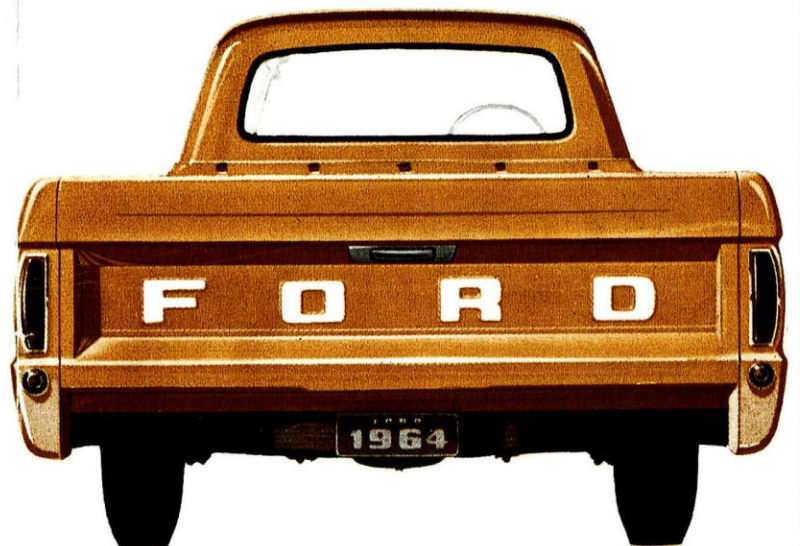
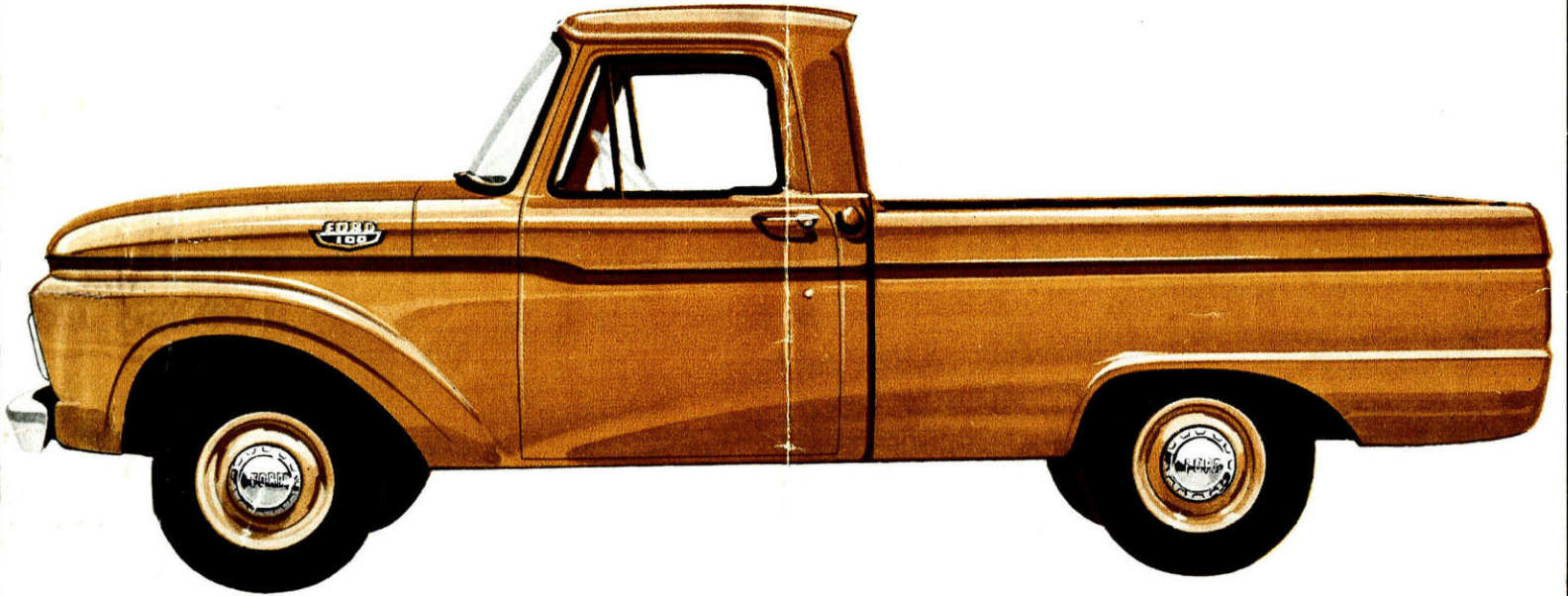
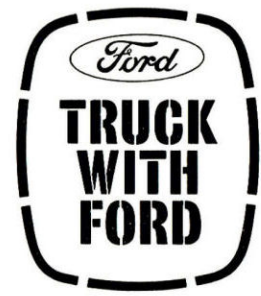


FORD TRUCKS

1964
F-100



1964 FORD F-100 TRUCKS: ABRIDGED SPECIFICATIONS

Chassis Specifications: F-100, Max. G.V.W. 5,400 lbs.

BODY TYPES

Cab-chassis (standard) 6½ ft. pick-up box (optional).

ENGINES

Model 223, 6-cyl (standard).

Model 292, V8 (optional).

Oil bath air cleaner, road draft tube (standard).

TRANSMISSION

3-speed heavy duty, standard for 6-cyl. engine.
Synchro on 2nd and 3rd gear.

4-speed heavy duty standard for V8, optional for 6-cylinder engine.

CLUTCH

11 inch heavy duty, semi-centrifugal, woven grooved (standard).

