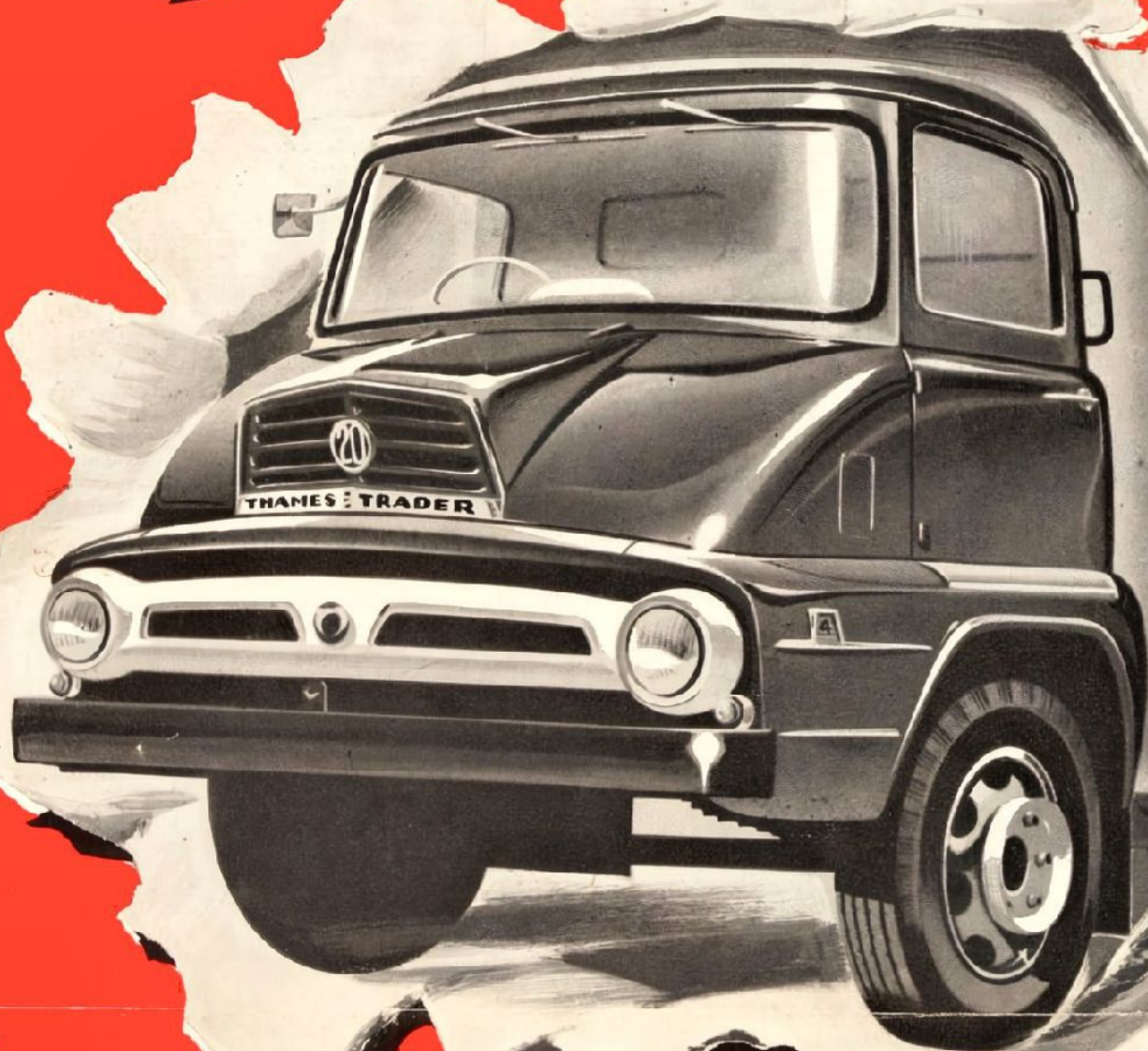


*Here's your truck . . . the  
entirely new and cost-cutting*

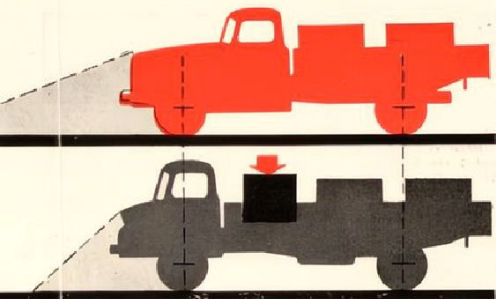
# ***Thames Traders'***



- ★ New Forward Control
- ★ New Economy-Power Engines
- ★ New Double-Life Chassis Features
- ★ New Comfort-Style Cabs for 3-man Crew



**Absolutely modern in practicability . . . free of old-fashioned unnecessarys . . .  
designed specifically to cut costs and lessen effort in 30 cwt. to 4 ton work —**



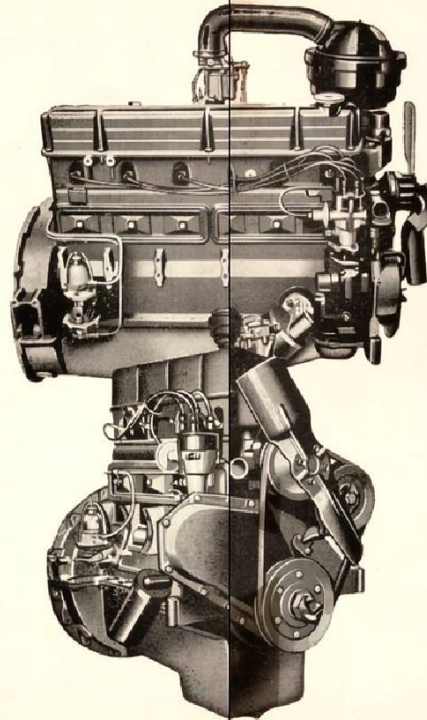
## FORWARD CONTROL

**increases payload capacity  
and manoeuvrability . . .**

Two big advantages of Forward Control over normal control are shown in this diagram. One is the additional load space on the same wheelbase and the other is the reduction in the size of the "blind" area from the driver's viewpoint.

On the Thames Trader additional load space in relation to wheelbase allows a bigger proportion of the load to be moved nearer to the front axle. This results in a better distribution of total weight with 33% on the front axle and 67% on the rear