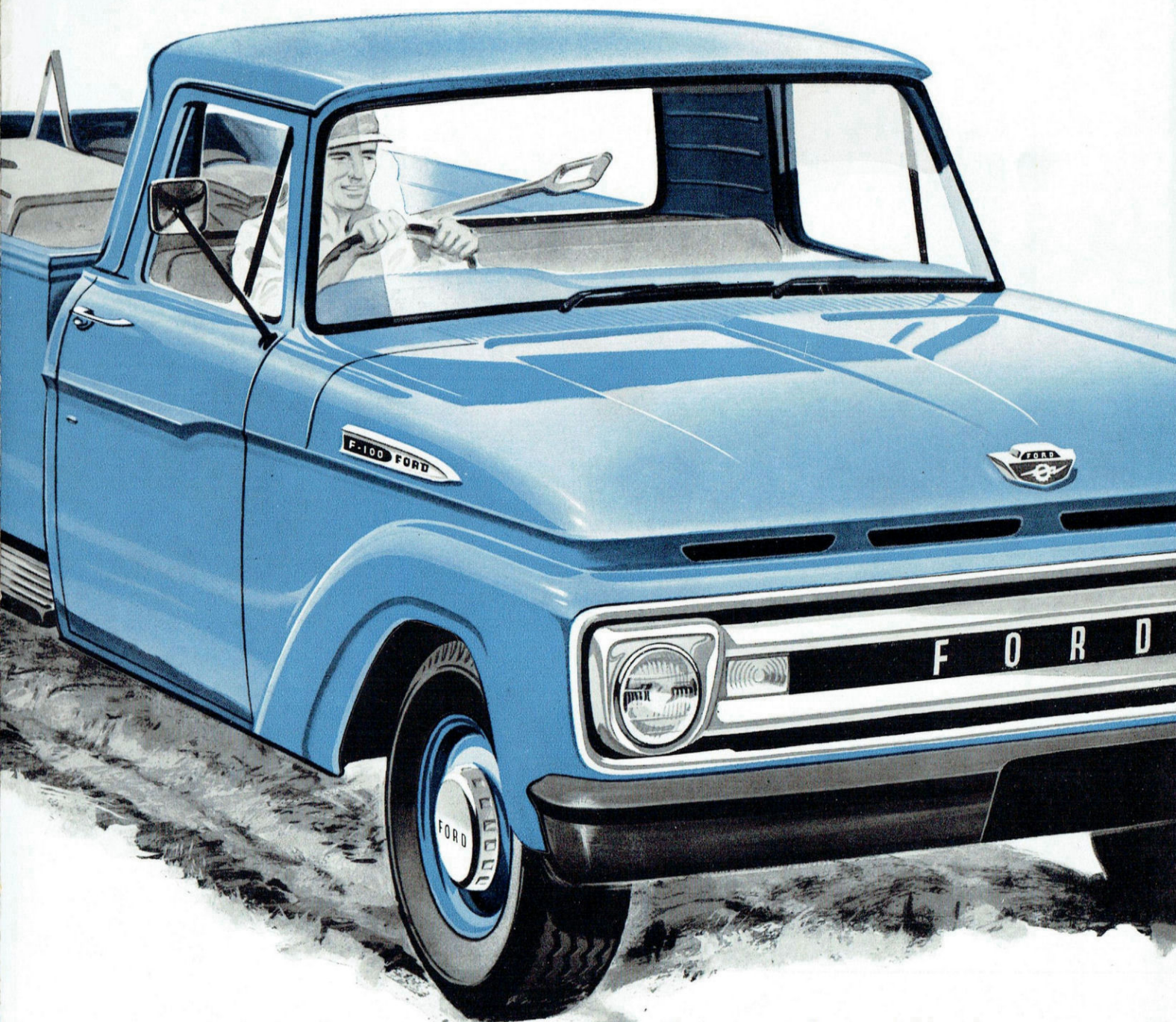




NEW

FORD V8

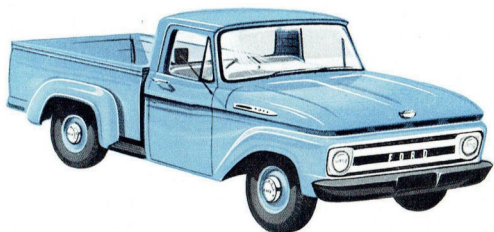
F100 TRUCKS



Toughest line of Ford trucks yet

**FORD**  
**F 100**  
TRUCKS

NEW FORD V8 F-100  
HEAVY-DUTY UTILITY—NEW POWER,  
WORK CAPACITY, COMFORT, STYLING!

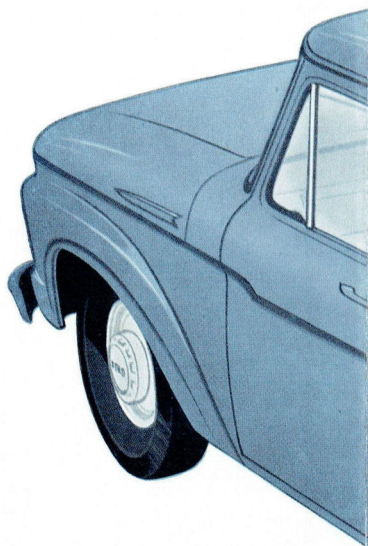
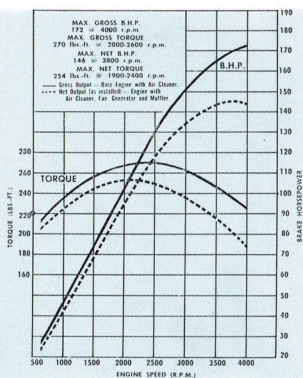
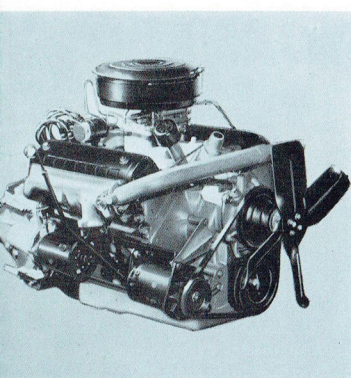


F-100's new driving force: 172 brake horsepower and all of Ford's famous V8 short-stroke design, economy and durability!

