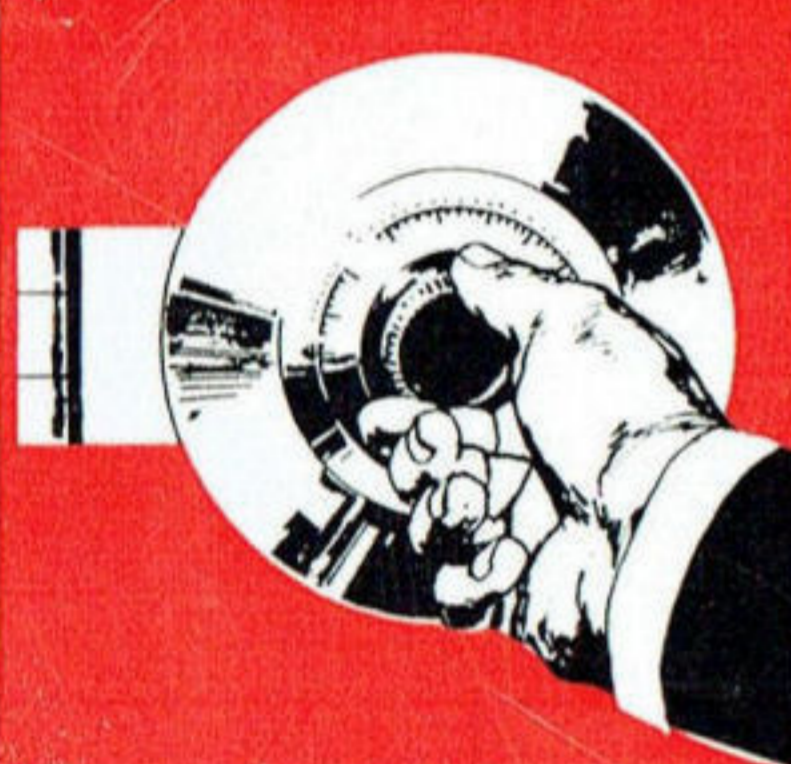



NOW BIGGEST IN THE F SERIES RANGE

NEW FORD F800

NORMAL CONTROL TRUCKS / MAX. GVW — 25,500 LBS.
MAX. GCW — 51,000 LBS.



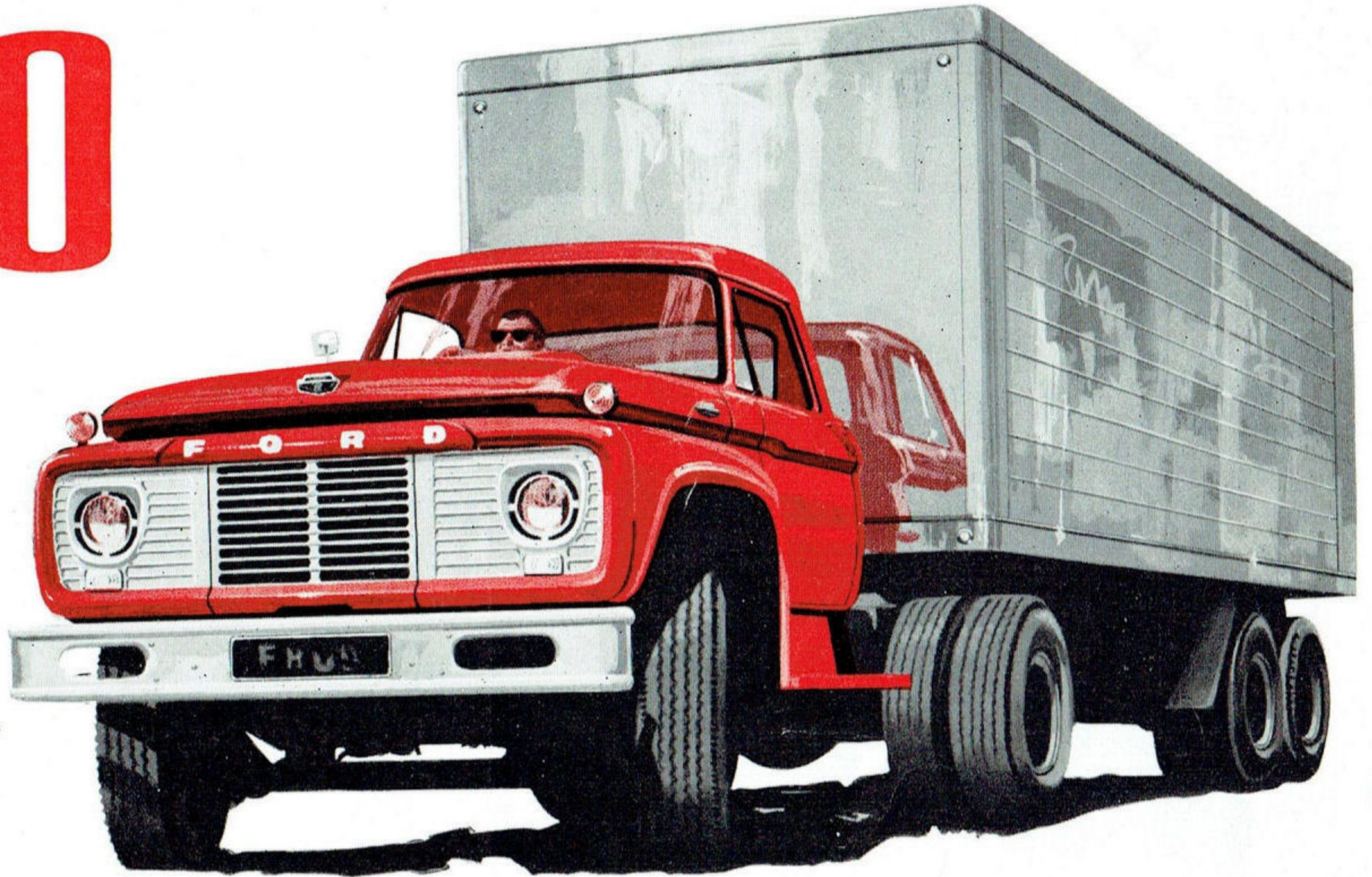
**YOU CAN BANK
ON A FORD!**



NEW FORD

F800

**QUALITY BUILT
WITH EXTRA
POWER AND
STRENGTH
FOR HIGH-PROFIT
HAULING!**



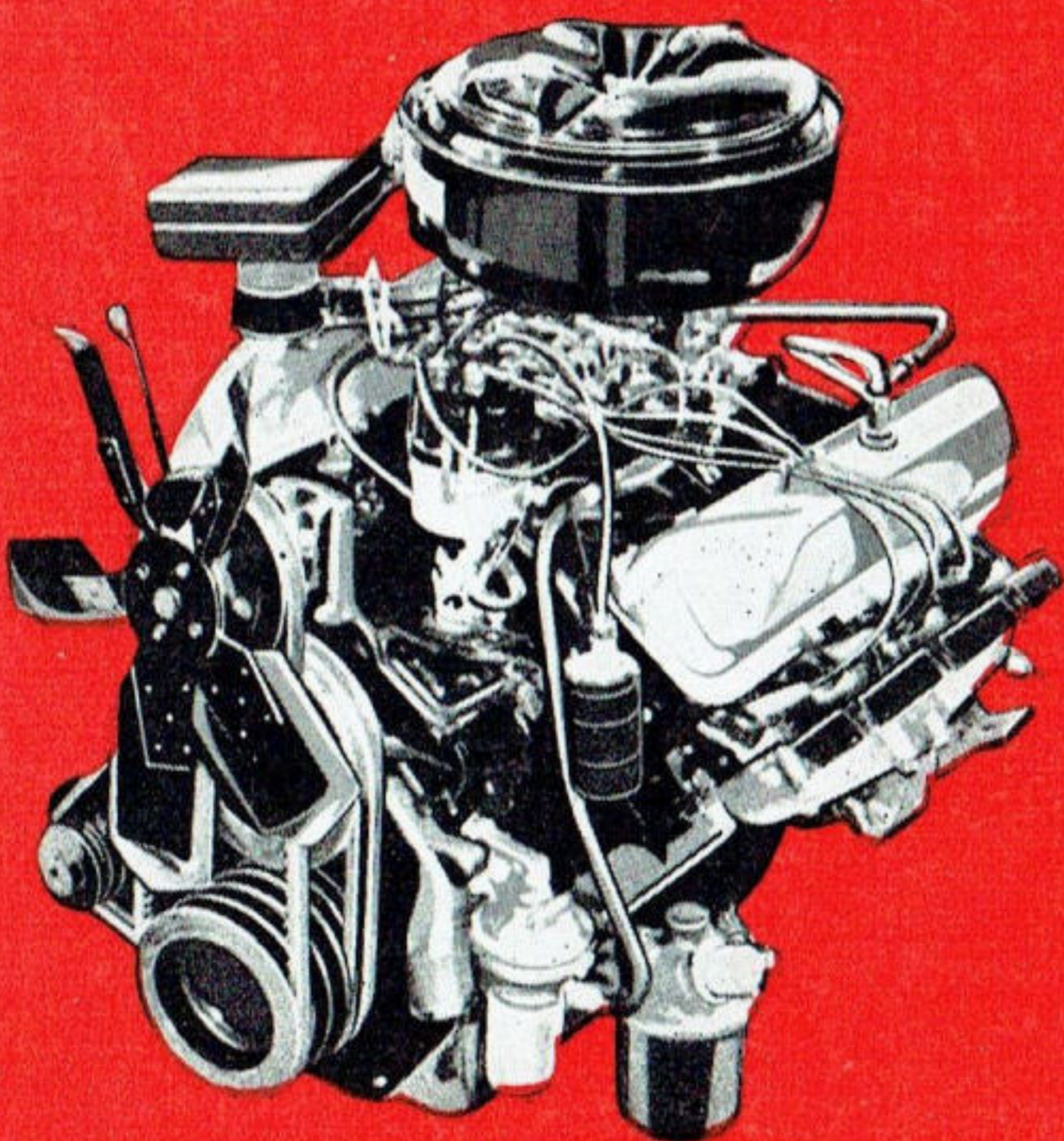
Backed by the growing success of F Series trucks over the years in Australia, Ford have now answered the demand for a bigger and more powerful unit to handle long distance haulage work. Intensive research and testing programs have resulted in this new F800. Here is a Ford heavyweight which will provide proven superior

performance, hauling maximum payloads. To do this job, every new component of the new F800 has been quality-designed and quality-built for longest life and maximum strength, with minimum weight. Truck operators will like F800's for dependability ease of service and maintenance economy and durability.

