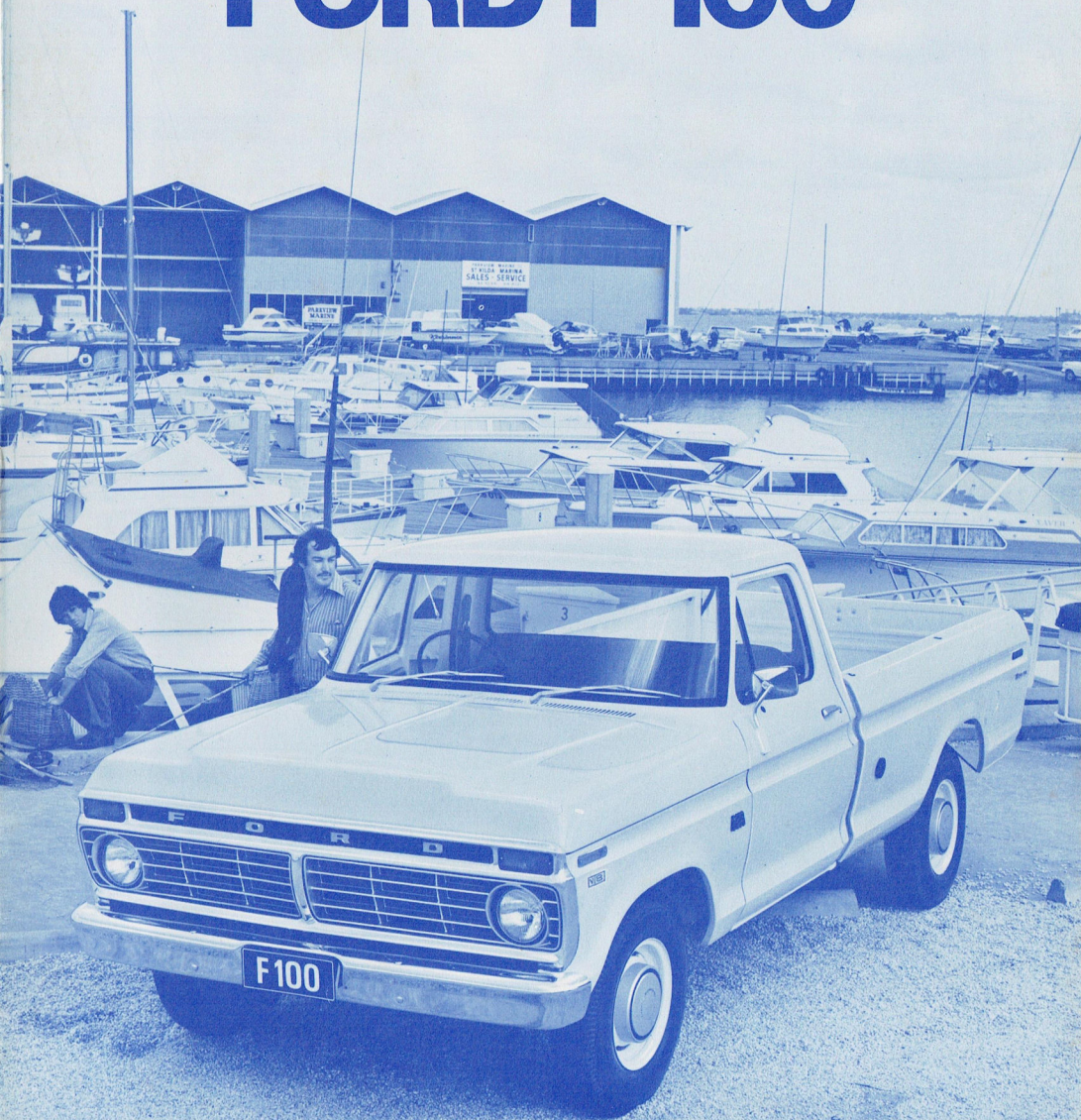
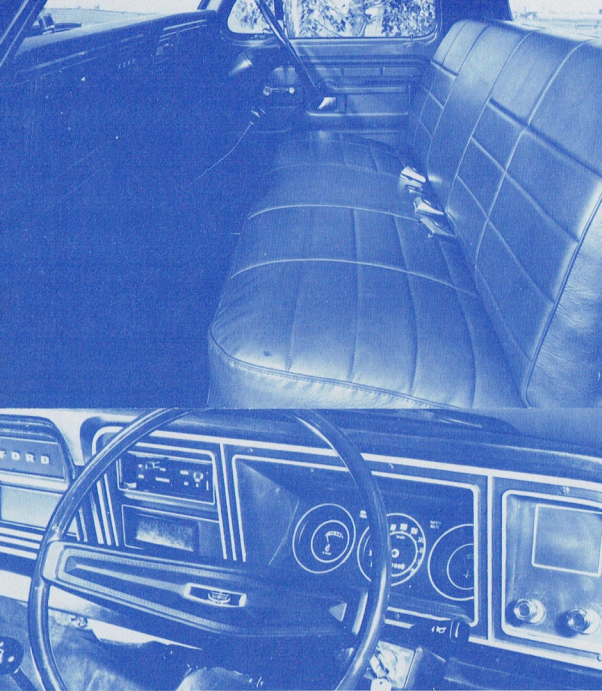


