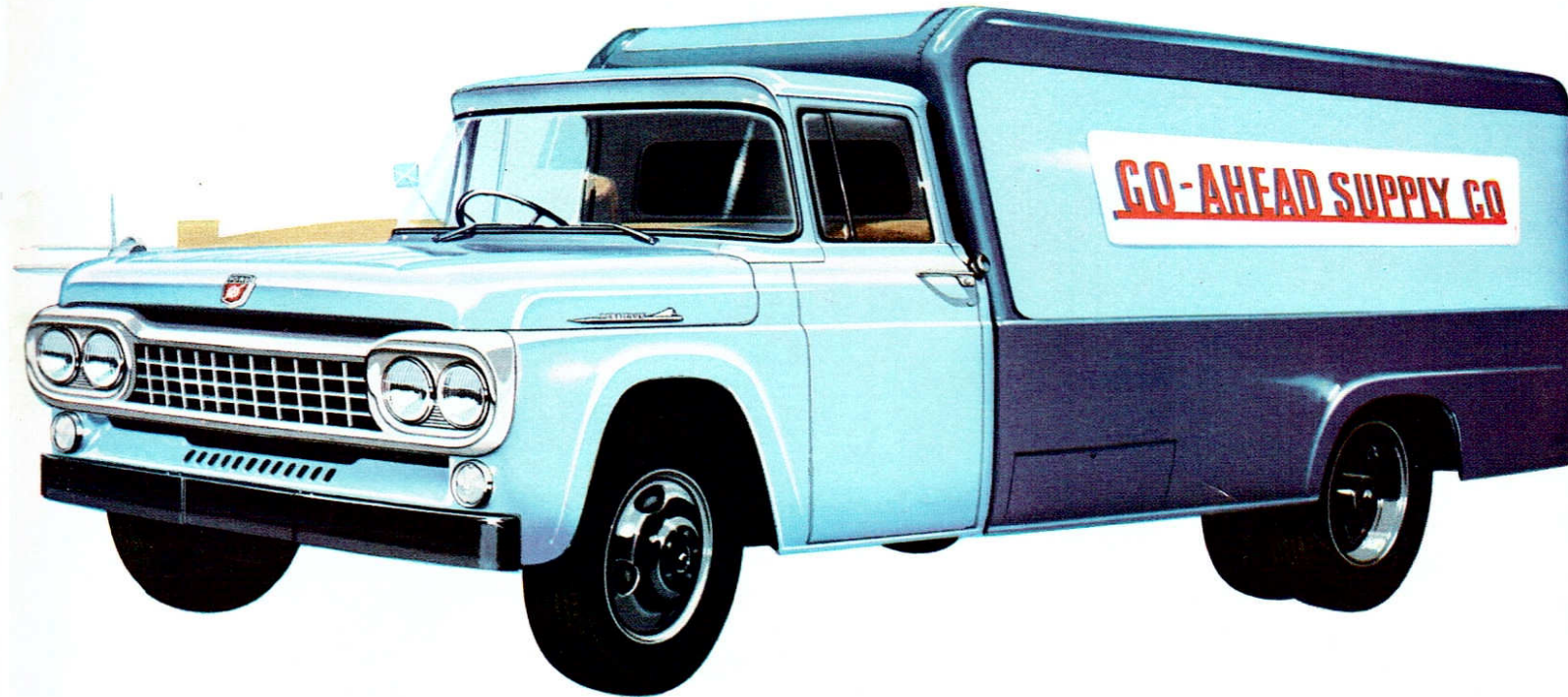


## FORD F100, Heavy duty UTILITY

Wheelbase: 110"

FIRST CHOICE FOR UTILITY SERVICE!