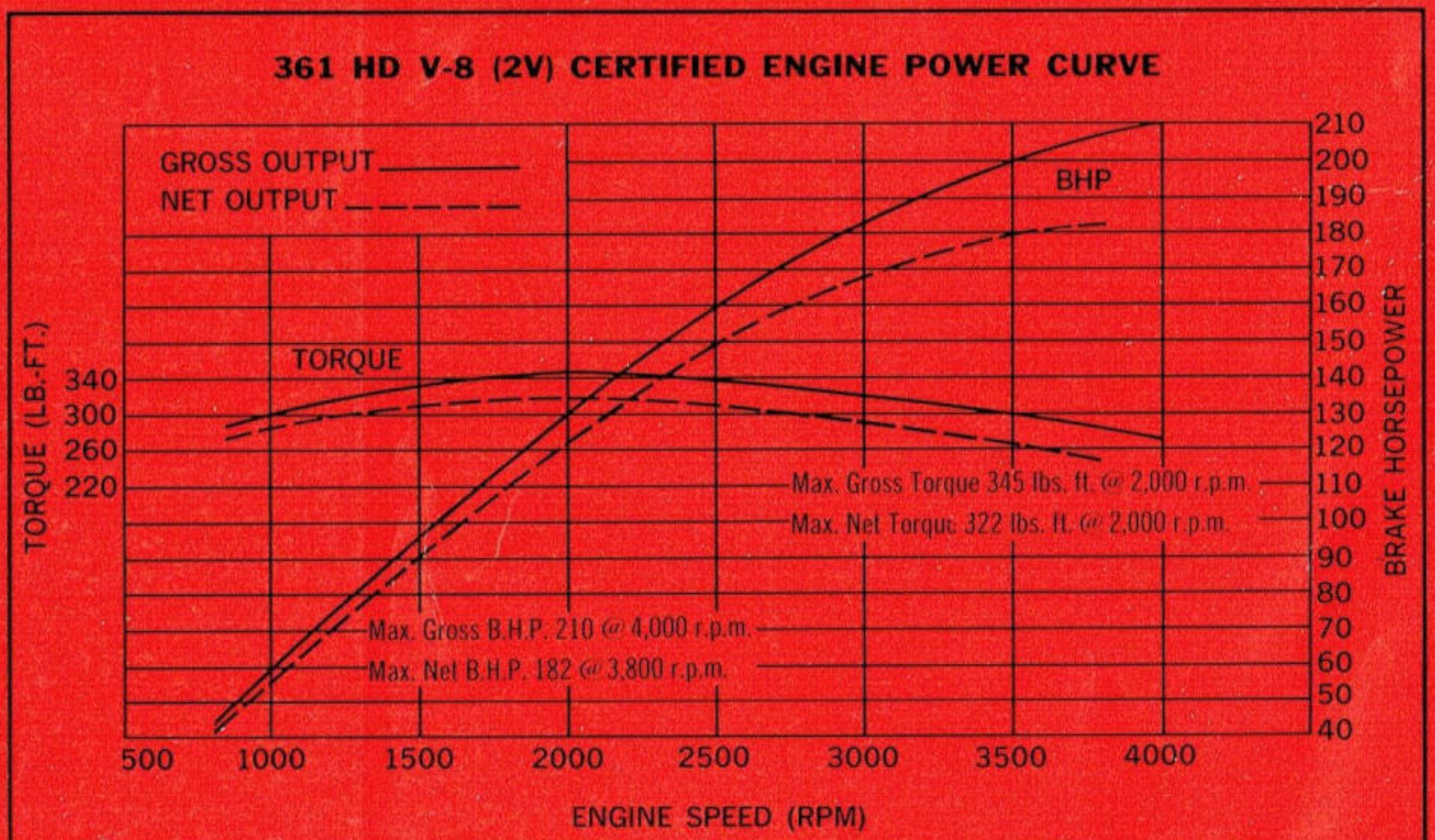
MASSIVE NEW 361 CID PETROL ENGINE FOR LONG TERM DURABILITY

Ford F800's heavy-duty V8 petrol engine provides the power and torque you need to maintain road speeds at part throttle, with more reserve speed to avoid changing down. It develops a maximum gross horsepower of 210 at 4000 rpm, and maximum gross torque of 345 at 2000 rpm. Maximum net horsepower is 182 at 3800 rpm, and maximum net torque is 322 lbs at 2000 rpm. By operating more at part throttle, you obtain longer engine life, and lower operating costs per mile. Premium features of this engine include . . .

Forged steel crankshaft, I-Beam type connecting rods and stress-relieved cylinder heads for extra durability. Rotating sodium cooled exhaust valves with chrome plated stems and hard-faced seat inserts give long life. Hydraulic valve lifters lessen the need for adjustment. A high-capacity water pump has seals designed to last the life of the engine. New-design oil ring assemblies provide better ring-to-cylinder-wall oil seal control.

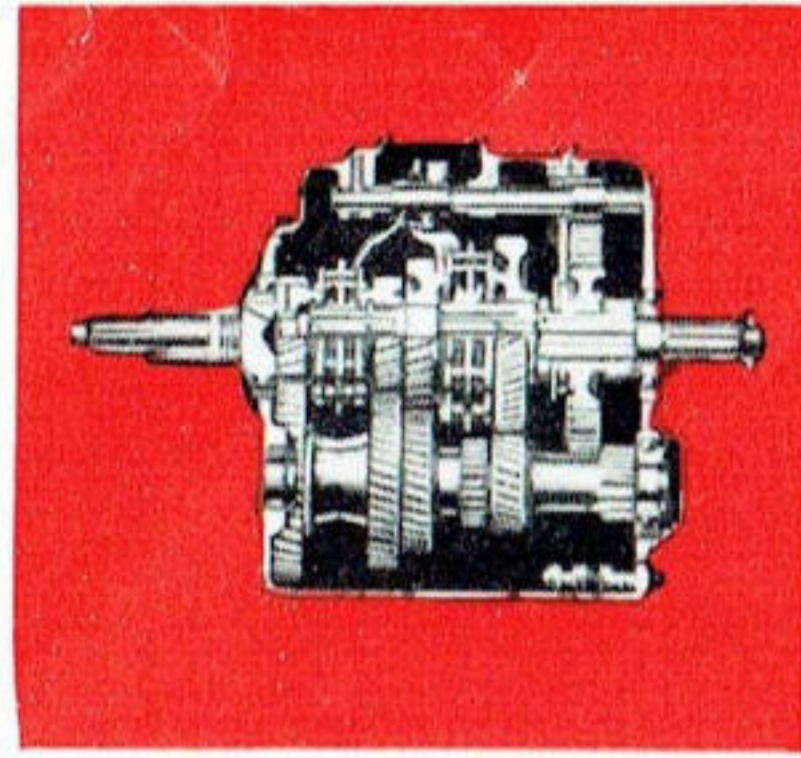


361 HD V-8 (2V) CERTIFIED ENGINE POWER CURVE



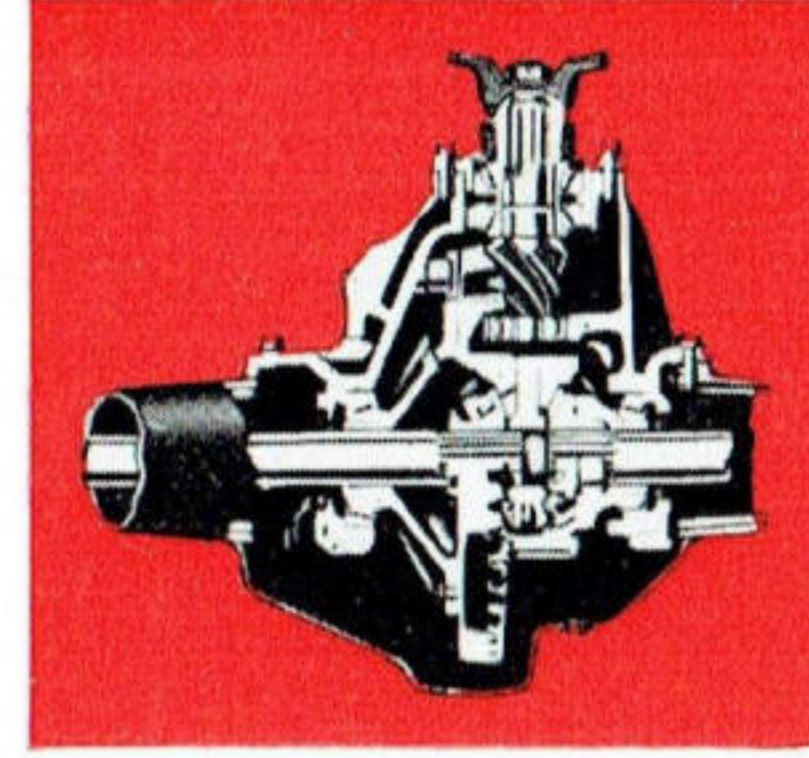
In the F800, all these features mean high profits!

