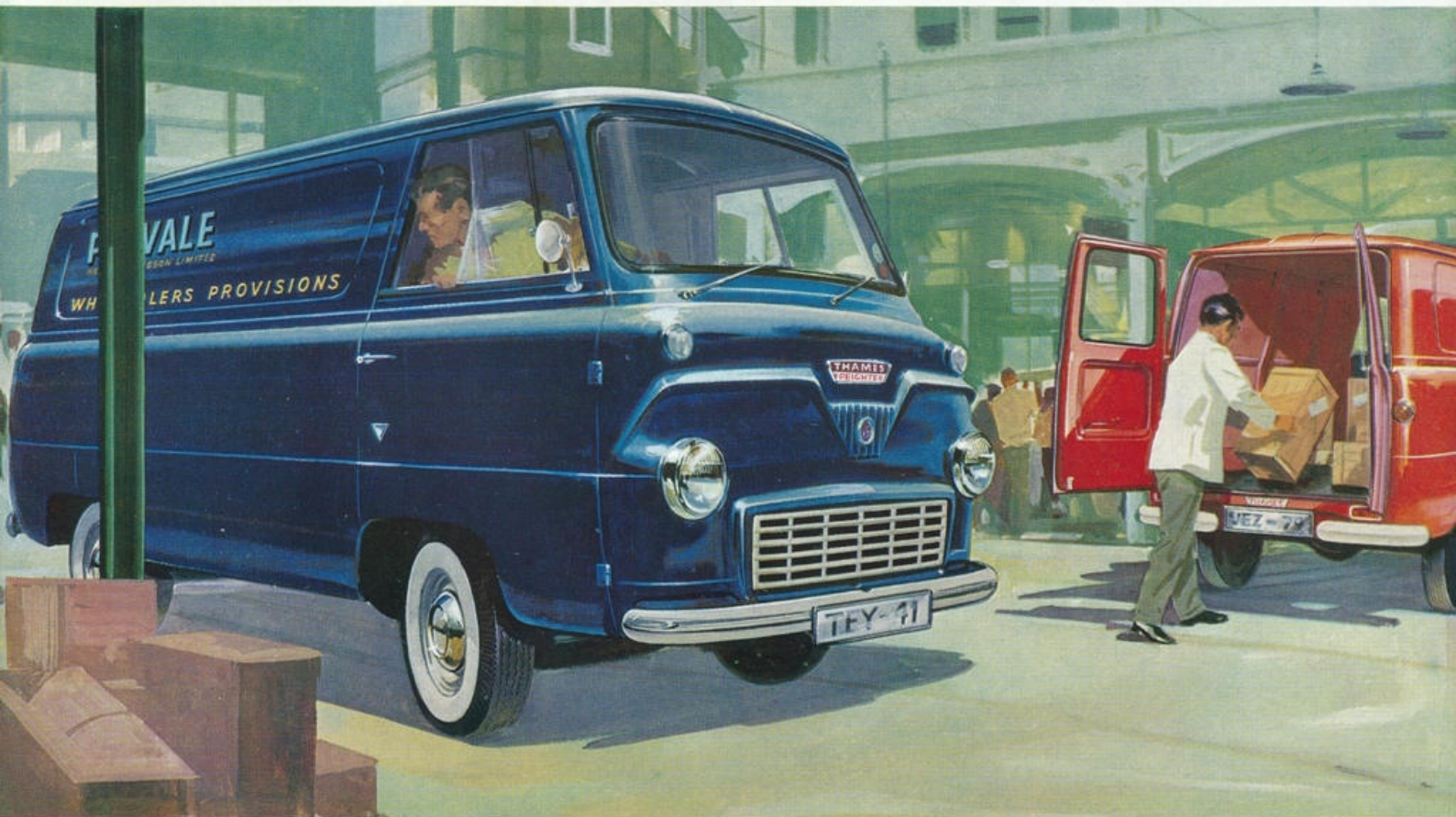


THERE'S
NOTHING
LIKE THE

THAMES FREIGHTER RANGE



PRODUCTS OF THE FORD MOTOR COMPANY LIMITED • DAGENHAM • ENGLAND.

