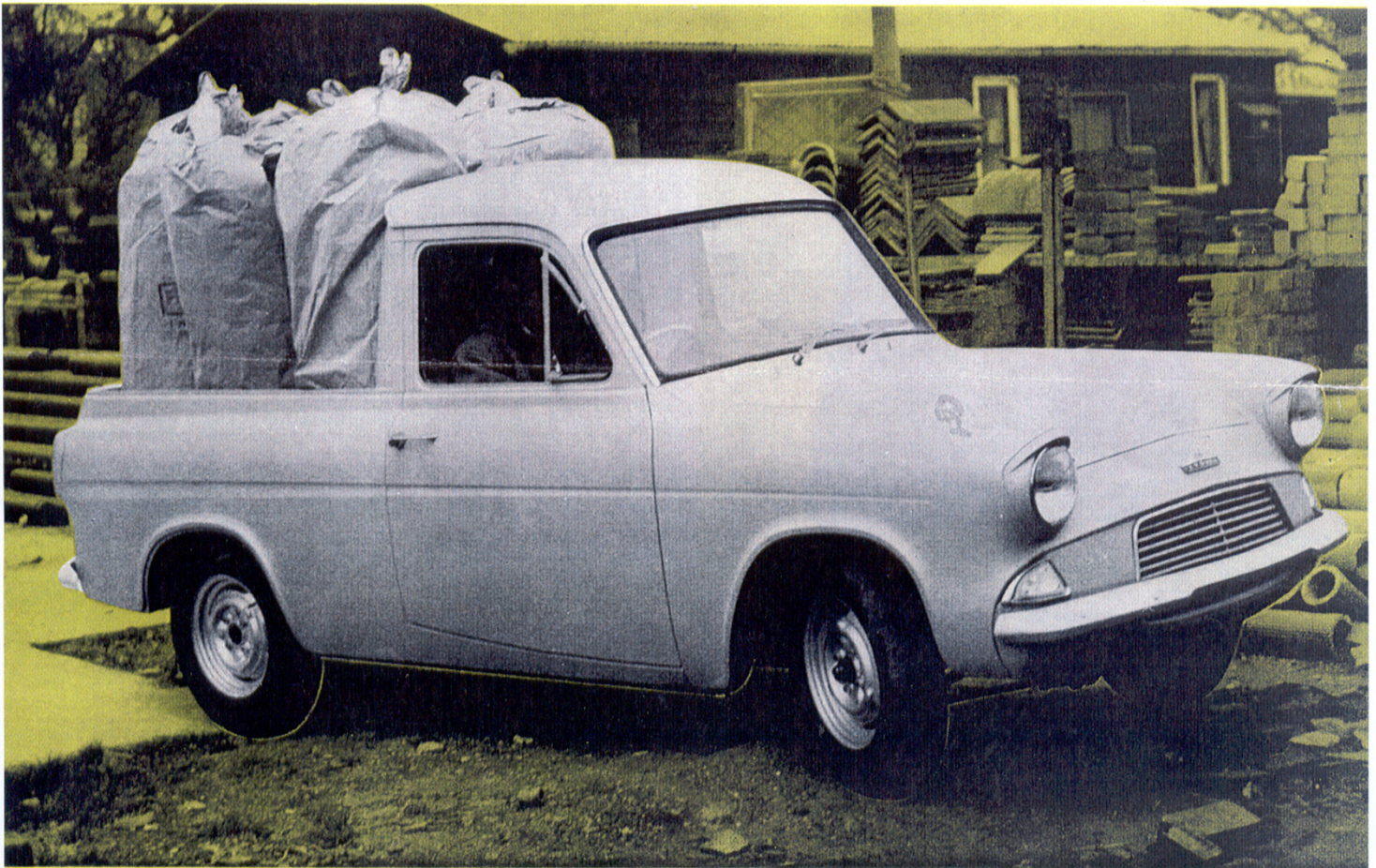


Approved by Ford Motor Company . . .

FORD 5/7 CWT. PICK UP

. . . built by MARTIN WALTER LTD.



THIS is it! A really rugged, sound and sensible 5/7 cwt. Pick-up. Using this Martin Walter version of the standard Ford van is a sure way for you to tackle the host of carrying jobs on any farm, contract, building site or municipal undertaking.