HEAVY-DUTY 5 SPEED TRANSMISSION



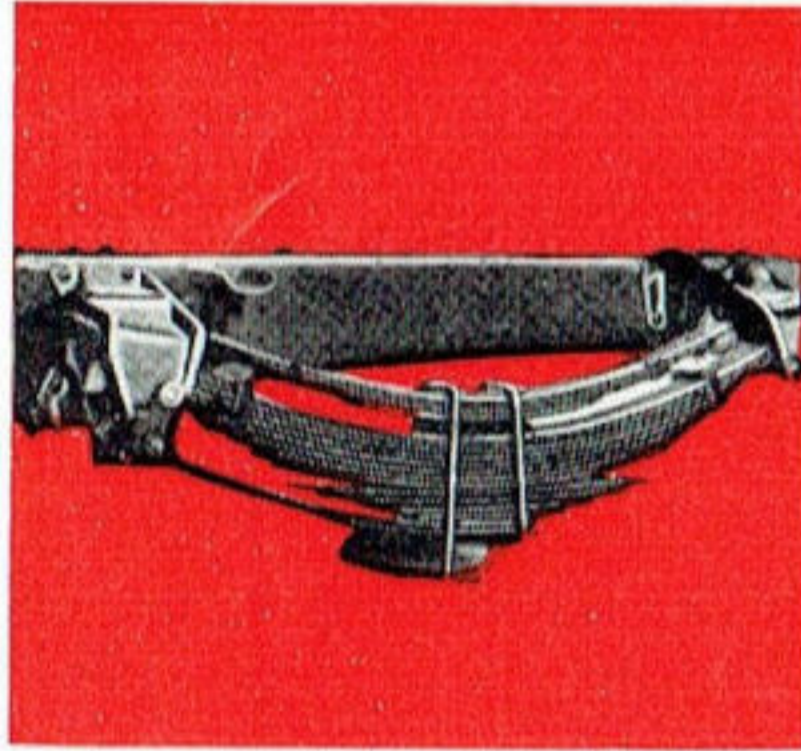
Ford F800's heavy-duty 5-speed Clark 2653-VI transmission is standard equipment. It has five forward and one reverse speed, with synchromesh on second, third, fourth and fifth. Constant mesh helical gears are fitted for the top four speeds. The transmission is one of the most proven in the business, with short gear travel in low and reverse.

HEAVY-DUTY 18,500 LBS. REAR AXLE



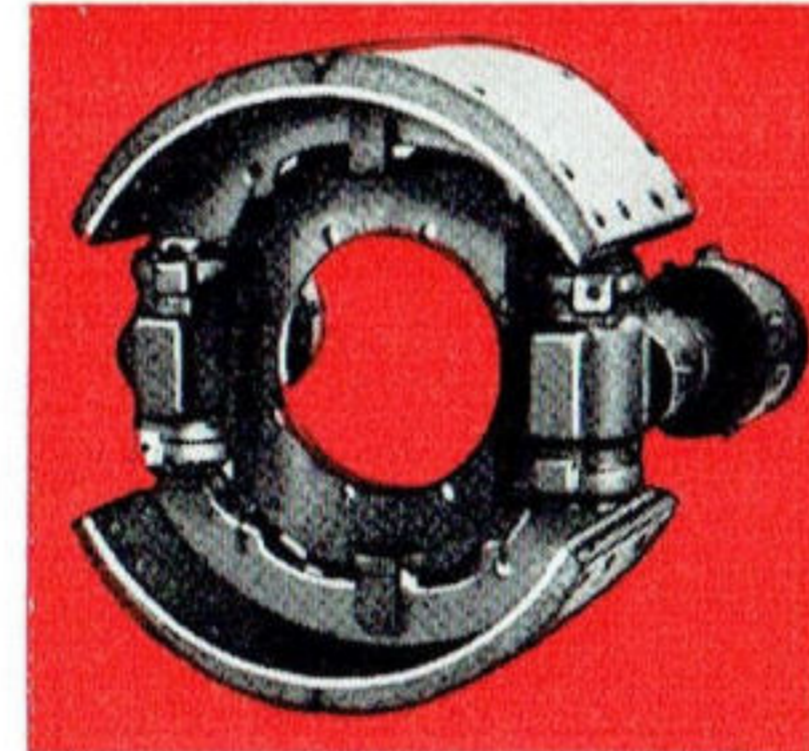
An extra-capacity 18,500 lbs Eaton spiral bevel full-floating 2-speed rear axle allows a combination of 10 forward and 2 reverse speeds, giving ideal ratios with desired flexibility for all road conditions and load variations. Ratio —7.17/9.77:1. This rear axle is matched to the tough work F800 has to do.

BIG CAPACITY RADIUS-LEAF SPRINGS

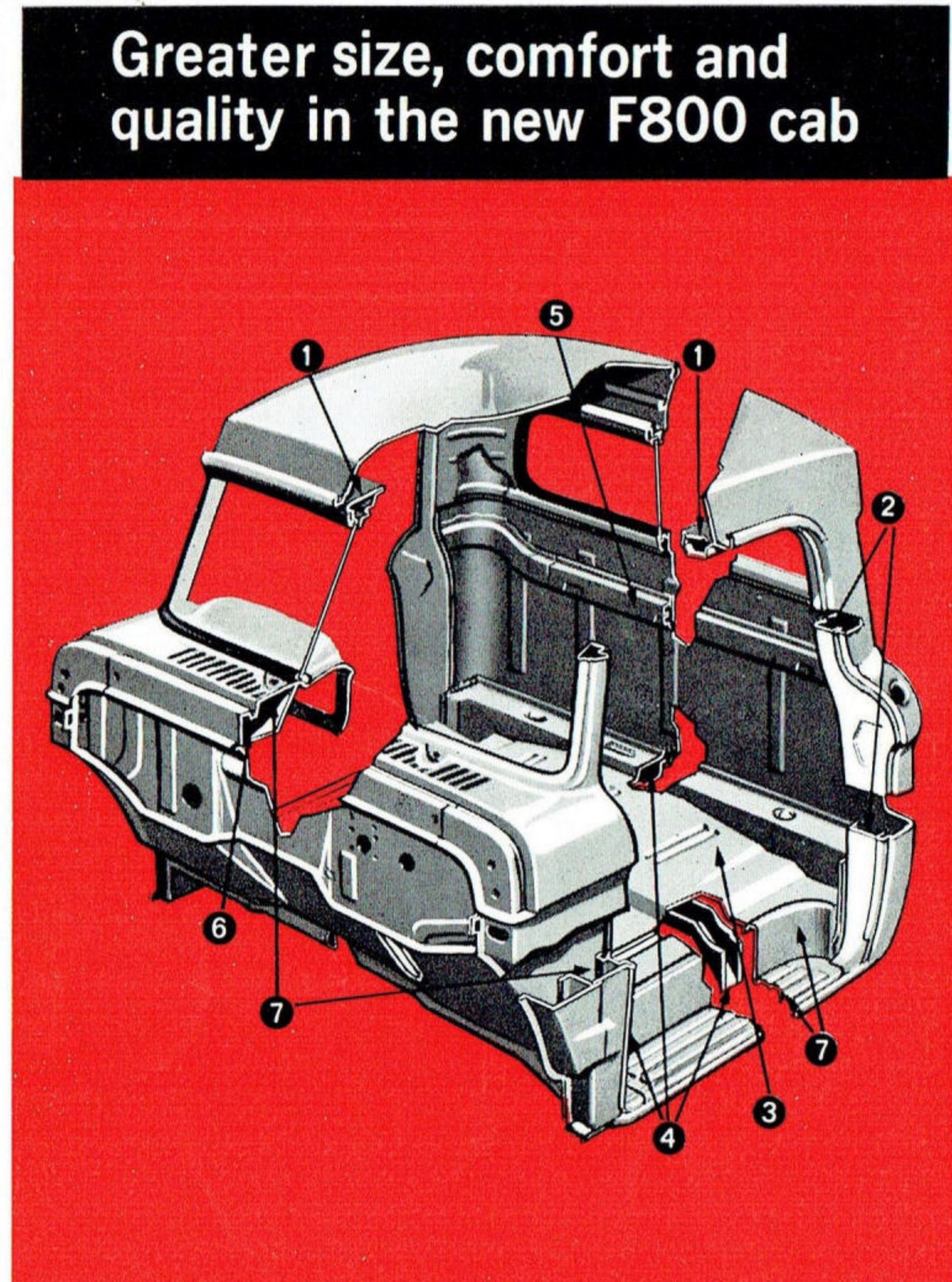


Front springs, of 4000 lbs capacity at pad, are wide-span semi-elliptics with low deflection rate. Rear main semi-elliptics have 9300 lbs capacity at pad, each using two radius leaves to take driving thrust. Fourleaf auxiliaries (also standard) have 2250 lbs capacity at pad.

RESERVE BRAKE POWER WITH BIG BOOST



Powerful Heavy-duty hydraulic brakes have a total drum lining area of 641.9 sq. ins. with a big vacuum booster (including vacuum reservoir and warning light). Internal shoe parking brake gives additional security while stationary.

