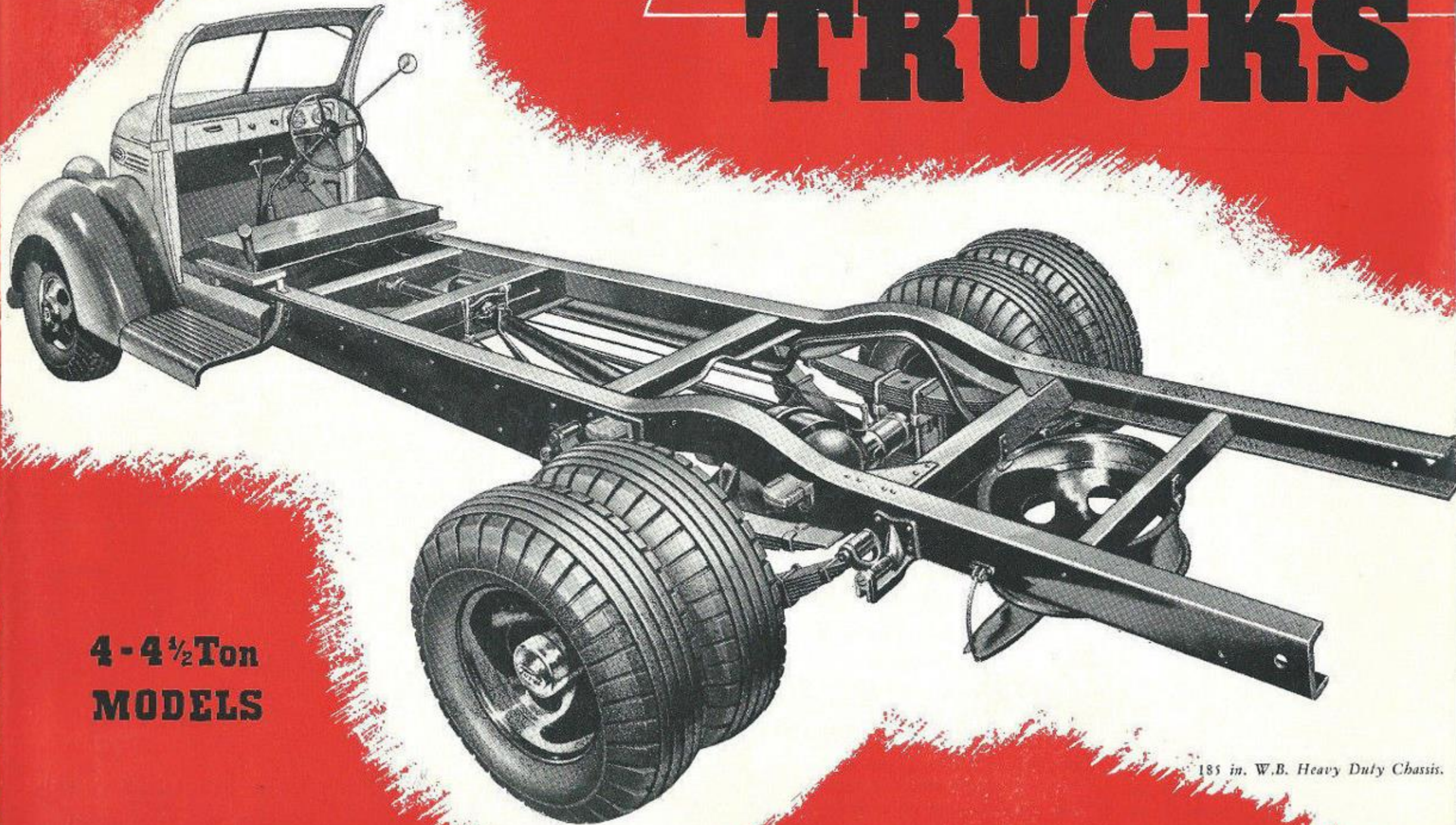


REG LINDNER

# FORD V-8 *HEAVY DUTY* TRUCKS



**4-4½ Ton  
MODELS**

185 in. W.B. Heavy Duty Chassis.



