NEW FORD

F600 MAX. GVW — 21,000 lbs. MAX. GCW — 34,000 lbs. /NORMAL CONTROL TRUCKS

300 CID PETROL ENGINE

WHEELBASES 156″, 174″, 194″.

BUILT STRONGER TO LAST LONGER

Ford

NEW FORD F600

BUILT STRONGER TO LAST LONGER!

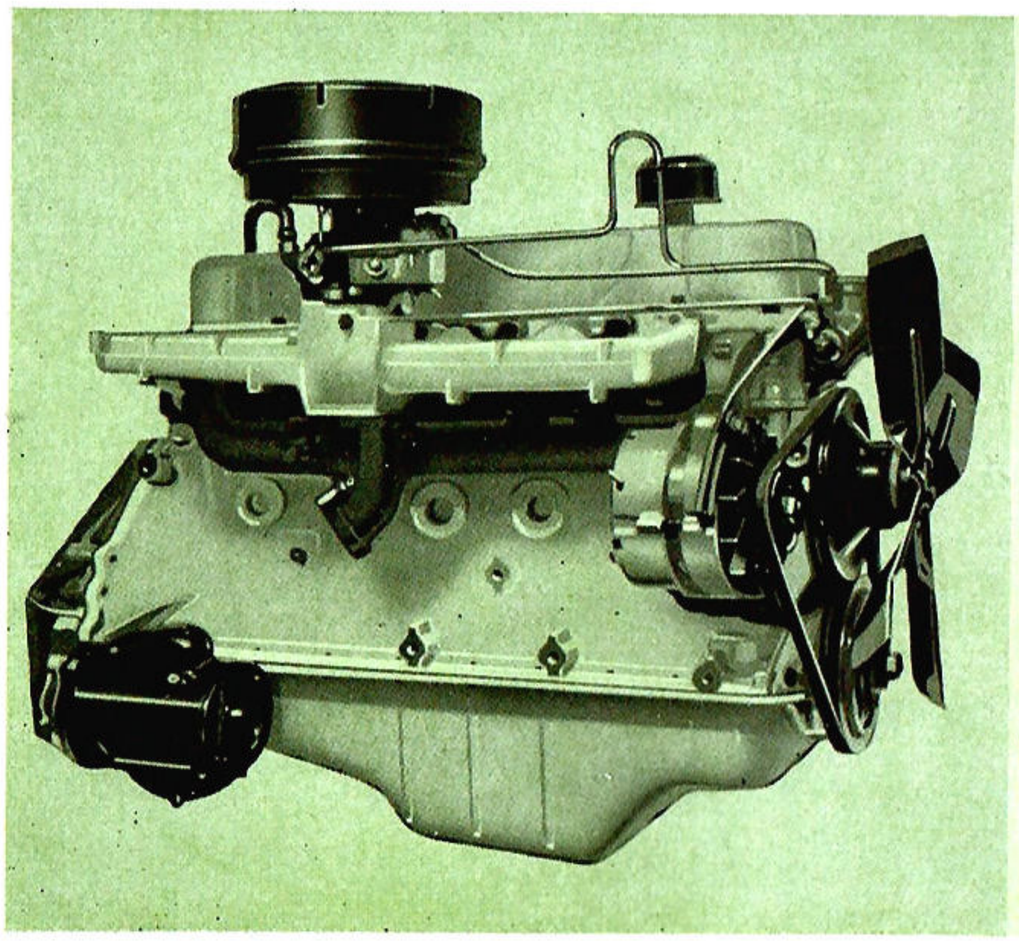
Ford's new F 600 adds a new margin of performance and value to the 21,000 lbs. GVW class of truck. The performance from its new heavy-duty 300 CID petrol engine gives you an edge on the opposition, whether in faster turnaround on a quarry or timber job, more bulk wheat to the railhead, or better times on the long haul.

