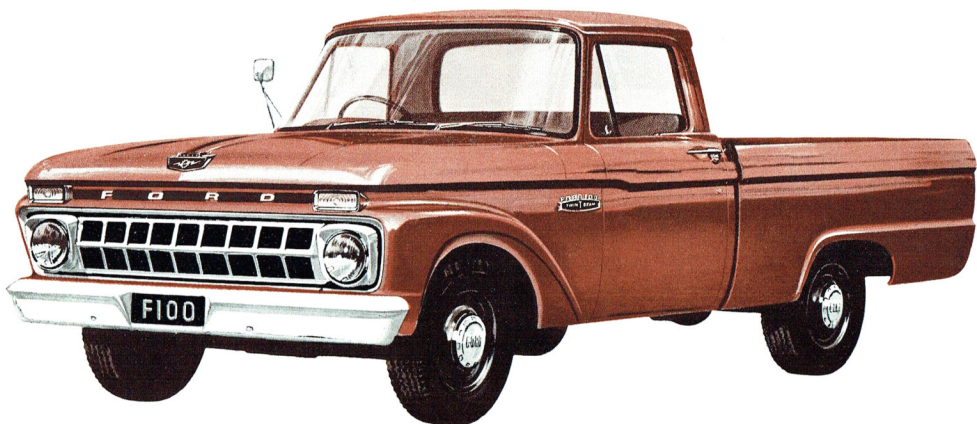
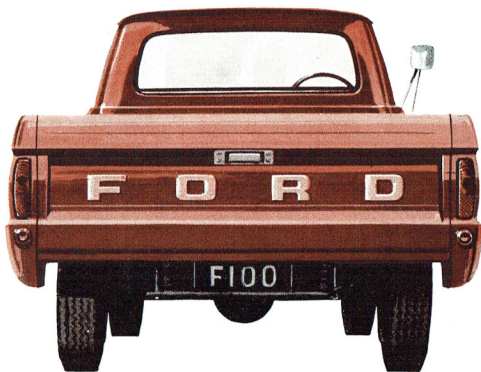
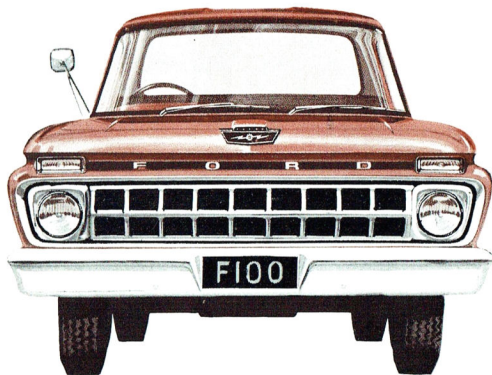


NEW FORD

F100 MAX. GVW—5,400 LBS./ **NORMAL CONTROL TRUCKS**

240 CID 6 CYL. PETROL ENGINE
TWIN-1-BEAM SUSPENSION



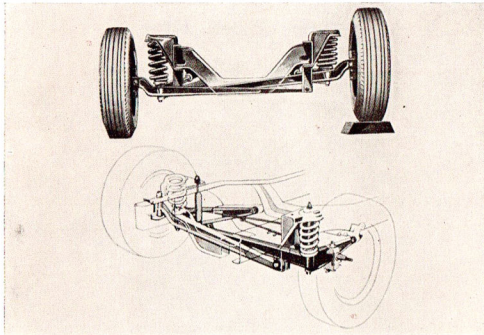
BUILT STRONGER TO LAST LONGER



Exclusive new suspension, stronger frame, greater power — F100 is loaded with new features

HERE'S FORD'S NEW F100, WITH DELUXE STYLING

New Ford F100 is designed in the modern masculine manner for practical application. The broad square bonnet provides spacious engine access and the wide grille gives generous engine ventilation. The well-proportioned cab provides plenty of head room and leg room, while at the business end, the squared up body ensures that every inch of load space can be utilised. Side flashing and wing moulding is kept to a minimum — not used except where it contributes to F100's high, wide and handsome look. Everything about the F100's styling, from front-end to tail-light assembly, is modern, practical and good looking.



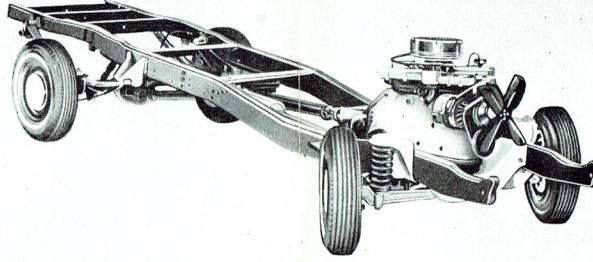
NEW EXCLUSIVE TWIN-I-BEAM FRONT SUSPENSION GIVES IMPROVED RIDE AND GREATER DURABILITY CHARACTERISTICS

New exclusive Twin-I-Beam Front Suspension gives you *two* front axles — for more strength — and the smoothest ride yet!