# POWERED FOR THE TOUGHEST HAULAGE JOBS SUPER STRENGTH IN EVERY PART . . . . .

## Unseen Features of Ford V-8 4-4½ Ton Range

**EASY STEERING.** The efficient worm and roller steering makes all-day driving easier, the smooth rolling action reducing friction to a minimum. Adequate provision is made for adjustments to compensate for wear, thus reducing maintenance costs.

### HEAVY-DUTY CLUTCH.

The heavy-duty centriforce clutch combines easy pedal pressure with complete dependability. Centrifugal force causes the pressure plate to clamp the clutch disc more tightly against the fly-wheel as engine speed increases. Clutch has power transmitting capacity 300% in excess of maximum engine torque.

### FULL TORQUE TUBE AND

**RADIUS ROD DRIVE.** Springs are relieved of all driving and braking stresses, which are transferred through torque tube and radius rods directly to rugged frame cross member.

### HYDRAULIC BRAKES.

New Ford Hydraulic Brakes are now standard on V-8 trucks. Completely independent mechanical emergency brakes operate on rear wheels. Braking areas—front 14" x 2", rear 15" x 3.5", emergency handbrake 14" x 1.5". Total braking area 466.75 sq. ins. Drum rings are of cast iron, and are cast integral with steel drum discs for greater strength and reduced weight. Large rib on edge of drum ring minimises tendency to distortion.

### DOUBLE SECTION TRUCK

**FRAME** of exceptionally high tensile strength and an elastic limit of 54,000 lbs. 134 in. and 157 in. wheelbase frames in 4½ ton capacity have full double section frame between second and fourth cross members.

### STUB AXLE ASSEMBLY.

The exceptional strength of Ford stub axle design means complete dependability under the most severe conditions. Wheel bearings are of tapered roller type, easily adjustable. King pins are fitted with long wearing bushings. Easy steering is made easier by fully enclosed king pin thrust bearings of tapered roller type.

