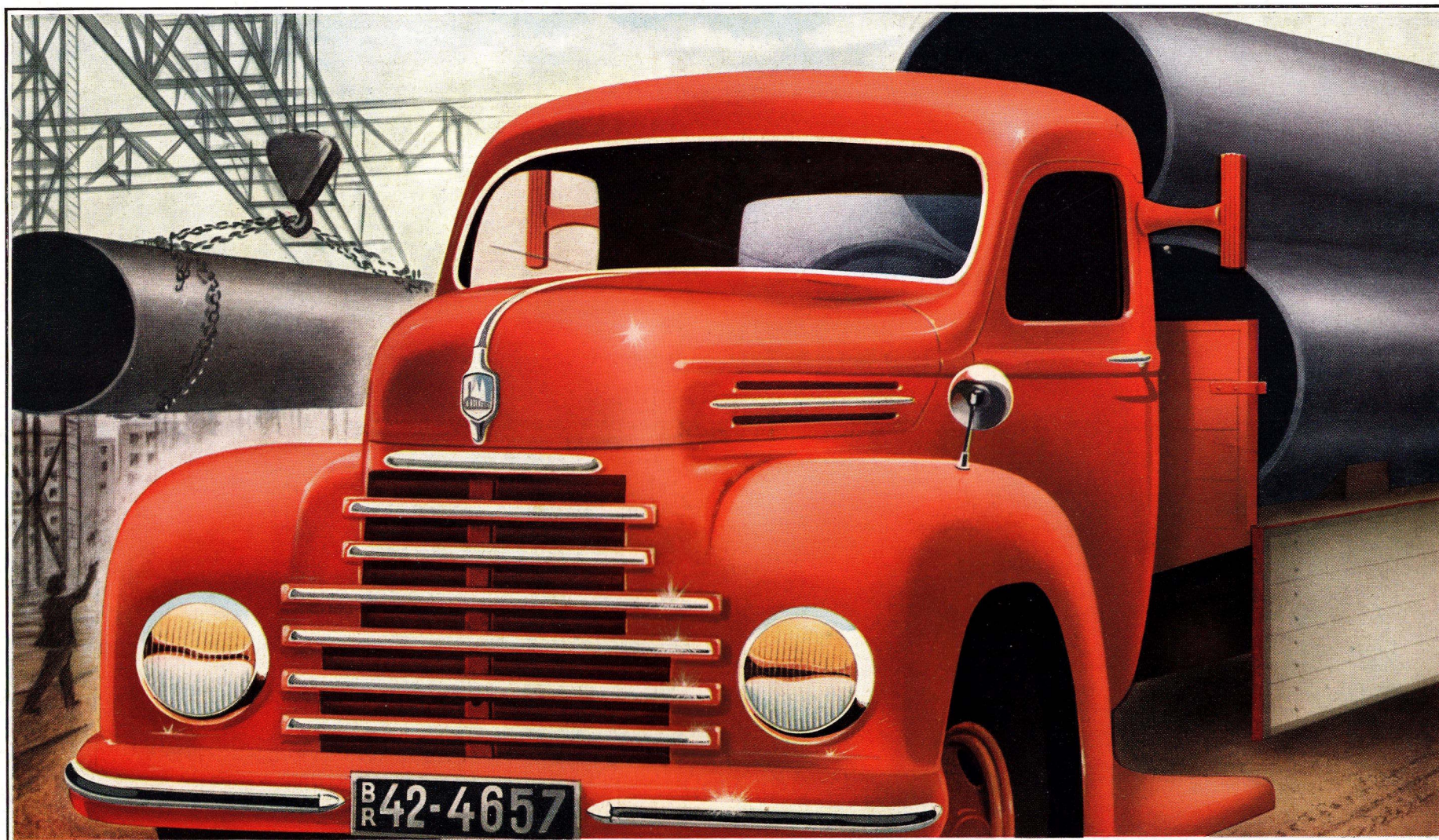


A NEW *Ford* PRODUCT



THE FK-3500 D

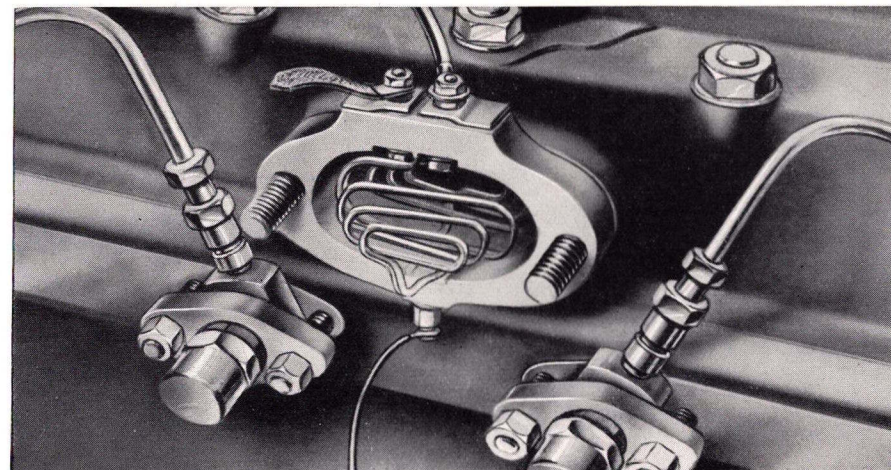
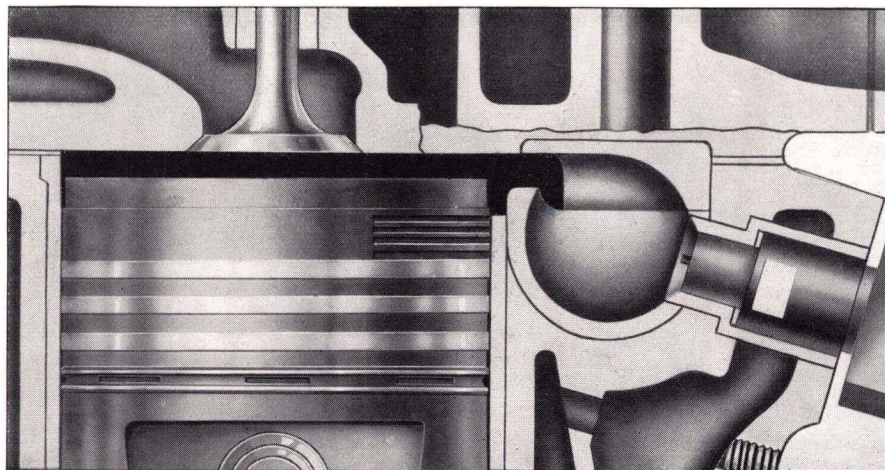
For many years our trucks, operating under the most severe conditions have earned the appreciation of the public. This explains why the Ford truck owners refused to part with their vehicles even at a time when difficulties in procuring gasoline were growing more and more acute.