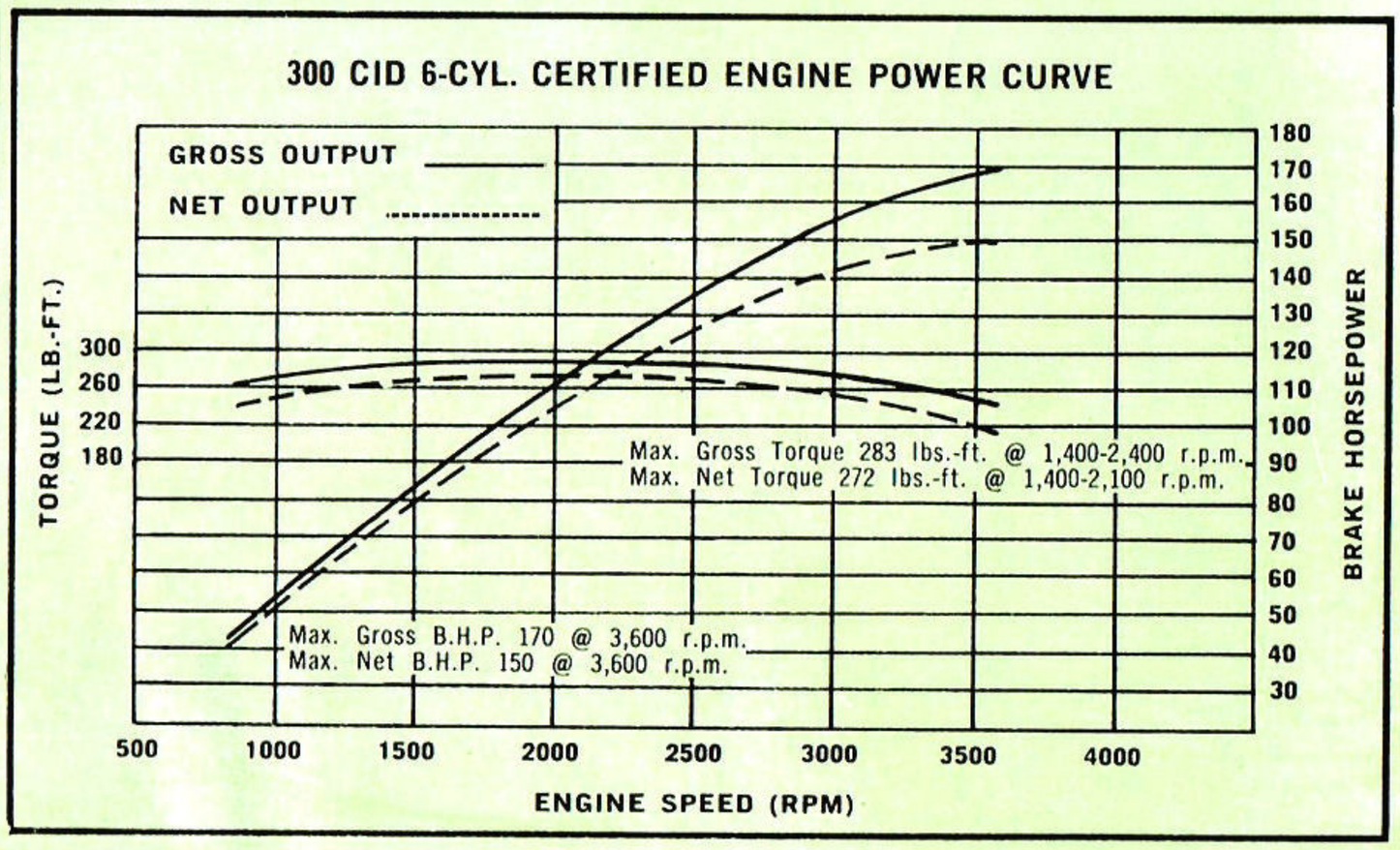
It offers this performance at a price that's right for your budget. The new F 600 is vastly improved, offering a choice of wheelbases, transmissions and rear axles—with great capacity for work. It's built stronger to last longer, and like all the 1965 Ford F Series, at its low price is the greatest truck value, ever.

1. WITH NEW, MORE POWERFUL HEAVY-DUTY 300 CID PETROL ENGINE

Ford F 600's new short stroke heavy-duty 6-cylinder petrol truck engine is of the most modern design. It develops a maximum net b.h.p. of 150 at 3,600 r.p.m., and a maximum net torque of 272 lbs/ft at 1,400-2,100 r.p.m. This new engine is equipped for a long lifetime of punishing work.