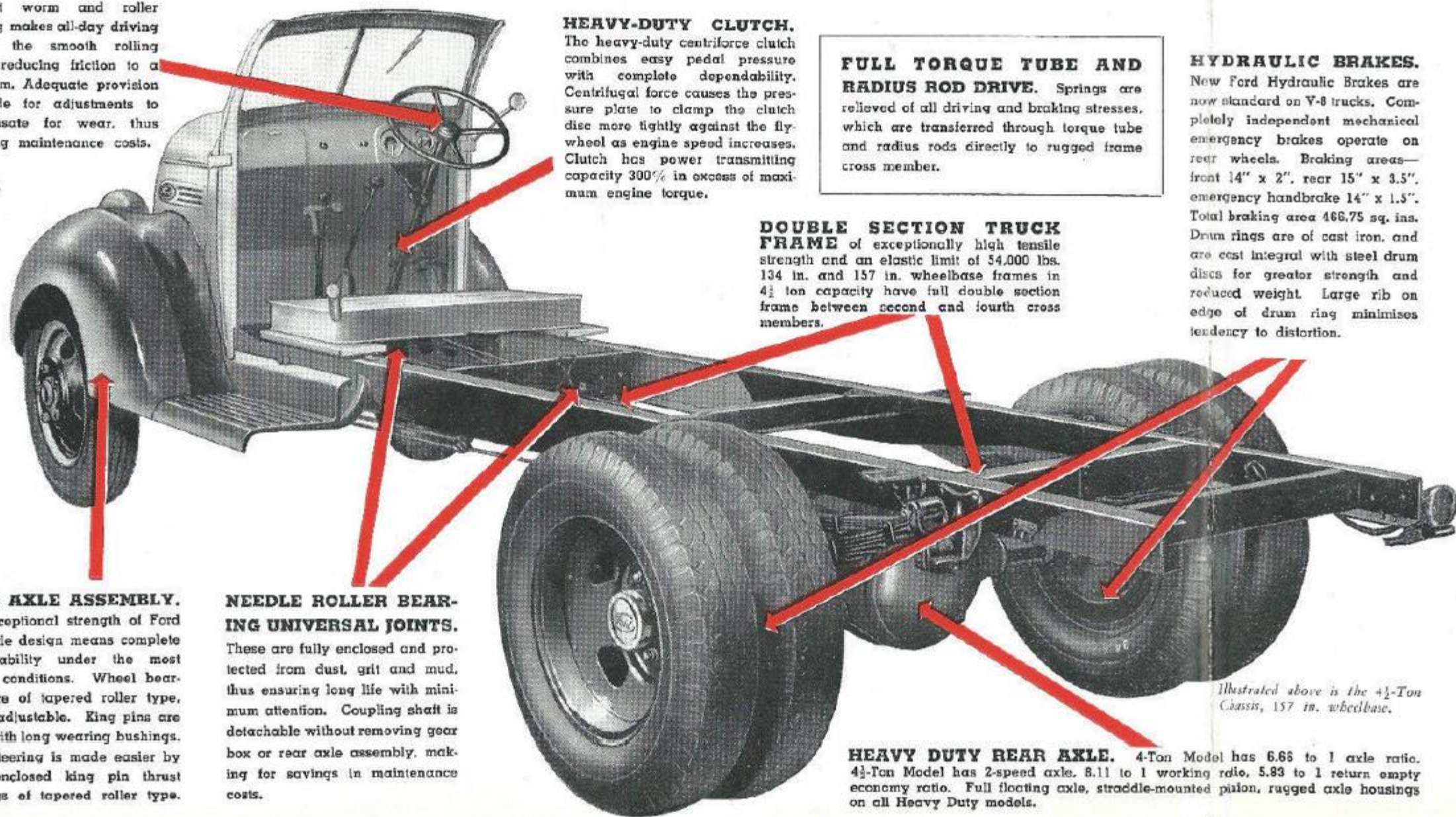
### NEEDLE ROLLER BEARING UNIVERSAL JOINTS.

These are fully enclosed and protected from dust, grit and mud, thus ensuring long life with minimum attention. Coupling shaft is detachable without removing gear box or rear axle assembly, making for savings in maintenance costs.

### HEAVY DUTY REAR AXLE.

4-Ton Model has 6.66 to 1 axle ratio. 4½-Ton Model has 2-speed axle, 8.11 to 1 working ratio, 5.93 to 1 return empty economy ratio. Full floating axle, straddle-mounted piston, rugged axle housings on all Heavy Duty models.

*Illustrated above is the 4½-Ton Chassis, 157 in. wheelbase.*





## **FORD V-8 OFFERS UNEXCELLED VALUE IN TRUCKS SPECIFICALLY ENGINEERED FOR HEAVY DUTY WORK**

1939 brings the widest range of V-8 Heavy-Duty Trucks ever presented by the Ford Motor Company. There are seven distinct chassis types. Two V-8 engines. Three axle ratios, including a two-speed rear axle. Three wheelbases are available—134", 157", and 185". Power take-off standard on 4½ Ton Tippers; special log-loading equipment, hydraulic hoists and winches.

4-Ton Models are powered with a V-8 motor developing 170 ft. lbs. torque. Equipment includes heavy duty rear axle assembly, axle ratio 6.66 to 1. 4½-Ton Models are powered with a V-8 Motor developing 180 ft. lbs. torque and are equipped with a heavy duty two-speed axle and special heavy duty high tensile steel frame.

A Truck for every job, and every Truck specifically designed for maximum performance with bedrock operating economy.

For 1939 the many proved long-life features of former models are retained, while super power hydraulic brakes are now standard equipment on all models. Illustrated opposite are but a few of the unseen features of the Ford V-8. Many proved and tested features such as these, plus a still further improved V-8 economy engine, make these 1939 models the most outstandingly economical Heavy-Duty Trucks Ford has ever presented.