THERE'S
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LIKE A
THAMES FREIGHTER
FOR

STYLING

Every line, dimension and accessory is the combined result of precise engineering construction and tasteful, imaginative design.

Crisp, compact lines spell the purposeful economy that characterises the Thames Freighter, whilst the distinctive gull-wing moulding at the front end gives it a discriminating dash of individuality.

Scientifically planned, the Thames Freighter has a beautifully balanced look, which in its practical applications ensures ideal load distribution for the delivery run and perfect stability on the high speed unladen return trip.

Also practical are the huge advertising panels on both sides and the detachable skirt panels, so prone to minor damage on any vehicle. They are removed for repair in a very short time and meanwhile there is no question of your Freighter being out of commission.





CENTRAL RADIO & TELEVISION



TUBES & VALVES FOR SOUND & VISION

CHEVROET
TRUCKS

RUSH ORDER

WORLD WIDE
MOTOR OIL

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THAMES FREIGHTER
FOR
**DRIVER
COMFORT**

The last word in driver styled cabs, the Thames Freighter offers a deep, individually positioned seat and a passenger seat as standard.

The controls come so naturally to hand and foot, and give such positive response for so little effort, that you are immediately at ease behind the wheel.

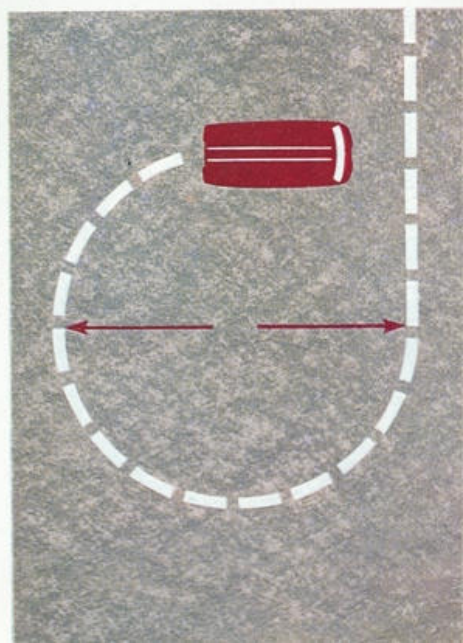
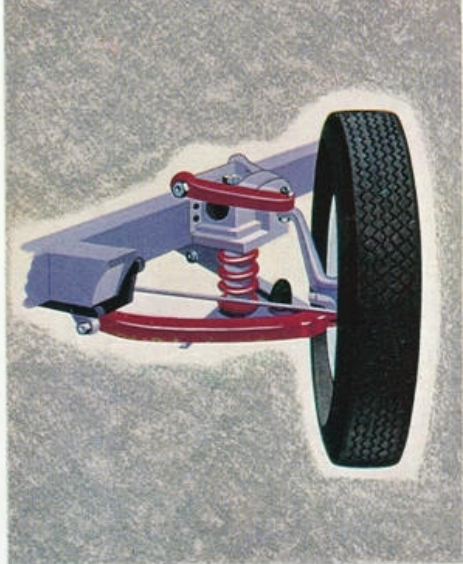
Fully forward control visibility and superb road holding further reassure the driver of maximum safety at all times.

Fatigue free driving enables you to relax in safety and travel with less mental and physical effort in all traffic conditions.

Little wonder this driver looks pleased with himself and his Thames Freighter.



Superb independent front suspension—a scaled version of the renowned American ball-joint system—takes you effortlessly over the most uncompromising surfaces on an even keel and in complete control.



Thanks to the ultra-short wheelbase, only 35 feet (10.7 m.) are needed for a complete turn. Outstanding manoeuvrability is but one feature of the Thames Freighter which will minimise congested traffic and parking problems.

