

NEW

FORD V8

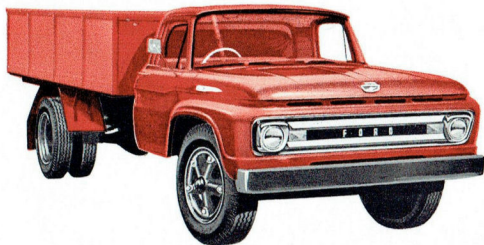
F600 TRUCKS



Toughest line of Ford trucks yet

FORD
F600
TRUCKS

**HUSKY HEAVYWEIGHTS WITH PROVEN
V8 MONEY-MAKING POWER**



Highest torque in the 6-7 ton field in this well-proven 292 series Ford V8 engine — plus all of Ford's famous short-stroke economy and long life!

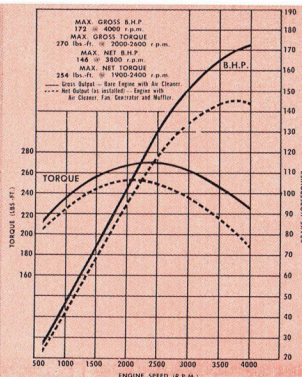
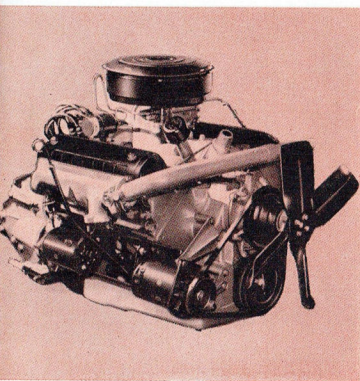
The proven big-muscled work capacity of this short-stroke V8, combined with big power and thrift, make it the most efficient unit in the heavy-duty field. You get fullest benefit of modern short-stroke design. Shorter piston travel, slower piston speeds, and higher compression ratio, develop high horsepower 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 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.



12,000-MILE, 12-MONTH
(whichever comes first)
WARRANTY
ON ALL FORD TRUCKS
(excepting normal maintenance parts and services)

Tough, all-new chassis has extra strength where it counts.

Ford V8 F-600's sturdy new chassis provides extra strength and payload capacity where it counts. It gets more work done with less expense. The heavy-duty brakes, springs, frame and axles all have extra capacity to stand up in hard service. They have been builders of tough, hardworking trucks for many years — and this is the toughest of Ford trucks yet!

Wheelbase	Max. Side Rail Section	Section Modulus	Nut Cross
156", 174"	9.25" x 2.94" x 0.25"	9.45	
194"	9.31" x 2.97" x 0.28"	10.64	

1. Radiator has soldered lock-seam joint construction and thicker tank and header walls for strength and durability. Independent mounting system prevents transfer of road shocks through sheet metal and greatly extends radiator life.

2. Service Brakes have the capacity and lining area to control F-600's rated load. They are of heavy-duty construction to withstand hard, constant use with maximum efficiency.

3. Front Springs give a much smoother ride empty or loaded. At the front end, a full loop of the main leaf and a half wrap of the second leaf increases spring reliability and provides added safety.

4. Drop Frame in cab mounting area allows 1½" less step height for easier entry into cab, and provides a lower cab silhouette.

5. Rear Springs are a full 4" longer and ½" wider for improved riding characteristics. They are sturdier, and of heavier rated capacity.

6. Internal Shoe Parking Brake, transmission mounted, provides positive holding, with greater heat dissipation for emergency stops. When parked on grades under all load conditions, this brake gives maximum security.

7. Cast Spider Wheels on F-600 have sturdier load-carrying characteristics. They make servicing easier, and allow better brake cooling. You get added tyre mileage because the tyre is afforded greater support.

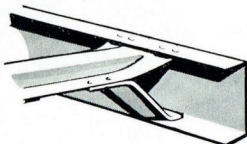
Other 'First' from Ford to put you first: "12-Month/12,000-Mile Warranty" gives a big new owner benefit to all F-600 users.