FRONT AXLE

Ford, I-beam, capacity 2,600 lbs. (standard).

REAR AXLE

Ford, hypoid semi-floating. Capacity, 3,300 lbs.
Ratio: 3.89 (standard for both 6 and 8 cyl.).

BRAKES

Self-adjusting hydraulic Bendix Single Anchor (standard). Dimensions: Front 11" x 2" x ⅜" primary (⅜" secondary).

Rear: 11" x 1¾" x ⅞" (⅞" secondary).

PARKING BRAKE

Size: Same as rear service brakes (11" x 1¾").

Location: rear wheels.

Type of lever: Bayonet type mounted under the dash.

STEERING GEAR

Recirculating ball type; 20.0:1.
Wheel diameter 17".

SHOCK ABSORBERS

Double action telescopic.

FUEL TANK

Capacity: 15 Imp. galls.

DRIVE LINE

Spicer.

WINDSHIELD WIPER

Electric two-speed.

BATTERY

12 Volt, 55 Amp. 66 plate.

GENERATOR

30 amp.

SUSPENSION

Front springs: 45 x 2.0 (6-leaf) 1,100 lb. capacity at pad.

Rear springs: 52 x 2.25 (9-leaf) 1,650 lb. capacity at pad.

TYRES & DISC WHEELS

16 x 5K — 5 hole, 6.50 x 16.6 ply.

SPARE WHEEL CARRIER

Under frame at rear.

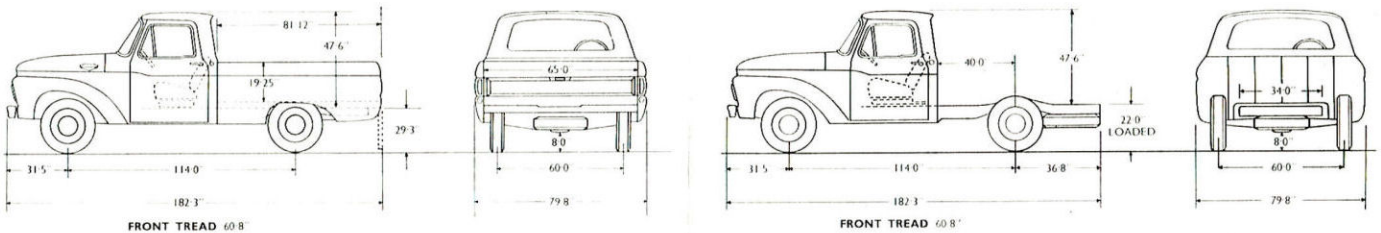
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WEIGHT RATINGS

G.V.W. 5,400 lbs. Approximate chassis-cab weight — including fuel, oil, water.			
	SIX 3-SPEED	SIX 4-SPEED	V8 4-SPEED
Front Axle	2131 lbs.	2190 lbs	2335 lbs
Rear Axle	1015 lbs.	1033 lbs	1036 lbs
TOTAL (approx.) ...	3146 lbs.	3223 lbs	3371 lbs

Weight of pick-up box — 368 lbs.