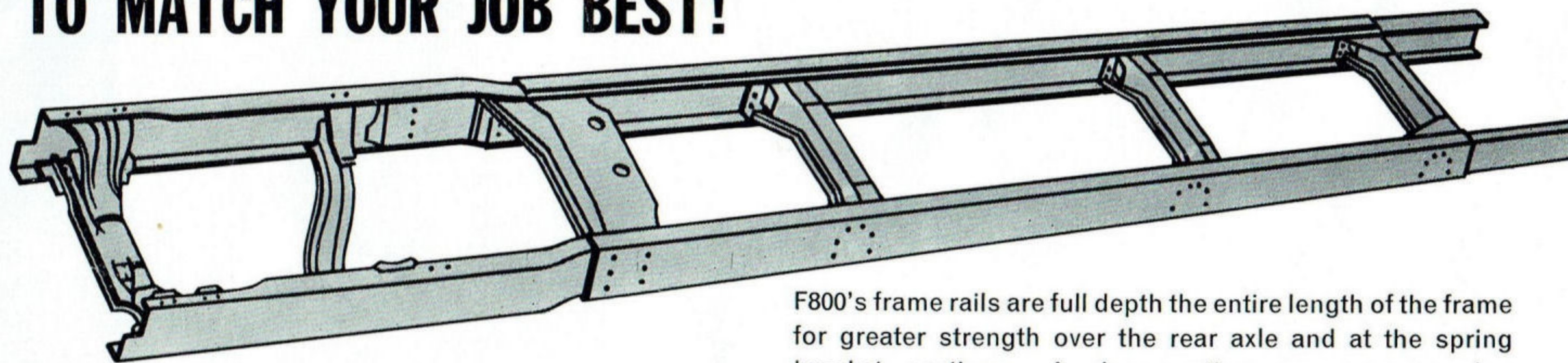


Greater size, comfort and quality in the new F800 cab

Long life is provided for Ford heavy-duty conventional cabs by all-welded construction and the following features:

- 1 Boxed windshield header and roof siderails are of .048-inch steel.
- 2 Door alignment is retained by lock pillar reinforcements from roof rails to floor pan. Pillars are gusseted at the floor for added rigidity.
- 3 Floor pan and toeboard are .060" thick. Frame for transmission access panel in the floor pan also serves as a floor pan reinforcement.
- 4 Three floor crossmembers are used. Number one, of 1/8-inch steel, supports the cab on the two front cab mounts. Number two, of .075-inch steel, supports the front of the seat and centre floor loads. Number three is box-type construction of .120-inch steel for strength in the rear cab mount area.
- 5 Hat-type section crossmember strengthens the back panel.
- 6 Double-walled cowl arch welded to the cab fire-wall and front pillars adds strength to the front of the cab, and forms plenum chamber for the Hi-Dri ventilation system.
- 7 Zinc rich and rust resistant primers and galvanised sheetmetal protect critical cab areas from rust and corrosion.

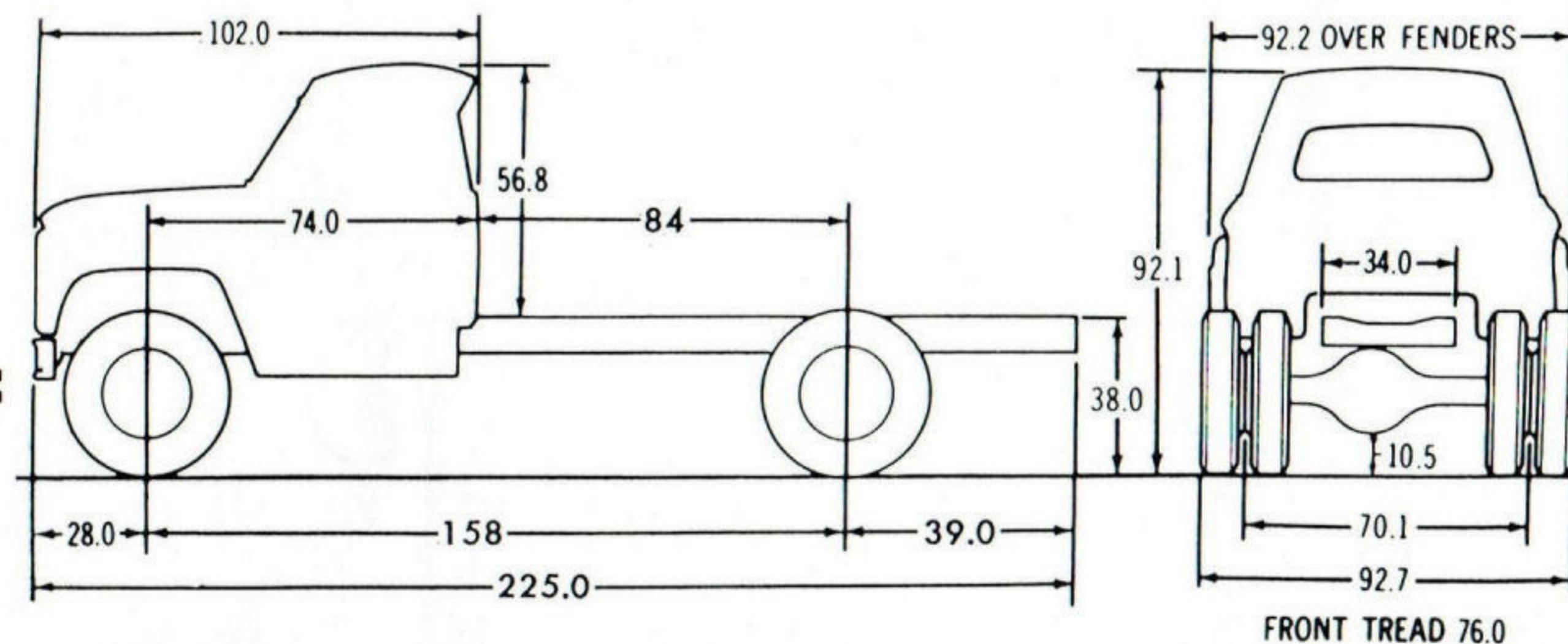
FORD QUALITY-BUILT CHASSIS COMPONENTS ARE ENGINEERED TO MATCH YOUR JOB BEST!



F800's frame rails are full depth the entire length of the frame for greater strength over the rear axle and at the spring bracket sections. A deep-section rear crossmember provides extra frame rigidity and protection against frame twisting. Standard SAE "X" width facilitates fitting of standard or custom-built bodies. An inverted L-type outer reinforcement is standard.

Wheelbase	Max. Side Rail Section	Section Modulus
158"	9.56 x 3.06 x .28	19.19
(Reinforcement 9.13 x 3.35 x .25 Inverted L)		

CHASSIS DIMENSIONS:



NEW FORD

F800

ABRIDGED SPECIFICATIONS

ENGINE: Standard — eight cylinder OHV 4.05" bore, 3.50" stroke. Displacement 361 cub. ins. Compression ratio 7.4. Horsepower, RAC rating 64. Max. BHP: Gross 210 @ 4000 rpm. Net 182 @ 3800 rpm. Max. Torque 345 lbs/ft. @ 2000 rpm. Net 322 @ 2000 rpm.

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.

OIL CAPACITY: 8 quarts including filter.

FUEL: Two-barrel Holley 2-V Downdraught. Accelerator pump. Fuel enrichment system eliminating exhaust back-fire on acceleration. Heat cross-over passage in intake manifold utilizes exhaust gases to vaporize incoming fuel mixture. Oil bath air cleaner, capacity 1 quart.

FUEL SUPPLY: Vented filler cap. Mechanical Carter fuel pump with long-life disposable type integrally mounted fuel filter.

COOLING SYSTEM: Pressurised series flow cooling system resulting in direct water flow 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. 5-bladed fan, with unequal spacing.

COOLING SYSTEM CAPACITY: 21 Imperial quarts.

ELECTRICAL: Coil and distributor with vacuum advance. 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: 12 volt 70 amp. 66 plate. Negative terminal grounded.

ALTERNATOR: Ford 45 amp, 12 volt.

CLUTCH: Hydraulic cushion plate, with spring damper. Diameter 13". Frictional area 183.4 sq. ins.

GEARBOX: Clark 2653 VI. Five forward, one reverse speed standard equipment. Synchromesh on second, third, fourth and fifth. Constant mesh helical gears in top four speeds.

GEARBOX RATIOS: First, 7.08:1, Second 4.08:1; Third 2.23:1; Fourth, 1.46:1; Fifth 1:1; Reverse 6.73:1.

POWER TAKE-OFF: Six bolt SAE Power take-off on both sides of transmission.

NEW FORD

F800

ABRIDGED SPECIFICATIONS

GEARBOX CAPACITY: 9.6 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 spiral bevel type. Eaton 17,800, ratios 7.17/9.77. Rated capacity, 18,500 lbs.

FRONT AXLE: Front axle features high strength, heat-treated forged alloy-steel. Rated capacity 7000 lbs.

FRAME: Deep channel section side members with inverted L-type reinforcement parallel laddertype 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. Full depth through entire length.

SPRINGS: Front semi-elliptic springs are wide span, with low deflection rate for desirable riding qualities and stability. Axle ahead of spring centre prevents wind-up. Rear, variable rate combined with radius leaf enables main springing to perform its correct function without the added strain of taking the driving thrust.

SPRINGS			
GVW (lbs)	W/Base	Front	Rear
25,500	158"	54" x 4.0", 7 leaf, capacity at pad 4000 lbs.	46-59" x 3", 13 (11 main, 2 radius leaves), cap. at pad: 9300 lbs. (Auxiliary: 35.5" x 3", 4-leaf, 2250 lbs cap. at pad—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 wheel diameter — 20".

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

TURNING CIRCLE DIAMETERS: 158"W/B 52.2'. Measurement approximate—taken to centre line of outer Tyre.

BRAKES: Pedal operated full hydraulic system, vacuum boosted, acting on front and rear wheels. Total area drum lining front and rear combined, 641.9 sq. ins.

HAND BRAKES: Internal shoe parking brake. Parking brake drum is mounted on the rear of the drive line at the rear of trans-

mission. The brake drum is bolted to the flange of the front universal joint and the internal expanding shoe is self-energising. Area: 63.42 sq. ins.

