

BUSINESS MOVES MORE PROFITABLY WITH

New Thames Trader Trucks

30 cwt. — 7 tons



Thames Traders prove more **PRACTICAL!**

**Absolutely modern in design—free of old-fashioned
unnecessaries—built specifically to cut
costs and lessen effort in 30 cwt. to 7 ton work!**

In 30 cwt., 2 ton, 4 ton, 5½ ton and 7 ton ratings, these trucks meet the increasing need for lower operating costs. Usually the business using a fleet of light to medium duty trucks cannot apply the same type of scheduling as in heavy duty work. Loads and purposes must have greater variation to suit day to day demands. In the case of the owner-driver working in the light to medium duty field, he, too, has to meet constantly changing load and work conditions. Thus the increasing need is for trucks

which can be operated more economically and efficiently under either full or part capacity load conditions. Ford has designed the Thames "Traders" specifically for this purpose. They have ruggedness, long-lived durability and plenty of power. Yet they eliminate wasteful excess weight, unnecessary fuel consumption, costly maintenance and have a handling ease which reduces both working time and costs. With Thames Traders on the job any type of business will move more profitably.

*In these effective modern ways
Thames new design helps your job!*

**DOUBLE-LIFE
CHASSIS FEATURES**
—and no
wasteful, excess
weight

**ECONOMY
POWER ENGINES**
—for more
work with less
fuel

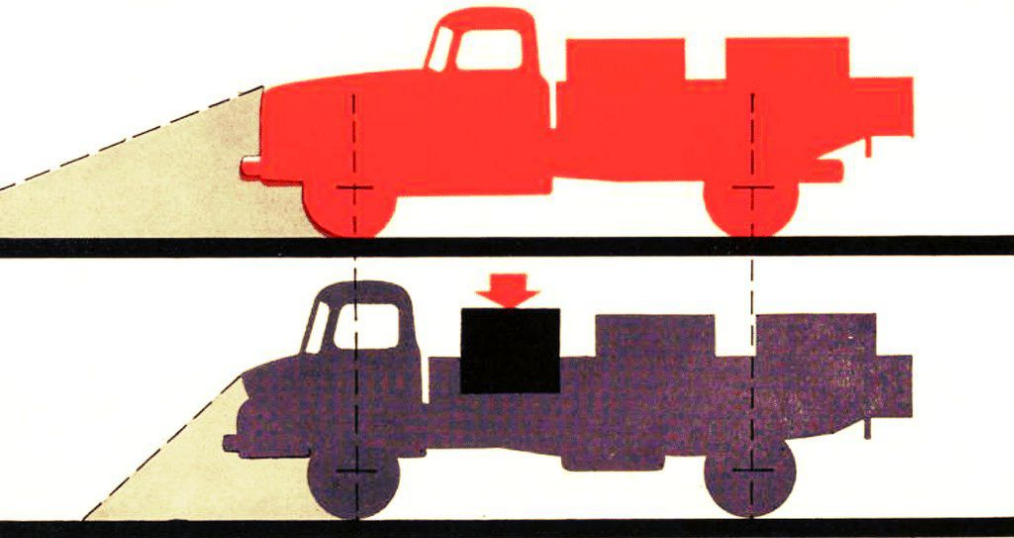
**FORWARD
CONTROL**
—for more load
capacity and
easier handling

**COMFORT-
STYLE CABS**
for driver &
crew ease

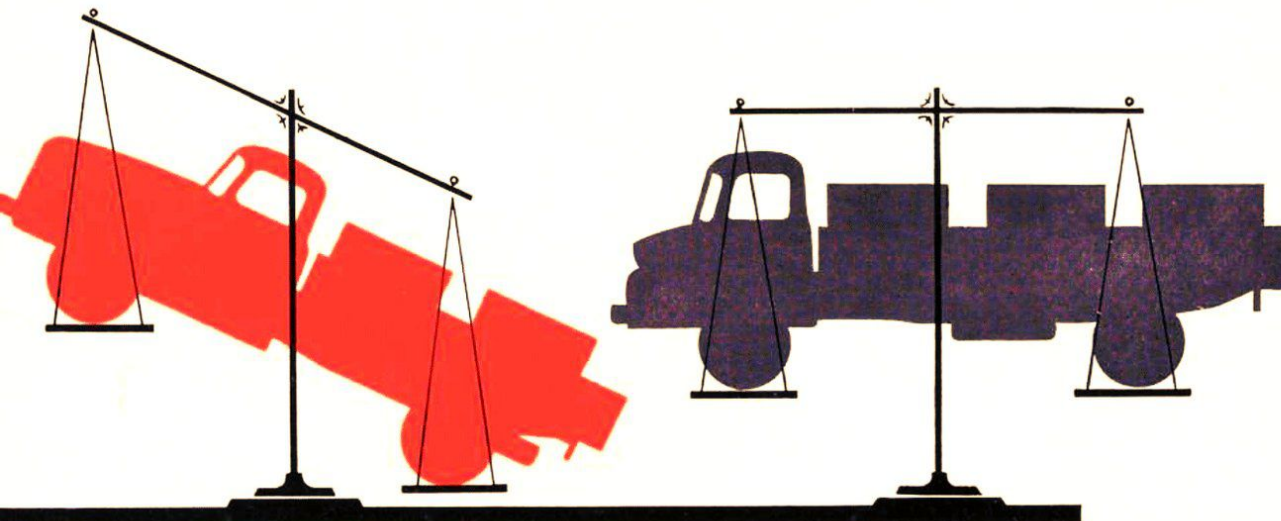


Consider these advantages of Trader's

FORWARD CONTROL



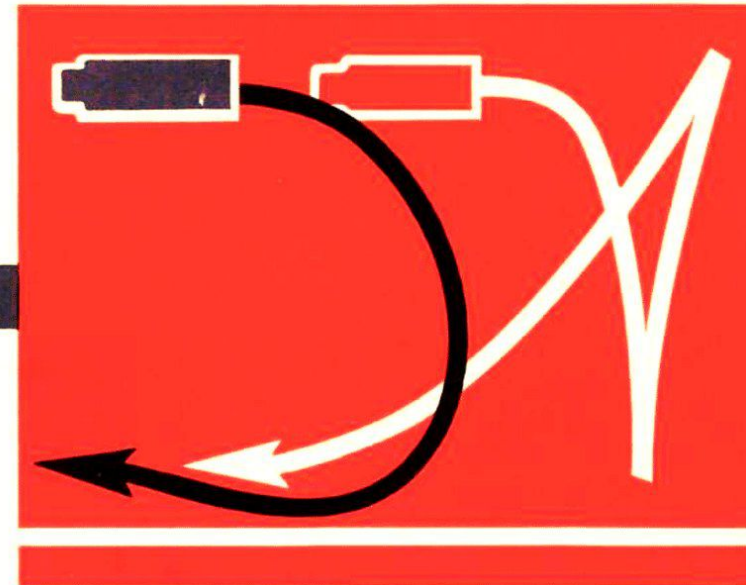
Two big advantages of Forward Control over normal control are shown in this diagram. One is the additional load space on the same wheelbase and the other is the reduction in the size of the "blind" area from the driver's viewpoint.