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UNINTERRUPTED LOAD SPACE

Wide opening rear doors, 90° for kerbside safety or 180° for loading bays, are held by efficient torsion bar stays which hold them ajar even in the highest wind. The extra large windows increase the driver's visibility.

Loading height just right, you can load and unload with savings in time and labour and with no lost corners or rear engine hump in the capacious body, space has been saved for you to cut down the number of delivery runs necessary.

The wheel arches and fuel tank have been squared off to increase stacking area and the spare wheel is located outside the load compartment so that it does not take up valuable freight space. For an ultra fast wheel change just raise the Thames nameplate at the rear, give a few turns of the wheel brace in the hole provided and the spare wheel is resting on the ground.





When carrying a varied assortment of goods you will find that an optional wide opening side door will answer the problems of getting to any section of the load compartment at any time and is a boon for kerbside delivery operations.

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POWER

Quick off the mark and with power to spare the Consul Mark II engine has all the horses necessary to pull the heaviest of loads carried in a Thames Freighter without undue strain.

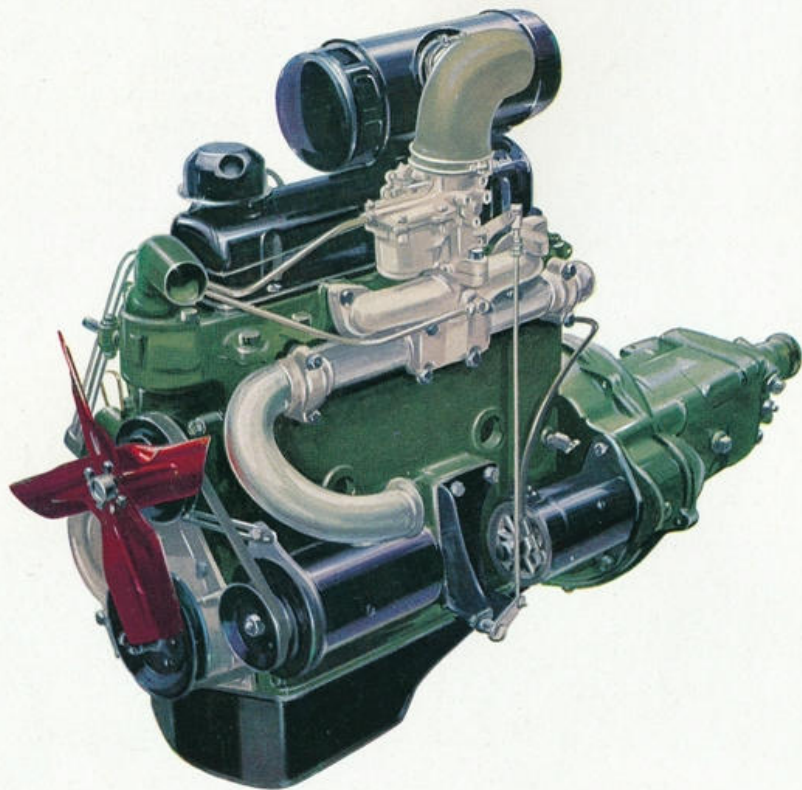
Easy to handle and eager to go turn-round delivery times are cut to the minimum by proud, comfort cradled drivers who enjoy driving the most stylish van on four wheels through the traffic and along the open road no matter where it may end.

Economical, because it is always working well within its exciting limitations, the Thames Freighter eats up the miles on the most frugal diet. Petrol calls are few and the ease with which the Consul engine copes with any task ensures a long and uninterrupted working life.



TECHNICAL FEATURES

This superb, well tried 1.7 litre Thames Freighter engine is "oversquare" in design, with overhead valves, giving higher performance for less fuel and reduced wear on moving parts.



A fully filtered engine—fuel, oil and air are all filtered clean—for greatly increased engine life. A specially designed carburettor gives businesslike fuel economy.

