

# THE FORD 'F' SERIES

## GREATER RANGE OF NORMAL CONTROL TRUCKS





## GREATER RANGE OF FORD CONVENTIONAL CAB TRUCKS GIVES MORE PERFORMANCE AND SOLID VALUE

With Ford F Series F100 to F700 you choose from a bracket of GVW's ranging from 5,400 lbs. to 23,000 lbs. You can buy the right unit for the job, without having to pay for more truck than you require, because Ford offer the biggest choice of normal control models in this section of the market.

Ford F Series Trucks have enjoyed constantly growing success in Australia over the years. They are dependable, easy to service and maintain, economical and durable. And they must all pass rigid factory quality standards before they are approved for service.

### Low initial investment

Ford F Series Trucks offer unbeatable value for money. Low prices are a direct result of Ford's scientific and sound engineering design, and have been achieved because Ford uses the most modern tooling and production facilities obtainable. Ford's Australian truck assembly plant passes these benefits directly to the Australian operator. Here, Ford has a simple formula for quality-

building F Series trucks: construct it well, inspect it carefully, test it thoroughly.

### Low operating costs

These Ford high-quality standards, from advanced design through every phase of manufacturing and assembly, result in truck downtime and operating costs being minimized through a long working life. Ford 240 and 300 CID 6-cylinder petrol engines give you this reliability. They also let you operate in the economy rpm range, which gives more miles per gallon, and further lowers operating costs over the years.

Other components that help keep costs down include I-Beam front axles and slipper-type front springs that require little maintenance, battery-saving alternators, and tough parallel ladder-type frames.

### Careful selection of load capacities

Ford F Series trucks have a wide range of GVW and GCW ratings. Their major load-carrying components are built of materials carefully selected for high strength-to-weight

ratios. This makes them more able to handle maximum legal limit loads in consistently arduous work.

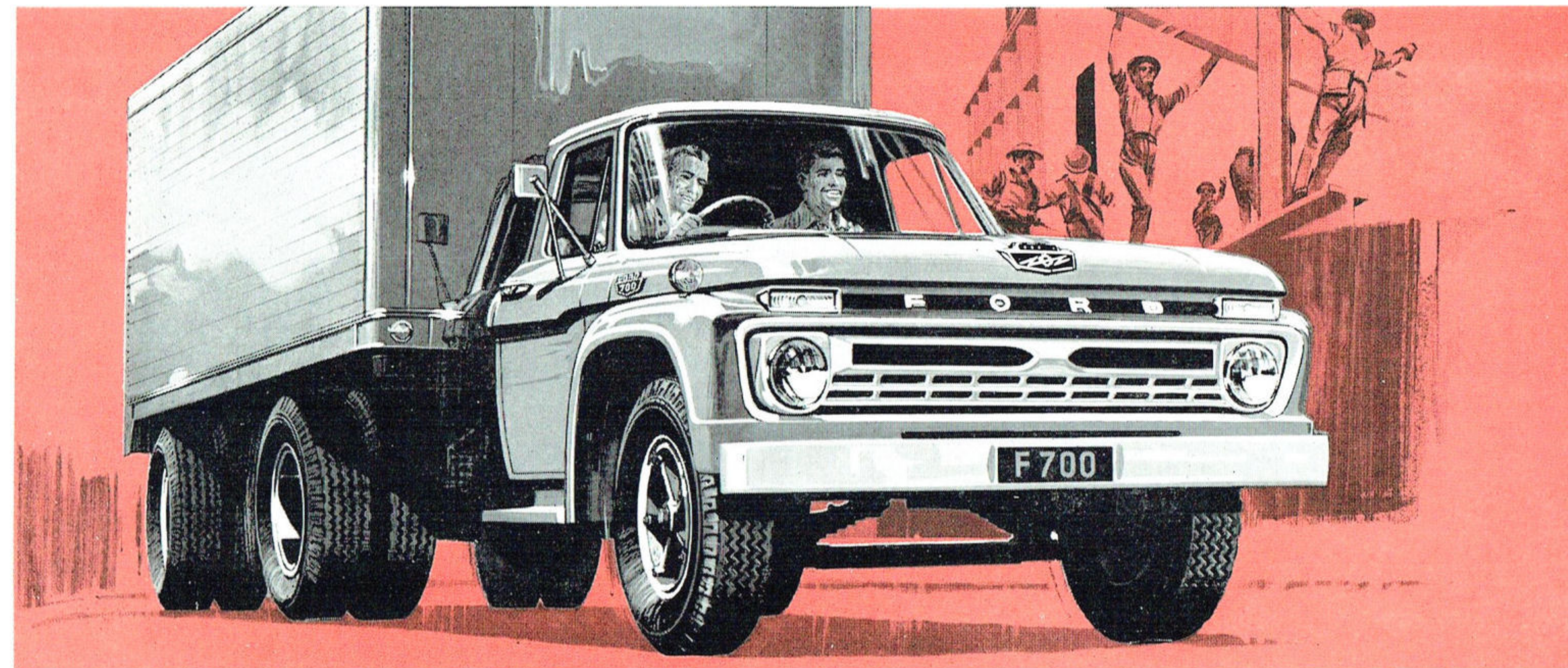
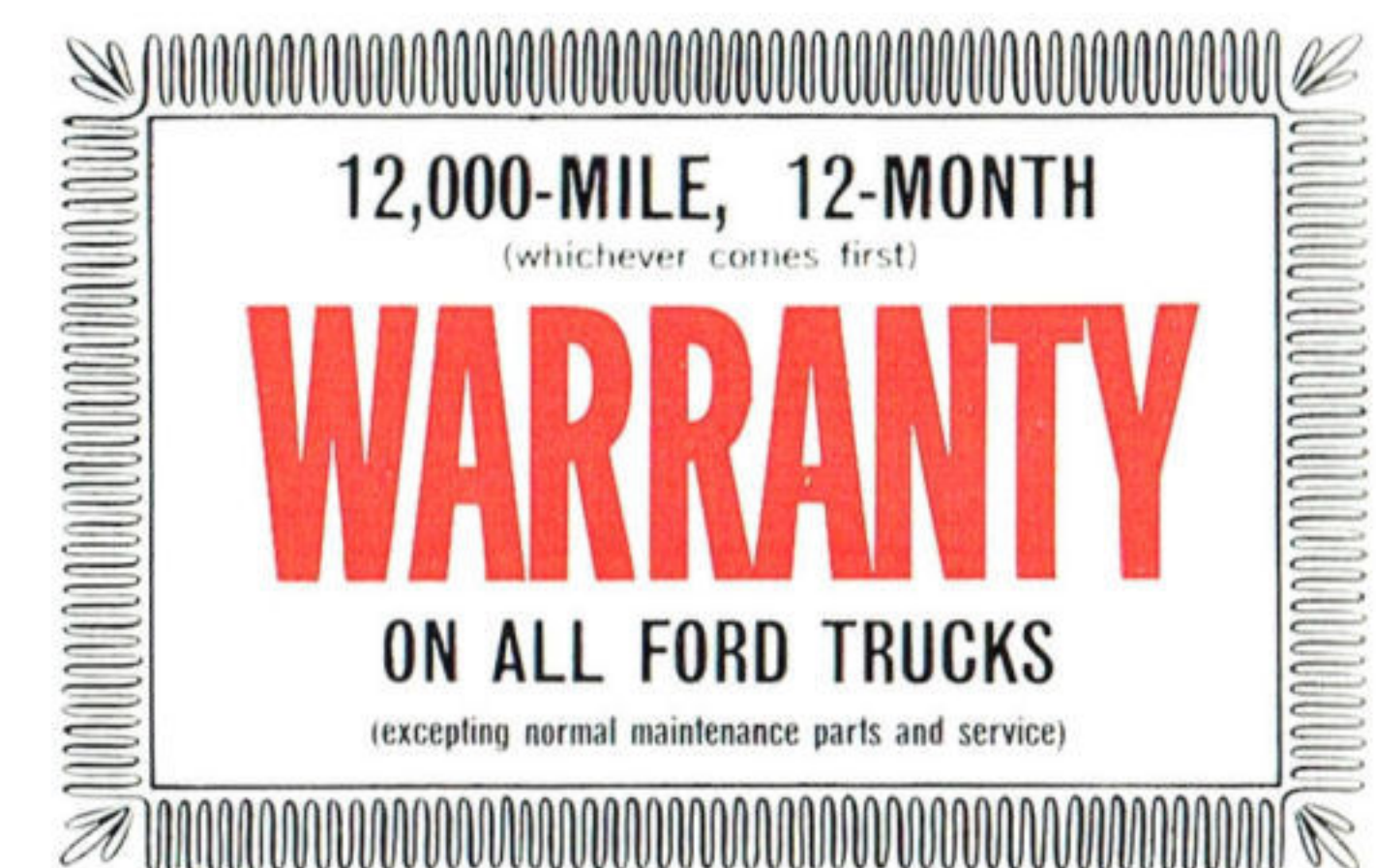
By describing your operation in detail to your Ford truck dealer, you are assured of excellent advice on selecting a truck from the Ford F Series range. With the right truck hauling maximum loads every trip, you can look forward to boosting your profits!