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.

- 1 Up to 15 per cent increase in payload capacity over normal control trucks of similar wheelbase.
- 2 Balanced weight distribution. Laden or unladen the weight is distributed in the correct proportions over the front and rear axles — $\frac{1}{3}$ on the front axle and $\frac{2}{3}$ on the rear axle. This even load-spreading minimises stresses on the chassis, suspension and transmission, thus reducing general wear and tear.
- 3 Shorter wheelbases made possible by forward control give smaller turning circles, better general manoeuvrability, with less driver fatigue, and consequently greater safety.
- 4 Shorter overall length allows a chassis design with greater strength but less "dead-weight" than in normal chassis construction.
- 5 On the 30 cwt. and 2 ton models, low frame chassis, specially designed to meet the requirements of local delivery operators.

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.



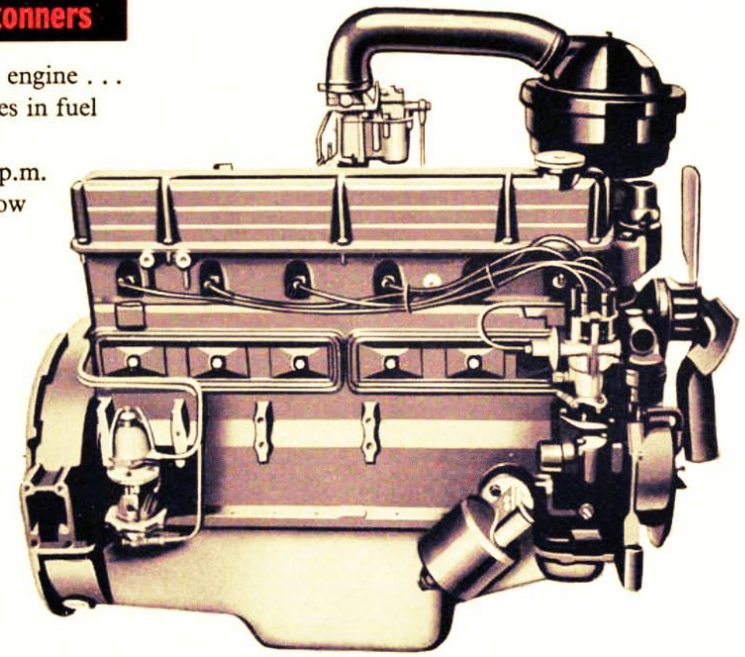
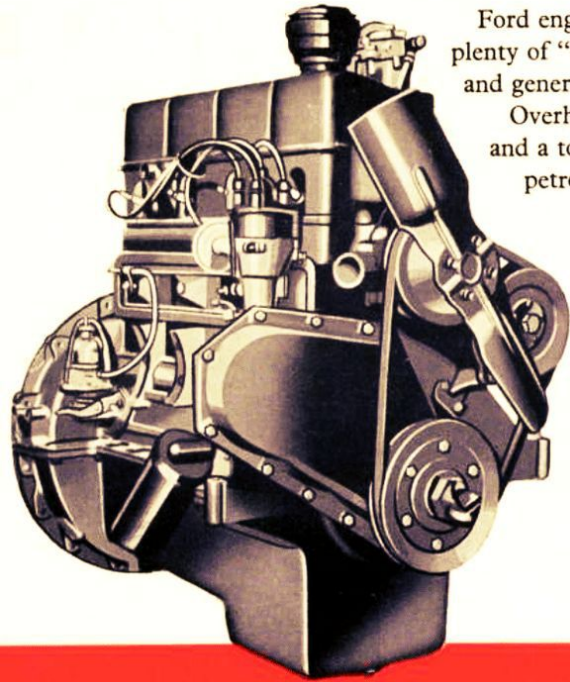
4 cyl. petrol-fuelled economy-power for 30-cwt. and 2-tonners

Ford engineers worked to two essential requirements in designing this engine . . . plenty of "easy" power for 30 cwt. and 2 ton work . . . and big economies in fuel and general maintenance costs. The result is a compact, modern Overhead Valve 4 cylinder that develops a nett 70 b.h.p. at 3000 r.p.m. and a torque of 158 lbs. ft. at 1600 r.p.m. And an engine in which low petrol consumption, trouble-free operation and minimum servicing costs combine for constant economy.

6 cyl. petrol-fuelled economy-power

The 6 cylinder O.H.V. engine which powers the 4, 5½ and 7 ton Traders develops a nett 109 b.h.p. at 3000 r.p.m. and a torque of 242 lbs. ft. at 1300 r.p.m. It shares with the 4 cylinder engine many common components of advanced design and the efficiency and long life of these modern features are reasons for lower running costs.

Another reason for operating thrift is a fuel economy which is remarkable in relation to power capacity.

