



**SPECIAL  
PATTERN  
VEHICLES**

THIRD EDITION

BUILT FOR  
**British War Department**



# INSTRUCTIONS

—ON—

DRIVING - MAINTENANCE - REPAIR



8 CWT. 4 x 2.

15 CWT. 4 x 2.

15 CWT. 4 x 4.

30 CWT. 4 x 4.

3 TON 4 x 4.

3 TON 6 x 4.

FIELD ARTILLERY TRACTOR 4 x 4.

REAR ENGINE ARMoured CAR 4 x 4.

Built for  
BRITISH WAR DEPARTMENT

(THIRD EDITION)\*

*The Ford Motor Company of Canada*  
LIMITED  
WINDSOR - ONTARIO

\* FIFTH PRINTING

# FOREWORD

This book has been prepared for the purpose of giving full instruction to the driver mechanic and to maintenance depot personnel on the proper use and procedure of servicing all units. Complete details concerning general maintenance, lubrication and both minor and major repair procedures are included.

Wherever necessary, reference is made to the Ford Mechanical Service Bulletin which provides full details of all repair procedures.

Wherever possible, Ford Motor Company of Canada, Limited, has incorporated standard Ford parts and assemblies as part of all Special Pattern Vehicles built for the Department of National Defence. For this reason a general knowledge of Ford design as referred to in the Ford Mechanical Service Bulletin, will be found most beneficial to anyone concerned with maintaining these special vehicles.

All information is written in simple, non-technical language and it is suggested this book be referred to first, should occasion necessitate immediate information.

**The Manufacturer has endeavoured at all times to include information applying to the latest production vehicles, but as specifications and changes occur in the course of normal development of more recent production models, the information the reader is looking for, may vary slightly.**

This instruction book should be considered as part of the vehicle and should not be removed therefrom.

