

UNMATCHED
FOR STAMINA
AND STAYING
POWER!

FARGO

THE AUSTRALIAN FARGO
15 CWT. DELUXE UTILITY—
STANDARD UTILITY—PANEL
VAN—SUBURBAN—EXPRESS

1

CLUTCH

Smooth, even starts are assured with the big 10-in. diameter, dry-single-plate clutch with shock-absorbing spring centre. Ball-type release bearing is permanently lubricated.

4

FRAME

Sturdy chassis frame with deep section side members and braced with five cross members, provides a strong foundation for Fargo commercials. Max. frame depth 6 1-32 in., max. width 2 1-64 in.

2

TRANSMISSION AND REAR AXLE

3-speed synchromesh transmission with synchronisers for second and third. Silent second. Unusually low reduction in low gear. 4-speed optional at extra cost. Semi-floating, hypoid rear axle, four-pinion, "spider" differential. Rear axle ratio 4.1 to 1.

5

SAFETY RIMS

Safety-Rim wheels are standard equipment on the 108-in. w.b. Fargo models. These prevent tyres from twisting off rims in case of blow-outs. Exclusive to Chrysler built vehicles.

6

BRAKES

Hydraulic brakes, internal expanding, self-equalising, and waterproof. Drum dia. 10 in. front, 11 in. rear. Total braking area 174.56 sq. in. Independent handbrake operates on rear of transmission.

9

POWER

Six-cyl. engine simple L-head design. Rated H.P. 28.35. B.H.P. 110 at 3,600 r.p.m. Torque 195 lb. ft. at 1,400 r.p.m. Compression ratio 6.25 to 1. Max. power at low speeds.

12

ENGINE COMPONENTS

4 multiple-layer, precision-type replaceable main bearings. Dynamically and statically balanced crankshaft. Bearing surfaces hardened. Specially coated aluminium alloy pistons, 2 comp., 2 oil rings.

3

MoPar DEPENDABLE PARTS AND SERVICE

One of the many advantages of owning a Fargo is in the MoPar service that protects it. MoPar is the trade mark for genuine Chrysler Australia Limited Parts and MoPar Service means that, wherever you are, whatever you need, you can get replacement parts that are engineered to Chrysler specifications — and that means the highest in the industry. MoPar is your assurance of parts that are Made Right, Fit Right, Work Right, and are Priced Right for Fargo vehicles.



7

AVAILABILITY OF SHEET METAL

Chrysler Australia produces all sheet metal including complete front end. All panels are thus readily available in case of serious damage. This service is unique to Chrysler-built trucks.

10

COOLING

Full-length water jackets. Water jet-sprayed on exhaust valve seats. Efficient pump assures high-volume flow. Thermostatically controlled by-pass and automatic warm-up valve. Cooling capacity 4 Imp. galls.

13

ELECTRICAL SYSTEM

Moisture and dust-proof. Automatic spark voltage regulator. Starter pinion teeth must be meshed with ring gear before electrical contact is made. Elec. system 12 volt. Battery 70 amp. hrs.

8

SPRINGS

Spring capacity provides for full gross vehicle weight; and the cab to axle measurement of 40 in. means that a very high percentage of the load is carried between the axles. Progressive-ride springs for greatest riding comfort fitted to De Luxe utilities.

11

VENTILATING SYSTEM

Full crankcase ventilation. Air drawn through copper mesh filter in oil filler cap, and circulates through crankcase expelling vapors and fumes. Filter at top of crankcase outlet prevents entrance of abrasive dust at this point.

14

LUBRICATION

Full-pressure lubrication. High capacity oil pump. Oil is forced to all main and connecting rod bearings through drilled passages. Clean oilflow assured by floating oil intake. Oil filter standard equipment.

15

FUEL SYSTEM

High power output with remarkable economy resulting from (a) diaphragm fuel pump (b) dual fuel filters (c) down draft carburettor (d) built-in accelerator pump (e) automatic warm-up chamber (f) oil bath air cleaner (g) automatic spark advance.

