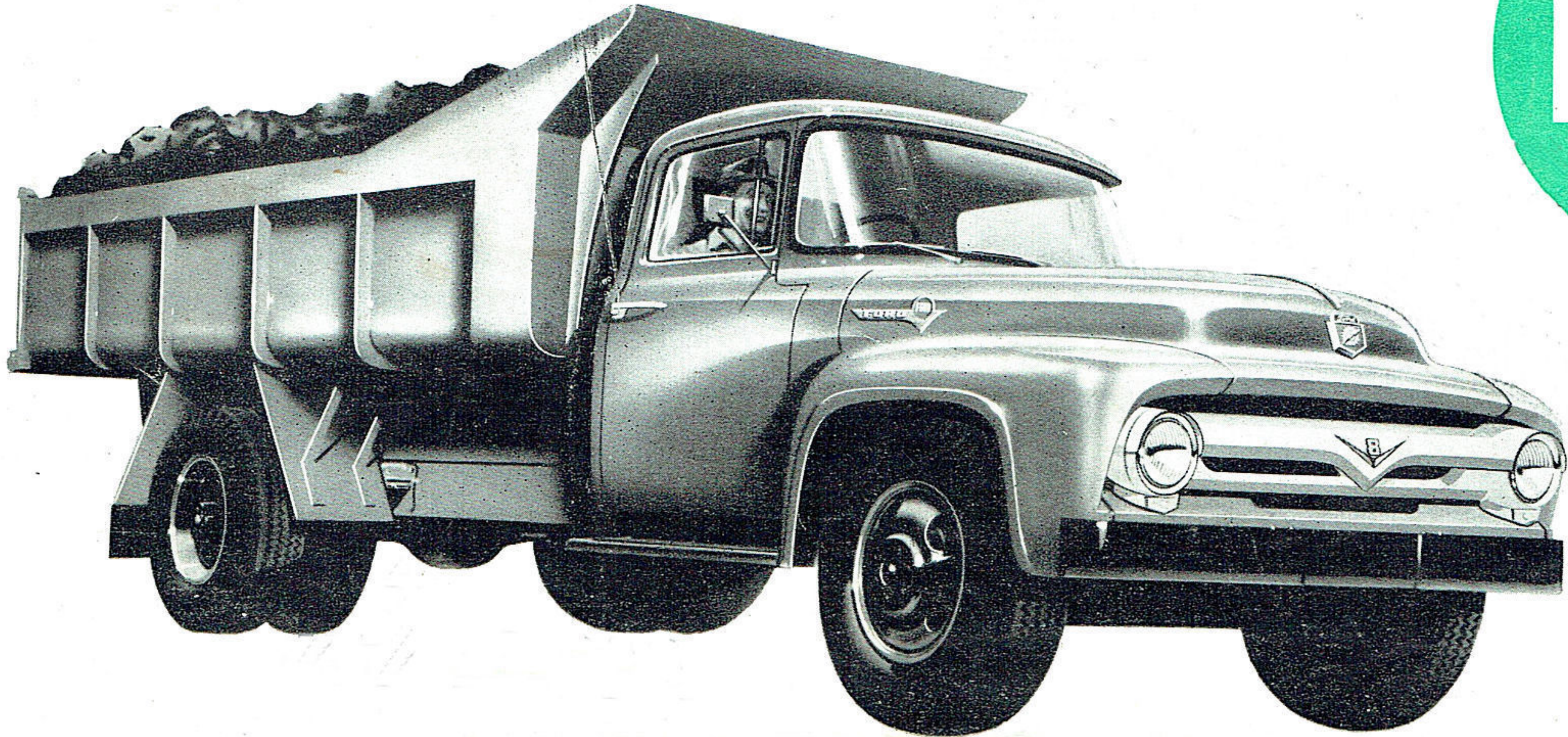


**FORD** *TRIPLE-ECONOMY* **O.H.V.**  
**V8** **TRUCKS**



**F600**

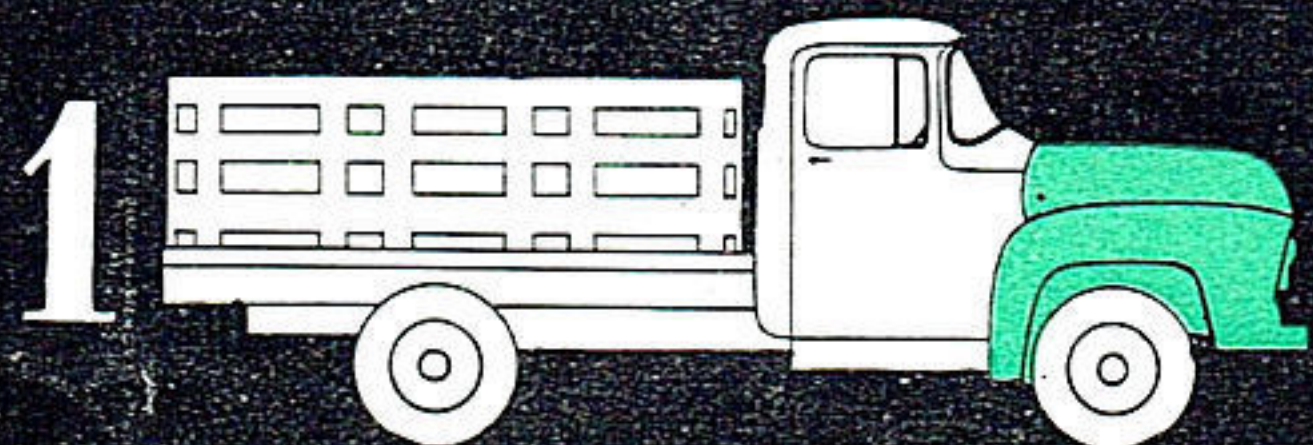
**GROSS VEHICLE WEIGHT:**  
18,000 lbs

**WHEELBASES:**  
154 ins., 172 ins.,  
192 ins.



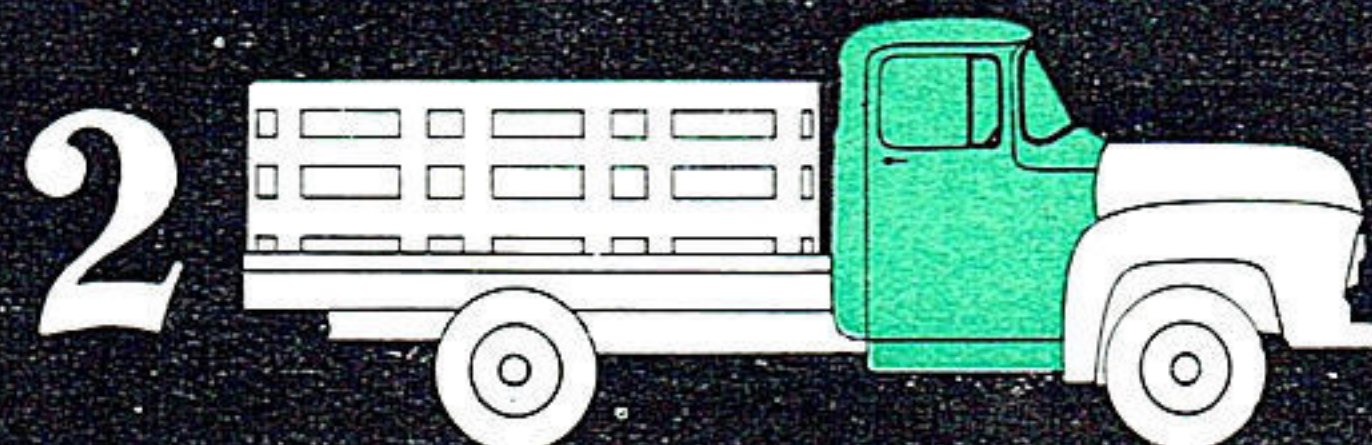
# You get more value per £ . . .

## that's what Ford **TRIPLE ECONOMY** means in truck buying



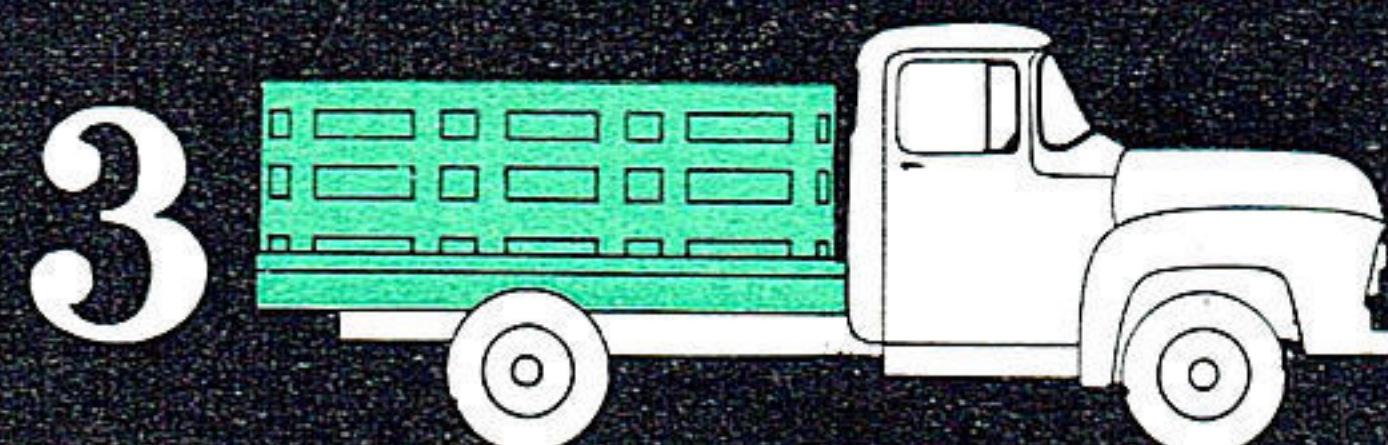
### *Money-saving POWER*

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



### *Driver-saving EFFICIENCY*

Ford's big 3-man cab . . . with new features including the huge full wrap-around windscreen and Lifeguard steering wheel . . . is the most comfortable, and the safest in trucking. The new design lessens driver-fatigue, saves him time, and 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!