# FORD F100



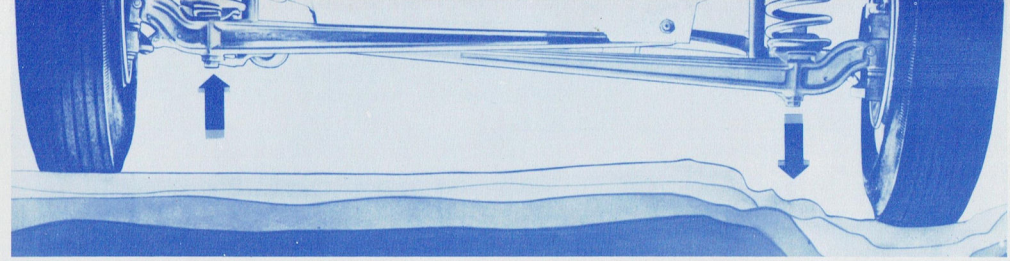


## Ford F 100 Works like a truck rides like a car

There isn't a pick-up or cab chassis in the business like the new Ford F100 Series. A unique blend of both worlds... it's the one commercial that gives you all the tough hard working features of a truck combined with the comfort and ride of a car.

Inside F100's cab you relax in foam filled seats beautifully trimmed in supple, long wearing vinyls. The driving position allows excellent all-round vision. The steering wheel is perfectly positioned; controls are easy to reach and all instruments easy to read. A fresh air ventilation system and 2 speed heater/demister lets you regulate the cab temperature to your own personal requirements.

Cabs are extra spacious — three adults can comfortably relax without sitting on top of one another. There's even a storage space provided behind the seat — big enough to store tools or even a suitcase.



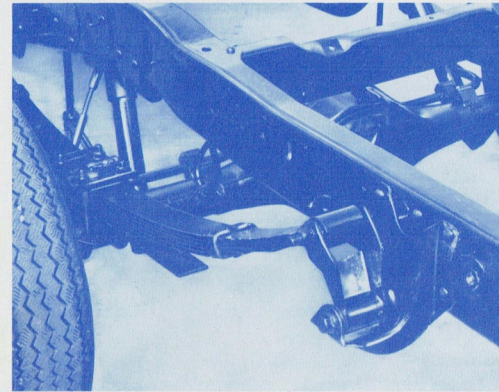
## Riding comfort

Twin-I-Beam independent suspension provides the best yet compromise between the ruggedness needed to handle the toughest working conditions yet providing limousine smooth ride.

Each front axle has its own forged I-beam axle and big coil spring to independently cushion the ride, and give excellent cornering characteristics. What's more, suspension adjustment is practically non-existent as castor and camber are inbuilt into each axle.

Load adjusting progressive rear leaf springs help keep the ride smooth — with or without a load on board. And they absorb driving and braking forces whilst giving excellent lateral control over axle motion.

Add all this to the new longer wheelbases and big, wide front and rear tracks and you've got the smoothest riding, surest handling pick-up or cab chassis in the town or the country.

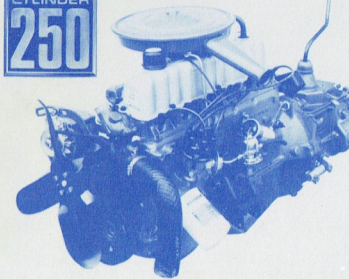


## Built strong to last

Take a look at F100's hefty construction — big, rugged, strong. The massive hood has a double skin and front fender aprons are extra heavy gauge galvanised steel. The cab is just as strong — double walled, all welded with sturdy doors and hinges.

The ladder frame chassis is built with heavy gauge channelled side and cross members and is even wider than before to provide a better anchorage for the Styleside or body of your choice.

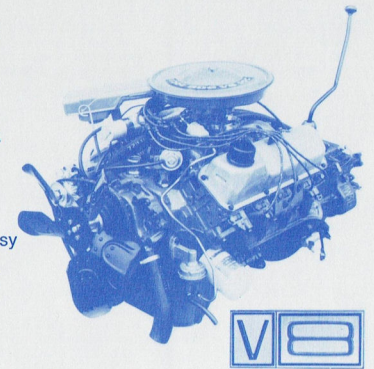
The standard wheelbase length has been increased to 117" with the option of a long 133" version to give you the best choice of body styles ever. (Stylesides are 6¾ ft. with the 117" WB and 8 ft. with the 133" wheelbase or your choice of body up to 10 ft.) New Stylesides are built to last. A new and sophisticated construction technique eliminates complex joints and minimises rust prone areas. For added protection both sides of the inner sidewall and the outer panel are heavily coated in zinc. Curved wall to floor transition completely eliminates dirt catching areas. Extra width between the wheelhousings gives added clearance to carry large pieces of flat sheeting with ease.