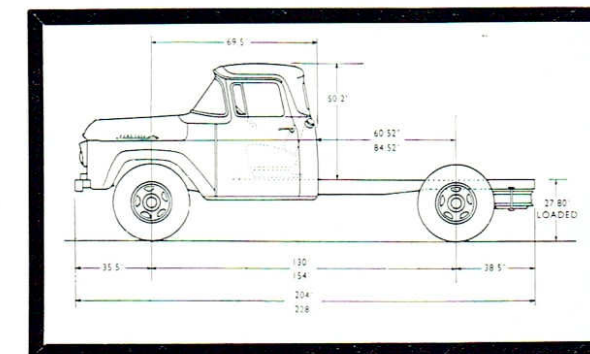
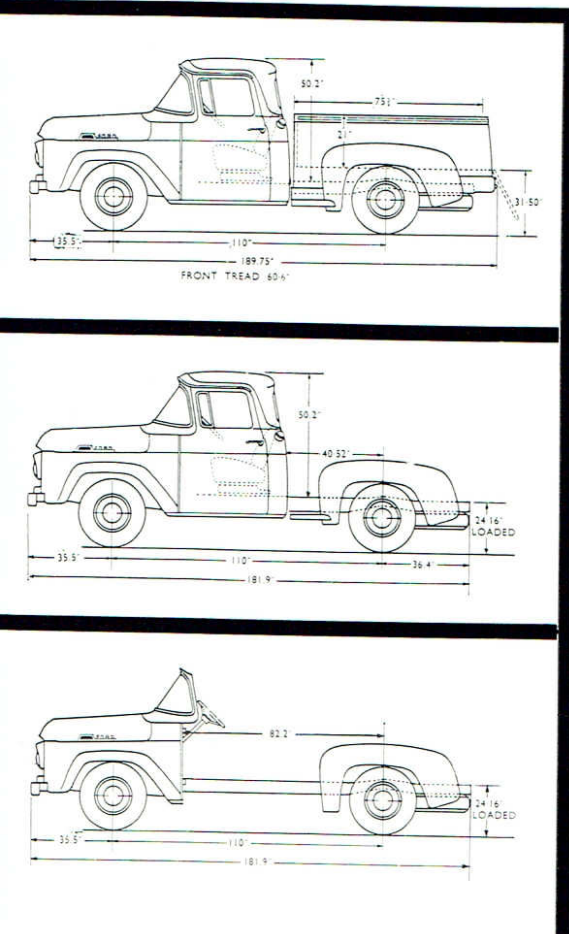
The rugged, practical load space of the Ford F100 combined with its smartness, comfort, power and economy puts it well ahead in the heavy-duty utility field. Its lines are the most modern, its comfort outstanding, and its extra strength and engineering design absolutely money-saving. The utility space handles 4' wide loads through the taildoor, and length is long enough to take the average length doors. All steel body framing throughout, reinforced top edges and double side panelling provide extra strength and rigidity. The floor is of seasoned hardwood bolted between 7 steel skid strips. When lowered the all-steel tailgate forms a convenient loading platform flush with the floor. As well as the complete utility shown above, the F100 is available as chassis and cab, or chassis, windscreen and cowl to enable construction of specialised body types which may be needed in your business.



## FORD F500, 2-TONNER Wheelbases 130", 154"

DESIGNED FOR MORE DELIVERIES PER DAY.