The proven big-muscle work capacity of this short-stroke V8, combined with big power and thrift, make it the most efficient unit in the heavy-duty utility field. You get fullest benefit of modern short-stroke design. Shorter piston travel, slower piston speeds, and higher compression ratio develops high horsepower and torque with less engine effort and wear. There's more usable power for every gallon of fuel and longer engine life. Net maximum b.h.p. is 146 at 3,800 r.p.m., and the high net torque of 254 lbs./ft. is obtained at the low revolutionary rate of from 1,900-2,400 r.p.m.

This 292 cubic inch V8 engine has

a high 8.0:1 compression ratio, built to keep "new engine" efficiency at its peak. By combining short-stroke design with large cylinder bores, internal friction and heat losses are reduced, usable power and economy are increased. The result? Greater operating efficiency. Large diameter cylinder bores also permit greater diameter valves, and therefore excellent breathing characteristics. The 5-bearing crankshaft material provides great rigidity and stability to withstand the toughest truck operations. Valve guides are integrally cast as part of the cylinder heads. They are superior to the usual inserts, with better heat transfer and large valve life.



Big dimensioned, most practical load space, strength—built for long life.

The smartness, comfort, power and economy of new Ford V8 F-100 is combined with completely functional load space and capacity for hard work. The new F-100 is built around a rugged ladder-type chassis. This frame is of S.A.E. standard width to facilitate the practical, low-cost installation of any standard or specialised body type you require. Long, wide springs and 4" longer wheelbase bring a new riding smoothness, and new cab mountings protect the cab from road shock.

her 'First' from Ford to put you first: "12/12 Warranty" gives a big new owner-benefit to all F-100 users.

2,000-MILE, 12-MONTH

(includes normal maintenance items)

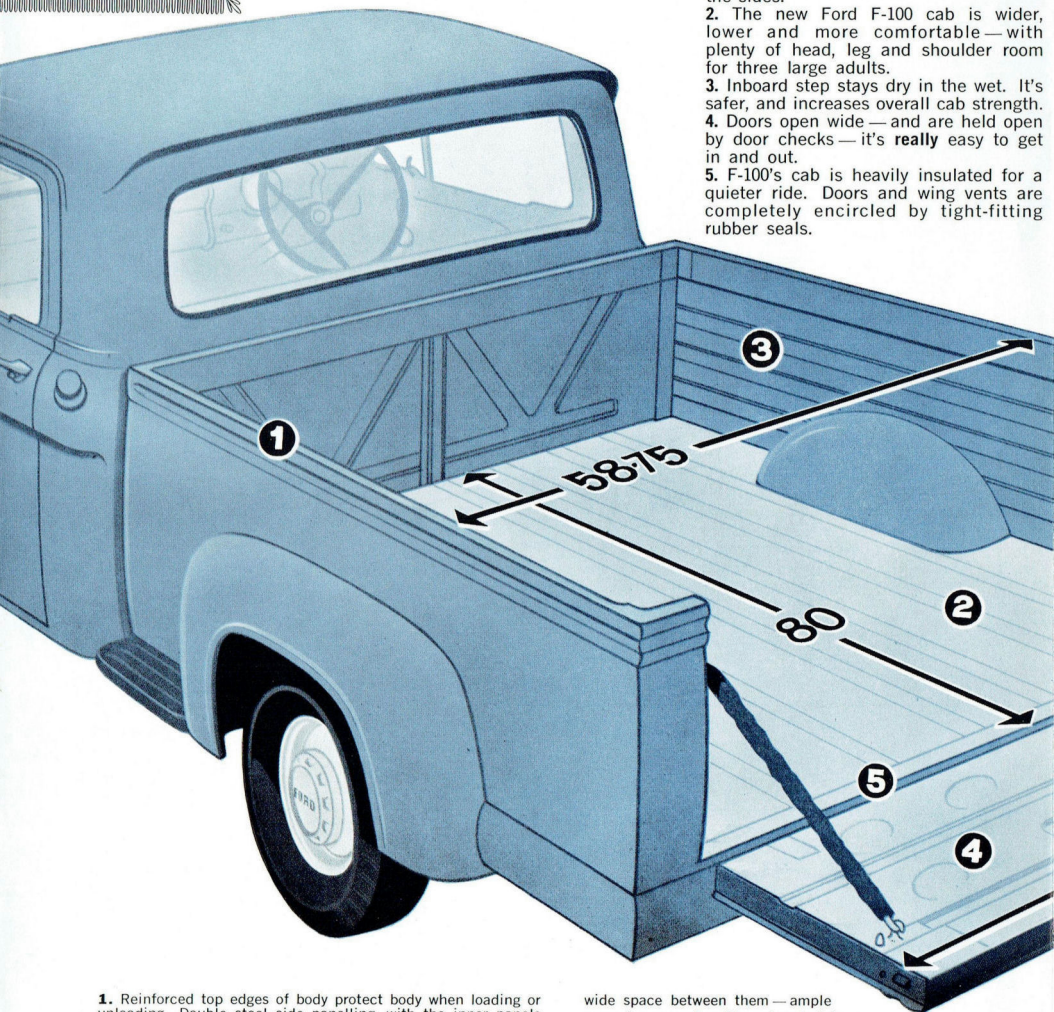
**WARRANTY**

ON ALL FORD TRUCKS

(excluding normal maintenance parts and services)

Ford V8 Trucks give you broader warranty — extended to 12,000 miles or 12 months, whichever comes first.

Every Ford V8 Truck is warranted against defects in materials and workmanship for this new extended period. Owners are responsible only for normal maintenance and routine replacement of maintenance items. This big extra owner-benefit is provided without any increase in the low prices of Ford V8 Trucks.



1. Reinforced top edges of body protect body when loading or unloading. Double steel side panelling, with the inner panels ribbed, provide maximum strength, reduce drumming. The inner panels are removable to facilitate panel repairs should they become necessary.

2. Wheel arches are rounded for protection of loads, with 4"

wide space between them — ample room for normal wallboard materials.

3. Note that the maximum load width extends full width of the body with almost 59" — not just between wheel arches as in some bodies.

**COUNT THE HOURS YOU'RE IN A CAB . . . COUNT ON THE NEW FORD CABS FOR DRIVERIZED COMFORT.**

New Ford Driverized cabs offer the most in cab value — with even more comfort, safety and convenience — they're built stronger for longer life.

