triple economy 🦙

FORD OH TRUCKS

- Money-saving POWER
- **▼ Driver-saving EFFICIENCY**
- Cost-saving CAPACITIES

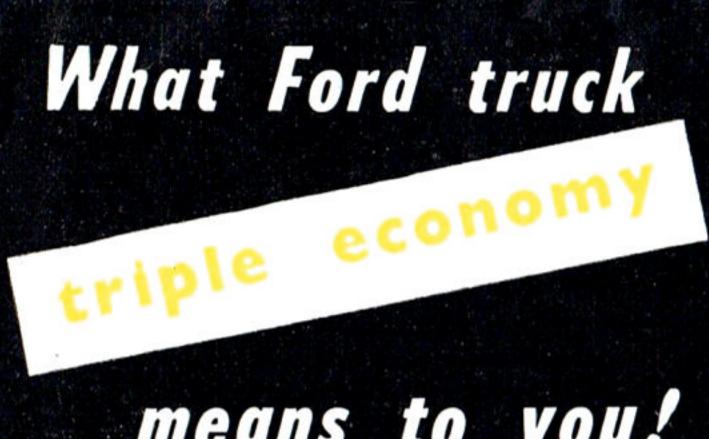




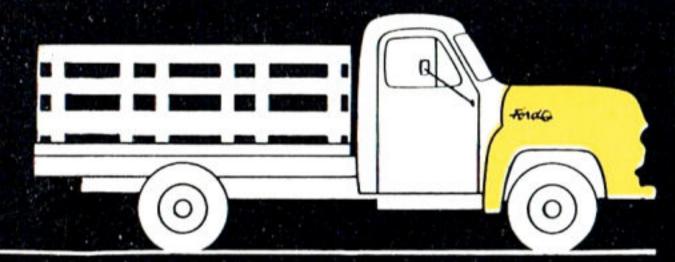


Gross Vehicle Weight: II,000 lbs.

Wheelbase: 130 inches, 154 inches.

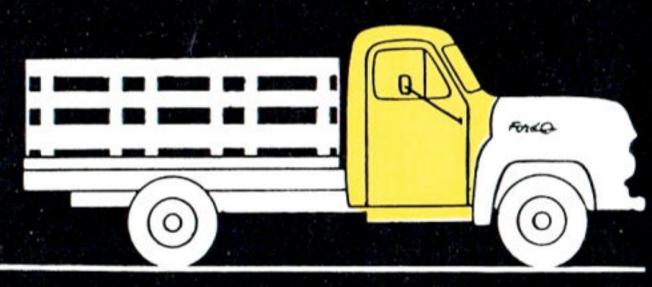


means to you!



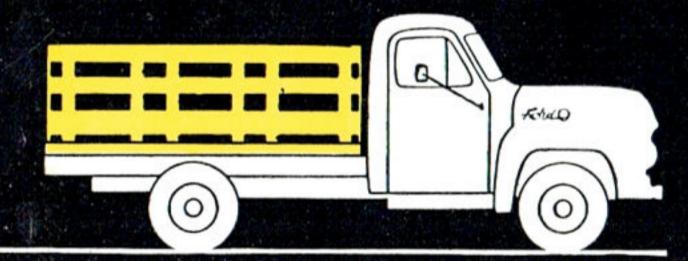
Money-saving POWER

Ford's new O.H.V. engine gives you more sustained torque and big power reserves to handle payloads more easily and economically. Modern Y-block, low-friction design means longer life, lower maintenance costs. Ford's all-new V8 truck engine is your Big Economy Item No. 1!



Driver-saving EFFICIENCY

Ford's big 3-man cab . . . with features that make it the most comfortable cab in trucking . . . lessens driver fatigue, saves him time, increases his working capacity. And that's Big Economy Item No. 2!



Cost-saving CAPACITIES

You'll find the right load capacity in the Ford Truck range. And Ford chassis designing allows practical, low-cost installation of any body type. Profitable payload capacity is Big Economy Item No. 3!

adding up to

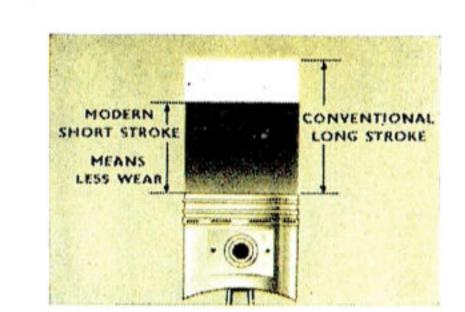


Powered by the new and mighty O.H.V. V8!