# ABRIDGED SPECIFICATIONS FORD F600 (G.V.W. 18,000 lbs.) TRUCK

## AXLE, FRONT

Type ..... Modified I-beam  
Material ..... Heat-treated Alloy Steel Forging

## AXLE, REAR

Type ..... 2-speed Full Floating  
Axle Shaft Diameter at Spline—in. .... 1.775  
Axle Ratio ..... 6.14 High; 8.54 Low

## BRAKES, SERVICE

Type ..... Front Single Anchor, Self-energising;  
Rear—Hydraulic Two Cylinder  
Independently Anchored

Front Brake (Drum Diam. x Lining Width—  
Thickness)—in. .... 13 x 2¼ — ¼

Rear Brake (Drum Diam. x Lining Width—  
Thickness)—in. .... 15 x 4 — ¾

Total Area ..... Drum Lining 560.78 sq. ins.—  
366 sq. ins.

Drums—Type ..... Demountable  
Material ..... Cast Iron  
Fused to Steel Back

## BOOSTER

Type ..... Vacuum Assisted 8½ in. Effective Diam.

**BRAKE, HAND** ..... Operating on Transmission  
Brake Drum and External Band

## BUMPER

Type ..... Curved Channel Type  
Mounting ..... Bolted Direct to Front  
Frame Siderails

## CLUTCH

Type ..... Gyro-grip, Semi-centrifugal  
Single Plate

Diameter, Outside—in. .... 11

Total Frictional Area—sq. in. .... 123.7

Cover Plate ..... Ventilated Type

Pressure Plate ..... Cast Iron

Clutch Disc ..... Cushioned Hub with  
Vibration Damper

Release Bearing ..... Sealed Ball, Pre-lubricated  
Pilot Bearing ..... Oil-impregnated Bronze  
Attachment ..... Levers to Pressure Plate  
Needle Roller Bearings

## COOLING SYSTEM

Capacity—qts. .... 24  
Radiator ..... Flat Tube and Fin—  
Pressure Cap

Thermostats ..... In Engine Water Outlets  
Fan ..... Diameter, 18 in.; Blades, 4

## DRIVE LINE

Type ..... Hotchkiss, Straight-line Drive  
Universal Joints ..... Number, Three  
Type, Needle Roller Bearing

## ELECTRICAL SYSTEM

Battery ..... Heavy Duty, 12 volt  
Generator ..... 30 amp.  
Ignition ..... Full Vacuum-controlled System;  
Fully Automatic Distributor; Metal Clad;  
Open Wiring in Rubber Grommets

Headlights ..... Sealed Beam, Foot-switch  
Beam Control

Starter ..... High Torque, Automatic  
Engagement, Solenoid Switch, Ignition  
Switch Control

Parking Lights ..... Combination Stop and  
Tail light; Instrument Lights; Ignition  
Switch with Key Lock

**ENGINE**  
No. of Cylinders—Bore and Stroke—in.  
8—3.62 x 3.30

Displacement—cu. in. .... 272  
Compression Ratio ..... 7.1 to 1  
Maximum B.H.P. .... 160 at 4,400 r.p.m.  
Maximum Torque ..... 250 lbs./ft. at 1,900-  
2,500 r.p.m.

## FRAME

Type ..... Heavy Duty Siderail—  
Parallel Channel Section  
Formed Channel Inside Siderail

Cross-members—Flanged "U" Type with  
Alligator Jaw and Channel Section

## FUEL SYSTEM

Carburettor ..... Dual Downdraught  
Air Cleaner ..... Heavy Duty Oil Bath,  
2 pint capacity

Fuel Pump and Filter ..... Diaphragm Type,  
Driven from Camshaft

Fuel Tank ..... Chassis with Cab,  
15 gal. Inside Cab

Fuel Filler ..... Tube Extension to Outside Cab  
**LUBRICATION**

Engine ..... Full Pressure Feed to all Main,  
Crankpin and Camshaft Bearings  
Crankcase Capacity ..... 8 pts., plus 1 pt.  
for Dry Filter

Chassis ..... Fittings for Pressure Lubrication

## SPRINGS

Semi-elliptic—Alloy Steel  
Length and Width—in. .... Front, 45 x 2  
Rear, 52 x 2¼

Main Auxiliary—in. .... 37 x 2¼

## STEERING

Type ..... Worm and Single-row Needle  
Bearing Roller

Ratio ..... 20.4 to 1

Wheel ..... 18 in. Diam., 3-spoke

*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.

(Incorporated in Victoria.) Registered Office: Geelong, Victoria

## Turning Radius—

154 in. R.H. 27.25 ft. L.H. 27.8 ft.  
172 in. R.H. 29.75 ft. L.H. 30.35 ft.  
192 in. R.H. 32.55 ft. L.H. 33.2 ft.

Tie Rod ..... Ball Stud and Socket, Spring-  
Loaded for Automatic Take-up of Wear,  
Equipped with Rubber Dust Shields

## TRANSMISSION

Type ..... 4-speed Synchro-silent, Floor Change  
Gear Positions—Ratio (to 1)