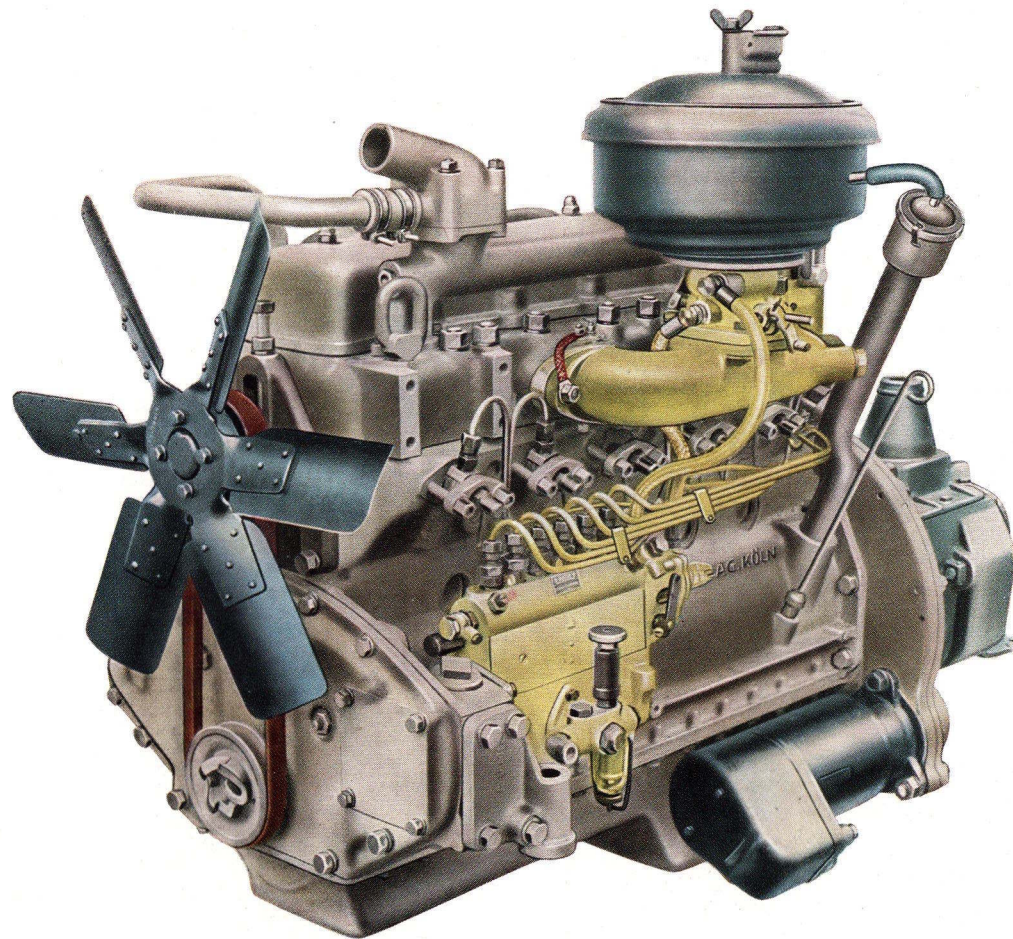
It was a natural development that a demand arose for a truck in which the fine features of the Ford models were combined with the advantages offered by the Diesel engine. As soon as we had recognised the need for such a vehicle, extensive preparations were immediately made, the results of which we are proud to present to you today.

