



Model AAC

TRUCK
INSTRUCTION
BOOK



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INSTRUCTION
BOOK**

Ford Motor Company of Canada, Limited
Ford, Ontario

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The Truck and Its Maintenance

The satisfactory operation of your truck depends upon the care it receives. The first few hundred miles are most important. Do not allow it to be operated at a speed of over 25 miles per hour for the first 500 miles. Regular attention to greasing and oiling is most important. Particular attention must be paid to the usual current adjustments. The proper attention of these means the difference between many miles of satisfactory service and continual trouble.

Do not overload your truck because, although it is ruggedly built to carry its loads, it will eventually increase cost of maintenance under continual over-loading.

We recommend that whenever adjustments are required that you employ the services of a Ford Dealer. He has the interest of our products at heart, and stands ready to give you advice and careful workmanship.

Operation

The accompanying instruction book covers the main points of operation and maintenance. Only those points peculiar to the truck are covered in this supplement. Read these instructions carefully.

The truck is manufactured in three types—L, M and H. The difference being only in that the L is a direct drive from the standard transmission to the rear axle. The M has a Dual High Transmission mounted directly behind the standard

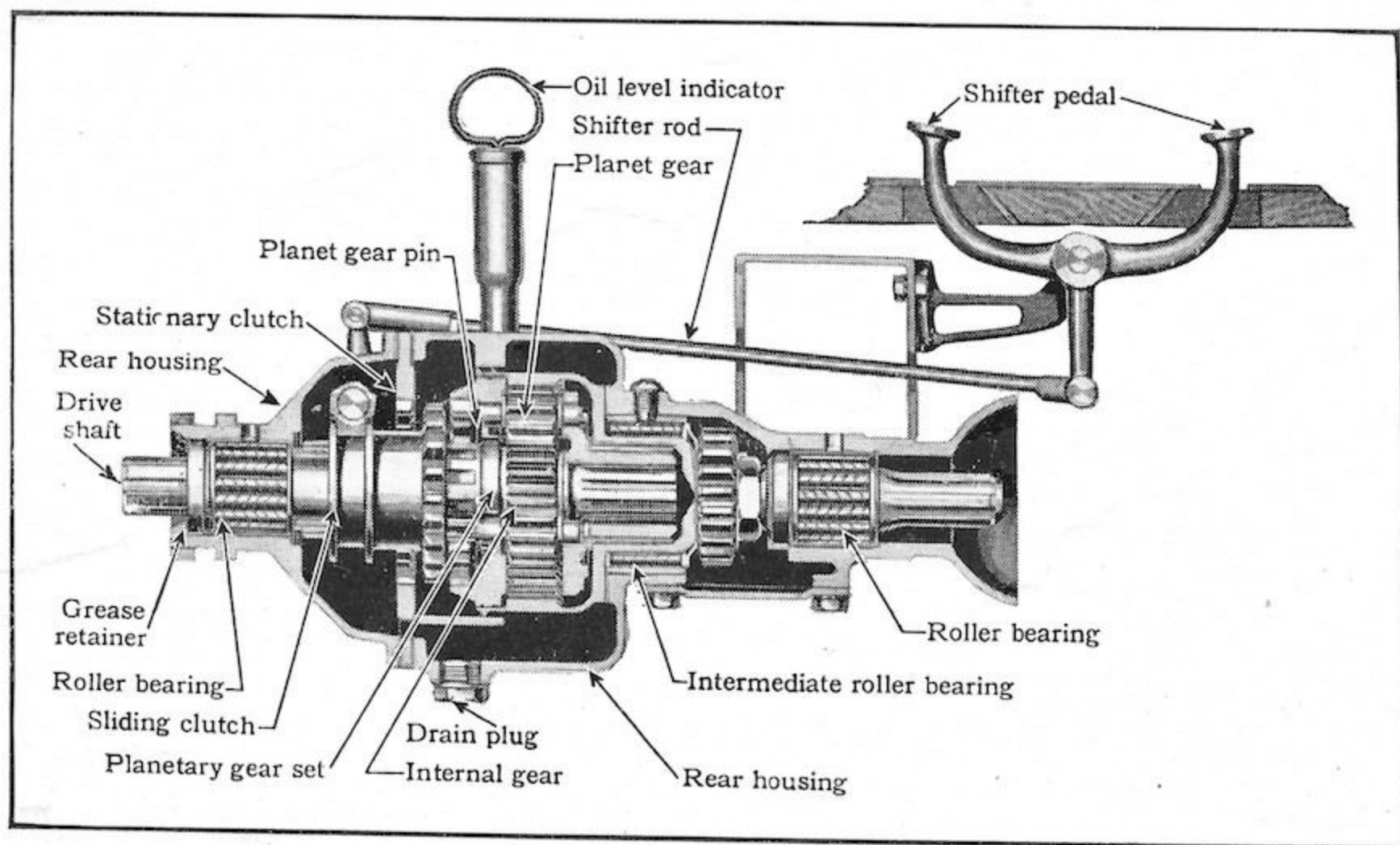


Figure 1

transmission giving an under drive. The H has a sliding gear transmission mounted directly behind the standard transmission, giving one under drive and one over drive.

L Truck

The L Truck is designed for medium light loads where fairly good rate of speed is required. It may be changed however at the owner's convenience to the M or H type by removing the coupling shaft situated between the two centre cross members, and installing in its place the Dual High or the H. Transmission.

M Truck

In the M Truck a planetary transmission is installed directly behind the standard transmission and gives an under drive (See Fig. 1). This gives the truck approximately one-third more pulling power for steep hills or bad roads.

The dual high is operated by a double-end shift pedal which extends through the floor board. Pressing down on the rear pedal engages the dual high. Pressing down on the front pedal disengages the dual high.

