

F SERIES

F100 F250 F350



Ford Australia - We're moving with you.



F100

Your next car might be a truck

An F100 XLT to be exact. A Ford F100 styleside truck loaded with a list of comfort and convenience features could be just the vehicle for your working and recreational needs. Maybe you tow a boat or a good-sized van. Maybe you get off-road a bit and need a rig with good clearance. If this sounds like you, then an F100 XLT pick-up could suit you and your family down to the ground.

Seat design and trim

The cab of the F100 has a trim aerodynamic shape outside and yet still allows plenty of comfort and generous 'three across' seating inside. Seat construction is by way of framed wire supports overlaid with foam providing a comfortable bench. Foam thicknesses are approximately 100mm (4") on both bench and seat back. Trim is in attractive vinyl, with the XLT model featuring cloth seat facings, woodgrain insert front door trim and colour-keyed sun visors.

Stabiliser bars standard on SW/B F100

Ride and comfort depends heavily on good suspension isolation and geometry. The short wheelbase F100 pick-up is fitted with both front and rear stabiliser bars to control pitching and improve handling on rough roads.



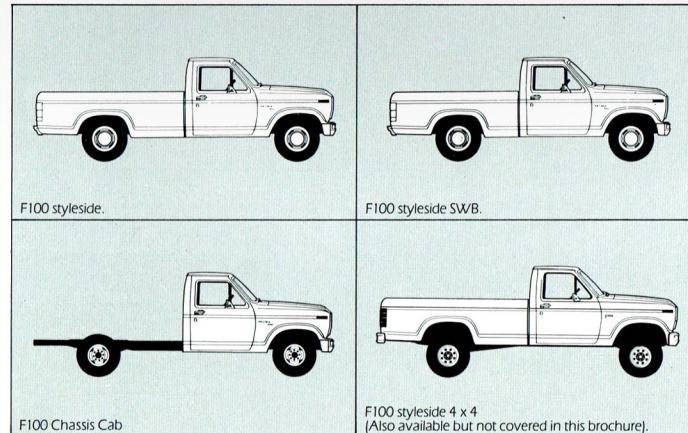
Build your business on a Ford F100

Where other 'lighter weight' one tonners just don't measure up, you can rely on Ford F100. The F Series favourite that works hard, rides easy and looks great. Put your name on one soon.

Works hard. Plays hard.



Illustrated this page and front cover: F100 with optional styled steel wheels available at extra cost.



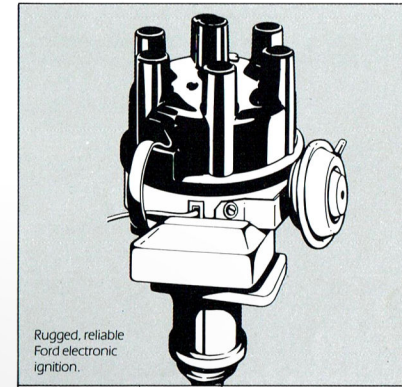
V8 power and automatic transmission (optional at extra cost)

The hefty Ford 5.8 litre V8 engine is recommended where heavy duty applications are being considered e.g. construction, heavy engineering, big boat/van towing and so on. An extremely valuable option which is available with the V8 engine is the automatic transmission package.

Alloy Head II



The F100 with an Alloy Head II engine, electronic ignition, a two stage carburettor, viscous clutch fan and other engineering refinements, provides excellent 6-cylinder fuel economy. Selective use of lightweight materials in its construction contribute to its fuel economy without affecting the traditional F100 ruggedness and design strength.



Rugged, reliable Ford electronic ignition.

F100 model line-up

Whatever the 1 tonne application the F100 can match it. Choose a short wheelbase styleside pick-up or the longer wheelbase version. You can specify the F100 cab chassis unit and within the permitted specifications, fit your own tray, box van, or other style. For additional luxury specify the XLT version.

F100

The current F-100 pick-up and chassis cab models are evolutionary trucks for the eighties. Engineered to fit in with the changing economic needs, yet retaining those characteristics which have helped to make them synonymous with hard work and rugged durability.

Engineered for the 80's

- Fuel-efficient 4.1 litre Alloy Head II engine.
- Smooth improved aerodynamic styling means less air drag.
- Positive steering action.
- Front end geometry designed for excellent down road stability.
- Stamped axle with adjustable camber feature.
- Rear axle with limited slip differential.
- Steel belted radial tyres on all F100 Series models.
- Good all-round cab visibility and forward down vision.
- Handsome functional style dashboard.

Optional features available at extra cost

- Ford factory-fitted air conditioning.
- Power steering.
- Auxiliary fuel tank.
- 5.8 litre V8 engine.
- 3-speed automatic transmission package.

Chassis rubber isolated

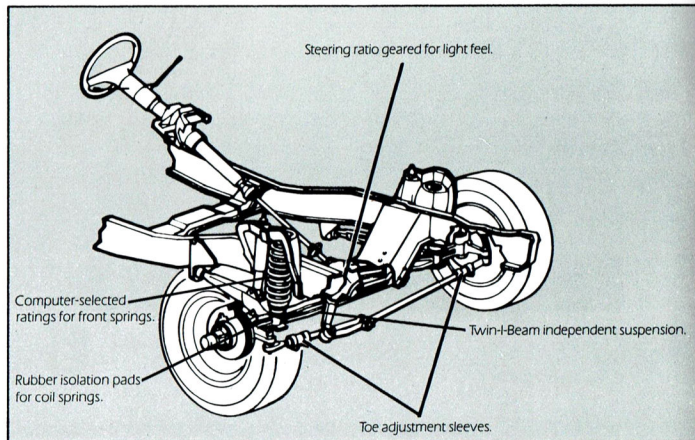
The front and rear suspensions on all F100 models are isolated from the frame by rubber pads and bushings. By isolating the suspension in this way driver comfort is improved through reducing the transmission of road noise and vibration and the effect of minor road shocks.

