



Quick facts

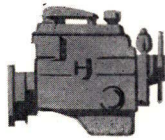
THAMES

RANGE

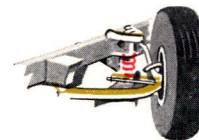
Designed to save your prospect money—THE THAMES 800



Light yet sturdy "Outrigger" chassis frame, specially designed for the Thames 800 range, is suitable for a wide variety of special types of bodywork.



"Oversquare" design of powerful 1.7 litre Consul Mark II engine gives high performance, maximum fuel economy, longer life without overhaul.

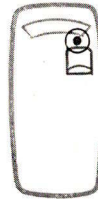


New type ball-joint i.f.s. gives greater safety, smoother running, less tiring operating conditions for the commercial driver.

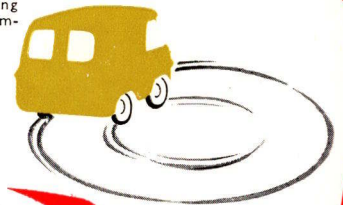
Smartly styled all-steel body, available in many attractive colour combinations. Sturdy, but light, giving lower all-up weight even under full payload.



Short, "stocky" wheel-base and plan design ensure best weight distribution, easy accessibility of load, quick loading and unloading.



Small turning circle and light steering give greater manoeuvrability, save time in traffic, reduce driver fatigue.



THAMES

800

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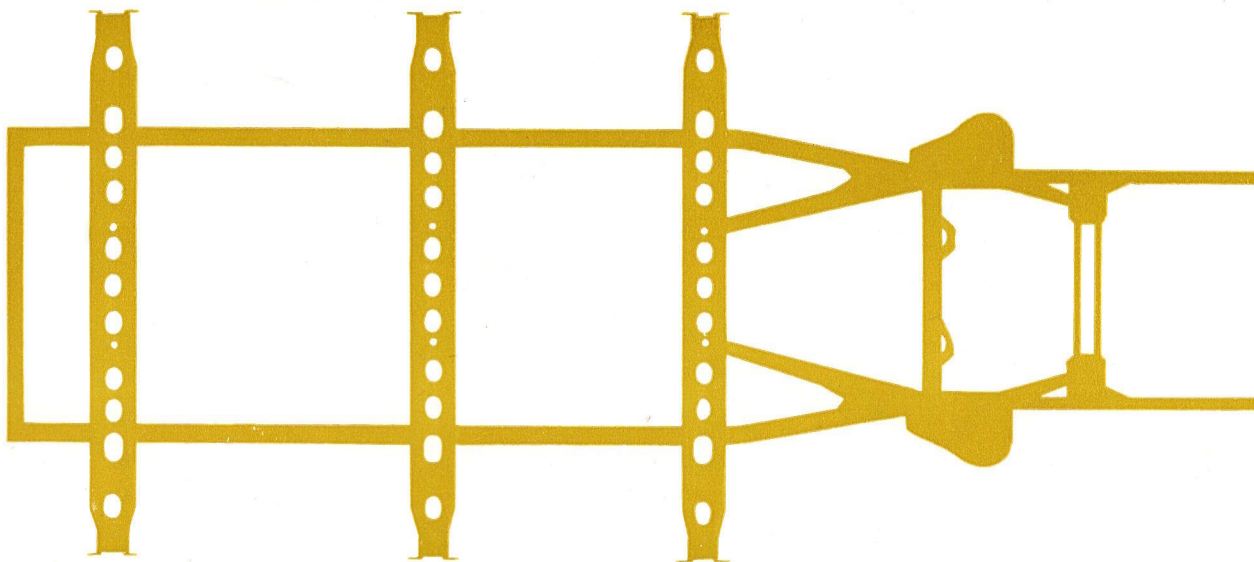
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FRAME

for standard bodies and special-purpose bodywork



The sturdy, ladder-type "Outrigger" chassis frame has five cross-members (six in the case of Chassis-Windshield and Chassis-Cab assemblies) and is diagonally cross-braced at the front end for extra rigidity. Designed to give the safest and most economical load distribution in the Thames 800 Freighter, this frame has many features which make it ideal for a wide variety of different types of specially built body work.

FEATURES

WHEELS & TYRES

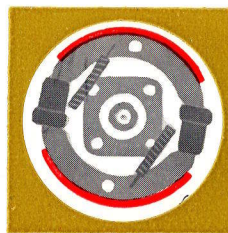
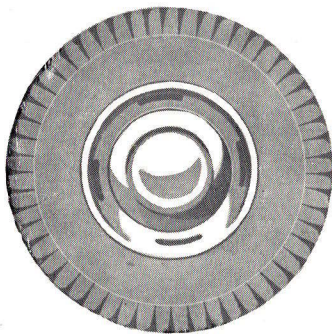
One-piece pressed steel disc wheels give enormous strength and resistance to distortion, even under heavy loads and on bad roads. Suitable for conventional or tubeless tyres, the wheels are of the easy-clean pattern, finished in aluminium paint, and fitted with smart chrome hub-caps.

Tyres (Standard Equipment):

640 X 15, 6 ply.
Rated capacity (max.)
4,816 lbs. (2,184.5
kg.) at 36 lbs. p.s.i.
(2.531 kg/cm²)
Conventional or
tubeless.

Wheels (Standard Equipment):

15 in. dia. X 4.5 in.
wide X 1.27 in.
offset.

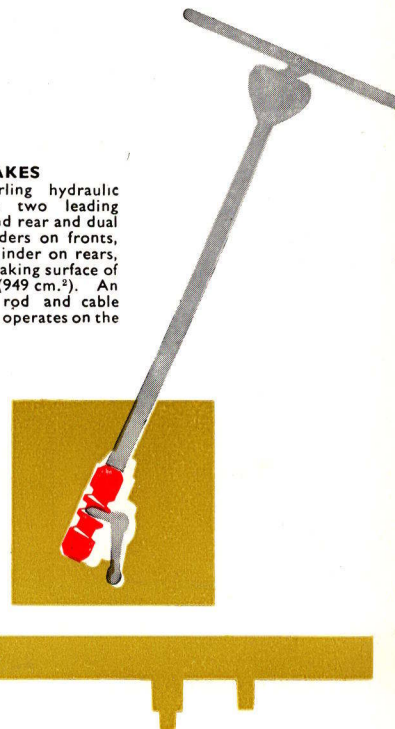


BRAKES

Powerful Girling hydraulic brakes, with two leading shoes front and rear and dual internal cylinders on fronts, transverse cylinder on rears, give a total braking surface of 147.1 sq. ins. (949 cm.²). An independent rod and cable parking brake operates on the rear wheels.

STEERING

The steering is based on the Bishop worm and peg principle, with a new type of 3-piece track rod and linkage which ensures correct wheel alignment, thus reducing tyre wear. The 35 ft. turning circle gives great manoeuvrability, saving payload time in traffic and for parking, and the 14:1 ratio makes for very light handling and reduced driver fatigue.