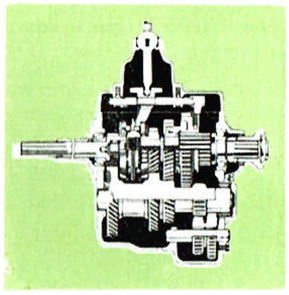
Outstanding new features mean higher performance and greater durability: seven main bearings for added crankshaft strength and long life; chrome-plated top compression rings; crankshaft counterweights for balance against vibration, adding life to crankshaft and engine mounts; hydraulic valve lifters to reduce maintenance and result in quieter running; internal oil lines to eliminate breakage, ensure good oil retention; a silenced oil bath air cleaner for quieter running; road draft tube crankcase ventilation; wear resistant induction hardened crankshaft; a new, rigid flywheel housing mount; and a new positive displacement type oil pump, that delivers 10% more oil at idling speeds. **In terms of engine performance on your own job, F-600 represents absolutely top truck value for money.**





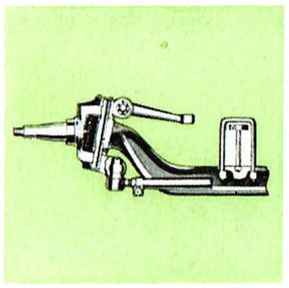
New and proven features—F600 is 9 ways ahead!

2. "NEW PROCESS" 4-SPEED GEAR BOX



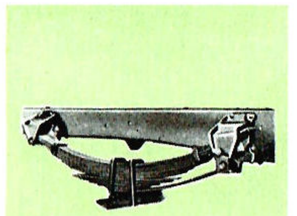
The "New Process 435" 4-speed synchro-silent gearbox is standard equipment on F 600. New blocker-type synchronizers, integral with the mainshaft give smoother, quieter changes. A 5-speed heavy-duty synchro-silent transmission, with synchro-mesh on fourth and fifth gears, is optional at low extra cost, where required.

3. HEAVY-DUTY 6,000 LBS. FRONT AXLE



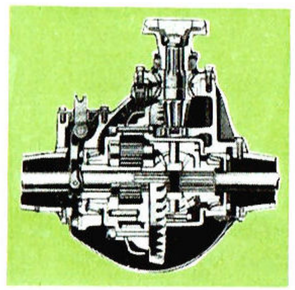
F 600's heat treated high carbon steel front axle has 6,000 lbs. capacity. Its rigid I-Beam construction has extra strength at stress-points, and delrin acetal resin kingpin bushings reduce friction and wear. There's big strength in steering arms, knuckles and kingpins. The front axle is illustrated from rear of truck, looking forward.

4. BIG CAPACITY SPRINGS



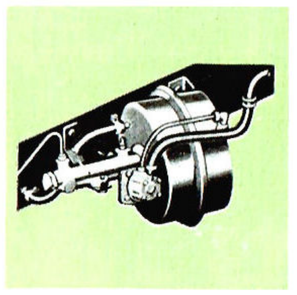
Front and rear springs on F 600 are semi-elliptics. Front springs are wide span, with low deflection rate best suited for loaded and unloaded performance. Rear springs are long and wide to allow a safety margin for carrying the top load under the most severe conditions, throughout a long life. They're built stronger, too.

5. HEAVY-DUTY 15,000 LBS. REAR AXLE



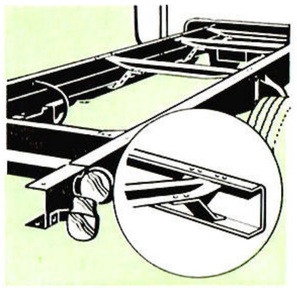
The rugged two-speed Eaton 13802 rear axle is of the fully floating spiral bevel type, with rated capacity of 15,000 lbs. The 6.33 : 1 ratio, in high, is ideal for high speeds and light loads, while the 8.81 : 1 reduction is for maximum pull on heavy-load work on steep grades. The Timken F106N single speed 15,000 lbs. axle is a full-floating hypoid-type with a ratio of 6.8 : 1.

