
1964 FORD

F250 TRUCKS



TRUCK WITH FORD

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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.

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: Road draught tube crankcase ventilation removes corrosive vapours to atmosphere due to the location of tube outlet. This assists in better crankcase breathing.

OIL CAPACITY: 8 pints, plus 2 pints for filter absorption. (Six or V8.)

FUEL: Downdraught 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. 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: 17.5 Imperial quarts.

ELECTRICAL: 12-volt electrical system. 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. Dual headlight system. Battery located under front seat.

BATTERY: 12 volt 55 amp. per 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. Synchronesh on top, third and second. Constant mesh helical gears in top three speeds.

GEAR BOX 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: 6.6 Imperial pints.

DRIVE LINES: 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.

full floating

REAR AXLE: Load capacity, 5,200 lbs. Single-speed axle. Axle ratio: 4.88:1. Capacity: 5 Imperial 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 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" — 1,200 lbs. capacity, 7 leaf. Rear: 52" x 2 1/4" — 2,400 lbs. capacity, 10 leaf.

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 — 41' 1". Left to right — 41' 1". 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, 209.4 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), 12 1/8" x 2" x 1/4".

REAR BRAKES: Single anchor duo-servo self-energising type. Dimensions (drum diameter and lining width — thickness), 12 1/8" x 2" x 1/4".

WHEELS AND TYRES: Wheels are of the drop centre type. Rim sizes: 17 x 5.50 — 5 wheels. Standard tyre equipment: Front, rear (all tube and tyre combination). Tyre sizes: 7.50 x 17-8 ply. Spare tyre 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.

Ford Sales Company of Australia Limited, 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.

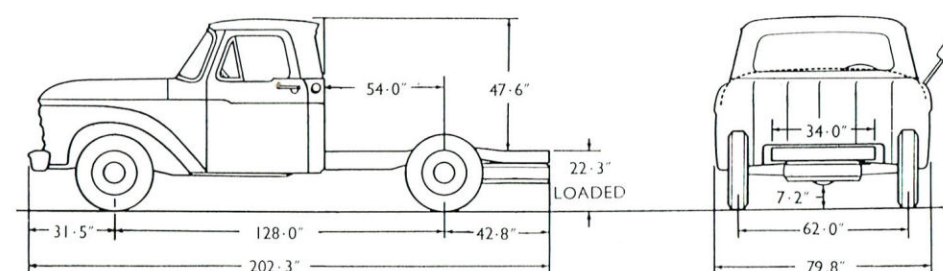
WEIGHT RATINGS 7,500 lbs.

G.V.W. — — including fuel, oil and water
Approximate chassis-cab weight

	Six
Front Axle	2,316 lbs.
Rear Axle	1,194 lbs.

Total (approx.) 3,510 lbs.