FRONT BRAKES: Double-anchor self-energising type. Dimensions 15" x 3".

REAR BRAKES: Two cylinder self energising. Dimensions: 15" x 7.0".

WHEELS AND TYRES: Wheels are cast spoke. Rim sizes: 20 x 7.0—7 wheels. Standard tyre equipment: Front and dual rear 9.00 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 3 point cab mounting 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 alternator indicator lights, speedometer and temperature gauge, tachometer and vacuum 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.

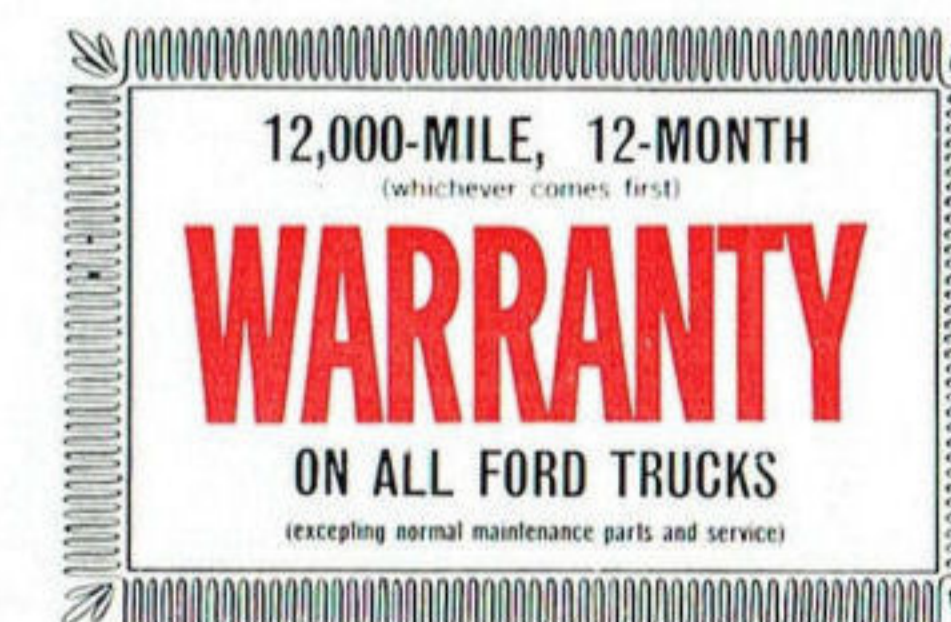
WINDOWS: Full-width windshield, wide rear windows, wide, large door windows, giving all-round visibility.

SEATING: Full-width seat with formed wire springs. Improved basic construction gives added support for back and knees. 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; ash receptacle; glove box; horn; dual 2-speed electric windshield wipers; treadle-type accelerator pedal; long arm outside rear view mirror on chassis cab; internal sunvisors; standard tools; jack.

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FORD SALES COMPANY OF AUSTRALIA LIMITED Regd. Office: 1735 Sydney Road, Campbellfield, Vic.