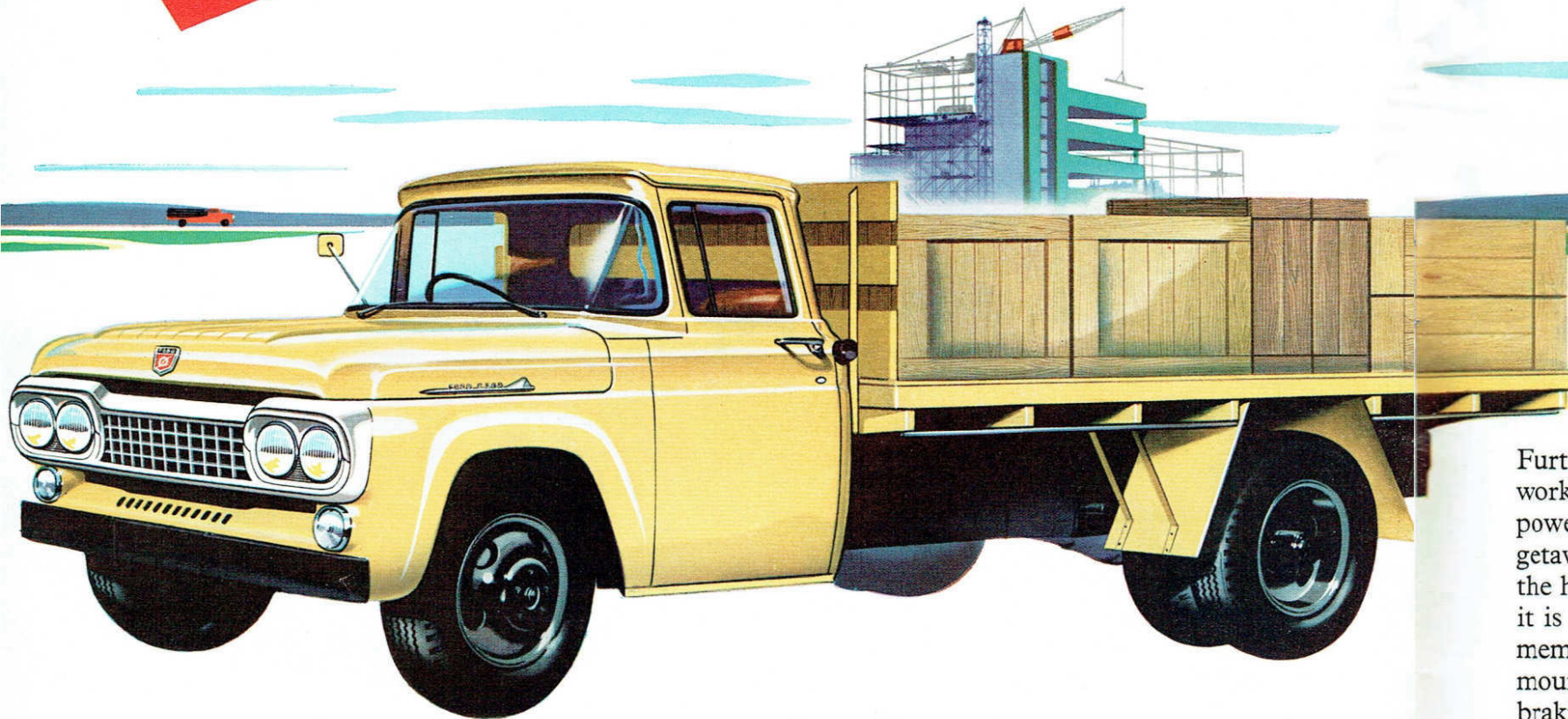
For the medium duty work the Ford F500 will give you the easy working and cost-saving advantages of O.H.V. V8 power, and extra manoeuvrability and driving ease with shorter wheelbase design and wider front track. And its handsomeness of line and driver-comfort are yet other extra value and efficiency factors. The huge wrap-around windscreen, easier and faster entry and exit through the wide door openings and the comfort designing of the cab lessen fatigue on continuous driving runs. Driving control is easier too . . . with Ford's heavy-duty 4-speed synchro-silent transmission that does away with tiring "double-clutching" . . . light and positive "Roll-action" steering. And, add to all this the ruggedness of Ford's massive-chassis and you'll see how Ford Trucks are built stronger to last longer — and to work harder.





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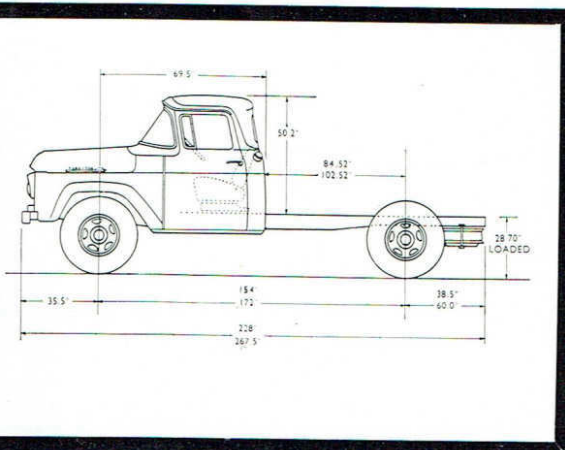
# Extra work capacity of a dependable Ford Truck