CHASSIS DIMENSIONS



DM105-5/64

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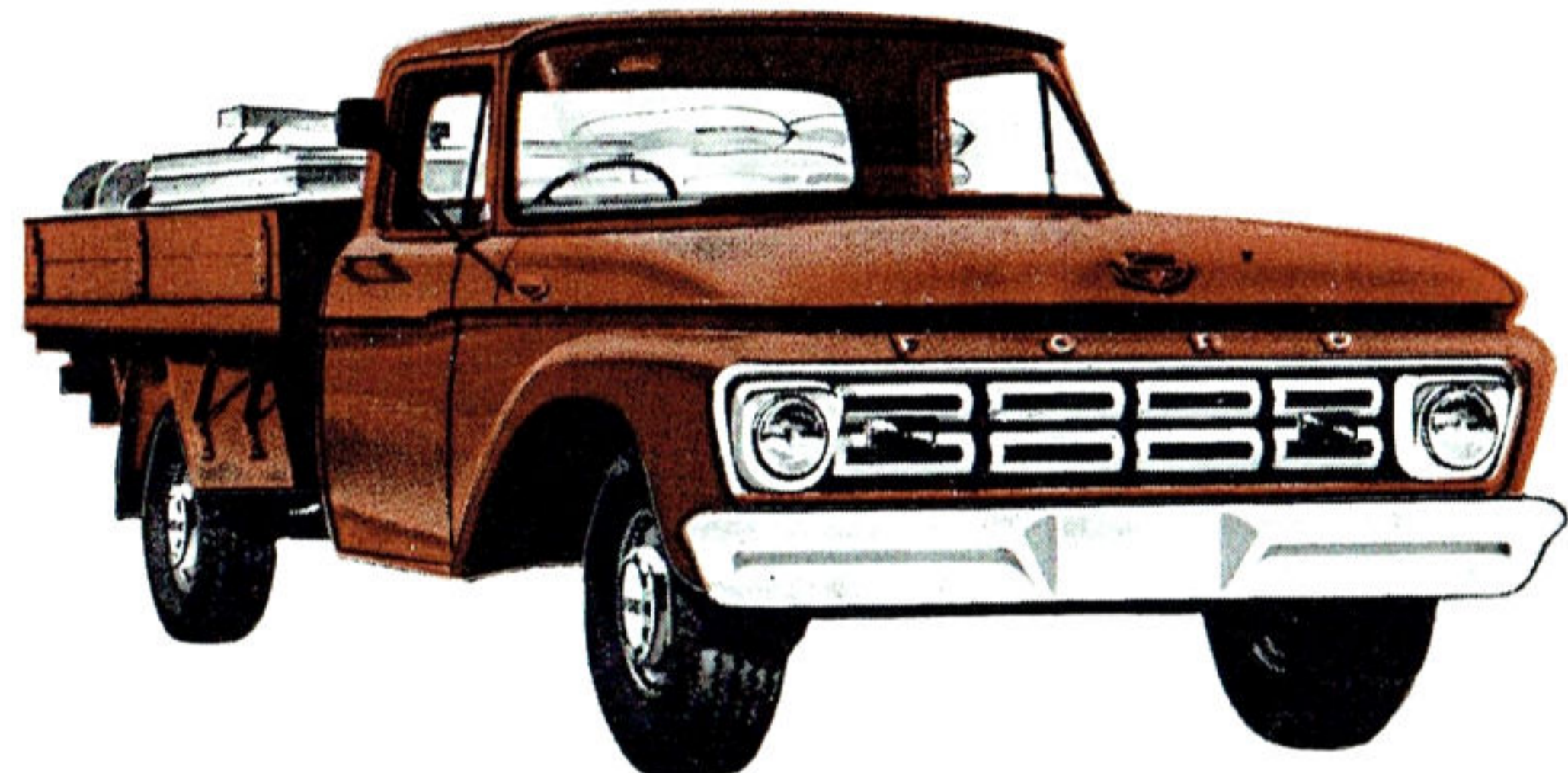
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VERSATILE, EASY TO HANDLE, WITH
PROVEN MONEY-MAKING POWER