FRAME

ENGINE

TRANSMISSION

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BODIES

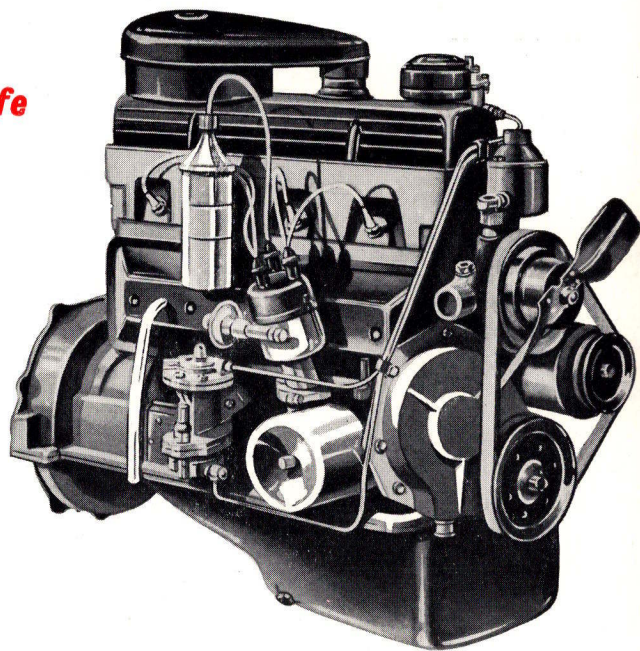
PROSPECTS

COLOURS

ENGINE

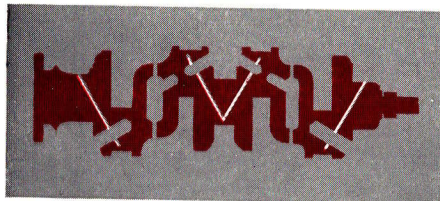
designed for power, economy, and long life

New all through, and designed specially to give maximum economy, performance, and long life, the 1.7-litre engine of the Thames 800 is a modified version of the highly successful Consul Mark II power unit. "Oversquare" engine design, with large bores and short stroke, greatly reduces petrol and oil consumption, cuts down wear on moving parts, and makes enormous mileages possible before an overhaul becomes necessary. Even when this does occur, ready accessibility of parts and ease of dismantling—plus famous Ford service and spares facilities—mean that off-the-road time is cut to the barest minimum.

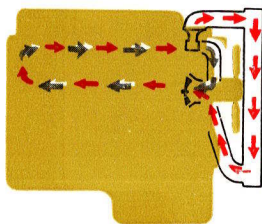


SPECIFICATIONS

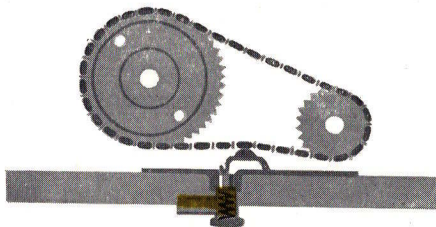
4-cylinder O.H.V. capacity 103.9 cu. ins. (1,702.6 c.c.). Bore 3.25 ins. (82.55 mm.) Stroke 3.13 in. (79.5 mm.). Compression ratio 7.8 : 1 (6.9 : 1 optional).
BHP net 55/52 at 4,400 r.p.m.; Gross 58/55 at 4,400 r.p.m.
Torque net 89/85 at 2,000 r.p.m.; Gross 91/87 at 2,000 r.p.m.
Cooling by water pump with thermostatically controlled by-pass.



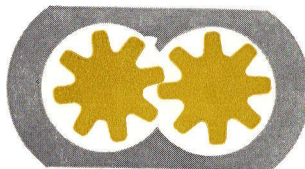
"Oversquare" engine design allows a very light, yet exceptionally strong, hollow crankshaft, in cast alloy steel, with three large-surface detachable main bearings and a robust web which will stand up to the heaviest load.



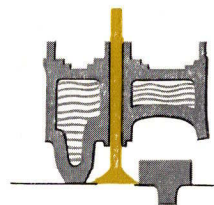
A closed cooling system, with a spring-loaded pressure cap on the radiator, maintains the most efficient and economical working temperature. Water is circulated by a centrifugal pump, and quick warming-up is ensured by a thermostatic regulator valve.



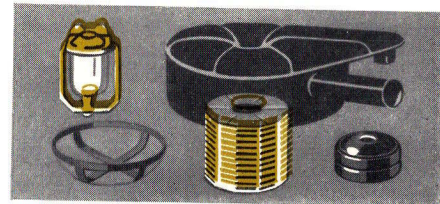
New-design chain-driven timing gear, totally enclosed and spray-lubricated from the crankshaft, gives quiet and trouble-free running. Wear is automatically taken up by an ingenious hydraulic self-compensating mechanism.



Full-pressure lubricating system, operated by a self-priming gear-type oil pump, ensures high-efficiency lubrication at all speeds, cutting wear to a minimum. Cylinder walls are protected by a constant oil spray.



Valve guides are built into the cylinder head and, together with the valve seats and ports, are kept constantly cool by an ample flow of water from the engine cooling system. This means long valve life, fewer overhauls.



Micro-element full-flow filter prevents wear by trapping even the smallest particles of abrasive dirt. External fitting of the filter allows replacement of element in a matter of moments.

ENGINE

TRANSMISSION

SUSPENSION

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BODIES

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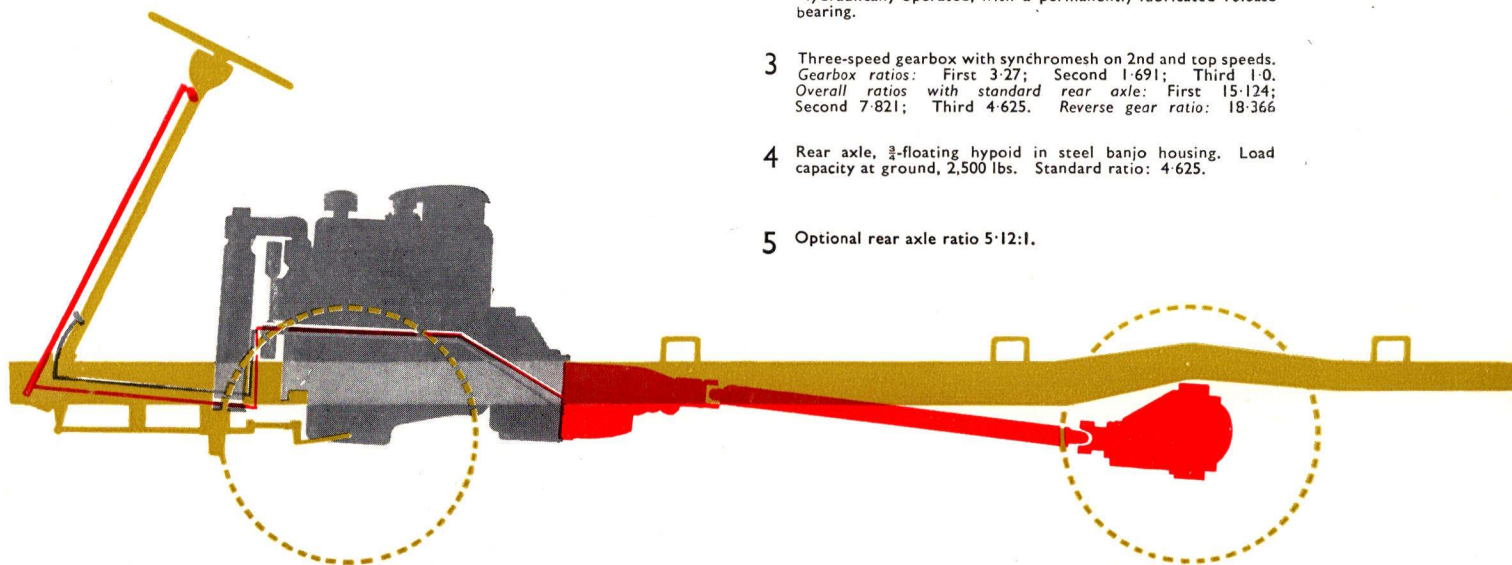
COLOURS

TRANSMISSION

steering column change mechanism, clutch and differential

The transmission system of the Thames 800 has been specially developed to give smooth take-up and drive even under the most stringent operating conditions. Stopping and starting, even during delivery runs in heavy traffic, are made as smooth and easy as possible, saving time and reducing driver fatigue. The three-speed gearbox is fitted with synchromesh on second and top speeds, and is controlled by a steering-column gear lever. The hydraulically operated clutch is of the single dry plate type, needing no lubrication, and the hypoid rear axle is as strong and sturdy as it is smooth and silent in operation.