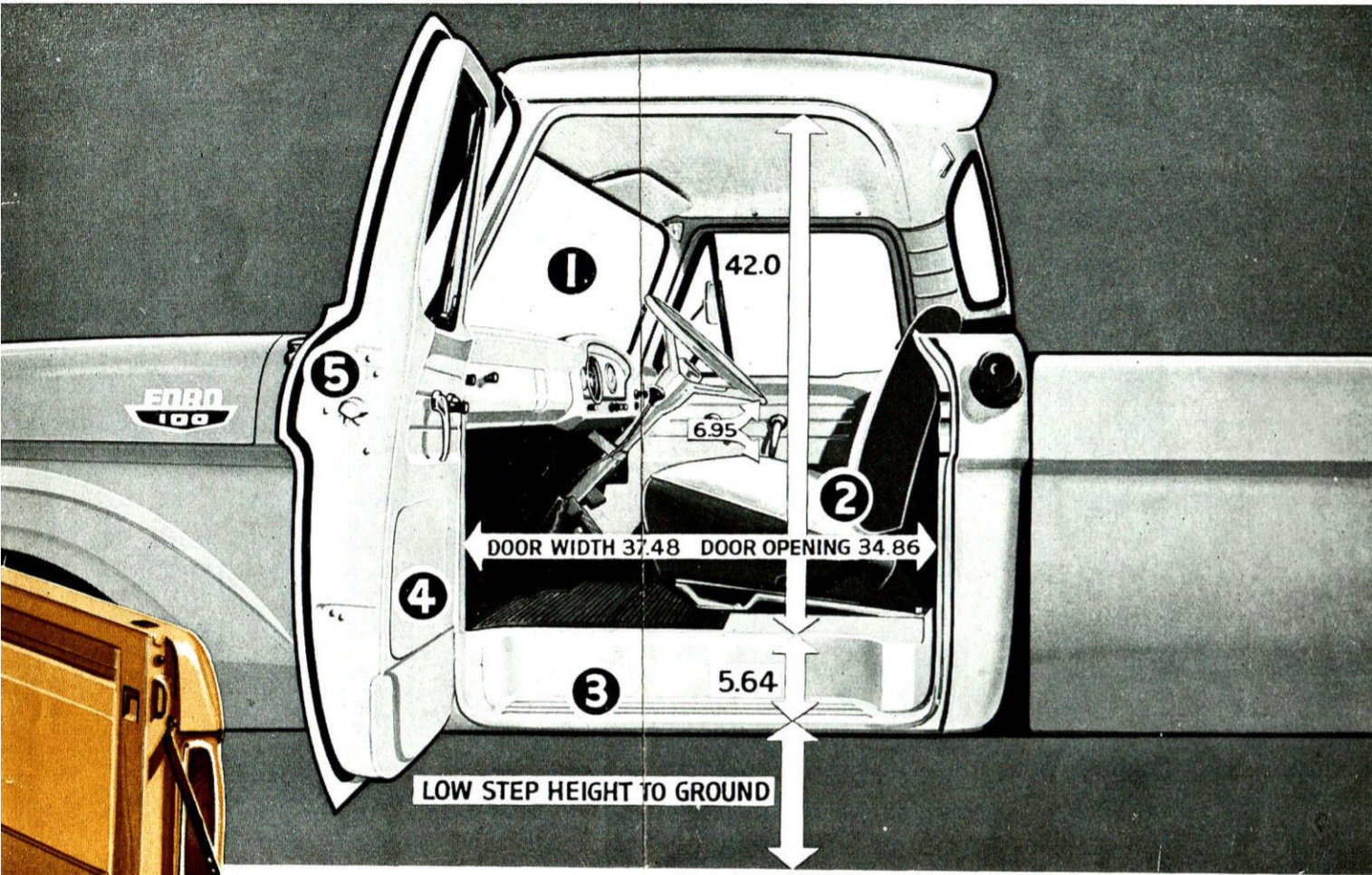
CHASSIS DIMENSIONS



FORD SALES COMPANY OF AUSTRALIA LIMITED
(Incorporated in Victoria)

Registered Office: Shell Corner, 155 William Street, Melbourne.

..and car-like comfort!



You get the most in car-like comfort in the 1964 Ford F-100 truck cabs..

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

1. Wide windscreen — with maximum safety glass area — gives unobstructed vision forward, down and to the sides. Two-speed electric windscreen wiper.

2. The Ford F-100 cab is wide and more comfortable — with more headroom, and plenty of 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.

Convince yourself . . .

These Ford cabs are designed to ease long hours at the wheel. The deep cushioned seat back, new greater headroom and low-lift pedals are features designed to give you more comfort. Step up and try one for yourself.

1964 FORD F-100 TRUCKS: ABRIDGED SPECIFICATIONS

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Type of lever: Bayonet type mounted under the dash.

STEERING GEAR

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Wheel diameter 17".

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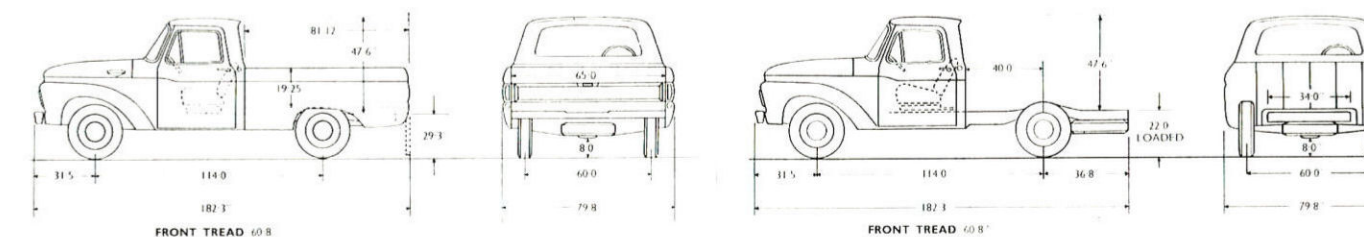
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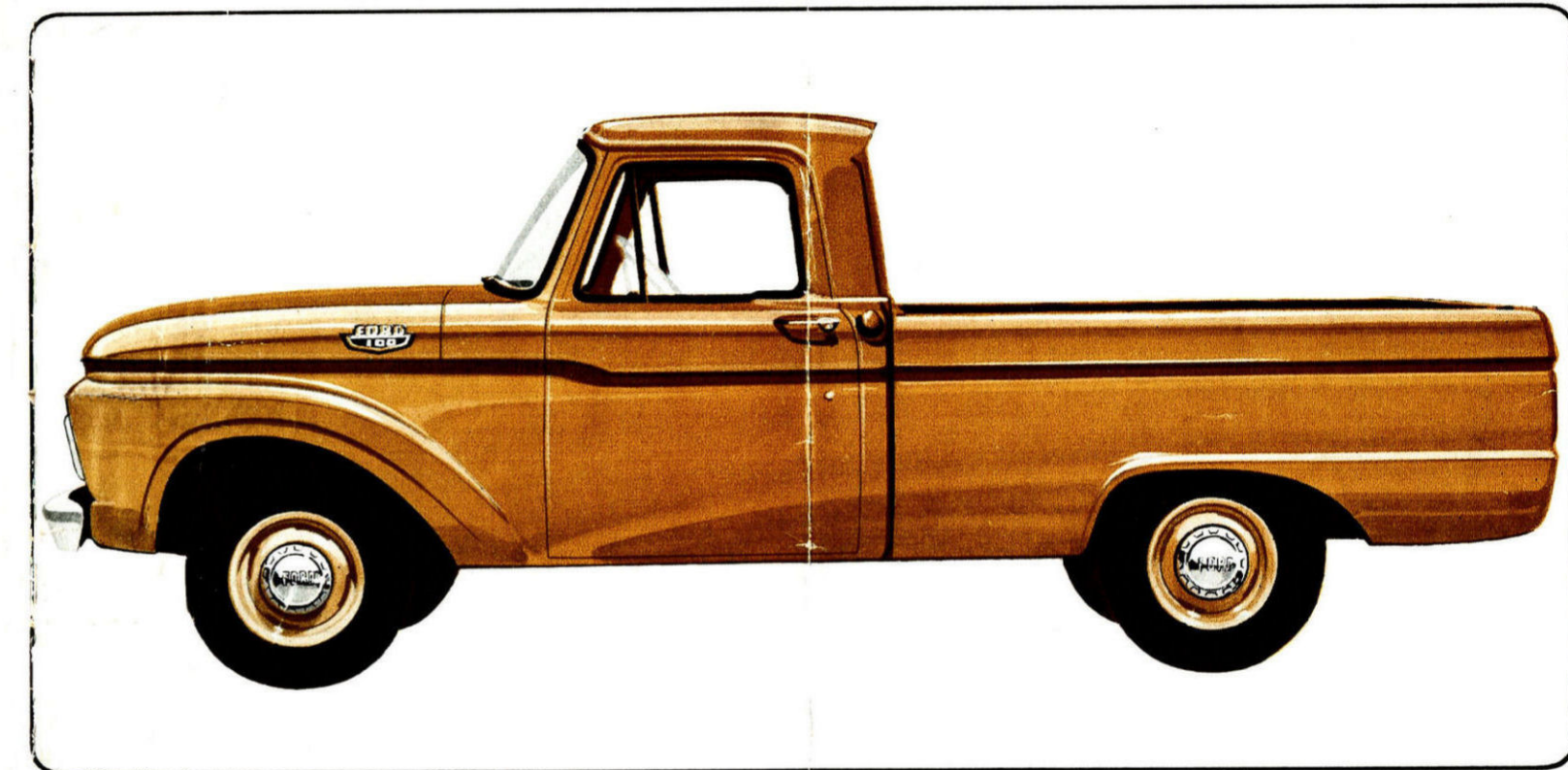
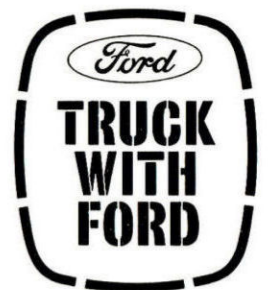
FORD SALES COMPANY OF AUSTRALIA LIMITED
(Incorporated in Victoria)