### Ford backs up your decision to buy F Series trucks

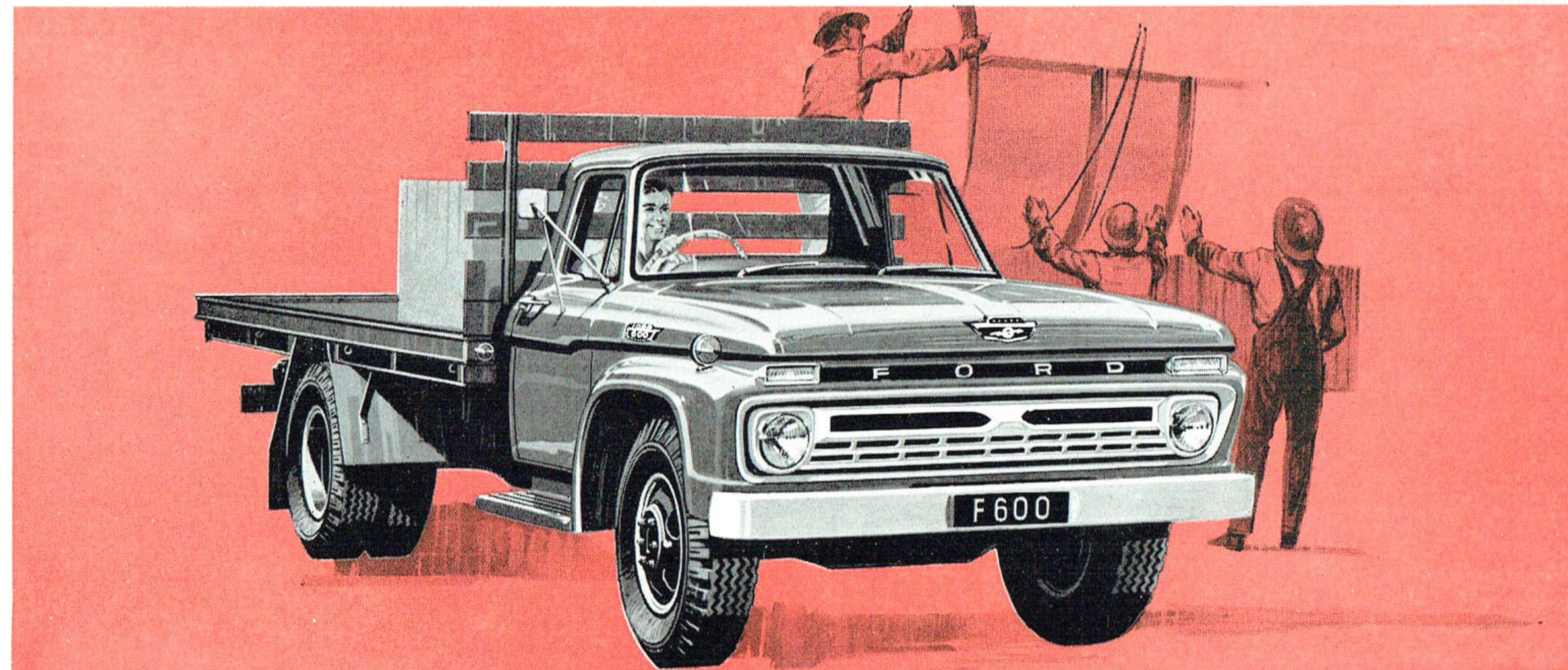
Specialised Ford service facilities and Ford trained mechanics at Dealerships throughout Australia assure you of efficient maintenance of your F Series truck. In addition, your Ford Dealer has a ready supply of genuine low-cost FoMoCo parts to call on. Further more, Ford trucks give you warranty protection for 12,000 miles or 12 months, whichever comes first. Every Ford truck is warranted against defects in material and workmanship for this extended period. Owners are responsible only for normal maintenance and routine replacement of maintenance items.

### THE FORD F SERIES RANGE:

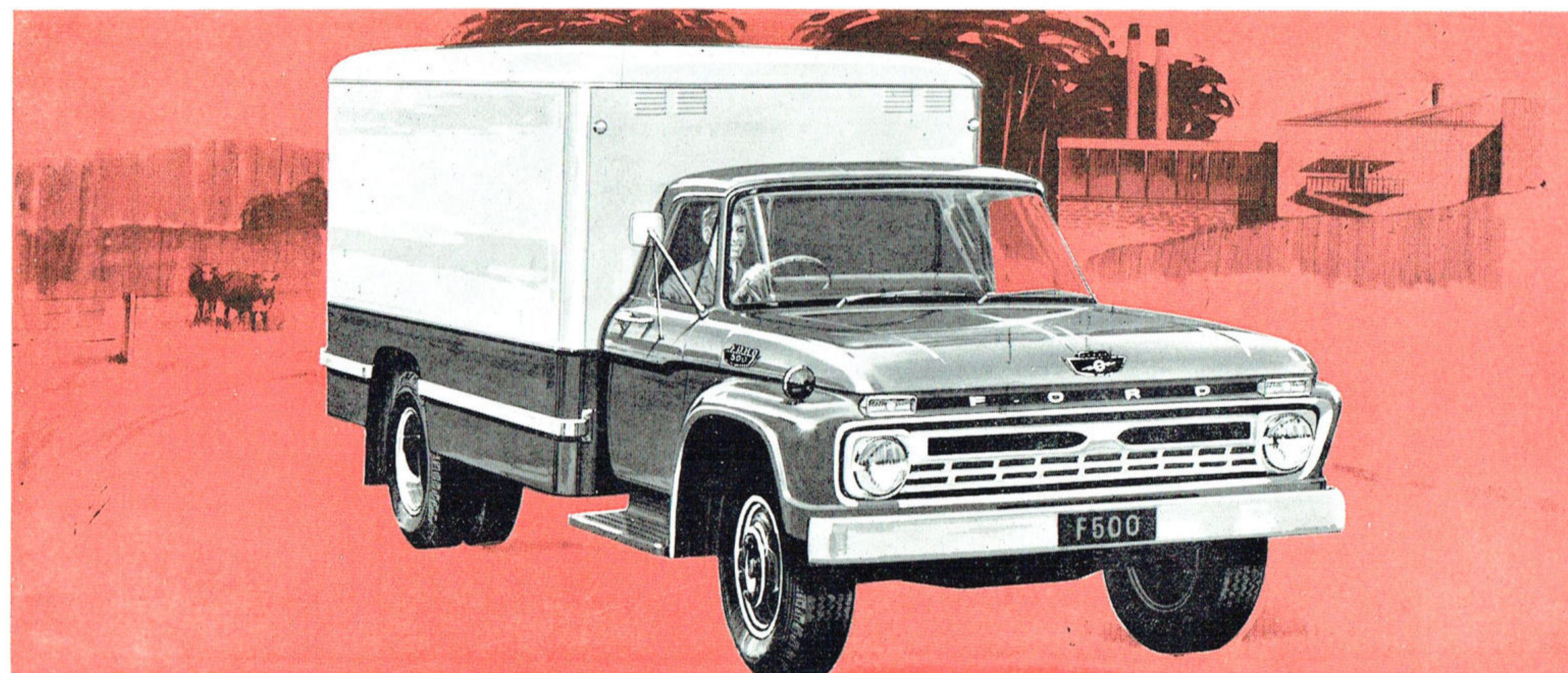
	Max. GVW	Max. GCW
F100	5,400 lbs.	
F250	8,000 lbs.	
F350	10,000 lbs.	
F500	12,600 lbs.	20,000 lbs.
	13,500 lbs.	20,000 lbs.
	15,000 lbs.	22,500 lbs.
(14,300 lbs. N.S.W. only)		
	19,500 lbs.	22,500 lbs.
F600	21,000 lbs.	34,000 lbs.
F700	23,000 lbs.	40,000 lbs.