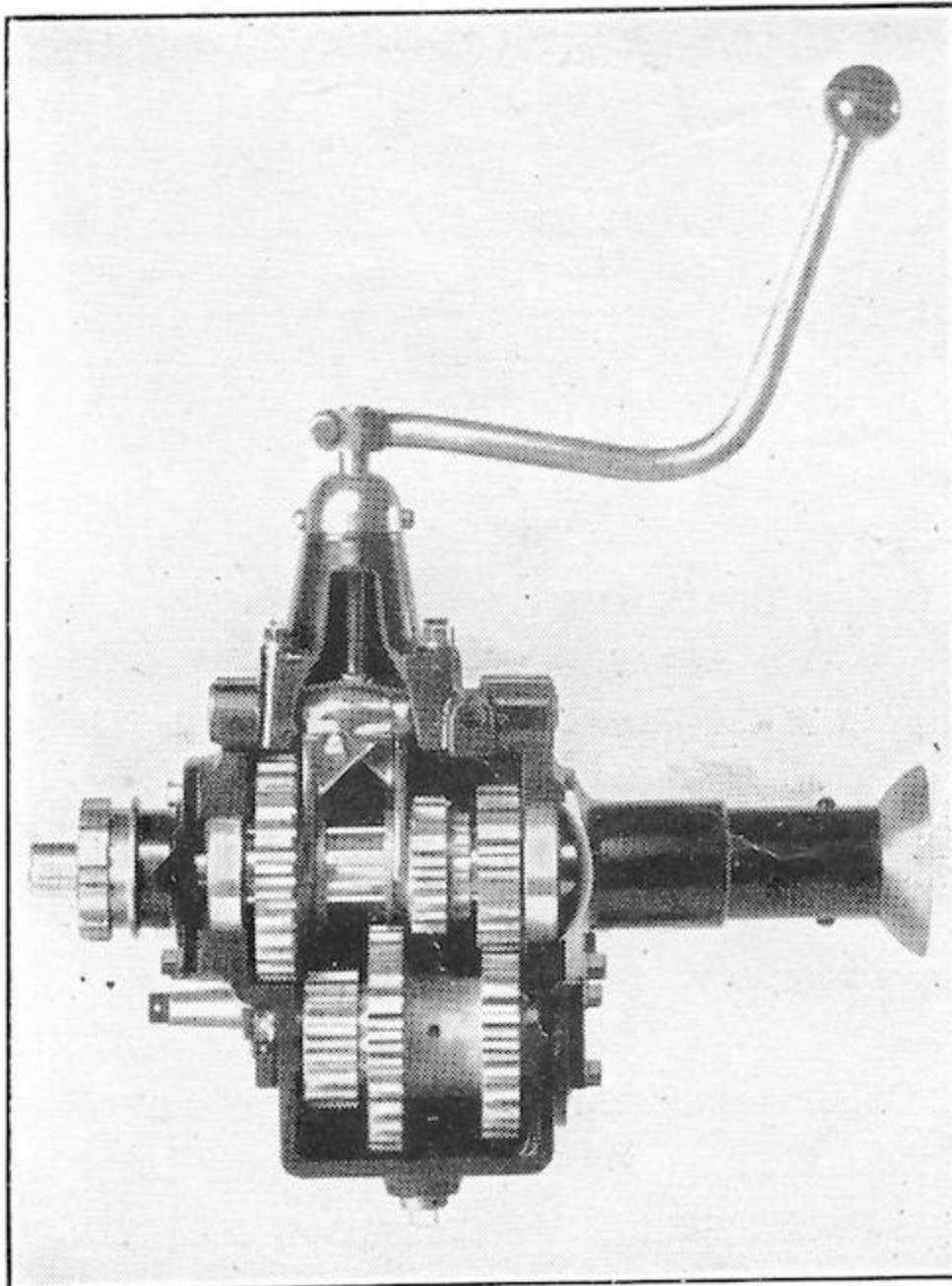


Figure 2

This shift is made entirely independent of the standard transmission gear. The shift may be made at any speed in which the truck is being driven, or any standard transmission gear; that is, high, second, low or reverse.

Engaging Dual High

To engage the dual high, remove your foot from the accelerator. Disengage the clutch, then press down on the rear high clutch pedal. As soon as the dual high is engaged, re-engage the clutch and

press down on the accelerator until the desired driving speed is obtained.

Disengaging the Dual High

To disengage the dual high, remove your foot from the accelerator. Disengage the clutch, and press down on the front dual high clutch pedal. As soon as the dual high is disengaged, re-engage the clutch and press down on the accelerator until the desired driving speed is obtained.

