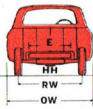
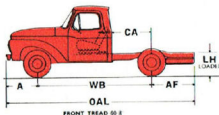
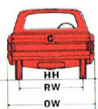
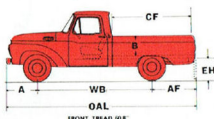
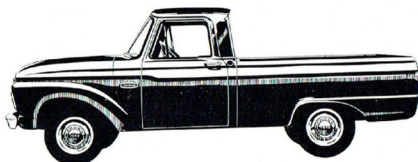


Ford F Series Trucks

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.	2024 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: 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 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. in.

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 6.66:1, 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 1/4" x 7/32" (9/32" secondary).

Parking brake: Size: same as rear service brakes (11" x 1 1/4"). Location: rear wheels. Type of lever: Bayonet type mounted under the dash.

Tyres 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: With easy-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-necked 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.

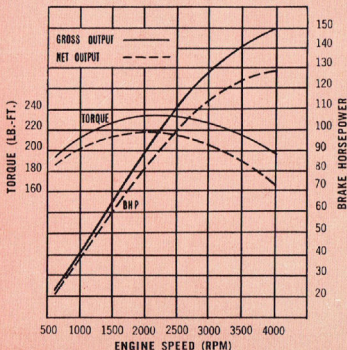
Ventilation: Hi-dri all-weather ventilation, round grille-type defroster vents that direct air to eye level on windshield for quick, safe visibility.

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, cowl, 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.



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.

F100/58



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