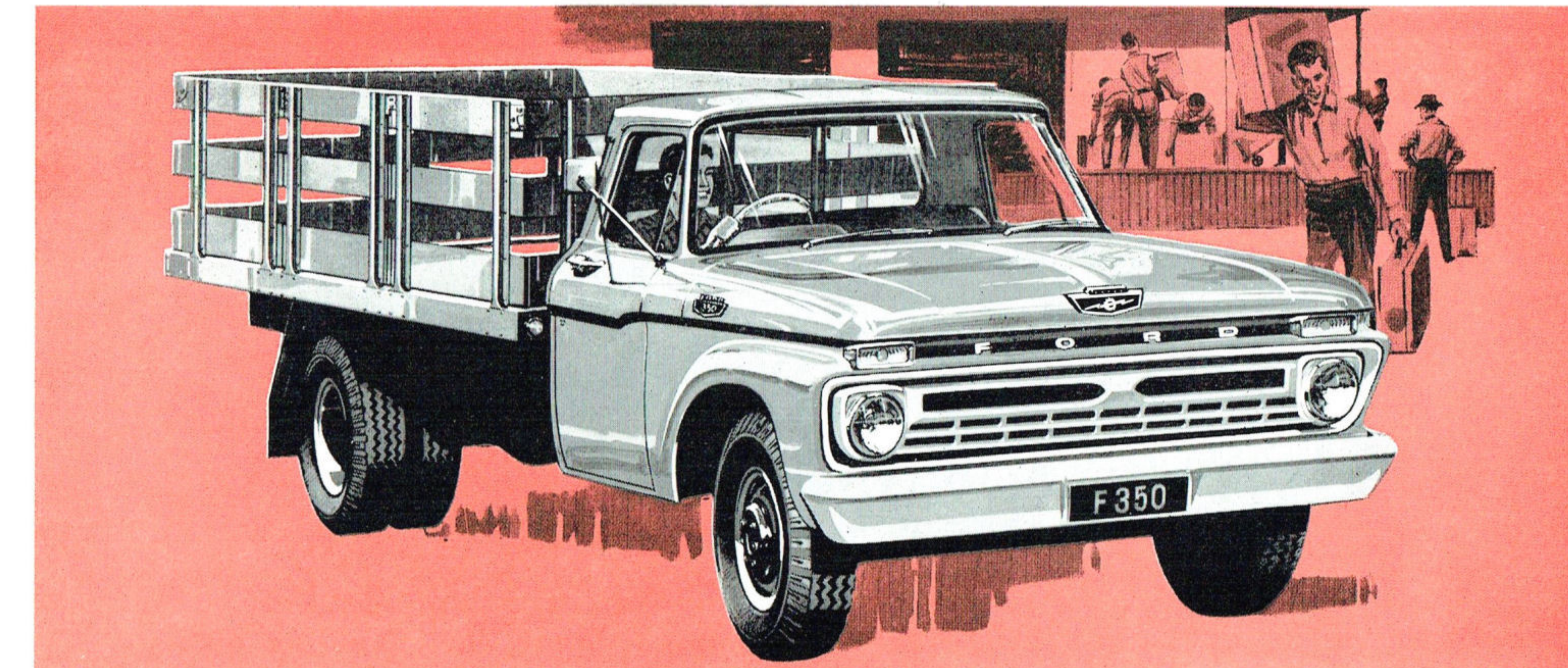
RUGGED F700



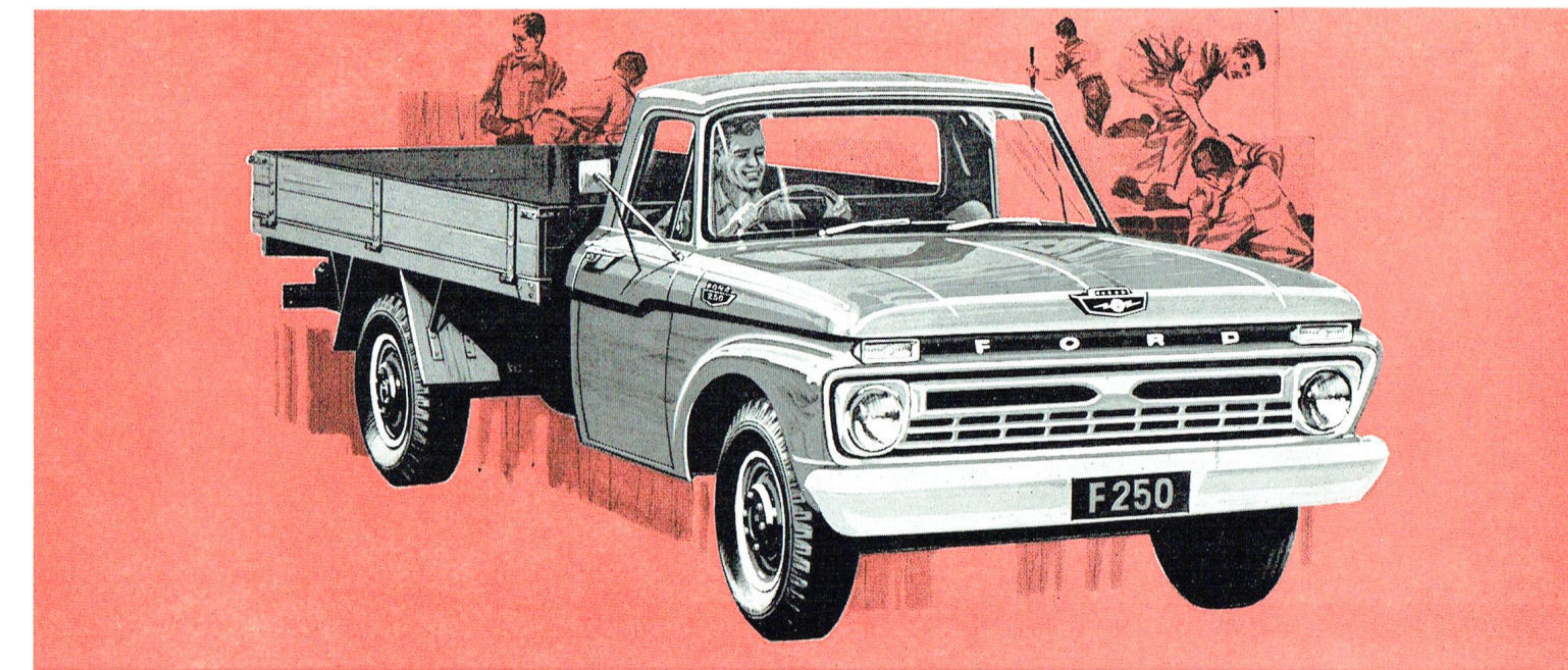
DURABLE F600



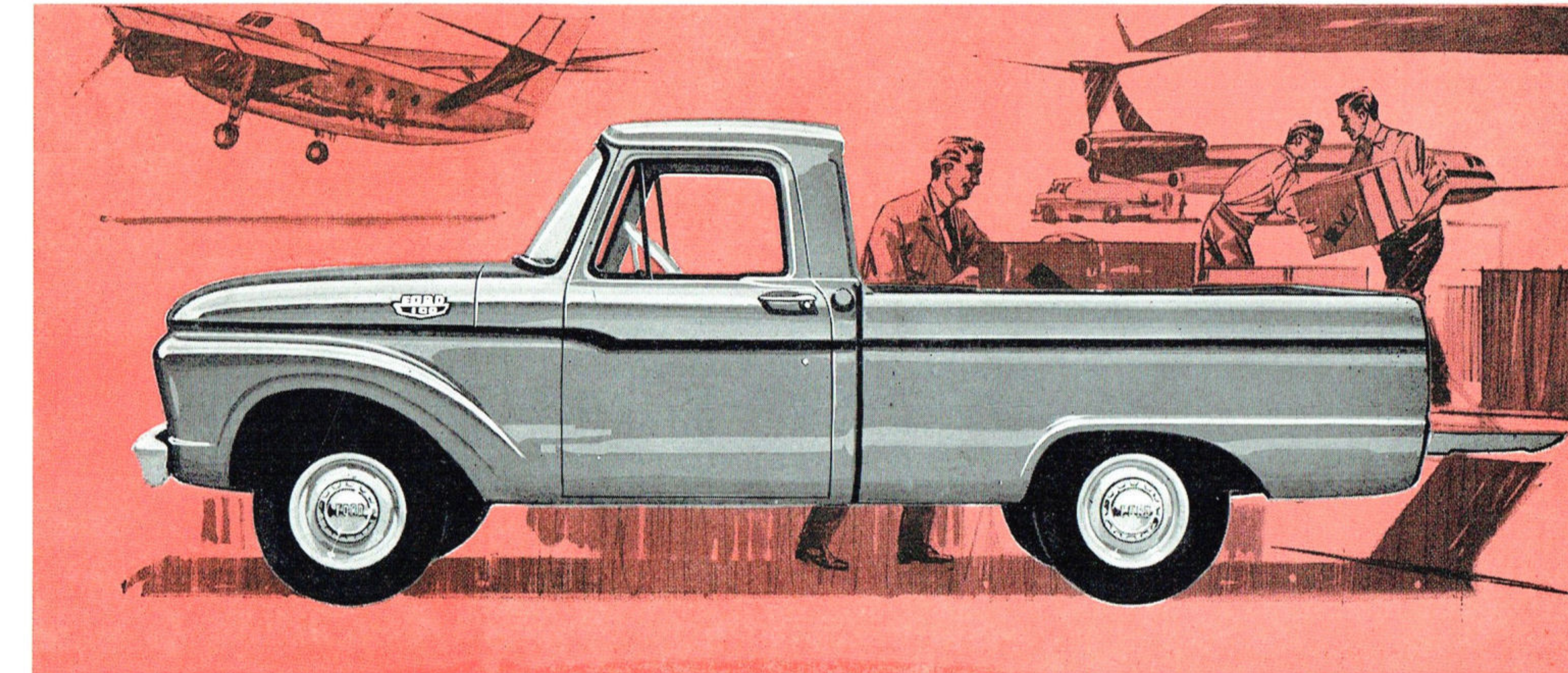
DEPENDABLE F500



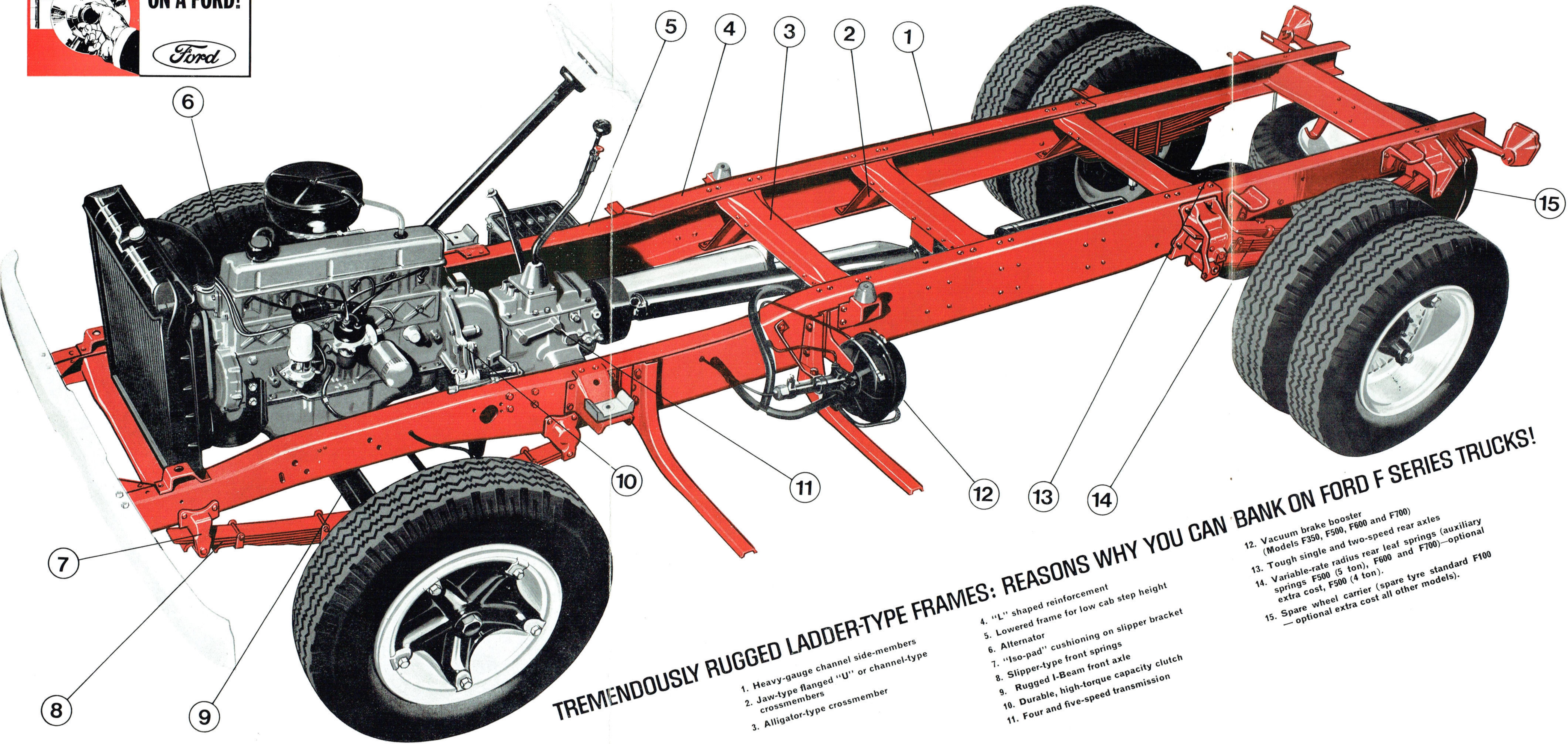
RELIABLE F350



THRIFTY F250



VERSATILE F100

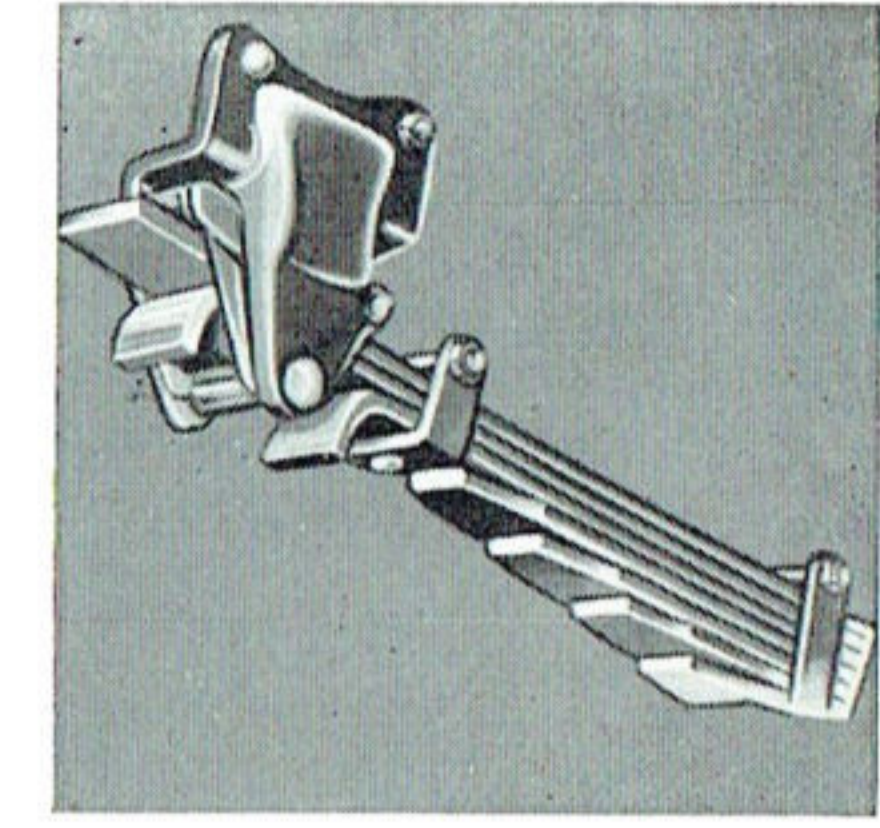


**TREMENDOUSLY RUGGED LADDER-TYPE FRAMES: REASONS WHY YOU CAN BANK ON FORD F SERIES TRUCKS!**

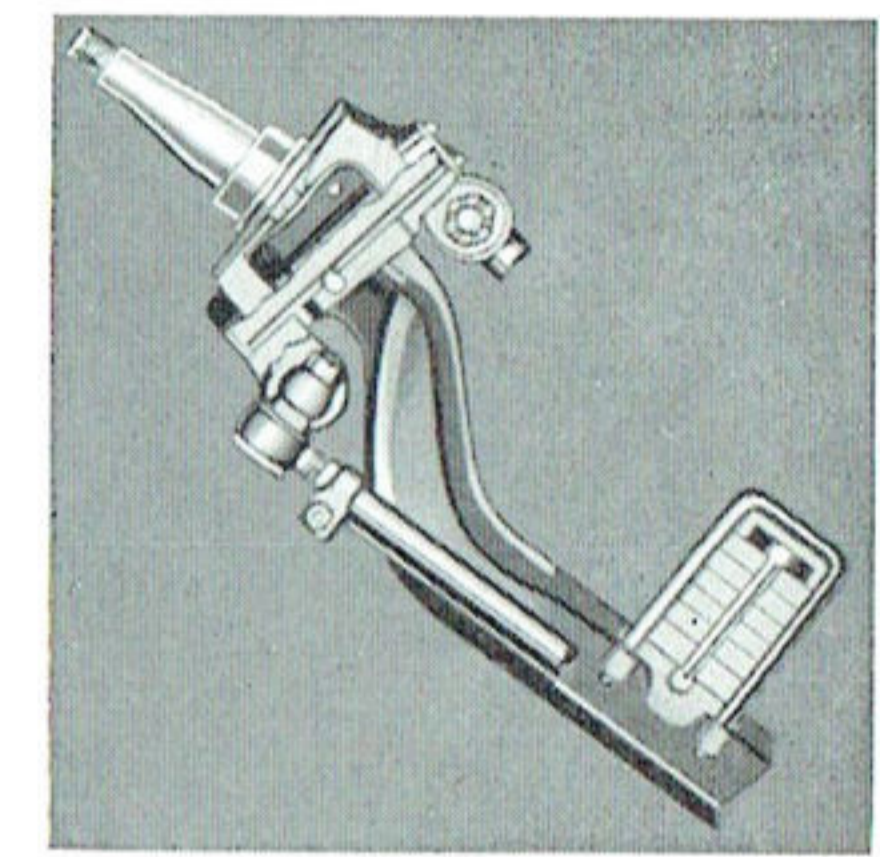
- 1. Heavy-gauge channel side-members
- 2. Jaw-type flanged "U" or channel-type crossmembers
- 3. Alligator-type crossmember
- 4. "L" shaped reinforcement
- 5. Lowered frame for low cab step height
- 6. Alternator
- 7. "Iso-pad" cushioning on slipper bracket
- 8. Slipper-type front springs
- 9. Rugged I-Beam front axle
- 10. Durable, high-torque capacity clutch