First, 6.40; Second, 3.09; Third, 1.69;  
High, 1.000; Reverse, 7.82

Lubricant Capacity ..... 6½ pints

## WHEELS & TYRES

Wheels ..... 7—6.5 x 20 Steel Disc with  
8.75 in. Diam. Bolt Circle

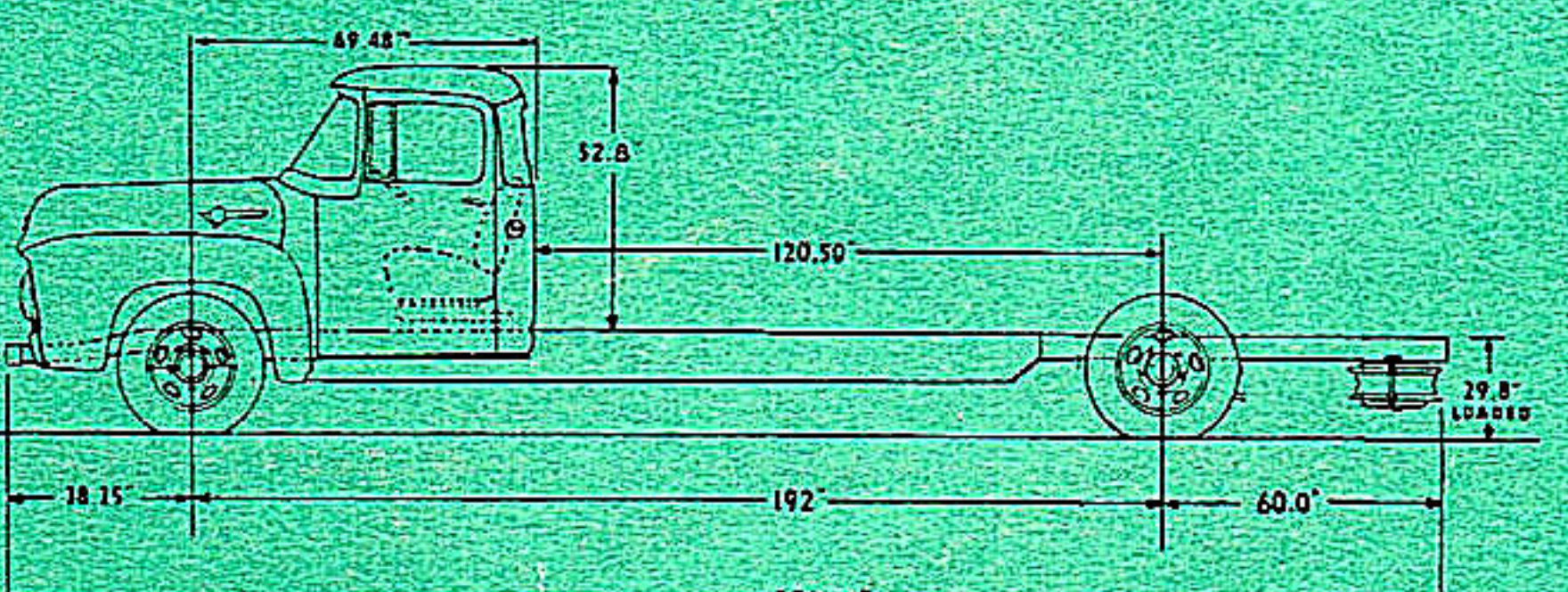
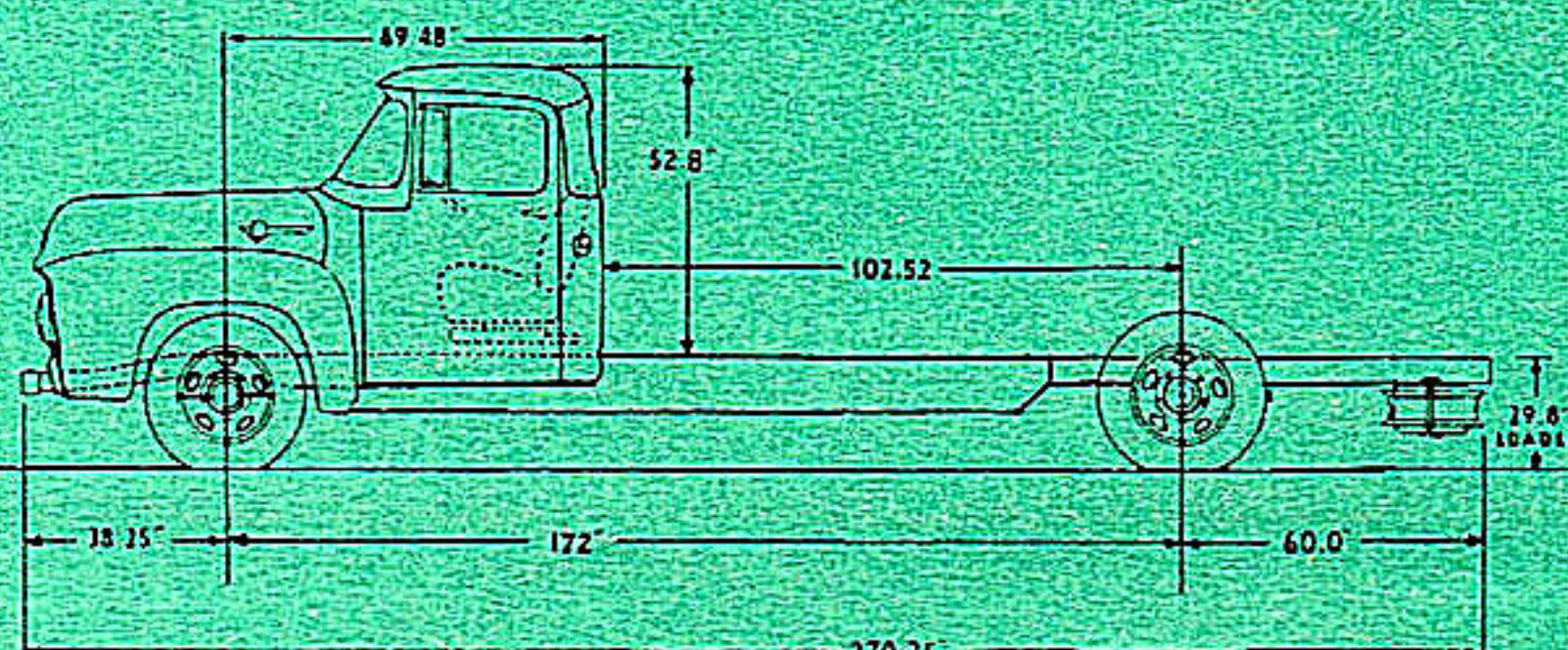
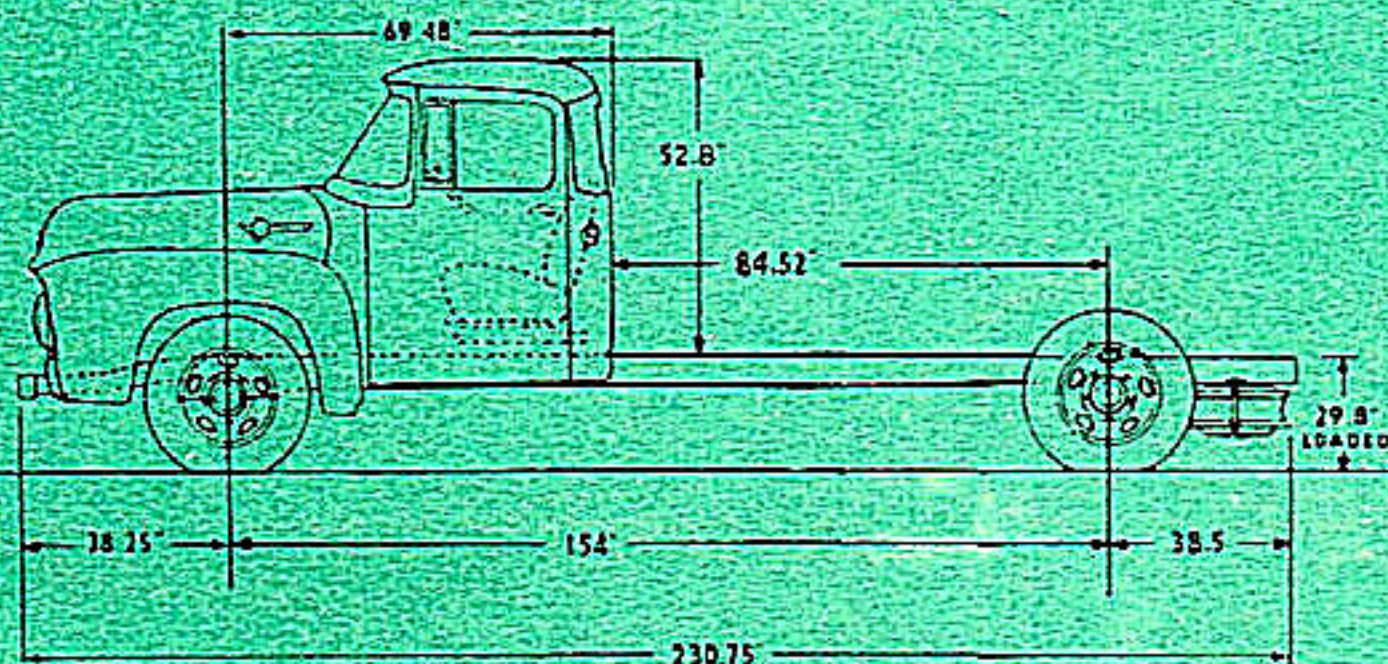
Tyres ..... 6—8.25 x 20 x 10 ply

## CHASSIS EQUIPMENT

included as standard,  
in addition to items specified above:

Hood, Cowl and Dash Assembly; Front Fenders;  
Centre Cowl Ventilator; Steel Toeboards; Instru-  
ment Panel; Speedometer; Water Temperature  
Gauge; Oil Pressure Warning Light; Fuel  
Gauge; Charge Indicator Warning Light; Ash  
Receptacle; Glove Box; Choke Button; Light  
Switch; Hand Throttle; Windshield Wipers;  
Electric Horn; Spare Tyre Carrier; Air Wing  
Ventilating Windows in Doors; Fenders, Front  
and Rear; Mirror, Rear View—outside on Cab.

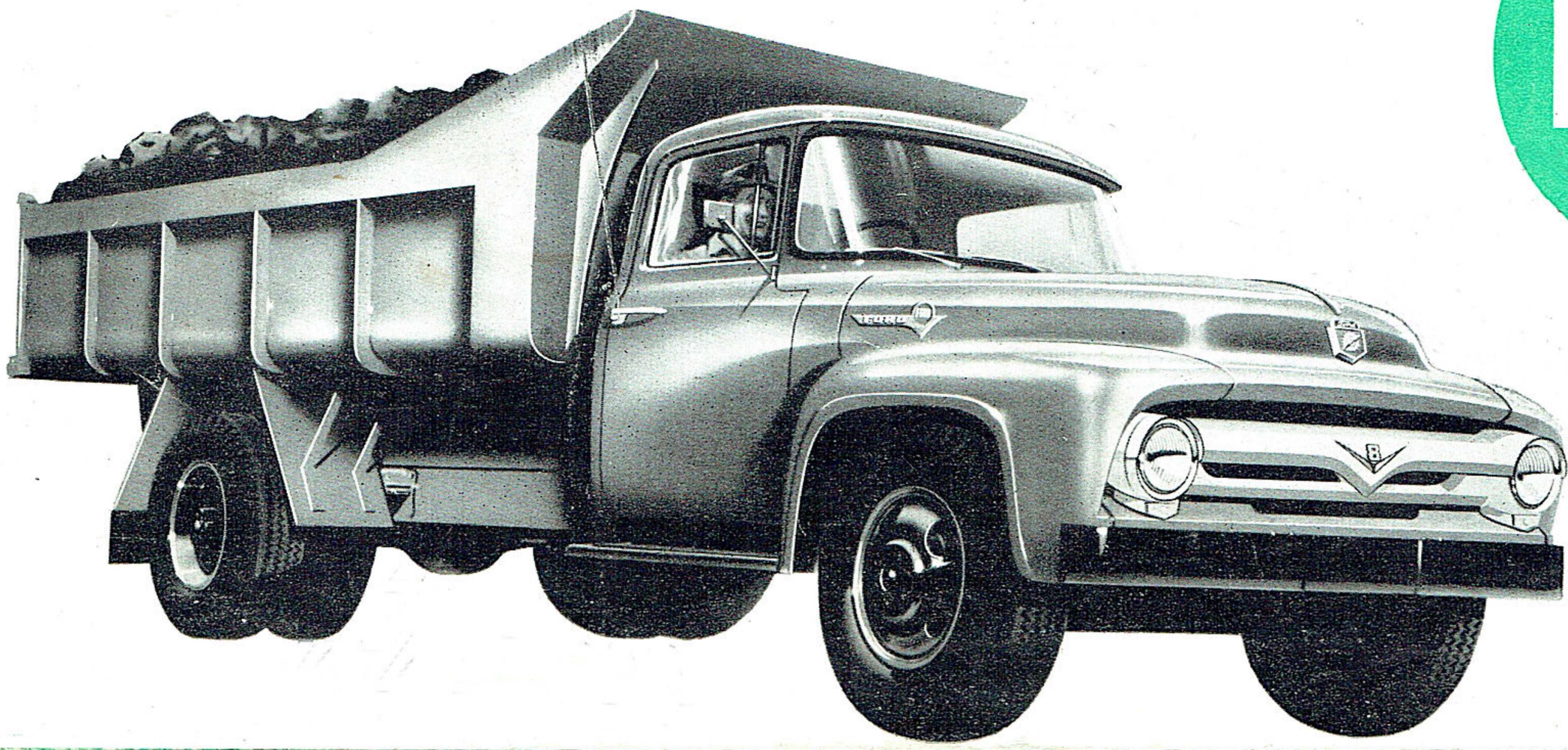
NOTE: Running Boards are standard with  
closed front end.