NEW FORD F800

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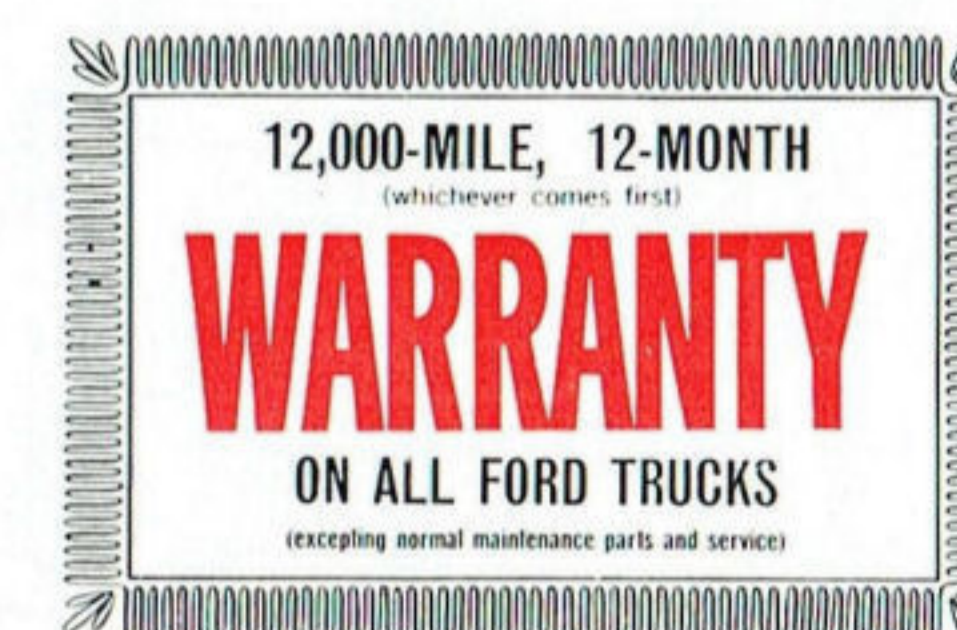
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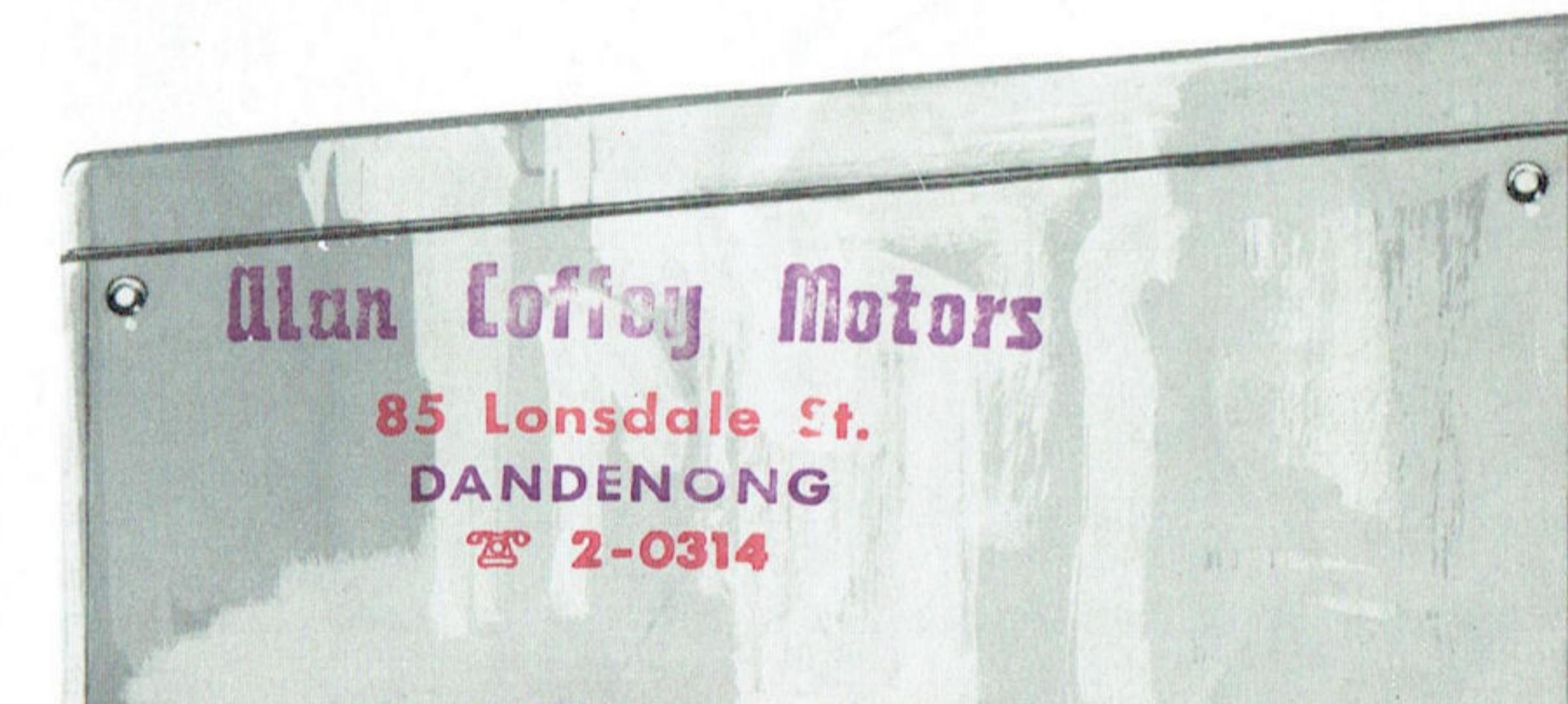
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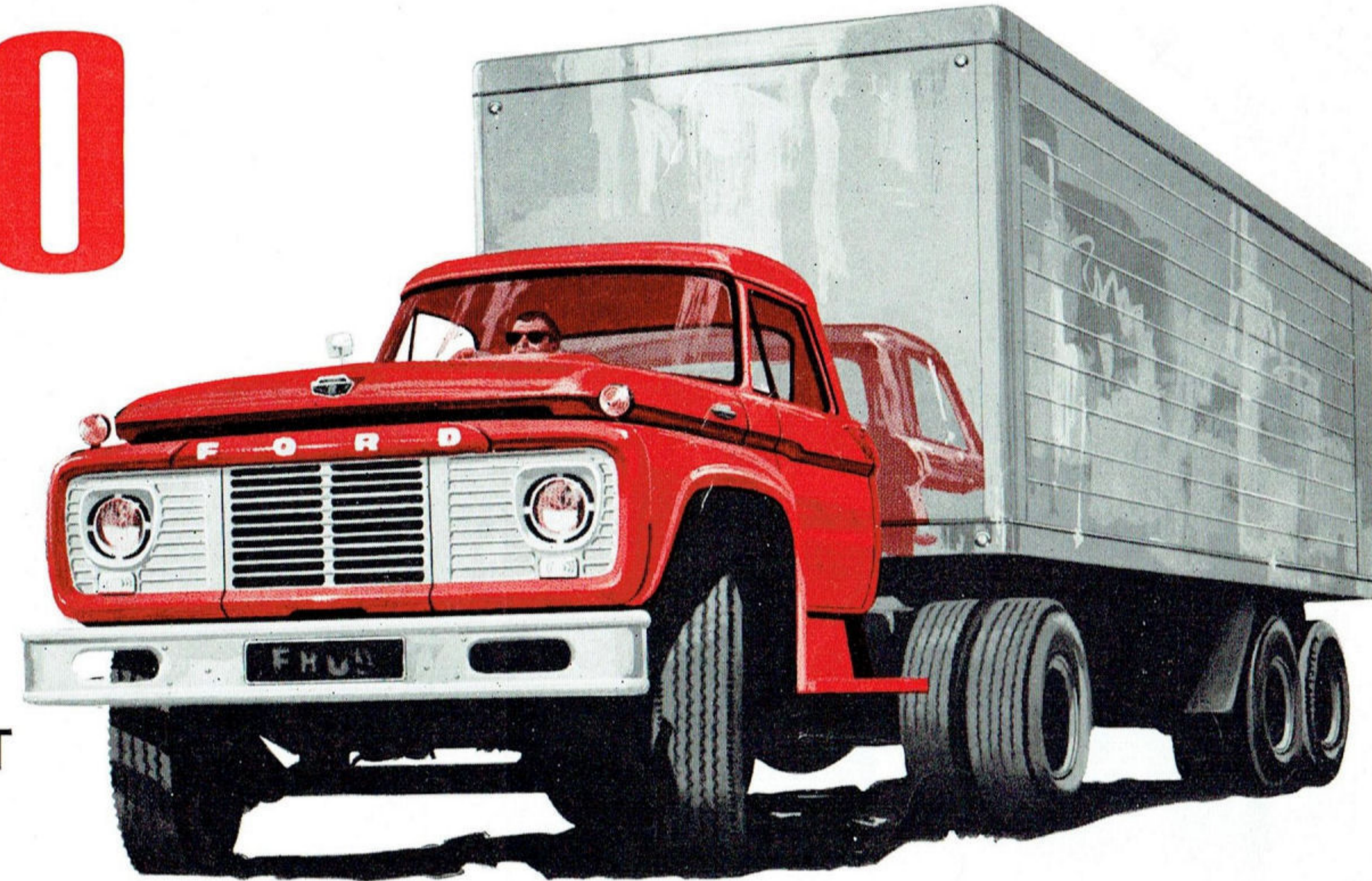
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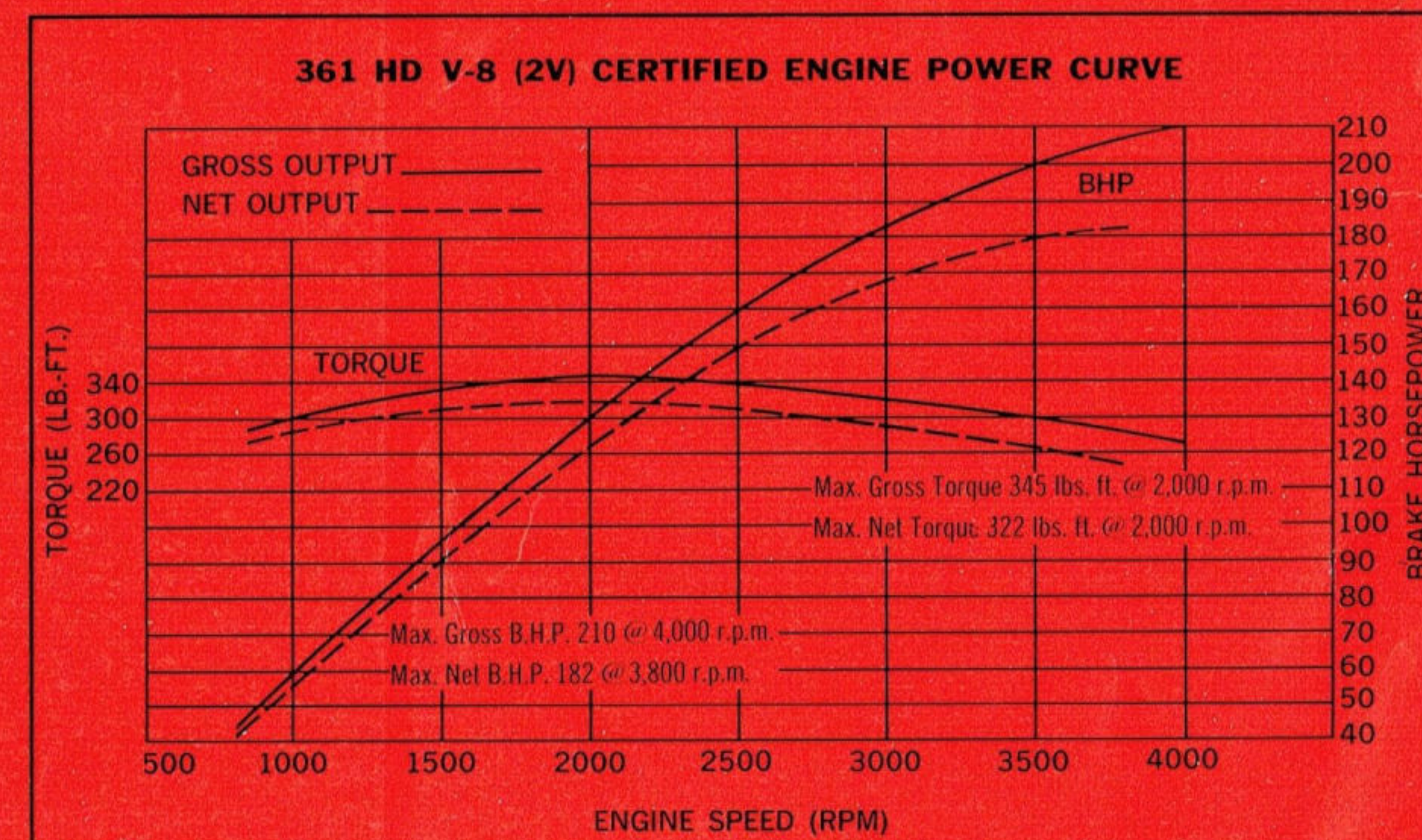
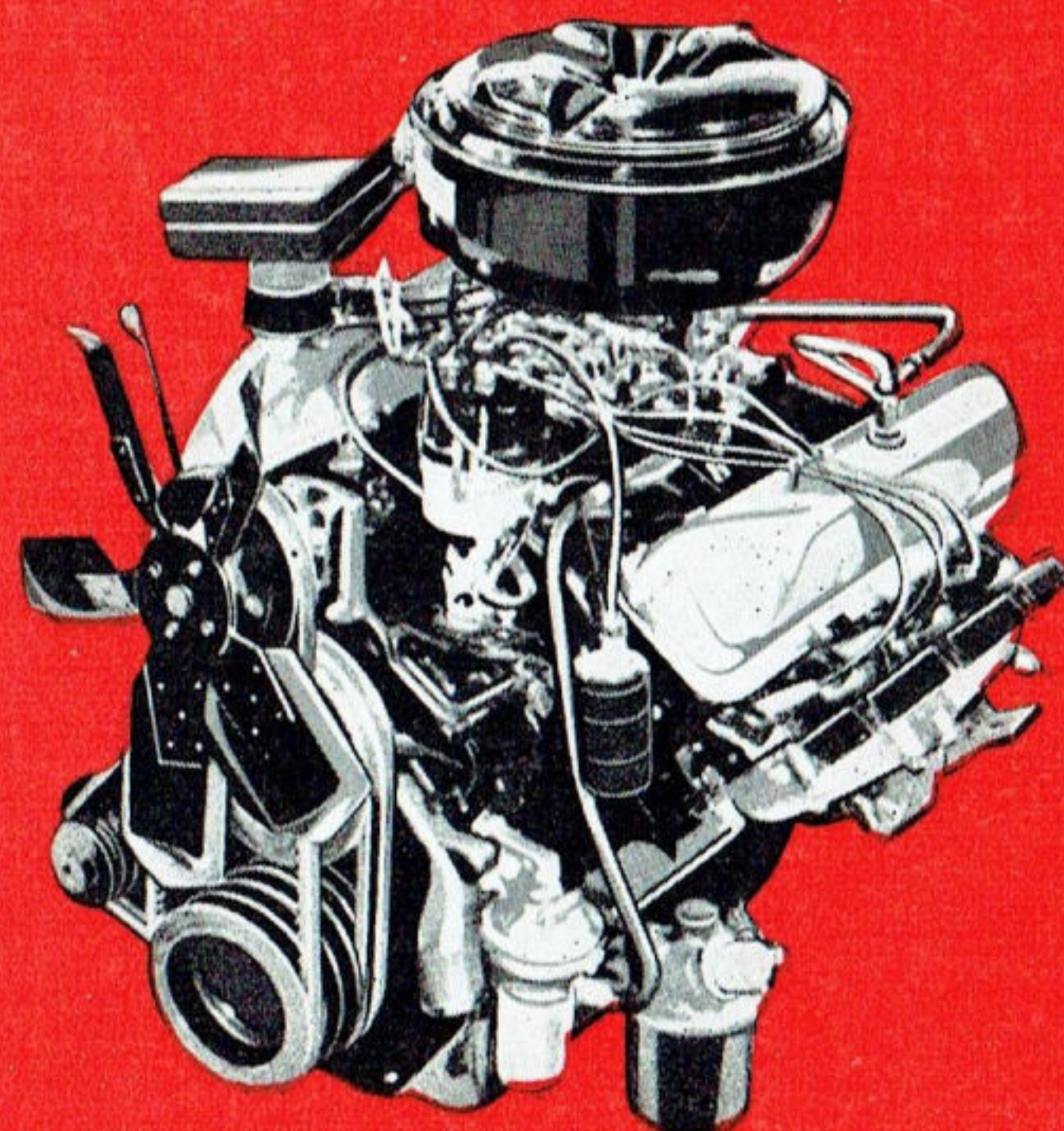
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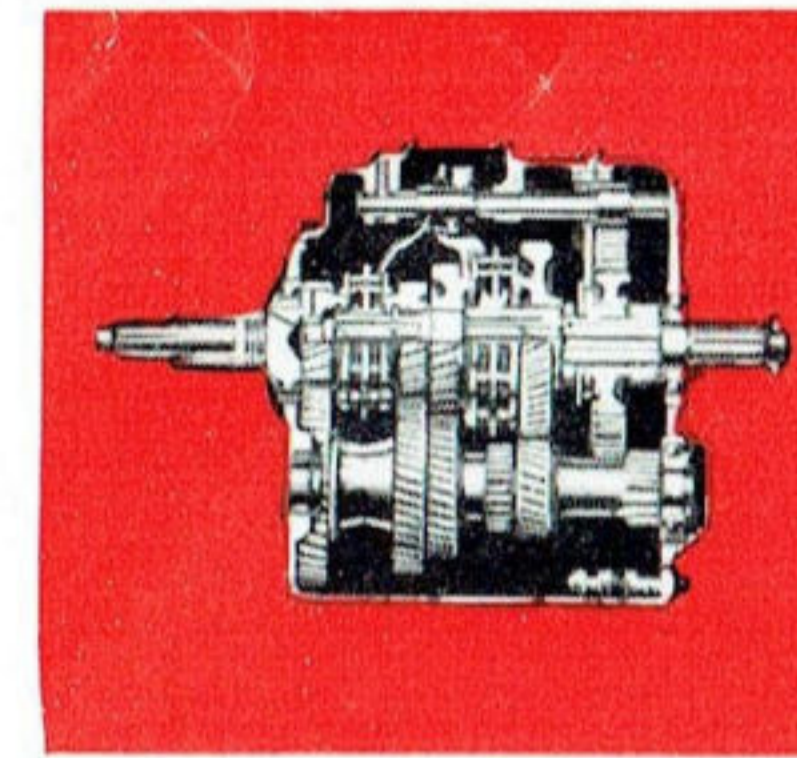
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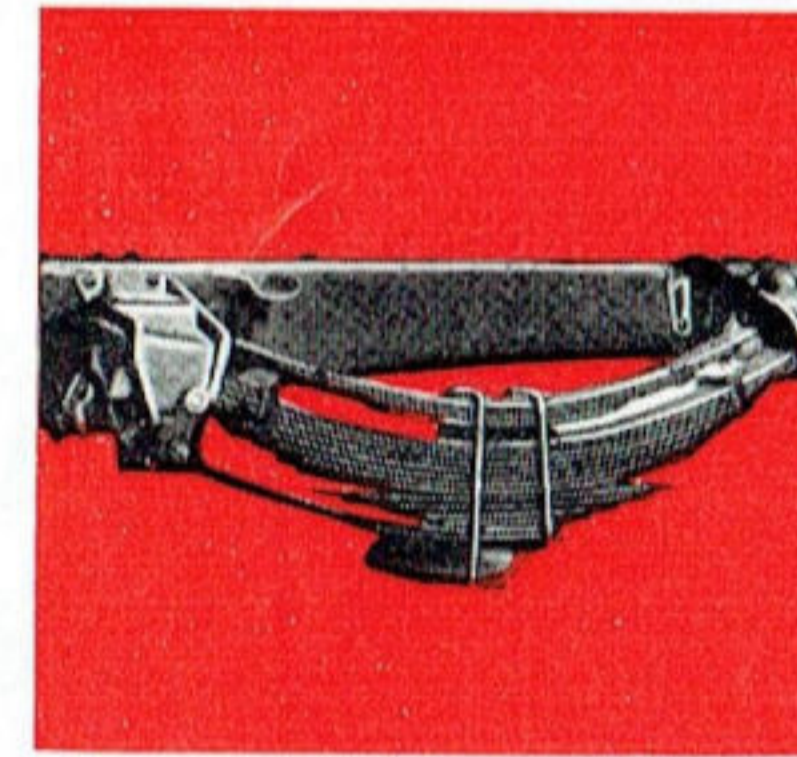
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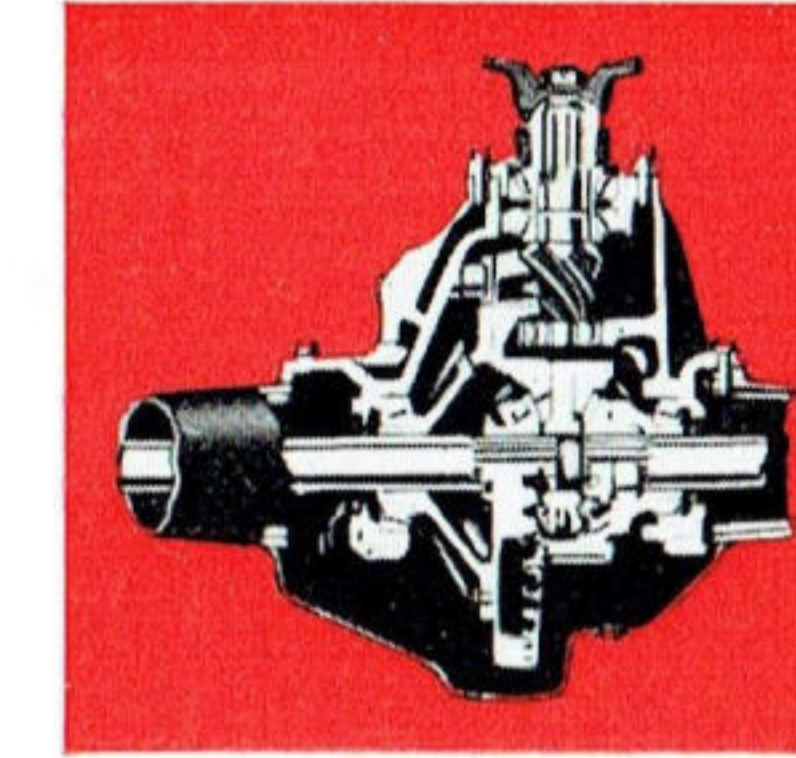
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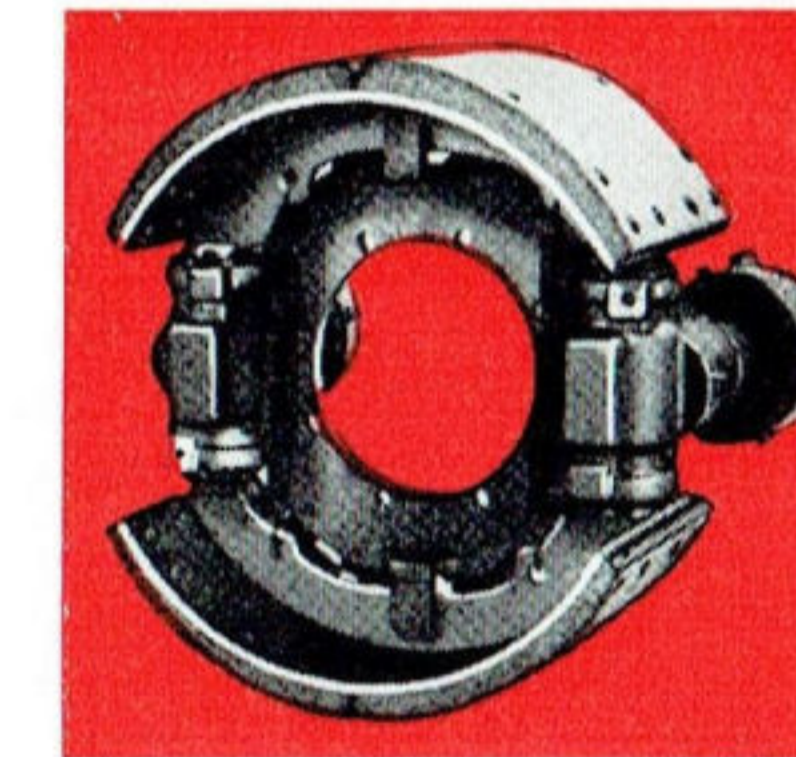
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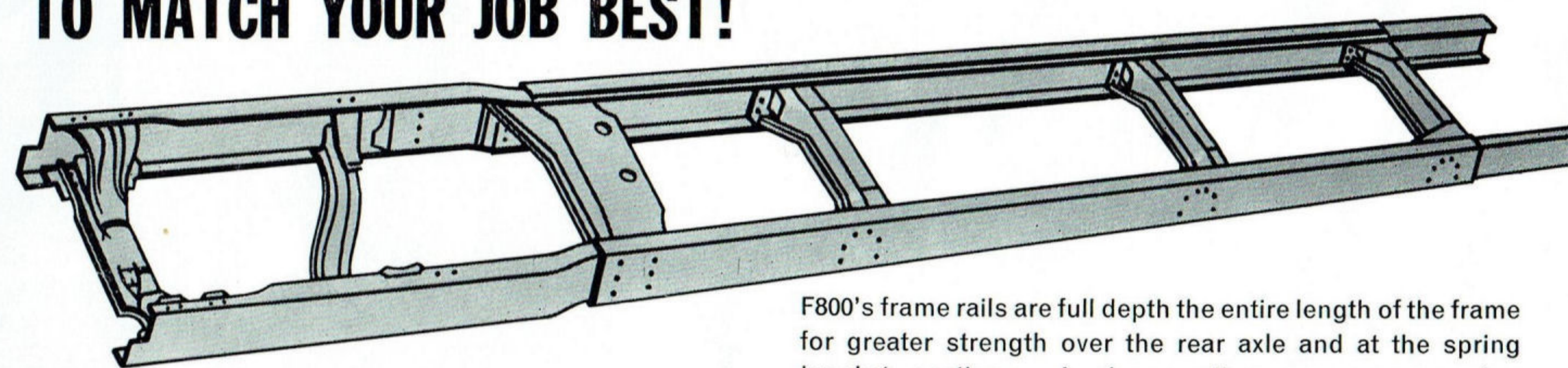
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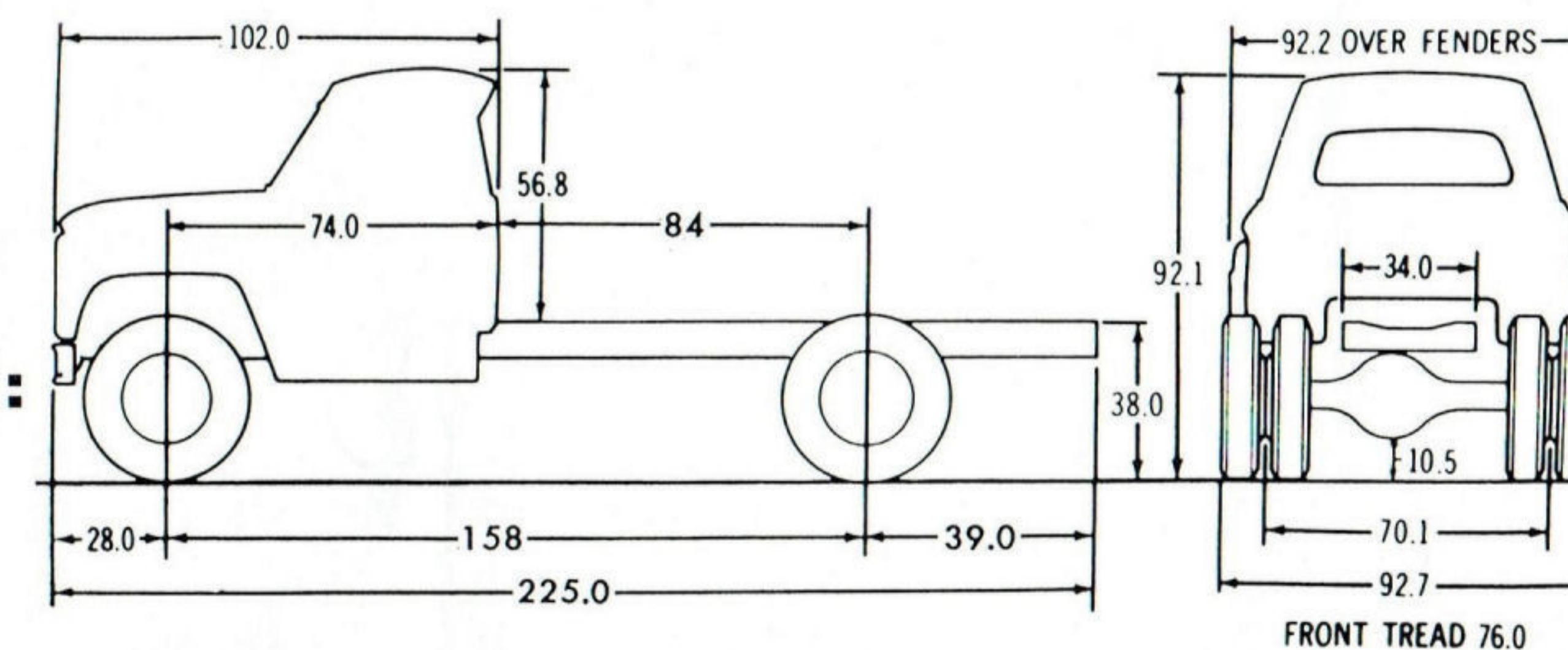
FORD QUALITY-BUILT CHASSIS COMPONENTS ARE ENGINEERED TO MATCH YOUR JOB BEST!



