



1963 FORD

F100 TRUCKS



TRUCK WITH FORD

1963 FORD F100 TRUCKS

ABRIDGED SPECIFICATIONS

Engine: STANDARD: Six-cylinder O.H.V. 3.625" bore, 3.60" stroke. Displacement, 223 cu. in. Compression ratio: 8.1:1. Horsepower: R.A.C. rating 31.54. Maximum B.H.P.: Gross, 135 at 4,000 R.P.M. Nett, 114 at 3,600 R.P.M. Maximum torque: Gross, 200 at 2,100 R.P.M. Nett, 186 at 1,800 R.P.M.

OPTIONAL: V8 O.H.V. 3.75" bore, 3.30" stroke. Displacement, 292 cu. in. Compression ratio: 8.0:1. Horsepower: R.A.C. 45.0. Maximum B.H.P.: Gross, 160 at 4,000 R.P.M. Nett, 135 at 3,800 R.P.M. Maximum Torque: Gross, 270 at 1,900 R.P.M. Nett, 245 at 1,900 R.P.M.

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. Controlled flow to valve train.

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 (Six or V8).

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. Oil-bath air cleaner.

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: Six — 15 Imp. quarts. V8 — 17.5 Imp. 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 located under cab floor.

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.

Gear Box: With six-cylinder engine — 3-speed or 4-speed. With V8 engine — 4-speed only. **Three Speed:** Ford column shift, synchromesh 2nd and 3rd. Ratios: Forward — 2.79, 1.70, 1.00. Reverse — 2.87.

Four Speed: Warner centre floor shift; synchromesh 2nd, 3rd and 4th. Ratios: Forward — 6.40, 3.09, 1.69, 1.00. Reverse — 7.82.

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

GEARBOX CAPACITY: 6.6 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: Load capacity 3,300 lbs. Single-speed semi-floating axle. Axle ratio — 3.89:1. Oil capacity — 3.75 Imp. pints.

FRONT AXLE: Load capacity — 2,600 lbs. 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.

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, 1,100 lbs. at pad, under the most severe conditions. Dimensions — Front: 45" x 2". Rear: 52" x 2 1/4". (Single stage.) Recommended load capacity: 1,650 lbs. at pad.

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: 11 ozs.

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 3/16".

REAR BRAKES: Single anchor duo-servo self-energising type. Dimensions (drum diameter x lining width — thickness), 11" x 1 3/4" x 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).

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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 4-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, jack; spare wheel, tyre and tube.

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WEIGHT RATINGS

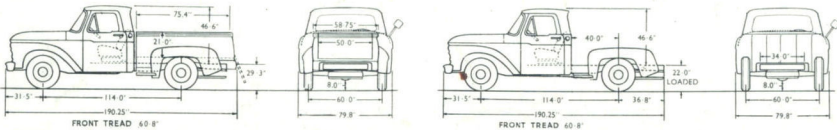
G.V.W. — 5,400 lbs.

Approximate chassis-cab weight — including fuel, oil, water

	Six	V8
Front Axle	2,135	2,339
Rear Axle	994	1,015
TOTAL (approx.)	3,129 lbs.	3,354 lbs.

Weight of Pick-up Box — 417 lbs.

CHASSIS DIMENSIONS



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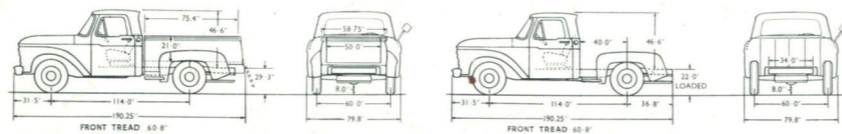
WEIGHT RATINGS

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Approximate chassis-cab weight — including fuel, oil, water