Registered Office: Shell Corner, 155 William Street, Melbourne.

DM104-7/64

FORD TRUCKS

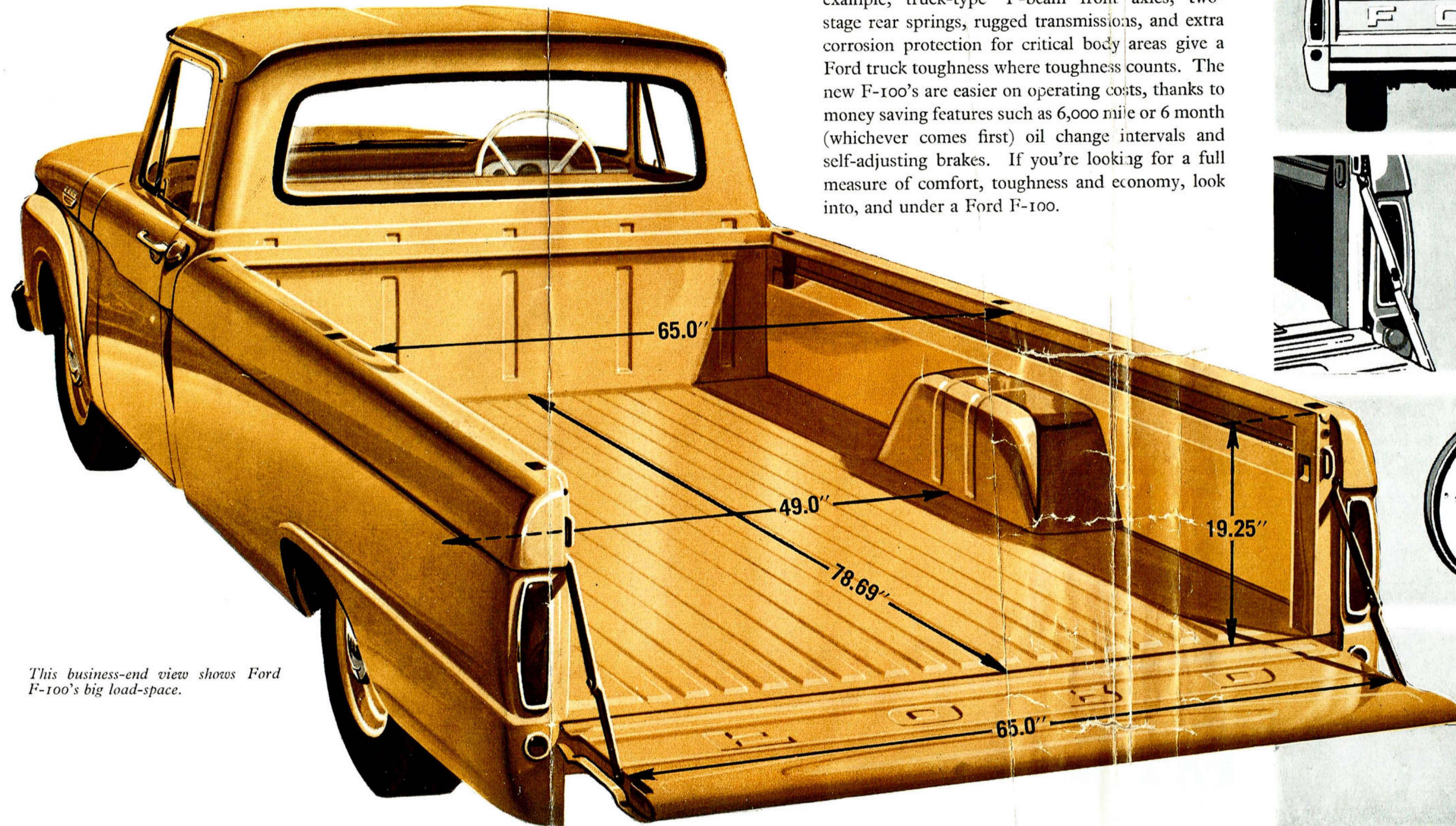
1964
F-100



New loading ease .. dashing style .. new durability and value ..

big power and economy!