We have been able to benefit by the experience of the worldwide Ford organisation. When subjecting Diesel engines of different makes to thorough tests, there was one design which proved to be superior, viz. a six cylinder Diesel with a turbulence chamber which was specially developed for the 3.5 ton Ford chassis. Already for many years it has been success-

fully used in Ford trucks. Its power weight ratio of 4 kilos per HP shows that it is a masterpiece of engineering, coming nearest to the performance of the gasoline engine. The smooth running engine has an output of 94 HP at 3000 RPM and a torque of 25 mkg (181 feet/pounds) at 1800 RPM. Its power per cc. vol. may even be compared with the famous V-8 gasoline engine, i. e. 23 HP/liter as against the Ford V-8 engine 24.3 HP/liter.

The outstanding feature of this Diesel engine is a turbulence chamber. The latter has been built into the cylinder block making it possible to locate the overflow channel from the cylinder to the turbulence chamber in such a way that the piston can reduce the opening. As the piston travels up from the bottom dead center, the air velocity is steadily increased for, on this engine, there are no glow plugs projecting into the turbulence chamber to hinder the air whirl.

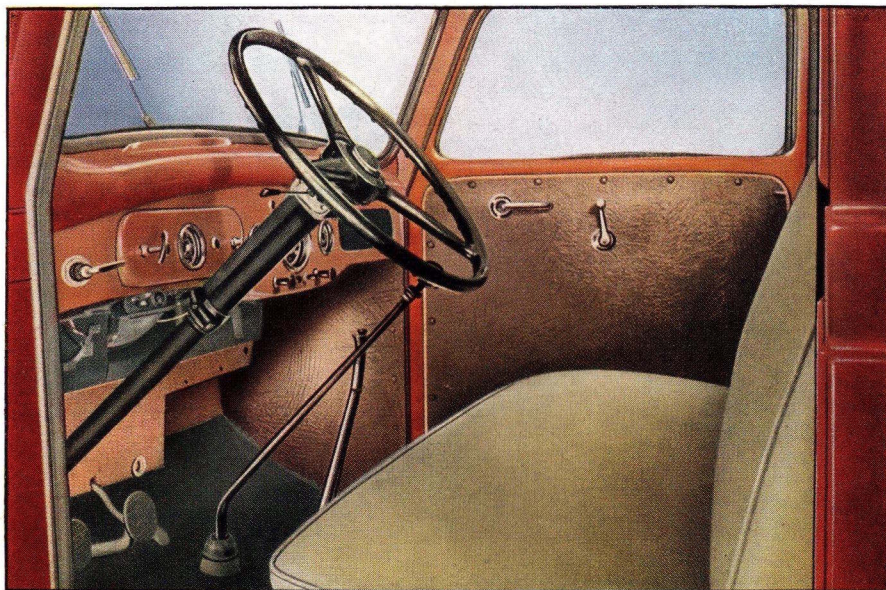




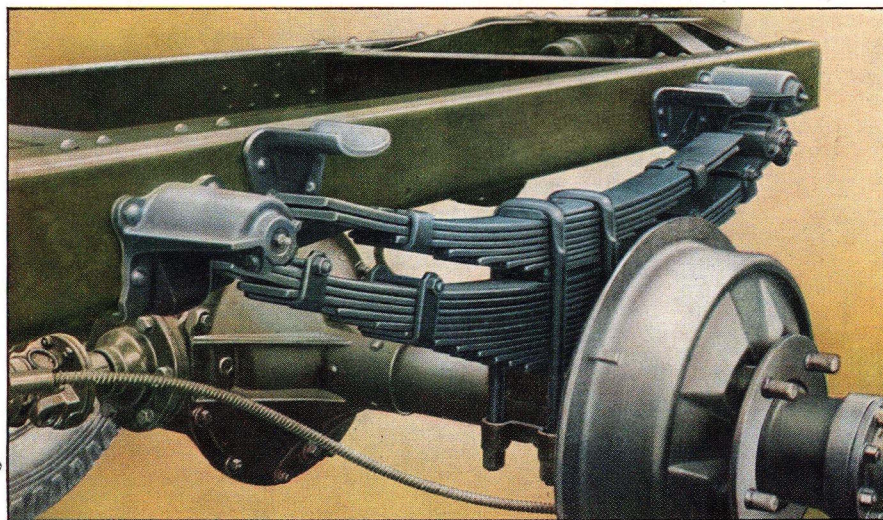
As the piston travels further upward, the cross section of the overflow channel is reduced so that the air forced through the opening at a very high pressure will increase the whirling motion to a maximum. The fuel injected at this moment into the turbulence chamber is, therefore, mixed with the air in an ideal manner resulting in quick, equal, and complete combustion. When this Diesel is demonstrated to you, test the motor very carefully. It will prove its abilities of smooth running and ex-

cellent performance.

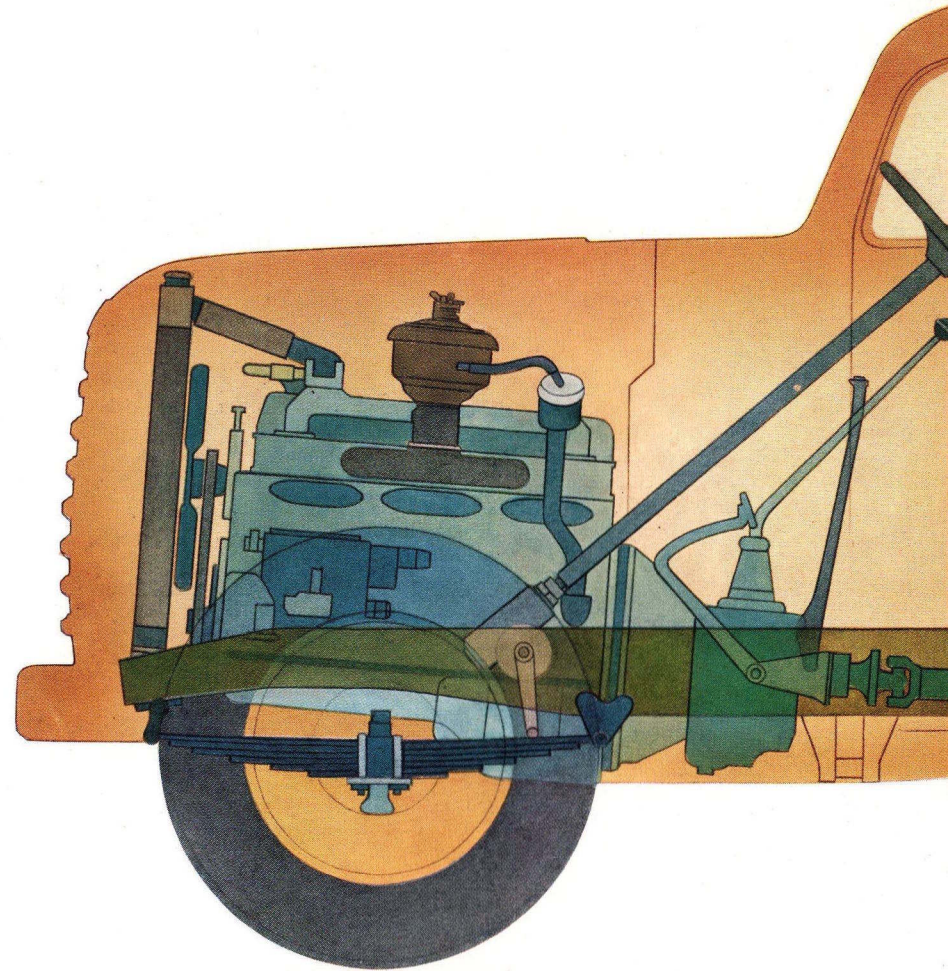
The engine of the FK-3500D is equipped with the wellknown Bosch injection pump and the robust one-hole-pintle-nozzles. A quick start furthered by the turbulence chamber is made still easier by glowing spirals built into the intake manifolds. In especially cold weather there is a device available for the injection of a quick starting liquid into the air filter which is operated from the instrument panel.