- 1 Steering-column gear-shift lever, in naturally accessible position for effortless gear-changing.
- 2 Single dry plate clutch, with an outside diameter of 8.5 ins. (21.6 cm.) and a friction area of 61.56 sq. ins. (397 cm.²). Hydraulically operated, with a permanently lubricated release bearing.
- 3 Three-speed gearbox with synchromesh on 2nd and top speeds. Gearbox ratios: First 3.27; Second 1.691; Third 1.0. Overall ratios with standard rear axle: First 15.124; Second 7.821; Third 4.625. Reverse gear ratio: 18.366
- 4 Rear axle, $\frac{3}{4}$ -floating hypoid in steel banjo housing. Load capacity at ground, 2,500 lbs. Standard ratio: 4.625.
- 5 Optional rear axle ratio 5.12:1.



TRANSMISSION

SUSPENSION

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BODIES

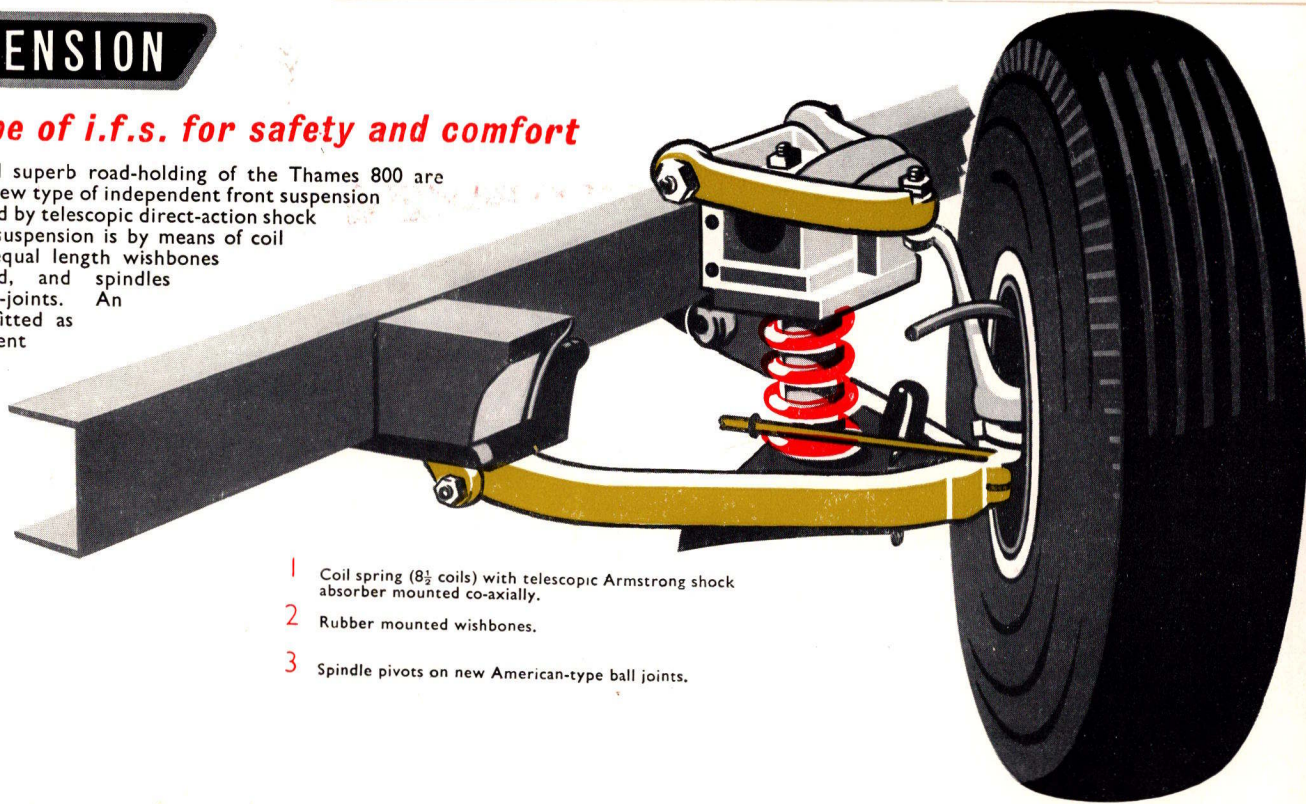
PROSPECTS

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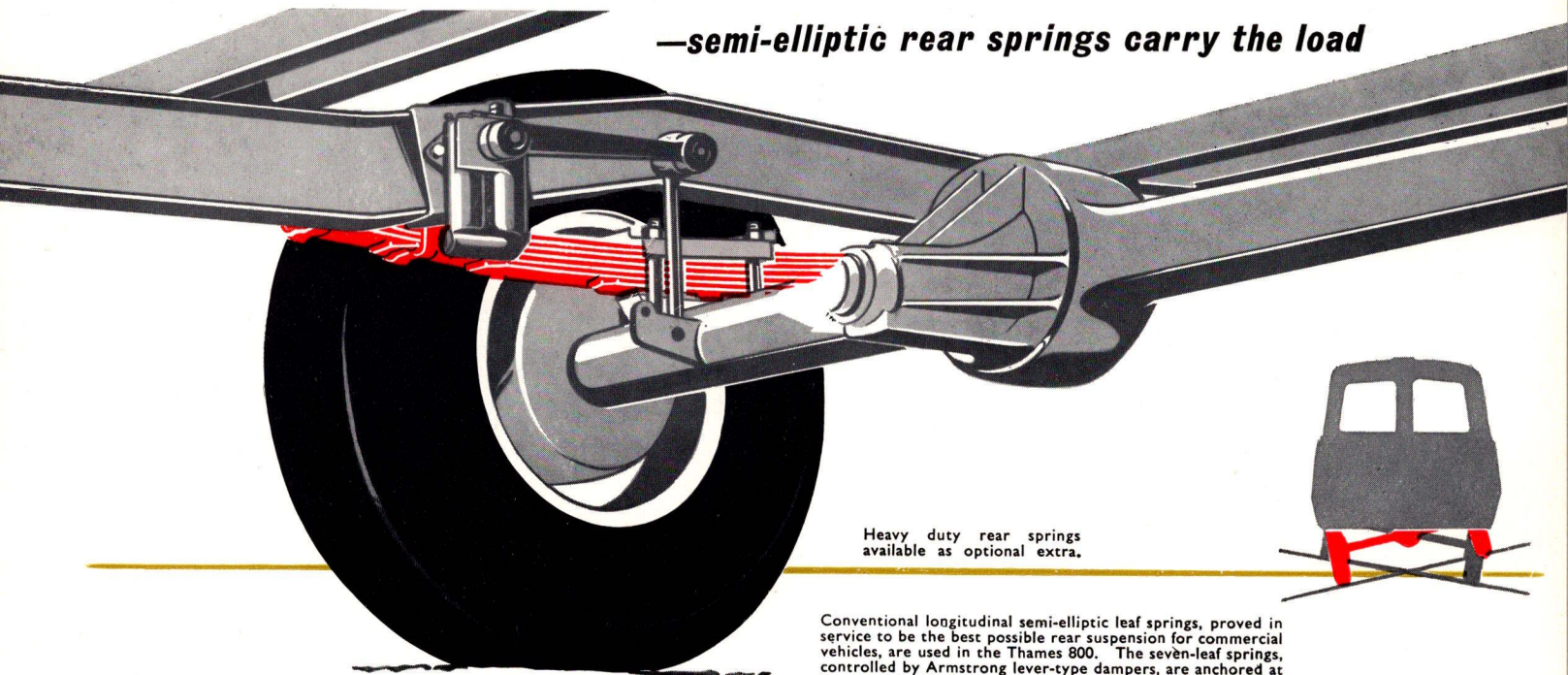
a new type of i.f.s. for safety and comfort

The stability and superb road-holding of the Thames 800 are largely due to a new type of independent front suspension system, controlled by telescopic direct-action shock absorbers. The suspension is by means of coil springs with unequal length wishbones rubber mounted, and spindles pivoting on ball-joints. An anti-roll bar is fitted as standard equipment for extra stability.