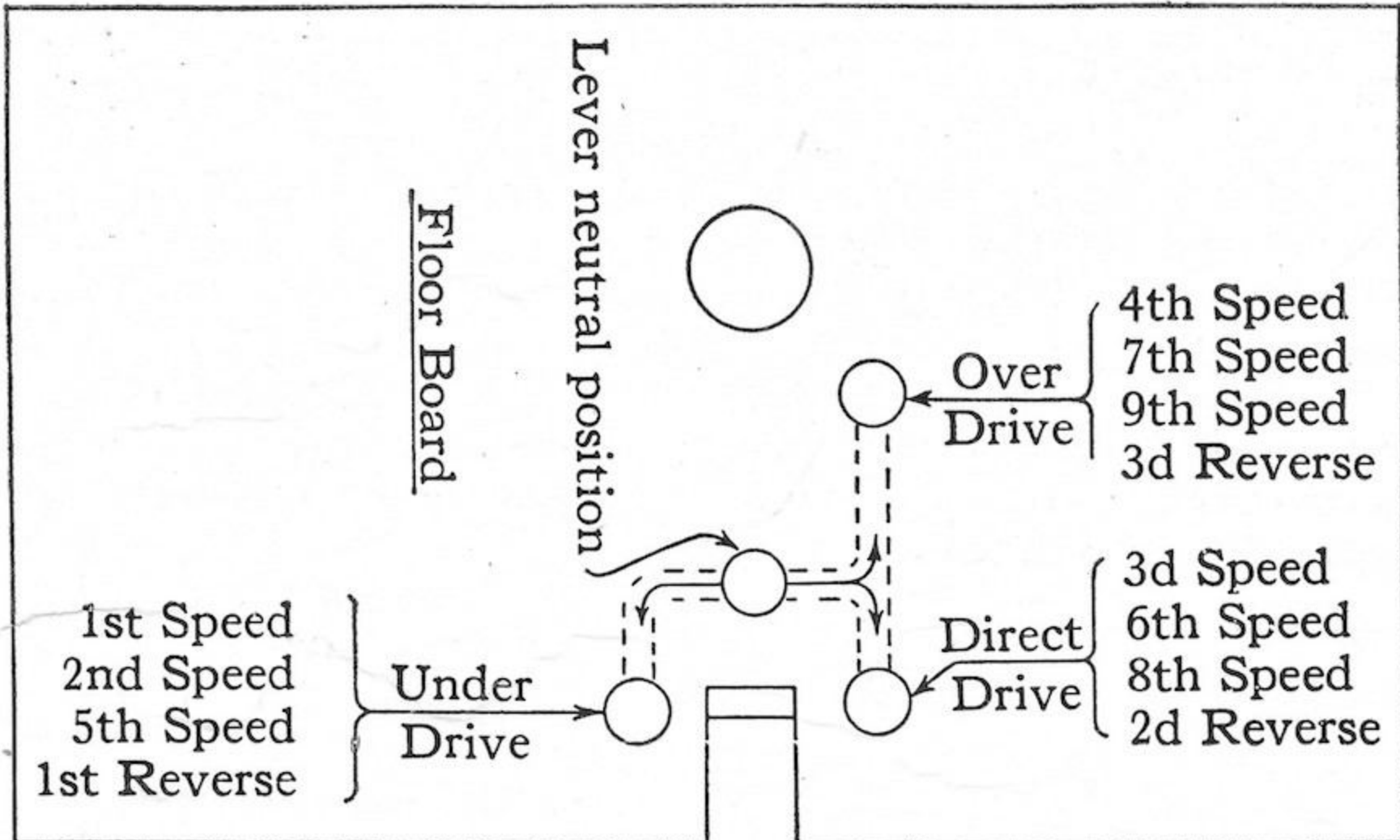


Figure 3

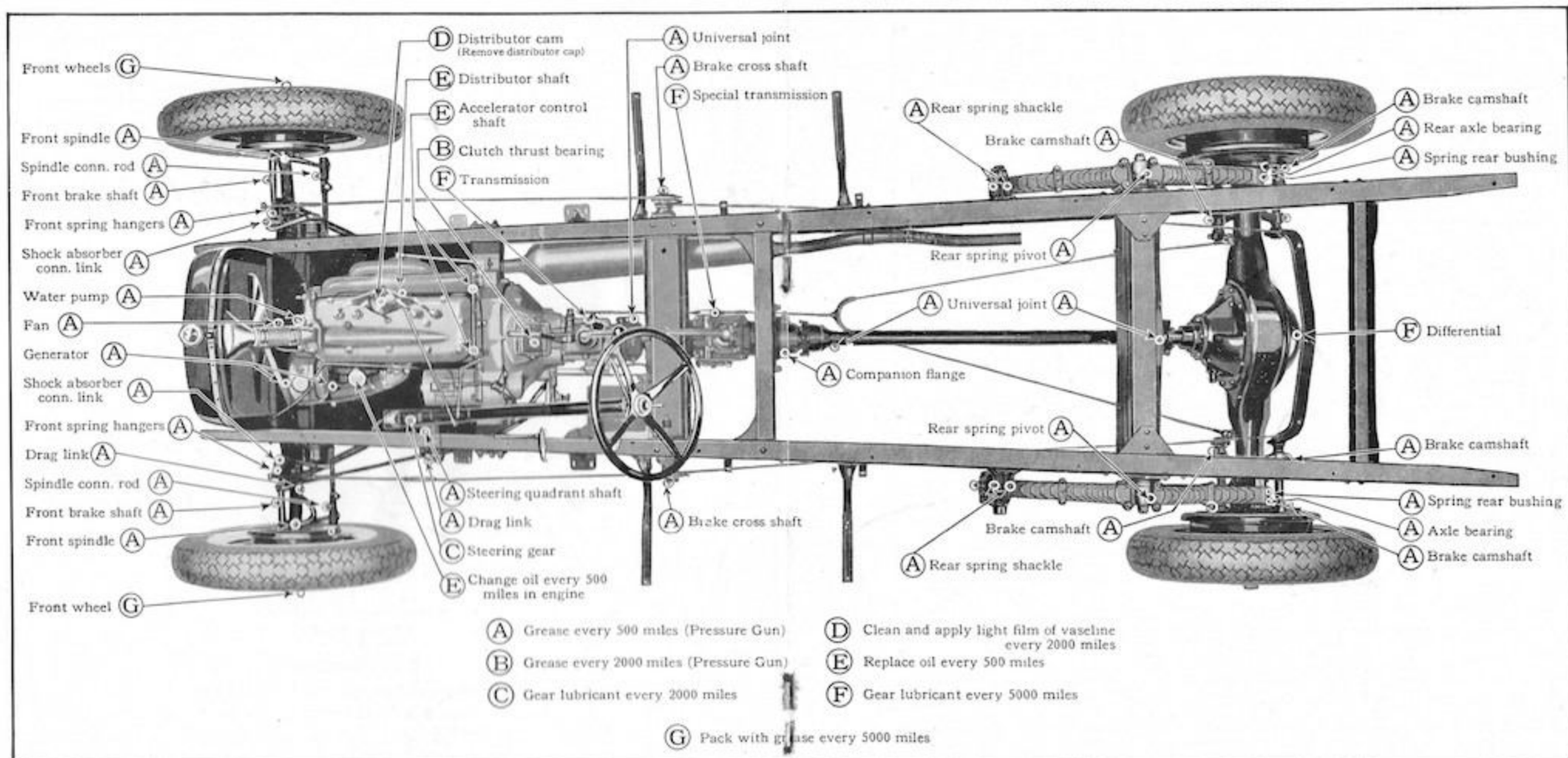
Maintenance

The only point of maintenance of the Dual High is to occasionally remove the oil level indicator and examine the oil level. The oil level should not be allowed to get below the L mark on the test rod. Always refill with a good grade of transmission oil to proper level as shown on the test rod.