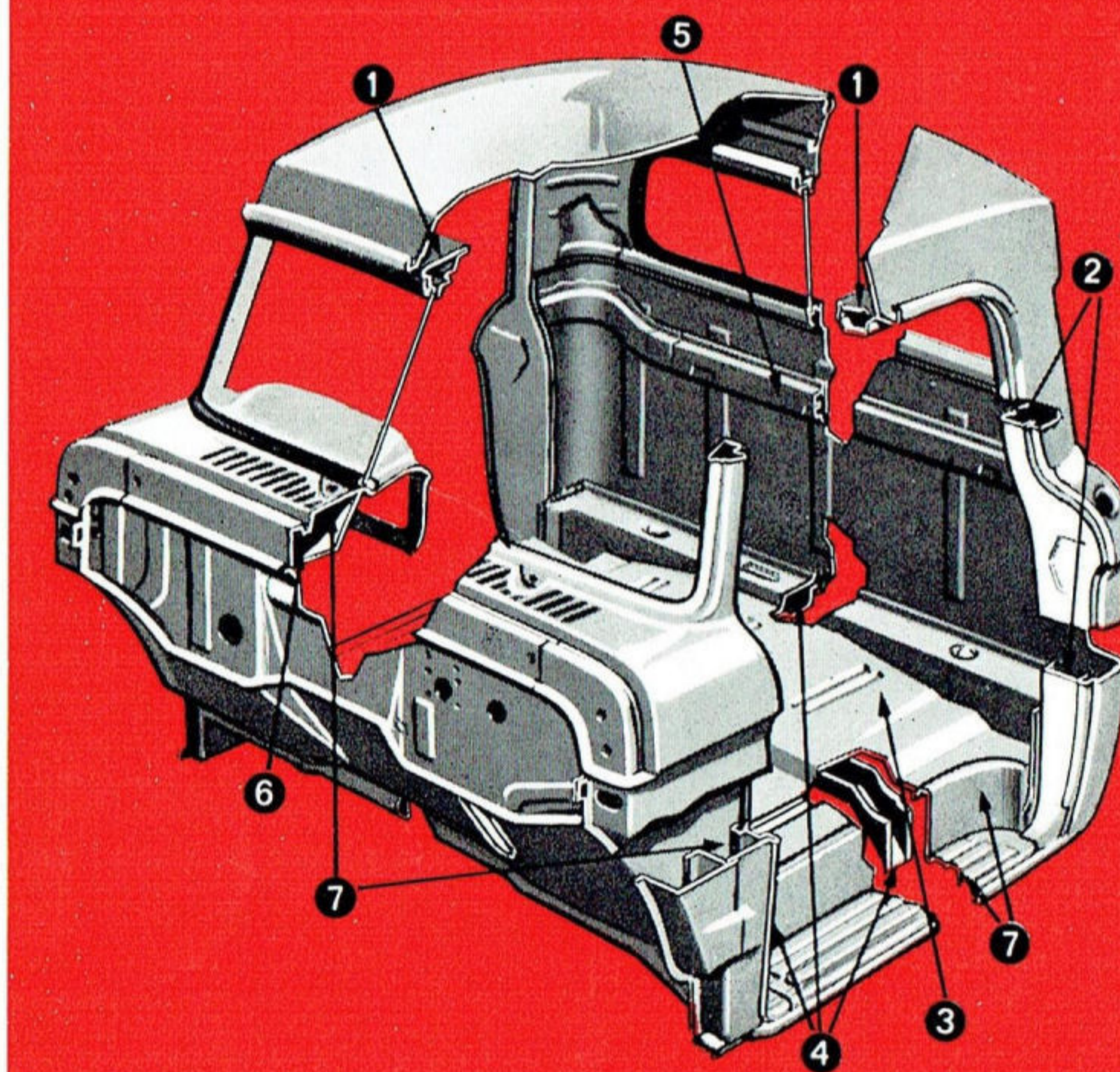
Wheelbase	Max.Side Rail Section	Section Modulus
158"	9.56 x 3.06 x .28	19.19
(Reinforcement 9.13 x 3.35 x .25 Inverted L)		