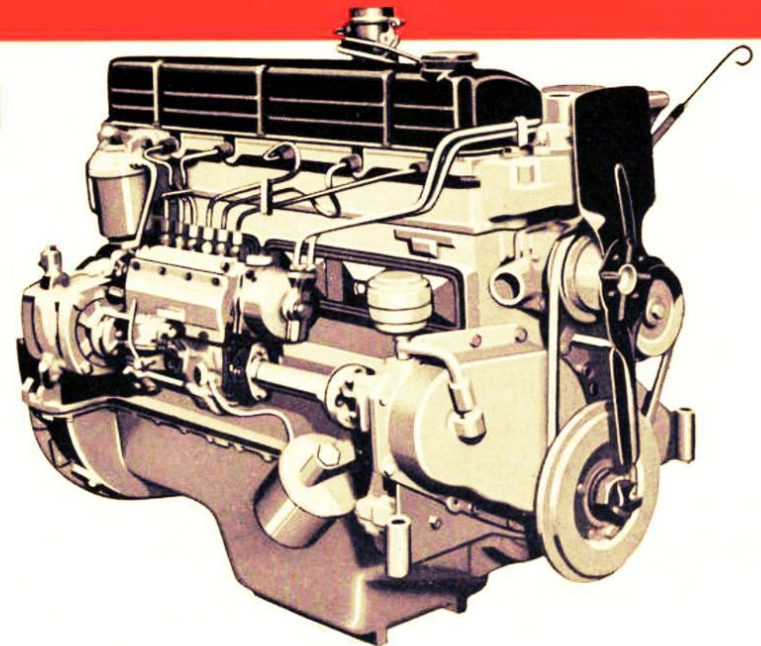


THAMES 'TRADER' ECONOMY-POWER

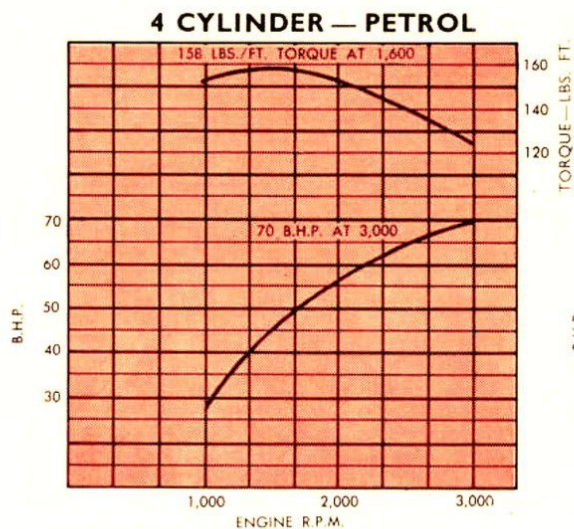
6 cyl. Diesel economy power for the 4, 5½ and 7 tonners

This compact, simplified and long-lived O.H.V. Diesel was specially designed by Ford engineers to increase the extra thrift and power-ease of direct injection. Its high, flat torque curve with a nett of 242 lbs. ft. at 1500 r.p.m. and a nett power development of 100 b.h.p. at 2500 r.p.m. mean highly efficient top gear performance and less engine effort under heavy load conditions.

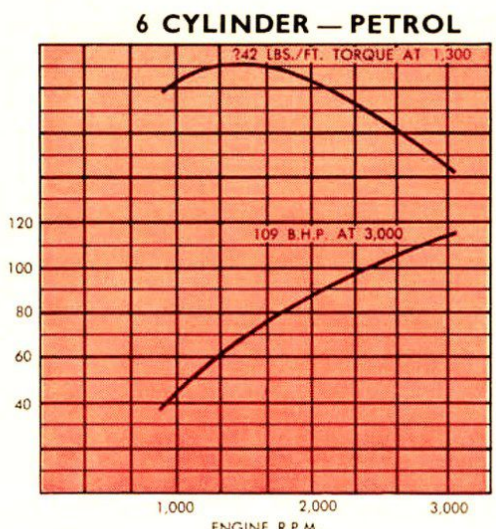
Efficient combustion is ensured by high pressure atomisation from four hole injector nozzles and cylinder head design creates correct air turbulence. The injector pump rations fuel direct to injector nozzles and, in the pump, a pneumatic governor also controls amount of fuel delivered to each cylinder. Thus, both maximum fuel economy and correct power for particular load are constantly maintained. Smooth running and perfect timing are ensured by hydraulic engine stabiliser and equal length pipes to each injector. Another important feature is a non-reversible camshaft in injector pump for complete safety and foolproof starting.



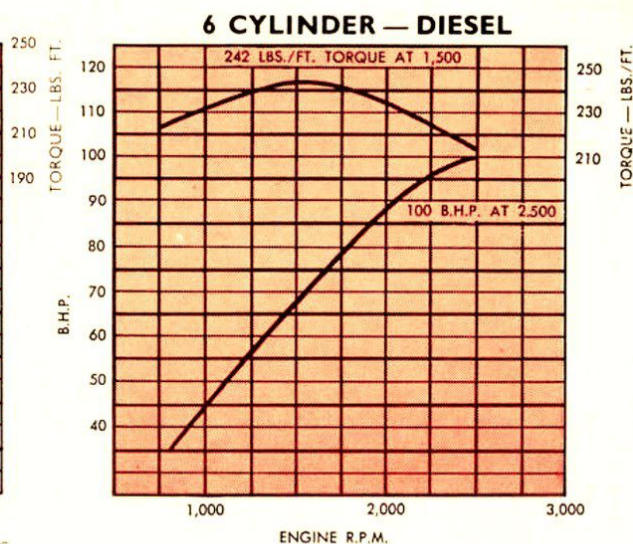
BIG TORQUE DEVELOPMENTS IN EVERY COST CUTTING ENGINE



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



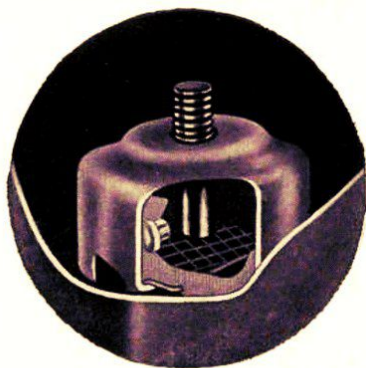
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BIG TORQUES WHEN YOU NEED THEM MOST. These charts show the torque capacities of the Trader's Economy-Power engines. These big torques mean easier, smoother "move-off" with the heaviest load . . . surer, faster pick-up under heavy going conditions . . . greater ability to "hang-on" to the toughest pull.

Extra efficiency and longer life in every ENGINE feature!



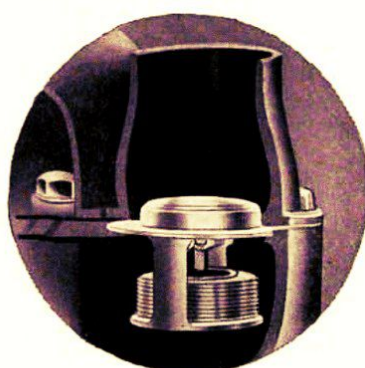
PERMANENTLY PRIMED OIL PUMP The oil pump is self-primed even when the engine is stationary meaning less time lag before oil under pressure reaches the main bearings, connecting rods and camshaft bearings.