**FORD F500, 3 1/2-TONNER** Wheelbase 154"  
*(as illustrated above)*

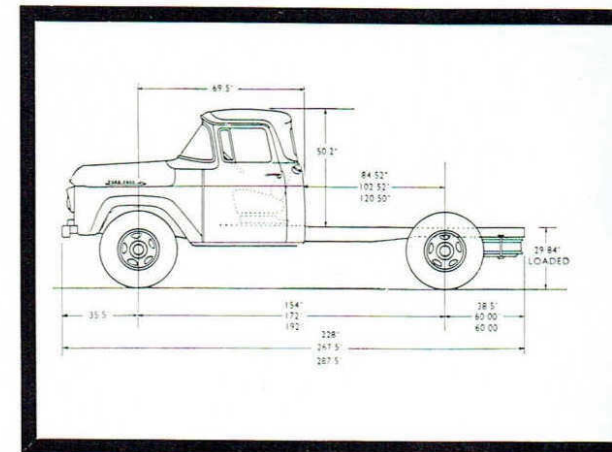
**THE MIDDLEWEIGHT CHAMPION WITH THE EXTRA STAMINA!**

This tough working and style-setting truck brings new advantages to another capacity class of hauling. Two things alone would put it right at the top of the preferences of wise truck buyers . . . the economical power and fast schedule capacity of the Ford O.H.V. V8 engine cutting working time and costs . . . and the Ford engineered chassis providing built-in strength reserves without excessive weight, meaning less cost per load-mile and longer life. Adding to its efficiency is shorter wheelbase, set-back front axle and wider track which allow greater manoeuvrability and better turning radius without any sacrifice of body lengths. Adaptability to a wide variety of body styles and sizes is also a consideration, for in its field there is need for many specialised body types. If hard work is to be done then, for individual operator or fleet owner, a Ford F500 will help your business most.