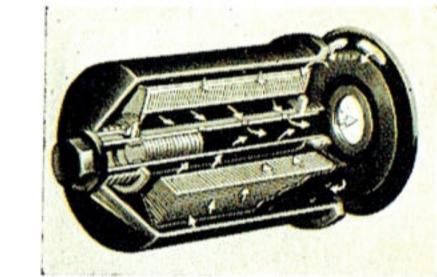
MORE POWER PER CUBIC INCH DISPLACEMENT AND MORE TORQUE FOR THE JOB!

Overhead valves and double-deck intake manifold for greater, easier power and more, all-speed torque. • High-rigidity, Y-block design, special alloy-iron block, for smoother performance and longer life. • Short-stroke, low-friction design for top performance, greater economy, reduced engine wear.

- High-compression, wedge-shaped combustion chambers for high turbulence, power and efficiency.
- Free-turning intake and exhaust valves with integral guides for best performance and longest valve life. • Full pressure lubrication system with built-in, full-flow oit filtration for increased engine life. • Positive-flow crankcase ventilation for protection of vital engine parts. • 3-ring super-fitted aluminium-alloy pistons for greater efficiency and longer life. • Improved Automatic Power Pilot for better performance and greater economy. • High capacity water pump for more cooling efficiency.

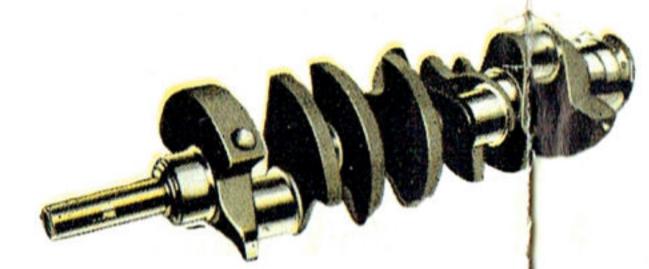


LOW-FRICTION DESIGN means that pistons travel a shorter distance, which in turn means less energy loss, more usable power and longer life.



FULL-FLOW OIL FILTER cleans ALL the engine oil ALL the time, to keep harmful abrasives from bearing surfaces-thereby reducing wear.