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 a new extended period. Owners are responsible for normal maintenance and routine replacement of maintenance items. This big extra owner benefit is provided without any increase in the low cost of Ford V8 Trucks.

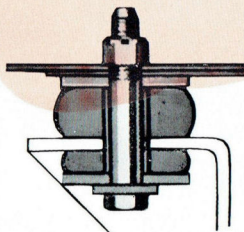
Strength

Extra
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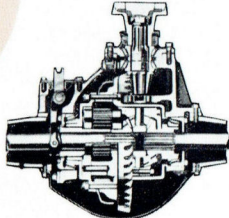
8. Bigger, Stronger Frame with bigger side rails on 194" wheelbase models to give more frame rigidity for longer frame, cab and body durability. Stronger parallel ladder-type frame construction features heavy-gauge channel side members and flanged "U"-type cross members. Frames are of S.A.E. standard "X" width to facilitate mounting of standard or custom-built bodies.



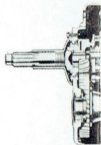
9. New Cab Mountings. F-600's new system of rubber-cushioned 3-point cab mounting provides a better ride, insulates the cab against frame stresses and vibration, reducing sheet-metal strains. The system accordingly increases cab life and improves the operator's comfort.



10. 16,000-lb. 2-speed Rear Axle. A new, extra-capacity 16,000-lb. Eaton full-floating 2-speed rear axle gives a combination of 10 forward and 2 reverse speeds. The 6.50:1 ratio, in high, is ideal for high speeds and light loads, while the 9.04:1 reduction is for maximum pull for heavy-load work.



11. 5-speed Optional at synchro-silent in low and geared for higher speeds. Increases the operating capacity of transmission.)



Number of Members

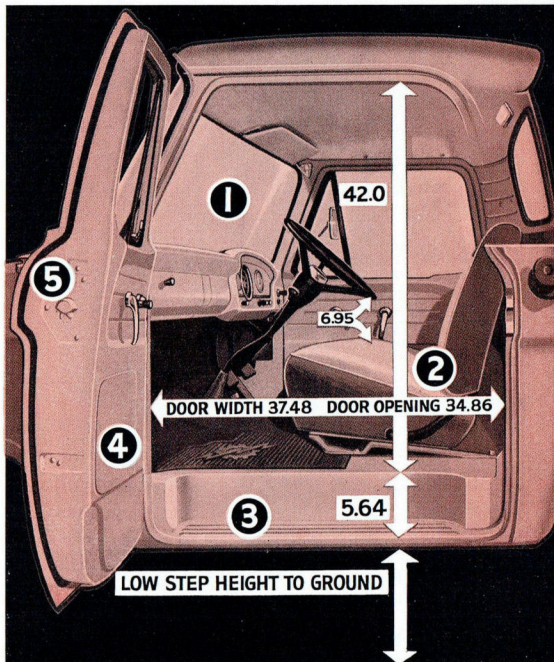
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7

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 windscreen—with more square inches of safety-glass area—gives unobstructed vision forward, down and to the sides.
2. The new Ford F-600 cab is wider, lower and more comfortable—with plenty of head, leg and shoulder room for three large adults.
3. Doors open wide—and are held open by door checks—it's really easy to get in and out.
4. F-600's cab is heavily insulated for a quieter ride. Doors and wing vents are completely encircled by tight-fitting rubber seals.

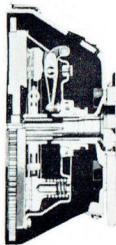


Transmission.

At extra cost, the new 5-speed transmission features faster gear lever travel and reverse gears. Engine-duty operation, it's new Ford V8 F-600's. (4-speed heavy-duty standard equip-

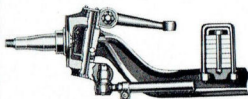
12. Heavy-duty 11" Clutch.