### **MONEY-SAVING FORD ENGINE EXCHANGE PLAN**

The unique Ford Engine Exchange Plan saves time as well as money. A Ford factory reconditioned engine carries a new engine warranty, and can be fitted by your Ford Dealer in 6 to 8 hours at a cost lower than that of a complete engine overhaul. The engine exchange plan is available to all Ford owners, irrespective of mileage, whether it be 50,000 or 100,000 miles.

## **THESE STANDARD BODY TYPES AVAILABLE IN 4 AND 4½-TON RANGE.**

**134" Wheelbase:** 4 or 4½ Ton capacity. Available as Chassis, Cab Chassis, Dropside, Platform, Tipping Trucks with 4 and 6 Ton underbody hydraulic hoists. Gross vehicle capacity 4-Ton models 16,000 lbs., 4½-Ton models 17,000 lbs.

**157" Wheelbase:** 4 or 4½ Ton capacity. Available as Chassis, Cab Chassis, Dropside, Platform, Tipping Trucks with 4 and 6 Ton underbody hydraulic hoists. Gross vehicle capacity 4-Ton models 16,000 lbs., 4½-Ton models 17,000 lbs.

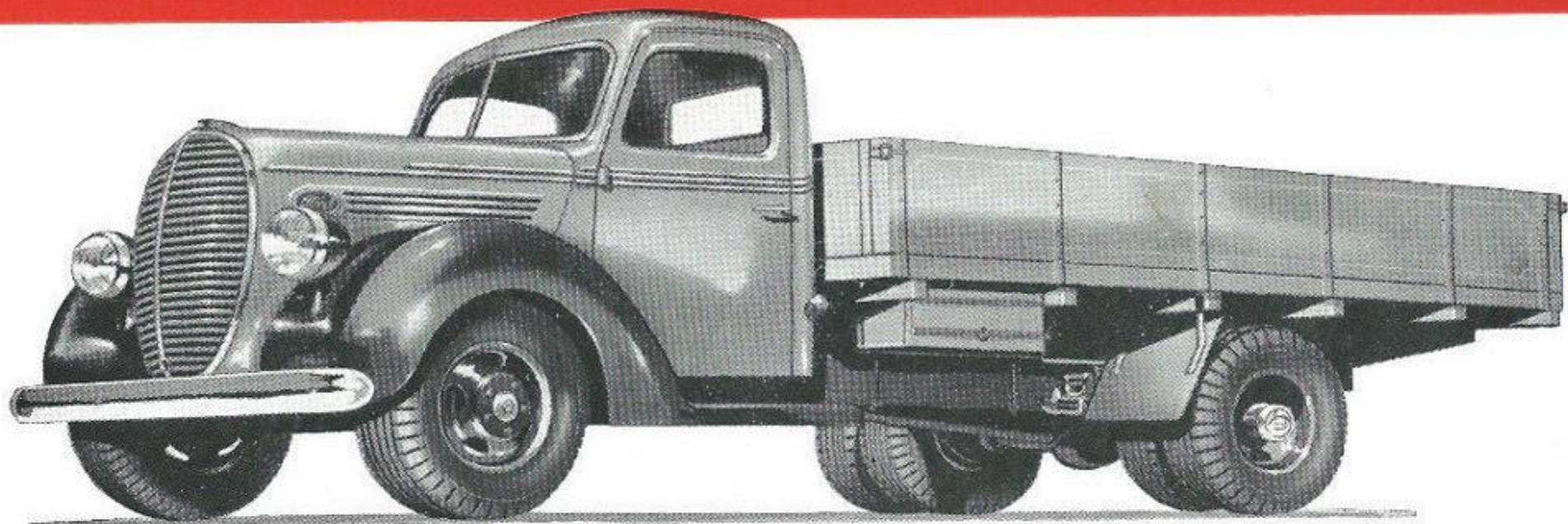
**185" Wheelbase** Bus Chassis with double drop frame. Gross vehicle capacity 14,270 lbs.