- 11. Four and five-speed transmission

- 12. Vacuum brake booster (Models F350, F500, F600 and F700)
- 13. Tough single and two-speed rear axles
- 14. Variable-rate radius rear leaf springs (auxiliary springs F500 (5 ton), F600 and F700)—optional extra cost, F500 (4 ton).
- 15. Spare wheel carrier (spare tyre standard F100 — optional extra cost all other models).

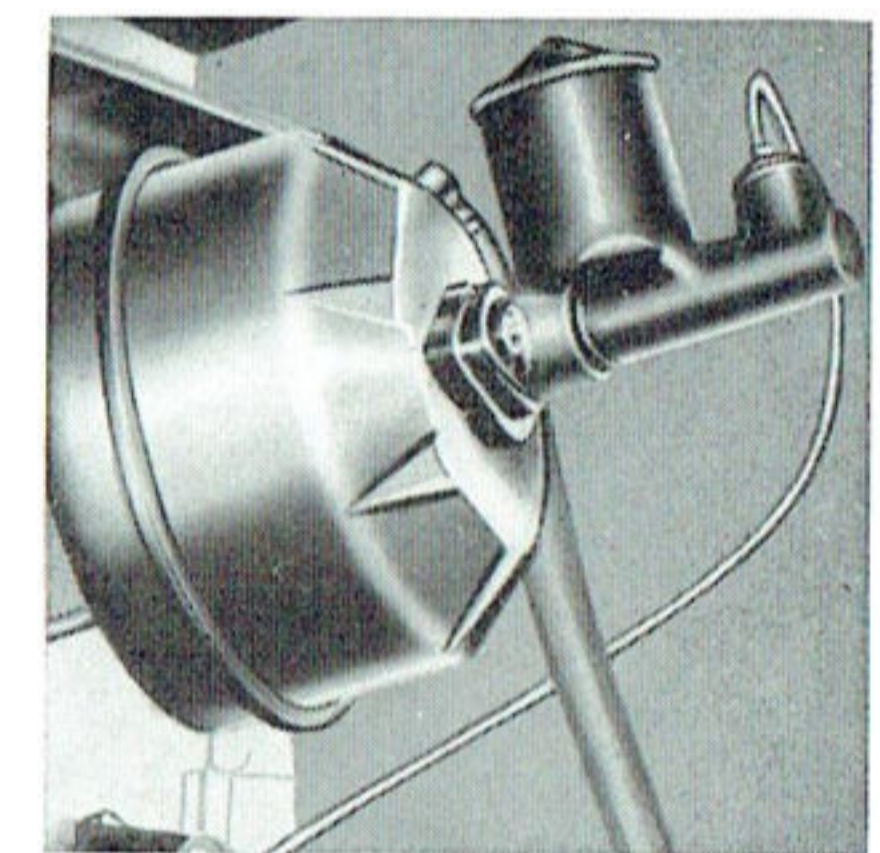
**Slipper-type Front Springs . . .**  
 Standard on Ford F500 through to F700 are improved slipper-type front springs. These reduce operating stress levels, and provide exceptional riding qualities under all load conditions. A new "iso-pad" cushioning assembly is fitted to the slipper bracket to reduce road vibration, resulting in a better and much quieter ride.