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, with less fatigue after a day's work.



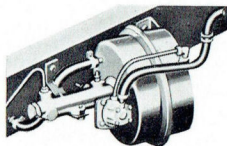
13. Heavy-duty 6,000 lb. Front Axle.

F-600's bigger-capacity front axle features heat-treated high-carbon steel, rigid "I"-beam construction, with increased strength at stress points. Reverse Elliot steering knuckles, rugged steering arms and kingpins . . . and nylon kingpin bushings that cannot rust.



14. Vacuum-boosted Brakes.

Vacuum-boosted brakes give 10% faster stops with less pedal effort. Brake lining life is greatly increased with Ford's heavier brake drums and new linings. Brakes are of heavy-duty construction, to withstand hard, constant use with maximum efficiency.



FORD F600 TRUCKS

ABRIDGED SPECIFICATIONS

ENGINE: V8 for high operating efficiency with push rod-operated overhead valves operating in special chrome-nickel alloy 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 four points with rubber-insulated bearers. Cylinder block and crankcase cast in one piece, of high-grade chrome-nickel alloy. Crankcase extends 23 1/2" 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 copper lead main and 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 interconnected.

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:** 18.6 Imperial quarts.

ELECTRICAL: Coil and distributor with combined centrifugal and mechanical 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. 12-volt electrical system.

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. Five forward speed, one reverse speed—optional at extra cost. Synchronesh on top, third and second on 4-speed transmission and synchronisers on top and fourth, on 5-speed transmission. Constant mesh helical gears in top three speeds on 4-speed box and on top three speeds on 5-speed box.

GEAR BOX RATIOS: 4-speed—First 6.40:1. Second 3.09:1. Third 1.69:1. Fourth 1:1. Reverse 7.82:1. 5-speed—First 7.08:1. Second 4.09:1. Third 2.37:1. Fourth 1.47:1. Fifth 1:1. Reverse 7.012:1.

POWER TAKE-OFF: 6-bolt S.A.E. power take-off on right-hand side of 4-speed transmission and 6-bolt standard S.A.E. power take-off both sides of 5-speed.

DRIVE LINE: Two open propeller shafts provide 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. Sliding coupling and front-end of rear shaft.

REAR AXLE: 16,000 lb. capacity. Full-floating axle shafts forged integral with outer flanges. Axle shafts are chrome molybdenum steel forgings, heat-treated for toughness and high torsional strength. The planetary 2-speed rear axle utilises a spiral bevel-type drive gear and pinion, the pinion being straddle mounted. Axle ratio: High 6.50:1, low 9.04:1.

FRONT AXLE: 6,000 lb. capacity heat-treated high carbon steel, rigid 1-beam-type con-

struction. Sections are increased at all high stress points. Reverse Elliott steering knuckles, nylon kingpin bushings that cannot rust.

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—48" x 2.5". Rear—Main 56" x 3". Auxiliary 37.5" x 3".

STEERING BOX: Worm and roller-type steering gear design provides quick response to wheel, steady handling ease and rugged construction. Both worm and sector shaft are adjustable to provide long, dependable service. The sector shaft in steering mechanism has a long bearing surface and bronze bushings. Steering gear ratio 23.2:1. **STEERING WHEEL:** Steel core with hard moulded rubber cover and grip. 18" 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: 0.833 Imperial pints.

TURNING CIRCLE DIAMETERS: 156" W/B 52.5" right and left. 174" W/B 59.7" right and left. 194" W/B 65" right and left. All measurements approximate—taken to centre line of outer wheel.

BRAKES: Full hydraulic system, vacuum boosted, operated by pedal acting on front and rear wheels. Total area drum lining, front and rear combined, 460.30 sq. ins.

VACUUM POWER UNIT: Provides accurately controlled braking power with normal pedal application for smooth, positive stopping. The diaphragm-type unit is connected hydraulically into the truck's braking system between the master cylinder and the brake wheel cylinders.