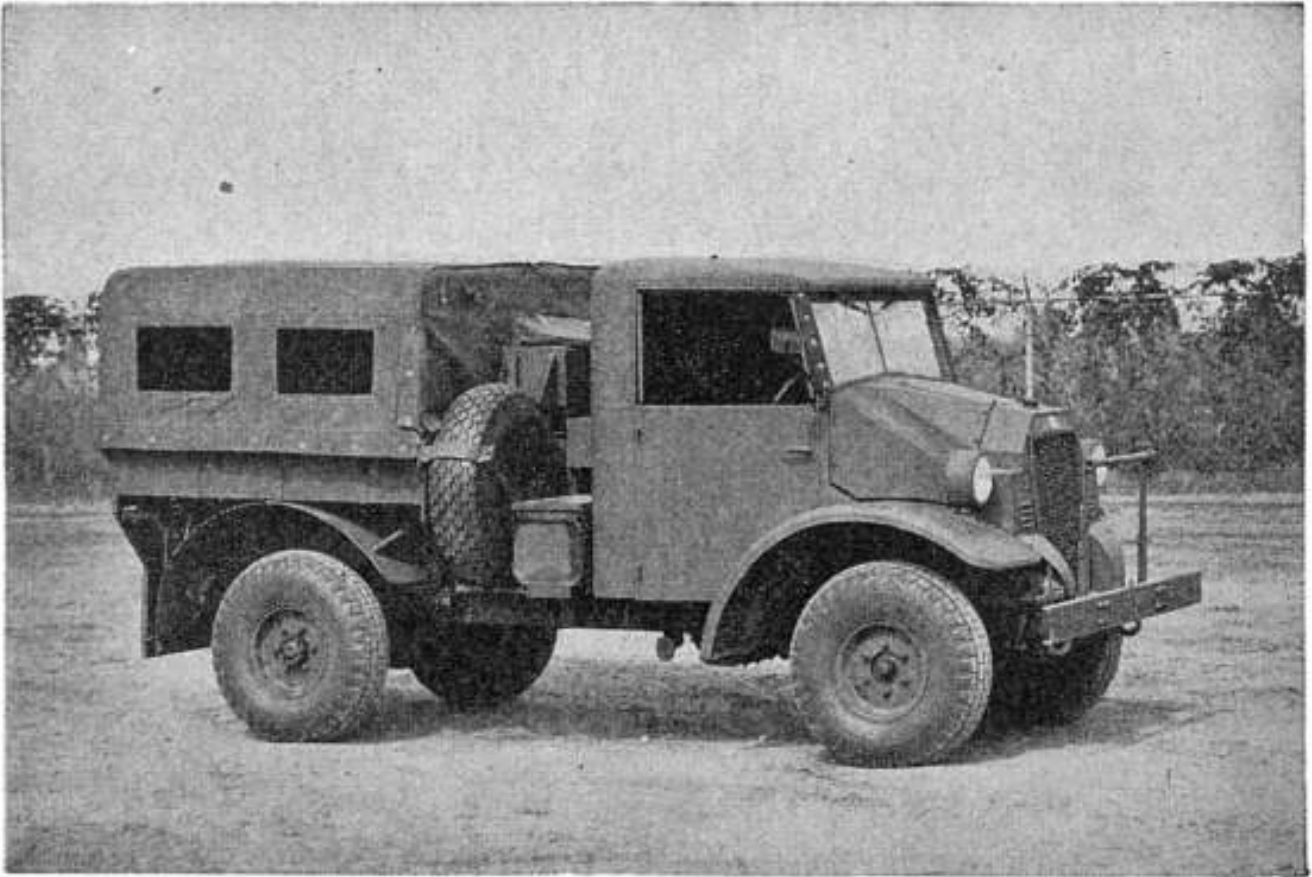
# MODEL IDENTIFICATION

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| D.N.D.<br>Type              | Ford<br>Model No. | Drive | Ford<br>Wheelbase   | Part No.<br>Prefix |
|-----------------------------|-------------------|-------|---------------------|--------------------|
| 8 Cwt.                      | F-8               | 4 x 2 | 101"                | C291DF             |
| 15 Cwt.                     | F-15              | 4 x 2 | 101"                | C291WF             |
| 15 Cwt.                     | F-15A             | 4 x 4 | 101 $\frac{1}{4}$ " | C291WQF            |
| 30 Cwt.                     | F-30              | 4 x 4 | 134 $\frac{1}{4}$ " | C29QF              |
| 3 Ton                       | F-60S             | 4 x 4 | 134 $\frac{1}{4}$ " | C29QF              |
| 3 Ton                       | F-60L             | 4 x 4 | 158 $\frac{1}{4}$ " | C298QF             |
| 3 Ton                       | F-60H             | 6 x 4 | 160 $\frac{1}{4}$ " | C290QF             |
| Field Artillery<br>Tractor  | F-AT              | 4 x 4 | 101 $\frac{1}{4}$ " | C291QF             |
| Rear-Engine<br>Armoured Car | —                 | 4 x 4 | 101 $\frac{1}{4}$ " | C291QRF            |