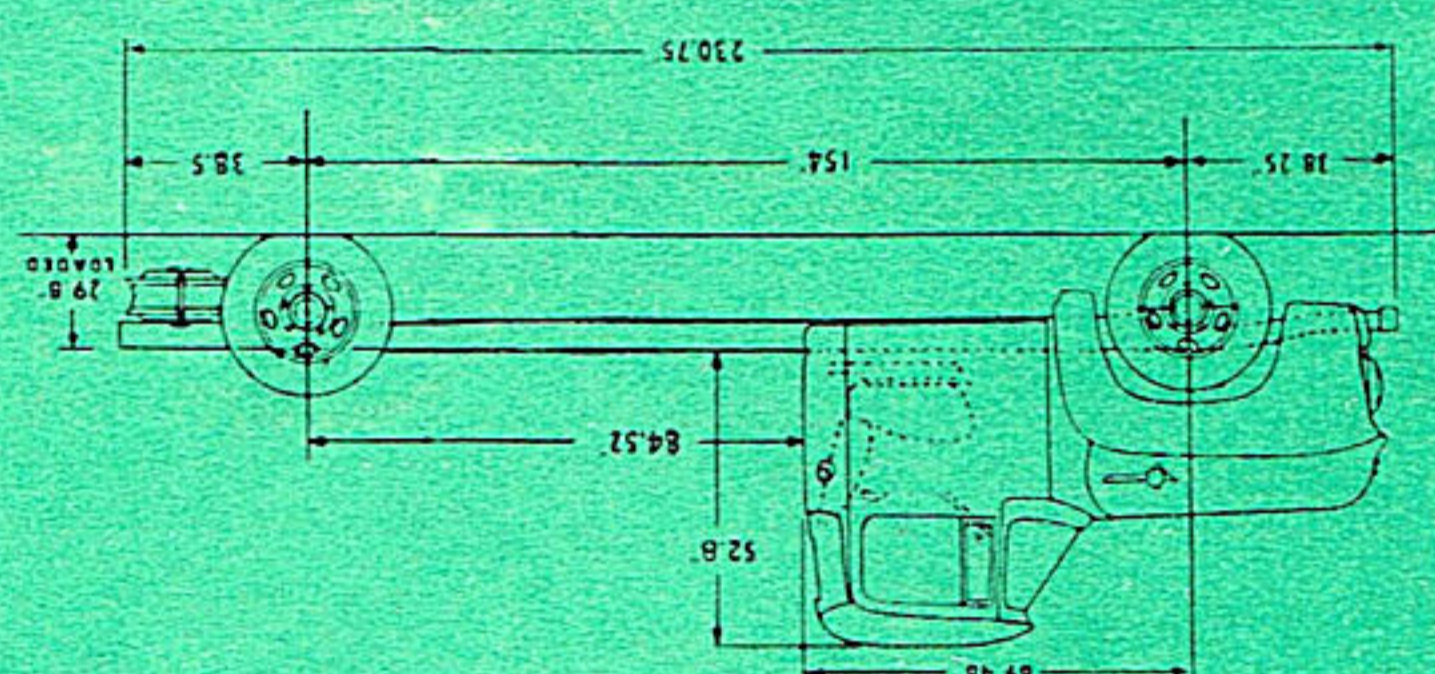
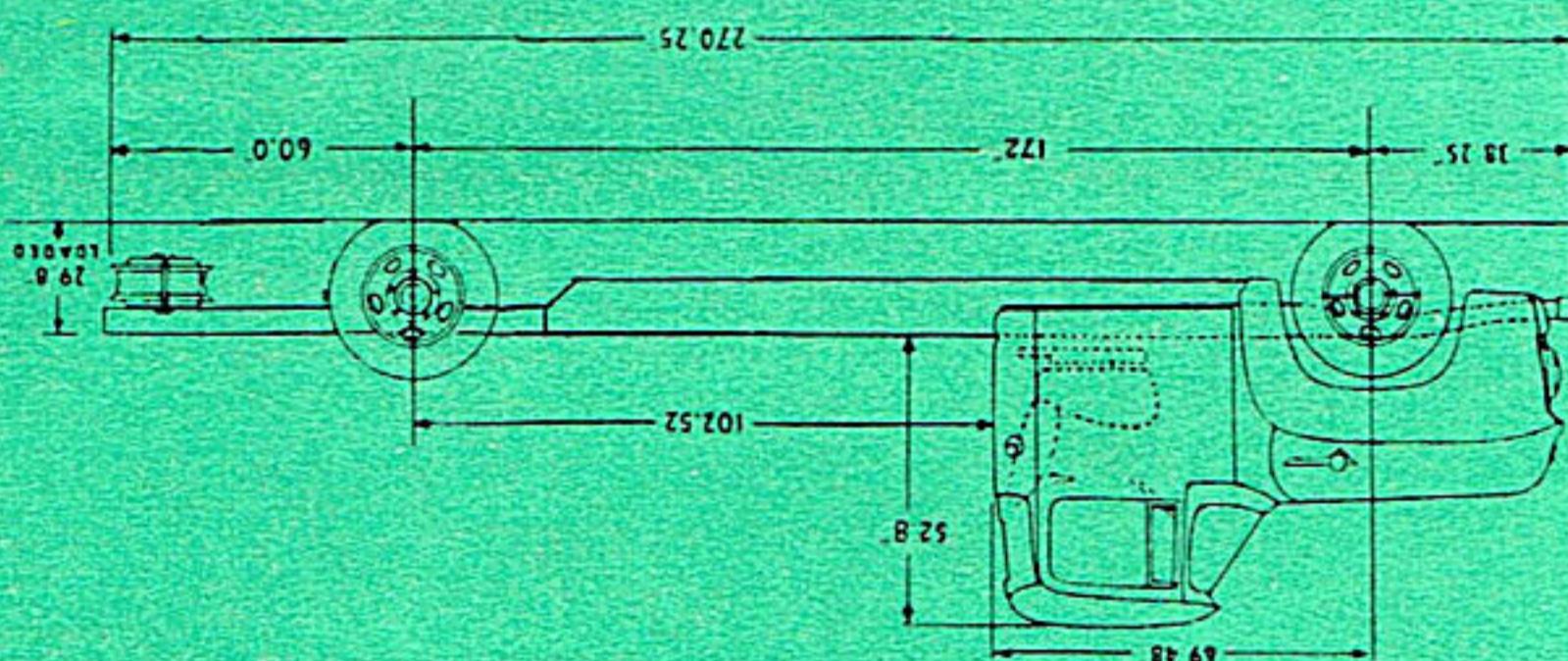
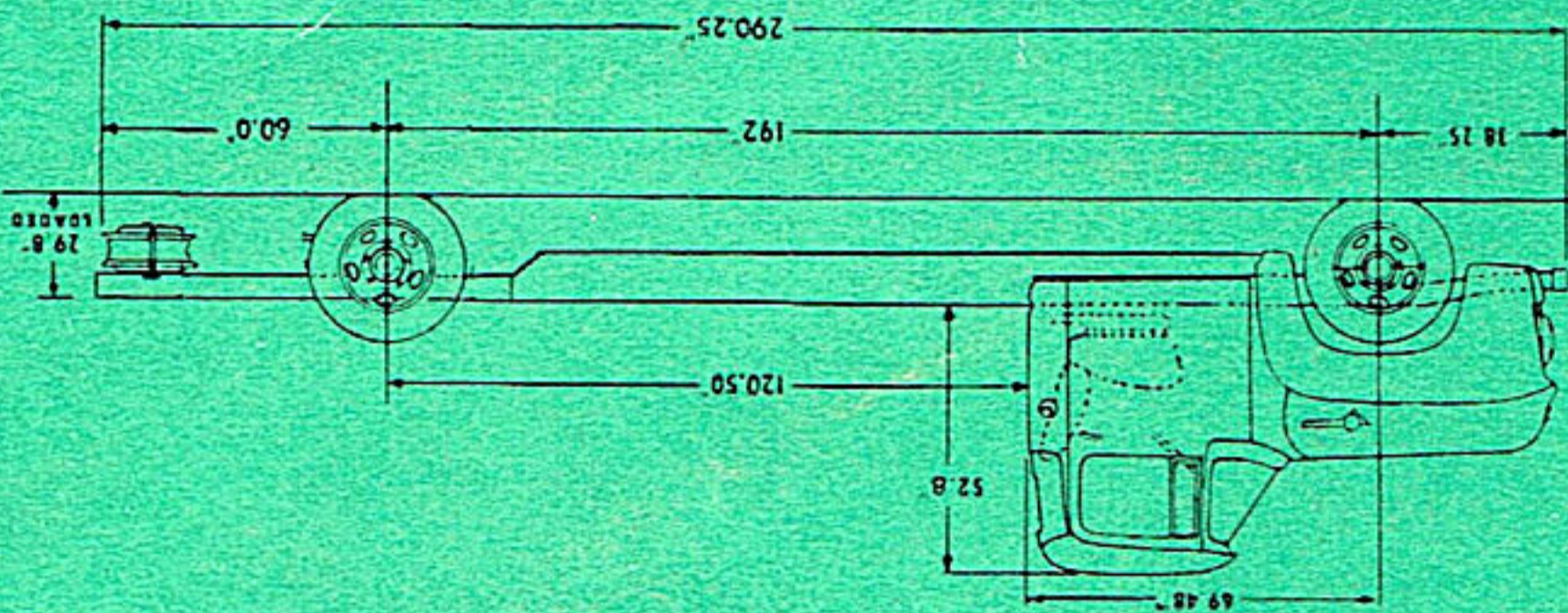
# FORD <sup>TRIPLE-ECONOMY</sup> O.H.V. V8 TRUCKS

## F600



**GROSS VEHICLE WEIGHT:**  
18,000 lbs

**WHEELBASES:**  
154 ins., 172 ins.,  
192 ins.



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subject to such regulations as may from time to time apply, to change specifications and prices at any time.

NOTE: Running Boards are standard with and Rear View—outside on Cab.