Super cooled valves ensure enormously increased valve life through greater mechanical accuracy.

Thermostatically controlled by-pass valve in the cooling system guarantees rapid warming up of the whole cylinder block and cuts cold starting engine wear.

Hollow cast crankshaft, free from whip, vibration and fatigue, light yet strong, gives better acceleration, greater economy, longer life.

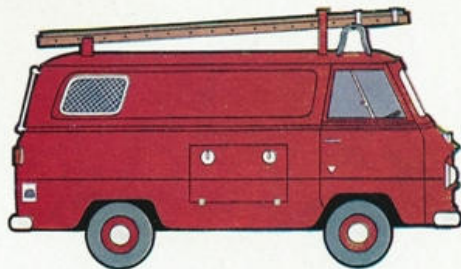
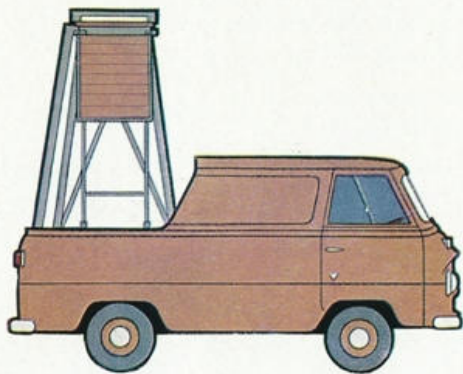
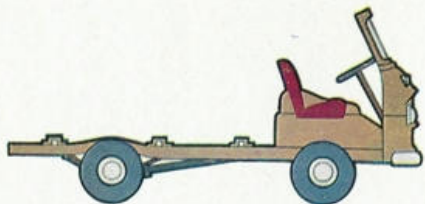
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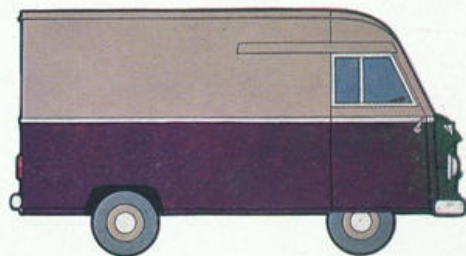
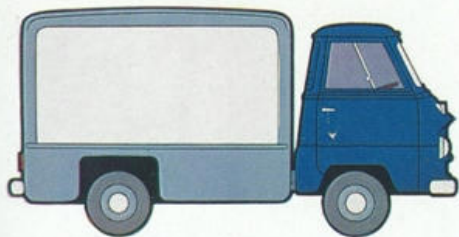
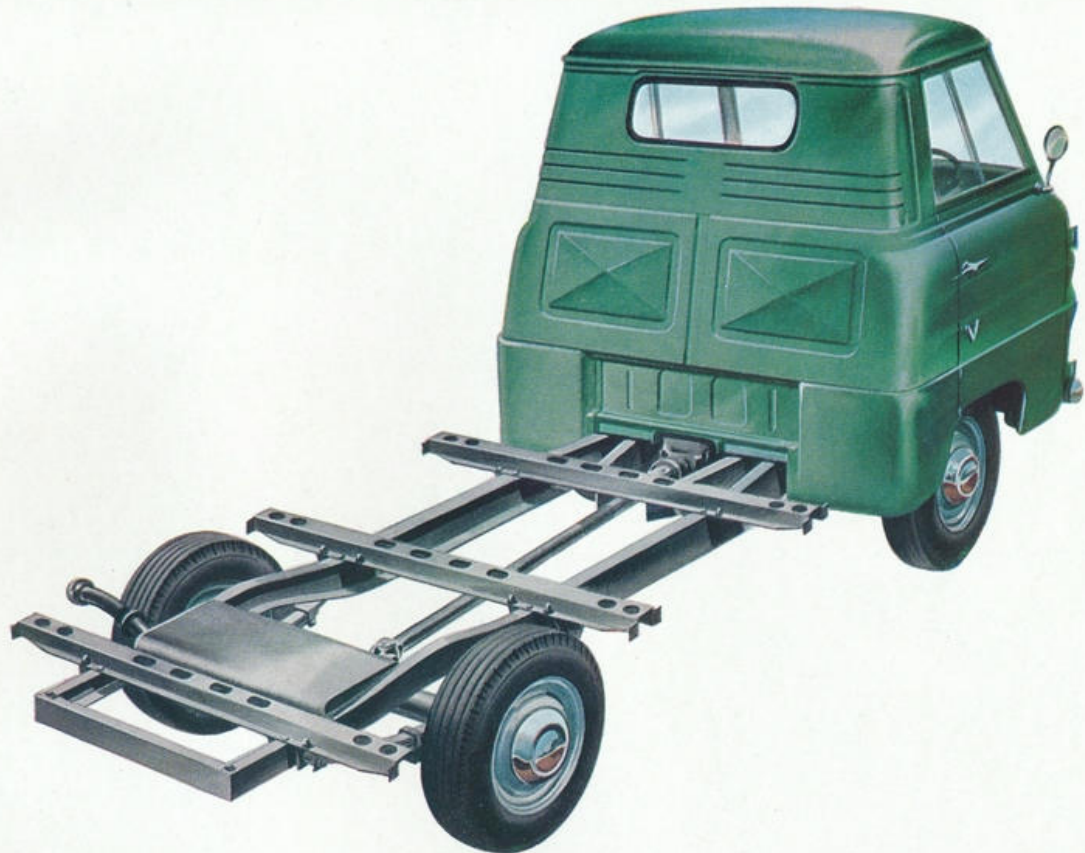
SPECIAL BODIES