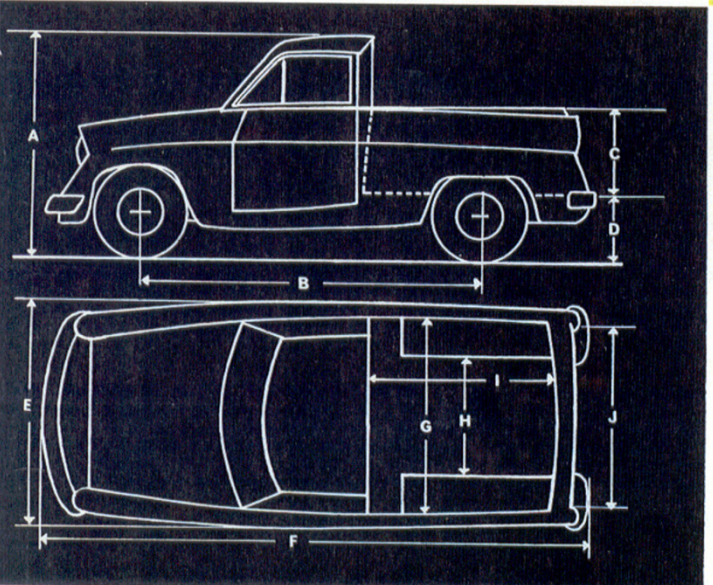
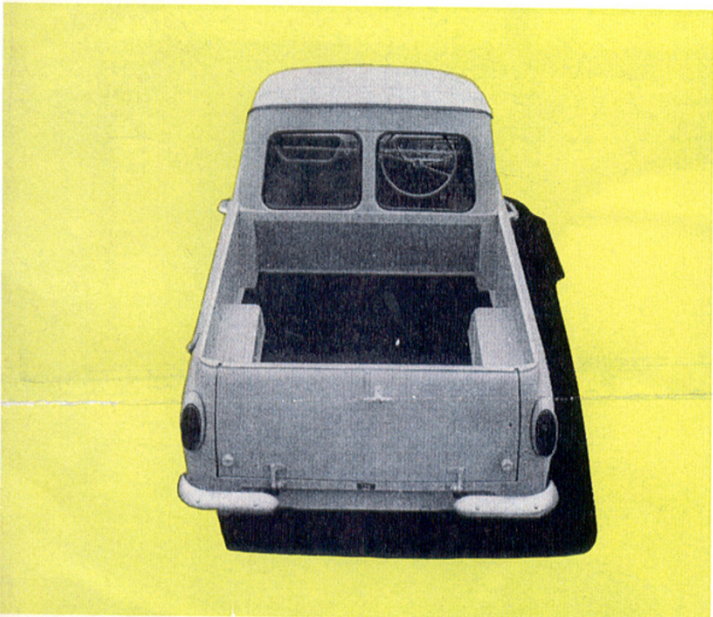
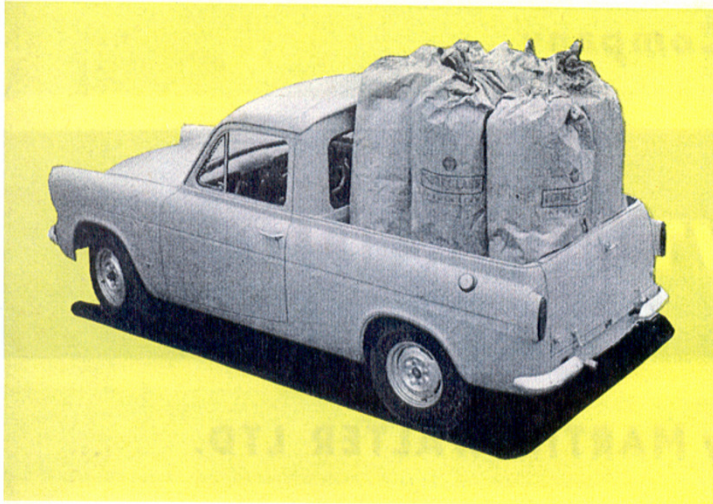
Who could ask for more! You could. Well, here it is!