The new 1964 Ford heavy-duty utilities are built like the big trucks from axle to axle to give you big-truck reliability and big-truck durability. For example, truck-type 'I'-beam front axles, two-stage rear springs, rugged transmissions, and extra corrosion protection for critical body areas give a Ford truck toughness where toughness counts. The new F-100's are easier on operating costs, thanks to money saving features such as 6,000 mile or 6 month (whichever comes first) oil change intervals and self-adjusting brakes. If you're looking for a full measure of comfort, toughness and economy, look into, and under a Ford F-100.



This business-end view shows Ford F-100's big load-space.

Big dimensions, easy loading .. built strong to last!

You are looking at the business end of the 1964 Ford F-100. It's new style and completely functional load-space is built around a rugged ASAE standard ladder-type chassis. Here is real toughness!

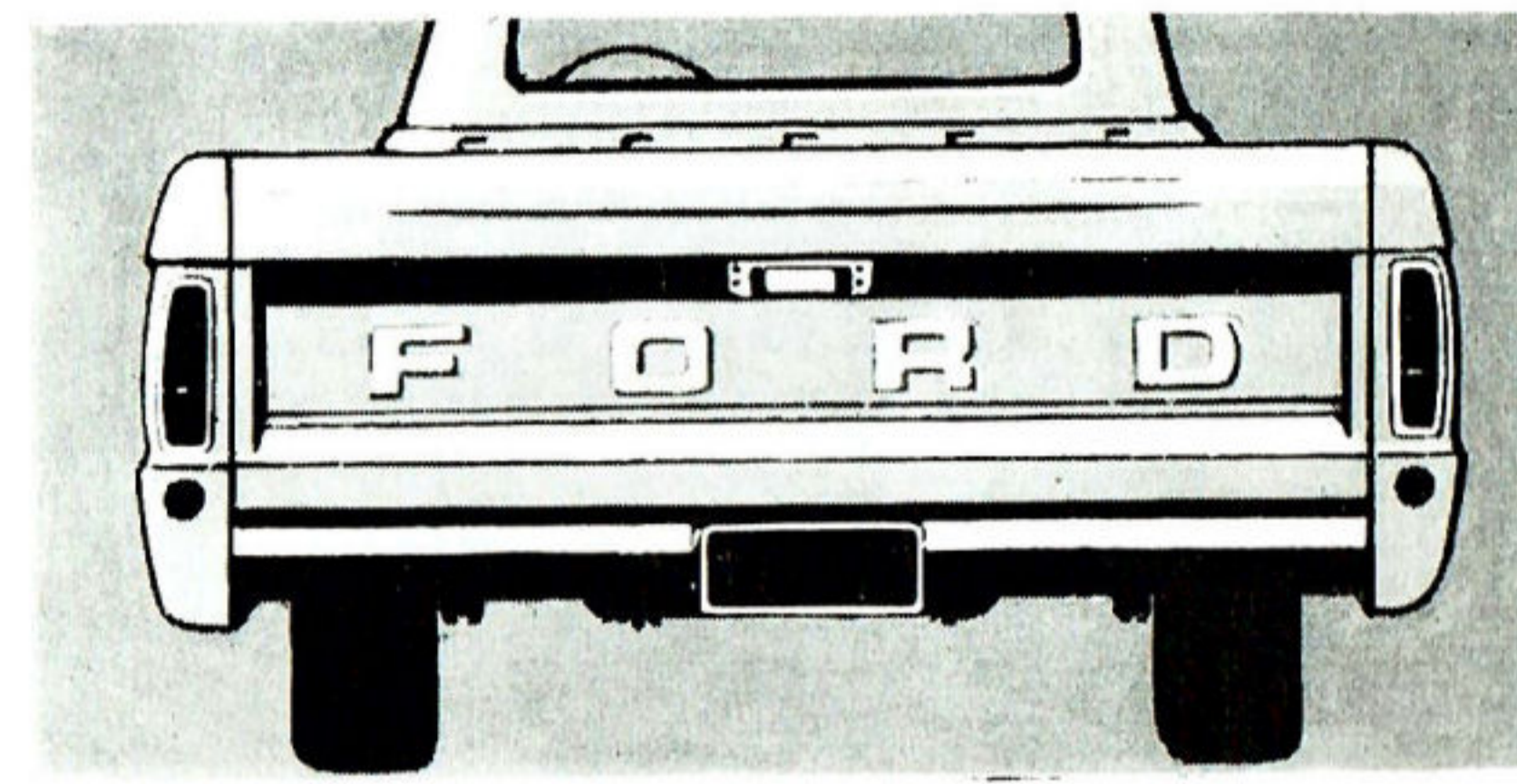
Wheel Base	Max. Side Rail Section	Section Modulus
114"	5.92 x 2.25" x 0.15"	2.65

The dashing-style 1964 F-100 heavy-duty utility body has many practical advantages. 1. Big dimensions — with a full 6½ feet load length with the tailgate closed. 2. Double steel panelling provides maximum strength with reduced drumming. The inner panels are removable to facilitate panel repairs should they become necessary. 3. Wheel arches are rounded for protection of loads, with 4 ft. 1 in. wide space between them — ample room for normal wallboard materials. 4. The tailgate forms a loading platform when lowered — and there's

8 ft. 1 in. load length with it down. The full-width 5 ft. 5 ins. tailgate opening facilitates the loading of wide objects. 5. A new rigid steel floor has raised strips which makes it easier to slide in heavy and bulky goods. Stake pockets permit adding stake racks for hauling tall loads.