Electric Horn; Spare Tyre Carrier; Air Wing Switch; Hand Throttle; Windshield Wipers; Receptacle; Glove Box; Choke Button; Light Gauge; Charge Indicator Warning Light; Fuel Gauge; Oil Pressure Warning Light; Instrument Panel; Speedometer; Water Temperature Centre Cowl Ventilator; Steel Toeboards; Instrument Panel; Dash Assembly; Front Fenders; Hood, Cowl and Dash Assembly; Front Fenders; in addition to items specified above:

**CHASSIS EQUIPMENT** included as standard, 8.75 in. Diam. Bolt Circle 6—8.25 x 20 x 10 ply Tyres

**WHEELS & TYRES**

Wheels 7—6.5 x 20 Steel Disc with 366 sq. ins. Drum Lining 560.78 sq. ins.—15 x 4—¾ (Thickness)—in. 13 x 2½—¼ Front Brake (Drum Diam. x Lining Width)—in. 13 x 2½—¼ Rear Brake (Drum Diam. x Lining Width)—in. 13 x 2½—¼

**ELECTRICAL SYSTEM**

Generator 30 amp. Heavy Duty, 12 volt Full Vacuum-controlled System Ignition Fully Automatic Distributor; Metal Clad; Open Wiring in Rubber Grommets Headlights Sealed Beam, Foot-switch Beam Control Starter High Torque, Automatic Engagement, Solenoid Switch, Ignition Switch Control Parking Lights Combination Stop and Tail Light; Instrument Lights; Ignition Switch with Key Lock

**ENGINE**

No. of Cylinders—Bore and Stroke—in. 8—3.62 x 3.30 Displacement—cu. in. 272 Compression Ratio 7.1 to 1 Maximum B.H.P. 160 at 4,400 r.p.m. Maximum Torque 250 lbs./ft. at 1,900—2,500 r.p.m.

**CLUTCH**

Type Gyro-grip, Semi-centrifugal Single Plate

**BUMPER**

Curved Channel-Type Bolted Direct to Front

**BRAKE, HAND**

Vacuum Assisted 8½ in. Effective Diam. Brake Drum and External Band

**AXLE, FRONT**

Type Modified I-beam Material Heat-treated Alloy Steel Forging

**AXLE, REAR**

Type 2-speed Full Floating Axle Shaft Diameter at Spline—in. 1.775 Axle Ratio 6.14 High; 8.54 Low

**BRAKES, SERVICE**

Type Front Single Anchor, Self-energizing; Rear—Hydraulic Two Cylinder Independently Anchored

**DRIVE LINE**

Fan Diameter, 18 in.; Blades, 4 Type Hotchkiss, Straight-line Drive Universal Joints

**COOLING SYSTEM**

Capacity—qts. 24 Radiator Flat Tube and Fin—Pressure Cap

**FUEL SYSTEM**

Carburettor Dual Down draught Air Cleaner Heavy Duty Oil Bath, Fuel Pump and Filter Diaphragm Type, Fuel Tank Chassis with Cab, 15 gal. Inside Cab Fuel Filter Tube Extension to Outside Cab

**LUBRICATION**

Engine Full Pressure Feed to all Main, Crankpin and Camshaft Bearings Crankcase Capacity 8 pints, plus 1 pt. for Dry Filter

**SPRINGS**

Chassis Fittings for Pressure Lubrication Semi-elliptic—Alloy Steel

**STEERING**

Main Auxiliary—in. 37 x 2½ Worm and Single-row Needle Bearing Roller Ratio 20.4 to 1

**WHEEL**

18 in. Diam., 3-spoke

**ABRIDGED SPECIFICATIONS FORD F600 (G.V.W. 18,000 lbs.) TRUCK**

**FRAME**

Type Heavy Duty Siderail—Formed Channel Inside Siderail Cross-members—Flanged "U" Type with Alligator Jaw and Channel Section

**FUEL SYSTEM**

Carburettor Dual Down draught Air Cleaner Heavy Duty Oil Bath, Fuel Pump and Filter Diaphragm Type, Fuel Tank Chassis with Cab, 15 gal. Inside Cab Fuel Filter Tube Extension to Outside Cab

**LUBRICATION**

Engine Full Pressure Feed to all Main, Crankpin and Camshaft Bearings Crankcase Capacity 8 pints, plus 1 pt. for Dry Filter

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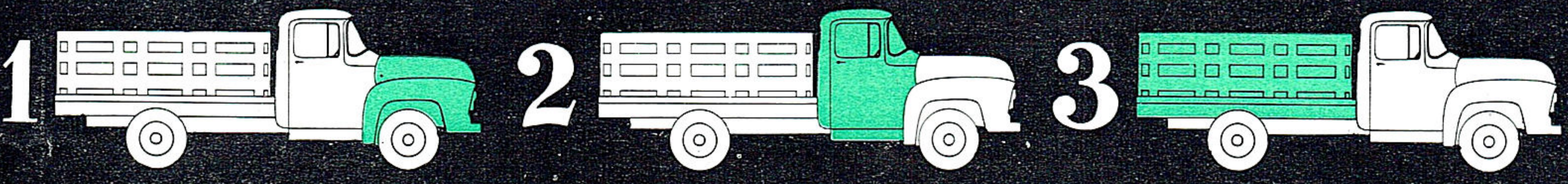
**STEERING**

Main Auxiliary—in. 37 x 2½ Worm and Single-row Needle Bearing Roller Ratio 20.4 to 1

**WHEEL**

18 in. Diam., 3-spoke

You get more value per £ . . . that's what Ford TRIPLE ECONOMY means in truck buying



**Money-saving POWER**

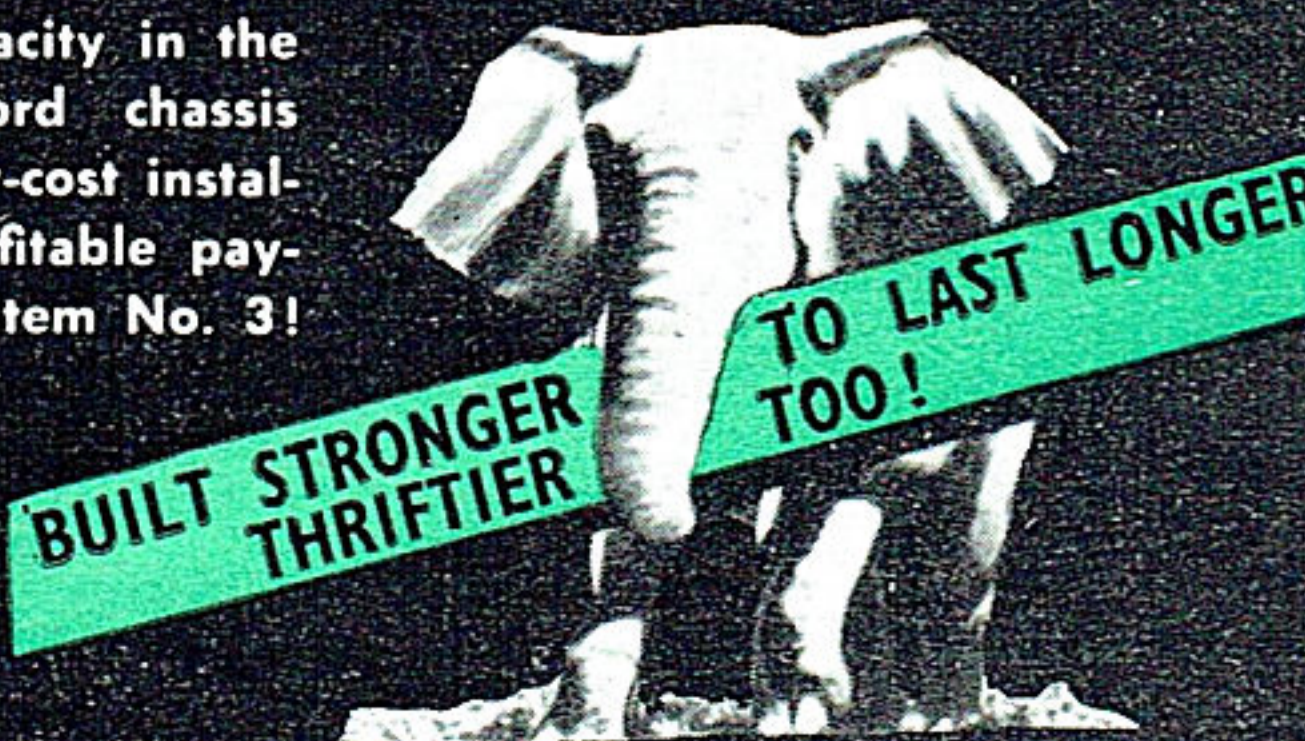
Ford's O.H.V. engine gives you higher, more sustained torque, more horse-power per cubic inch displacement, big power reserves to handle payloads more easily and economically. Modern Y-block, low-friction design means longer life, low maintenance costs. Ford's V8 truck engine is your Big Economy Item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

**Driver-saving EFFICIENCY**

Ford's big 3-man cab . . . with new features including the huge full wrap-around windscreen and Lifeguard steering wheel . . . is the most comfortable, and the safest in trucking. The new design lessens driver-fatigue, saves him time, and 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!