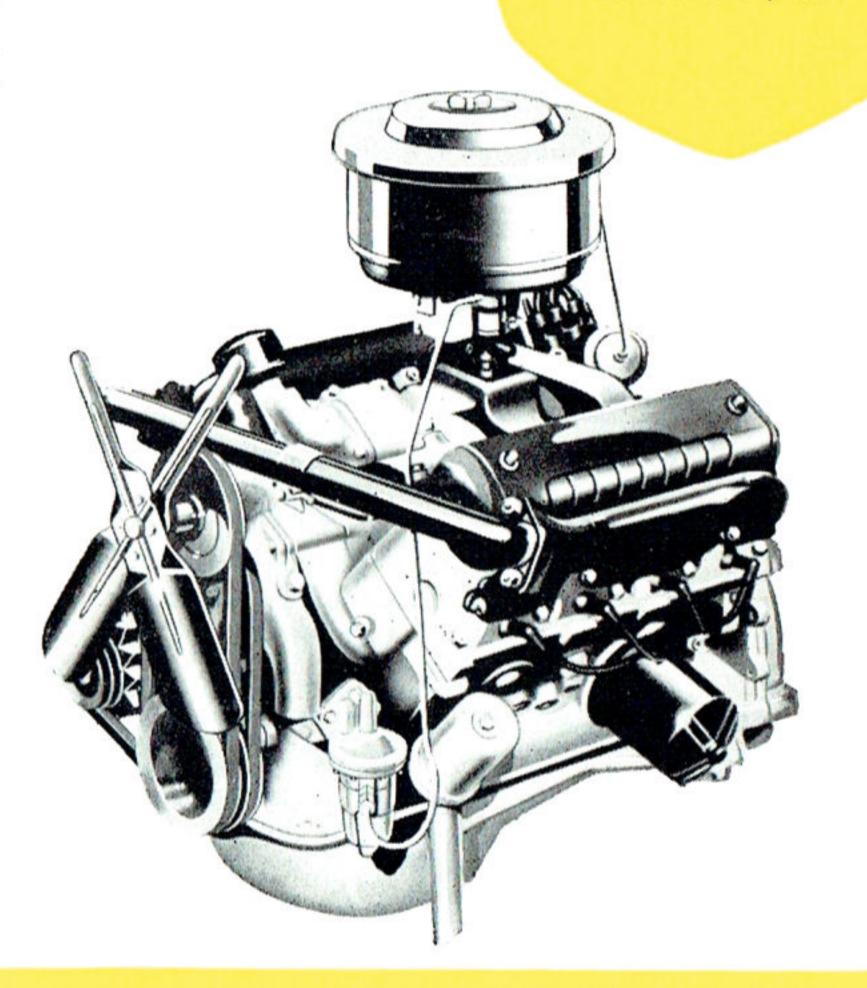
optional at extra cost

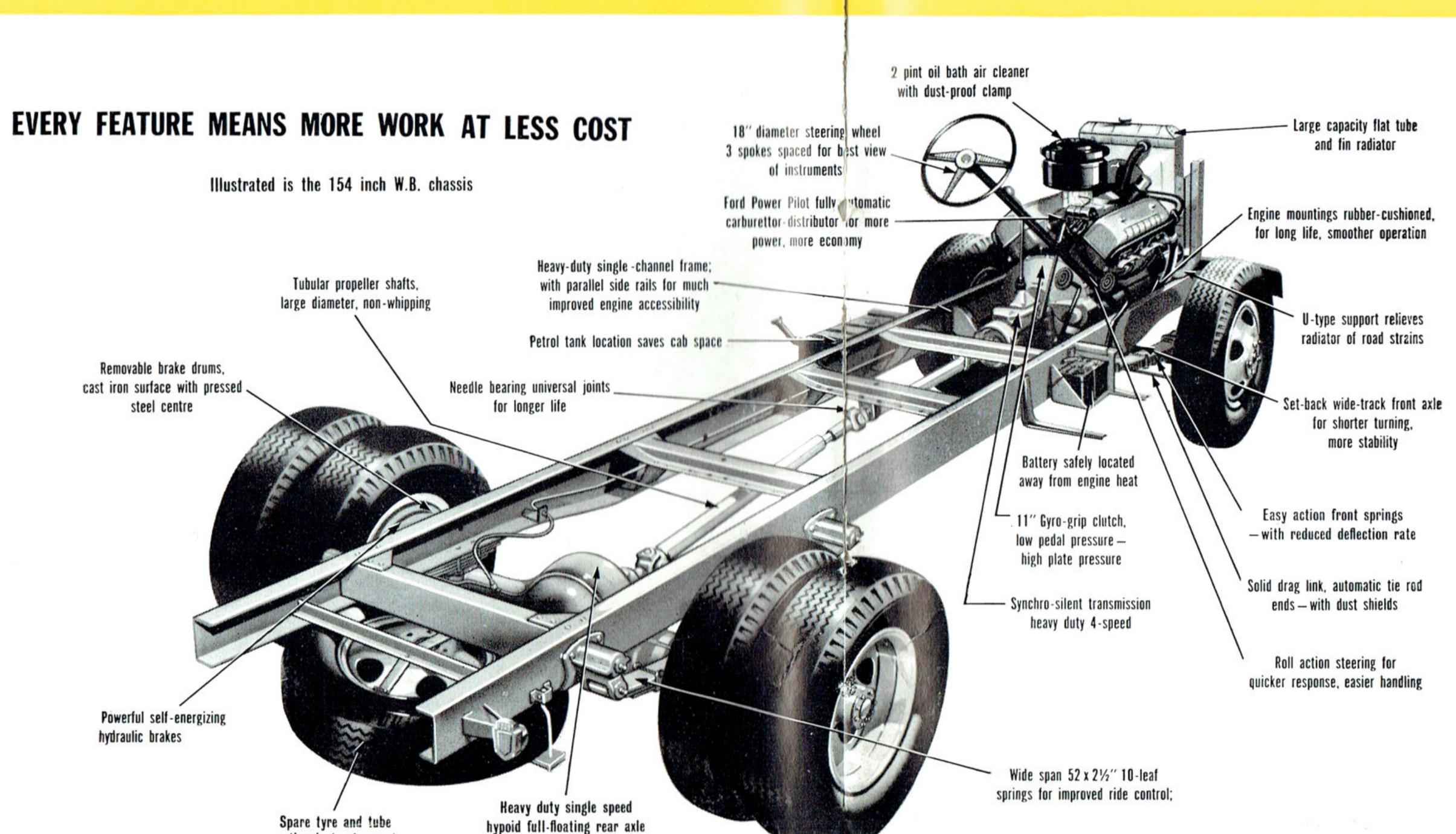


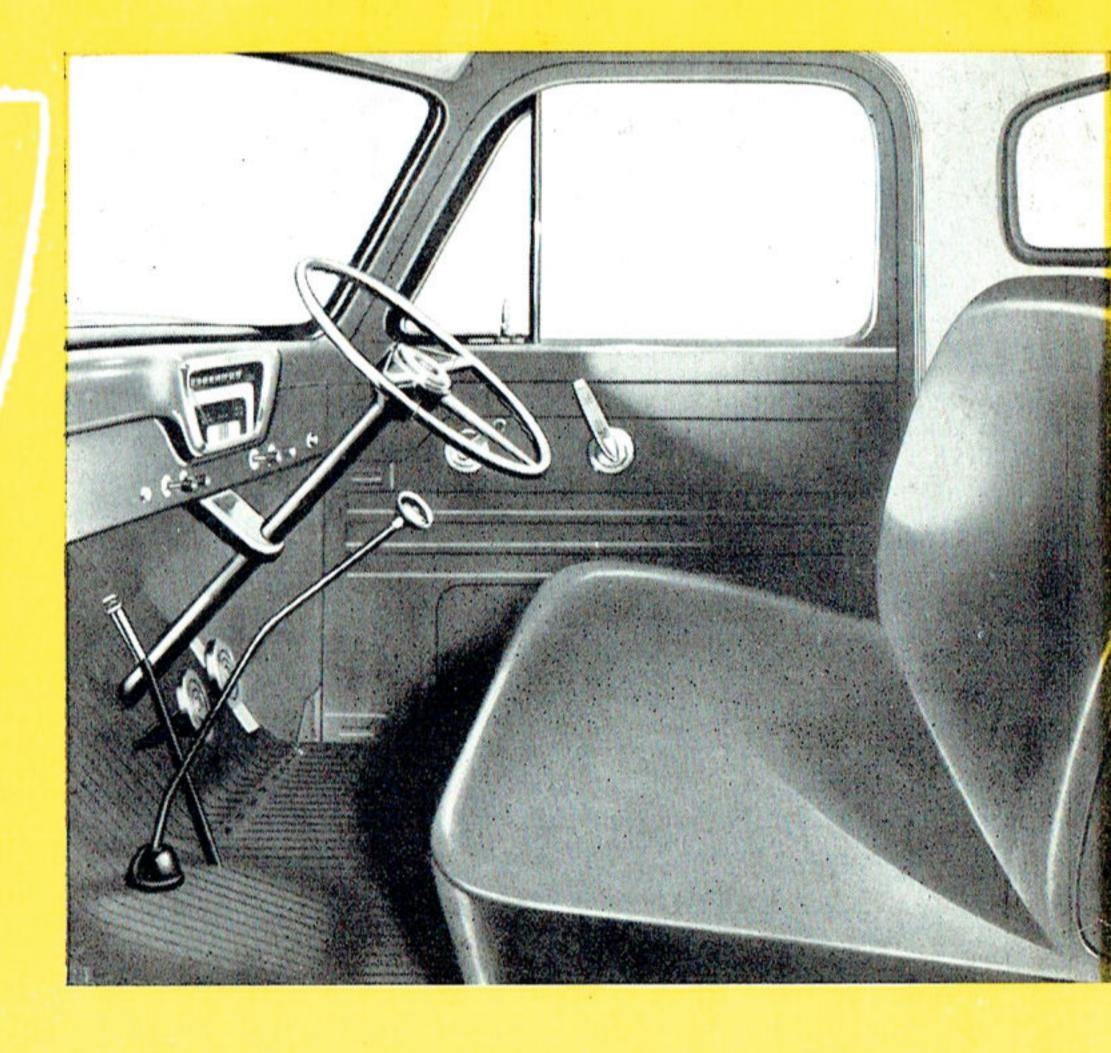
TYPICAL OF FORD'S PRECISION ENGINEERING is this new crankshaft. It is cast by an exclusive Ford method from a special iron-alloy and has five main bearings and eight integral counterweights for smoother operation.