Whether you carry milk, refuse or laundry, tend street lights, accidents or fires you will find that a vehicle body to meet your requirements can be fitted to the uniquely adaptable Thames Freighter Chassis Cab or Chassis Windshield.

Whether in standard or optional heavy duty form the Thames Freighter "Outrigger" frame, with its full body width cross members, flanged at either end to take body uprights, can form the rugged basis for an unbeatable variety of special body types.

The cross members provide a completely flat platform and the fuel tank, spare wheel and all other items are mounted below the chassis line for ease of body construction.





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Ford policy is one of continuous improvement, the right to change specification, colours or equipment at any time without notice is reserved.

SPECIFICATION

ENGINE

4-cylinder OHV, capacity 103.9 cu. ins. (1,702.6 cc). Bore 3.25 ins. (82.55 mm). Stroke 3.13 ins. (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.

ENGINE LUBRICATION

Pressure feed by gear-type pump to main bearings, camshaft bearings and connecting rod bearings.

TRANSMISSION

Steering column change mechanism. Three forward speeds with synchromesh on second and top. Overall ratios, First 15.1:1, Second 7.8:1, Top 4.6:1, Reverse 18.4:1. Single plate 8.5 in. diameter clutch. Three quarter floating hypoid rear axle with open drive shaft.

SUSPENSION

Front. Independent ball-joint with rubber mounted unequal length wish-bones. Direct acting shock absorbers coaxial with coil springs, anti-roll bar standard fitting.

Rear. Longitudinal semi-elliptic leaf springs mounted in rubber. Lever arm rear shock absorbers.

FUEL SYSTEM

Diaphragm-type feed pump mechanically operated. Down-draught carburettor.

IGNITION

12-volt battery and oil filled coil. Sparking plug 14 mm.

ELECTRICAL

12-volt system with 45 amp. hr. battery mounted behind driver's seat. (57 amp. hr. battery optional).

STEERING

Worm and Peg mounted direct to side member. Ratio 14:1, Turning circle 35 ft. (10.7 m).

BRAKES

Hydraulic on all four wheels. 9 in. (22.86 cms) dia. Lining area 147 sq. in. (948.4 sq. cms).

TYRES

Standard tyres—6.40—15/6 ply.