When you drive this Pick-up you are sitting in a real car seat, behind a car instrument panel, looking over a car bonnet. You have the performance and economy of the fabulous Ford Anglia.

This pick-up is no masquerading baby car. It is a glutton for work. The whole vehicle supports the Ford reputation for honest good value and a long life.

Your Ford Dealer is near. Contact him.

GENERAL SPECIFICATION



VAN. For detailed specification of Ford 5 cwt. or 7 cwt. van see Ford catalogue.

GENERAL. Pick-up body of all steel welded construction adapted to the styling of original van. Removable floor and tool box incorporated.

FLOOR. Non corrosive removable wooden floor of laminated resin bonded plywood. Steel tread plate strips on floor, or all steel floor are available as optional extras.

INTERIOR BODY SIDES. Panelled in mild steel sheet suitably capped.

TAILGATE. A bottom hinged tailgate is provided designed to drop down and be supported on the rear bumper ironwork by heavy rubber buffers. The standard Ford rear door chrome locking handle and bolt mechanism is used. The inner side of the tailboard is panelled with galvanised sheet steel.

WHEEL ARCHES. Panelled in 18 gauge steel and extended rearwards to accommodate fuel tank on nearside and tool box with removable side panel on offside.

CAB. Back of cab fully styled to follow rear end lines of original van, and incorporating large rear windows. Interior of cab suitably trimmed.

ENGINE. Four cylinders. Bore 3.187" (80.97 mm.). Stroke 1.906" (48.4 mm.). Capacity 60.85 cu. ins. (997 c.c.). Push-rod operated overhead valves. Compression ratio 8.0 to 1. Maximum b.h.p. 36 at 4,800 r.p.m. Maximum torque 51.5 lbs./ft. at 2,400 r.p.m.

TRANSMISSION. Clutch-hydraulically operated single dry plate. Central floor gear change. Four forward speeds and reverse with synchromesh on 2nd, 3rd and top gears. Ratios: 1st, 4.118 to 1; 2nd, 2.396 to 1; 3rd, 1.412 to 1, top, 1 to 1 (direct). Reverse, 5.404 to 1. Oil capacity of gearbox 1½ pints.

GENERAL EQUIPMENT. Electric windscreen wipers. Hooded headlamps. Separate sidelamps. Twin tail, stop lamps and reflectors. Flasher direction indicators with self-cancelling arm on right-hand side of steering column, push-button horn incorporated at the end of this lever. Sun visor, fascia ash tray, twin exterior mirrors plus an interior mirror. Four jacking points. Kit of tools includes: wheelbrace, jack, jack handle, starting handle and screwdriver.

FACTORY OPTIONS. 7 cwt. van includes additional styling and cab refinements. Other options for 5 and 7 cwt. include: 1,200 c.c. engine, fresh air heater and demister, passenger seat together with extra sun visor. Full width parcel tidy. Plus extra floor mats and quarter bumpers for 5 cwt. only.

MARTIN WALTER OPTIONS. Steel floor. Canvas tilt and sticks.

MAIN DIMENSIONS

A	5ft. 2½in.	D	1ft. 11in.*	H	3ft. 1in.
B	7ft. 6½in.	E	4ft. 11¼in.	I	5ft. 2½in.
C	1ft. 6in.	F	12ft. 6½in.	J	3ft. 8½in.
		G	4ft. 1in.		

* unladen

GUARANTEE. The same warranty and guarantee is given with the Conversions as that given by the makers of the van converted, or chassis built upon, and expressly excludes any other conditions or warranty implied by Common Law, by statute or otherwise.

MARKETING ARRANGEMENTS. Conversions of the Ford van are marketed in the U.K. through registered Ford Dealers. Export enquiries are dealt with by Export Department, Ford Motor Co. Ltd., Warley, Brentwood, Essex, or Martin Walter Ltd., Dormobile Works, Folkestone, Kent. Telephone: (STD OF03) 51844. Telegrams: Utilecon, Folkestone. Telex: 96232.

The 5-7 cwt. Pick-up is the joint product of 

Folkestone, and Ford of Britain 