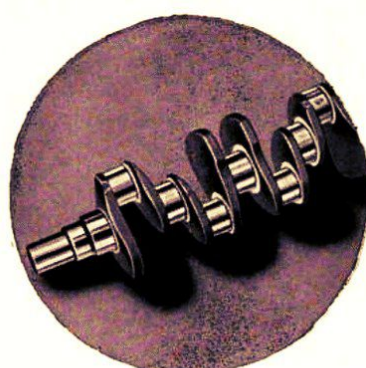
CAMSHAFT BEARINGS Pressure lubricated bearings ensure that the shaft is rigid at all speeds and, by reducing the load on each bearing, also prolong bearing life.



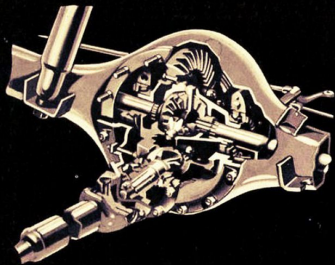
REPLACEABLE WET LINERS Positively located wet liners enable the best materials to be used for cylinder walls. Bore life is increased, and, when necessary, liners are easily replaced.



RADIATOR BY-PASS VALVE The most efficient operating temperature is reached as quickly as possible. The result is considerably longer cylinder bore life and greater economy in fuel usage.

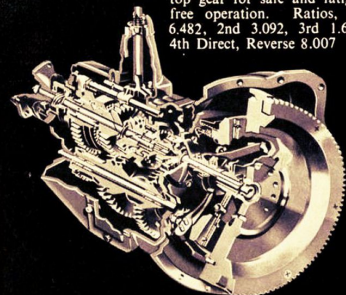


HEAVY-DUTY CRANKSHAFTS Statically and dynamically balanced crankshafts have induction hardened pressure-lubricated main bearings and the bearings are fitted with replaceable copper-lead liners with steel backings.



REAR AXLE — The new "Square" Hypoid fully floating axle with Banjo type housing incorporating a welded back cover for rigidity and strength. The crown wheel assembly is withdrawn as a unit through the forward inspection cover.

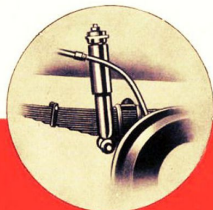
GEARBOX — Four speed heavy duty gearbox with chrome molybdenum helically cut gears for long, rugged trouble free service. Silent synchromesh on 2nd, 3rd and top gear for safe and fatigue free operation. Ratios, 1st 6.482, 2nd 3.092, 3rd 1.686, 4th Direct, Reverse 8.007



CLUTCH — Semi centrifugally assisted to ensure positive engagement under all conditions. Hydraulically assisted withdrawal mechanism to absorb the pressure needed to operate the clutch and ensure super light operation. Spring cushioned centre plate to ensure smooth take up.

SYNCHRONISED SPRINGING

While strength of comparatively short spring length is retained, scientific synchronisation of front and rear action gives greater riding smoothness.



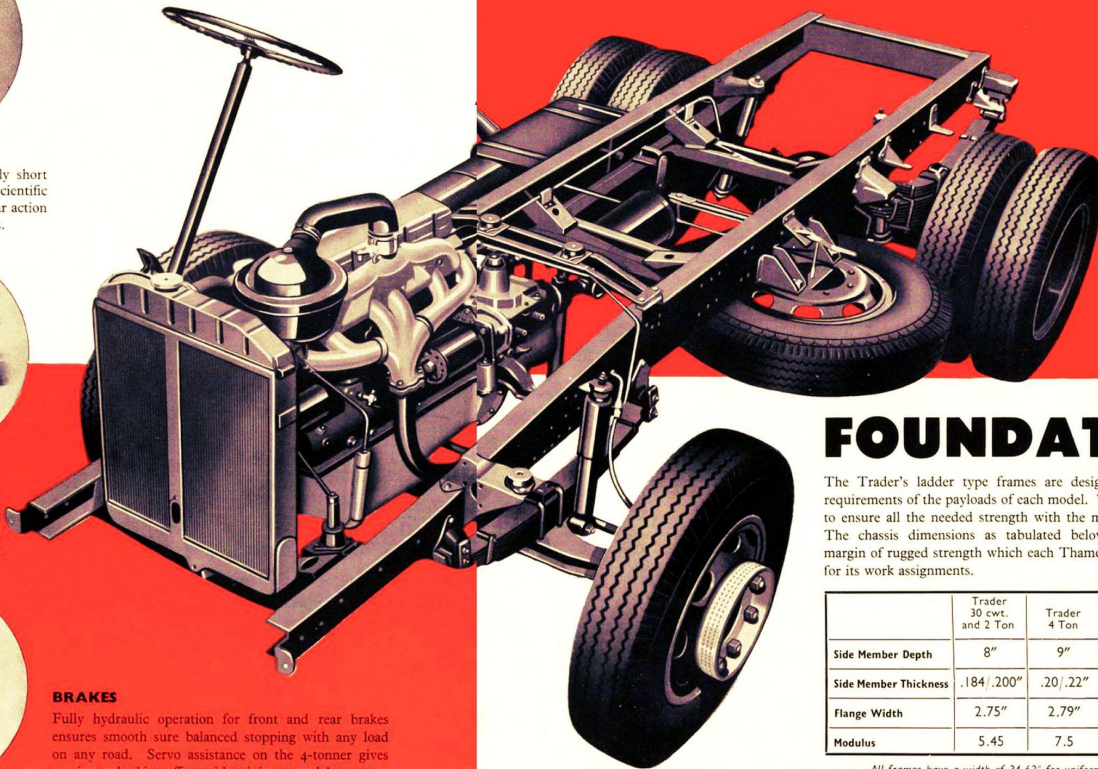
SHOCK ABSORBERS

Heavy duty telescopic direct acting shock absorbers. These are of a permanently sealed type and require no topping up or servicing.



BRAKES

Fully hydraulic operation for front and rear brakes ensures smooth sure balanced stopping with any load on any road. Servo assistance on the 4-tonner gives maximum braking effect with minimum pedal pressure.