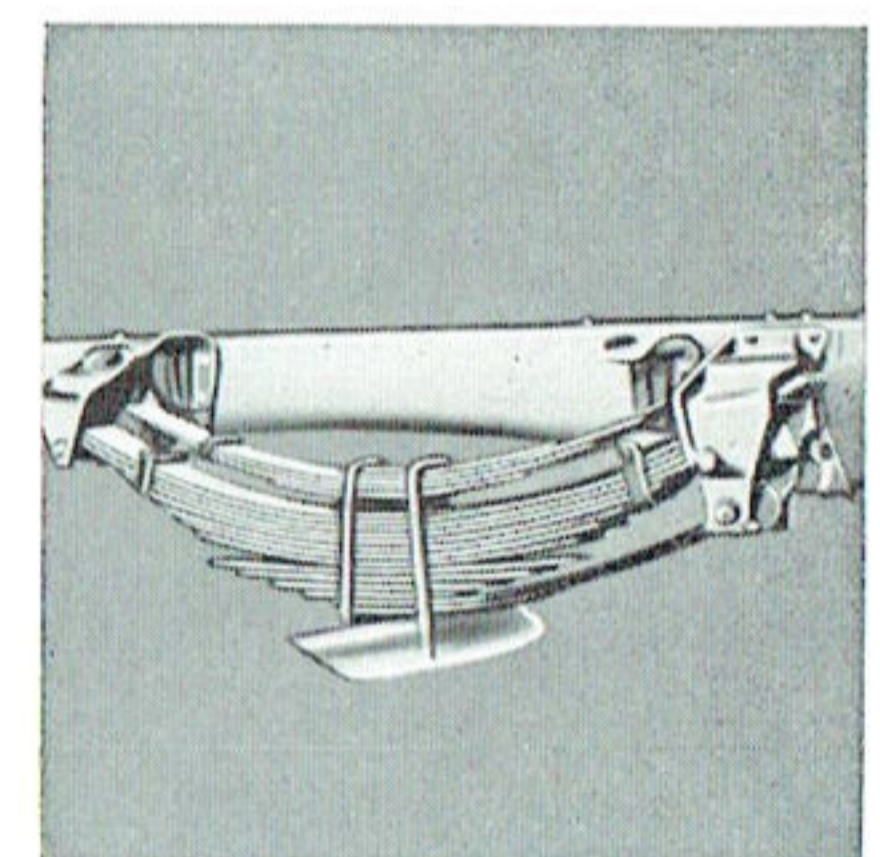
**Rugged I-Beam Front Axles . . .**  
 Medium and heavy F Series trucks use a solid I-Beam front axle to maintain front-end alignment and increase tyre life. Pressure lubricated bronze kingpin bushings on F500 axles, and Delrin (Dupont Regd. Trade Mark) bushings on F600 and F700 axles, cut operating costs.



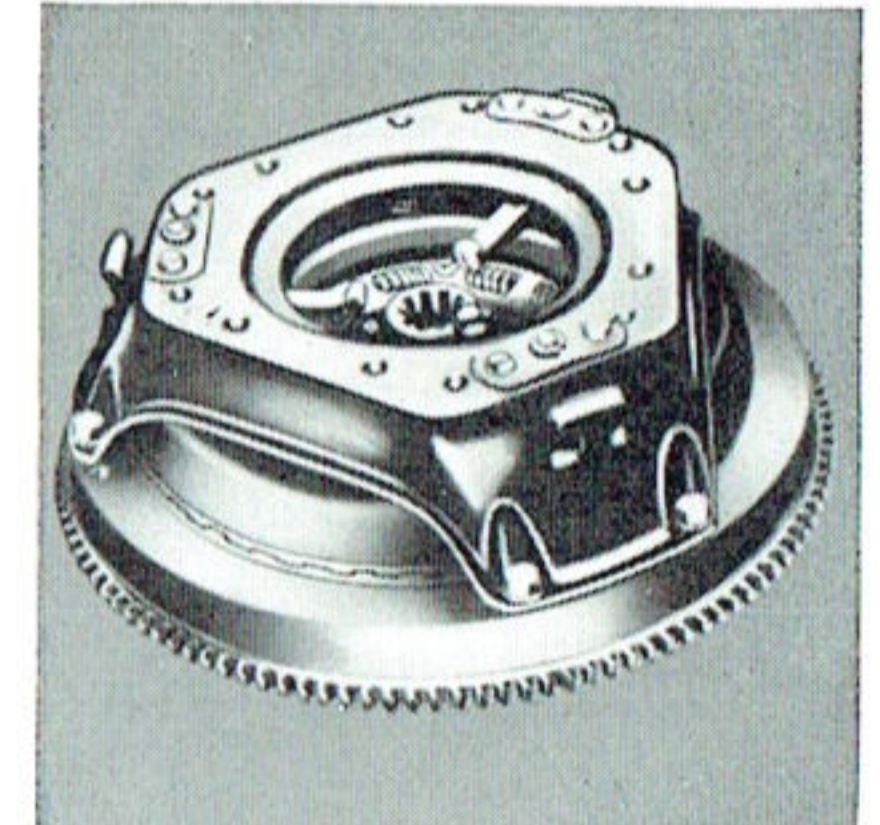
**Vacuum Brake Boosters . . .**  
 Ford brake systems with vacuum brake booster greatly reduce brake pedal effort, lessen fatigue and keep brake fade to a minimum under full load.



**Variable Rate, Radius-leaf Rear Springs . . .**  
 Standard on F500, F600 and F700. Spring leaves bear against cam-shaped pads in the mounting brackets to decrease the effective length of the spring as the load increases. Thus the spring stiffens with heavy loads and relaxes to cushion light loads. Four-leaf auxiliary springs, of 2,250 lbs. capacity at oad, are standard equipment on F500 (19,500 lbs.), F600 and F700. Optional on F500 (15,000 lbs.).



**Durable Ford Clutches . . .**  
 Ford clutches are designed to provide high-torque capacity and long life. Clutch operation is smooth and easy because the centrifugal action of Ford clutches supplements clutch spring pressure to increase the clamping action of the clutch disc.



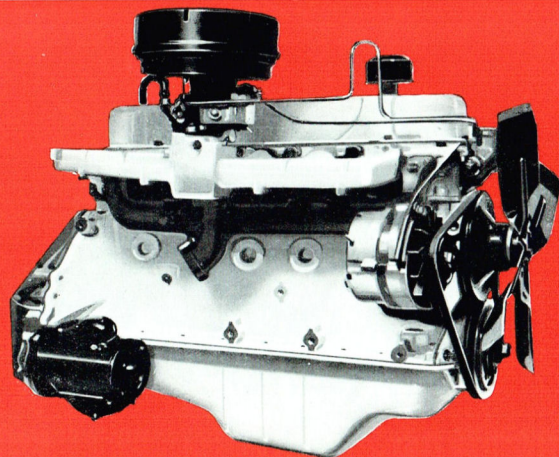
**Robust Rear Axles . . .**  
 Single-speed Ford, Dana and Timkin rear axles on the light and medium weights provide long and reliable service. On the bigger F Series trucks from F500 (19,500 lbs.) up, extra-capacity 2-speed Eaton rear axles are available. These axles are fully floating with taper roller wheel bearings. Straddle mounted pinions ensure minimum deflection.



**YOU CAN BANK  
ON A FORD!**



# HIGH TORQUE, LOW RUNNING COST ENGINES, RUGGED TRANSMISSIONS IN ALL FORD TRUCKS



## 240 C.I.D. AND 300 C.I.D. (HEAVY DUTY) PETROL TRUCK ENGINES

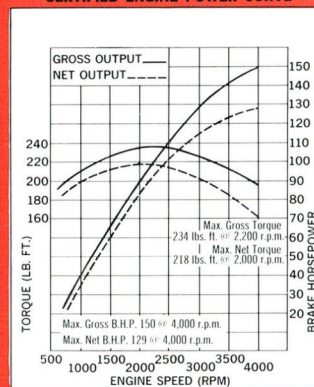
The 240 CID 6-cyl. petrol engine is the proven, economical and dependable unit that powers Ford F Series trucks from F100 to F500. It develops a maximum gross bhp of 150 at 4,000 rpm and a maximum gross torque of 234 lbs/ft at 2,200 rpm. With a maximum net bhp of 129 at 4,000 rpm and a maximum net torque of 218 lbs/ft at 2,000 rpm. This engine is equipped for a long lifetime of punishing work.