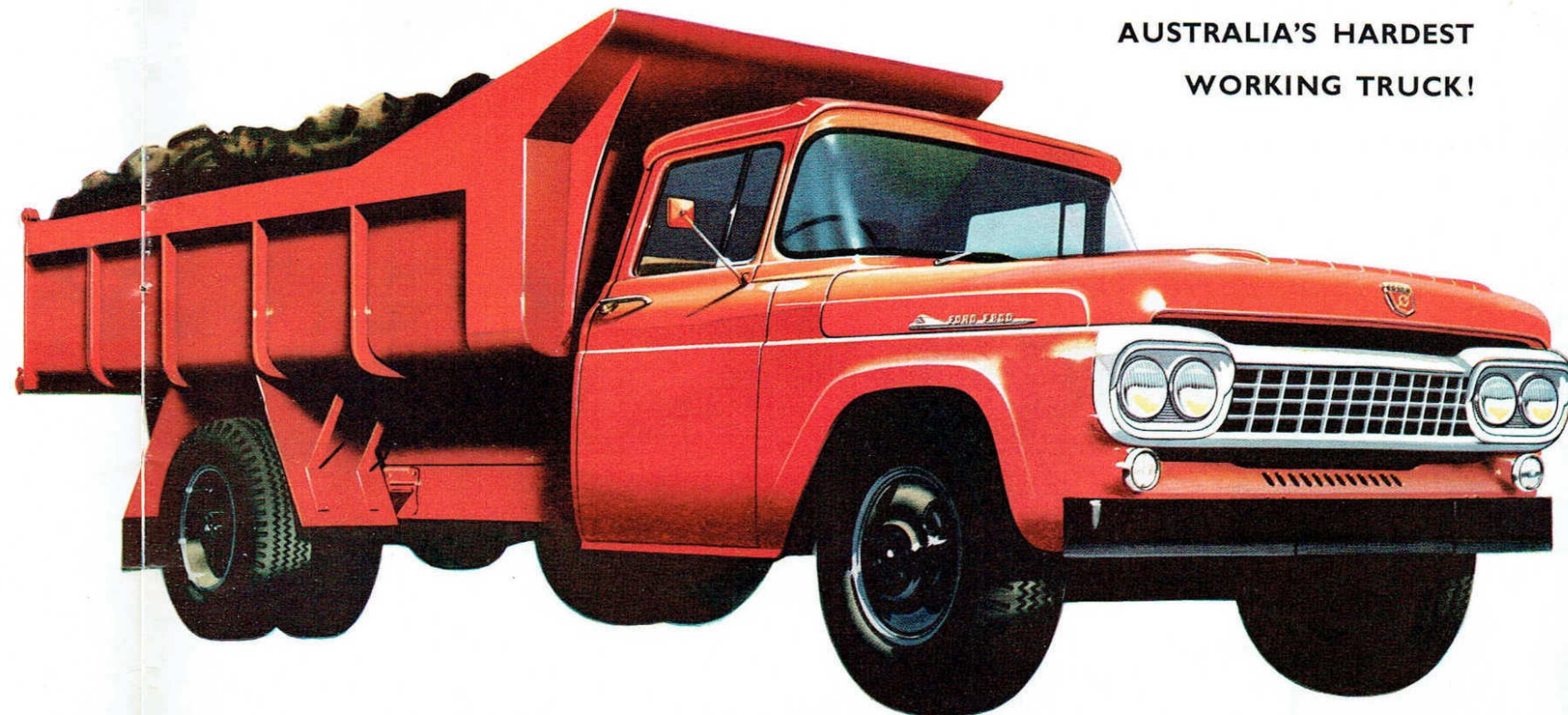


**FORD F600, 5-TONNER** Wheelbases 154", 172", 192"  
*(as illustrated below)*

Further ahead again is the truck famous wherever truck men work. The O.H.V. V8 low friction engine delivers the most power in its class . . . the kind of power that is instant for quick getaways, sustained for long pulls and fast cruising speeds with the heaviest of loads. A hard-worker in every sense of the word, it is powerfully built throughout . . . big deeper chassis frame members . . . 2-speed, full-floating rear axle with straddle-mounted pinions and 4-pinion differential . . . vacuum power braking with removable brake drums for easier servicing . . . heavy 10-leaf springs with 7-leaf auxiliaries . . . 11-inch hydraulically assisted gyro-grip clutch that multiplies grip as speed increases . . . 4-speed H/Duty synchro-silent transmission built for heavy hauling is standard . . . A 5-speed synchro-silent box with even greater ratio flexibility is optional.



**AUSTRALIA'S HARDEST WORKING TRUCK!**





## Abridged specifications

# FORD O.H.V. V8 TRUCKS

More usable power ... more cab comfort ... more chassis strength

Unless otherwise annotated specification detail applies to all models in the range.

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

**AXLE, REAR.** Type: Single-speed, semi-floating (F100); Single-speed, full-floating (F500); Two-speed, full-floating (F600). Gears: Hypoid Single-reduction (F100-F500), Hypoid plus Spur Planetary Set for Double Reduction (F600). Axle Ratios: F100 3.89 : 1; F500 5.83 : 1; F600 (2-Speed) 6.33 : 1 High; 8.81 : 1 Low. Two Speed Shift. Gear Shift Controlled, Power operated (F600). Axle Shaft Diameter at Spline: F100 1.24". F500 1.75". F600 1.775". Lubrication Capacity: F100 3.5 pints; F500 15 pints; F600 16 pints.