# Instruction Book

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**Fig. 1—Model F-8**

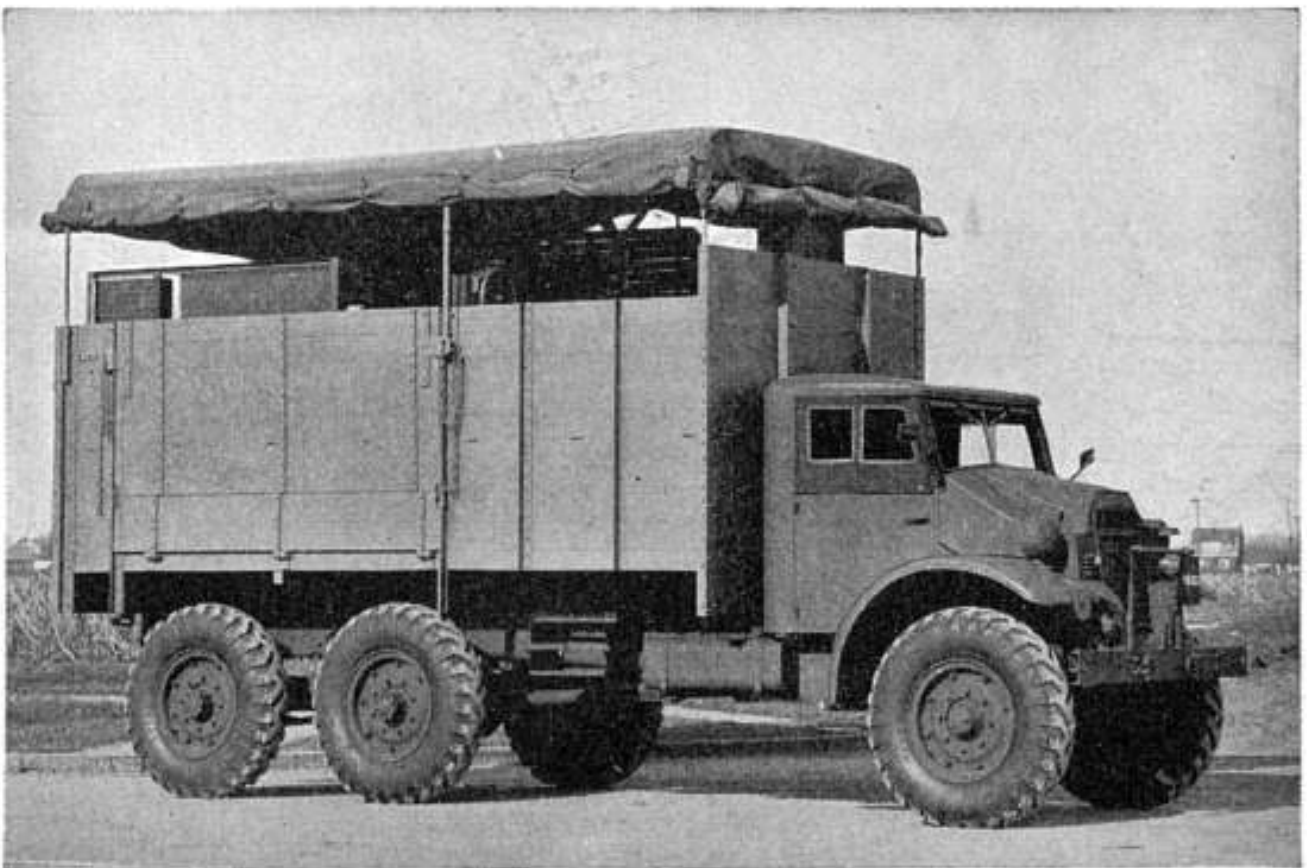


**Fig. 2—Model F-15\***  
**\*(Model F-15A Similar Except Four Wheel Drive)**

## Special Pattern Vehicles



**Fig. 3—Model F-60L\***  
**\* (Models F-30 and F-60S Similar Except on 134¼" Wheelbase)**



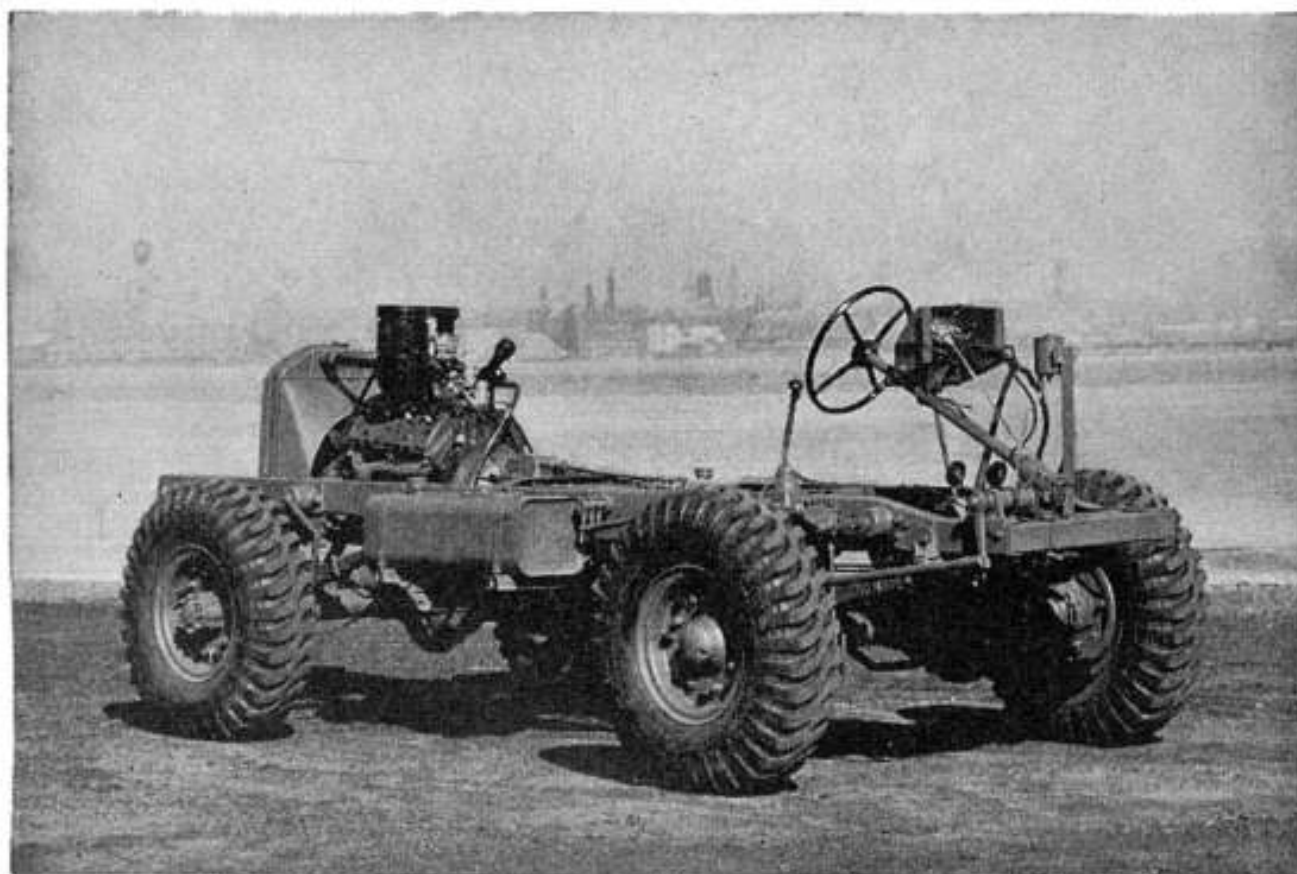
**Fig. 4—Model F-60H**

## *Instruction Book*

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*Fig. 5—Model F-AT*



*Fig. 6—Rear Engine Model Chassis*



# CONTROLS *and* INSTRUMENTS

It is of definite importance that the driver of one of these vehicles be thoroughly familiar with the various controls and their proper use.

The incorrect use of certain controls may cause serious damage.

Even experienced drivers should study the controls as there are a number which are not ordinarily found on standard vehicles.

Since the introduction of Special Pattern Army Vehicles, there have been many changes in the instrument panel, insofar as the lighting control switches are concerned. Each change has been dealt with individually in previous editions of this book. For this reason, only the latest types are covered in the following.

## Ignition Switch

To turn on ignition move ignition switch to the "On" position. No lock and key are used.

On Workshop Lorries an auxiliary ignition switch is placed inside the body. The purpose of this switch is to provide a means of stopping the motor should an emergency arise which will not allow immediate access to the main ignition switch.

This auxiliary ignition switch should always be left in the closed position and should not be used in place of the main ignition switch except when absolutely necessary. More recent production vehicles use an automatically controlled auxiliary switch.

## Throttle

The throttle opening is controlled by the throttle button on the rear of the engine cover and by the accelerator pedal on the toe board.