**185" Wheelbase** 3½ and 4½ Ton capacity. Available as Chassis, Cab Chassis, Dropside and Platform. Gross vehicle capacity 3½-Ton models 15,000 lbs., 4½-Ton models 17,000 lbs.

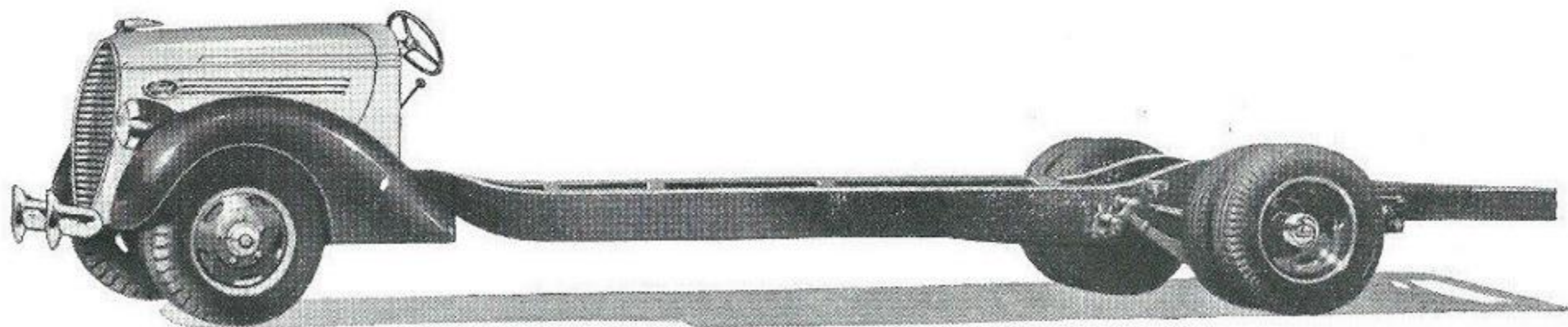
Semi-trailers with 16, 18, 20, 22, 24, 30 and 32 foot trays. Stock transport semi-trailers. Tipping semi-trailers with 3-stage underbody hydraulic hoist up to 12 ton lift capacity.

Timber winches for log loading. Winches and pole erecting equipment. Ford power take-off.





**FORD V-8 HEAVY-DUTY DROPSIDE** available on 134 in., 157 in. and 185 in. wheelbase chassis. Loading dimensions 114 in. x 78 in., 150 in. x 78 in., and 186 in. x 78 in. respectively. Maximum gross vehicle capacity 16,000 lbs. for 4-Ton, and 17,000 lbs. for 4½-Ton. Standard tyre equipment 4 and 4½-Ton models 2—7.00 x 20 and 4—34 x 7 10-ply. Available also with Platform Body.