FORD F500

G.V.W. 11,000 lbs. W.B. 130", 154"

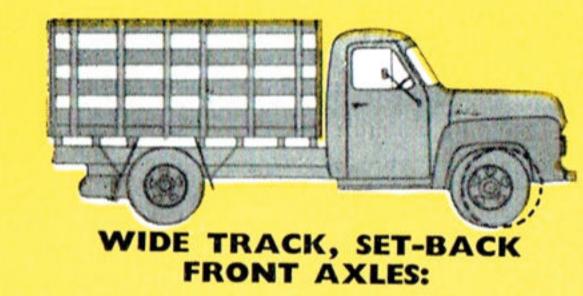


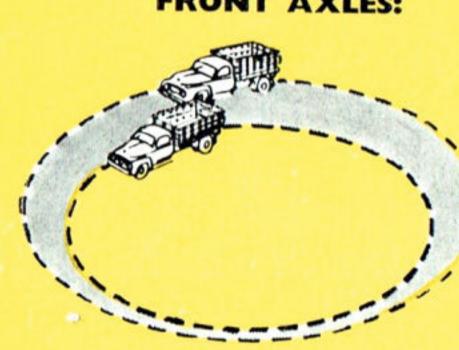




Features which mean big strength, big convenience and big comfort.

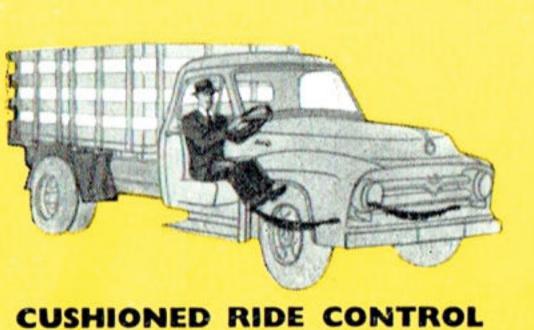
In every feature of Ford Triple Economy Truck design you find evidence of how Ford builds stronger to last longer. You find, too, that Ford provides big advances in comfort for the driver and working convenience. Three big men can spread themselves on that full-width, adjustable seat. Driver's job is easier, safer and more efficient through synchro-silent transmission, ideal location of clutch and brake pedals and vision of huge windscreen and full-width rear window. Driver and passengers alike benefit, too, from . . . draught-free quarter windows . . . overlapping windscreen wipers . . . push button door handles with rotor-type lock . . . wide door openings . . . full weather-sealed construction and many other advances in comfort and convenience.





Front axle position allows shorter wheelbase, greater manoeuvrability. Load centre further forward and longer capacity front axle, mean better weight distribution. Wider track provides an easy turning angle of up to 39 degrees.

Wider track and shorter wheelbase design reduces turning circle diameters up to 6 ft. Shorter turning plus more responsive steering mean easier control and manoeuvring.