axle. Thus the 4 rear tyres take the correct proportion of total weight and even incorrect distribution of the load on the body will not upset the Trader's balance.

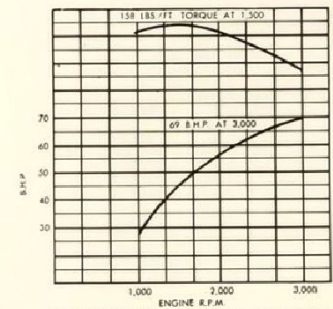
*The shorter wheelbase and shorter overall length of the Thames Trader enable the driver to complete a turn in a confined space in one sweep. On a normal control truck he would have to stop and reverse before completing the manoeuvre.*



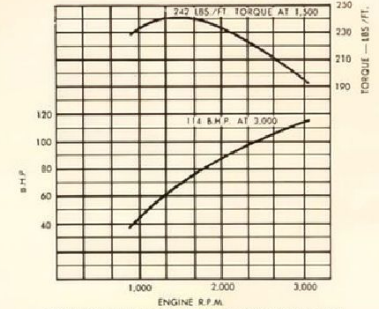
## Extra efficiency and longer life in every engine feature . . .

Ford engineers worked to two essential requirements in designing the Thames "Economy-Power" engines . . . plenty of 'easy' power for their respective G.V.W.'s, and big economies in fuel and general maintenance costs. The result in both the 4 cylinder and 6 cylinder overhead valve engines is compact modern design, high torques, and fuel economy which is remarkable in relation to their power capacities. These are engines which will give you mile after mile of trouble-free operation and the very minimum of servicing costs.