The 300 CID heavy-duty engine fitted to F600 and F700 combines high-displacement power with 6-cylinder economy. This engine gives a maximum gross bhp of 170 at 3,600 rpm and a gross torque of 283 lbs/ft at 1,400 to 2,400 rpm. The maximum net bhp is 150 at 3,600 rpm and the maximum net torque is 272 lbs/ft at 1,400-2,100 rpm. High displacement . . . a full 300 cu. ins. . . . means that this

engine provides power and torque while operating in the 2,600 to 3,200 economy range without excessive engine revving and strain. The result is you get more mpg and longer engine life. Both engines have outstanding features that mean higher performance and greater durability: chrome-plated top compression rings; internal oil lines eliminate breakage, ensure good oil retention; a

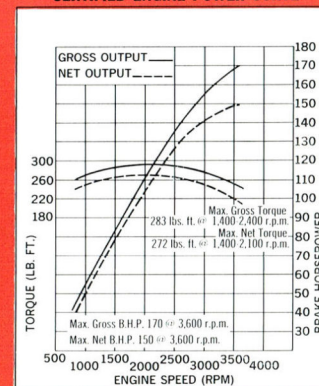
silenced oil bath air cleaner for quieter running; closed emission crankcase ventilation; wear-resistant induction-hardened crankshaft; a rigid flywheel housing mount; and a positive displacement-type oil pump that delivers most effective oil flow at idling speeds. In terms of engine performance on your own job, both power units represent absolutely top truck value.

CERTIFIED ENGINE POWER CURVE



FORD 240 CID 6 CYLINDER

CERTIFIED ENGINE POWER CURVE



FORD 300 CID (HD) 6 CYLINDER

## IN THESE FEATURES YOU WILL FIND MORE REASONS WHY YOU CAN BANK ON A FORD TRUCK

● Individual pedestal-mounted ball pivot-type rocker arms for uni-form valve action at all engine speeds

● Hydraulic valve lifters for a quieter running engine and fewer valve adjustments.

● Individually ported intake and exhaust manifolds for improved engine breathing and performance.

● Rotor-type oil pump is more effective at idling speeds than a gear-type pump.

● Seven main-bearing crankshaft for stability and durability and longer engine life.

● Integrally cast crankcase counterweights (four on 240 CID, eight on 300 CID) for smoothness of running.

● Full circle water jackets to better dissipate combustion heat.

### Ford 12,000 Miles or 12 Months Warranty

Ford Trucks give you warranty protection for 12,000 miles or 12 months, whichever comes first, excluding tyres and tubes which are warranted by their manufacturer. Every Ford truck is warranted against defects in materials and workmanship for this period. Owners are responsible for normal maintenance and routine replacement of maintenance items.

**YOU CAN BANK  
ON A FORD!**



## F SERIES CABS ARE DESIGNED WITH SAFETY, COMFORT AND EFFICIENCY IN MIND!

### Big in comfort and convenience

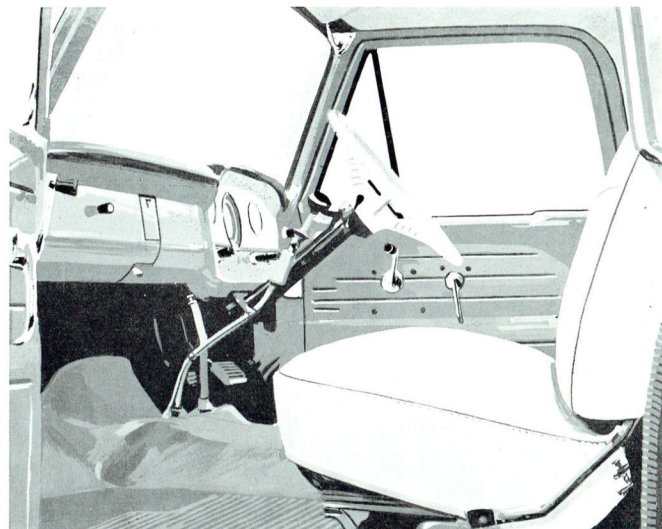
The Ford F Series truck cabs provide seating comfort for three large adults, with a floor-to-roof height that gives tall drivers plenty of room to move around. The quality-built full-width seat is designed to take everyday punishment year in and year out. It adjusts fore and aft, with several seating elevations and tilt positions.

The cab design permits raising seat supports to give the driver over two inches of additional leg room . . . allowing him to sit up straighter and reducing fatigue on long runs.

A low running board and wide door opening improve driver efficiency and increase safety. The bottom step (F500 to F700 models) provides low step height for the operator under all conditions. In addition, Ford's unique independent mounting of radiator, fenders and cab keeps each unit separate from the other to prevent transfer of stress and vibration. This virtually eliminates rattles and squeaks and generally extends the life of each unit.

### Quality-built full-width seat

Ford full-width truck seats are quality-built to take the hard punishment of accommodating heavyweight drivers day after day, year after year. Seats are fabricated with heavy-gauge spring wire for high strength and support. Just the right combination of springing and padding is used for optimum comfort—not too soft, not too firm—and reduces fatigue to a minimum, after a long working day.

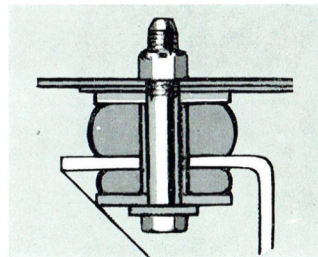
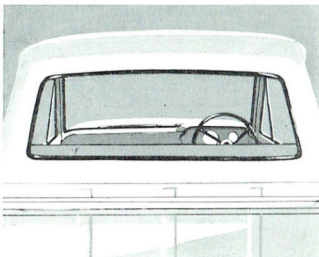
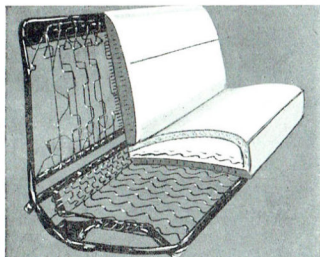


### All-round safety-vision

F Series cabs have unbeatable all-round vision with a total of 2,800 sq. inches of thick, laminated safety glass. Narrow pillars, a wide back window over four feet wide, and large door windows make maximum effective use of this glass area.

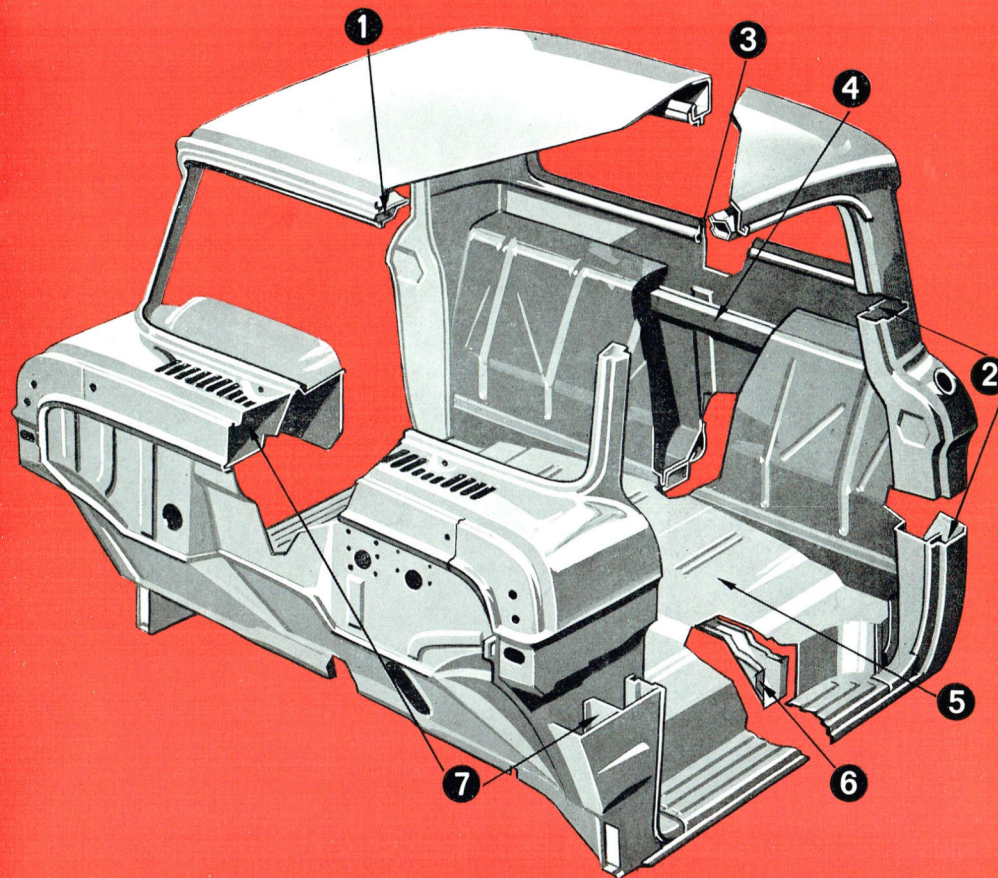
### Rubber-cushioned cab mountings

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 metal strains. You can bank on Ford cabs for unmatched comfort and long life.



## F SERIES ALL WELDED CAB CONSTRUCTION

1. Box-type front roof header and box-type roof siderails extend over the doors to the lock pillars.
2. Lock pillar reinforcements extend from the top of the lock striker plate to the roof rails and from the bottom of the striker plate to the floor pan.
3. A horizontal, hat-type reinforcement runs below the rear window to reinforce the cab back panel and lock pillars.
4. Hat-type reinforcement runs across the back of the cab.
5. Floor pan and toeboard are of heavy-gauge steel, welded to the firewall, for rigidity and cab durability.
6. Steel vertical legs and supporting gussets are welded to the firewall and toeboard.
7. Ventilation system plenum chamber forms a box section across the front and sides of the cowl to reinforce the hinge pillars.