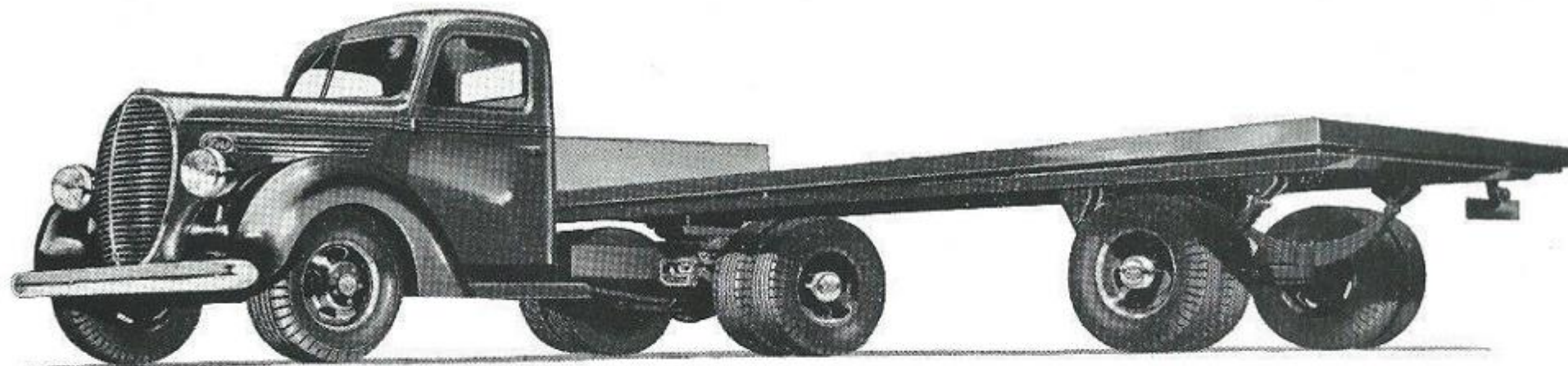


**FORD V-8 HEAVY-DUTY BUS CHASSIS** 185 in. wheelbase. Full torque tube drive and radius rods—driving and braking stresses are transmitted to centre frame cross-member, leaving rear springs free to cushion, not haul, the load. Ford precision-built hydraulic brakes with total braking area of 466.75 sq. inches. Distance, cowl to rear axle centre line, 151.7 in.; cowl to end of frame, 226 in. Gross vehicle capacity 14,270 lbs.





**FORD V-8 HEAVY-DUTY TIPPER** with G-Long Hydraulic Hoist, 134 in. or 157 in. wheelbase, with hoists of rated lifting capacity of 4 and 6 tons respectively. Hoist lifting arms are attached to body at four points, assuring safe lift on uneven ground. Extra rugged frame construction: 2-speed rear axle standard on 4½-Ton models.



**FORD V-8 SEMI-TRAILER** for payloads up to 10 tons, with semi-trailers 16 ft. x 7 ft. up to 32 ft. x 7 ft. tray sizes. All Ford semi-trailers over 24 ft. in tray length have dual rear springs which tend to eliminate any tendency to top sway. The 32 ft. unit is ideal for stock carrying and can be equipped with double-deck body to carry up to 280 sheep.



# SPECIFICATIONS

**100 H.P. ENGINE**—Bore  $3\frac{3}{16}$ " , stroke  $3\frac{3}{4}$ ". Displacement 239 cubic inches. Engine torque 180 ft. lb. at 1,850 R.P.M. **95 H.P. ENGINE**—Bore  $3\frac{1}{16}$ " , stroke  $3\frac{3}{4}$ ". Displacement 221 cubic inches. Engine torque 170 ft. lb. at 2,200 R.P.M.

Cast alloy steel crankshaft; effective main bearing surface 36.81 sq. ins.; forged manganese steel connecting rods; light-weight cast alloy pistons; precision-set valves with tungsten steel valve seat inserts for all intake and exhaust valves; full pressure lubrication.

**COOLING SYSTEM**—Full length water jackets; two self-lubricating centrifugal water pumps and fan.

**CLUTCH**—Special heavy-duty type with plate pressure increased by centrifugal force.

**TRANSMISSION**—Heavy-duty type 4 forward speeds. Power take-off optional as extra. Needle roller universal joints, fully enclosed.

**FRAME**—High carbon frame steel, heavy-duty for 134", 157" W.B. 4-ton trucks. Special frame having  $33\frac{1}{3}\%$  greater tensile strength for  $4\frac{1}{2}$ -ton

134" and 157" W.B. 185" W.B.  $4\frac{1}{2}$ -ton has dual frame with outer frame 9" deep. Main cross member 12.54" deep.

**SPRINGS**—Front, heavy-duty transverse cantilever; rear semi-elliptic type, free shackled, with auxiliary springs standard equipment.

**STEERING**—Worm and roller; ratio 18.4 to 1.

**REAR AXLE**—4-Ton Models: Full floating, spiral bevel gear drive, straddle mounted pinion and crown wheel thrust plate. Ratio 6.66 to 1.  $4\frac{1}{2}$ -Ton Models: Full floating two-speed axle, with straddle mounted pinion; axle ratios 5.83 to 1 and 8.11 to 1.