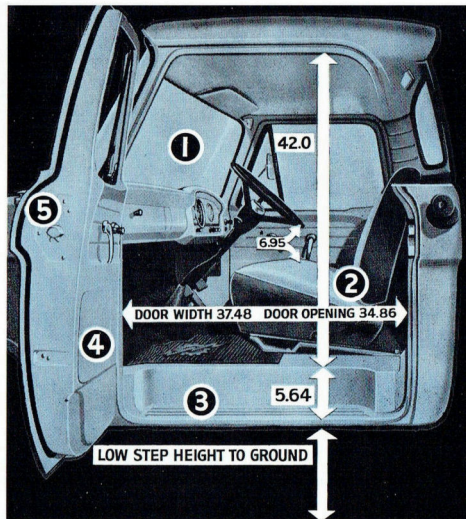
1. Wider, higher windshield — with more square inches of safety glass area — gives unobstructed vision forward, down and to the sides.

2. The new Ford F-100 cab is wider, lower and more comfortable — with plenty of head, leg and shoulder room for three large adults.

3. Inboard step stays dry in the wet. It's safer, and increases overall cab strength.

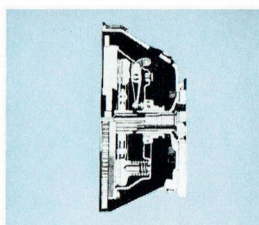
4. Doors open wide — and are held open by door checks — it's really easy to get in and out.

5. F-100's cab is heavily insulated for a quieter ride. Doors and wing vents are completely encircled by tight-fitting rubber seals.



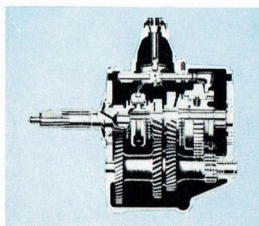
### Heavy-duty 11" Clutch

Durable heavy-duty 11" clutch, with 123.7 sq. inch lining area, dissipates heat faster for increased dependability and longer life. It combines with Ford's hydraulic clutch actuation for smooth, easy shifting.



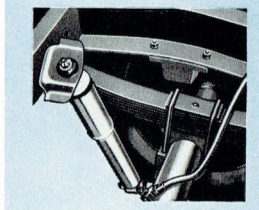
### Heavy-duty 4-speed Transmission

The 4-speed synchro-silent transmission provides more "pulling" ability, more flexible and economical operation than 3-speed transmissions.



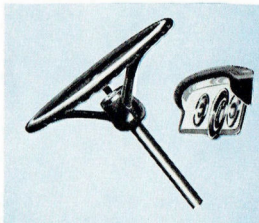
### New Shock Absorbers

New hydraulic shock absorbers provide a continuous damping effect on spring action both on compression and rebound. Rubber grommets at mounting points insulate against noise.



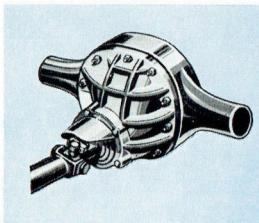
### New Safety Features

Lifeguard steering wheel . . . positive tandem-action electric windscreen wipers . . . hooded facia, preventing distracting reflections when night driving . . . safety Double-Grip door latches.



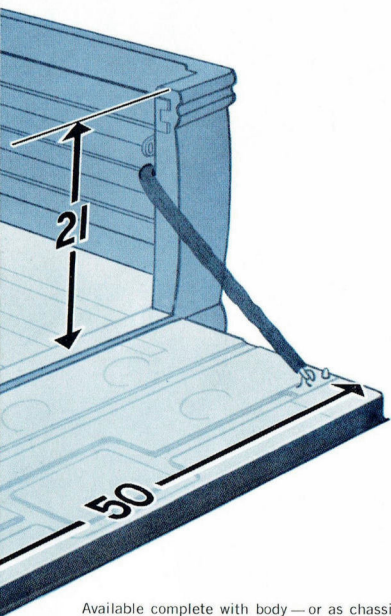
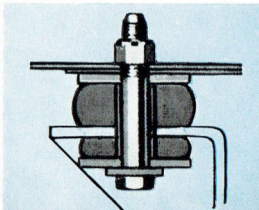
### Deep Offset Hypoid Axle

Deep offset hypoid rear axle utilizes high-capacity differential gears and a straddle-mounted pinion which maintains more accurate ring gear tooth alignment.



### New Cab Mountings

This rubber-cushioned system provides an improved ride, insulates cab against frame stresses and vibration, reducing sheet metal strains and increasing durability.



Available complete with body — or as chassis with cab.

- The tailgate forms a loading platform when lowered, has P.V.C.-covered chains for load protection. There's a long 101" of load length with the tailgate down, 80" when it's closed.
- Seasoned hardwood floor, bolted in between protective steel skid strips, is low for easier and faster loading and unloading.

# FORD F 100 TRUCKS

## ABRIDGED SPECIFICATIONS

**ENGINE:** V8 for high operating efficiency with push-rod operated overhead valves operating in special chrome-nickel alloy-iron detachable cylinder heads. Short-stroke engine design.

Bore, 3.75. Stroke, 3.30. Capacity, 292 cubic inches. Compression ratio, 8.0:1. R.A.C. and S.A.E. rating, 45.00 H.P. Maximum b.h.p.: Gross, 172 @ 4,000 r.p.m. Net, 146 @ 3,800 r.p.m. Maximum torque: Gross, 270 lbs./ft. @ 2,000-2,600 r.p.m. Net, 254 lbs./ft. @ 1,900-2,400 r.p.m. Engine mounted at 4 points with rubber-insulated bearers.

Cylinder block and crankcase cast in one piece, of high-grade chrome-nickel alloy. Crankcase extends 2 $\frac{3}{4}$ " below centre of crankshaft for exceptional rigidity and better oil pan and crankcase sealing. 5 main-bearing precision-moulded alloy iron crankshaft. Each crankshaft is dynamically balanced to provide smooth engine performance and long engine life. Replaceable steel-backed babbitt alloy main and copper lead big end bearings.

**PISTONS:** Tin-plated skirt aluminium alloy pistons of the autothermic design. Chrome-plated top piston ring, phosphate-coated lower compression ring and 3-piece oil control ring consisting of a serrated spring between two chrome-plated rails that exert "triple pressure" for excellent oil control.