## Performance

F100 has all the spirited performance you're looking for loaded or unloaded — a 250 CID (4.1 litre) six cylinder engine is standard. A 302 CID (5.0 litre) V8 is available as an option if you want even more tow.

Power is transmitted to the wheels through a standard easy changing floor mounted, four speed manual. Or an optional three speed **sporty I-Bar** automatic, if you're looking for that extra touch of luxury and convenience.



## More stop

Big power assisted self-adjusting front disc brakes and rear drums pull you up fast and sure. Low pedal heights are designed for easy operation in stop start traffic and in all-day driving.

# SPECIFICATIONS FORD F100

## F SERIES ENGINE SPECIFICATIONS

Configuration	1-6	V-8
Displacement cu. ins. (litres)	250 (4.1)	302 (5.0)
Compression Ratio	9.1:1	9.4:1
Bore ins (mm)	3.68 (93.5)	4.0 (101.6)
Stroke ins (mm)	3.91 (99.3)	3.6 (91.9) 3.0 (76.2)
R.A.C. HP	32.5	51.2
Max. Gross HP	148 @ 4000 RPM	177 @ 4500 RPM
Max. Net HP	107 @ 3600 RPM	128 @ 3900 RPM
Max. Gross Torque lb/ft	226 @ 1600 RPM	259 @ 1800 RPM
Max. Net Torque lb/ft	200.6 @ 1600 RPM	229 @ 1800 RPM

— All ratings conform to SAE J245 — Both engines run on premium fuel.

### GENERAL ENGINE FEATURES 250-6, 302-V8

Overhead valves with hydraulic valve lifters, centrifugal and vacuum spark advance control, miconic 80 exhaust valves, chrome nickel alloy valve seat inserts, mechanical diaphragm fuel pump, rotor type oil pump, 3 ring aluminum alloy pistons, replaceable paper air filter element, optional 8" (203.2mm) Donaldson Cyclopak, engines electronically balanced for smoothness. Also — 250-6, low silhouette unit design carburettor with single barrel and manual choke, integral cylinder head and 6 port intake manifold, precision modified seven bearing crankshaft, heavy duty main bearings — 302-V8, 2 barrel carburettor with automatic choke, short rigid five main bearing crankshaft, heavy duty main bearings.

**Electrical:** 40 AMP Bosch alternator, 12 volt 61 AH (66 plate) Battery, positive engagement starter, turbo action spark plugs — 16mm 6-cyl. — 24mm V8.

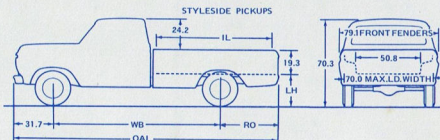
**Lubrication:** Full pressure lubrication with full flow disposable filter, oil capacity 3 quarts (3.4 litres), 4 quarts (4.5 litres) with filter change.

**Cooling System:** Pressurised systems with extra cooling radiators — capacities 6-cyl. and V8 manual 17.1 quarts (19.4 litres), V8 auto. 17.5 quarts (19.9 litres), with 17.5 inch (445mm) diameter fan 6-cyl., and 18.5 inch (470mm) diameter fan V8.

**Axle Front:** Ford Twin-I-Beam with 3050lb (1385kg) capacity and track of 64.8" (1648mm).

**Axle Rear:** Ford hypoid semi-floating with 3600lb (1635kg) capacity and track of 64.4" (1636mm). Ratio is 3.5:1 and ring gear diam. 9.0" (229mm). Optional LSD.

**Brake System:** Dual line hydraulic with front single piston floating caliper discs 11.72" (298mm) diam. and rear Drums 11 $\frac{1}{2}$ " x 2 $\frac{1}{4}$ " (280 x 57mm). Diameter of master cylinder 1.00" (25.4mm). Parking brake hand operated to rear wheels.



Front swept area 222.0 sq. in. (1432 sq. cm). Rear lining area 93.36 sq. in. (602 sq. cm).