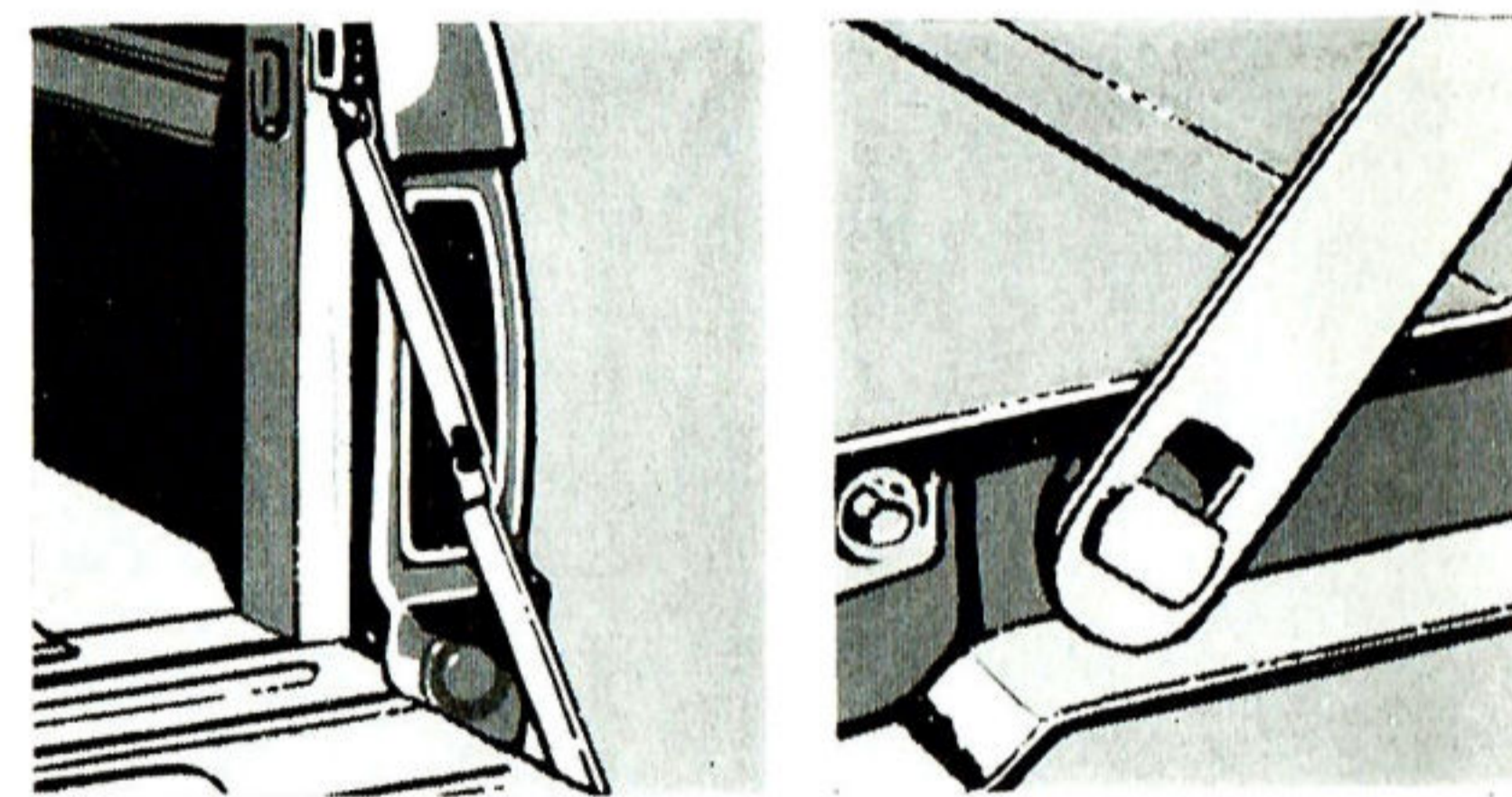
Durability and style combined . . .

F-100's utility body is built like the big trucks to give you big-truck durability. Measure it up with the loads you carry. Never before has toughness come in such style.



NEW TAILGATE LATCH:

The 1964 Ford F-100 heavy-duty utility has a new, unique, one-hand-operated tail-gate latch located at the top centre of the tailgate. The new double-wall tailgate is extra strong, yet you can open it level or snap it shut with only one hand. Latching is automatic. No chains to rattle . . . no hooks to fumble. The best latch yet!