- 1 Coil spring (8½ coils) with telescopic Armstrong shock absorber mounted co-axially.
- 2 Rubber mounted wishbones.
- 3 Spindle pivots on new American-type ball joints.

—semi-elliptic rear springs carry the load



Heavy duty rear springs available as optional extra.

Conventional longitudinal semi-elliptic leaf springs, proved in service to be the best possible rear suspension for commercial vehicles, are used in the Thames 800. The seven-leaf springs, controlled by Armstrong lever-type dampers, are anchored at front and shackled at rear, and are mounted on rubber bushes for added smoothness and silence.

SUSPENSION

CAB

BODIES

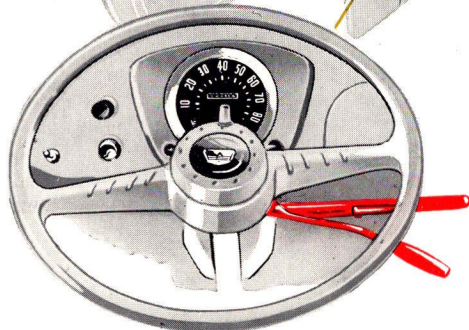
PROSPECTS

COLOURS

C A B

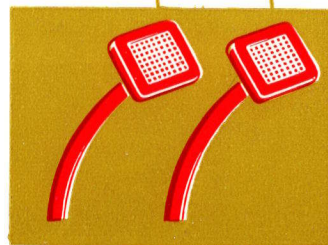
Saloon-car comfort for the commercial driver is more than a mere luxury. By reducing fatigue and cutting down the amount of work involved in driving, it makes for greater safety, greater efficiency—and therefore greater economy in operation. The cab of the Thames 800 range is designed to give the driver the maximum of control with the minimum of physical and mental effort—plus standards of visibility and safety second to none.

Full forward control gives a wide view through a curved windshield with a total area of 860 sq. ins. (5,548 cm.²). The standard windshield is of $\frac{1}{4}$ in. (6.35 mm.) toughened plate glass: $\frac{1}{2}$ in. (6.35 mm.) laminated plate is optional. Twin wind-screen wiper arms, with blades which overlap in operation, sweep an area of 530 sq. ins. (3,419 cm.²), giving almost full-screen visibility even in bad weather



Speedometer, mileage recorder, fuel gauge, temperature gauge, oil-pressure warning light, and other instruments are fitted in a handsome binnacle right in front of the driver. Horn-button and self-cancelling flashing indicator switch are at the centre of the 16 $\frac{1}{2}$ -in. (41.9 cm.), two-spoke steering wheel. The steering column gear lever, the parking brake lever, and all other manual controls are in positions where they come most naturally to the driver's hand.

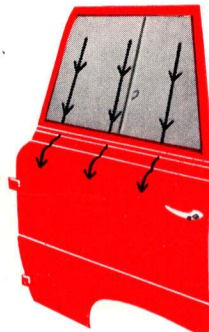
Broad rubber-shod brake and clutch pedals are of the curved fulcrum type, giving the greatest possible leverage with the least possible effort. Organ-type accelerator pedal prevents foot cramp on long journeys.



Fully adjustable driver and passenger seats, of a special "anti-roll" design, are comfortably upholstered in soft foam rubber, trimmed in two-tone washable PVC. Behind the driver's seat, away from the heat of the engine is fitted the 12-volt 45 amp. hr. battery. A 12-volt 57 amp.-hr. battery is optional.



Wide-opening cab doors have special check-stays to hold them if required. Each door is fitted with a two-section sliding window for controlled ventilation, which is assisted by an adjustable hand-controlled ventilator flap. Concealed window-channel drain holes lead away rain-water, prevent internal rusting.



CAB

BODIES

PROSPECTS

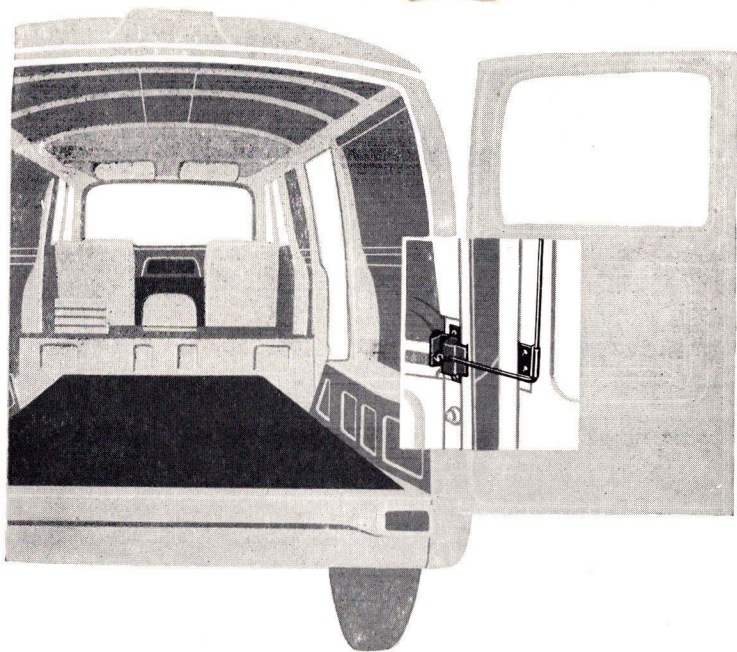
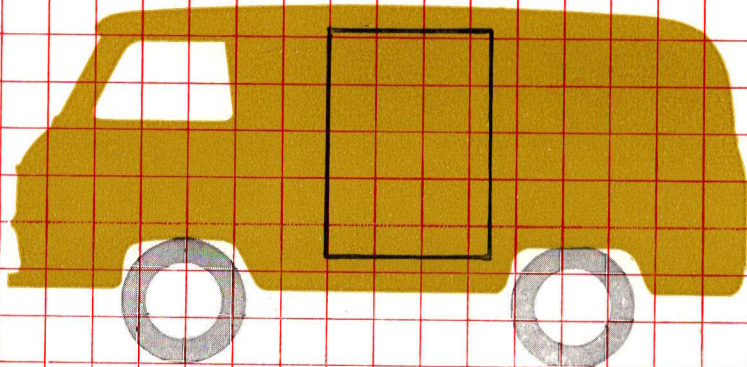
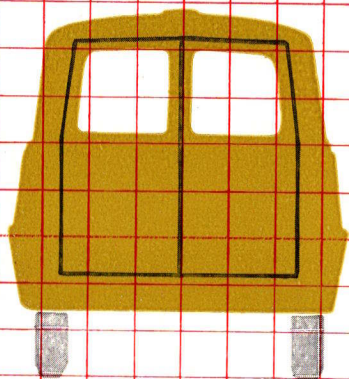
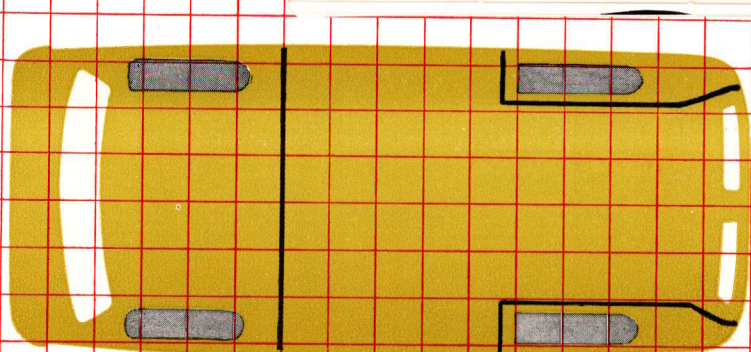
COLOURS

THAMES

These are 10-inch (25.40 cms.) squares.