## Choke

The choke is controlled by the choke button on the rear of the engine cover.

## Gear Shift Levers

There are two gearshift levers (on all except 4 x 2 models)—one controls the four-speed transmission and the other the transfer case. (As illustrated in Fig. 9).

A plate illustrating shift positions is fastened to the instrument panel on 4 x 4 and 6 x 4 models. (As illustrated in Fig. 7.)

## **Instruction Book**

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### **Winch Control**

A winch is provided only on certain 4 x 4 and 6 x 4 models. The winch power is applied through the transfer case power take-off by means of the transfer case gearshift lever which is illustrated in Fig. 9.

The winch brake should be applied at all times when the winch is not in operation. For complete details of winch operation refer to page 157.

### **Oil Pressure Gauge**

An electric oil pressure gauge consisting of two units, an engine unit and a dash unit, is employed to indicate oil pressure.

Failure of gauge to register generally indicates insufficient oil and the supply should be checked immediately.

The normal operating pressure is 30 pounds.

### **Lighting Controls**

#### **Headlight Switch**

*(Early Type)*

This switch mounted second from left, Fig. 7, operates the headlights only.

*(Current Type)*

This switch mounted second from the bottom, Fig. 8, operates the headlights only.

#### **Rear Axle Housing Light Switch**

*(Early Type)*

This light is controlled by the switch at the right, Fig. 7.

*(Current Type)*

This light is controlled by a switch mounted inside the right frame side member at the rear.

#### **Tail Light Switch**

*(Early Type)*

The tail lights are also controlled by the switch on the right hand side of the control panel, Fig. 7.

*(Current Type)*

The tail lights are controlled by a switch mounted second from the top, Fig. 8.