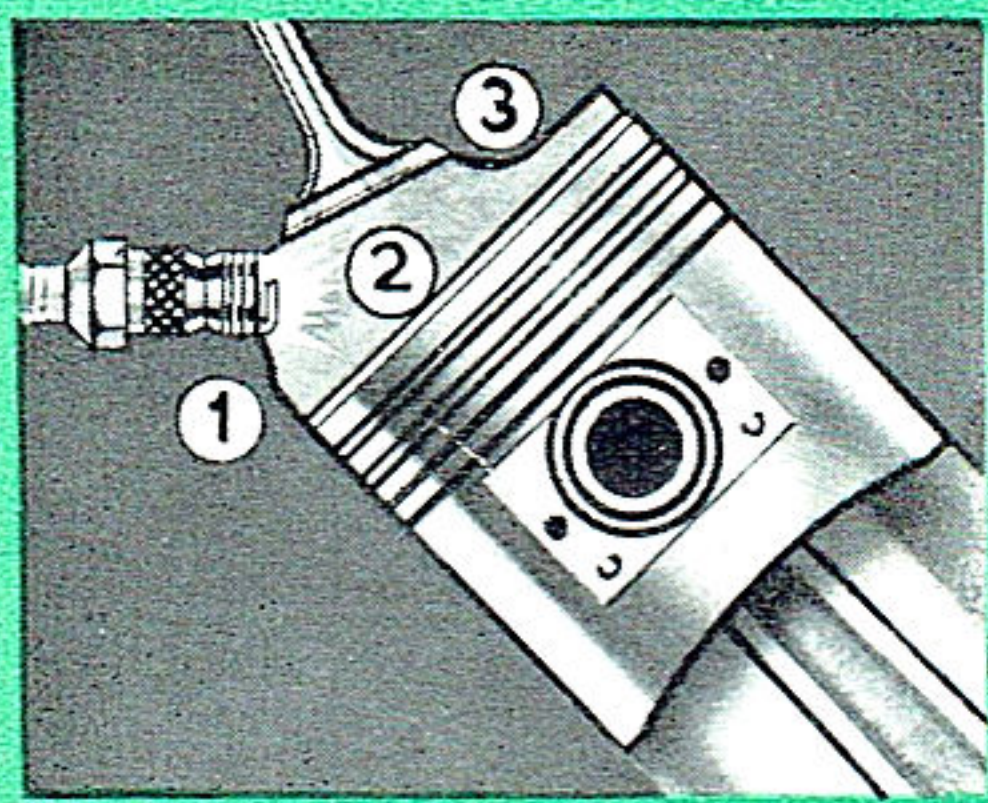




**More POWER**  
per £



LOOK UNDER THE BONNET



**1. NEW 12-volt Ignition** system gives more positive, quicker cold-weather starts . . . greater reserve capacity to handle lights and other electrical load.

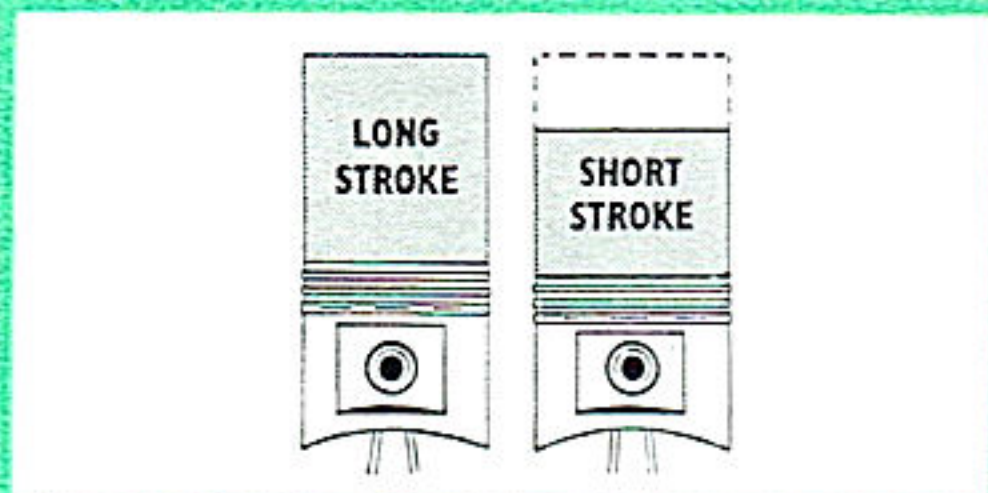
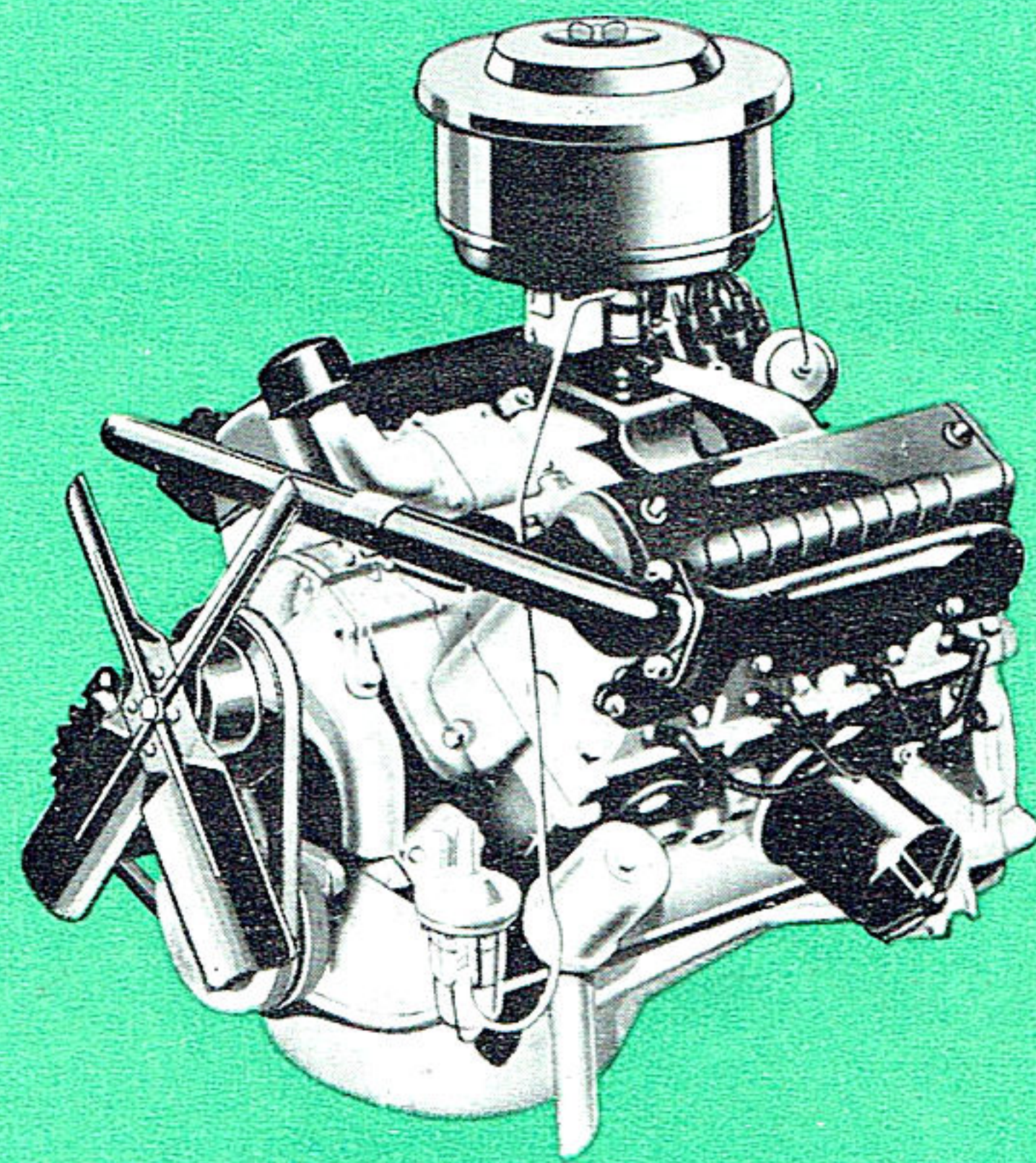
**2. NEW compression ratio** New 7.1:1 compression ratio for extra power from fuel, puts more miles into every gallon of petrol.

**3. NEW easy breathing** with larger intake passages and new, improved high-turbulence combustion chambers, provides full power at high speeds, added pep and performance at all speeds.