**YOU CAN BANK  
ON A FORD!**



### Two front axles — one great ride

Twin-I-Beam suspension 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 when cornering fast.

### Deluxe styling, smartest in the game

The Ford F100's Styleside body makes it the smartest heavy-duty utility truck on the road. The squared-up body ensures that every inch of load space can be utilised.

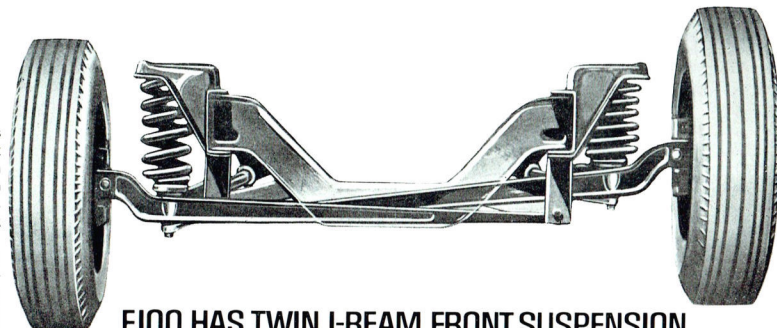
### Big, durable, Styleside body

The F100 has big capacity! There's a full 6½ 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.

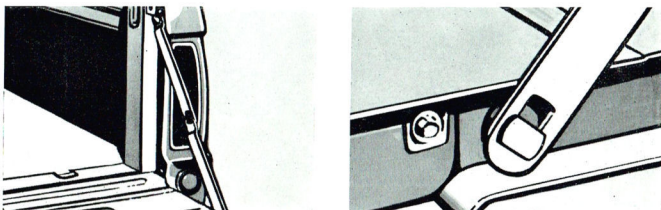
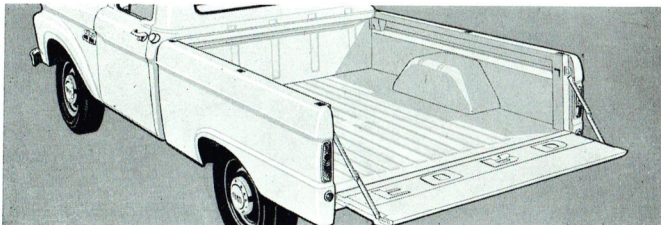
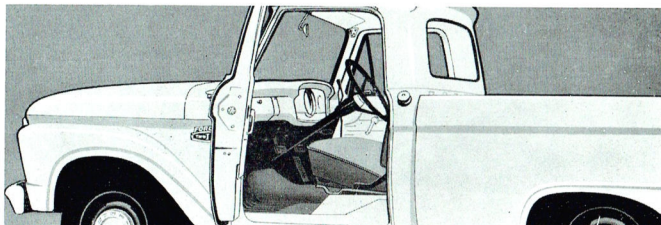
Sockets are provided ready for staking up for taller loads. Double steel panelling along the sides and tailgate reduces drumming and resists denting from shifting loads. It can be removed quickly when required.

### One hand works double wall tailgate

The F100's 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, and can be quickly detached to permit lowering the tailgate to a vertical position for long loads.

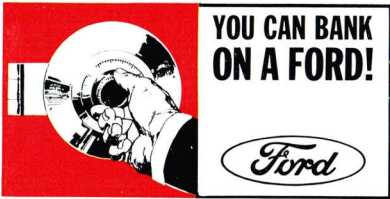


**F100 HAS TWIN I-BEAM FRONT SUSPENSION  
WITH IMPROVED RIDE, GREATER DURABILITY**



**SPECIFICATION SHEETS:**  
This pocket contains specifications for  
models in the F Series range.

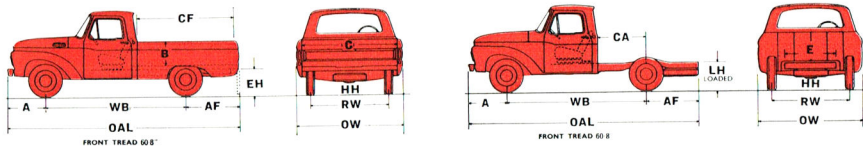
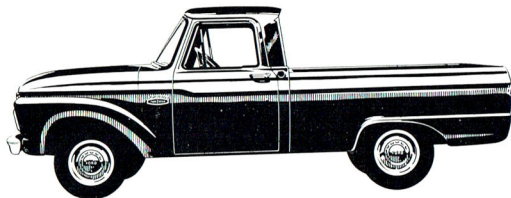
*The specifications referred to above were in effect at the time this publication was approved for printing; however, Ford Motor Company of Australia Limited and/or Ford Sales Company of Australia Limited reserve the right, subject to the laws of any state or territory and the regulations of any competent authority which may be applicable at the time, at its discretion and without notice, to change specifications and prices of the products referred to here at any time and without incurring any liability whatsoever to any purchaser thereof.*



# Ford F Series Trucks

## F100 MODEL

Max. GVW 5,400 lbs.



WB (in)	GVW (lb)	OAL (in)	AF (in)	CA (in)	CF (in)	LH Laden (in)	EH Unladen (in)	E (in)	HH (in)	RW (in)	FW (in)	OW (in)
114.8	5,400	187.6	42.1	—	78.7	—	24.77	—	8.0	60.0	60.8	79.76
*114.8	5,400	182.25	36.75	40.0	—	22.0	—	34.0	8.0	60.0	60.8	79.76

\*Lower row of figures indicate CAB CHASSIS dimensions.

Cab dimensions: A = 30.7 in., B = 19.25 in., C = 65.0 in.

## WEIGHT RATINGS

### CHASSIS CAB

### STYLESIDE

Approximate chassis-cab weight — including fuel, oil, water.		3-SPEED	4-SPEED	3-SPEED	4-SPEED
		Front axle .....	1979 lbs.	2034 lbs.	1959 lbs.
Rear axle .....	1032 lbs.	1048 lbs.	1425 lbs.	1451 lbs.	
TOTAL (approx.)	3011 lbs.	3082 lbs.	3384 lbs.	3475 lbs.	
Weight of Styleside box — 368 lbs.					

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.

**6-cyl., 240 CID gives extra power, greater economy, longer life.** The Ford F100 truck engine, of modern short-stroke design, develops a gross maximum b.h.p. of 150 at 4,000 r.p.m., and a maximum gross torque of 234 lbs/ft. at 2,200 r.p.m.



# Ford F100 Max. GVW 5,400 lbs.

## ABRIDGED SPECIFICATIONS:

**Engine:** Six cylinder O.H.V. Petrol. 4" bore, 3, 18" stroke. Displacement, 240 cu. in. Compression ratio: 8.75:1 standard, 7.0:1 optional. Horsepower, SAE rating, 38.40. Maximum BHP: Gross, 150 at 4,000 r.p.m. Net, 129 at 4,000 r.p.m. Maximum torque: 234 lbs/ft. at 2,200 r.p.m. Net 218 lbs/ft. at 2,000 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 right-hand side of engine completely eliminating external oil lines.

**Oil capacity:** 5.8 qts.

**Fuel:** Down-draught 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 camshaft. Disposable-type fuel filter integrally mounted on the fuel pump. Protects fuel supply to engine and is readily removable for periodic service or maintenance.

**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.

**Electrical:** Coil and distributor with 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.

**Alternator:** 12 volt, 35 amp.

**Clutch:** Single cushion plate dry-disc type. Diameter 11" H.D. Spring-loaded centre for smooth drive. Frictional area 123.7 sq. ins.

**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 on 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.

**Power take-off:** Six-bolt SAE Power take-off on right-hand side of 4-speed transmission.

**Gearbox capacity:** 3 speed, 2.8 imp. pints. 4 speed, 5.4 imp. pints.

**Drive line:** Spicer.

**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).

**Frame:** Deep channel-section side members, parallel ladder-type frame construction. Cross-members flanged with alligator jaw and channel sections. The parallel-type frame allows installation of both engine and steering-gear mechanism with the protection of side rails.

**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.

**Steering gear:** Recirculating ball type: 24.0:1. Wheel diameter 17".

**Turning circle diameter:** 38.2'.

**Shock absorbers:** Double-action telescopic, front and rear.

**Brakes:** Self-adjusting hydraulic Bendix Single Anchor. Dimensions: Front, 11" x 2" x 7/32" primary (9/32" secondary). Rear, 11" x 1 1/2" x 7/32" (9/32" secondary).

**Parking brake:** Size: same as rear service brakes (11" x 1 1/2"). Location: rear wheels. Type of lever: Bayonet type mounted under the dash.

This leaflet shows the basic specifications for the F100 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.

F11-6/66



**Tires and disc wheels:** 6.50 x 16 — 6 ply. 16 x 5k — 5 hole.

**Spare-wheel carrier:** Under frame at rear.

**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:** Full-width-to-read full vision instrument cluster containing fuel gauge, oil pressure, high beam and alternator indicator lights, speedometer, mileage recorder and temperature gauge.

**Doors:** All-steel construction mounted on concealed goose-neck hinges. Door checks built into hinges hold doors in open position. Push-button handles with rugged rotor-type safety latches.

**Seating:** Full-width seat with formed wire springs. Improved basic construction gives added support for back and knees. 4 1/2" finger-tip 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.

**Body types:** Cab chassis (standard). 6 1/2 ft. styleside pick-up box (optional).

**Chassis equipment:** Includes as standard in addition to items mentioned above: Hood, cow and dash assembly; front fenders; Hi-dri cowl ventilators; steel toe board; ash receptacle; glove box; horn; electric 2-speed windshield wipers; treadle-type accelerator pedal; long arm outside rear-view mirror; internal sun visor; standard tools in bag, jack; spare wheel.