HAND BRAKES: Internal shoe parking brake. Parking brake drum is mounted on the rear of the drive line at the rear of transmission. The brake drum is bolted to the flange of the front universal joint and the internal expanding shoe is self energising.

FRONT BRAKES: Single-anchor self-energising uni-servo type. Dimensions (drum diameter and lining width—thickness), 14" x 2 1/2" x 3/4".

REAR BRAKES: 2-cylinder self-energising action for either forward or reverse stopping. Dimensions (drum diameter and lining width—thickness), 15" x 5" x 1/2".

WHEELS AND TYRES: Wheels are of the 5-spoke cast spider type. Standard tyre equipment—front, dual rear. Spare tyre optional. Tyre sizes: 8.25 x 20 x 10-ply. Optional tyre sizes available at extra cost.

FORD F600 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 towards 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: Wrap-around windshield, full-width 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.

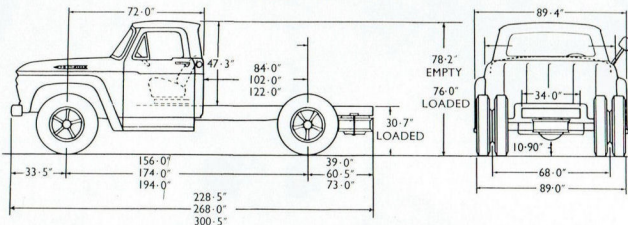
CHASSIS EQUIPMENT: Included as standard in addition to items mentioned above: Hood, cowl and dash assembly; front fenders; Hi-dri cowl ventilator; steel toe board; instrument panel; speedometer; water temperature gauge; oil pressure warning light; fuel gauge; ash receptacle; glove box; horn; electric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

Ford Motor Company of Australia Pty. Ltd. whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, to change specifications and prices at any time without notice or incurring liability to purchasers.

GENERAL DIMENSIONS F-600

Wheelbase	156"	174"	194"
Track, front	62.9"	62.9"	62.9"
Track, rear	68.0"	68.0"	68.0"
Max. overall length (to end of frame)	228.5"	268.0"	300.5"
Max. height (to top of cab — loaded)	76.0"	76.0"	76.0"
Max. width of vehicle (bumpers)	89.4"	89.4"	89.4"
Width across front seat	56.70"	56.70"	56.70"
Back of cab to end of frame	123.0"	162.5"	195.0"

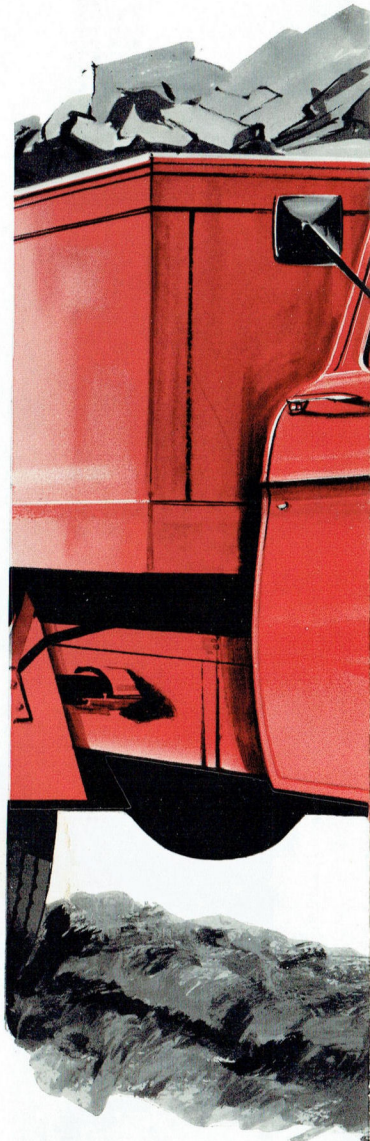
CHASSIS DIMENSIONS



DMB-12/61

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

(Incorporated in Victoria) Reg. Office: Geelong, Victoria



FORD F600 TRUCKS

ABRIDGED SPECIFICATIONS

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Cylinder block and crankcase cast in one piece, of high-grade chrome-nickel alloy. Crankcase extends 2 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 copper lead main and 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.