THE AUSTRALIAN
FARGO—MORE THAN EVER
UNMATCHED FOR STAMINA AND STAYING
POWER . . . HERE ARE 15 REASONS WHY!

CHRYSLER AUSTRALIA
LIMITED

COMBINES
2 VEHICLES
IN ONE

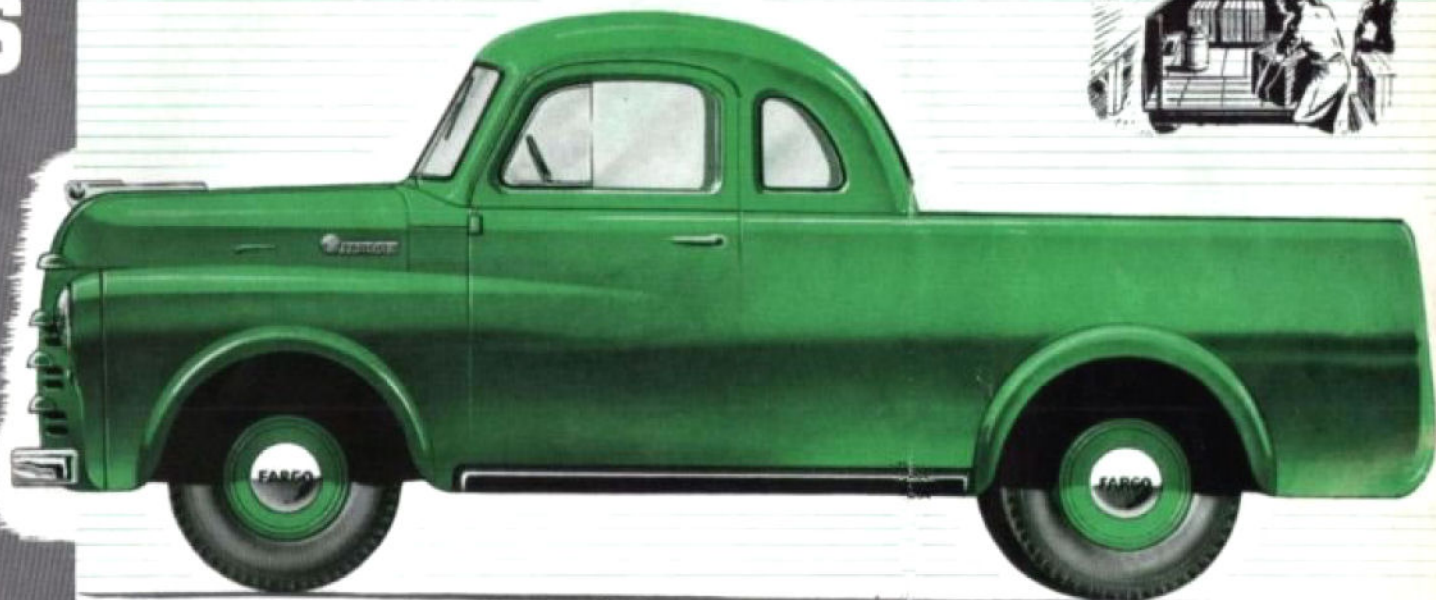
WITH THIS NEW
AUSTRALIAN

FARGO
DE LUXE
UTILITY



COMFORT AND STYLE FOR WEEK-END PLEASURE

POWER, STRENGTH, CAPACITY FOR WEEK-DAY WORK!