INSTRUMENTS

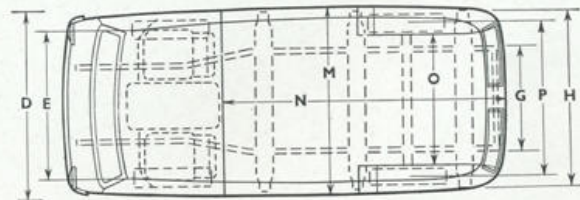
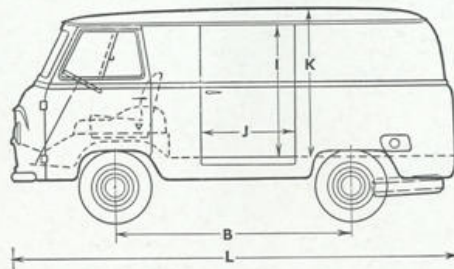
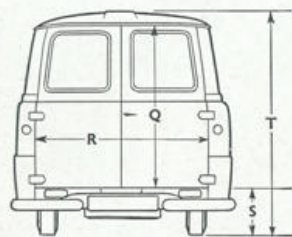
Moving arc speedometer and odometer, with oil warning light, main beam warning light, generator warning light, flasher warning lights. Fuel gauge, water temperature gauge.

FUEL TANK

8 gallons (36.37 Ltrs.).

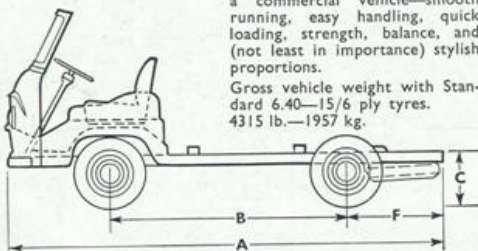
BODY

The bodies are of single skin, steel, welded construction. Lower skirt panels are detachable for ease of repair. The cab and chassis windscreen variants are separate units bolted on to the chassis frame, whereas the van, estate car and Express bus bodies are welded to the chassis frame.



The dimensions of the Thames Freighter Range, as shown here, have been most carefully planned to give the very best combination of those qualities most essential in a commercial vehicle—smooth running, easy handling, quick loading, strength, balance, and (not least in importance) stylish proportions.

Gross vehicle weight with Standard 6.40—15/6 ply tyres. 4315 lb.—1957 kg.



	KERB WEIGHT	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
CHASSIS WIND SHIELD	1998 lb.	155-11"	84-0"	Unladen 24-32"	65-5"	Track 53-0"	32-86"	37-2"	65-5"	—	—	—	—	—	—	—	Track 55-0"	—	—	—	—
	906 kg.	3-93 m	2-13 m	0-62 m	1-7 m	1-35 m	0-83 m	0-94 m	1-66 m	—	—	—	—	—	—	—	1-40 m	—	—	—	—
CHASSIS CAB	2187 lb.	155-11"	84-0"	Unladen 24-31"	70-25"	Track 53-0"	32-86"	37-2"	65-5"	—	—	—	—	—	—	—	Track 55-0"	—	—	—	77-05"
	992 kg.	3-93 m	2-13 m	0-62 m	1-78 m	1-35 m	0-83 m	0-94 m	1-66 m	—	—	—	—	—	—	—	1-40 m	—	—	—	1-66 m
FREIGHTER	2565 lb.	—	84-0"	—	70-25"	Track 53-0"	36-69"	—	—	Optional 45-75"	Optional 31-7"	51-5"	158-94"	69-4"	99-5"	44-0"	Track 55-0"	46-3"	48-26"	26-55"	78-68"
	1163 kg.	—	2-13 m	—	1-78 m	1-35 m	0-92 m	—	—	1-16 m	0-81 m	1-31 m	4-02 m	1-50 m	2-41 m	1-12 m	1-40 m	1-18 m	1-21 m	0-68 m	2-0 m