**BRAKES, SERVICE.** Type: F100 Hydraulic, Two-Shoe, Single-Anchor, Self-Energising. Front Brake—(Drum Diameter and Lining Width—thickness) 11" x 2" — 3/16". Rear Brake—(Drum Diameter and Lining Width—thickness) 11" x 1-3/4" — 3/16". Total Area—(Drum Lining) 179.5 sq. inches. Type: F500: Front—Single-Anchor, Self-energising. Rear—Hydraulic—Two cylinder independently anchored. Front Brake—(Drum Diameter x Lining Width—thickness) 13" x 2 1/4" — 1/4". Rear Brake—(Drum Diameter x Lining Width—thickness) 15" x 4" — 3/8". Total Area—(Drum Lining) 364.8 sq. ins. F600: Front—Single-Anchor, Self-energising. Rear—Hydraulic—Two cylinder independently anchored. Front Brake—(Drum diameter x lining width—thickness) 14" x 2 1/2" — 1/4". Rear Brake—(Drum diameter x lining width—thickness) 15" x 4" — 3/8". Total Area—(Drum lining) 388.4 sq. ins. Booster: Type, Vacuum assisted (F500—3 1/2 ton, F600 only) 8.12" Effective Diameter.

**BRAKE, HAND.** F100 Cable with Equalizer Applying Rear Wheel Brakes. F500, External Operating on Transmission. F600, Heavy-duty external operating on transmission.

**CLUTCH.** Type: Gyro-Grip, Semi-Centrifugal, Single Plate. Diameter Outside: 11 inches. Total Frictional Area: 123.7 sq. ins.

**COOLING SYSTEM:** Capacity: F100, F500, F600 21.6 quarts. Radiator: Flat Tube and Fin-Pressure Cap. Thermostat: In Engine Water Outlets. Fan: 4-Blade, Diameter 18 inches.

**DRIVE LINE.** Type: Hotchkiss Straight Line Drive, fitted with needle bearing universal joints for long life. Straight line drive provides minimum joint angularity between laden and unladen positions.

**ENGINE.** Number of Cylinders: 8. Bore and Stroke: 3.62 x 3.30 ins. Displacement: 272 cubic inches. Rated H.P.: 42. Max. B.H.P.: F100 157 at 4,400. Max. Torque: 237 lbs. ft. 2000 to 2600 R.P.M. Max. B.H.P. F500, F600—166 at 4,400. Max. Torque: 240 lbs. 2200 to 2600 R.P.M. Compression Ratio: 7.1 : 1.

**FUEL SYSTEM.** Carburettor: Dual Down-draught. Air Cleaner: Cellulose Fibre Dry Type. Fuel Pump and Filter: Diaphragm Type, Driven from Camshaft. Fuel Tank: Capacity—F100, F500, F600: 14.5 gallons.

**LUBRICATION.** Engine: Full pressure feed to all main Crankpin and Camshaft Bearings. Oil Filter: Replaceable Cartridge Type. Crankcase Capacity: 8 pints (dry) (plus 1 pint Filter Absorption). Chassis: Fittings for pressure lubrication.

**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: Dual Headlamp System, Foot Switch, Beam Control. Starter: High Torque, Automatic Engagement, Solenoid Switch, Ignition Switch Control. Parking Lights: Combination Stop and Tail Light, Instrument Lights, Ignition Switch and Key Lock.

**CHASSIS EQUIPMENT.** Included as standard in addition to items mentioned above: Hood, Cowl and Dash Assembly; Front Fenders; Hi-Dri Cowl Ventilator; Steel Toe Board; Instrument Panel; Speedometer; Water Temperature Gauge; Oil Pressure Warning Light; Charge Indicator Warning Light; Fuel Gauge; Ash Receptacle; Glove Box; Hand Throttle (all models except F100); Horn; Electric Windshield Wipers; Treadle-type accelerator pedals (suspended type); Spare wheel; spare tyre carrier (standard on F500 and F600); spare wheel, tyre and tube standard on F100; bright hub caps; (F100)—long arm outside rear view mirror on chassis cab; internal sun visor; standard tools in bag. On chassis cab and chassis, windscreen and cowl, rear fenders standard equipment on F100.

**FRAME.** Side Rail, Type: F100 Parallel Channel Side Rails with Heavy Duty Cross Members. Type: F500, F600 Deep Heavy Duty Single Channel Section. Cross Members: Flanged "U" type with Alligator Jaw and Channel Sections.