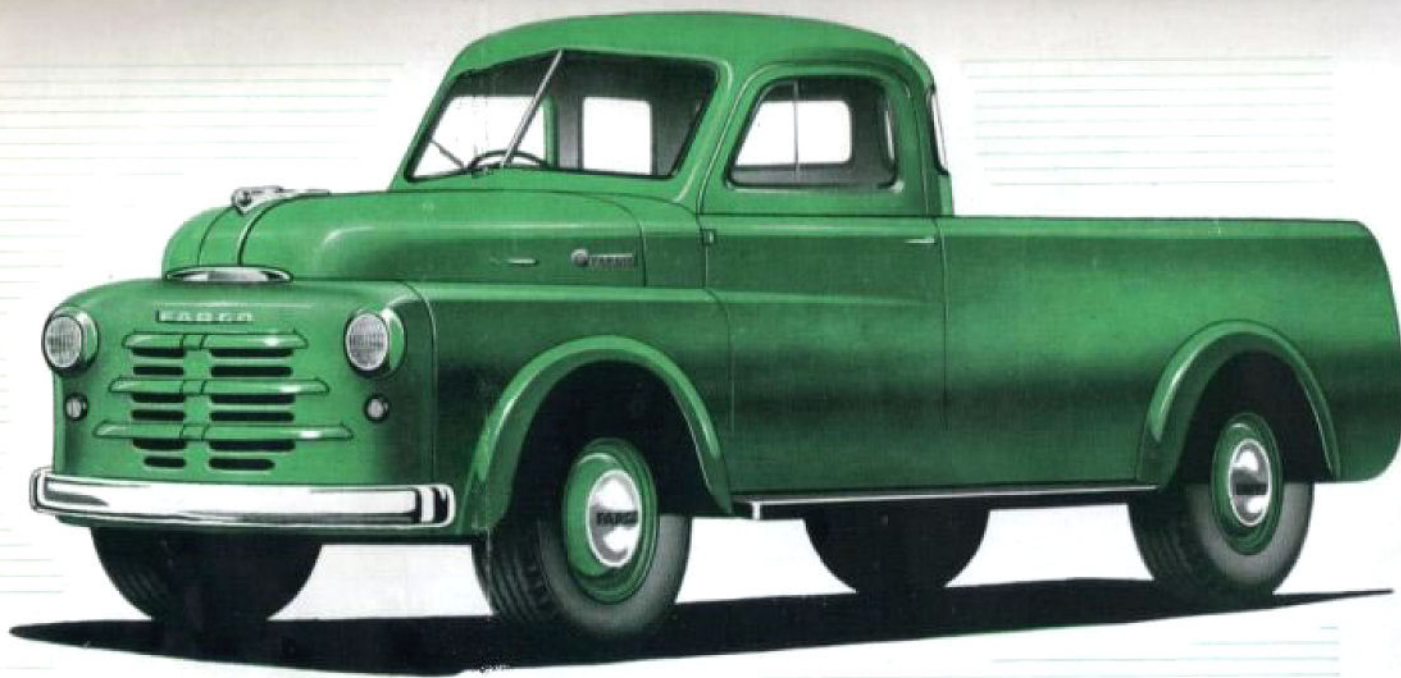


Go anywhere in style and comfort with this new Fargo. There's room for three big people inside the coupe-cab. Seating is passenger-car type, full width, chair-high, and adjustable. Vision is wide and clear all round and you also have the advantage of controlled ventilation. At the back of the seat is a roomy 17-in. deep parcels shelf. Steering wheel location is as for a passenger car, and there is steering column gearshift and push-button starting. This Fargo handles beautifully and with its "Progressive Ride" springs and double-acting hydraulic shock absorbers at all four wheels, glides over the roughest road.

Fargo takes week-day work in its stride, carrying loads of up to 15 cwt. with surprisingly low running costs. Fargo engineering **keeps** costs down, mile after mile. This utility has a real "backbone"—a sturdy, heavily braced-chassis frame which provides a sure foundation for hard work—anywhere! With the 110-b.h.p. engine you have power and performance at its finest for pleasure motoring or full-load hard work.



Three big people can relax in comfort on these "chair-high" seats. This utility has all the style, comfort, and appointments of a passenger coupe.



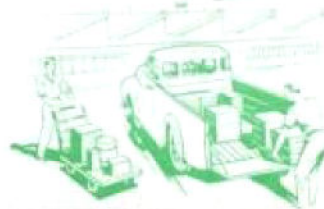
Available as Chassis and Cowl with or without doors. Chassis with Standard or DeLuxe Cab, or Utility with Standard or DeLuxe Cab.

ANOTHER WINNER FOR THE AUSTRALIAN FARGO RANGE!