800

VAN



Stylish and sturdy all-steel panelled body, welded to chassis frame to give a construction of immense strength. Generous loadspace, 95 ins. (241.3 cm.) long, 59.25 ins. (150.4 cm.) wide, 51.5 ins. (130.7 cm.) high gives a total load capacity of 170 cu. ft. (4.9 m.³), with an extra 10 cu. ft. (.28 m.³) if passenger seat is removed.

VAN BODY

Fuel economy, servicing economy, maintenance economy . . . to these add *operating economy*, and there you have the reason why the Thames 800 is the most economical vehicle in its class today. Even weight distribution: the best use of space: ease of loading and unloading: accessibility of load—these are just a few of the qualities which will save operating costs all along the line.

Rear doors, designed for maximum accessibility, 48.26 ins. (122.5 cm.) wide at floor level, 43.2 ins. (109.8 cm.) at top, 46.3 ins. (118 cm.) high. Low-level loading height 26.79 ins. (68 cm.) reduces effort in loading. Optional side door, 31.7 ins. (80.6 cm.) wide, 45.75 ins. (116 cm.) high, with a loading height of 26.12 ins. (66.1 cm.).

Standard rear loading doors are of double metal panelling, with toughened sheet-glass windows. High-security bolts and key-locking mechanism are fitted, and special retainers allow doors to be propped open at 90° or 180°.



Even distribution of payload over axles prevents damage to suspension system, ensures safe riding of load, and gives perfect roadholding and stability even when fully laden and at high speeds.

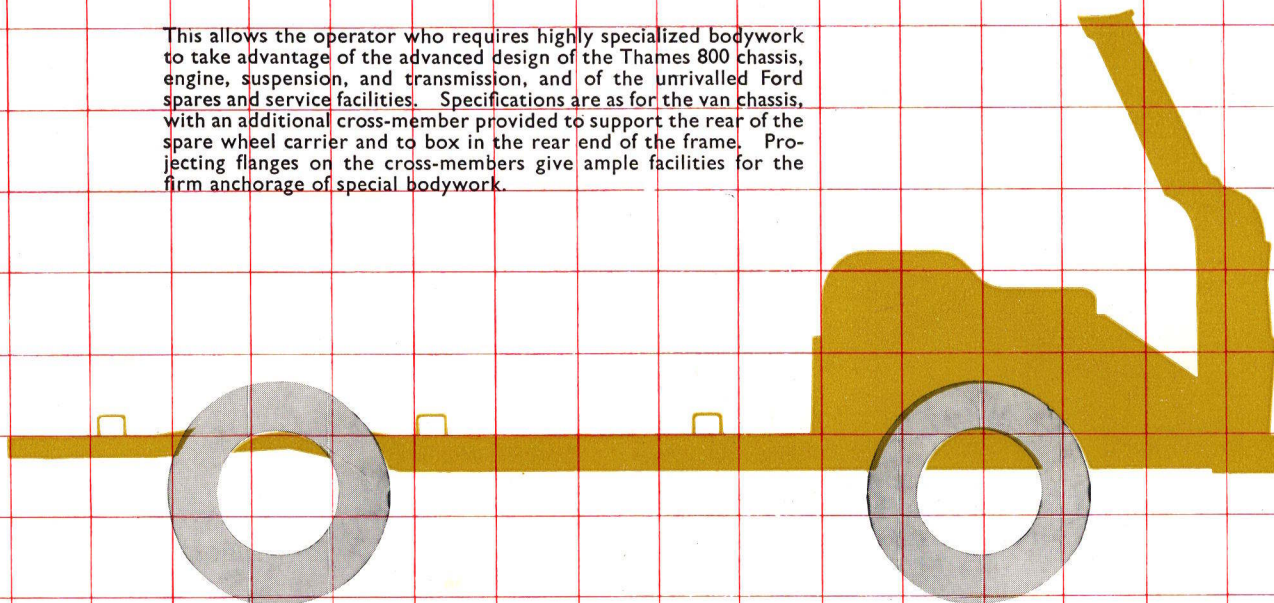
BODIES

PROSPECTS

COLOURS

CHASSIS WIND SHIELD

This allows the operator who requires highly specialized bodywork to take advantage of the advanced design of the Thames 800 chassis, engine, suspension, and transmission, and of the unrivalled Ford spares and service facilities. Specifications are as for the van chassis, with an additional cross-member provided to support the rear of the spare wheel carrier and to box in the rear end of the frame. Projecting flanges on the cross-members give ample facilities for the firm anchorage of special bodywork.