F800's frame rails are full depth the entire length of the frame for greater strength over the rear axle and at the spring bracket sections. A deep-section rear crossmember provides extra frame rigidity and protection against frame twisting. Standard SAE "X" width facilitates fitting of standard or custom-built bodies. An inverted L-type outer reinforcement is standard.

CHASSIS DIMENSIONS:



Greater size, comfort and quality in the new F800 cab



Long life is provided for Ford heavy-duty conventional cabs by all-welded construction and the following features:

- 1 Boxed windshield header and roof siderails are of .048-inch steel.
- 2 Door alignment is retained by lock pillar reinforcements from roof rails to floor pan. Pillars are gusseted at the floor for added rigidity.
- 3 Floor pan and toeboard are .060" thick. Frame for transmission access panel in the floor pan also serves as a floor pan reinforcement.
- 4 Three floor crossmembers are used. Number one, of 1/8-inch steel, supports the cab on the two front cab mounts. Number two, of .075-inch steel, supports the front of the seat and centre floor loads. Number three is box-type construction of .120-inch steel for strength in the rear cab mount area.
- 5 Hat-type section crossmember strengthens the back panel.
- 6 Double-walled cowl arch welded to the cab fire-wall and front pillars adds strength to the front of the cab, and forms plenum chamber for the Hi-Dri ventilation system.
- 7 Zinc rich and rust resistant primers and galvanised sheetmetal protect critical cab areas from rust and corrosion.