**CYLINDER HEAD:** Special chrome-nickel alloy cylinder heads have unusually uniform distribution of metal and water passages with improved circulation for efficient cooling and maximum stability. Made of the same high-grade material as the cylinder block, they have the same rate of expansion and contraction with temperature variations, thus providing freedom from distortion and leakage.

**ENGINE LUBRICATION:** High pressure from high-capacity rotor-type pump with pressure feed to all main and camshaft bearings via drilled passages in engine block and to all connecting rod bearings through drilled leads in crankshaft.

**OIL FILTRATION:** Full-flow oil filtration through a replaceable cartridge-type filter element. Filter assembly base mounted integral with cylinder block on lower left-hand side of engine completely eliminating external oil lines.

**CRANKCASE VENTILATION:** Direct flow crankcase ventilation removes corrosive vapours by continuous circulation of clean air through the engine. Due to the location of the outlet, the system effects a self-induced flow of air so that ventilation does not depend wholly upon blast from fan and is perfected to the extent that the air flow is divided, firstly to the upper part of the engine around the rocker mechanism, then down to the crankcase, secondly around the timing chain and then to the crankcase.

**OIL CAPACITY:** 8 pints plus 2 pints for filter absorption.

**FUEL:** Holley dual-down draught low silhouette carburettor with externally adjusted fuel level setting. Acceleration pump, diaphragm operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with stroke and throttle controls inter-connected.

**FUEL SUPPLY:** By mechanical pump, driven from engine camshaft. Special filter element fitted in glass bowl protects fuel supply to engine and is readily removable for periodic service or maintenance.

**FUEL TANK CAPACITY:** 15 Imperial gallons.

**COOLING SYSTEM:** High-capacity series flow cooling system, resulting in direct water flow at high velocity from the front to rear of block on each bank, then through connecting passages in the cylinder heads over each combustion chamber and back to the outlet at the front for closer temperature control and eliminating hot spots, with the consequent reduction of tendency for engine to detonate. 4-bladed fan, diameter 18", with pressed steel cowling.

**COOLING SYSTEM CAPACITY:** 17.5 Imperial quarts.

**ELECTRICAL:** Coil and distributor with combined centrifugal and vacuum control for automatic advance and retard. Conical tapered seat 18 mm. spark plugs. The conical-tapered plug seat eliminates the need for gaskets and once the plug is properly tightened, no torque loss is encountered, providing positive seating under high combustion pressures.

**BATTERY:** 12 volt 55 amp./hr. capacity at 20 hr. rate. Negative terminal grounded.

**CLUTCH:** Single dry-disc type. Diameter 11". Spring-loaded centre for smooth drive. Frictional area 123.7 sq. ins.

**GEARBOX:** Cast iron casing. Four forward, one reverse speed standard equipment. Synchromesh on top, third and second. Constant mesh helical gears in top three speeds.

**GEARBOX RATIOS:** 4 speed — First 6.40:1. Second 3.09:1. Third 1.69:1. Fourth 1:1. Reverse 7.82:1.

**POWER TAKE-OFF:** 6-bolt S.A.E. power take-off on right-hand side of transmission.

**GEARBOX CAPACITY:** 8 Imperial pints.

**DRIVE LINE:** Open propeller shaft provides smooth flow of power from the transmission to the rear axle. All units of the drive line are carefully designed and installed in the chassis with the proper inclination to produce straight line drive with minimum angularity between light and loaded positions.

**REAR AXLE:** Single-speed semi-floating axle. Axle shafts are chrome molybdenum steel forgings, heat-treated for toughness and high torsional strength. The rear axle utilises a hypoid-type drive gear and

pinion. Pinion gear is straddle mounted to ensure accurate alignment under high torque loads. Axle ratio — 3.89:1.

**FRONT AXLE:** Front axles feature high-strength, heat-treated forged alloy steel; axle centres of rigid I-beam type construction. Sections are increased at all high stress points. Reverse Elliot steering knuckles feature bolted-on stronger steering arms as well as stronger spindles.

**FRAME:** Deep channel section side members, parallel ladder-type frame construction. Cross members flanged "U" type with alligator jaw and channel sections. The parallel-type frame allows installation of both engine and steering gear mechanism within the protection of side rails.

**SPRINGS:** Semi-elliptic springs front and rear. Front springs are wide span with low deflection rate for desirable riding qualities and stability. The rear springs are long and wide for proper resilience and to carry the recommended load capacity under the most severe conditions. Dimensions — Front: 45" x 2". Rear: 52" x 2 $\frac{1}{4}$ ".

**STEERING BOX:** Recirculating ball steering gear design provides quick response to wheel, steady handling ease and rugged construction. Steering gear ratio 20:1.

**STEERING WHEEL:** Steel core with hard moulded rubber cover and grip. 17" diameter, centre horn button.

**STEERING BALL SOCKETS:** Tie-rod ends are spring loaded, ball-socket type for automatic take-up of normal ball-socket wear.

**STEERING BOX CAPACITY:** .625 Imperial pints.

**TURNING CIRCLE DIAMETERS:** Right to left or left to right 38.2'. All measurements approximate — taken to centre line of outer wheel.

**BRAKES:** Full hydraulic system, operated by pedal acting on front and rear wheels. Total area drum lining, front and rear combined, 169.2 sq. ins.

**HAND BRAKES:** Equalised Parking Brake operates the rear wheel brakes mechanically by means of steel cables. An equaliser between the cables applies uniform pressure to each rear brake for straight-line emergency stops.

**FRONT BRAKES:** Single anchor duo-servo self-energising type. Dimensions (drum diameter and lining width — thickness), 11" x 2" x  $\frac{3}{16}$ ".

**REAR BRAKES:** Single anchor duo-servo self-energising type. Dimensions (drum diameter x lining width — thickness), 11" x 1 $\frac{3}{4}$ " x  $\frac{3}{16}$ ".

**WHEELS AND TYRES:** Wheels are of the K-drop centre type. Rim sizes — 16 x 5.00K. Standard tyre equipment — front, rear and spare (all tube and tyre combination). Tyre sizes — 6.50 x 16 — 6-ply tyre and tube (tubeless optional).

# FORD F 100 TRUCKS

## ABRIDGED SPECIFICATIONS

**CAB:** All-steel welded structure of 3-man design. Boxed section construction in windshield header and filler posts for maximum safety and durability.