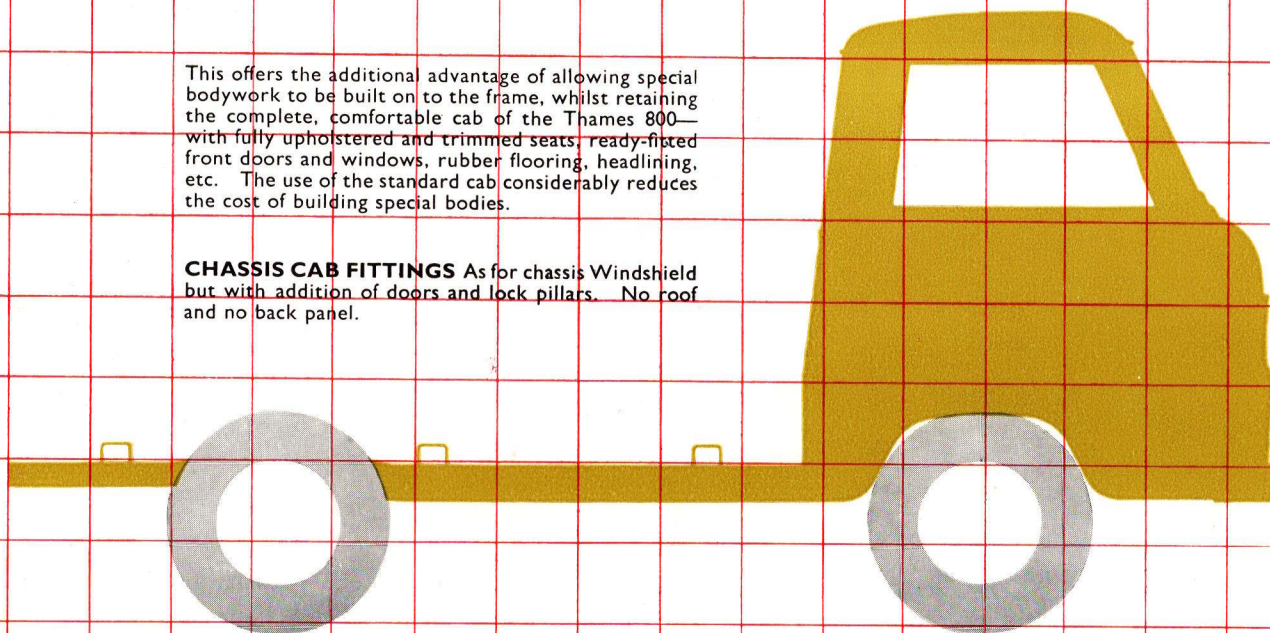


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CHASSIS CAB

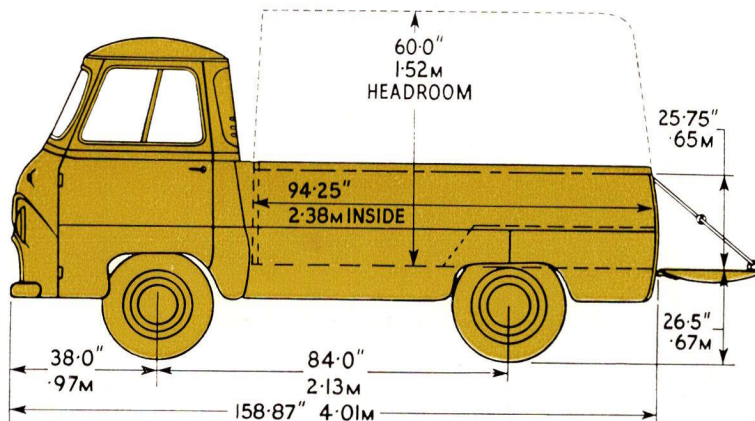
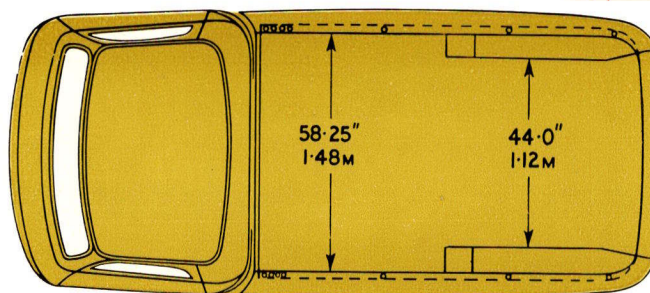
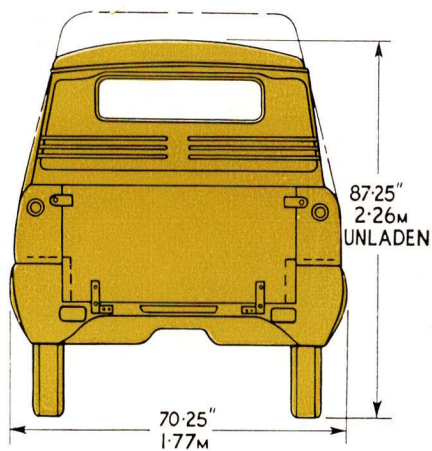
This offers the additional advantage of allowing special bodywork to be built on to the frame, whilst retaining the complete, comfortable cab of the Thames 800—with fully upholstered and trimmed seats, ready-fitted front doors and windows, rubber flooring, headlining, etc. The use of the standard cab considerably reduces the cost of building special bodies.

CHASSIS CAB FITTINGS As for chassis Windshield but with addition of doors and lock pillars. No roof and no back panel.

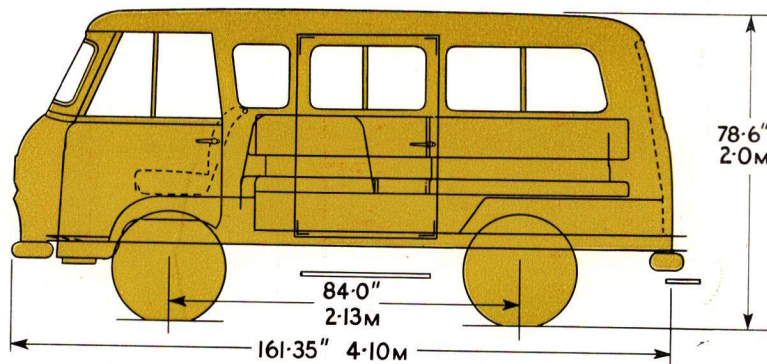
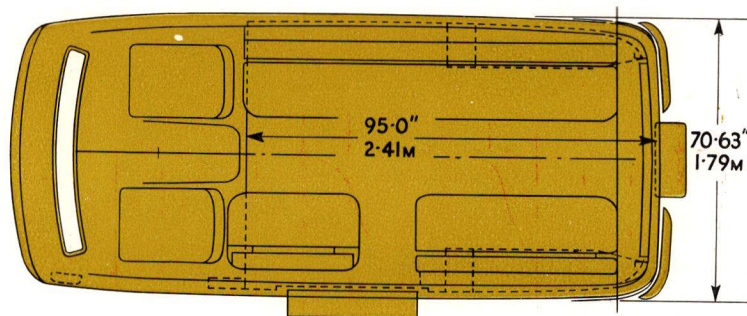
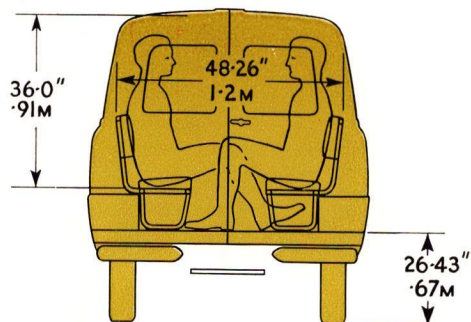


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PICK UP

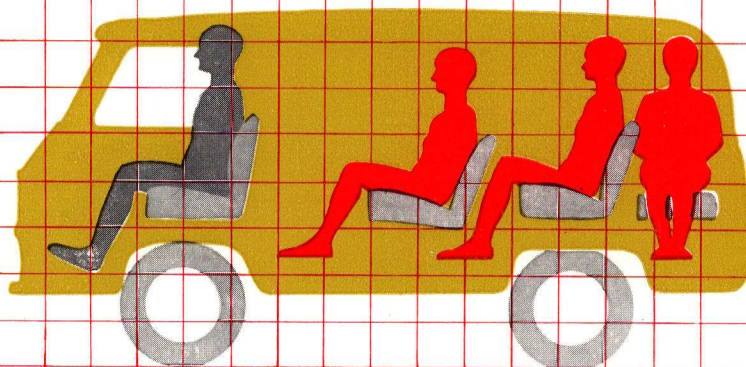
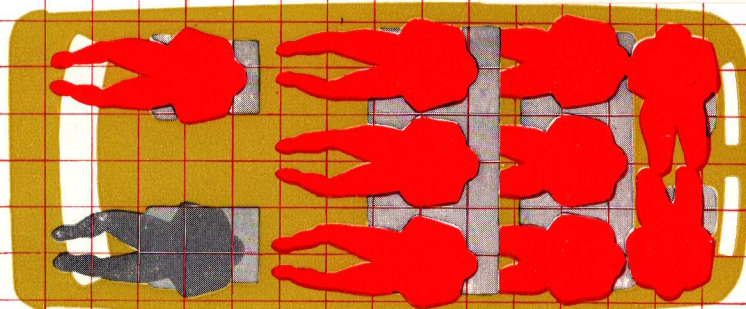
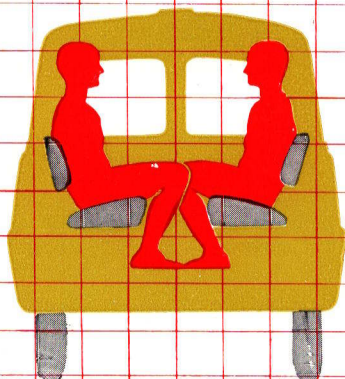