6. MASSIVE BRAKE POWER WITH BIG BOOST



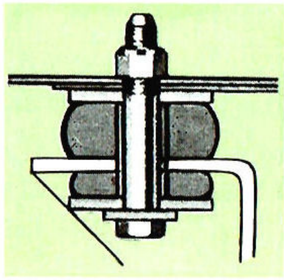
Heavy-duty hydraulic brakes have a total drum lining area of 426.16 sq. inches. A big $12\frac{3}{4}$ in. diameter vacuum boost gives great assistance to the operator, reducing fatigue, and keeping brake fade to a minimum under full load conditions. Internal shoe parking brake supplements, normal braking in an emergency.

7. TOUGH, HEAVY LADDER-TYPE FRAME



F600's heavy-gauge steel ladder-type frame has cross-members with alligator jaw attachment to side rails. Standard S.A.E. "X" width facilitates fitting of standard or custom-built bodies. The extra strength built into the construction of F 600's frame gives great rigidity, durability and payload capacity where it counts most.

8. IMPROVED CAB MOUNTINGS

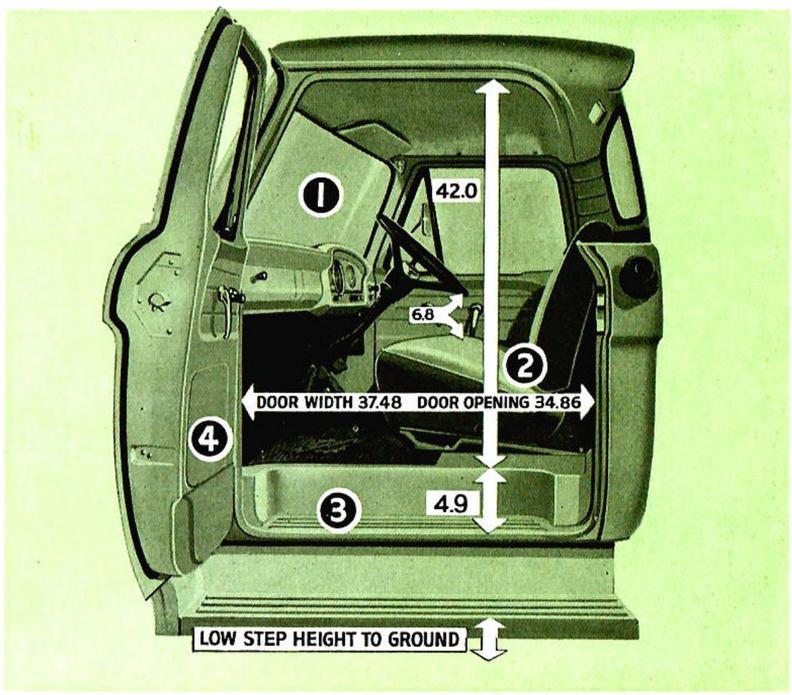


The system of rubber cushioned 4-point cab mountings on Ford F-Series trucks provide a better ride, and insulate the cab against frame stresses and vibration, reducing sheet metal strains. The cab mountings accordingly improve the operator's comfort, increase cab life and maintain rigidity. Get into one and try it for yourself.

9. CAB VISIBILITY AND COMFORT

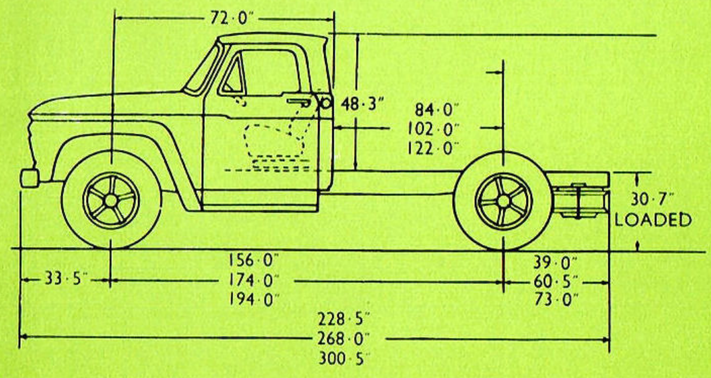
The new F 600 cab is wider, closer to the ground, with plenty of room for three big men. Visibility is excellent, with a total of 2,800 square inches of safety glass around you. Everything is there for comfort, safety and convenience. These Ford cabs are designed to ease long hours at the wheel.