**Clutch:** 9 $\frac{1}{2}$ " (241.3mm) twin plate, diaphragm spring with hydraulic operation.

**Driveline:** 1310 Universals with single piece tailshaft (117" (2972mm) WB) two piece (133" (3378mm) WB).

**Frame:** Pressed steel riveted ladder construction with a Yield point of 36000 p.s.i. (2530 kg cm<sup>2</sup>).

117" (2972mm) WB — 6.66 x 2.39 x 0.154" (169 x 60.7 x 3.9mm). Modulus 3.26 cu. in. (53.5 cu. cm). 133" (3378mm) WB — 6.74 x 2.43 x 0.193" (171.2 x 61.7 x 4.9mm). Modulus 4.14 cu. in. (68.0 cu. cm).

**Fuel Tank:** 17 Imperial gallon capacity, frame mounted.

**Instruments and Lights:** Kilo speedometer odometer, temperature and fuel gauges, warning lights for oil pressure, seat belts and brake system pressure. Backup up and courtesy lights. Two-speed dual electric windshield wipers (foot operated screen washers), self parking anti-glare wiper arms. Combined horn, high beam, headlight flasher, turn indicator stalk.

**Spare Wheel Carrier:** Located at rear under frame.

**Steering:** Ford recirculating ball type with 24:1 ratio and steering wheel dia. of 16.0" (406.4mm). Turning circles—outside of tyre 39.6" (1005.8mm). —117.44.3" (1125.6mm) —133.

**Suspension:** Independent coil springs at front of 1265lb (574kg) capacity at pad 6-cyl., and 1315lb (597kg) capacity at pad V8. 6 leaf flexomatic springs at rear 1650lb (749kg) capacity at pad. Double acting shock absorbers are used at front and rear.

**Tools:** Wheelnut wrench, hub cap lever, 2 stage mechanical jack 3000lb (1362kg) capacity.

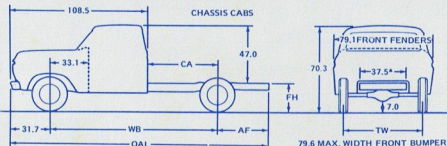
**Transmission:** Warner T18, 4 speed manual, synchronised on 2nd, 3rd and 4th gears. Ratios — 1st 6.32, 2nd 3.09, 3rd 1.68, 4th 1.00, Reverse 7.44.

Power take-off opening 6 bolt S.A.E. right hand side. Opt Ford C4-3 speed automatic, ratios — 1st 2.46, 2nd 1.46, 3rd 1.00, Reverse 2.20.

**Wheels:** 16 x 5.5" — 5 stud. Bolt circle 5.5" (139.7mm), offset 0.62" (15.7mm).

Tyres: 700 x 16 6-ply tubeless light truck type 5 are supplied including spare.

**Other Features:** Inertia reel lap sash belts RHS and LHS and dual fixed centre lap, push button glove box, full width dual padded sun visors, twin external mirrors, zone toughened windshield; padded internal armrests with paddle type door handles and non over-riding locks, external door locks both sides, stake-holes (pickup only), adjustable bench seat, full width floor mat over insulated underlay, ash tray, quarter light vents, fresh air interior ventilation and two speed heater demister, bright grille and bumper, floor mounted gear shift, coat hook, storage area behind seat, mud flaps on Styleside, full width dash padding and safety padded steering wheel.



## ESTIMATED BASE KERB WEIGHTS

	STYLESIDE 117	STYLESIDE 133	CHASSIS CAB 133	DIMENSIONS WB	STYLESIDE 117"	STYLESIDE 133"	CHASSIS CAB 133"
Front	2080lb (943.5kg)	2110lb (957.0kg)	2100lb (952.5kg)	IL	117"	133"	133"
Rear	1603lb (727kg)	1600lb (725.7kg)	1225lb (555.6kg)	CA	82.0"	98.2"	58.2"
*Total	3683lb (1670.6kg)	3710lb (1682.5kg)	3325lb (1508.3kg)	OAL	194.8"	211.0"	205.3"
G.V.W.	5700lb (2585.5kg)	5700lb (2585.5kg)	5700lb (2585.5kg)	LH/FH (Empty)	28.9"	28.8"	24.8"
PAYLOAD	2017lb (914.9kg)	1990lb (902.6kg)	2375lb (1077.1kg)	RO/AF	46.1"	46.3"	40.6"

\*Weights based on V8 model. Add 25lb (11.3kg) for auto. Subtract 70lb (31.7kg) for 6-cyl.

**Warranty:** Ford\* warrants with respect to each new commercial vehicle sold by Ford that for a period of 12 months or 12,000 miles (whichever first occurs) from the date of original retail sale Ford will repair or replace free of charge any part of such vehicle (except tyres) found to be defective in factory materials or workmanship under normal use and operation within Australia.  
**PROVIDED THAT:** (i) the vehicle has been properly used, operated, maintained and cared for, and (ii) the repair or replacement is carried out by an authorised Ford Dealer.  
\*Ford\* means Ford Sales Company of Australia Limited.

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FORD SALES COMPANY OF AUSTRALIA LIMITED,  
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## FORD TRUCKS