12 SEATER BUS



ESTATE CAR

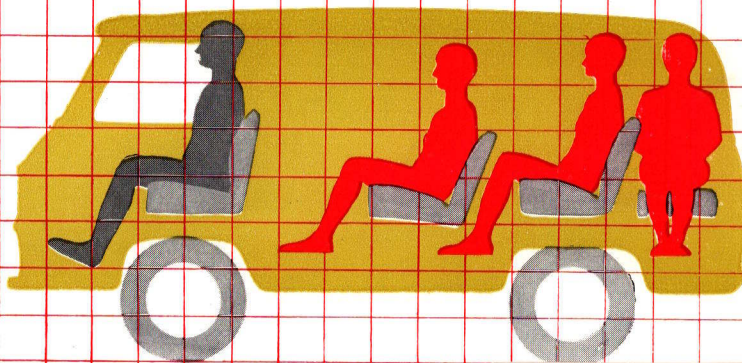
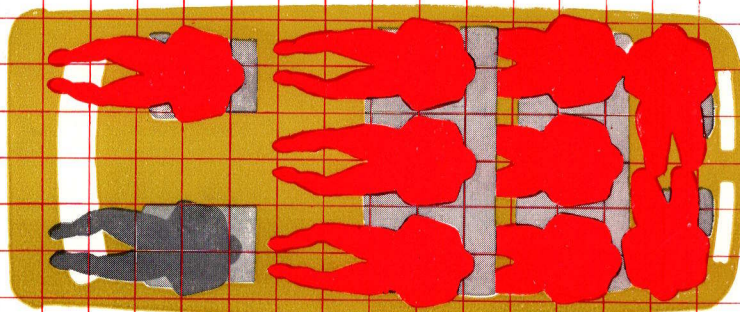
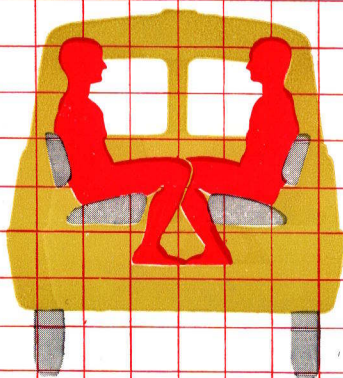
A very smart vehicle, this, for private or business use, styled like the cabin of a first-class airliner. Fitted with eight comfortable passenger seats (optional two extra, making ten), the Estate Car has all the flashing performance and fuel economy of the Thames 800 range—and, with the seats removed, all the capacity for load carrying.



These are 10-inch (25.40 cms.) squares.

EXPRESS BUS

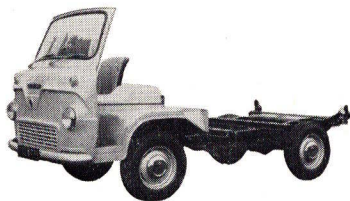
This is a real luxury vehicle—fast, smooth, with deep-upholstered seats, lush pile carpets, chrome fittings, and special trim. With full-view visibility from the eight (optional ten) passenger seats, it is the supreme vehicle for first-class sightseeing tours, for carrying hotel guests and their luggage, or for use as an airport or inter-station express passenger car.



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PRICES

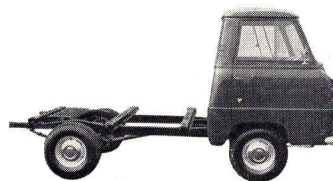
CHASSIS-WINDSHIELD



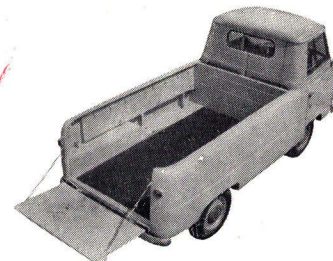
CHASSIS-CAB FITTINGS



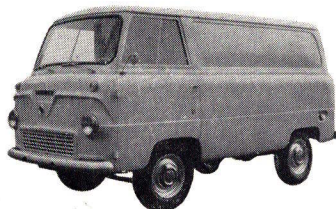
CHASSIS-CAB



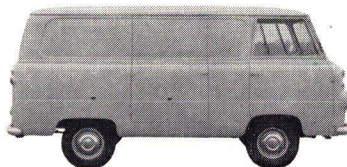
PICK UP



VAN



VAN—SIDE LOADING



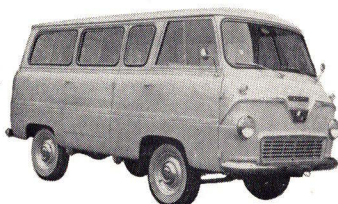
12 SEAT BUS



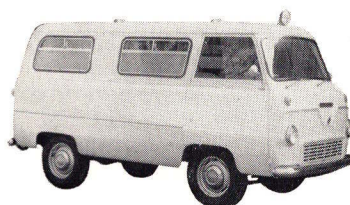
ESTATE CAR



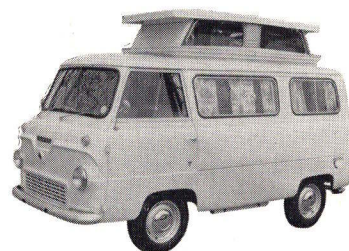
EXPRESS BUS



AMBULANCE



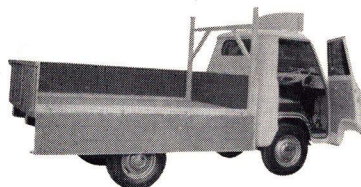
CARAVAN



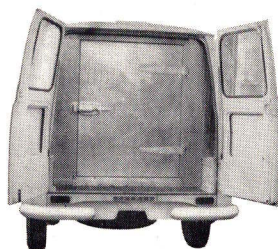
REFUSE VEHICLE



BUILDERS TRUCK



INSULATED VAN



For quick reference fill in your local selling prices on this page. Other special purpose bodies are available for all trades and all purposes.

PROSPECTS

	Thames 800 Freight	Pick Up	Special Bodies	Thames 800 Estate car/ 12 Seat Bus	Thames 800 Express Bus
Advertising Businesses	x	x	x		
Air Conditioning Businesses	x	x	x	x	
Aircraft Suppliers... ..	x	x	x	x	
Airport Services	x	x	x	x	x
Amusement Enterprises	x	x	x	x	x
Antique Shops	x	x	x	x	
Awning Companies	x	x	x	x	
Bakeries	x	x	x	x	
Banks	x	x	x	x	
Barber and Beauty Suppliers	x	x	x	x	
Beverage and Bottling Industries	x	x	x	x	
Box and Carton Suppliers	x	x	x	x	
Breweries	x	x	x	x	
Building Industries	x	x	x	x	x
Building Material Suppliers	x	x	x	x	
Butchers and Meat Suppliers	x	x	x	x	
Butter, Egg and Cheese Dealers	x	x	x	x	
Canneries	x	x	x	x	
Carpenters and Cabinet Makers	x	x	x	x	
Cartage Companies	x	x	x	x	
Caterers	x	x	x	x	x
Cemeteries	x	x	x	x	
Chemical Suppliers	x	x	x	x	
Chocolate and Sweet Distributors	x	x	x	x	
Cleaners and Dyers	x	x	x	x	
Clubs—Country, Boat, etc.	x	x	x	x	x
Coal Merchants	x	x	x	x	
Colleges and Universities	x	x	x	x	x
Confectioners	x	x	x	x	
Contractors	x	x	x	x	x
Co-operative Associations	x	x	x	x	