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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 interconnected.

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: 18.6 Imperial quarts.

ELECTRICAL: Coil and distributor with combined centrifugal and mechanical 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. 12-volt electrical system.

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. Five forward speed, one reverse speed—optional at extra cost. Synchronism on top, third and second on 4-speed transmission and synchronisers on top and fourth, on 5-speed transmission. Constant mesh helical gears in top three speeds on 4-speed box and on top three speeds on 5-speed box.

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REAR AXLE: 16,000 lb. capacity. Full-floating axle shafts forged integral with outer flanges. Axle shafts are chrome molybdenum steel forgings, heat-treated for toughness and high torsional strength. The planetary 2-speed rear axle utilises a spiral bevel-type drive gear and pinion, the pinion being straddle mounted. Axle ratios: High 6.50:1, low 9.04:1.

FRONT AXLE: 6,000 lb. capacity heat-treated high carbon steel, rigid I-beam-type construction. Sections are increased at all high stress points. Reverse Elliott steering knuckles, nylon kingpin bushings that cannot rust.

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—48" x 2.5". Rear—Main 56" x 3". Auxiliary 37.5" x 3".

STEERING GEAR BOX: Worm and roller-type steering gear design provides quick response to wheel, steady handling ease and rugged construction. Both worm and sector shaft are adjustable to provide long, dependable service. The sector shaft in steering mechanism has a long bearing surface and bronze bushings. Steering gear ratio 23.2:1.

STEERING WHEEL: Steel core with hard moulded rubber cover and grip. 18" 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: 0.833 Imperial pints.

TURNING CIRCLE DIAMETERS: 156" W/B 52.5" right and left. 174" W/B 59.7" right and left. 194" W/B 65" right and left. All measurements approximate—taken to centre line of outer wheel.

BRAKES: Full hydraulic system, vacuum boosted, operated by pedal acting on front and rear wheels. Total area drum lining, front and rear combined, 460.30 sq. ins.

VACUUM POWER UNIT: Provides accurately controlled braking power with normal pedal application for smooth, positive stopping. The diaphragm-type unit is connected hydraulically into the truck's braking system between the master cylinder and the brake wheel cylinders.

HAND BRAKES: Internal shoe parking brake. Parking brake drum is mounted on the rear of the drive line at the rear of transmission. The brake drum is bolted to the flange of the front universal joint and the internal expanding shoe is self energising.

FRONT BRAKES: Single-anchor self-energising uni-servo type. Dimensions (drum diameter and lining width—thickness), 14" x 2 1/2" x 1/4".

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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: Wrap-around windshield, full-width 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. 4 1/2" 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.

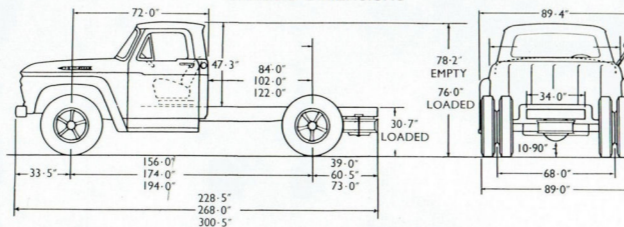
CHASSIS EQUIPMENT: Included as standard in addition to items mentioned above: Hood, cowl and dash assembly; front fenders; Hi-dri cowl ventilator; steel toe board; instrument panel; speedometer; water temperature gauge; oil pressure warning light; fuel gauge; ash receptacle; glove box; horn; electric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

Ford Motor Company of Australia Pty. Ltd. whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, to change specifications and prices at any time without notice or incurring liability to purchasers.