2-SPEED SPIRAL BEVEL AXLE STANDARD ON 5½ AND 7 TONNERS — SINGLE SPEED HYPOID AXLE OPTIONAL ON 5½ TONNER

Eight forward and two reverse speeds mean easier performance under any working condition. For normal loads and highway cruising, the high ratios of 5.63:1 on the 5½ tonner and 6.14:1 on the 7 tonner are ideal. Under heavy load and in tough going, the reduction ratios of 7.82:1 (5½ ton) and 8.54:1 (7 ton) step up power application. Eaton electric shift mechanism allows more positive and easier gear changes. Inspection door is provided for easier maintenance. Optional single speed ratio 6.8:1 (Hypoid) on 5½ tonner.

FOUNDATION for WORK

FEATURES FOR DOUBLE-LIFE STRENGTH

- **ALLIGATOR TYPE** centre cross members — cold pressed riveted to the longitudinal members.
- **BOXED FRONT ENDS** to chassis side members for 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.
- **SHORT CHASSIS LENGTH** (made possible by forward control design) gives additional strength with reduced weight.

The Trader's ladder type frames are designed specifically for the requirements of the payloads of each model. Thus it has been possible to ensure all the needed strength with the minimum weight penalty. The chassis dimensions as tabulated below, demonstrate the big margin of rugged strength which each Thames Trader rating provides for its work assignments.

	Trader 30 cwt. and 2 Ton	Trader 4 Ton	Trader 5½ Ton	Trader 7 Ton
Side Member Depth	8"	9"	9"	9"
Side Member Thickness	.184 / .200"	.20 / .22"	.264 / .288"	.264 / .288"
Flange Width	2.75"	2.79"	2.8"	2.8"
Modulus	5.45	7.5	10	10

All frames have a width of 34.62" for uniformity in body-building.



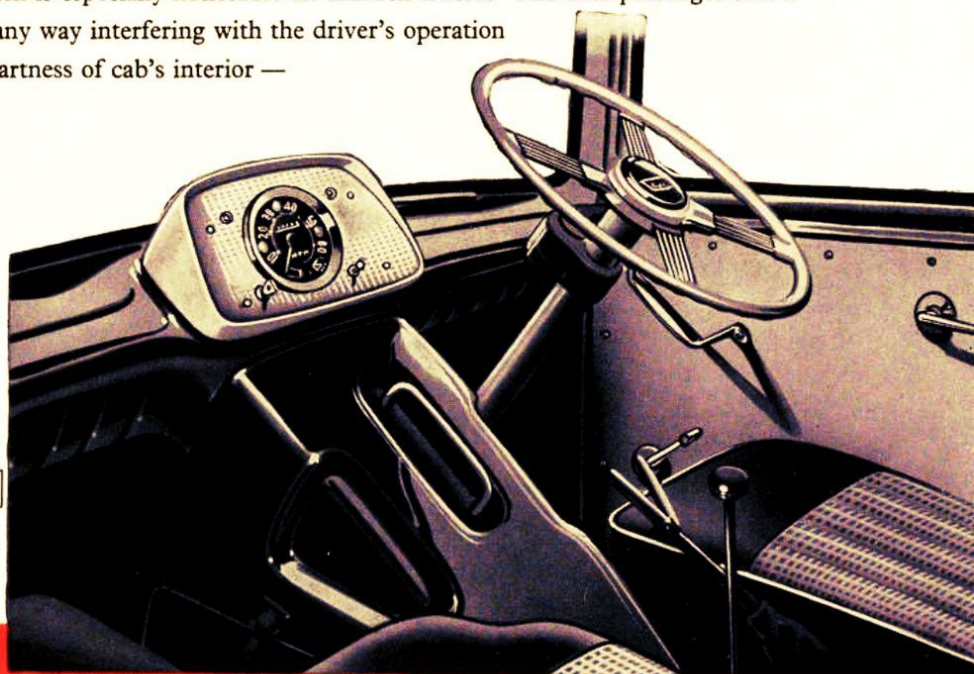
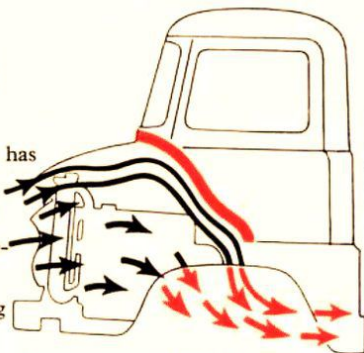
NEW COMFORT SEATING FOR THREE. A combination of moulded foam rubber and a shaped metal basepan forms the basis of the Trader's new type of seating. It holds the driver in a relaxed position, virtually eliminating the bounce associated with the normal spring type seat and which is especially noticeable on unladen trucks. The dual passenger seat is constructed similarly and seats two big men without in any way interfering with the driver's operation of the truck. Two-tone treatment of seats adds to smartness of cab's interior — and legroom of 44 ins. increases comfort.

AIR-CONDITIONING

There are dual forward air vents in the bulkhead. In addition, two footwell vents, full drop windows, and the complete engine insulation described at the right contribute in keeping the cab really cool. In addition, the roof is lined with pierced millboard for insulation against heat and sound. In winter-driving control of air intake and cab's complete weather-proofing provide comfortable snugness.

COMPLETE ENGINE INSULATION

Research by Ford engineers has provided complete engine-cab insulation. The engine cowl in the cab is double-skinned, with a fibreglass interlining. As an insulating reinforcement, cool air is drawn in through the hood to form a protective bolster between engine and cab. Thus cooling air is drawn in over the radiator and expelled under the cab's floor.