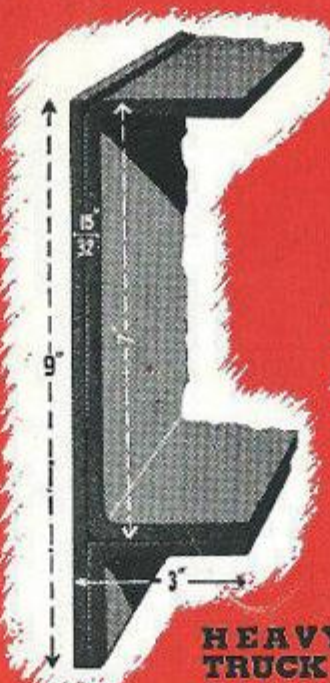
**BRAKES**—Hydraulic; front 14" x 2"; Rear 15" x  $3\frac{1}{2}$ ". Independent hand-brake system 14" x 1.5" on rear wheels. Total braking surface 466 $\frac{1}{2}$  sq. ins.

**TYRES**—4 and  $4\frac{1}{2}$ -ton Models: Two 7.00 x 20 and four 34 x 7, 10-Ply. 185 in. W.B. Bus Chassis: Six 7.00 x 20. 185 in. W.B.  $3\frac{1}{2}$ -ton Models: Six 32 x 6, 10-Ply.

*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.*

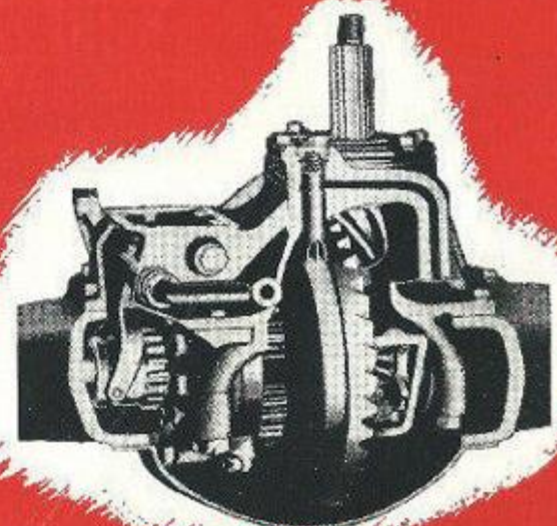
**FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.**  
(Incorporated in Victoria, Registered Office, Geelong) DM647/25MH.

**FORD V-8 BETTER VALUE COMES FROM ITS BETTER DESIGN. THESE ARE VALUE FEATURES.**



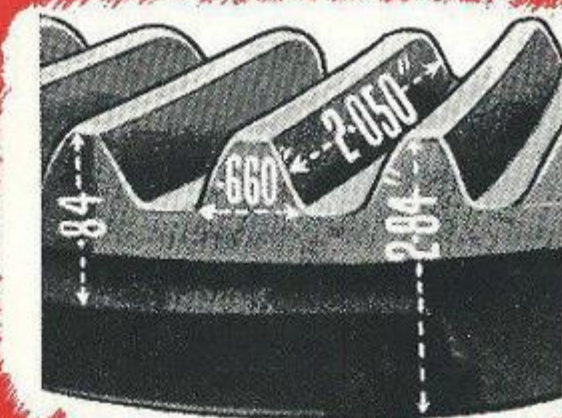
## HEAVY DUTY TRUCK FRAME.

Cutaway sectional view of 185" W.B. heavy-duty Truck frame extending between front and rear axle. Built to withstand tough haulage propositions.



## TWO-SPEED AXLE.

Working axle ratio 8.11 to 1. Return empty economy ratio 5.83 to 1. Straddle-mounted driving pinion. Silent change from low to high ratio.



## TWO-SPEED CROWN WHEEL.

Massively built for exceptional strength. Weight 26 lbs. 9 ozs. When hauling in 8.11 to 1 ratio strain is distributed evenly between crown wheel teeth and splines inside crown wheel meshing with planetary reduction gears.



## TWO-SPEED PINION.

Short, massive, straddle-mounted, designed for maximum efficiency and long life.