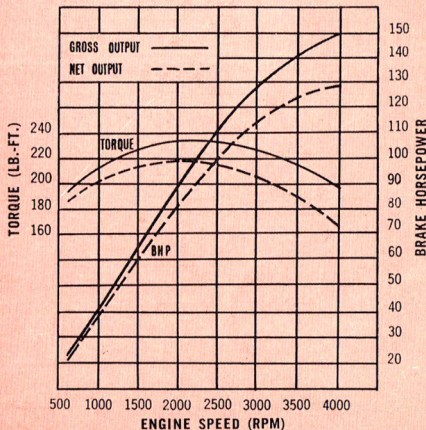
### 240 CID 6-CYL. CERTIFIED ENGINE POWER CURVE

Max. Gross B.H.P. 150 @ 4,000 r.p.m.

Max. Net B.H.P. 129 @ 4,000 r.p.m.

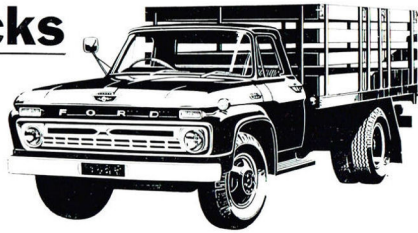
Max. Gross Torque 234 lbs. ft. @ 2,200 r.p.m.

Max. Net Torque 218 lbs. ft. @ 2,000 r.p.m.



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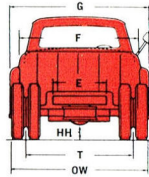
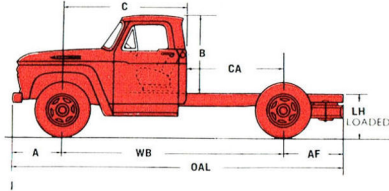
# Ford F Series Trucks



## F500 MODEL

MAX. GVW — 12,600/13,500/14,300/  
15,000/19,500

MAX. GCW 20,000 lbs — 22,000 lbs



WB (in)	GVW (lb)	OAL (in)	AF (in)	CA (in)	LH Laden (in)	E (in)	HH (in)	T (in)	OW (in)
156.0	{ 12,600 13,500	228.5	39.0	84.0	*28.9	34.0	10.4	66.5	87.1
174.0	{ 12,600 13,500 14,300 15,000 19,500	268.0	60.5	102.0	*28.9 *28.9 *30.3 *30.3 *31.5	34.0	10.4	66.5	87.1

Other  
Dimensions  
in inches:

A = 33.5  
B = 48.3  
C = 72.0  
F = 76.9  
G = 89.4

\* Centre line rear axle.

## WEIGHT RATINGS

(approximate, including fuel, oil and water)

	156" W/Base 12,600/13,500 lbs	174" W/Base 12,600/13,500 lbs	174" W/Base 14,300 lbs	174" W/Base 15,000 lbs	174" W/Base 19,500 lbs GVW Single-speed rear axle	174" W/Base 19,500 lbs GVW 2-speed rear axle
FRONT	2,796	2,806	2,857	2,857	2,907	2,907
REAR	1,986	1,991	2,062	2,062	2,182	2,384
TOTAL	4,782 lbs	4,797 lbs	4,919 lbs	4,919 lbs	5,089 lbs	5,291 lbs

## SPRINGS

## WHEELS AND TYRES

GVW (lbs)	W/BASE	FRONT	REAR	GVW (lbs)	W/BASE	TYRES	REAR AXLE
12,600	156" }	48" x 2.5" — 7-leaf. Capacity at pad: 1,750 lbs.	46" — 59" x 3" — 10 main, 2 radius leaves. Capacity at pad: 4,500 lbs.	12,600	156"	6.50 x 20 x 8 ply 6.50 x 20 x 8 ply	Single Speed Single Speed
13,500	174" }			13,500	174"		
14,300	174"	48" x 2.5" — 8-leaf. Capacity at pad: 2,700 lbs.	46" — 59" x 3" — 10 main, 2 radius leaves. Capacity at pad: 6,700 lbs. (Auxiliary: 35.5" x 3" — 4- leaf. Capacity at pad: 2,250 lbs. Optional equipment.)	14,300	174"	7.50 x 20 x 8 ply	Single Speed Single Speed
15,000	174"			15,000	174"		
19,500	174"	48" x 2.5" — 8-leaf. Capacity at pad: 2,700 lbs.	46" — 59" x 3" — 10 main, 2 radius leaves. Capacity at pad: 6,700 lbs. (Auxiliary: 35.5" x 3" — 4- leaf. Capacity at pad: 2,250 lbs. Optional equipment.)	19,500	174"	F8.25 x 20 x 10 ply R8.25 x 20 x 10 ply DUAL WHEELS ALL MODELS	Single Speed Standard 2-Speed Optional
19,500	174"			19,500	174"		

# Ford F500 GVW 12,600 lbs. to 19,500 lbs.

## ABRIDGED SPECIFICATIONS:

**Engine:** Six cylinder O.H.V. 4" bore, 3.18" stroke. Displacement: 240 cu. in. Compression ratio: 8.7:1 standard, 7.0:1 optional. Horsepower: RAC rating, 38.40. Maximum BHP: Gross, 150 at 4,000 r.p.m. Net, 129 at 4,000 r.p.m. Max. torque: 234 lbs./ft. at 2,200 r.p.m. Net, 218 lbs./ft. at 2,000 r.p.m.

**Engine lubrication:** High pressure from high-capacity rotor-type pump with pressure feed to six 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. Lower left-hand side of engine completely eliminating external oil lines.

**Oil capacity:** 6 pints plus 2 pints for filter absorption.

**Fuel:** Down-draught low silhouette carburettor with diaphragm mechanically operated and vacuum operated power valve 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 camshaft. Disposable-type fuel filter integrally mounted on the fuel pump protects fuel supply to engine and is readily removable for periodic service or maintenance.

**Fuel tank capacity:** 15.4 Imperial quarts.

**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:** 15.4 Imperial quarts.

**Electrical:** Coil and distributor with vacuum control for automatic advance and retard. 18 mm. spark plugs. Battery located under cab floor.

**Battery:** 12 volt, 55 amp, 66 plate. Negative terminal grounded.

**Alternator:** 12 volt, 35 amp.

**Clutch:** Hydraulically operated single dry-disc type. Diameter, 11". Spring-loaded centre for smooth drive. Frictional area, 123.7 sq. ins.

**Gearbox:** "New Process" cast iron casing. Four forward, one reverse speed standard equipment. Synchromesh on top, third and second. Constant mesh helical gears in top three speeds.

**Gearbox ratios:** Four speed — First, 6.685:1; second, 3.34:1; third, 1.66:1; fourth, 1:1; reverse, 8.26:1.

**Power take-off:** Six-bolt SAE Power Take-off on right-hand side of transmission.

**Gearbox capacity:** 5.4 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:** Full floating hypoid type on s/s. Spiral bevel on 2/s.

12,600 lbs. G.V.W.	} Timkin C100N. Ratio, 6.2:1.	
13,500 lbs. G.V.W.		
14,300 lbs. G.V.W.		Rated capacity, 11,000 lbs.
15,000 lbs. G.V.W.		
19,500 lbs. G.V.W.	} Single-speed, Timkin F106N Ratio, 5.8:1. Rated capacity, 15,000 lbs. 2-speed Eaton 13902. Ratio, 6.33:8.81. Rated capacity, 15,000 lbs.	

**Front axle:** Front axle features high strength, heat-treated forged alloy-steel. Rated capacity, 5,000 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 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.

**Steering box:** Worm and roller-type steering gear design. 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, 55.95'; 156" W/B, 50.68'. All measurements approximate — taken to centre line of outer tyre.

**Brakes:** Fully hydraulic system, vacuum boosted, operated by pedal acting on front and rear wheels. Total area drum lining front and rear combined, 388.5 sq. ins.

**Hand brake:** 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 square inches.

**Front brakes:** Single-anchor self-energising type. Dimensions, 14" x 2 1/2".

**Rear brakes:** Two-cylinder independently anchored. Dimensions, 15" x 4".

**Wheels and tyres:** Wheels are pressed-steel disc-type with split spring-steel locking rings. Rim sizes:

12,600 lbs. G.V.W.	20 x 5
13,500 lbs. G.V.W.	20 x 5
14,300 lbs. G.V.W.	20 x 6
15,000 lbs. G.V.W.	20 x 6
19,500 lbs. G.V.W.	20 x 6

**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, oil pressure, ammeter and temperature gauges, speedometer and mileage recorder.

**Seating:** Full-width seat with formed wire springs. Improved basic construction gives added support for back and knees. 4 1/2" finger-tip 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; 2-speed 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.

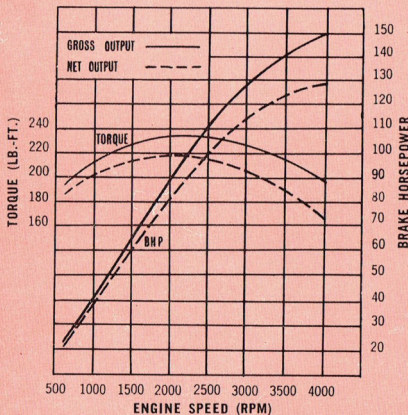
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Max. Gross Torque 234 lbs. ft. @ 2,200 r.p.m.

Max. Net Torque 218 lbs. ft. @ 2,000 r.p.m.



This leaflet shows the basic specifications for the F500 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.

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