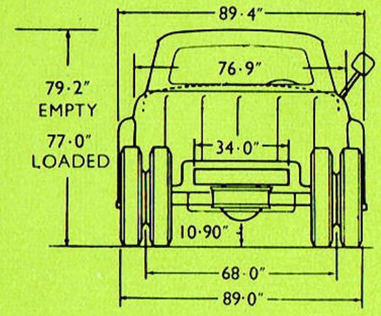
1. 1280 sq. inches of safety glass windscreen.
2. $4\frac{1}{2}$" seat adjustment.
3. All-weather safety step.
4. Wide doors, with door checks make for easy entry and exit.



NEW FORD F600

CHASSIS DIMENSIONS





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

WARRANTY:
Ford Trucks give you 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 items. This big extra owner-benefit is provided without any increase in the low prices of Ford trucks.

F600 is available with these specifications:

W/BASE	TRANSMISSION	REAR AXLE
156"	4 SPEED	2 SPEED
156"	5 SPEED	2 SPEED
174"	4 SPEED	1 SPEED
174"	4 SPEED	2 SPEED
174"	5 SPEED	2 SPEED
194"	4 SPEED	2 SPEED
194"	5 SPEED	2 SPEED

NEW FORD F600

WEIGHT RATINGS

(approximate, including off, fuel and water)

156" W/BASE (4-speed transmission, 2-speed rear axle)	Front	2,918 lbs
	Rear	2,560 lbs
	Total	5,478 lbs
Approx. weight available for payload and equipment.		15,522 lbs
156" W/BASE (5-speed transmission, 2-speed rear axle)	Front	2,982 lbs
	Rear	2,560 lbs
	Total	5,542 lbs
Approx. weight available for payload and equipment.		15,458 lbs
174" W/BASE (4-speed transmission, single-speed axle)	Front	2,964 lbs
	Rear	2,478 lbs
	Total	5,442 lbs
Approx. weight available for payload and equipment.		15,558 lbs
174" W/BASE (4-speed transmission, 2-speed rear axle)	Front	2,964 lbs
	Rear	2,602 lbs
	Total	5,566 lbs
Approx. weight available for payload and equipment.		15,434 lbs
174" W/BASE (5-speed transmission, 2-speed rear axle)	Front	3,028 lbs
	Rear	2,602 lbs
	Total	5,630 lbs
Approx. weight available for payload and equipment.		15,370 lbs
194" W/BASE (4-speed transmission, 2-speed rear axle)	Front	2,995 lbs
	Rear	2,652 lbs
	Total	5,647 lbs
Approx. weight available for payload and equipment.		15,353 lbs
194" W/BASE (5-speed transmission, 2-speed rear axle)	Front	3,059 lbs
	Rear	2,652 lbs
	Total	5,711 lbs
Approx. weight available for payload and equipment.		15,289 lbs

NEW FORD F600

ABRIDGED SPECIFICATIONS

ENGINE: STANDARD—Six cylinder OHV 4" bore, 3.98 stroke. Displacement: 300 cu. in. Compression ratio: 8.00:1. Horsepower, RAC rating, 38.40. Maximum bhp: Gross — 170 at 3600 rpm. Net — 150 at 3600 rpm. Maximum torque: 283 lbs/ft at 1400 — 2400 rpm. Net: 272 lbs/ft at 1400 — 2100 rpm.

ENGINE LUBRICATION: High pressure from high-capacity positive displacement 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 right 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: 5.8 quarts.

FUEL: Downdraught low silhouette carburettor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Oil-bath air cleaner.

FUEL SUPPLY: By mechanical pump, driven from engine. Filter integral with pump protects fuel supply to engine.

FUEL TANK CAPACITY: 15 Imperial Gallons.

COOLING SYSTEM: Pressurised series flow cooling system resulting in direct water flow at high velocity from the front to rear of block 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, with unequal spacing.

COOLING SYSTEM CAPACITY: 15.7 Imperial Quarts

ELECTRICAL: Coil and distributor with combined centrifugal and vacuum control for automatic advance and retard. 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 66 plate. Negative terminal grounded.