**. . . and high, really hard-working torques—**



PERFORMANCE CURVES: ENGINE WITH ACCESSORIES LESS FAN, INCLUDING GENERATOR (CHARGING), AIR CLEANER, WATER AND FUEL PUMPS



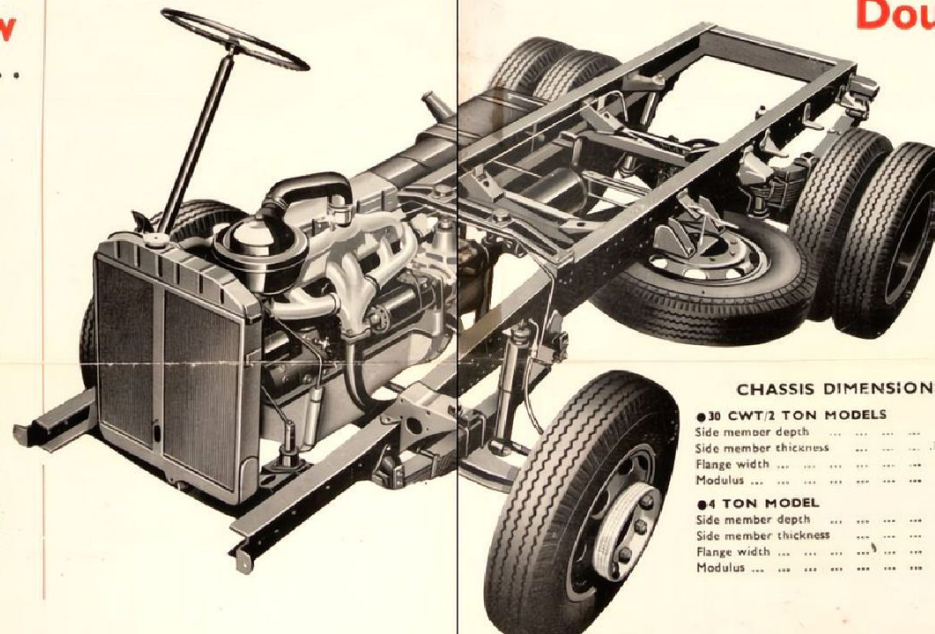
PERFORMANCE CURVES: ENGINE WITH ACCESSORIES LESS FAN, INCLUDING GENERATOR (CHARGING), AIR CLEANER, WATER AND FUEL PUMPS

## Greater comfort for 3-man crew

**New seating comfort for 3 . . . outstanding visibility . . .  
air conditioning . . . complete engine insulation.**



Single driver and dual passenger seats are of moulded foam-rubber . . . the big curved windscreen (the biggest ever provided on a truck of this type) and forward control position means an all-round, panoramic view . . . a special ventilating system and engine cooling system keep cab cool . . . complete weather-proofing increases comfort . . . cab has special 4-point mounting for a smoother, level-keeled ride for crew on rough surfaces. In feature after feature you'll find this the most relaxing, comfortable, roomiest cab in its field.



### CHASSIS DIMENSIONS

30 CWT./2 TON MODELS	
Side member depth	7"
Side member thickness	1.84/2.00"
Flange width	2.75"
Modulus	4.86"
4 TON MODEL	
Side member depth	9"
Side member thickness	2.0/2.2"
Flange width	2.79"
Modulus	7.5"

## Double-life chassis features

The entirely new Forward Control Trader's chassis incorporates the most modern engineering techniques to ensure maximum strength without any excess weight.

Alligator type centre cross members — cold press rivetted to side members.

Boxed front ends to chassis side members mean added strength.

Flat chassis plan for easy body building and additional strength.

No need for longitudinal body bearers for flat chassis plan allows their replacement by shallow runners giving additional lateral stability and strength.

Entirely new gearbox and extra strength. Hypoid rear axle match chassis ruggedness.