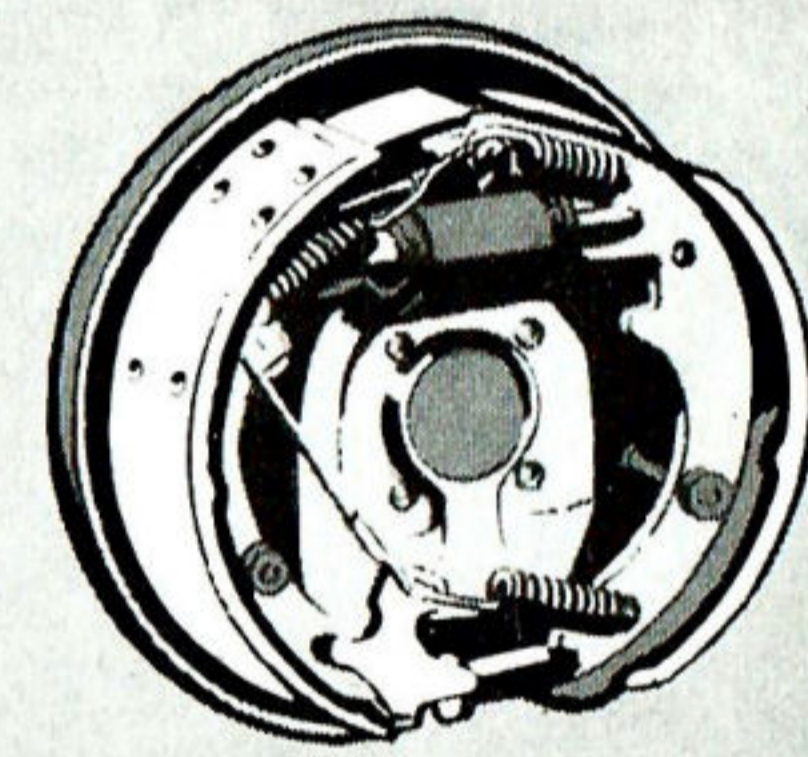


NEW HUSKY TAILGATE STRAPS:

Heavy steel hinge-type tailgate straps are tough enough to support really heavy weights . . . automatically support the tailgate in a horizontal position when the latch is released. To permit lowering the tailgate to a vertical position, straps detach from the tailgate as easily as old-style chains. You can back right up to the load.

NEW SELF-ADJUSTING BRAKES:

New for 1964, self-adjusting brakes are standard equipment on F-100 heavy-duty utilities for greater safety and economy. Brakes adjust automatically when applied while backing up. In addition the secondary brake shoe lining has been increased in thickness to give brakes 32 percent longer service life . . . reducing down time and maintenance. This is really sure stopping power.



HEAVY-DUTY 4-SP. TRANSMISSION:

The 4-speed synchro-silent transmission is standard on V8 powered units, but optional with the six-cylinder engine for more flexible operation under heavy conditions. Standard transmission for the 6-cylinder engine; 3-speed, with synchro on 2nd and 3rd. Both are operated through an 11-inch heavy-duty woven grooved hydraulic clutch. Both are designed for long life.