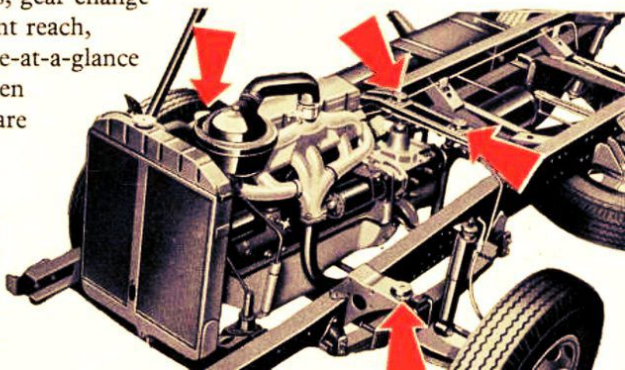
GREATER COMFORT FOR CREW



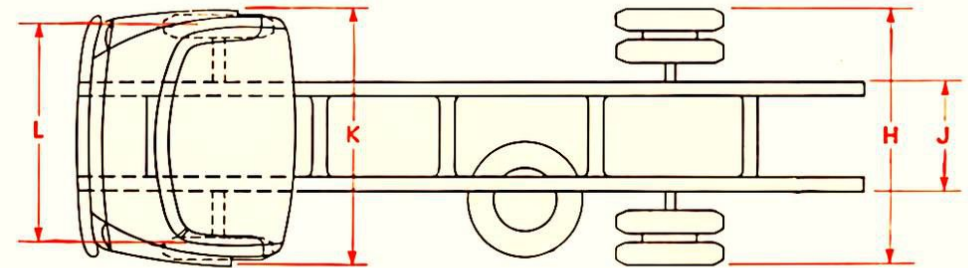
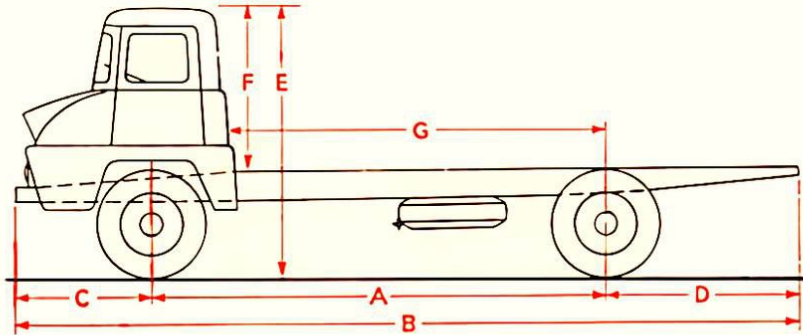
PANORAMIC VISIBILITY. In front of a Trader's crew is the biggest one-piece curved windscreen ever provided on a truck of this type. In addition, the design and placement of side pillars, large side windows and triple rear windows combine in all-round visibility. Size and angle of steering wheel are right for driver's-ease, a neat arm on the right of the steering column carries horn and light switches, gear change and hand brake are in instant reach, all instruments are grouped in a see-at-a-glance binnacle and dual 14" windscreen wipers and driver's sun visor are standard equipment.

CAB MOUNTING

The cab is mounted flexibly on the chassis at four points and the steering column is in no way fixed to the cab. Thus the cab is enabled to move independently of the chassis—a feature which not only increases level-keeled riding comfort but also obviates risk of fractures in the cab's metalwork.



CHASSIS/CAB MEASUREMENTS OF MODELS ILLUSTRATED OVERLEAF



Model	A	B	C	D	E	F	G	H	J	K	L
30 Cwt. Low frame	118"	214.5"	47.25"	49.25"	88.5"	62.65"	92.44"	72.96"	34.62"	85"	71.22"
2 Ton Low frame	118"	214.5"	47.25"	49.25"	88.5"	62.65"	92.44"	82.59"	34.62"	85"	71.22"
4 Ton Short wheelbase	138"	245.5"	47.25"	60.25"	91.54"	56.25"	112.44"	84.39"	34.62"	85"	72.18"
4 Ton Long wheelbase	152"	263.5"	47.25"	64.25"	91.54"	56.25"	126.44"	84.39"	34.62"	85"	72.18"
5½ Ton	138"	245.5"	47.25"	60.25"	92.60"	56.25"	112.44"	86.64"	34.62"	85"	70.9"
7 Ton Short wheelbase	138"	245.5"	47.25"	60.25"	93.5"	56.25"	112.44"	87.1"	34.62"	85"	72.52"
7 Ton Long wheelbase	160"	275.5"	47.25"	68.25"	93.5"	56.25"	133.44"	87.1"	34.62"	85"	72.52"

‘Trader’ design and Ford Dealer ‘know-how’ increase **SERVICING EFFICIENCY**

Three factors lower Thames Trader maintenance. Firstly, rugged simplicity is the basic principle of the Trader's engineering. That in itself keeps maintenance costs down. Secondly, repairs and servicing are easier to handle. As instances . . . the easy accessibility of engine components . . . fast “slide-out” removal procedure for the engine . . . crown wheel and pinion removal without disturbing rear axle . . . gear box removal without disturbing engine.

These Trader maintenance features allow jobs to be done more quickly and without complications. Thirdly, in Service Schools in Ford-Australia's plants, mechanics from Ford Dealerships are given specialised instruction in Trader maintenance. This “know-how” plus a Ford Dealer's special equipment and his availability of genuine parts mean time and money saving for owners. In all ways, business moves more profitably with Thames Traders.



30 cwt.

W.B. 118"