THE 15 cwt. STANDARD UTILITY

For 15-cwt. loads—here is strength and staying power—**AT ITS VERY BEST.** There's strength and staying power in the truck-type frame, in the rear axle with its four-pinion differential, in the springing, which is completely adequate for the gross vehicle weight. Strength and extra years of service, too, from the fact that the greatest percentage of the load is carried between the axles—and Fargo's cab to axle measurement of 40 in. is right up with vehicles of similar load capacity but

6 in. to 7 in. longer in wheelbase. Fargo is practical, too—with the wide tailboard down you can carry easily 8 ft. x 4 ft. sheets of building material, and the sturdy, all steel construction of the freight compartment means years of extra use and harder use. As for handling, this model can turn left or right in a 36½ ft. circle; an advantage in heavy traffic or narrow streets, which is made possible by Fargo's wide front axle and advanced steering design.



The De Luxe Fargo cab

THE AUSTRALIAN FARGO CABS

Unmatched for Strength and Comfort

DeLuxe "Pilot-house" Cab.

There's unmatched strength and safety in this Fargo cab.

The driver has unrestricted vision all round with high and wide windshield and door windows, rear corner windows, and 25½ in. width rear window.

Controlled ventilation is provided with ventilating wings in the door windows. There's safety in the construction of the cab. Top, floor, and sides are steel welded to steel. Box section construction for door posts and other structural units add strength and rigidity.

Ample headroom is another feature of the "Pilot-house" cab. Measurement from floor to ceiling is 51 in., from seat to roof top is 37½ in., measured at the normal angle at which a person would be seated.

Seating is adjustable and "chair high" with natural back support and proper leg support, and there is ample width for three really big people.

Standard Cab.

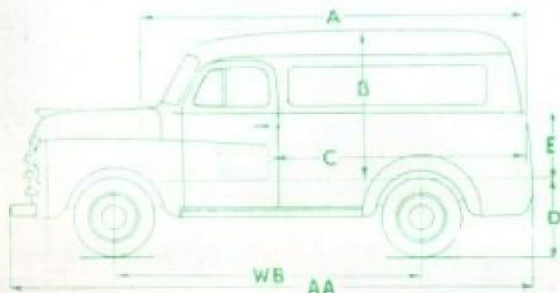
Has the same generous dimensions and sturdy construction of the Pilot-house cab. Basic difference is that there is a single rear window only—25½ in. x 8½ in.



155 cubic feet of Loadspace

FARGO PANEL VAN

With the Fargo Panel Van, you can give your customers "Service with a Style"—and with profit to yourself. Solid steel roof welded together with panels, sills, and stringers form a body of great strength. Full length rear doors and steel skid strips facilitate easy loading. Driving compartment can be equipped for seating one, two, or three people.

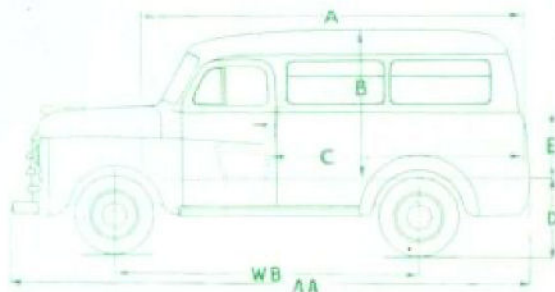


Dimensions.—A—136½ in.; B—56½ in.; C—91 in.; D—26½ in.; E—23½ in.; WB—108 in.; AA—185½ in.

THERE'S A FARGO TO FIT EVERY 15 CWT. AUSTRALIAN JOB!

11 PASSENGER SUBURBAN BODY

With comfortable seating for up to eleven passengers, the Fargo "Suburban" is a good investment for guest houses, factories (as a pick-up for personnel), as a school bus, or as the basis for ambulance work. Being a standard body production by Chrysler Australia Limited means a great saving in comparison with bodies which must be custom-built. Body is all steel and smartly styled with its "all-round" window effect.