**CAB MOUNTING:** The heavy truck 3-point cab-mount system has a far-reaching effect toward virtually eliminating vibration, noise and torsional twist between cab and frame for greater driver comfort and extended sheet metal life.

**INSTRUMENT PANEL:** Curved panel with easy-to-read full vision instrument cluster containing fuel gauge, oil pressure and charge indicator lights, speedometer and temperature gauge.

**DOORS:** All steel construction mounted on concealed goose-necked hinges. Door checks built into hinges hold doors in open position. Push button handles with rugged rotor-type safety latches. Continuous weather stripping around doors with weather sealed Air Wing Vents.

**WINDOWS:** Full-width windshield, with rear window over 4' wide, large door windows, giving total glass area of 2,643.74 sq. ins. for all-round visibility.

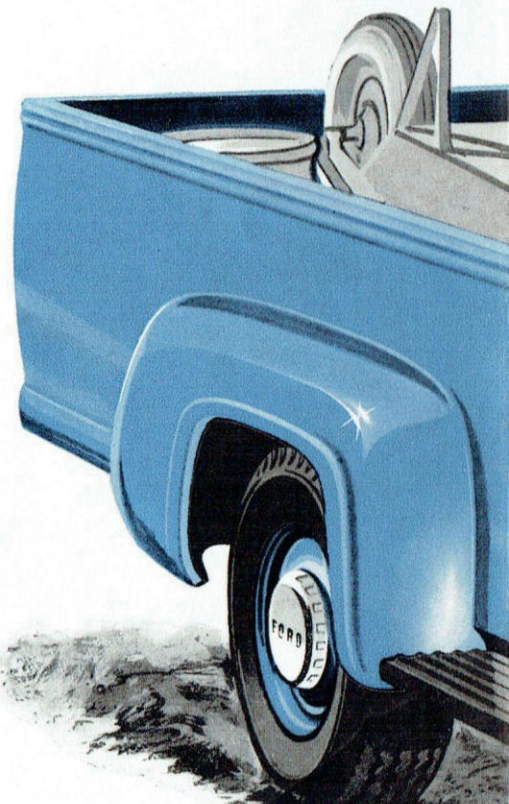
**SEATING:** Full-width seat with formed wire springs. Improved basic construction gives

added support for back and knees. 4½" fingertip seat adjustment. Cushion and back-rest covered in durable Vinyl.

**VENTILATION:** Hi-dri all-weather ventilation, round grille-type defroster vents that direct air to eye level on windshield for quick, safe visibility.

**CHASSIS EQUIPMENT:** Included as standard in addition to items mentioned above: Hood, cowl and dash assembly; front and rear fenders; Hi-dri cowl ventilators; steel toe board; instrument panel; speedometer; water temperature gauge; oil pressure warning light; fuel gauge; ash receptacle; glove box; horn; electric windshield wipers; treadle-type accelerator pedal; long arm outside rear view mirror on chassis cab; internal sun visor; standard tools in bag, spare wheel, tyre and tube.

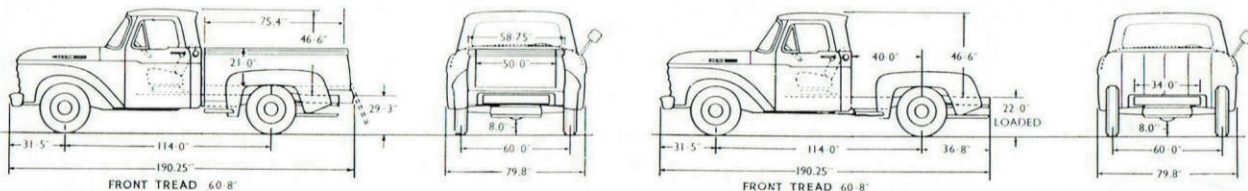
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### GENERAL DIMENSIONS F100

Wheelbase	114"
Track (front)	60.8"
Track (rear)	60.00"
Max. overall length (to end of frame)	190.25"
Max. height (to top of cab—loaded)	68.6"
Max. width of vehicle (bumpers)	79.8"
Max. length along loading floor	80.0"
Max. width across loading floor	58.75"
Max. width above wheel arches	59.0"
Max. width inside wheel arches	48.0"
Width of tailgate opening	50.0"
Across loading floor max. height of sides from loading floor to tonneau cover	21"
Width across front seat	56.7"
Back of cab to end of frame	76.8"

### CHASSIS DIMENSIONS



FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.  
(Incorporated in Victoria) Reg. Office: Geelong, Victoria

# FORD F100 TRUCKS

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Bore, 3.75. Stroke, 3.30. Capacity, 292 cubic inches. Compression ratio, 8.0:1. R.A.C. and S.A.E. rating, 45.00 H.P. Maximum b.h.p.: Gross, 172 @ 4,000 r.p.m. Net, 146 @ 3,800 r.p.m. Maximum torque: Gross, 270 lbs./ft. @ 2,000-2,600 r.p.m. Net, 254 lbs./ft. @ 1,900-2,400 r.p.m. Engine mounted at 4 points with rubber-insulated bearers.

