

THE FORD

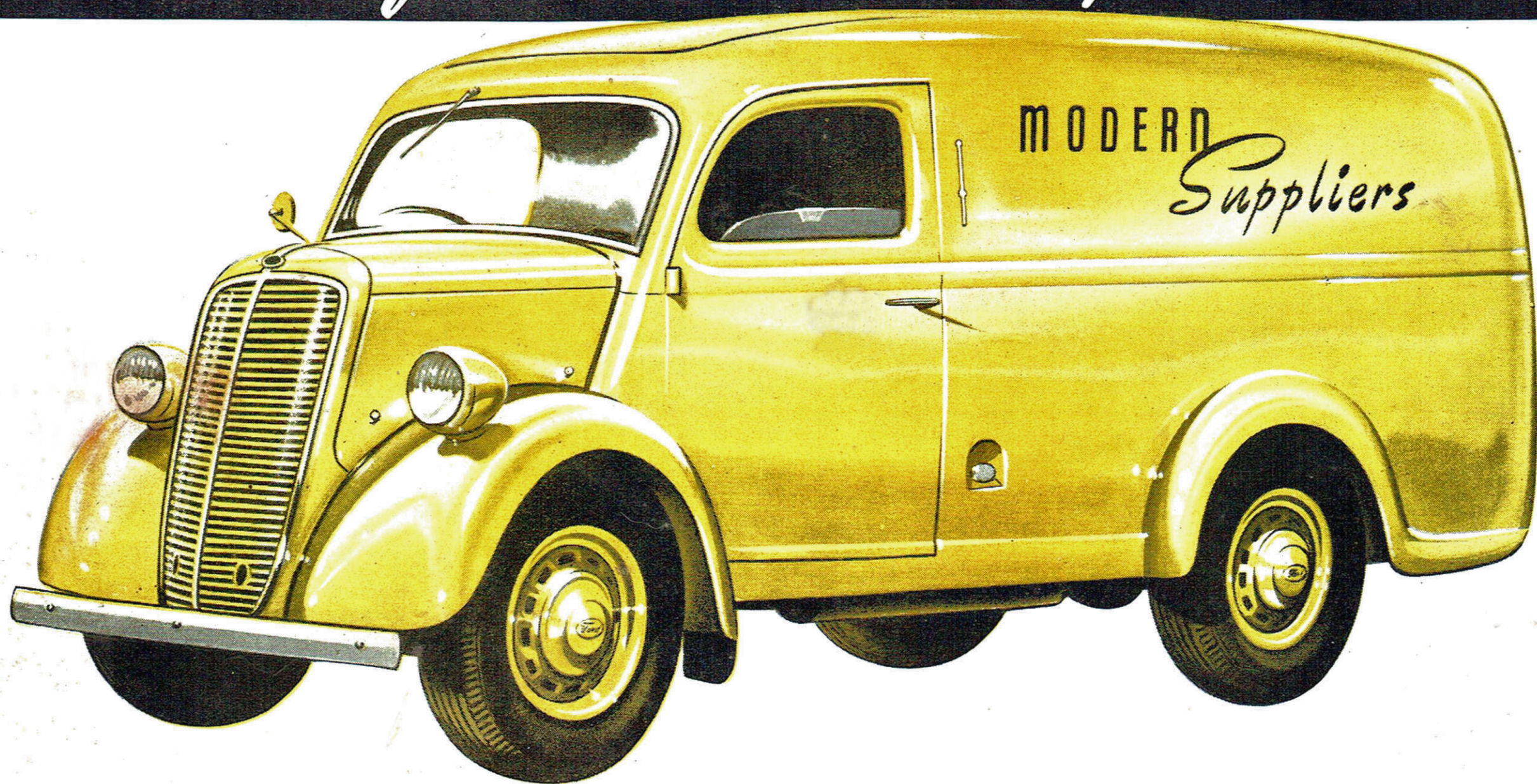
TEN-TEN

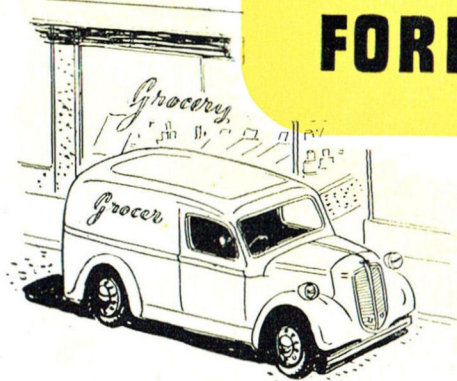
10 H.P.