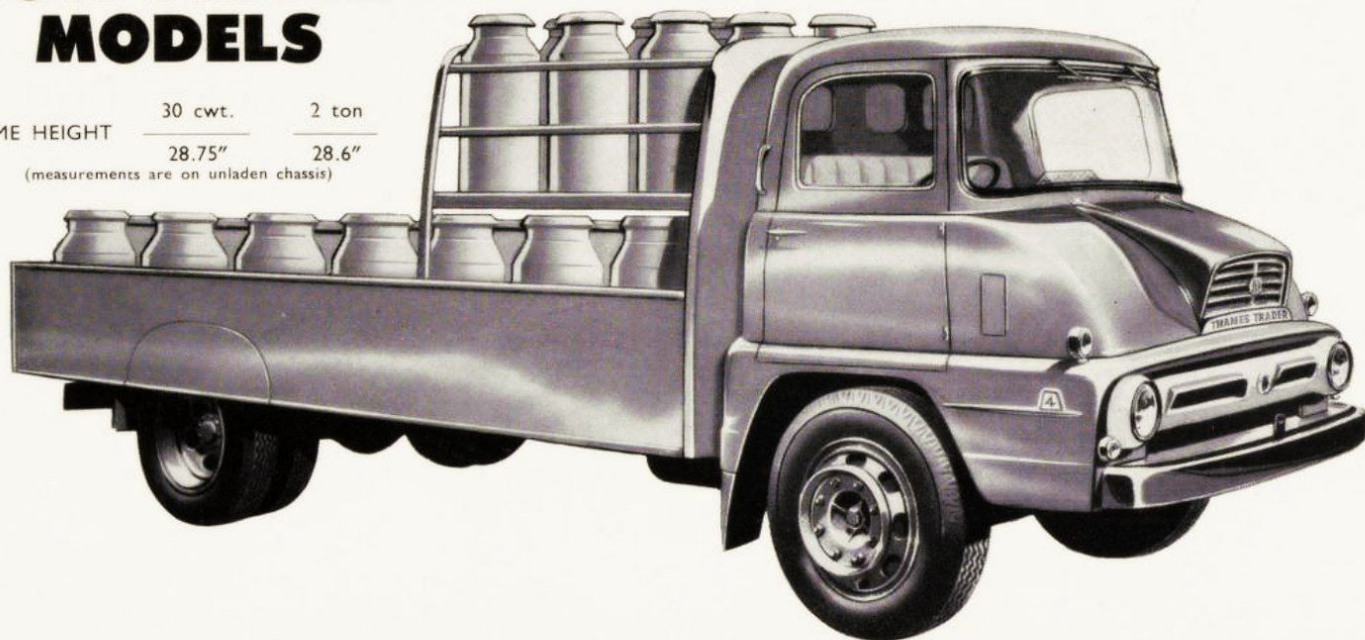
AND

2 TON

W.B. 118"

LOW FRAME MODELS

FRAME HEIGHT	30 cwt.	2 ton
	28.75"	28.6"
(measurements are on unladen chassis)		



The 30 cwt. and 2 ton Trader models have been specially designed to meet the requirements of local delivery operators. Frames are 8.75" to 8.9" lower than normal Trader chassis. They bristle with modern features that mean more work capacity and economy. Their cabs have wide spread roominess for three, and their design increases comfort and lessens driver and crew fatigue. In their G.V.W. ratings, from 8,720 lbs. to 11,000 lbs. these models have unlimited applications. Turning circle of 118" W.B. models is 41 ft.

Cost-cutting 30 cwt., 2 ton, 4 ton, 5½ ton and



4 TON

W.B's 138", 152"

This tough and handsome truck brings all of the Trader's design advantages to another capacity class of hauling. The 6-cyl. high torque, overhead valve engine provides outstanding fuel economy. The synchronising of front and rear springs gives a far smoother ride for driver and load. At the same time, greater strength margins are provided by the comparatively short-spring lengths allowed by Trader chassis design. Another working asset is the easier manoeuvrability of forward control. Tray body sizes are: 138" W.B., 14' 6" x 7' 6", 152" W.B., 16' x 7' 6". Turning circle, 138" W.B., 46 feet; 152" W.B., 50 feet 6 ins.

5½ TON

W.B. 138"

AND

7 TON

W.B. 138" — 160"

These heavy-duty models add the extra operating thrift of a specially designed 6-cyl. Diesel engine to the many other Trader engineering advantages. In use either as articulated units or with a wide range of normal or specialised body types, they will step up working efficiency for either one-truck or fleet owners. They have the same modern forward control design as in all other members of the Trader range — and the same, spacious cab comfort. Turning circle, 138" W.B., 46 feet. 160" W.B., 53 feet.



7 ton ratings...

Every type of business moves more profitably with a 'TRADER'

Thames Trader is designed to please everyone concerned in truck operation . . .



OWNERS SAY:

"After all, trucks are owned to make profits. It is a question of profit whether it is made partly through lower costs in the transport section of a big organisation or wholly by the owner's use of his trucks or truck. In every feature of the Trader — from modern, business-like look to cost-cutting economies in running and maintenance — there are reasons for greater profit."



MECHANICS SAY:

"The Trader engines run sweetly for astonishing mileages with only minor adjustments. In any work that has to be done accessibility makes the job far easier. Gear boxes and back axles are built to match engine durability and every load stress. When, eventually, their maintenance is necessary, removability of gearbox or crown and pinion without disturbing surrounding assemblies is a big time-saver."



DRIVERS SAY:

"With its smaller turning circle and better vision, the Trader's Forward Control takes a lot of effort out of the day's work. And the comfort of synchronised springing and those new seats lets a man rest himself on the road. The separate driving seat is safer, too, for it prevents any chance of the rest of the crew crowding the control position."

Specifications... Thames Trader Trucks

Wheelbase . . . 1½-2 ton — 118" 4 ton—138", 152" 5½ ton—138" 7 ton—138"—160"

ENGINE	Petrol	Petrol	Diesel
Type	4 stroke O.H.V.	4 stroke O.H.V.	4 stroke O.H.V.
No. of cylinders	Four	Six	Six
Bore	3.74"	3.74"	3.94"
Stroke	4.53"	4.53"	4.5"
Displacement	199 cu. ins.	298.5 cu. ins.	330 cu. ins.
Max. Power at speed (Nett rating)	70 b.h.p. at 3000 r.p.m.	109 b.h.p. at 3000 r.p.m.	100 b.h.p. at 2500 r.p.m.
(Gross rating)	73 b.h.p. at 3000 r.p.m.	112 b.h.p. at 3000 r.p.m.	108 b.h.p. at 2500 r.p.m.
Maximum Torque at speed (nett)	158 ft/lbs at 1600 r.p.m.	242 ft/lbs at 1300 r.p.m.	242 ft/lbs at 1500 r.p.m.
Compression Ratio	6.4 : 1	6.4 : 1	16 : 1
Firing order	1-2-4-3	1-5-3-6-2-4	1-5-3-6-2-4
Cylinder block and crankcase	Cast iron-mono-bloc with wet cylinder liners	Cast iron-mono-bloc with wet cylinder liners	Cast iron-mono-bloc with wet cylinder liners
Connecting rods	Forged steel "I" section	Forged steel "I" section	Forged steel "I" section
Pistons	Split skirt alumin. alloy	Split skirt alumin. alloy	Solid skirt alumin. alloy
Crankshaft	Cast steel with integral balance weights	Induction hardened steel forging with integral balance weights	Induction hardened steel forging with integral balance weights
Main bearings	Steel backed copper lead lined	Steel backed copper lead lined	Steel backed copper lead lined
Big end bearings	(as above)	(as above)	(as above)
Valve gear	Push rod oper.	Push rod oper.	Push rod oper.
Lubrication	Pressure	Pressure	Pressure
Pump type	Spur gear, skew gear driven from camshaft	Spur gear, skew gear driven from camshaft	Spur gear, skew gear driven from camshaft
Filter type	External full flow	Screen on pump inlet pick-up	Screen on pump inlet pick-up
Sump capacity	13½ Imp. pints	20 Imp. pints	20 Imp. pints