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# FORD F100 TRUCKS

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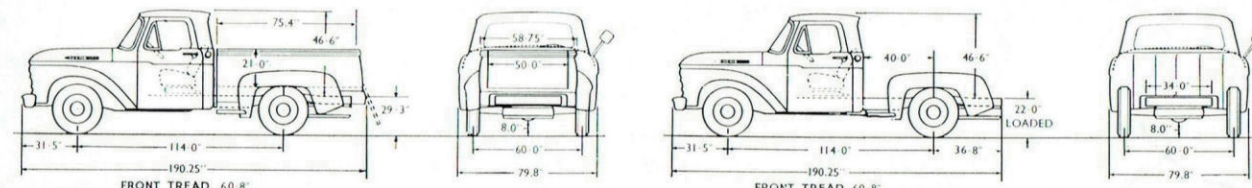
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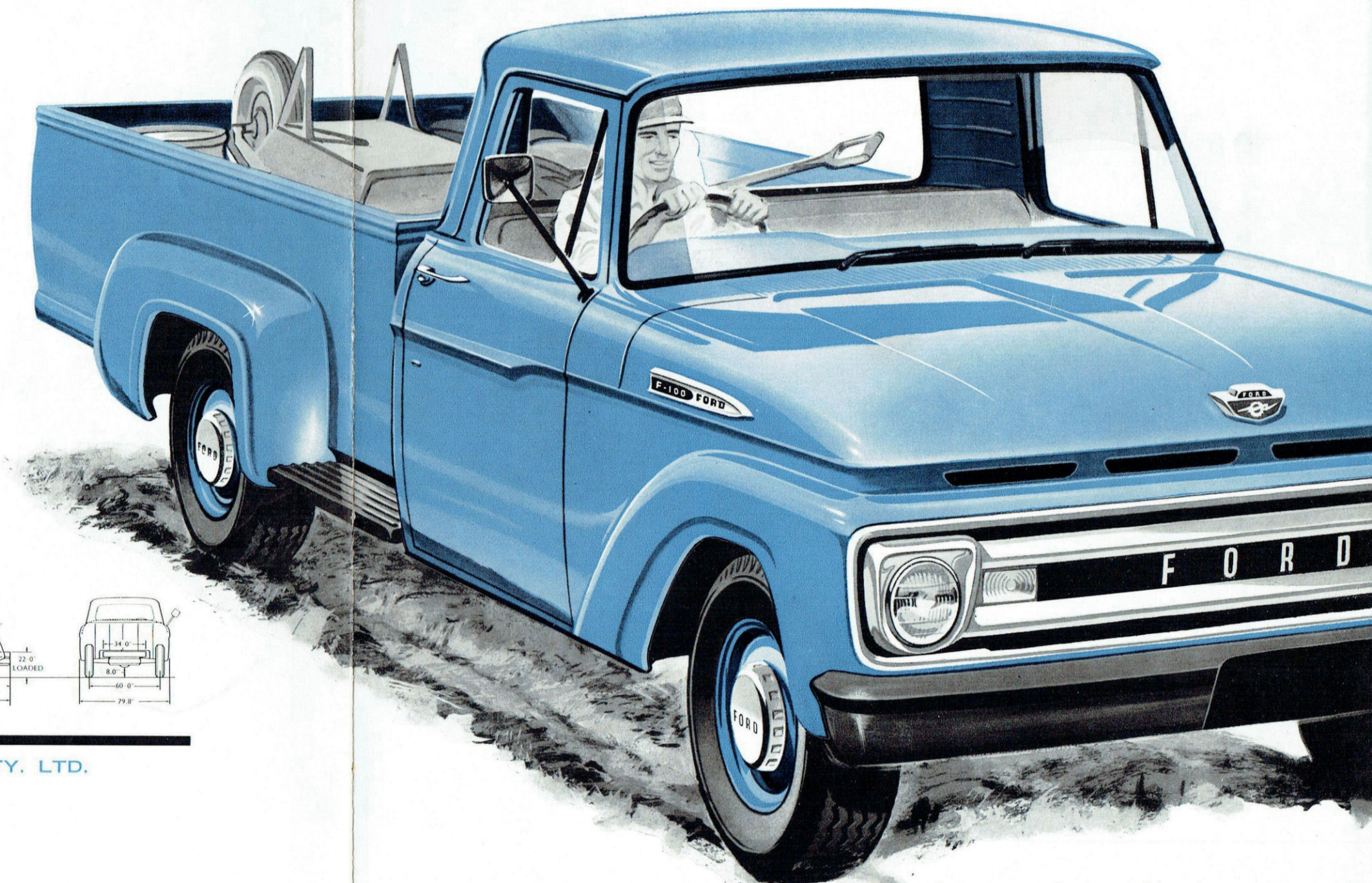
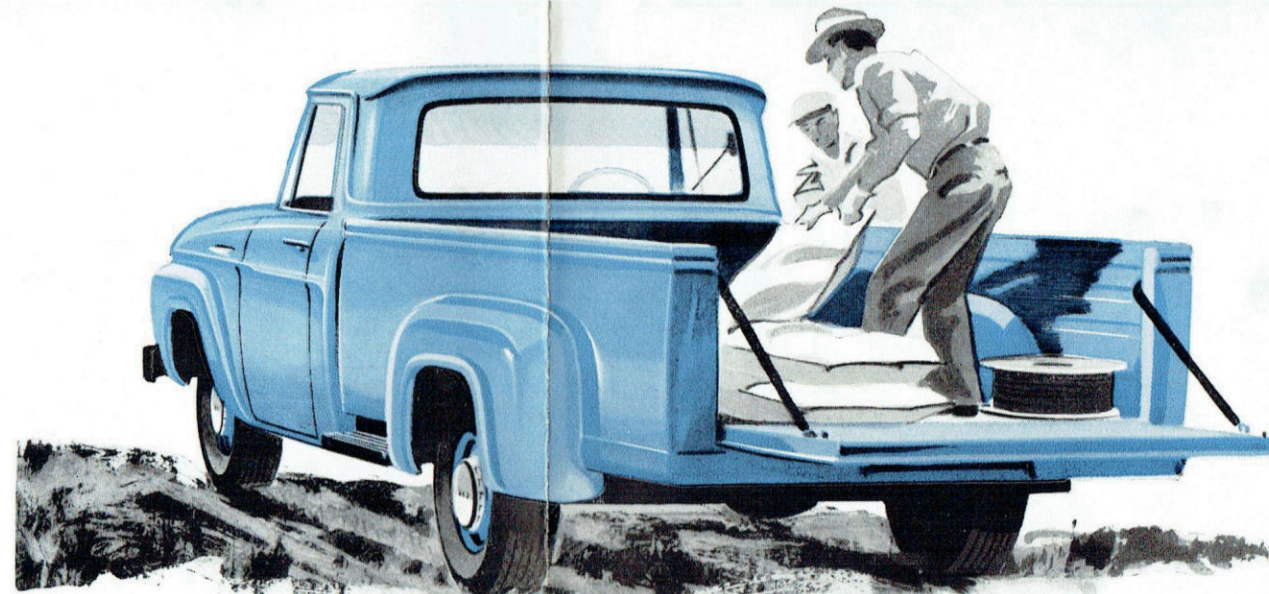
## GENERAL DIMENSIONS F100