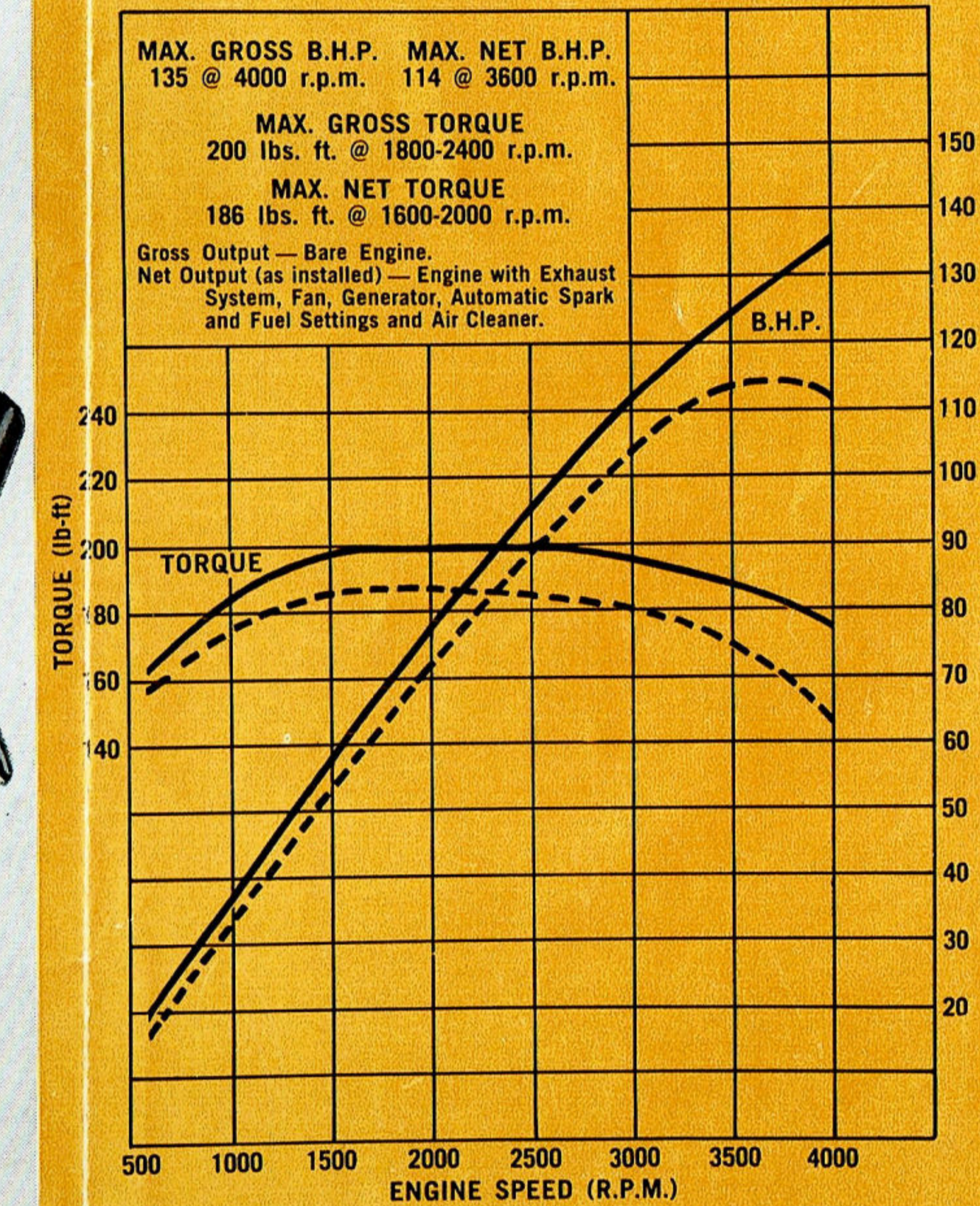
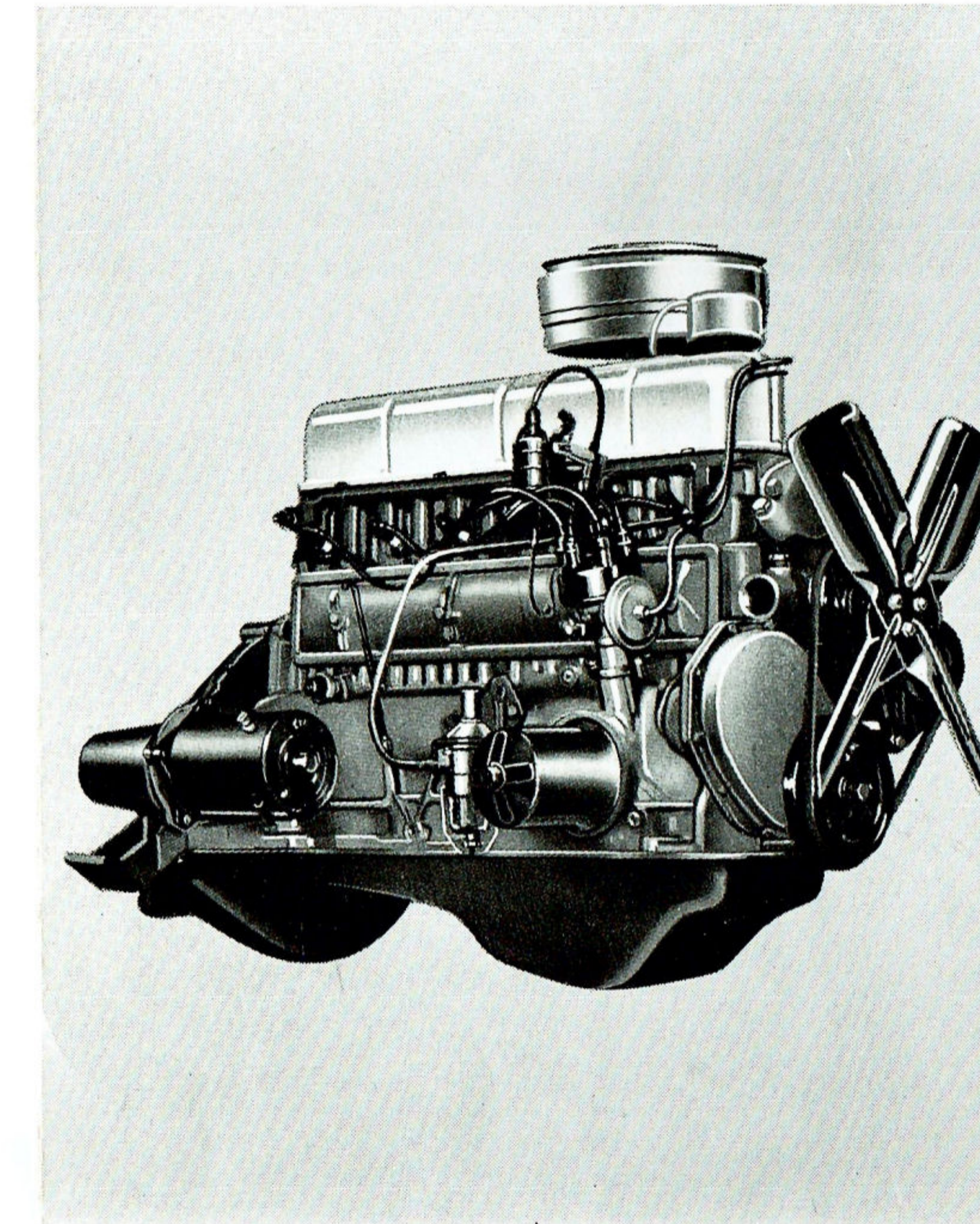
F-100 owners benefit by Ford 12/12 Warranty

Ford trucks give you full warranty protection for 12,000 miles or 12 months — whichever comes first. Every Ford truck is warranted against defects in materials and workmanship for this extended period. Owners are responsible only for normal maintenance and routine replacement of maintenance items. Other benefits of Ford ownership are the skilled service facilities offered by the widespread Ford Dealer Organization. Low cost genuine Ford parts are readily available when replacements do become necessary.

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

WARRANTY

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



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. An improved oil filter reduces oil changes to every 6,000 miles. Free-turning valves, aluminium-alloy pistons, and full pressure lubrication give the Ford Six long life with minimum main-

tenance. 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. Nett 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. Nett maximum B.H.P. is 135 at 3,800 R.P.M., and high nett torque of 245 lbs. ft. is obtained at the low revolutionary rate from 1,800-2,000 R.P.M.