COOLING SYSTEM			
Water capacity	26 Imp. pints	32 Imp. pints	30 Imp. pints
Water pump	Centrifugal	Centrifugal	Centrifugal
Fan	2-Bladed 18" dia.	4-Bladed 18" dia.	2-Bladed 18" dia.
Temperature control	By-pass thermostat	By-pass thermostat	By-pass thermostat

FUEL SYSTEM			
Carburettor/Fuel injection pump	"Zenith" down-draught 36 vis.	"Zenith" down-draught 42 vis. 3	Simms barrel & plunger type
Fuel pump	Mech. diaph. combined vac. pump	Mech. diaph. combined vac. pump	Mech. diaphragm
Fuel filters	Gauze filter in fuel pump	Gauze filter in fuel pump	Replaceable paper element filter
Air Cleaner	Oil bath type combined with silencer	Oil bath type combined with silencer	Oil bath type combined with silencer
Fuel tank capacity	14 Imp. gallons	20 Imp. gallons	20 Imp. Gallons

CLUTCH			
Type	Single dry plate	Single dry plate	Single dry plate
Diameter	11"	12"	12"
Frictional area	123.7 sq. ins.	141.4 sq. ins.	141.4 sq. ins.

GEAR BOX					
Type	Synchronesh engagement on top, third and second				
Forward speeds	Four	Four	Four	Four	Four
Ratios	Top Direct	Third 1.686	Second 3.092	First 6.482	Reverse 8.007
P.T.O. openings	One SAE type six-bolt fixing				
Oil capacity	6 Imperial pints				

PROPELLER SHAFTS AND UNIVERSAL JOINTS			
Make and type	Balanced tubular shafts "Hardy Spicer"		
Universal joints—Number	Three	Three	Three
Type	"Hardy Spicer"	"Hardy Spicer"	"Hardy Spicer"

FRONT AXLE	
Type	"I" section beam with reversed Elliott stub axles

REAR AXLE		
Type	1½-4 TON Fully floating	5½-7 TON Two speed fully floating
Final drive	Hypoid	Spiral bevel
Ratio	(1½-4 ton) 5.286:1	(5½ ton) 5.63/7.82:1 (7 ton) 6.14/8.54:1
Oil capacity	8½ Imperial pints	8½ Imperial pints

BRAKES			
Type	Two leading shoe		
Operation: Foot	Hydraulic — all wheels		
Hand	Rod and cable on rear wheels only		
Assistance	"Clayton Dewandre" vacuum servo (4 Ton) HYDROVAC—5½ and 7 Ton		
Front brakes	14" dia. x 2.5" wide	14" dia. x 2.5" wide	14" dia. x 2.5" wide
Rear brakes	14" dia. x 2.5" wide	14" dia. x 2.5" wide	14" dia. x 2.5" wide
Front brakes	16" dia. x 3" wide	16" dia. x 3" wide	16" dia. x 3" wide
Rear brakes	15.25" x 4.25" wide	15.25" dia. x 3.5" wide	15.25" dia. x 3.5" wide
Total lining area	1½-2 TON 268 sq. ins.	4 TON 342 sq. ins.	5½ TON 436 sq. ins.

STEERING			
Type	Marles type worm and roller or Bishop type worm and peg		
Ratios—1½-2 Ton	Marles 18.7:1	Bishop 20.0:1	Bishop 21.0:1
4-7 Ton	Marles 24.7:1	Bishop 21.0:1	Bishop 21.0:1
Steering wheel: Type	4-spoke	Diameter: 20 ins.	Diameter: 20 ins.

SUSPENSION	
Front: Type	Semi-elliptic
Size	1½-2 TON — 39" long 2.25" wide 4-5½ TON — 42" long 2.25" wide 7 TON — 42" long 2.50" wide

Rear: Type	Semi-elliptic
Size	1½-2 TON — 49" long 2.5" wide 4-5½ TON — 52" long 2.5" wide 7 TON — 52" long 3" wide

FRAME	
Sidemembers:—Type	Channel section high tensile steel
Max. Section	1½-2 Ton: 8" x .184/.200" flange width 2.75" 4 Ton: 9" x .20/.22" flange width 2.79" 5½-7 Ton: 9" x .264/.288 flange width 2.8"

No. of Crossmembers	118" wheelbase — 4 138"/152"/160" wheelbase — 6
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TYRES	
Size and rating	1½ Ton — 6.50 x 20 — 8 ply (Single rears) 2 Ton — 6.50 x 20 — 6 ply (Dual rears) 4 Ton — 7.50 x 20 — 10 ply (Dual rears) 5½ Ton — 8.25 x 20 — 12 ply (Dual rears) 7 Ton — 9.00 x 20 — 12 ply (Dual rears)

WHEELS	
Type	Two-piece steel disc
Fixing	1½-2 Ton — Six Studs. 4-7 Ton — Eight Studs

ELECTRICAL SYSTEM	
Type	12 Volt
Generator	"Lucas" C.39 P.V.2 compensated voltage control
Maximum output	19 Amps. at 1900 r.p.m.
STARTER, Petrol	"Lucas" M45G, key turn operation
Diesel	"Lucas" M45G, manual operation
Distributor	"Lucas" DM2 automatic centrifugal and vacuum advance control
Drive	Vertical drive from camshaft
Coil	"Lucas" oil filled
Batteries—Capacity:	Petrol One 12 volt 57 amp hour at 20 hour-rate single unit Diesel One 12 volt 129 amp hour at 10 hour-rate double unit
Lights	Two headlamps with prefocussed 42/36 watt bulbs two sidelamps twin stop/tail lights rear number plate illumination lamp

CAB	
Type	Forward control all steel welded construction
Equipment	Twin vacuum operated windscreen wipers, driving mirror, moulded rubber floor mat, log book holder, locking door handles, moulded roof lining, detachable, double skin, fibreglass insulated engine cowling.
Instruments	Speedometer with integral mileage recorder, oil pressure, generator and main beam warning lights, fuel temperature and vacuum gauges
Seats	3 man accommodation in single driver and dual passenger seats
Ventilation	Two cowl side ventilators controlled from inside cab
Windscreen and Windows	One piece fixed curved windscreen, full drop winding windows, 3-piece full width rear windows. All glass toughened safety glass

CHASSIS EQUIPMENT	
Lubrication	Oil gun, hydraulic type nipples provided
Tools	Hydraulic jack and handle, wheelbrace, tyre lever.

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.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

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