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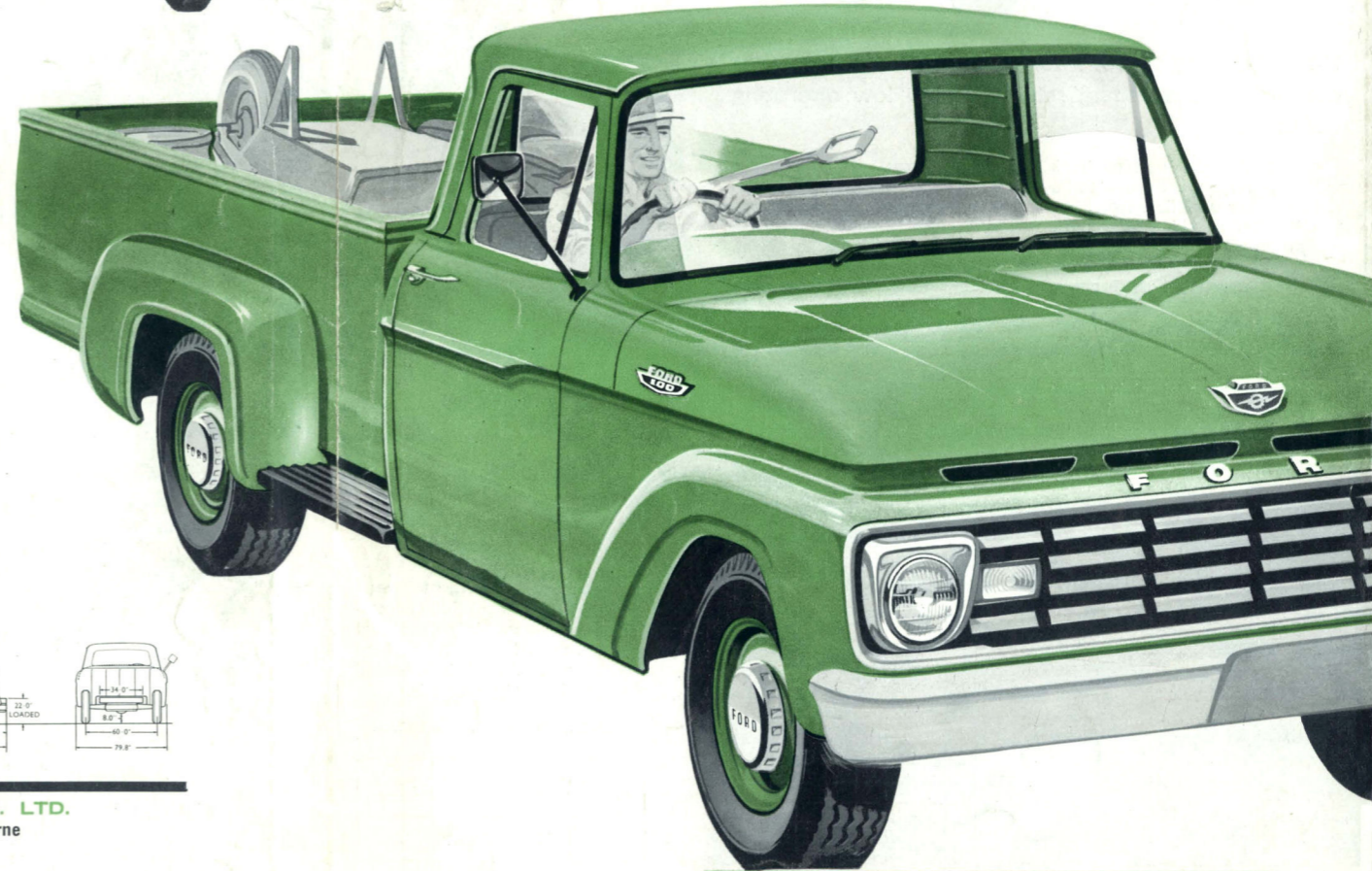
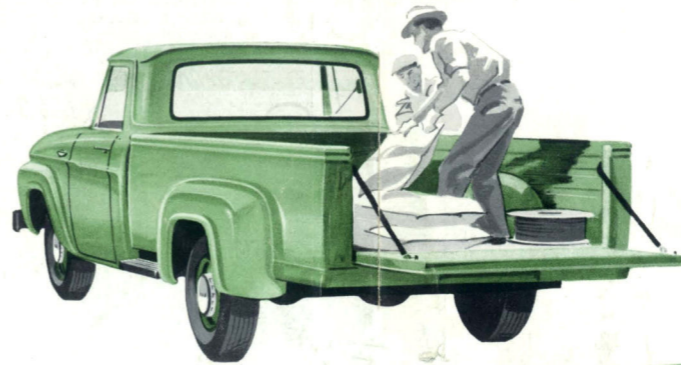
Weight of Pick-up Box — 417 lbs.