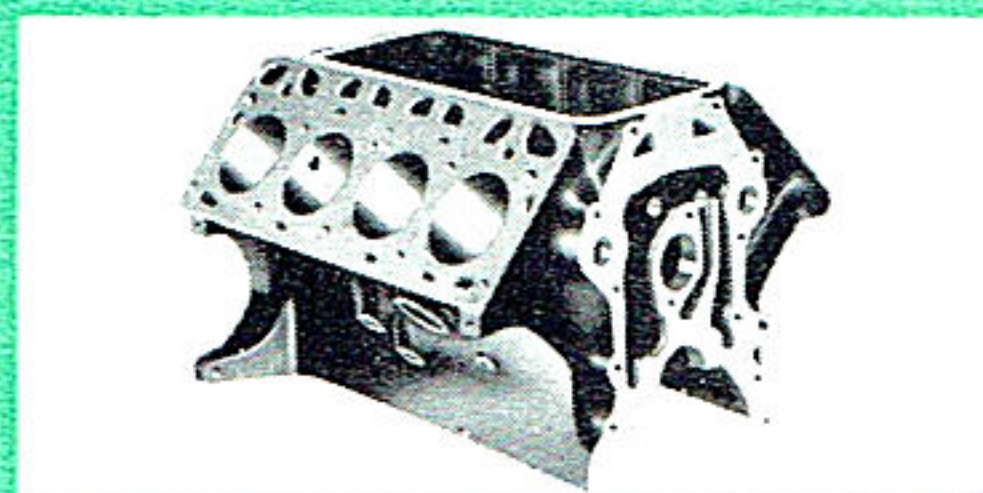
# THE MIGHTY FORD O.H.V. V8

**More torque — more instantly usable power at all operating speeds**

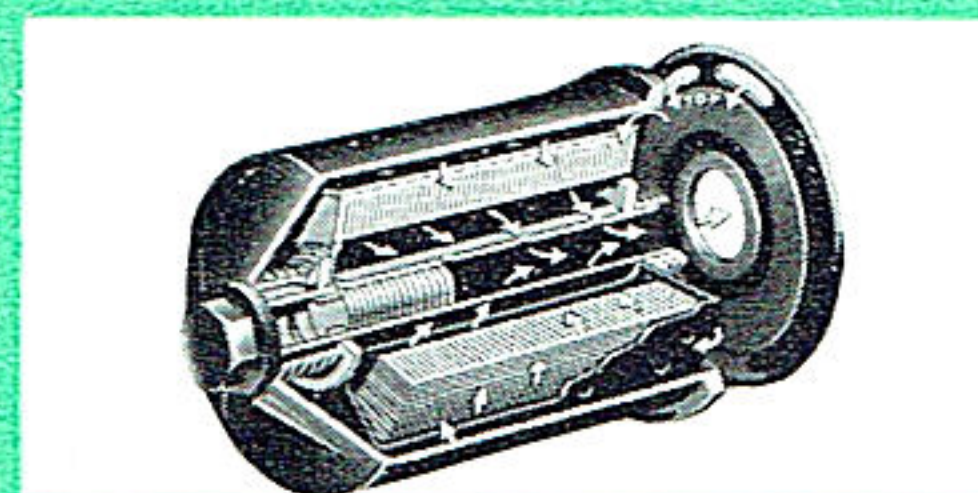
This is the most powerful and efficient V8 truck engine Ford has ever built. And Ford has built more V8 engines than all other makers combined. It develops far more horsepower per cubic inch displacement, and higher, more sustained torque for tough work, long hauls and easier cruising speeds under ALL load conditions. Other reasons why Ford gives you more power per pound are, new higher 7.1:1 compression ratio, new 12-volt electrical system, new iron-alloy camshaft, exceptionally rigid crankshaft, and many other new advancements.



**SHORT-STROKE, LOW FRICTION DESIGN.** Piston travel is less than bore diameter, this results in shorter piston travel with much less friction, less wear on moving parts, and long engine life.



**DEEP Y-BLOCK** with its great rigidity means longer engine life, and much smoother operation. The Block structure widens out at rear for very rigid connection of the block and flywheel housing

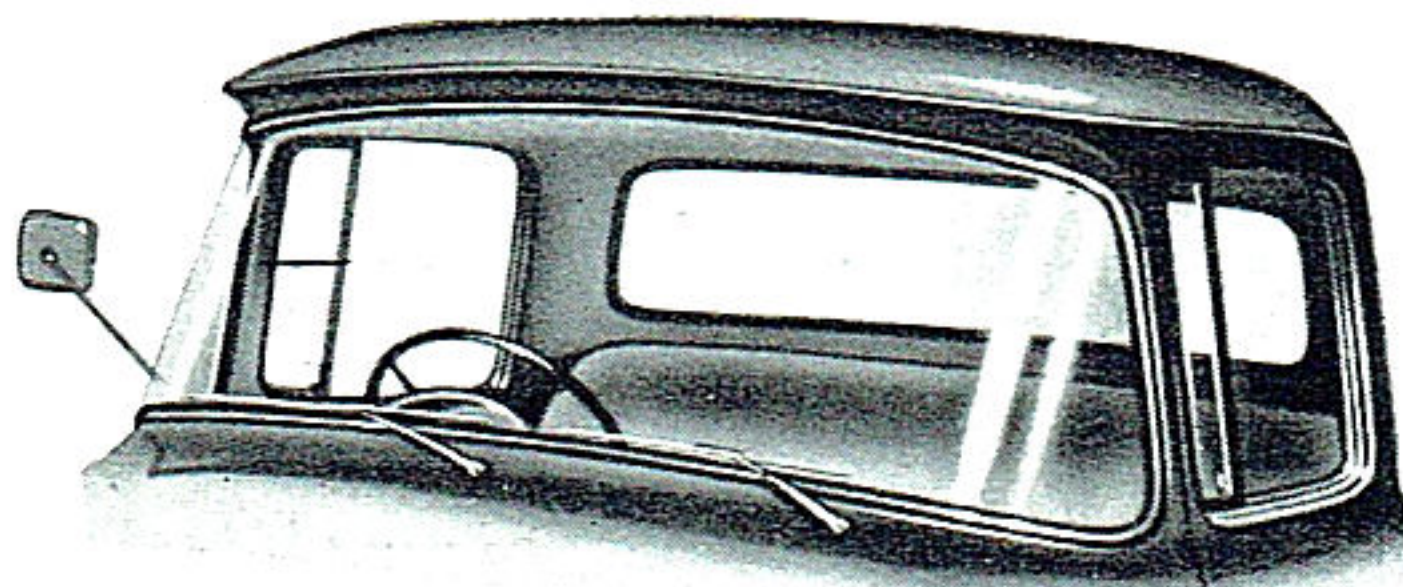


**FULL FLOW OIL FILTER** cleans ALL the engine oil before it reaches bearing surfaces, reducing cylinder wall and piston ring wear and thereby contributing to longer bearing and engine life.

**More COMFORT**  
per £

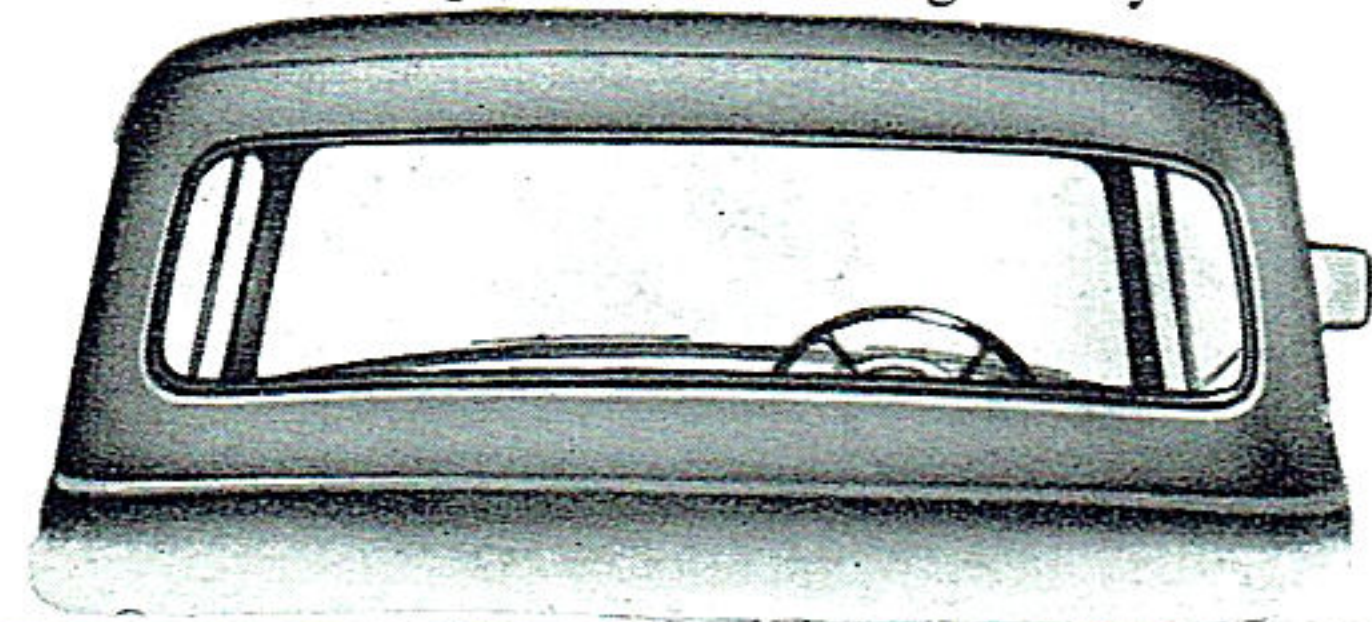


LOOK IN THE CAB



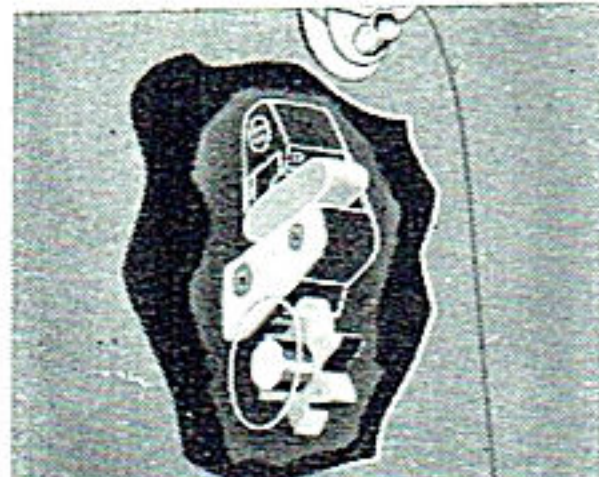
**VISION UNLIMITED**

New, full wrap-round windscreen provides the greatest possible view of road and traffic, reduces driving strain, is a big safety factor.



## NEW CAB DESIGN

**makes every driving operation more simple . . . cuts fatigue . . . gets more done . . . and provides "Lifeguard" safety features . . .** Ford's roomy 3-man cab is the easiest cab to get in and out of today. Doors are almost a yard wide, and open a full 70° . . . and instead of moving the running board up inside the door, Ford keeps it low — an easy step from ground to cab. New dashboard and instrument panel design . . . more conveniently located controls . . . deeply sprung adjustable seat . . . complete weather sealing . . . even positioning of driver and passengers further away from the load carrying rear suspension means more comfort.