CLUTCH: Single dry-disc type. Diameter 12". Springloaded centre for smooth drive. Frictional area 159.8 sq. ins.

GEARBOX: STANDARD: 4-speed new process cast iron casing. Synchromesh on top, third and second. Constant mesh helical gears in all forward gears. OPTIONAL: 5-speed Clark 250V, synchromesh on 4th and 5th constant mesh helical gears on top 3 speeds.

GEARBOX RATIOS: Four-speed — First, 6.685:1, Second, 3.34:1, Third, 1.66:1; Fourth, 1:1; Reverse, 8.26:1. Five-speed — First, 7.08:1; Second, 4.09:1, Third, 2.38:1, Fourth, 1.47:1, Fifth, 1.00:1; Reverse, 7.012:1.

POWER TAKE-OFF: Six bolt SAE Power take-off on right-hand side of transmission (both sides on 5-speed.)

GEARBOX CAPACITY: (4-speed) 5.4 Imperial pints. (5-speed) 7.1 Imperial pints.

DRIVE LINES: 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 at front-end of rear shaft.

REAR AXLE: Single speed fully floating, hypoid Timken F106N, ratio 6.8:1. Rated capacity 15,000 lbs. Two-speed fully floating spiral bevel, Eaton 13802 type. Ratio 6.33/8.81:1. Rated capacity of 15,000 lbs.

FRONT AXLE: Front axle features high strength, heat-treated forged alloy-steel. Rated capacity 6000 lbs.

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", 9-leaf, capacity at pad 2,700 lbs.
Rear — 46 — 59" x 3.0", 10 main, 2 radius leaves, capacity at pad 6,700 lbs. (Auxiliary 35.5" x 3", 4-leaf. Capacity at pad 2,250 lbs — Standard equipment.)

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 has a long bearing surface and bronze bushings. Overall steering gear ratio 27.6:1.

STEERING BALL SOCKETS: Tie-rod ends are spring loaded, ball-socket type for automatic take-up of normal ball-socket wear.

TURNING CIRCLE DIAMETERS: 174" W/B: 46 ft.. 156" W/B: 52.51 ft. 194" W/B: 62.98 ft. All measurements approximate — taken to centre line of outer tyre.

BRAKES: Full hydraulic system, vacuum boosted, operated by pedal acting on front and rear wheels. Total area drum lining front and rear combined 426.16 sq. ins. 12¾ Bendix Vacuum Booster.

HANDBRAKE: 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. Area: 42.28 sq. ins.

FRONT BRAKES: Single-anchor self-energising type. Dimensions 15" x 2½".

REAR BRAKES: Two cylinder independently anchored. Dimensions 15" x 4½".

WHEELS AND TYRES: Wheels are of cast spoke type. Rim sizes: 6.5 x 20—wheels. Standard tyre equipment: Front — 8.25 x 20—10 ply Rear — Dual—Dual 8.25 x 20—12 ply.

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: With easy-to-read full vision instrument cluster, containing fuel, oil pressure and alternator gauges, vacuum, and high beam lights, speedometer, mileage recorder 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-tyue safety latches. Continuous weather stripping around doors with weather sealed Air Wing Vents.

WINDOWS: Full-width windshield, with rear window over 4 ft. wide, large door windows, giving 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 with 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 ventilators; steel toe board; instrument panel; 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.

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FORD SALES COMPANY OF AUSTRALIA LIMITED—Regd Office: 1735 Sydney Rd Campellfield, Vic PM 129—2/66

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FORD SALES COMPANY OF AUSTRALIA LIMITED—Head Office: 1735 Sydney Rd Campellfield, Vic DM 129—2/66

NEW FORD

F600 MAX. GVW — 21,000 lbs. MAX. GCW — 34,000 lbs. /NORMAL CONTROL TRUCKS

300 CID PETROL ENGINE

WHEELBASES 156", 174", 194".

BUILT STRONGER TO LAST LONGER Ford

NEW FORD F600

BUILT STRONGER TO LAST LONGER!