10 CWT

DELIVERY VAN

A Profit-earner in any Business

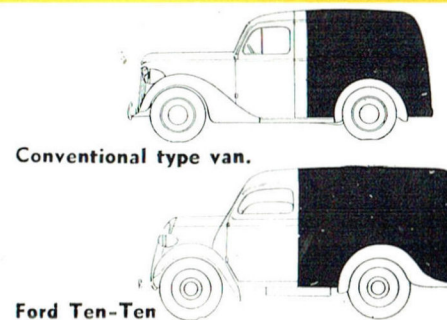




FORD TEN-TEN 10 H.P. 10 CWT. GIVES YOU EXTRA LOAD SPACE, TIME-SAVING PERFORMANCE & OUTSTANDING RELIABILITY

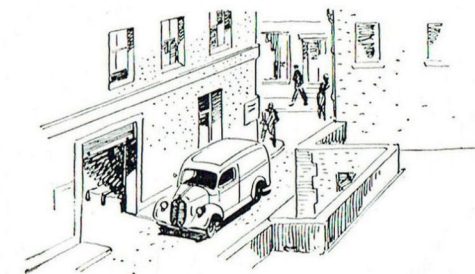
FOR BULKY 10CWT. PAYLOADS

Ford Ten-Ten will carry 10 cwt. loads of greater bulk than is possible with comparable vehicles of conventional design. The illustrations at right show just how much extra space Ford Ten-Ten provides, giving more deliveries for your business in the one trip — cutting overall delivery costs — speeding your delivery service.



EASE OF MANOEUVREABILITY

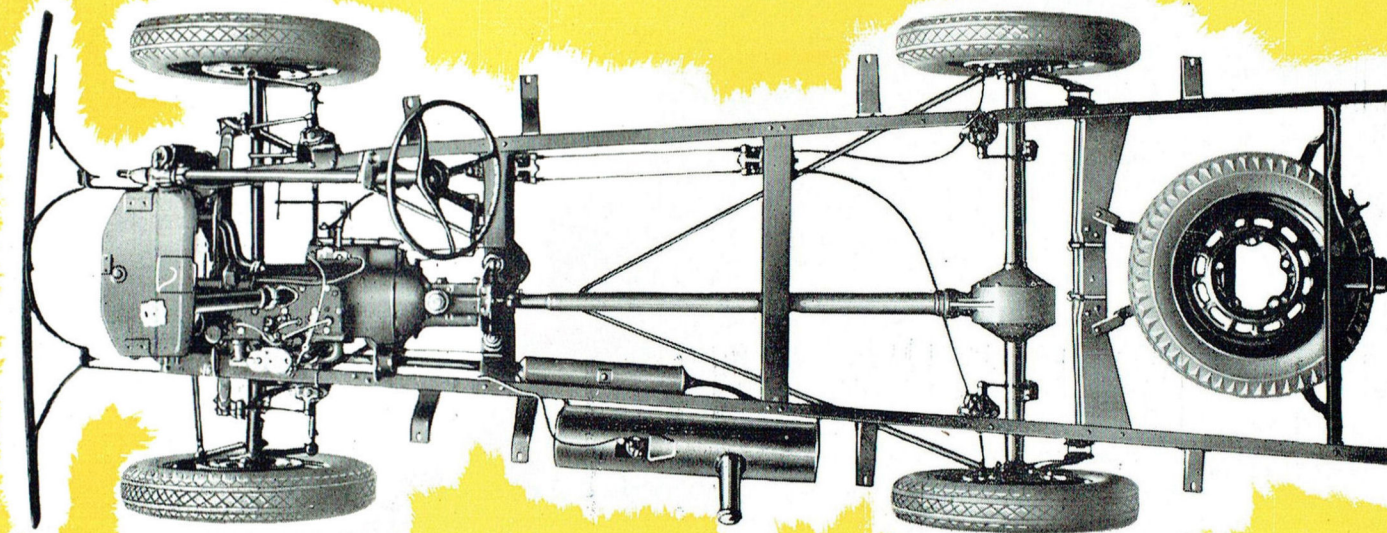
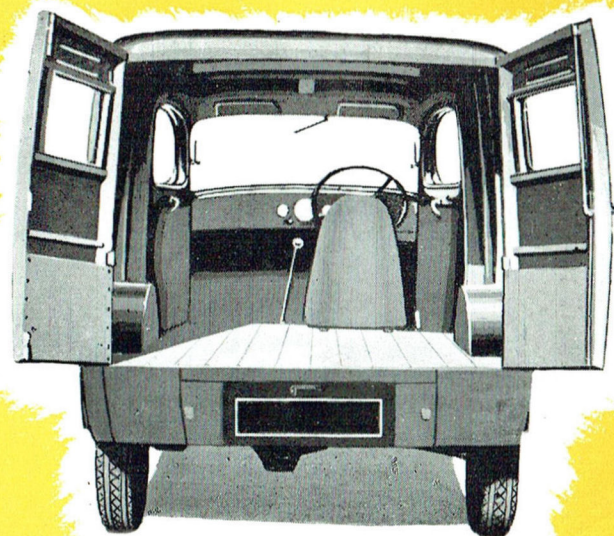
The semi-forward control and 90" wheelbase make for easy parking, backing in and out of lanes, turning in narrow streets. Full-sized door, side and rear, allow quick, easy access to driver's seat or unimpeded entry to the van body for handling parcels and goods.