CHASSIS DIMENSIONS



DM44-2/63

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.
Registered Office: Shell Corner, 155 William Street, Melbourne



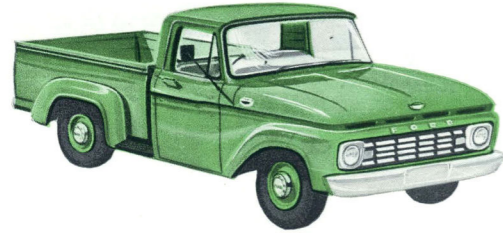
1963 FORD F100 TRUCKS



TRUCK WITH FORD

1963 FORD F100 TRUCKS

1963 FORD F-100
HEAVY-DUTY UTILITY—BIG POWER,
WORK-CAPACITY, COMFORT, STYLING!



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

12,000-MILE, 12-MONTH
(whichever comes first)

WARRANTY

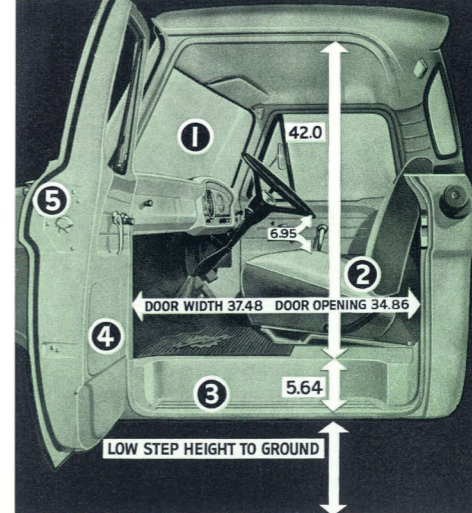
ON ALL FORD TRUCKS
(excepting normal maintenance parts and service)

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

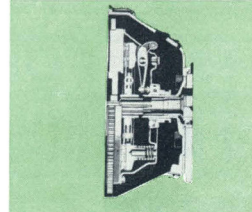
COUNT THE HOURS YOU'RE IN A CAB . . . COUNT ON THE FORD CABS FOR DRIVERIZED COMFORT.

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

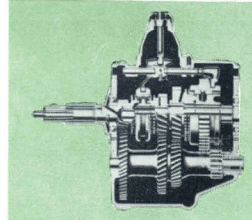
1. Wide windshield — with maximum safety glass area — gives unobstructed vision forward, down and to the sides.
2. The Ford F-100 cab is wide, low and more comfortable—with plenty of head, leg and shoulder room for three large adults.
3. Inboard step stays dry in the wet. It's safer, and increases overall 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.



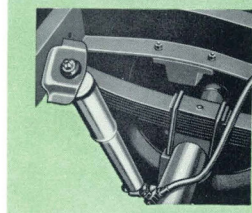
Heavy-duty 11" Clutch
Durable heavy-duty 11" clutch, with 123.7 sq. inch lining area, dissipates heat faster for increased dependability and longer life. It combines with Ford's hydraulic clutch actuation for smooth, easy shifting.



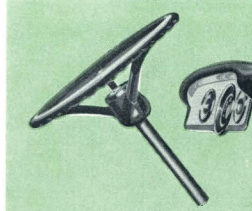
Heavy-duty 4-speed transmission
The 4-speed synchro-silent transmission is standard on V8 powered units, but optional with six-cylinder engine for more flexible operation under heavy conditions. Standard transmission for six-cylinder engine: 3 speed.



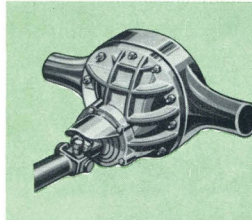
Shock Absorbers
Front and rear hydraulic shock absorbers provide a continuous damping effect on spring action, both on compression and rebound. Rubber grommets at mounting points insulate against noise.