The H Truck

The H Truck is built with an auxiliary sliding gear transmission, (See Fig. 2) mounted directly behind the standard transmission. Its operation does not in any way affect the operation of the standard transmission but it does give an under drive, or an overdrive in each standard transmission gear, and reverse.

This truck is for heavy loads or wherever heavy going is encountered. It gives an additional pulling capacity as is shown in the following gear ratios:—



Speed	Gear Ratio	Standard Transmission	H. Transmission
1.	5.07	High	Over-Drive
2.	6.8	High	Direct
3.	9.28	Intermediate	Over-Drive
4.	12.6	Intermediate	Direct
5.	14.4	High	Under-Drive
6.	15.7	Low	Over-Drive
7.	21.2	Low	Direct
8.	26.7	Intermediate	Under-Drive
9.	45.0	Low	Under-Drive

Oiling Chart

The operation of the H Truck is accomplished by selecting the gear of the auxiliary transmission according to load and roads. This is accomplished according to Fig. 3. Then go through the regular gear changes of the standard transmission, low, intermediate, and high.

If you are operating in auxiliary transmission low or intermediate, you may shift to a higher speed by disengaging the clutch, then shifting to the desired higher gear, as per Fig. 3. In other words, the shift on the auxiliary transmission

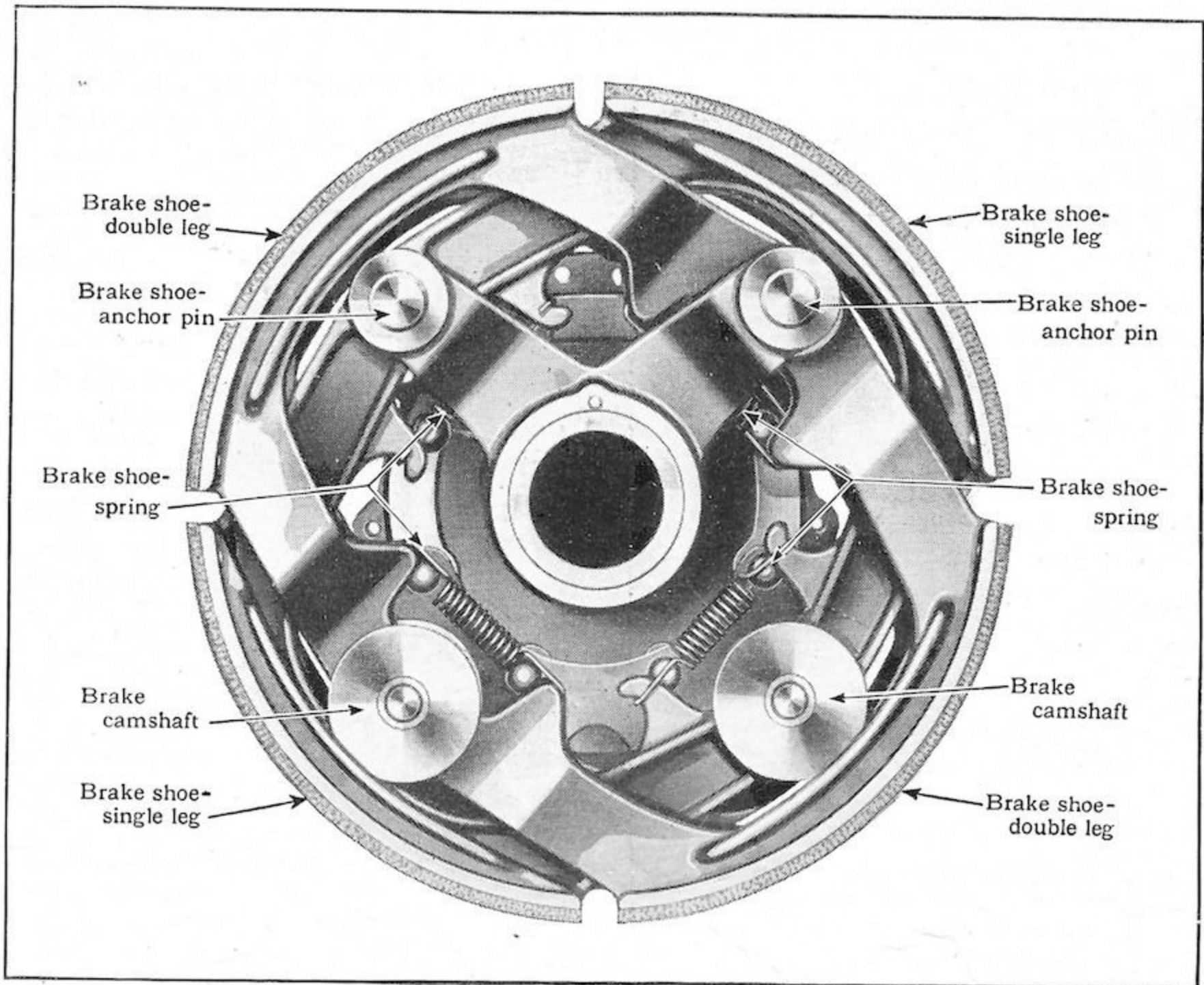


Figure 4

is made in exactly the same manner as the standard transmission.

The only point of maintenance of the auxiliary transmission is to see that it is regularly supplied with oil as per oiling chart on pages 4 and 5. Whenever adjustments are required, it should be taken to a Ford Dealer, as Ford mechanics are experienced in and have special equipment for this work.

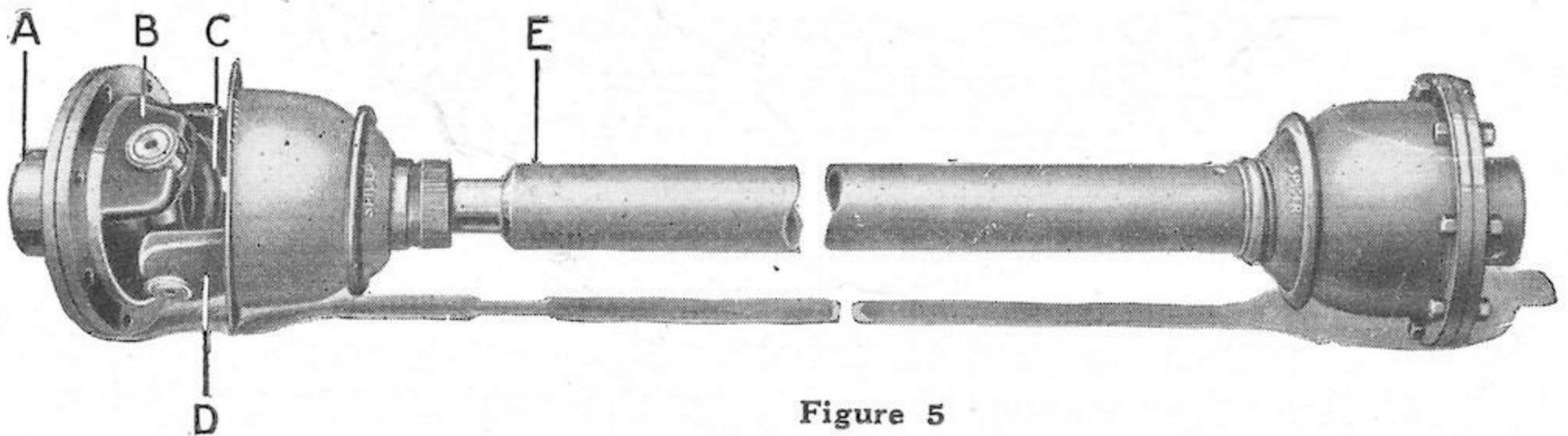


Figure 5

Brakes

Adjustment of the front brakes on the truck is identical to that on the passenger vehicle. See page 55 of accompanying instruction book.

The rear brakes have four shoes in each wheel, as shown in Fig. 4. Two shoes in each wheel being operated by the hand brake lever, and two by the foot brake pedal.