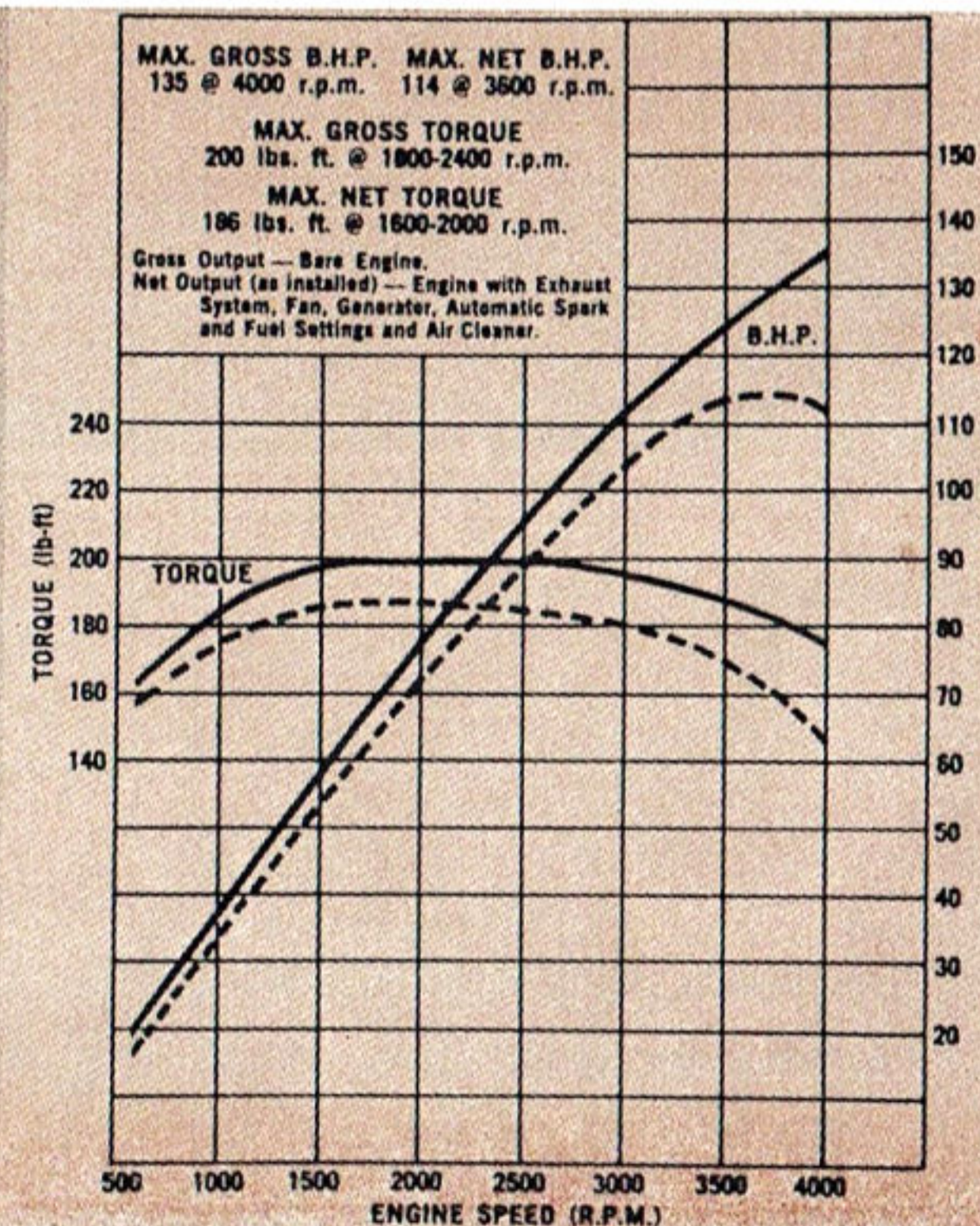
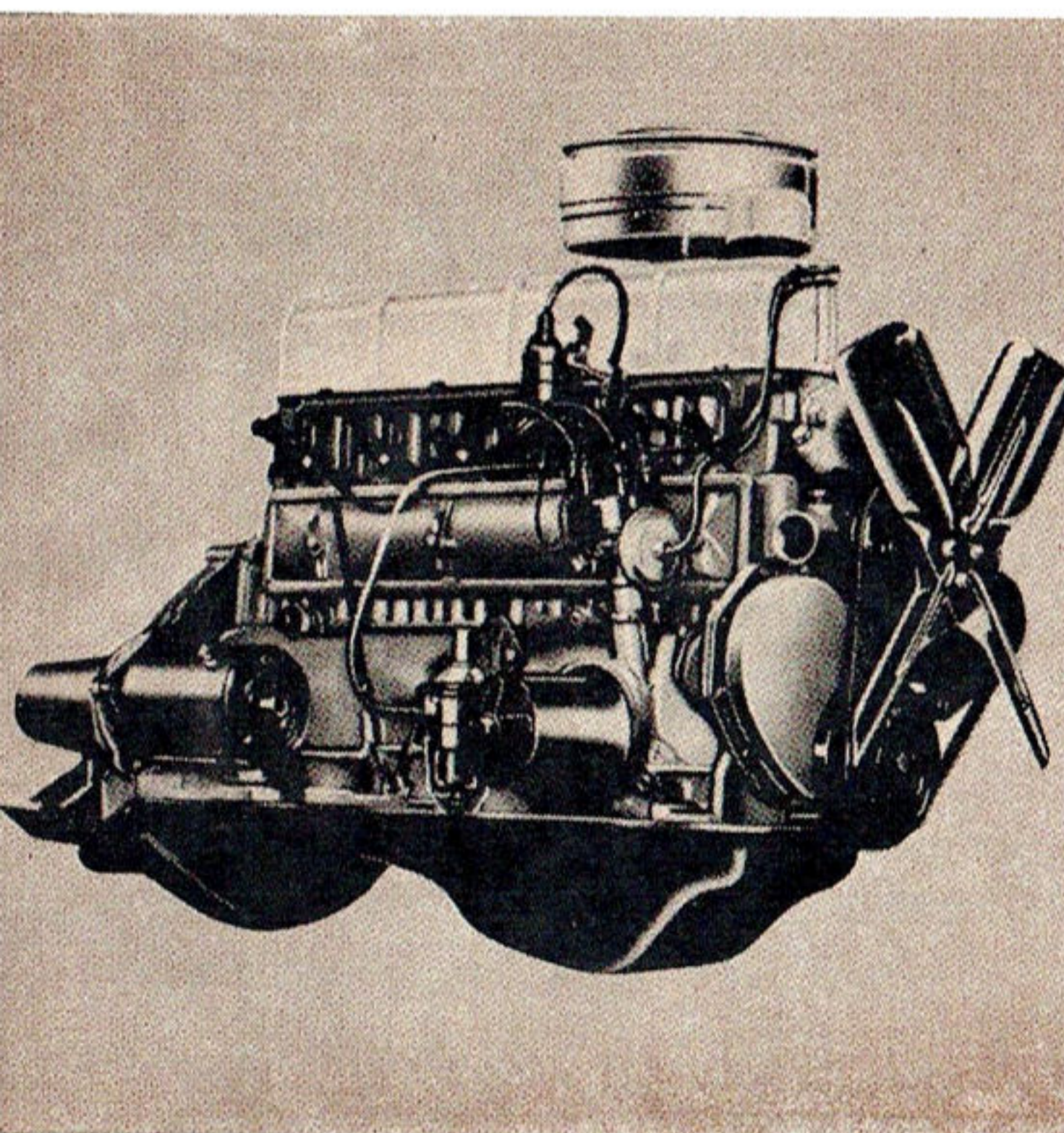
F-250's driving force: Fuel-saving Ford 223 Six that combines outstanding reliability and low operating costs