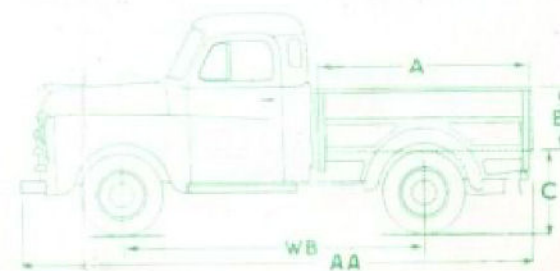
Dimensions.—A—136½ in.; B—56½ in.; C—91 in.; D—26½ in.; E—23½ in.; WB—108 in.; AA—185½ in.



THE VERSATILE EXPRESS BODY

The Fargo "Express" will have many uses in industry, for plumbers, builders, and for the man on the land—carrying machinery, livestock fodder, fertiliser, and building materials.

Body construction is steel. Stake pockets attached to side boards make possible dual-purpose use as conversion to a stakeside or fitment of a canopy can be made in a matter of minutes.



Dimensions.—A—76 5-16 in.; B—20 in.; C—28½ in.; WB—108 in.; AA—185½ in.

SPECIFICATIONS

AXLE, FRONT. Reverse Elliott Type.

AXLE, REAR.—Semi-floating Hypoid type. Housing—One piece tubular, hot rolled high carbon steel. Gear ratio, standard 4.1:1. Lubricant capacity, 3 imperial pints.

BRAKES.—Four wheel, hydraulic, internal expanding, self-equalising, and weatherproof. Independent handbrake, external contracting band type rear of transmission.

CLUTCH.—Dry, single plate disc, 10-in. diameter with shock-absorbing spring centre. Self-lubricating ball-bearing release.

COOLING SYSTEM.—Centrifugal water pump. Thermostat with by-pass control. Full length water jackets and water distributing tube in engine. Four-blade fan. Radiator cooling surface, 469 sq. in. Cooling system capacity, 4 Imperial gallons.

DRIVE.—Hotchkiss, through springs to frame. Tubular one-piece propeller shaft.

ELECTRICAL.—12 volt 9 plate battery, under left side of floor boards, 70 amp. hours' capacity. 35 amp. shunt-wound voltage control generator air cooled. Positive shift starter, gears positively meshed before current applied or motor revolves.

ENGINE.—Six cylinder, "L" head type. Bore 3 7/16 in. Stroke 4 1/2 in. Piston displacement 250.6 cub. in. Compression ratio 6.25 to 1. Rated horsepower 28.35. Maximum horsepower, 110 at 3,600 r.p.m. Maximum torque, 195 ft.-lb. at 1,400 r.p.m. Dropforged connecting rods of special high manganese steel, with removable bearings. Four-bearing crankshaft. Seven counter-weights integral with crankshaft. Camshaft of high test cast iron driven by short, silent chain from crankshaft, four bearings pressure lubricated. Crankcase ventilation. Pressure lubrication to main, connecting rod, and camshaft bearings. Oil capacity, 7 imperial quarts. Oil filter. Rubber engine mountings front and rear.

FENDERS.—Front and rear fenders with long running boards standard on utilities. Short running boards with cabs and Express bodies.

FRAME.—Straight truck-type frame with slight kick-up over rear axle. Five cross-members include front bumper. Cross Section Dimensions.—Depth, 6 1/32 in. maximum Flange width, 2 1/64 in. Thickness, 9/64 in.

FUEL SYSTEM. Plain tube, down draft carburettor, 1 1/2 in. accelerator pump with season adjustment. Oil bath air cleaner. Fuel filter integral with pump. Fuel line filter at carburettor. Fuel pump heat shield, 15 imp. galls. welded tank. Elec. fuel gauge.

SAFETY GLASS.—Windshield, doors and back light 1/4 in. Armourplate.

SHOCK ABSORBERS.—Hydraulic double-acting type front and rear.

SPRINGS.—Silico manganese steel. Semi-elliptic front and rear. Front length, 42 in.; width, 1 3/4 in. Rear length, 52 in.; width, 1 3/4 in.

STEERING.—Worm and roller type. Ratio, 18.2:1, 18-in. dia. steering wheel.