Wheelbase	114"
Track (front)	60.8"
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Max. overall length (to end of frame)	190.25"
Max. height (to top of cab — loaded)	68.6"
Max. width of vehicle (bumpers)	79.8"
Max. length along loading floor	80.0"
Max. width across loading floor	58.75"
Max. width above wheel arches	59.0"
Max. width inside wheel arches	48.0"
Width of tailgate opening	50.0"
Across loading floor max. height of sides from loading floor to tonneau cover	21"
Width across front seat	56.7"
Back of cab to end of frame	76.8"

## CHASSIS DIMENSIONS



FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.  
(Incorporated in Victoria) Reg. Office: Geelong, Victoria

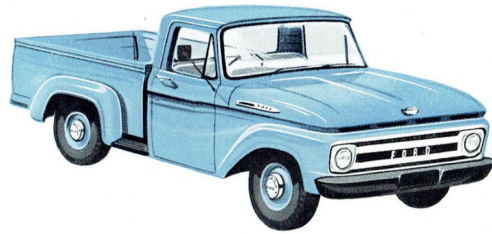


# NEW FORD V8 F100 TRUCKS

Toughest line of Ford trucks yet

**FORD**  
**F 100**  
TRUCKS

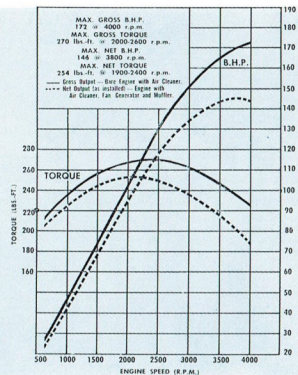
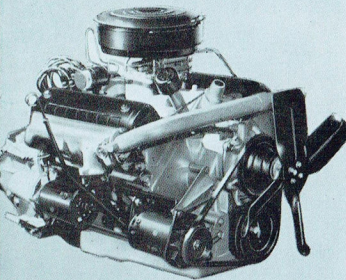
**NEW FORD V8 F-100**  
**HEAVY-DUTY UTILITY—NEW POWER,**  
**WORK CAPACITY, COMFORT, STYLING!**



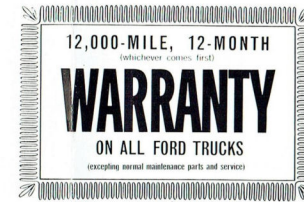
F-100's new driving force: 172 brake horsepower and all of Ford's famous V8 short-stroke design, economy and durability!

The proven big-muscled work capacity of this short-stroke V8, combined with big power and thrift, make it the most efficient unit in the heavy-duty utility field. You get fullest benefit of modern short-stroke design. Shorter piston travel, slower piston speeds, and higher compression ratio develops high horsepower and torque with less engine effort and wear. There's more usable power for every gallon of fuel and longer engine life. Net maximum b.h.p. is 146 at 3,800 r.p.m., and the high net torque of 254 lbs./ft. is obtained at the low revolutionary rate of from 1,900-2,400 r.p.m. This 292 cubic inch V8 engine has

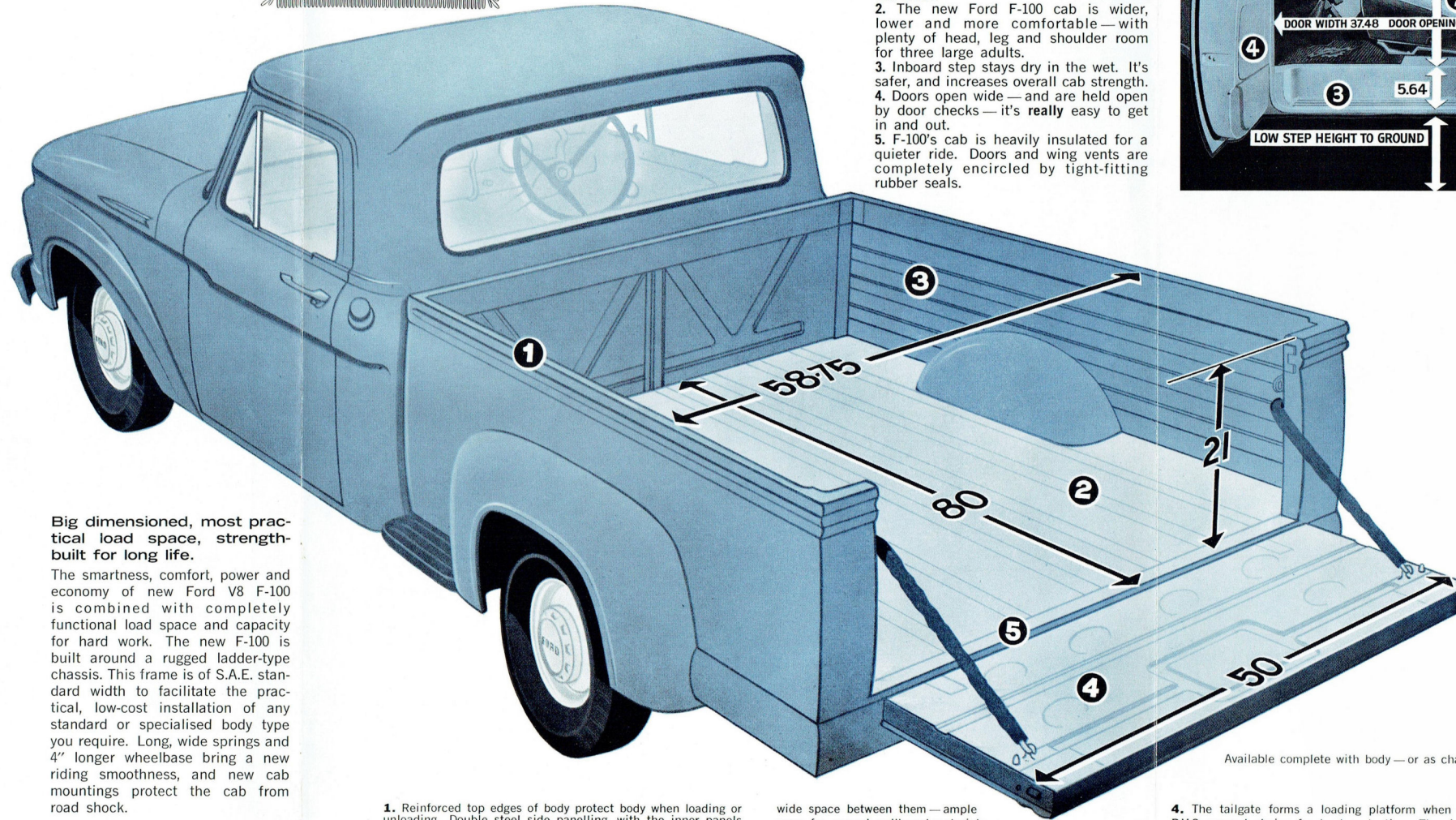
a high 8.0:1 compression ratio, built to keep "new engine" efficiency at its peak. By combining short-stroke design with large cylinder bores, internal friction and heat losses are reduced, usable power and economy are increased. The result? Greater operating efficiency. Large diameter cylinder bores also permit greater diameter valves, and therefore excellent breathing characteristics. The 5-bearing crankshaft material provides great rigidity and stability to withstand the toughest truck operations. Valve guides are integrally cast as part of the cylinder heads. They are superior to the usual inserts, with better heat transfer and large valve life.