SHORTER TURNING

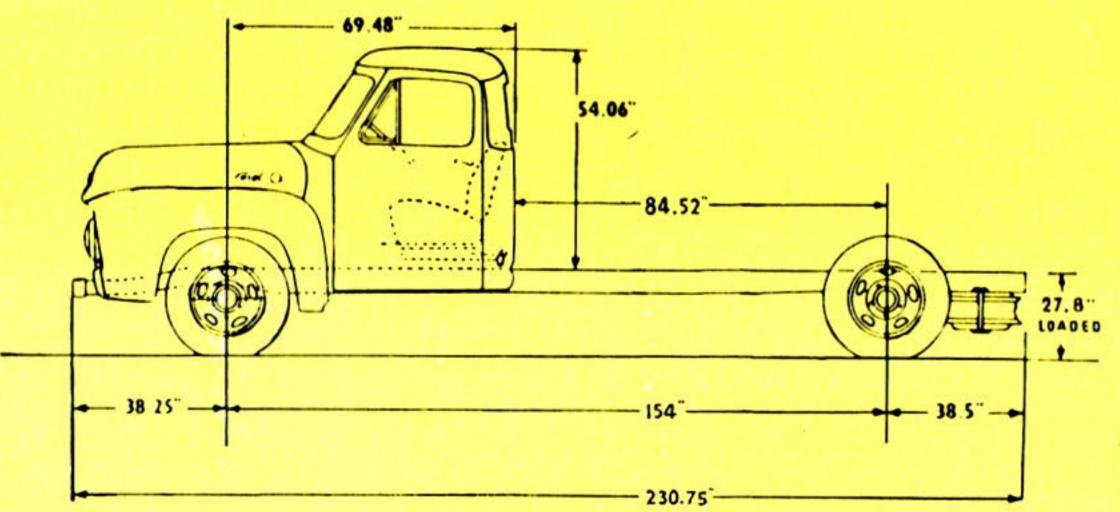
Softer ride for driver and load. With shorter wheelbase driver is closer to smooth-riding front springs and further from loadcarrying stiffer rear springs.

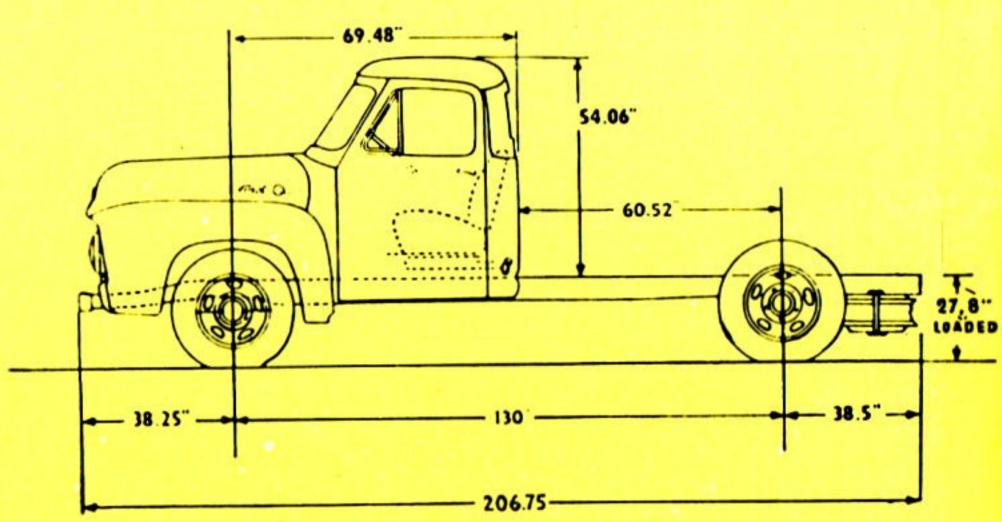
ABRIDGED SPECIFICATIONS FORD F500 (G.V.W. II,000 lbs.) TRUCK