As wear occurs on the shoes it will cause the foot pedal to move further down in its travel before the brake is applied. When too much slack is encountered it may be brought back to its original position by tightening the turnbuckles on the cables. This also applies to the hand brake lever. When sufficient wear occurs to take up all the thread of the turnbuckles, the position of the arm on the rear brake camshaft may be changed. To do this, remove the bolt A (Fig. 7)

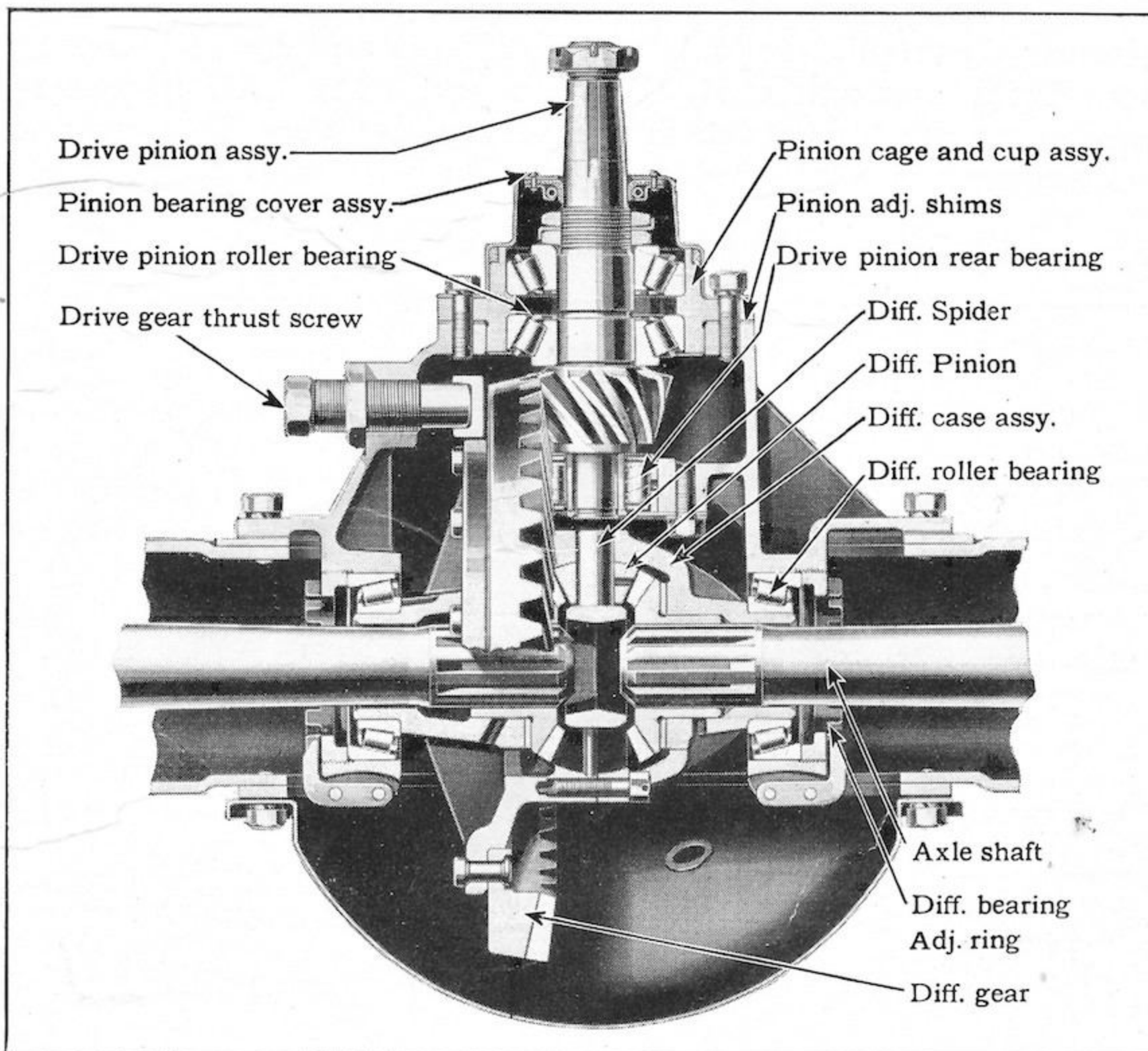


Figure 6

and move Arm back one or two notches. Care must be exercised however so as not to get it adjusted too tightly, or the brakes may drag.

When all adjustment is taken up, lining should be replaced. For this service, you should take the truck to the nearest Ford Dealer, who carries genuine Ford replacement Lining for your truck.