**SPRINGS.** Semi-Elliptic, Alloy Steel: Front: F100 45" x 2", F500 45" x 2", F600 45" x 2". Rear: F100 52" x 2 1/2", F500 52" x 2 1/2", F600 52" x 2 1/2". Main Auxiliary: F500 (3 1/2 ton) 37" x 2 1/2", F600 37" x 2 1/2".

**STEERING.** Type: Worm and Dual Row Needle Bearing Roller. Ratio: 18.2 : 1 (F100)—20.4 : 1, (F500-F600). Wheel: 18" Diameter, 3 spoke.

**TRANSMISSION.** Type: F100 3 speed Heavy Duty, Helical Synchronizers, 2nd and High with steering column gear shift lever. Gear Ratios: F100 Ratio to 1: 1st 3.71; 2nd 1.87; High 1.00; Reverse 4.59. Lubricant Capacity: 6 pints. Type: F500, F600 4-Speed Synchronizers, Floor Change. Gear Ratios: F500, F600 Ratio to 1: 1st 6.40; 2nd 3.09; 3rd 1.69; High 1.00; Reverse 7.82. Lubricant capacity: 6.6 pints. Power Take Off Opening—S.A.E. 6-bolt on right side. F600 (Optional Equipment) 5-Speed. Ratios to 1: 1st 7.41; 2nd 4.05; 3rd 2.40; 4th 1.48; 5th 1.00; Reverse 7.85. Lubricant capacity: 7.5 pints. Power Take Off Opening—S.A.E. 6-bolt on both sides of transmission box.

**WHEELS AND TYRES.** Wheels—F100: 16 x 5K Steel Disc. Tyres: 6.50 x 6-ply Truck Type, Front, Rear and Spare. Wheels—F500 (2 Ton): 5.0 x 20 Steel Disc. Tyres: 6.50 x 20—6 ply, 6.50 x 20—8 ply (Opt. extra cost) (7 wheels 6 tyres supplied standard). Wheels—F500 (3 1/2 Ton): 6.0 x 20 Steel disc. Tyres: 7.50 x 20—8 ply; 7.50 x 20—10 ply (Opt. extra cost) (7 wheels 6 tyres supplied standard). Wheels—F600: 6.5 x 20 steel disc. Tyres: 8.25 x 20—10 ply (7 wheels 6 tyres supplied standard). Optional size tyres available at extra cost.

GENERAL DIMENSIONS	F100	F500 2 Ton		F500 3 1/2 Ton		F600		
		130"	154"	154"	172"	154"	172"	192"
Wheelbase ... ..	110"	130"	154"	154"	172"	154"	172"	192"
Track, Front ... ..	60.60	62.75	62.75	62.75	62.75	62.75	62.75	62.75
Track, Rear ... ..	60.00	66.5	66.5	66.5	66.5	67.10	67.10	67.10
Max. Overall Length (to end of frame) ...	189.75	204	228	228	267.5	228	267.5	287.15
Max. Height (to top of Cab—Loaded) ...	74.40	79.80	79.80	80.70	80.70	81.80	81.80	81.80
Max. Width of Vehicle (Bumpers) ... ..	75.63	77.6	77.6	77.6	77.6	77.6	77.6	77.6
Max. Length along Loading Floor ... ..	80.0							
Max. Width across Loading Floor ... ..	58.75							
Max. Width above Wheel Arches ... ..	59.0							
Max. Width inside Wheel Arches ... ..	48.0							
Across Loading Floor Max. Height of Sides from Loading Floor to Tonneau Cover ...	21.0							
Width of Tailgate Opening ... ..	50.0							
Width across Front Seat ... ..	56.70	56.70	56.70	56.70	56.70	56.70	56.70	56.70
Back of Cab to End of Frame ... ..	76.92	99.02	123.02	123.02	162.52	123.02	162.52	180

OWING TO THE VARIANCE OF BODY TYPES  
SPECIFICATIONS SUPPLIED ON REQUEST

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.

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