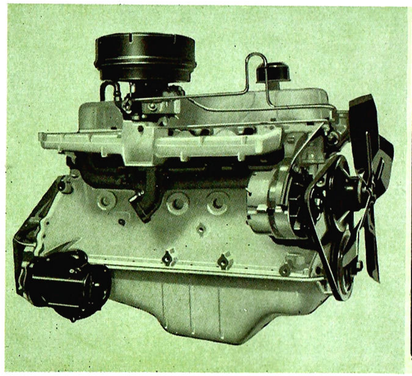
Ford's new F 600 adds a new margin of performance and value to the 21,000 lbs. GVW class of truck. The performance from its new heavy-duty 300 CID petrol engine gives you an edge on the opposition, whether in faster turnaround on a quarry or timber job, more bulk wheat to the railhead, or better times on the long haul.

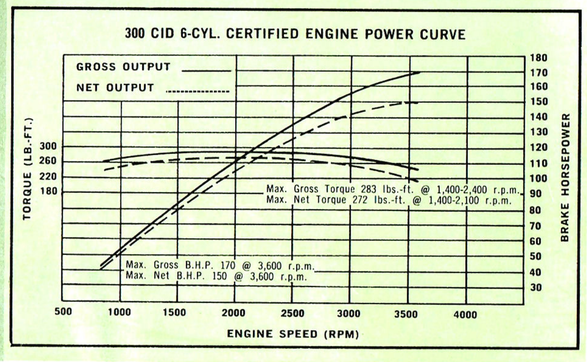
It offers this performance at a price that's right for your budget. The new F 600 is vastly improved, offering a choice of wheelbases, transmissions and rear axles—with great capacity for work. It's built stronger to last longer, and like all the 1965 Ford F Series, at its low price is the greatest truck value, ever.

1. WITH NEW, MORE POWERFUL HEAVY-DUTY 300 CID PETROL ENGINE

Ford F 600's new short stroke heavy-duty 6-cylinder petrol truck engine is of the most modern design. It develops a maximum net b.h.p. of 150 at 3,600 r.p.m., and a maximum net torque of 272 lbs/ft at 1,400-2,100 r.p.m. This new engine is equipped for a long lifetime of punishing work.

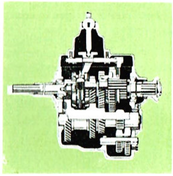
Outstanding new features mean higher performance and greater durability: seven main bearings for added crankshaft strength and long life; chrome-plated top compression rings; crankshaft counterweights for balance against vibration, adding life to crankshaft and engine mounts; hydraulic valve lifters to reduce maintenance and result in quieter running; internal oil lines to eliminate breakage, ensure good oil retention; a silenced oil bath air cleaner for quieter running; road draft tube crankcase ventilation; wear resistant induction hardened crankshaft; a new, rigid flywheel housing mount; and a new positive displacement type oil pump, that delivers 10% more oil at idling speeds. **In terms of engine performance on your own job, F-600 represents absolutely top truck value for money.**





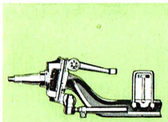
New and proven features—F600 is 9 ways ahead!

2. "NEW PROCESS" 4-SPEED GEAR BOX



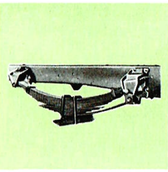
The "New Process 435" 4-speed synchro-silent gearbox is standard equipment on F 600. New blocker-type synchronizers, integral with the mainshaft give smoother, quieter changes. A 5-speed heavy-duty synchro-silent transmission, with synchro-mesh on fourth and fifth gears, is optional at low extra cost, where required.

3. HEAVY-DUTY 6,000 LBS. FRONT AXLE



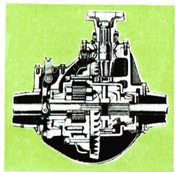
F 600's heat treated high carbon steel front axle has 6,000 lbs. capacity. Its rigid I-Beam construction has extra strength at stress-points, and delrin acetal resin kingpin bushings reduce friction and wear. There's big strength in steering arms, knuckles and kingpins. The front axle is illustrated from rear of truck, looking forward.

4. BIG CAPACITY SPRINGS



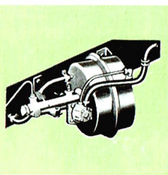
Front and rear springs on F 600 are semi-elliptics. Front springs are wide span, with low deflection rate best suited for loaded and unloaded performance. Rear springs are long and wide to allow a safety margin for carrying the top load under the most severe conditions, throughout a long life. They're built stronger, too.