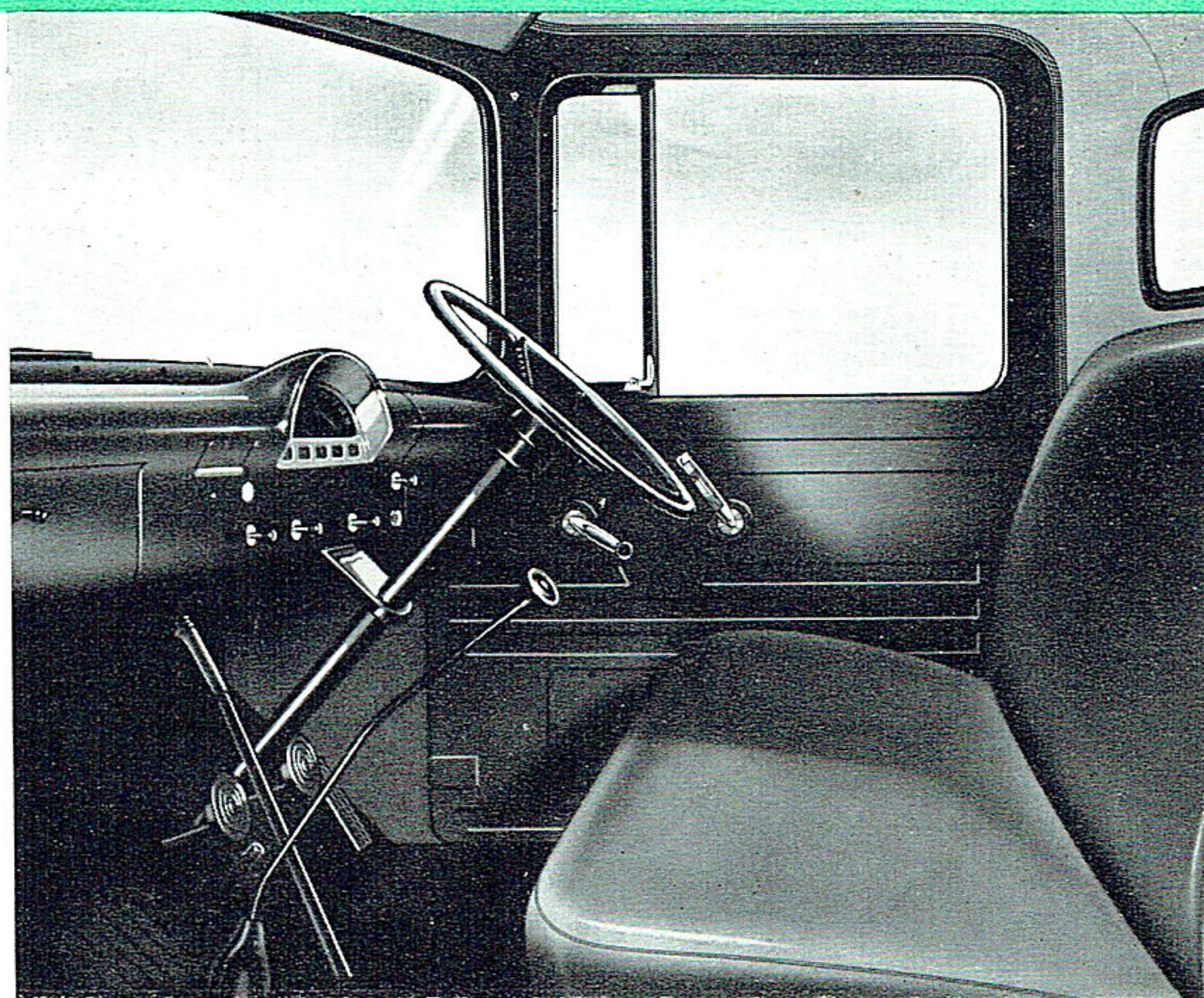


**NEW LIFEGUARD STEERING WHEEL**

is a Ford first. Deep-centre design allows the safety of greater absorbing of impact.

**NEW LIFEGUARD DOOR LOCKS**

incorporate Double Grip and are designed to provide added protection against possibility of doors springing open.



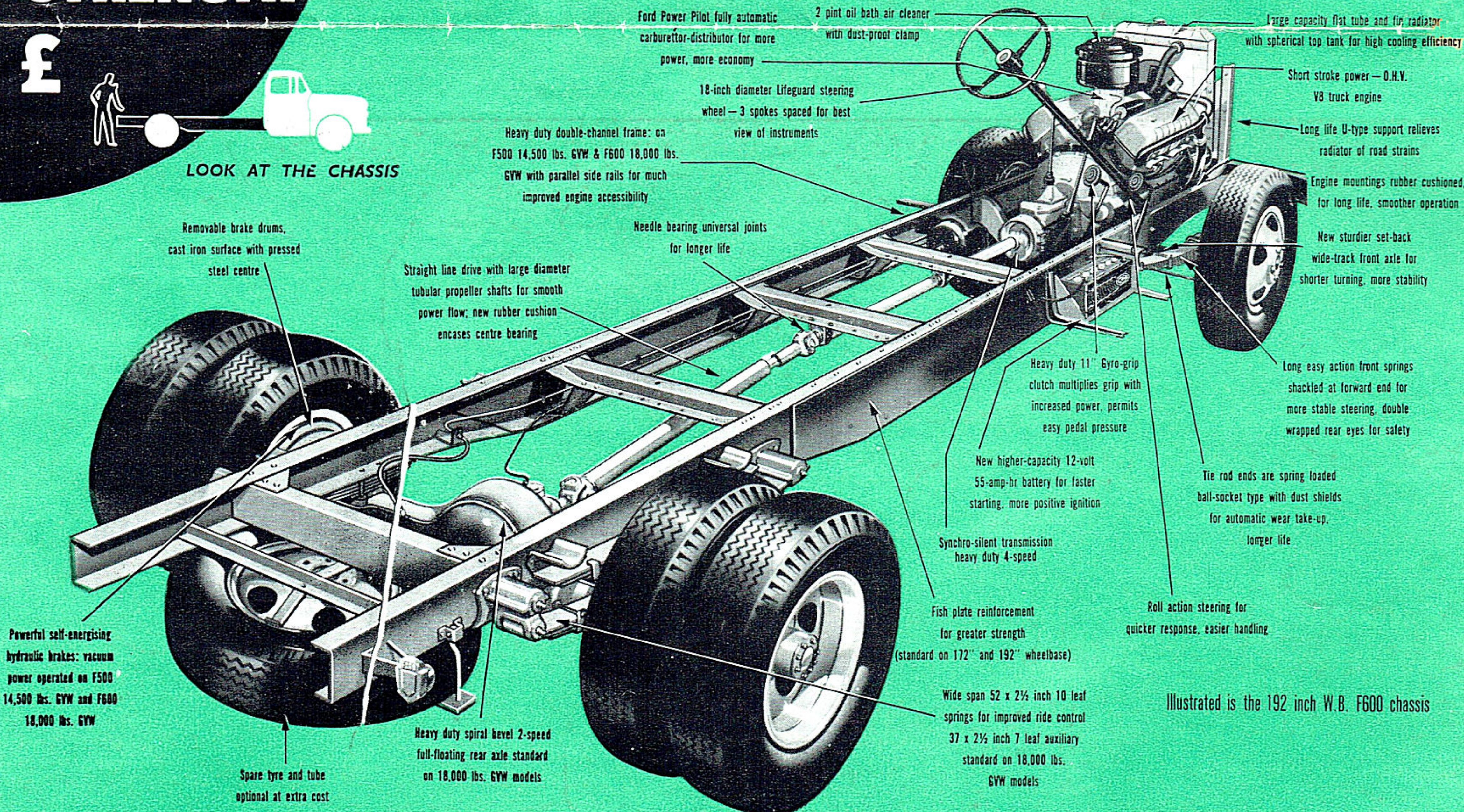
**Exclusive new high-dial instrument panel** can be read at a glance, night or day. Placed high for quick viewing, instruments are indirectly illuminated and shielded against reflection. Another feature of the cab is the **wide-comfort seat** . . . special construction and long-life upholstery resists hard usage, keeping shape and comfort much longer. Ford's 3-man comfort cab is the most driver-pleasing on the road—every feature conserves a driver's energy, keeps him happy on the job.

**More STRENGTH**  
per £



LOOK AT THE CHASSIS

## FORD'S HUSKY CHASSIS ENGINEERING



Ford Power Pilot fully automatic carburettor-distributor for more power, more economy

2 pint oil bath air cleaner with dust-proof clamp

Large capacity flat tube and fin radiator with spherical top tank for high cooling efficiency

18-inch diameter Lifeguard steering wheel — 3 spokes spaced for best view of instruments

Short stroke power — O.H.V. V8 truck engine

Long life U-type support relieves radiator of road strains

Heavy duty double-channel frame: on F500 14,500 lbs. GVW & F600 18,000 lbs. GVW with parallel side rails for much improved engine accessibility

Engine mountings rubber cushioned, for long life, smoother operation

New sturdier set-back wide-track front axle for shorter turning, more stability

Removable brake drums, cast iron surface with pressed steel centre

Needle bearing universal joints for longer life

Straight line drive with large diameter tubular propeller shafts for smooth power flow; new rubber cushion encases centre bearing

Heavy duty 11" Gyro-grip clutch multiplies grip with increased power, permits easy pedal pressure

Long easy action front springs shackled at forward end for more stable steering, double wrapped rear eyes for safety

New higher-capacity 12-volt 55-amp-hr battery for faster starting, more positive ignition

Tie rod ends are spring loaded ball-socket type with dust shields for automatic wear take-up, longer life

Synchro-silent transmission heavy duty 4-speed

Roll action steering for quicker response, easier handling

Fish plate reinforcement for greater strength (standard on 172" and 192" wheelbase)

Wide span 52 x 2 1/2 inch 10 leaf springs for improved ride control 37 x 2 1/2 inch 7 leaf auxiliary standard on 18,000 lbs. GVW models

Powerful self-energising hydraulic brakes: vacuum power operated on F500 14,500 lbs. GVW and F600 18,000 lbs. GVW

Spare tyre and tube optional at extra cost

Heavy duty spiral bevel 2-speed full-floating rear axle standard on 18,000 lbs. GVW models

Illustrated is the 192 inch W.B. F600 chassis