For easier maintenance gearbox is removable without disturbing engine and differential is also removable without disturbing rear axle.



# Specifications: Thames Trader Trucks

## ENGINES

**4-CYLINDER.** O.H.V. Bore 3.74" (95 mm.). Stroke 4.53" (115 mm.). Capacity 199 cu. ins. (3,260 ccs.). Maximum B.H.P. 68 at 2,800 r.p.m. nett. Torque 158 lbs./ft. at 1,500 r.p.m. nett. Compression ratio 6.4:1.

**6-CYLINDER.** O.H.V. Bore 3.74" (95 mm.). Stroke 4.53" (115 mm.). Capacity 298.5 cu. ins. (4,888 ccs.). Maximum B.H.P. 110 at 2,800 r.p.m. nett. Torque 242 lbs./ft. at 1,500 r.p.m. nett. Compression ratio 6.4:1.

**FUEL SYSTEM.** Single Venturi vertical downdraught carburettor with oil bath air cleaner. Combination mechanical and vacuum fuel pump driven from camshaft.

**IGNITION.** 12 volt oil filled coil. Camshaft driven distributor, with combination centrifugal and vacuum controlled automatic advance and control. Spark plug 14 mm.

**CYLINDER BLOCK** and crankcase cast integrally. Replaceable wet cylinder liners. Detachable cast iron cylinder head incorporating push rod operating valve gear. 5 bearing crankshaft on 4-cyl. engines and 7 bearing crankshaft on 6-cyl. engines. Interchangeable connecting rods. Aluminium alloy solid skirt pistons. Fully floating gudgeon pins.

**LUBRICATION.** Gear type oil pump delivering under pressure to main, big end and camshaft bearings. Full flow oil filter with replaceable cartridge type element fitted direct to cylinder block. Capacity of sump including filter 13½ imp. pints for 4-cyl. engines and 20 imp. pints for 6-cyl. engines.

**ELECTRICAL EQUIPMENT.** Battery 12 volt . . . 57 amp. hour at 20 hour rate, single unit. Positive earth, located left side of chassis. Shunt wound ventilated type generator. Voltage control regulator.

**FUEL TANK 1½-2 TON.** Fuel tank capacity of 14 imp. gallons. Located right side of chassis.

**4 TON.** Fuel tank capacity 20 imp. gallons. Located on right side of chassis.

## GENERAL SPECIFICATION COMMON TO ALL MODELS UNLESS OTHERWISE STATED

**WHEELBASE.** 30 cwt. 118". 2 ton — 118". 4 ton — 138" and 152".

**GEARBOX.** Four forward speeds and reverse. Synchromesh on 2nd, 3rd and 4th gears. Constant mesh helical gears. Provision for power take-off on right hand side of gearbox. Gearbox removable without disturbing engine.

**GEARBOX RATIOS.** First gear 6.393. Second gear 3.092. Third gear 1.686. Fourth gear 1.1. Reverse gear 7.82.

**REAR AXLE (Single Speed).** Fully floating hypoid. Pressed steel banjo type housing, with rectangular section arms. Straddle mounted pinion. 4 pinion differential carrier. Heavy duty taper roller bearings.

## AXLE RATIOS

Truck Weights	Single Speed
1½ & 2 Ton Standard	4.857
4 Ton Standard	5.286

**FRONT AXLE.** Drop forged "I" section beam.

**STEERING.** Free standing steering column mounted on outrigger. Steering ratio approx. "Marles" 18.7:1, Bishop 20.0:1 in 1½ and 2 ton trucks and "Marles" 24.72:1, Bishop 21.00:1 in 4 ton trucks. Steering wheel diameter 20".

## TURNING CIRCLES

1½-2 Ton	118" W.B.	41'	
4 Ton	138" W.B.	46'	152" W.B. 50' 6"

**BRAKES.** Hydraulically operated, internally expanding, two leading shoe, with dual internal cylinders on front and transverse cylinder expander on rear. 1½ and 2 ton trucks — Drum dia. 14" x 2.5" wide. Total brake lining area 268 sq. ins.