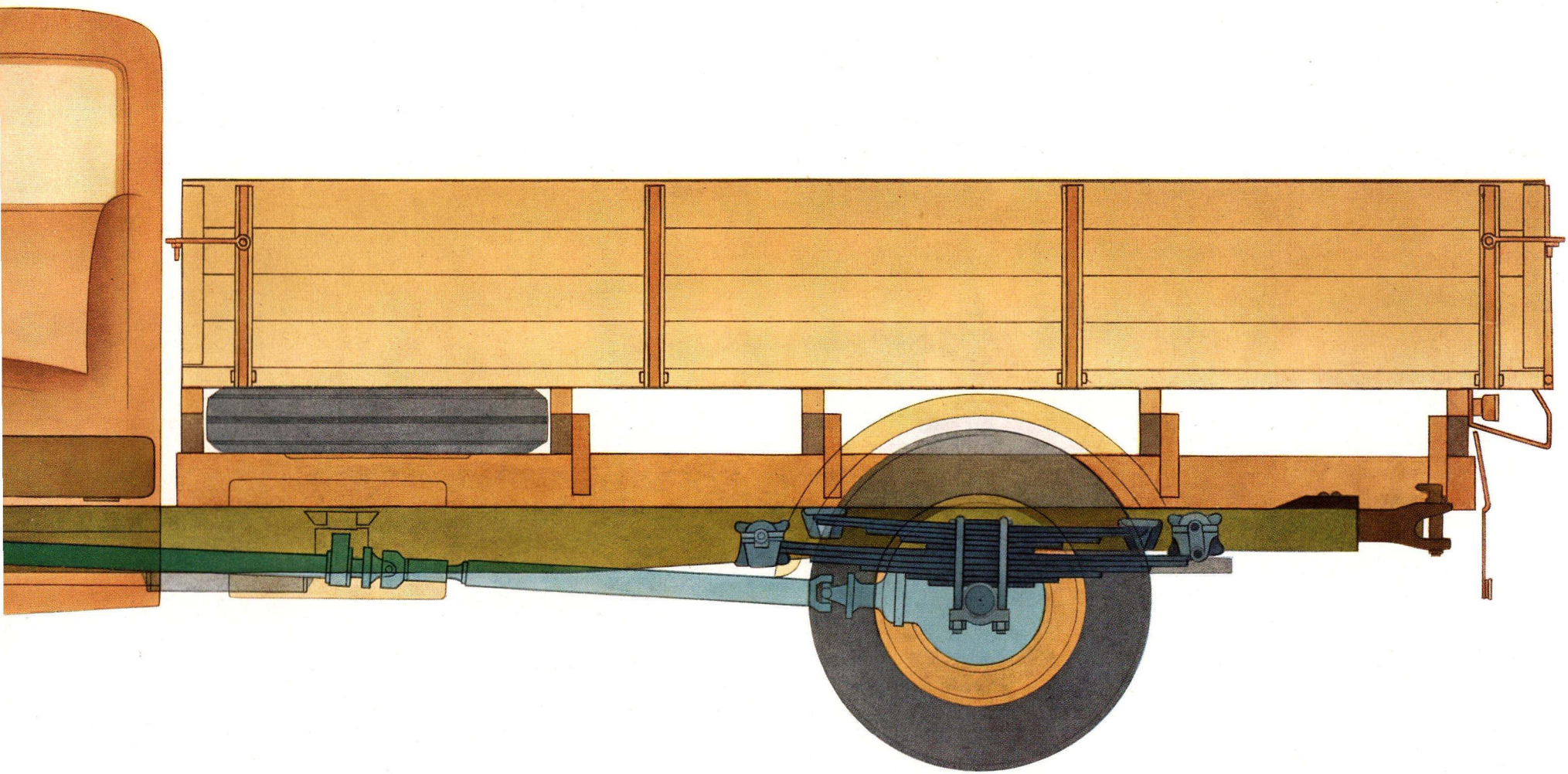


The driver's cab is more comfortable than many passenger cars



Note the auxiliary springs and exceptionally large brake drums



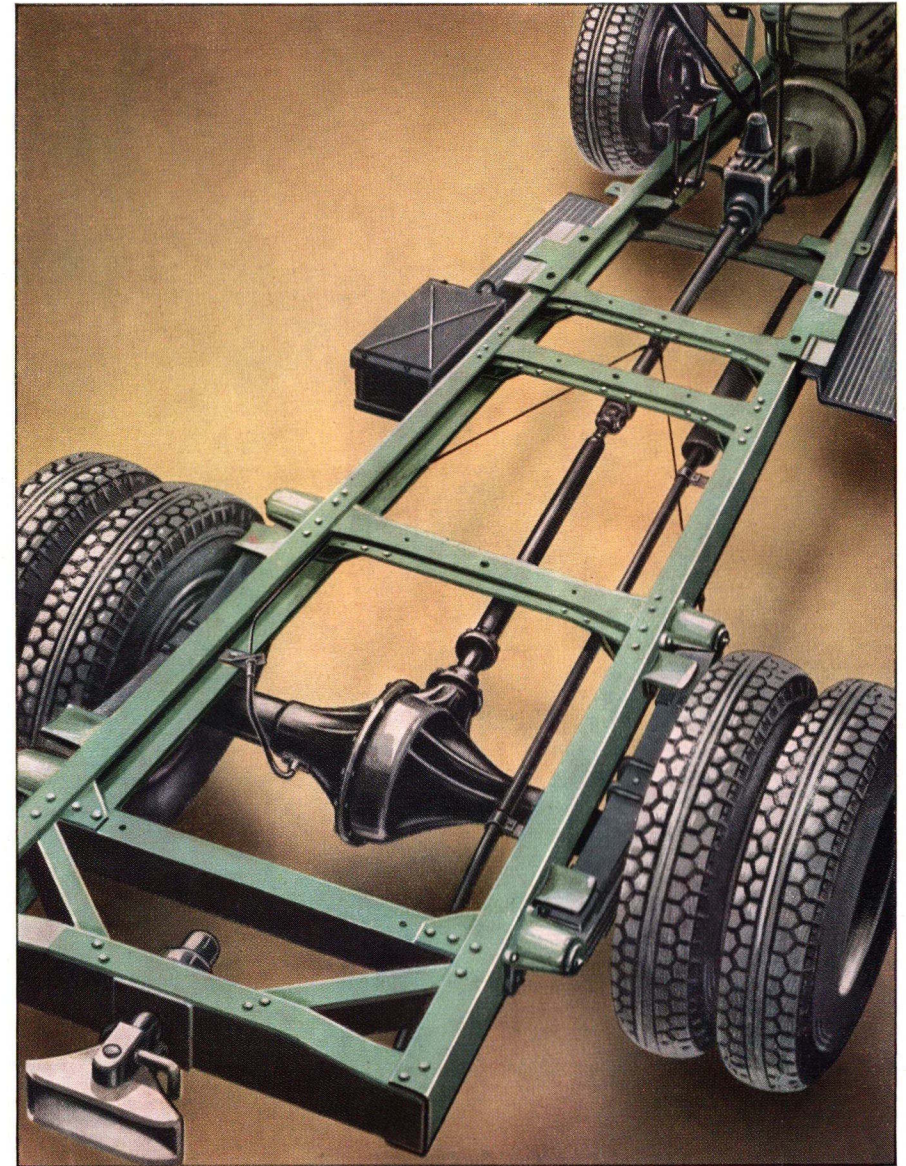


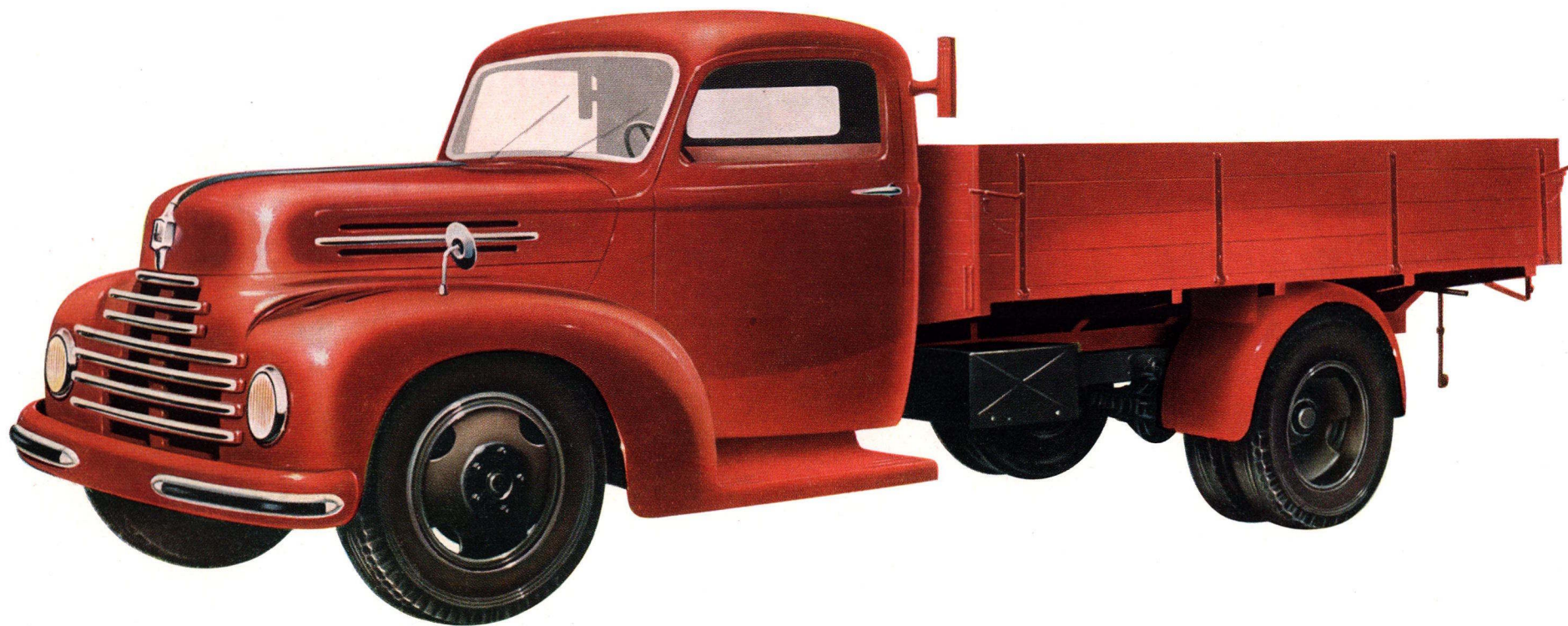
This chassis clearly shows that it will carry the 3.5 ton payload without any difficulty. The auxiliary springs are developed by Ford for heavy duty or rough roads. The brake lining area is extraordinarily large, for safety is a main feature of Ford construction.

By devoting special attention to the comfort of the driver, greater safety is at the same time ensured. A big handy steering wheel with direction indicator switch close to it and practically arranged instruments are a great convenience for the driver. Furthermore, the cab seats and equipment being almost as comfortable as those in passenger cars keep him alert and efficient.

For a small extra charge, an air conditioning equipment specially designed for the FK-3500D will be installed. It has been so very successful on the Taunus and means additional comfort for the driver.

For more than half a century Ford Service has been renowned throughout the world and is now regarded as a matter of course by all Ford owners. It therefore gave us particular pleasure to read the report of one of the most prominent market research institutes that car owners especially appreciate Ford Service. This shows that our systematic efforts are acknowledged. We are constantly training the foremen and mechanics of our dealers; we give them advice as to the improvement and re-building of their workshops and the organisation of quick-service-stations. Our genuine spare parts are kept low in price and the Ford exchange system provides for certain assemblies and parts to be reconditioned and guarantee the same service as the new ones. A great number of workshops are devoted to Ford service, and all over the world the Ford owner receives first class service.