120 CUBIC FEET OF LOAD SPACE

It should be clear, then, that the ideal delivery vehicle — for your type of work — is one that provides an adequate carrying capacity, an ease of manoeuvreability, with flexible driving control, and, at the same time, a sturdy engine whose running costs are down to bedrock.

In every respect, the Ford Ten-Ten (10 h.p., 10 cwt.) Van is designed to fill this specific purpose. It couples a panel van body, 120 cubic feet capacity, with 10 h.p. economy. The unit is engineered for its Gross Vehicle Weight of 3,400 lbs; for example, the special chassis frame from rearmost engine mounting back is straight truck-type, with heavy cross members.



FORD TEN-TEN VAN

10 H.P.

10 CWT.

SPECIFICATIONS

ENGINE.—4 cylinder side valve engine. Bore 2.5 ins. (63.5 mm.). Stroke 3.64 ins. (92.5 mm.). Capacity 71.55 cu. ins. (1,172 c.c.). R.A.C. rating 10 h.p. Maximum b.h.p. 30.1 at 4,000 r.p.m. Maximum torque 46.4 lbs.ft. at 2,400 r.p.m. Compression ratio 6.16:1. Detachable cast-iron cylinder head. Cylinders cast en bloc and integral with upper half of crankcase. Engine suspension at 4 points on rubber. Intake valves of special steel, nickel chrome alloy exhaust valves, valves being fitted with mushroom-ended stems. Counterbalanced crankshaft of cast alloy steel. 3 main bearings. Aluminium alloy pistons with 2 compression and one oil control ring above fully floating gudgeon pin.

LUBRICATION.—Submerged gear type oil pump delivering under pressure to cam-shaft, main and connecting rod bearing. Gudgeon pins and cylinder walls splash lubricated. Capacity of sump 4 pints. "Throw-away" type bypass oil filter fitted.

COOLING SYSTEM.—Thermo-syphon type cooling system with 11-inch, two-bladed fan driven by V belt. Capacity of system 2 gallons.

FUEL SYSTEM.—Down-draught carburettor, incorporating easy starting device, supplied via mechanical pump driven direct from camshaft. Fuel tank of 7 gallons capacity mounted on nearside of vehicle.

IGNITION.—Battery and coil type ignition. Distributor, mounted on cylinder head and driven from camshaft, incorporates automatic regulation of firing point. Firing order, 1, 2, 4, 3.

CLUTCH.—Dry, single plate, with heavy-duty ball thrust release bearing which is pre-lubricated.

TRANSMISSION.—3 forward speeds, one reverse. Ratios: 1st 20.98, 2nd 12.06, 3rd 6.83:1, reverse 27.44:1. Helically cut constant mesh pinions. Synchro-mesh between 2nd and 3rd speeds. Gearbox capacity

1 pint. Three-quarter floating rear axle with drive through torque tube and radius rod. Spiral bevel final drive. Roller bearings throughout. Rear axle capacity 1½ pints.

FRONT AXLE.—Forged "I" section beam. Adjustable taper roller bearings on wheels.

STEERING.—Worm and nut type steering. Ratio 19:1. Three-spoke steering wheel of 17 ins. diameter.

BRAKES.—Four-wheel fully automatically compensated internal expanding cable operated brakes. Individual adjustment on each wheel. Foot brake operates all four wheels, hand brake on rear wheels only.

SUSPENSION.—Transverse semi-elliptic springs fitted front and rear. Radius rods maintain axle alignment. Oil-less type spring shackles. Double-acting hydraulic shock absorbers fitted front and rear.

WHEELS AND TYRES.—Pressed steel wheels fitted with 6.00 x 16 tyres.

ELECTRICAL EQUIPMENT.—6 volt, 13 plate battery. Two-brush type generator. Voltage regulator.

GENERAL EQUIPMENT.—Ammeter, speedometer, and electric petrol gauge. Outside rear view mirror. Front bumper. Tool box under floor in front. Trafficators.

BODY SPECIFICATION.—Standard Van—Composite wood and metal body. The offside and rear doors can be locked from the outside, whilst the nearside door can be locked from within. Balanced type quick-lift window in front doors. Spare wheel compartment under floor at rear, accessible from outside of van.

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