5. HEAVY-DUTY 15,000 LBS. REAR AXLE



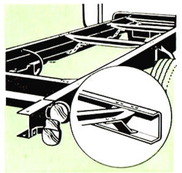
The rugged two-speed Eaton 13802 rear axle is of the fully floating spiral bevel type, with rated capacity of 15,000 lbs. The 6.33 : 1 ratio, in high, is ideal for high speeds and light loads, while the 8.81 : 1 reduction is for maximum pull on heavy-load work on steep grades. The Timken F106N single speed 15,000 lbs. axle is a full-floating hypoid-type with a ratio of 6.8 : 1.

6. MASSIVE BRAKE POWER WITH BIG BOOST



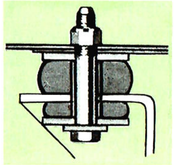
Heavy-duty hydraulic brakes have a total drum lining area of 426.16 sq. inches. A big 12¾ in. diameter vacuum boost gives great assistance to the operator, reducing fatigue, and keeping brake fade to a minimum under full load conditions. Internal shoe parking brake supplements, normal braking in an emergency.

7. TOUGH, HEAVY LADDER-TYPE FRAME



F600's heavy-gauge steel ladder-type frame has cross-members with alligator jaw attachment to side rails. Standard S.A.E. "X" width facilitates fitting of standard or custom-built bodies. The extra strength built into the construction of F 600's frame gives great rigidity, durability and payload capacity where it counts most.

8. IMPROVED CAB MOUNTINGS

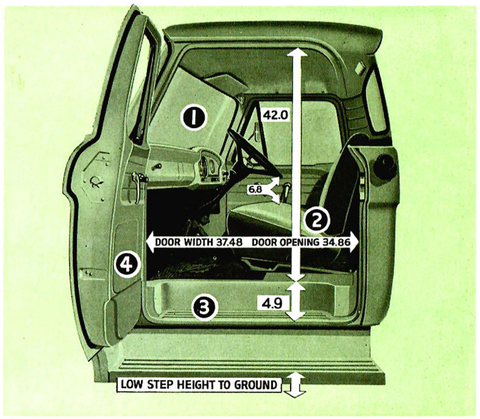


The system of rubber cushioned 4-point cab mountings on Ford F-Series trucks provide a better ride, and insulate the cab against frame stresses and vibration, reducing sheet metal strains. The cab mountings accordingly improve the operator's comfort, increase cab life and maintain rigidity. Get into one and try it for yourself.

9. CAB VISIBILITY AND COMFORT

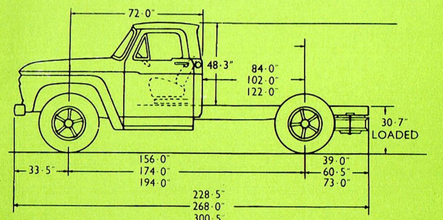
The new F 600 cab is wider, closer to the ground, with plenty of room for three big men. Visibility is excellent, with a total of 2,800 square inches of safety glass around you. Everything is there for comfort, safety and convenience. These Ford cabs are designed to ease long hours at the wheel.

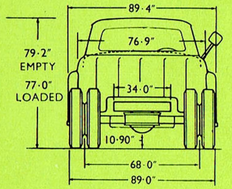
1. **1280 sq. inches of safety glass windscreen.**
2. **4½" seat adjustment.**
3. **All-weather safety step.**
4. **Wide doors, with door checks make for easy entry and exit.**



NEW FORD F600

CHASSIS DIMENSIONS





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

WARRANTY:
Ford Trucks give you 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 items. This big extra owner-benefit is provided without any increase in the low prices of Ford trucks.

F600 is available with these specifications:

W/BASE	TRANSMISSION	REAR AXLE
156"	4 SPEED	2 SPEED
156"	5 SPEED	2 SPEED
174"	4 SPEED	1 SPEED
174"	4 SPEED	2 SPEED
174"	5 SPEED	2 SPEED
194"	4 SPEED	2 SPEED
194"	5 SPEED	2 SPEED