Twin-I-Beam is the latest Ford First — a revolutionary new concept for trucks — two front axles! — to share the abuse of the roughest going. Twin-I-Beam combines the smooth ride of independent wheel springing with the strength and durability of *two* solid I-Beam axles. Twin-I-Beam makes cross country and rough track work smooth and fast.

Because the Ford F100 has *two* front axles — one for each wheel — a jar on one does not affect the other. Each is independent with the strength of two axles to carry a full load.

Each axle has its own radius arm, coil spring and shock absorber, the other end of the I-Beam being connected to the opposite side of the frame. Heavy duty tandem-type rubber bushings, between frame and radius arms, act as extra shock absorbers. Castor and camber adjustments are eliminated because the Twin-I-Beam axles and radius arms are so securely anchored that wheel alignment is locked in, contributing to prolonged tyre life. Twin-I-Beam gives a much smoother ride to the driver and his load over rough surfaces, and better steering control on highways when cornering fast.



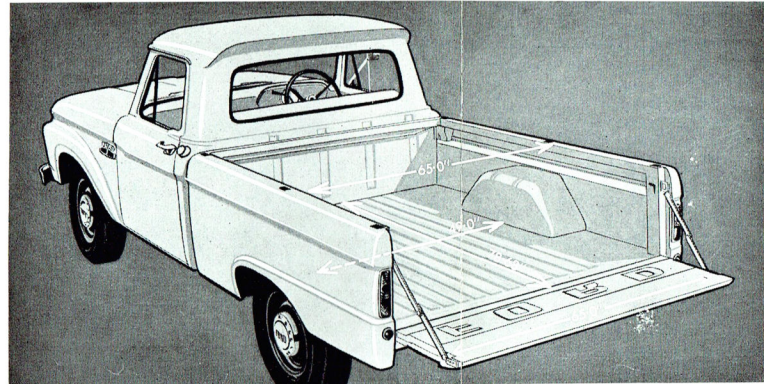
NEW LADDER-TYPE FRAMES WITH HUSKIER SIDE RAILS

The new ladder-type frame of the F100 has stronger, bigger side rails. Flanged cross members are welded between them to form massive resistance to twisting and to provide much greater strength and durability — at the same time reducing vibration. The F100 frame remains taut and firm under load even over rough country.

Wheelbase	Max. Side Rail Section	Section Modulus
114.8	6.08 x 2.42 x .156	2.98

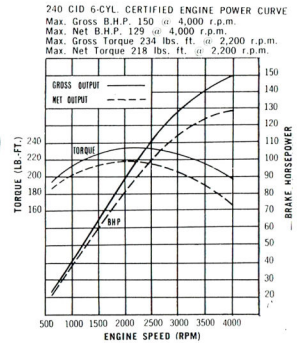
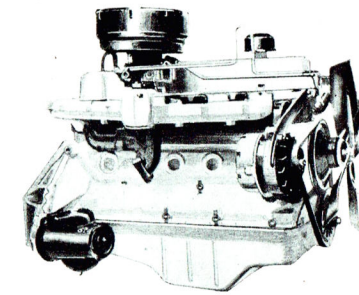
Husky springs too and self-adjusting brakes

Nine-leaf progressive rear springs, plus double action telescopic absorbers give an even ride over a wide range of spring loadings. And brakes are self adjusting — they adjust automatically when applied while backing up.



F100'S BIG DIMENSIONS COMBINE BIGGER LOAD-SPACE WITH EASE OF LOADING.

The new F100 has big capacity! There's a full 60 ft. of load length with the tailgate closed and another 1 ft. 7 ins. of load support with the tailgate down. The wheel arches are flat topped so that you can load F100 to the brim, with the load steadily supported. Wallboard material of normal width, for example, fits snugly between them. The steel floor has raised rails to allow a load to slide in without effort. Sockets are provided ready for staking up for taller loads. Double steel panelling along the sides and tailgate reduces drumming and resists denting from shifting loads. It can be removed quickly when required. The tailgate can be operated with one hand from a latch located at top centre of the tailgate. Heavy steel hinge type straps support really heavy weights, are quickly detached to permit lowering the tailgate to a vertical position for long loads.

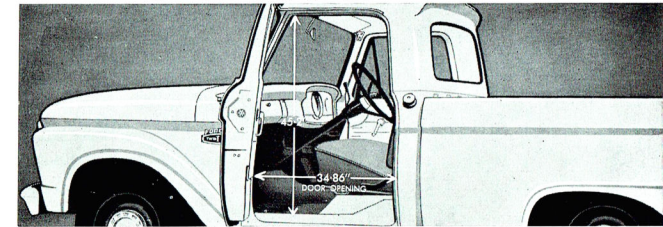


NEW HIGHER CAPACITY TRUCK ENGINE

6-cyl., 240 CID gives extra power, greater economy, longer life. The new Ford F100 truck engine, of modern short stroke design, develops a net maximum b.h.p. of 129 at 4,000 r.p.m., and a maximum net torque of 218 lbs. ft. at 2,000 r.p.m. This engine has outstanding new features:

- Seven main bearings for added crankshaft stability and longer engine life.
- Modular cast crankshaft which is stronger than normal cast iron type.
- Crankshaft counterweights minimize lateral vibrations, increase life of crankshaft and engine mounts.
- Hydraulic valve lifters reduce maintenance costs, and this results in a quieter running engine.
- Internal oil lines eliminate oil line breakage and ensure good oil retention for long engine life.