GENERAL DIMENSIONS F-600

Wheelbase	156"	174"	194"
Track, front	62.9"	62.9"	62.9"
Track, rear	68.0"	68.0"	68.0"
Max. overall length (to end of frame)	228.5"	268.0"	300.5"
Max. height (to top of cab—loaded)	76.0"	76.0"	76.0"
Max. width of vehicle (bumpers)	89.4"	89.4"	89.4"
Width across front seat	56.70"	56.70"	56.70"
Back of cab to end of frame	123.0"	162.5"	195.0"

CHASSIS DIMENSIONS



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

NEW FORD V8 F600 TRUCKS



Toughest line of Ford trucks yet

FORD
F600
TRUCKS

HUSKY HEAVYWEIGHTS WITH PROVEN
V8 MONEY-MAKING POWER



Highest torque in the 6-7 ton field in this well-proven 292 series Ford V8 engine — plus all of Ford's famous short-stroke economy and long life!

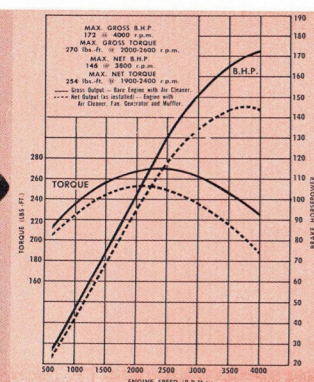
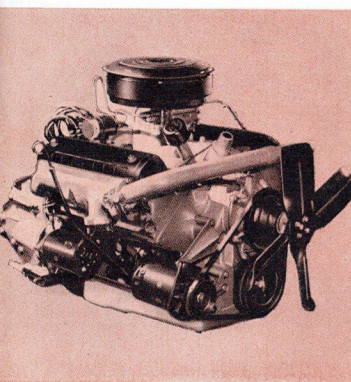
The proven big-muscle work capacity of this short-stroke V8, combined with big power and thrift, make it the most efficient unit in the heavy-duty field. You get fullest benefit of modern short-stroke design. Shorter piston travel, slower piston speeds, and higher compression ratio, develop high horsepower 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 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.



12,000-MILE, 12-MONTH
(whichever comes first)
WARRANTY
ON ALL FORD TRUCKS
(excluding normal maintenance parts and services)

Another "First" from Ford to put you first: "12/12 Warranty" gives a big new owner-benefit to all F-600 users.

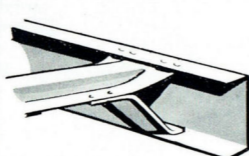
Ford V8 Trucks give you broader warranty — extended to 12,000 miles or 12 months, whichever comes first. Every Ford V8 Truck is warranted against defects in materials and workmanship for this new extended period. Owners are responsible only for normal maintenance and routine replacement of maintenance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

Tough, all-new chassis has extra strength where it counts.

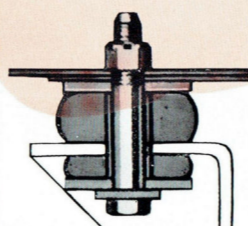
Ford V8 F-600's sturdy new chassis provides extra strength and payload capacity where it counts; to get more work done with less expense. Durable brakes, springs, frame and axles all have the reserve capacity to stand up in hard service. Ford have been builders of tough, hardworking trucks for many years — and this is the toughest line of Ford trucks yet!

Wheelbase	Max. Side Rail Section	Section Modulus	Number of Cross Members
156", 174"	9.25" x 2.94" x 0.25"	9.45	7
194"	9.31" x 2.97" x 0.28"	10.64	7

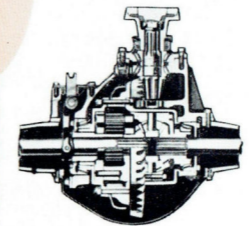
8. Bigger, Stronger Frame with bigger side rails on 194" wheelbase models to give more frame rigidity for longer frame, cab and body durability. Stronger parallel ladder-type frame construction features heavy-gauge channel side members and flanged "U"-type cross members. Frames are of S.A.E. standard "X" width to facilitate mounting of standard or custom-built bodies.