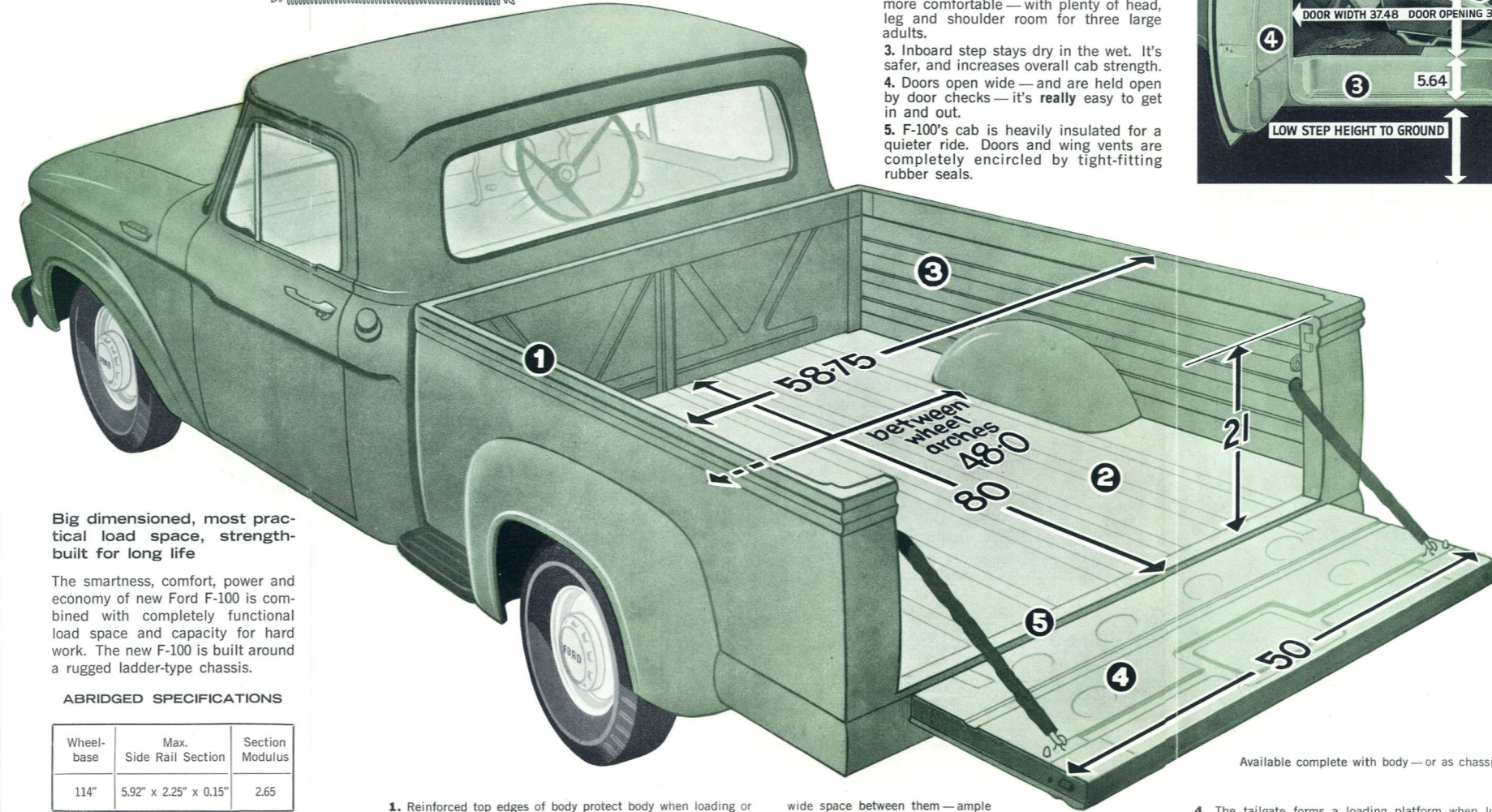
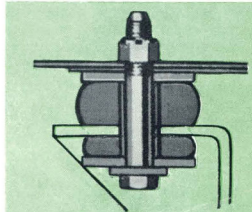
Safety Features
Lifeguard steering wheel . . . positive tandem-action electric windshield wipers . . . hooded facia, preventing distracting reflections when night driving . . . safety Double-Grip door latches.



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.



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



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

The smartness, comfort, power and economy of new Ford 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.

ABRIDGED SPECIFICATIONS

Wheel-base	Max. Side Rail Section	Section Modulus
114"	5.92" x 2.25" x 0.15"	2.65

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.
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.

F-100's driving force: Fuel-saving Ford 223 Six that combines outstanding reliability and low operating costs

Ford provides the modern truck engine power and economy that's right for your specific needs. The O.H.V. 223 Six, with short stroke design, assures low piston speeds, top economy and long ring bore life. Wedge-type combustion chambers and high-lift cams provide economical combustion and high power output using standard grade fuels. Free-turning valves, aluminium-alloy pistons, and full pressure lubrication give the Ford Six long life with minimum maintenance. Durability is further assured by deep-block

design with cast rib construction. Positive crankcase ventilation cuts crankcase dilution and sludge formation. An improved oil-bath cleaner absorbs air intake noises, further increases engine life. Net maximum B.H.P. is 114 at 3,600 R.P.M., and nett torque, 186 lbs./ft. at 1,800 R.P.M. The 292 cubic inch V8 engine is available as an option at low extra cost. Net maximum B.H.P. is 135 at 3,800 R.P.M., and the high nett torque of 245 lbs./ft. is obtained at the low revolutionary rate from 1,800-2,000 R.P.M.