In addition, the F100's engine has a silenced oil bath air cleaner which gives a quieter passenger car type ride. Chrome plated piston rings reduce ring wear, scuffing and engine break-in time, and retain compression longer. The F100's induction-hardened camshaft provides exceptionally high resistance to wear and pitting, with extended engine efficiency. New rigid flywheel housing mounts, and a new, more durable positive displacement type oil pump that delivers 10% more oil at idling speeds are additional features of this new Ford truck engine. The new process heavy duty 4-speed optional transmission has high torque-carrying capacity, performance and durability.



NEW FORD NORMAL CONTROL CABS GIVE GREATER COMFORT

Everything in the F100 cab is designed for driving ease and comfort.

- 1 Clear unobstructed all round vision through a wide windscreen — and a particularly good rear view for fast backing.
- 2 Wide, restful "3-big-men" seat — plenty of leg and head room for the tallest — easy upright driving position.
- 3 Wide doors, with door checks make for easy entry and exit to the cab.
- 4 Workman-like dashboard — with firm closing glove box, easy to read full set of instruments. Also special driver's side air intake, which can be regulated by a knob on the panel without taking your eyes off the road.
- 5 Stylish decor and trim adds to the clean, roomy look.

FORD F100 NORMAL CONTROL MAX. GVW: 5,400 LBS.

Abridged Specifications

BODY TYPES

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

ENGINE

Model 240 CID. ins. 6-cyl. petrol.
Oil bath air cleaner, road draft tube.

TRANSMISSION

Standard: 3-speed, synchromesh on 1st, 2nd and 3rd ratios—low 2.99:1, 2nd 1.75:1, 3rd 1.00:1, reverse 3.17:1
Optional: 4-speed synchromesh, 2nd, 3rd and 4th. ratios—low 6.685:1, 2nd 3.34:1, 3rd 1.66:1, 4th 1.00:1 reverse, 8.26:1

CLUTCH

11 inch heavy duty, semi-centrifugal, woven grooved

FRONT AXLE

Ford Twin-I-Beam, capacity 2,600 lbs.

REAR AXLE

Ford, hypoid semi-floating. Capacity, 3,300 lbs.
Ratio: 3.70:1 (4-speed transmission), 4.11:1 (3-speed transmission).

BRAKES

Self-adjusting hydraulic Bendix Single Anchor
Dimensions: Front 11" x 2" x 7/32" primary (9/32" secondary). Rear: 11" x 1¼" x 7/32" (9/32" secondary).

PARKING BRAKE

Size: Same as rear service brakes (11" x 1¼").
Location: rear wheels
Type of lever: Bayonet type mounted under the dash.

STEERING GEAR

Recirculating ball type; 24:0:1
Wheel diameter 17".

SHOCK ABSORBERS

Double action telescopic, front and rear.

FUEL TANK

Capacity: 15 Imp galls.

DRIVE LINE

Spicer.

BATTERY

12 Volt, 55 Amp. 66 plate.

ALTERNATOR

12 Volt, 38 amp.

SUSPENSION

Front: 4" ID Coil capacity, left 1100 lbs., right 1150 lbs at wheel. Rear: 52 x 2.25 (9 leaf) 1650 lbs. capacity at pad.

TYRES & DISC WHEELS

6.50 x 16 — 6 ply. 16 x 5k — 5 hole.

SPARE WHEEL CARRIER

Under frame at rear.

GENERAL

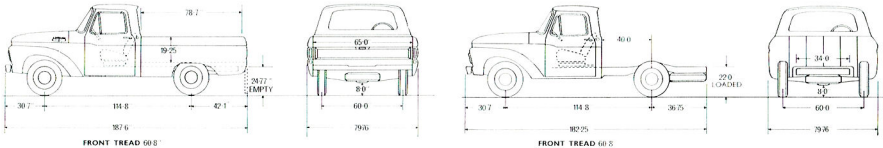
Cab, hood, cowl and dash assembly; front fender; hi-dri cowl ventilators; steel toe board; instrument panel—mileage recorder, oil pressure and alternator indicator, lights, speedometer, temperature and fuel gauges, turn indicator lights; electric two-speed windshield wipers; outside rear mirror; sun visor; standard tools in bag; jack; spare wheel; doors mounted on concealed goose neck hinges and fitted with push-button handles; ash receptacle.

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

WEIGHT RATINGS

Approximate chassis-cab weight— including fuel, oil, water.		3-SPEED	4-SPEED
		Front axle	1979 lbs.
	Rear axle	1032 lbs.	1048 lbs.
	TOTAL (approx.)	3011 lbs.	3082 lbs.
Weight of pick-up box—368 lbs.			

CHASSIS DIMENSIONS



FORD SALES COMPANY OF AUSTRALIA LIMITED
(Incorporated in Victoria)

Registered Office: 1735 Sydney Road, Campbellfield, Victoria.