TECHNICAL SPECIFICATION

ENGINE

No. of cylinders	6 in line
Cylinder bore	92.07 mm (3.62")
Ignition firing order	succession
Stroke	101.6 mm (4")
Piston displacement	4080 cm ³
Compression ratio	15,5 : 1
RPM	3000
Max. output	94 HP

COOLING SYSTEM

Water pump	
Temperature control	temperature indicator and thermostat

FUEL SYSTEM

Combustion	turbulence chamber
Fuel supply	fuel pump, injection pump (Bosch)
Fuel consumption for 100 kilometers	15 liter (18.8 miles, Imp. Gallon)

ELECTRICAL EQUIPMENT

Starter motor type	Bosch 24 Volt
Generator type	12 Volt Bosch, voltage regulating

TRANSMISSION

No. of gears	4 and 1 reverse
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REAR AXLE

Ratio standard	5.83 : 1
Ratio at option	6.6 : 1

BRAKES

Footbrake	hydraulic, 4 wheels
Handbrake	mechanical, rear wheels

STEERING GEAR

Ross-steering type 682	20.2 : 1
Turning radius	14 meter (46 feet)

TIRES (Low pressure)

Size: front and rear	7.50-20 Truck and Bus
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DIMENSIONS

Wheelbase	4013 mm (158")
Track front	1620 mm (63.7")
Track rear outer	1880 mm (74")
Over-all height with cab	2175 mm (85.5")
Smallest ground clearance	250 mm (9.85")
Length of frame from cab to end	3130 mm (144.69")
Width of frame rear	864 mm (34")
Ground clearance of load surface	unloaded 1185 mm (46.7")
Ground clearance of load surface	loaded 1070 mm (42 ")
Over-all length max.	6360 mm (250")

Over-all width max. standard 2246 mm (85.5")

Over-all height unloaded with hoops and tilt 2720 mm (107")

WEIGHTS

Chassis less cab	2140 kilos (4718.70 lbs)
Truck with standard platform body and cab	2880 kilos (6350.40 lbs)
Max. total weight	6400 kilos (14112 lbs)

CARRYING CAPACITY

Capacity front axle (max.) at 7.50—20 Truck and Bus	1900 kilos (4189.50 lbs)
Capacity rear axle (max.) at 7.50—20 Truck and Bus	4800 kilos (10550 lbs)
Chassis carrying capacity	4260 kilos (9393.30 lbs)
Nominal pay-load platform body	3520 kilos (7761.60 lbs)
Nominal pay-load tipper body	3265 kilos (7199.325 lbs)

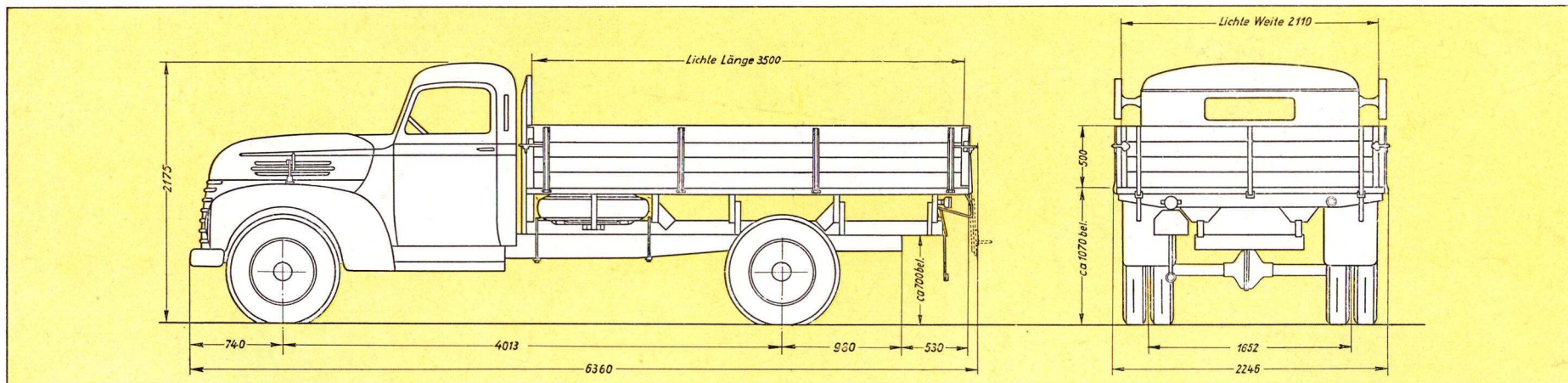
VARIOUS SPEEDS

First gear	13 kilometers (8.1 miles)
Second gear	28 kilometers (17.3 miles)
Third gear	50 kilometers (31.0 miles)
Fourth gear	80—90 kilometers (49.711—55.925 miles)

Maximum speed

a) at rear axle ratio 6.6 : 1	80 kilometers (49.711 miles)
b) at rear axle ratio 5.83 : 1	90 kilometers (55.925 miles)

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