4 ton trucks — Drum dia. 14" x 2.5" on front and 15.25" x 3.5" on rear, giving total brake lining area of 342 sq. ins.

**SUSPENSION.** Synchronised longitudinal semi-elliptic leaf springs, with anchor at front and shackle at rear on all models, additional helper springs at rear 4 ton.

Front and rear shock absorbers standard.

## Model Standard Tyre Equipment

Model	Standard Tyre Equipment
1½ Ton Truck	6.50 x 20, 8 ply. (Single Rears)
2 Ton Truck	6.50 x 20, 6 ply. (Dual Rears)
4 Ton Truck	7.50 x 20, 10 ply. (Dual Rears)

**FRAME.** Channel section tapered in front and rear, detachable front cross-member.

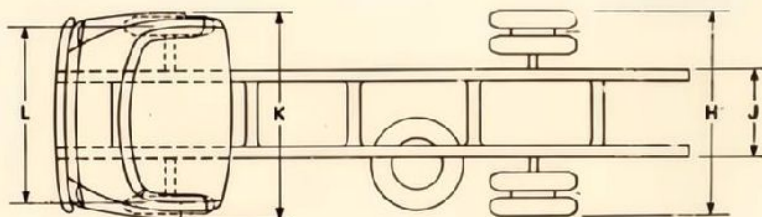
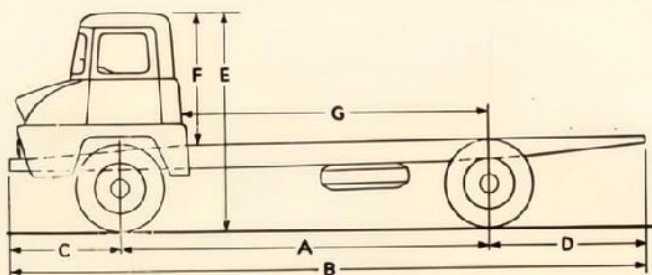
**CAB.** Forward control. All steel, welded integral construction. Four point flexible mountings. Full width curved 1,010 sq. in. area windscreen. Dual arc (605 sq. ins.) windscreen wipers. Forward hinged doors opening 75° with full drop, quick wind windows. Three windows in back panel. Safety glass all round. Nearside door locked from inside. Outside lock on driver's door. Detachable, double skin, fibreglass insulated engine cowling. 3-man accommodation in single driver and dual passenger seats. Fitted interior light, driver's sun visor, rubber floor mats and external driving mirror.

**INSTRUMENTS.** Central anti-glare cluster . . . incorporating speedometer, odometer, fuel gauge, temperature gauge. Oil pressure, generator, and main beam warning lights. Separate instrument lighting switch.

**ELECTRICAL EQUIPMENT.** Built-in flush fitting headlamps with semi-sealed reflectors. Twin filaments 42/36 watt bulbs, incorporating central filament driving light, and offset filament anti-dazzle beam. Flush fitting side lamps. Light switch, incorporating dip switch and horn button, mounted on steering column.

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## DIMENSIONS



Model	A	B	C	D	E	F	G	H	J	K	L
30 Cwt.	118"	215.5"	47.25"	50.25"	90.22"	56.25"	92.44"	76.97"	34.62"	85"	71.22"
2 Ton	118"	215.5"	47.25"	50.25"	90.22"	56.25"	92.44"	82.54"	34.62"	85"	71.22"
4 Ton Short wheelbase	138"	245.5"	47.25"	60.25"	92.60"	56.25"	112.44"	84.3"	34.62"	85"	72.18"
4 Ton Long wheelbase	152"	263.5"	47.25"	64.25"	92.60"	56.25"	126.44"	84.3"	34.62"	85"	72.18"

**FORD MOTOR COMPANY OF AUSTRALIA PROPRIETARY LIMITED**

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