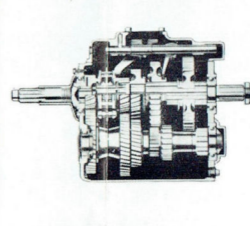
9. New Cab Mountings. F-600's new system of rubber-cushioned 3-point cab mounting provides a better ride, insulates the cab against frame stresses and vibration, reducing sheet-metal strains. The system accordingly increases cab life and improves the operator's comfort.



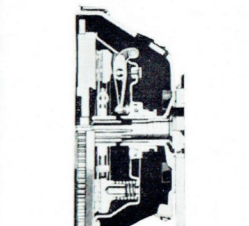
10. 16,000-lb. 2-speed Rear Axle. A new, extra-capacity 16,000-lb. Eaton full-floating 2-speed rear axle gives a combination of 10 forward and 2 reverse speeds. The 6.50:1 ratio, in high, is ideal for high speeds and light loads, while the 9.04:1 reduction is for maximum pull for heavy-load work.



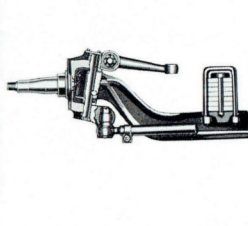
11. 5-speed Transmission. Optional at extra cost, the new synchro-silent 5-speed transmission has shorter gear lever travel in low and reverse gears. Engineered for heavy-duty operation, it increases the new Ford V8 F-600's operating ease. (4-speed heavy-duty transmission standard equipment.)



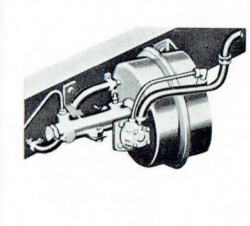
12. Heavy-duty 11" Clutch. Durable heavy-duty 11" clutch with 123.7 sq. inch lining area dissipates heat faster, for increased dependability and longer life. It combines with Ford's hydraulic clutch actuation for smooth, easy shifting, with less fatigue after a day's work.



13. Heavy-duty 6,000 lb. Front Axle. F-600's bigger-capacity front axle features heat-treated high-carbon steel, rigid "I"-beam construction, with increased strength at stress points. Reverse Elliot steering knuckles, rugged steering arms and kingpins . . . and nylon kingpin bushings that cannot rust.



14. Vacuum-boosted Brakes. Vacuum-boosted brakes give 10% faster stops with less pedal effort. Brake lining life is greatly increased with Ford's heavier brake drums and new linings. Brakes are of heavy-duty construction, to withstand hard, constant use with maximum efficiency.



1. Radiator has soldered lock-seam joint construction and thicker tank and header walls for strength and durability. Independent mounting system prevents transfer of road shocks through sheet metal and greatly extends radiator life.

2. Service Brakes have the capacity and lining area to control F-600's rated load. They are of heavy-duty construction to withstand hard, constant use with maximum efficiency.