	Thames 800 Freight	Pick Up	Special Bodies	Thames 800 Estate Car/ 12 Seat Bus	Thames 800 Express Bus
Ice Companies	x	x	x		
Institutions	x	x	x	x	
Insulation Engineers	x	x	x	x	
Interior Decorators	x	x	x	x	
Iron and Steel Suppliers	x	x	x	x	
Kennels	x	x	x	x	
Kilns—Brick, Pottery and Tile	x	x	x	x	
Landscape Gardeners	x	x	x	x	
Laundries	x	x	x	x	
Libraries—Mobile	x	x	x	x	
Live Stock Hauliers	x	x	x	x	
Logging Companies	x	x	x	x	
Lumber Dealers	x	x	x	x	
Machine Shops	x	x	x	x	
Magazine Distributors	x	x	x	x	
Manufacturers	x	x	x	x	x
Marine Businesses	x	x	x	x	
Masons	x	x	x	x	
Medical Supply Houses	x	x	x	x	
Mining Industries	x	x	x	x	x
Monumental Dealers	x	x	x	x	
Motor Parts Vendors	x	x	x	x	
Movers, House and Machinery	x	x	x	x	
Moving and Storage Companies	x	x	x	x	
Municipal Services	x	x	x	x	x
Newspapers	x	x	x	x	
Nurseries	x	x	x	x	
Office Equipment Suppliers	x	x	x	x	
Packing and Shipping Agencies	x	x	x	x	
Paint Distributors	x	x	x	x	
Painters	x	x	x	x	

County and State Departments	x	x	x	x	x
Creameries	x	x	x	x	
Dairies	x	x	x	x	
Decorators	x	x	x	x	
Delivery Services	x	x	x	x	
Departmental Stores	x	x	x	x	
Door to Door Deliveries	x	x	x	x	
Drug Distributors	x	x	x	x	
Electrical Suppliers	x	x	x	x	
Electricians	x	x	x	x	
Engineering Companies	x	x	x	x	x
Excavating Contractors	x	x	x	x	x
Express Deliveries	x	x	x	x	
Farm Equipment Dealers	x	x	x	x	
Farmers	x	x	x	x	x
Feed, Flour, Hay and Grain Dealers	x	x	x	x	
Fire Departments	x	x	x	x	
Fish Farms	x	x	x	x	
Fish Markets	x	x	x	x	
Flooring Contractors	x	x	x	x	
Florists	x	x	x	x	
Foundries	x	x	x	x	
Frozen Food Suppliers	x	x	x	x	
Fruit and Vegetable Vendors	x	x	x	x	
Funeral Directors	x	x	x	x	x
Furniture Stores	x	x	x	x	
Furriers	x	x	x	x	
Garage and Service Stations	x	x	x	x	
Glass Merchants	x	x	x	x	
Granaries	x	x	x	x	
Granite and Marble Dealers	x	x	x	x	
Greenhouses	x	x	x	x	
Grocers	x	x	x	x	
Hardware Stores	x	x	x	x	
Hatcheries	x	x	x	x	
Hospitals and Sanatoriums	x	x	x	x	x
Hotels	x	x	x	x	x
Household Appliance Dealers	x	x	x	x	

Paper Distributors	x	x	x	x	
Pet Shops	x	x	x	x	
Petrol Pump Engineers	x	x	x	x	
Plasterers	x	x	x	x	
Plumbing and Heating Specialists	x	x	x	x	
Police Department	x	x	x	x	x
Poultry Farmers	x	x	x	x	
Product Distributors	x	x	x	x	
Printers and Engravers	x	x	x	x	
Public Utilities	x	x	x	x	x
Public Health Department	x	x	x	x	x
Quarries	x	x	x	x	
Radio and Television Dealers	x	x	x	x	
Radio and Television Stations	x	x	x	x	x
Refrigeration Engineers	x	x	x	x	
Repair Shops	x	x	x	x	
Resorts and Camps	x	x	x	x	x
Road Builders	x	x	x	x	
Roof Specialists	x	x	x	x	
Rope Makers	x	x	x	x	
Salvage and Scrap Dealers	x	x	x	x	
Sausage Manufacturers	x	x	x	x	
Sign Businesses	x	x	x	x	
Steamship Companies	x	x	x	x	x
Surgical Supply Houses	x	x	x	x	
Surveyors	x	x	x	x	x
Tinsmiths	x	x	x	x	
Tyre Dealers	x	x	x	x	
Tobacco Distributors	x	x	x	x	
Travelling Shops	x	x	x	x	
Tropical and Hothouse Gardners	x	x	x	x	
Upholsterers	x	x	x	x	
Vending Machine Operators	x	x	x	x	
Vermin Exterminators	x	x	x	x	
Veterinary Service	x	x	x	x	x
Warehouses	x	x	x	x	
Window Cleaners	x	x	x	x	
Wreckage and Salvage Companies	x	x	x	x	

DIMENSIONS AND LOADING DATA

	LENGTH		WIDTH		HEIGHT		UNLADEN WEIGHT FRONT AXLE		UNLADEN WEIGHT REAR AXLE		KERB WEIGHT	
	ins.	mts.	ins.	mts.	ins.	mts.	lbs.	kgs.	lbs.	kgs.	lbs.	kgs.
CHASSIS WINDSHIELD	154	3.91	66	1.68	73	1.85	1251	568.6	578	262.7	1829	831.4
CHASSIS CAB FITTINGS	154	3.91	71	1.80	73	1.85	1388	630.9	558	253.6	1946	884.5
CHASSIS CAB	154	3.91	71	1.80	77	1.96	1444	656.4	574	260.9	2018	917.3
FREIGHTER VAN	156	3.96	71	1.80	78	1.98	1460	663.6	940	427.3	2400	1090.9
FREIGHTER VAN WITH SIDE DOOR	156	3.96	71	1.80	78	1.98	1485	675.0	965	438.6	2450	1113.6
12 SEAT BUS	156	3.96	71	1.80	78	1.98	1528	694.5	1232	560.0	2760	1254.5
8 SEATS	156	3.96	71	1.80	78	1.98	1524	692.2	1226	557.3	2750	1250.0
ESTATE CAR							1524	692.2	1258	571.8	2782	1264.5
10 SEATS	156	3.96	71	1.80	78	1.98	1528	694.5	1226	557.3	2754	1251.8
EXPRESS BUS							1528	694.5	1258	571.8	2786	1266.4

WHEELBASE	..	..	..	..	..	..	..	..	..	84	inches	2.13 metres
FRONT TRACK	..	..	..	..	..	..	..	..	..	53	..	1.35 ..
REAR TRACK	..	..	..	..	..	..	..	..	..	55	..	1.40 ..
GROUND CLEARANCE—FRONT AXLE	..	..	..	..	..	..	..	..	..	7.56	..	19.2 centimetres
	..	..	..	..	..	..	..	..	..	7.76	..	19.7 ..
MAXIMUM FRONT AXLE WEIGHT	..	..	..	..	..	..	..	..	..	2000 lbs.	909	kgs.
MAXIMUM REAR AXLE WEIGHT	..	..	..	..	..	..	..	..	..	2750 ..	1250	..
MAXIMUM PERMISSIBLE GROSS VEHICLE WEIGHT	..	..	..	..	..	..	..	..	..	4315 ..	1961.4	..



BODY COLOURS

Vehicles of the Thames 800 Range are available in an attractive selection of superb, long-lasting body finishes in baked synthetic enamel. Single-tone and two-tone colour schemes can be chosen from the standard range, or the vehicles can be supplied in full synthetic matt grey primer, ready for finishing to your own fleet colour scheme.

N.B.—Van in Single or Two-tone or Primer
 Chassis-Cab in Single-tone or Primer
 Chassis-Cab Fittings in Primer
 Chassis-Windshield in Primer
 Estate Car in Single- or Two-tone
 Express Bus in Single- or Two tone

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