AXLE, FRONT	Thermostats In Engine Water Outlets	SPRINGS—Semi Elliptic, Alloy Steel Front
Type Modified 1-Beam	Fan Diameter-18 in Blades 4	and Rear—
Material Heat Treated Alloy Steel Forging	DRIVE LINE	Length and Width-in Front 45 x 2 Rear 52 x 2 1
AXLE, REAR	Type Hotchkiss, Straight-Line Drive	ittai 52 Agra
Type Single speed Full Floating	Universal Joints—Number Three—	STEERING
Axle Shaft Diameter at Spline—in 1.625	Type Needle Roller Bearing	Type Worm and Single Row Needle
Axle Ratio 6.2 to 1	ELECTRICAL SYSTEM	Bearing Koller
BRAKES, SERVICE	Battery Heavy Duty 6-Volt	Ratio
Type Front-Single Anchor, Self-engaging;	Generator 34 Amp.	Wheel 18 in. Dia., 3-Spoke
Rear-Hydraulic Two cylinder independently	Ignition Full Vacuum Controlled System	Turning Radius—ft
anchored.	Fully Automatic Distributor; Metal-Clad;	130 in. W.B. R.H. 24 ft. L.H. 24.4 ft.
Front Brake (Drum Diameter x Lining Width—	Open Wiring in Rubber Grommets.	154 in. W.B. R.H. 27.25 ft. L.H. 27.8 ft. Tie Rod Ball Stud and Socket, Spring
Thickness)—in 13 x $2\frac{1}{4}$	Head Lights Sealed Beam, Foot-Switch	loaded for Automatic Take-up of Wear,
Rear Barke (Drum Diameter x Lining Width—	Beam Control	Equipped with Rubber Dust Shields.
Thickness)—in 15 x 4—3	Starter High Torque, Automatic Engage- ment, Solenoid Switch, Push Button Control	Equipped with Education
Total Area: Drum-lining— 560.78 sq. in 366 sq. in.	Parking Lights Combination Stop and Tail	TRANSMISSION
Drums—Type Demountable	Lights; Instrument Lights; Ignition Switch	Type 4-Speed Synchro-Silent, Floor Change
Material Cast Iron fused to steel back	with Key Lock	Gear Positions—Ratio (to 1)—
		First 6.40; Second 3.09; Third 1.69; High 1.000; Reverse 7.82
BOOSTER	ENGINE No. Cylinders - Bore and Stroke in	Lubricant Capacity $6\frac{1}{2}$ pints
Type Vacuum-Assisted 8½ in. effective Diam.	No. Cylinders—Bore and Stroke, in. 8—3.62 x 3.10	Empireum capacity 2 1
BRAKE, HAND Operating on Transmission	Displacement—cu. in 256	WHEELS AND TYRES
brake drum and external band	Compression Ratio 6.7 to 1	Wheels 7-5.0 x 20 Steel Disc with 8 inch
BUMPER	FRAME	Diameter Bolt Circle
Type Curved Channel Type	Type Heavy Duty side Rail—Parallel Channel	Tyres 6—6.50 x 20—6 ply (8 Ply opt at extra cost)
Mounting Bolted Direct to Front	Section.	cxtra cost)
Frame Side Rails	Cross Members-flanged "U" type with	CHASSIS EQUIPMENT—included as standard,
CLUTCH	alligator jaw and channel section.	in addition to items specified above:
Type Gyro-Grip, Semi-Centrifugal		Hood, Cowl and Glove Box
Diameter Outside in	FUEL SYSTEM	Dash Assembly Choke Button
Diameter, Outside—in	Carburettor Dual Downdraught	Front Fenders Light Switch
Cover Plate Ventilated Type	Air Cleaner—Heavy Duty Oil Bath.	Centre Cowl Hand Throttle
Pressure Plate Cast Iron	2 Pint Capacity	Ventilator Windshield Wipers Steel Toe Boards Electric Horn
Clutch Disc Cushioned Hub with	Fuel Pump and Filter—Diaphragm. Type Driven from Camshaft	o m c
Vibration Damper	Fuel Tank—Chassis with or without Cab.	Instrument Panel Spare Tyre Carrier Speedometer Air Wing Ventilat-
Release Bearing Sealed Ball,	16.5 Gal. Outside Left Frame Rail	Water Temperature ing Windows in
Pre-lubricated	Fuel Filler Tube Extension to Outside Cab	Gauge Doors
Pilot Bearing Oil impregnated bronze		Oil Pressure Gauge Fenders, Front and
Attachment Levers to Pressure Plate Needle Roller Bearings	LUBRICATION	Fuel Gauge Rear
	Engine Full Pressure Feed to all Main,	Charge Indicator Mirror, Rear View-
COOLING SYSTEM	Crankpin and Camshaft Bearings	Ash Receptacle Outside on Cab
Capacity—qts	Crankcase Capacity 8 pts., plus 1 pt. for dry filter	NOTE: Running boards are standard with
Pressure Cap	Chassis Fittings for Pressure Lubrication	closed front end.
r ressure cap		

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.

LOAD-CAPACITY ADVANTAGE IN PRACTICAL DIMENSIONS





Ford Trucks are designed for maximum payload capacity with better weight distribution and for speedy, practical and minimum cost installation of any body type.

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.,

(Incorporated in Victoria)

Registered Office: Geelong, Vic.