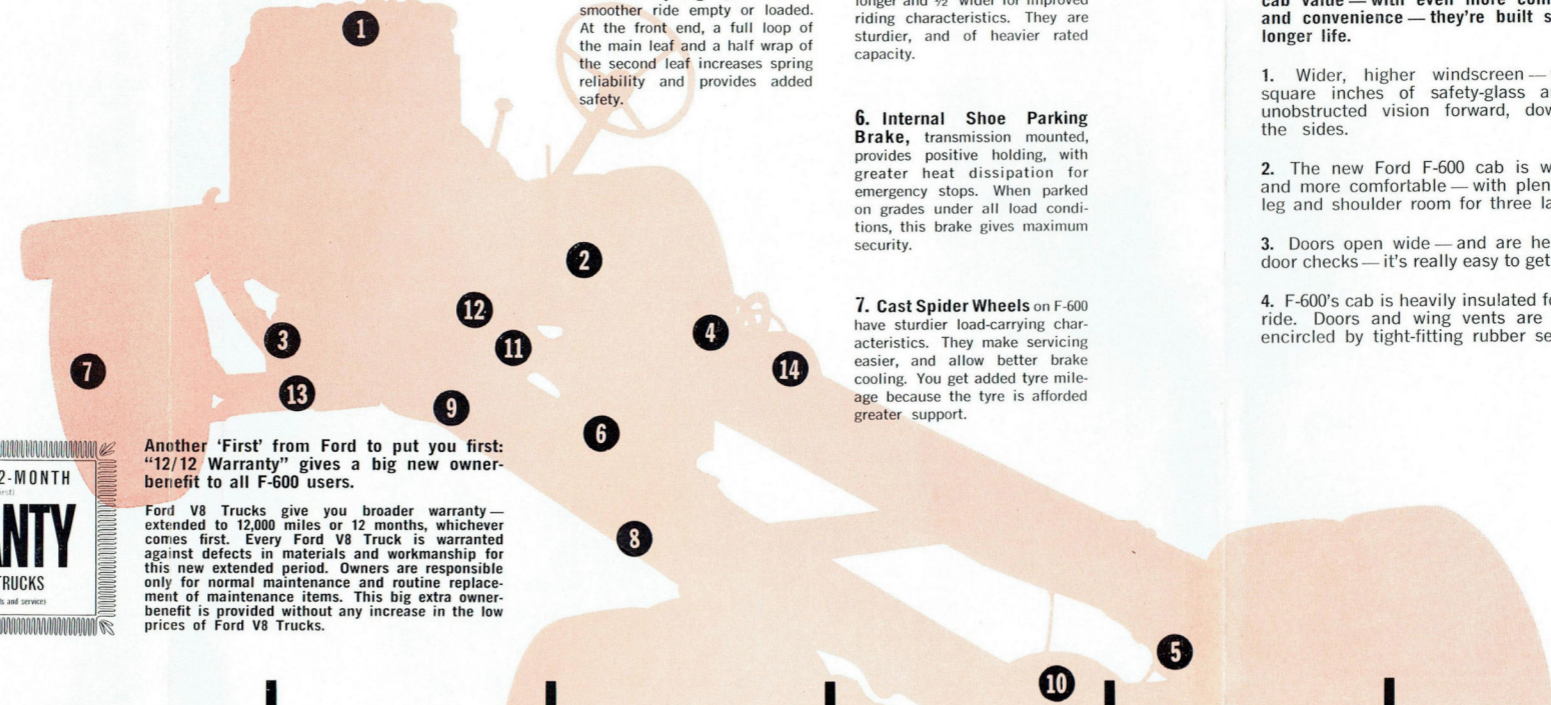
3. Front Springs give a much smoother ride empty or loaded. At the front end, a full loop of the main leaf and a half wrap of the second leaf increases spring reliability and provides added safety.

4. Drop Frame in cab mounting area allows 1/2" less step height for easier entry into cab, and provides a lower cab silhouette.

5. Rear Springs are a full 4" longer and 1/2" wider for improved riding characteristics. They are sturdier, and of heavier rated capacity.

6. Internal Shoe Parking Brake, transmission mounted, provides positive holding, with greater heat dissipation for emergency stops. When parked on grades under all load conditions, this brake gives maximum security.

7. Cast Spider Wheels on F-600 have sturdier load-carrying characteristics. They make servicing easier, and allow better brake cooling. You get added tyre mileage because the tyre is afforded greater support.



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 windscreen — with more square inches of safety-glass area — gives unobstructed vision forward, down and to the sides.

2. The new Ford F-600 cab is wider, lower and more comfortable — with plenty of head, leg and shoulder room for three large adults.

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

4. F-600's cab is heavily insulated for a quieter ride. Doors and wing vents are completely encircled by tight-fitting rubber seals.