Drive Shaft

The drive shaft, Fig. 5, requires only regular lubrication and inspection, and to see that all bolts and nuts are kept tight.

Rear Axle

The rear axle is of semi-floating type, bevel gear drive and fully mounted on roller and ball bearings, see Figs. 6 and 7. It is very ruggedly constructed and will require little attention except a regular supply of oil and grease, and an occasional inspection of all bolts and nuts. All necessary equipment for this work is maintained by Ford Dealers and we suggest that all major adjustments be made by a Ford Dealer.

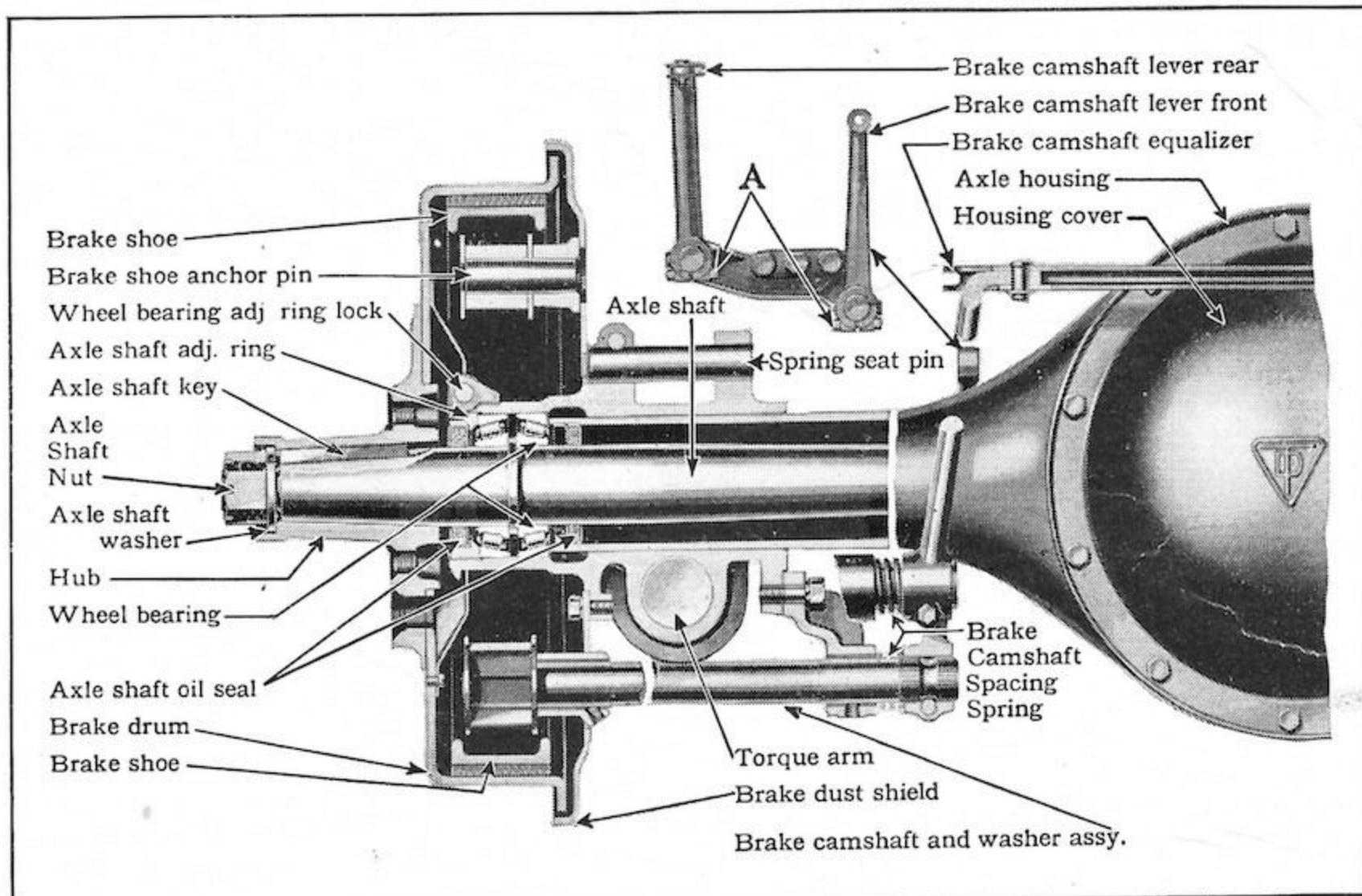


Figure 7

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