TRANSMISSION.—Three-speed synchro shift with synchronisers for third and second. Silent second. Four-speed optional extra. Unusually low reduction in low gear. Transmission ratios: Third speed, 1.00:1; second, 1.78:1; first, 3.3:1; reverse, 4.3:1. Lubricant capacity, 3 imperial pints.

WHEELBASE.—108 inches.

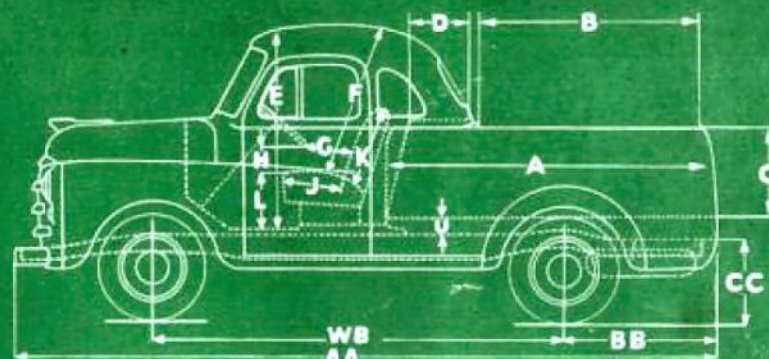
WHEELS AND TYRES.—Five demountable steel disc wheels with safety rims. Spare wheel mounted in underslung type carrier at rear. Standard tyre equipment: Five tyres, 6.50 x 16-6-ply T.T. front and rear.

EQUIPMENT.—Chassis is equipped with engine hood, front and rear fenders and running boards; pre-focused headlamps with foot-operated headlamp dimmer and signal light on instrument panel, separate parking lights. Vibrator type electric horn; combination tail and stop light; instrument panel light; electric fuel gauge; speedometer; ammeter; oil pressure gauge; engine heat indicator; ignition switch with lock; choke; throttle control; complete tool equipment includes mechanical jack; licence brackets, oil bath intake air cleaner; crankcase breather tube air cleaner; front bumper.

● For longest engine life and greatest possible fuel economy, engine speeds should not exceed 3,000 r.p.m. All governed engines are set at 3,000 r.p.m.

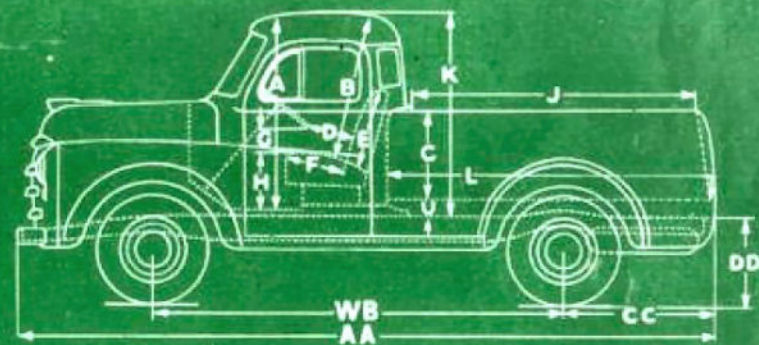
All specifications and acceptance of orders subject to change without notice and without responsibility to Chrysler Australia Limited.

BODY DIMENSIONS



DE LUXE UTILITY

A—84 in.	E—51 in.	J—16 1/2 in.	WB—108 in.
B—55 1/2 in.	F—38 1/2 in.	K—22 1/2 in.	AA—18 3/4 in.
C—23 1/2 in.	G—12 3/16 in.	L—15 1/2 in.	BB—39 1/2 in.
D—17 in.	H—5 in.	U—4 15-16 in.	CC—23 in.



STANDARD UTILITY

A—51 in.	E—21 1/2 in.	J—73 1/2 in.	WB—108 in.
B—37 1/2 in.	F—15 1/2 in.	K—5 1/2 in.	AA—18 3/4 in.
C—23 1/2 in.	G—8 1/2 in.	L—84 in.	CC—39 1/2 in.
D—12 13-16 in.	H—15 1/2 in.	U—4 15-16 in.	DD—23 in.

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ADELAIDE, SOUTH AUSTRALIA

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