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. 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.

TRUCK WITH FORD



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

Tough chassis has extra strength where it counts.

Ford F-250'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!

ABRIDGED SPECIFICATIONS

Wheelbase	Max. Side Rail Section	Section Modulus
128"	6.0" x 2.25" x .212"	3.75

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-250'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 half wrap of the second leaf increases spring reliability and provides added safety. They have tapered rolled leaf construction with tip inserts and rubber-bushed eyes for quiet operation.

4. DROP FRAME in cab mounting area allows 1½ inches less step height for easier entry into cab, and provides a lower cab silhouette.

5. REAR SPRINGS are long and wide for improved riding characteristics. They are sturdier, of heavier rated capacity (2,400 lbs.), and of 10 leaf design.

Another "First" from Ford to put you first: "12/12 Warranty" gives a big new owner-benefit to all F-250 users.

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.

6. BIGGER, STRONGER FRAME with bigger side rails on 128 inch wheelbase models to give more frame rigidity for longer life, cab and body durability. Stronger parallel ladder-type frame construction features heavy gauge channel side members and flanged alligator jaw type crossmembers. Frames are of S.A.E. standard "X" to facilitate mounting of standard or custombuilt bodies.

7. CAB MOUNTINGS. F-250's system of rubber-cushioned 4-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.

8. 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. All gears are of alloy steel, heat treated for strength and durability.

9. 4-SPEED TRANSMISSION. The 4-speed synchro-silent transmission provides more "pulling" ability, more flexible and economical operation than 3-speed transmissions. Gears are connected to the mainshaft with blocker type synchronizers to provide smooth, quiet gear engagement with little driver effort.

10. HEAVY-DUTY FRONT AXLE. F-250'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 reduce friction and wear. The illustration shows front axle viewed from the rear of the truck looking forward.

11. SHOCK ABSORBERS at front and rear are of the direct double-acting type, providing a continuous damping effect on spring action, both on compression and rebound. Rubber grommets at mounting points insulate against noise.

12. BIG SAFETY FEATURES. Lifeguard steering wheel . . . positive tandem-action windshield wipers . . . hooded facia prevents distracting reflections when night driving . . . safety Double-Grip door latches . . . actuation for smooth, easy shifting, with less fatigue after a day's work.



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

2. The Ford F-250 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-250'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 head room and low-lift pedals are features designed to give you more comfort. Step up and try one for yourself.