Another 'First' from Ford to put you first: "12/12 Warranty" gives a big new owner-benefit to all F-100 users.



Ford V8 Trucks give you broader warranty—extended to 12,000 miles or 12 months, whichever comes first. Every Ford V8 Truck is warranted against defects in materials and workmanship for this new extended period. Owners are responsible only for normal maintenance and routine replacement of maintenance items. This big extra owner-benefit is provided without any increase in the low prices of Ford V8 Trucks.



**Big dimensioned, most practical load space, strength-built for long life.**

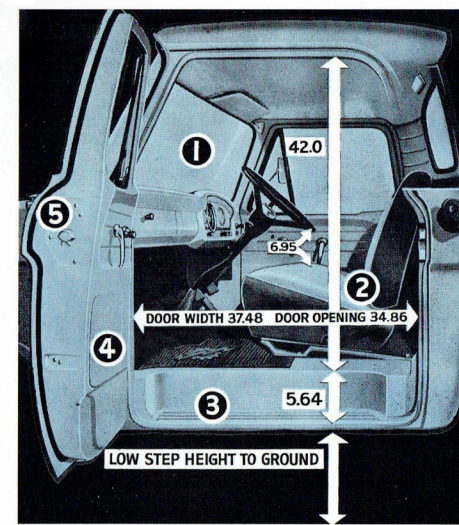
The smartness, comfort, power and economy of new Ford V8 F-100 is combined with completely functional load space and capacity for hard work. The new F-100 is built around a rugged ladder-type chassis. This frame is of S.A.E. standard width to facilitate the practical, low-cost installation of any standard or specialised body type you require. Long, wide springs and 4" longer wheelbase bring a new riding smoothness, and new cab mountings protect the cab from road shock.

1. Reinforced top edges of body protect body when loading or unloading. Double steel side panelling, with the inner panels ribbed, provide maximum strength, reduce drumming. The inner panels are removable to facilitate panel repairs should they become necessary.
2. Wheel arches are rounded for protection of loads, with 4" wide space between them—ample room for normal wallboard materials.
3. Note that the maximum load width extends full width of the body with almost 59"—not just between wheel arches as in some bodies.

**COUNT THE HOURS YOU'RE IN A CAB . . . COUNT ON THE NEW FORD CABS FOR DRIVERIZED COMFORT.**

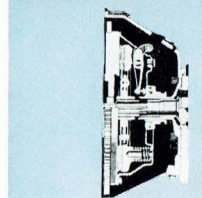
New Ford Driverized cabs offer the most in cab value—with even more comfort, safety and convenience—they're built stronger for longer life.

1. Wider, higher windshield—with more square inches of safety glass area—gives unobstructed vision forward, down and to the sides.
2. The new Ford F-100 cab is wider, lower and more comfortable—with plenty of head, leg and shoulder room for three large adults.
3. Inboard step stays dry in the wet. It's safer, and increases overall cab strength.
4. Doors open wide—and are held open by door checks—it's really easy to get in and out.
5. F-100's cab is heavily insulated for a quieter ride. Doors and wing vents are completely encircled by tight-fitting rubber seals.



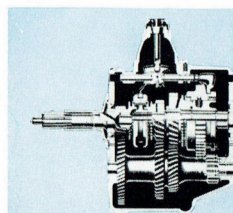
**Heavy-duty 11" Clutch**

Durable heavy-duty 11" clutch, with 123.7 sq. inch lining area, dissipates heat faster for increased dependability and longer life. It combines with Ford's hydraulic clutch actuation for smooth, easy shifting.



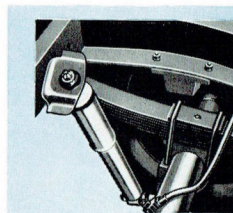
**Heavy-duty 4-speed Transmission**

The 4-speed synchro-silent transmission provides more "pulling" ability, more flexible and economical operation than 3-speed transmissions.



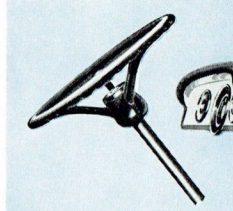
**New Shock Absorbers**

New hydraulic shock absorbers provide a continuous damping effect on spring action both on compression and rebound. Rubber grommets at mounting points insulate against noise.



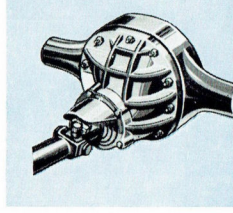
**New Safety Features**

Guard steering wheel . . . positive tandem-action electric windshield wipers . . . hooded fascia, preventing distracting reflections when night driving . . . safety Double-Grip door latches.



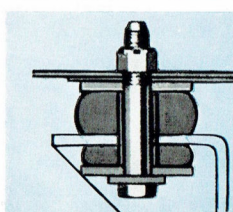
**Deep Offset Hypoid Axle**

Deep offset hypoid rear axle utilizes high-capacity differential gears and a straddle-mounted pinion which maintains more accurate ring gear tooth alignment.



**New Cab Mountings**

This rubber-cushioned system provides an improved ride, insulates cab against frame stresses and vibration, reducing sheet metal strains and increasing durability.



Available complete with body—or as chassis with cab.

4. The tailgate forms a loading platform when lowered, has P.V.C.-covered chains for load protection. There's a long 101" of load length with the tailgate down, 80" when it's closed.
5. Seasoned hardwood floor, bolted in between protective steel skid strips, is low for easier and faster loading and unloading.