Steering geometry affords excellent down road stability

A second toe adjustment sleeve on the steering linkage of the F-Series permits toe-in to be set while steering gear 'centring' is maintained. This gives the driver sure, positive feel down the highway.

Ford Twin-I-Beam front suspension

The proven and rugged Twin-I-Beam independent front suspension helps isolate road shocks so they affect only one front wheel at a time thereby reducing shock and vibration transmission to the cab. After 16 years this rugged suspension system still continues to be a distinctive feature in the industry.

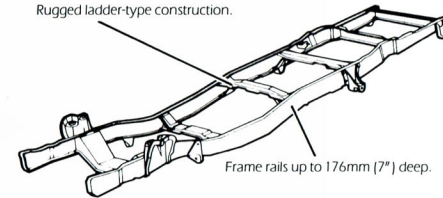


There's nothing else like it. 4x2 and 4x4.

Tough ladder frame chassis

The rugged ladder frame, engineered from frame rails up to 176mm (7") deep, typifies the built-in strength of the F100 and its ability to stand up to the rigorous conditions in Australia. The confidence that Ford has in the ruggedness of the F100 is based upon over a million miles of testing at the Ford Arizona (U.S.A.) proving grounds and further testing at the Ford proving grounds in Australia.

Rugged ladder-type construction.



Double wall construction

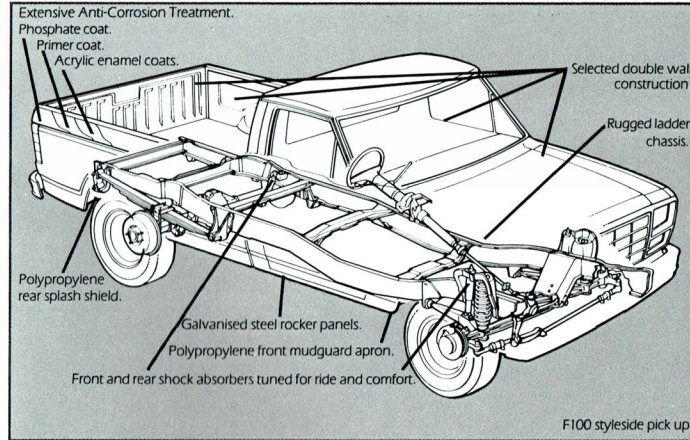
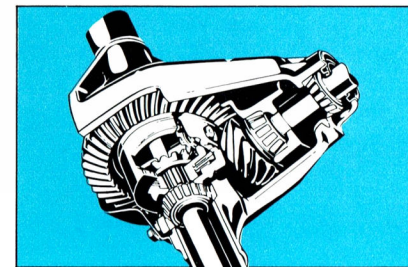
The double wall construction on the tailgate, side panels and bonnet gives added strength and protection to this already tough truck.

Radial tyres standard on F100

Steel belted, radial ply tyres are fitted to all F100 models. Radial ply tyre design increases tyre life and provides reduced rolling resistance which helps to improve fuel economy.

Limited slip differential

LSD comes as standard with both 6-cylinder and V8 engine F100's. Off-roaders know the value of LSD. Without LSD one wheel can stop driving completely when a vehicle is bogged or in difficult terrain. With LSD however, slippage is controlled and power is supplied selectively to both wheels allowing the vehicle to negotiate more difficult terrain.



F SERIES How and why it's unique.

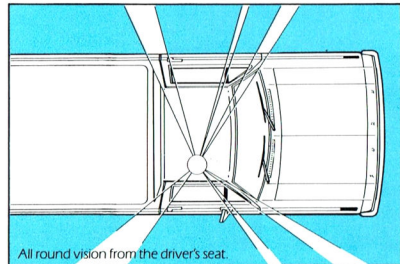
The capacity of the F Series ranges from 1 tonne to 2.5 tonnes. It stays true to the Ford F Series tradition of rugged, built-in strength and powerful engines. With its exciting features, the F Series range stands apart from its competitors.

Slip behind the wheel of an F Series of your choice

You'll discover a great outlook over a handsome dashboard. The driver instrument panel contains a range of instruments and switches to put control at your fingertips. You'll find the dash layout is as functional as it is good looking with the carefully selected locations of instruments providing an extremely comfortable driving position.

Digital clock and radio are fitted as standard in the F100 XLT.

Superb all-round vision

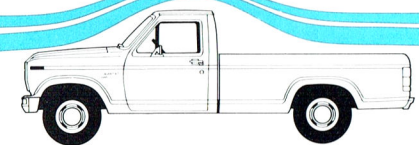


All round vision from the driver's seat.

The F Series cab provides superb all-round vision for driver assistance. Narrow pillars and a relatively large glass area enhance vehicle control.

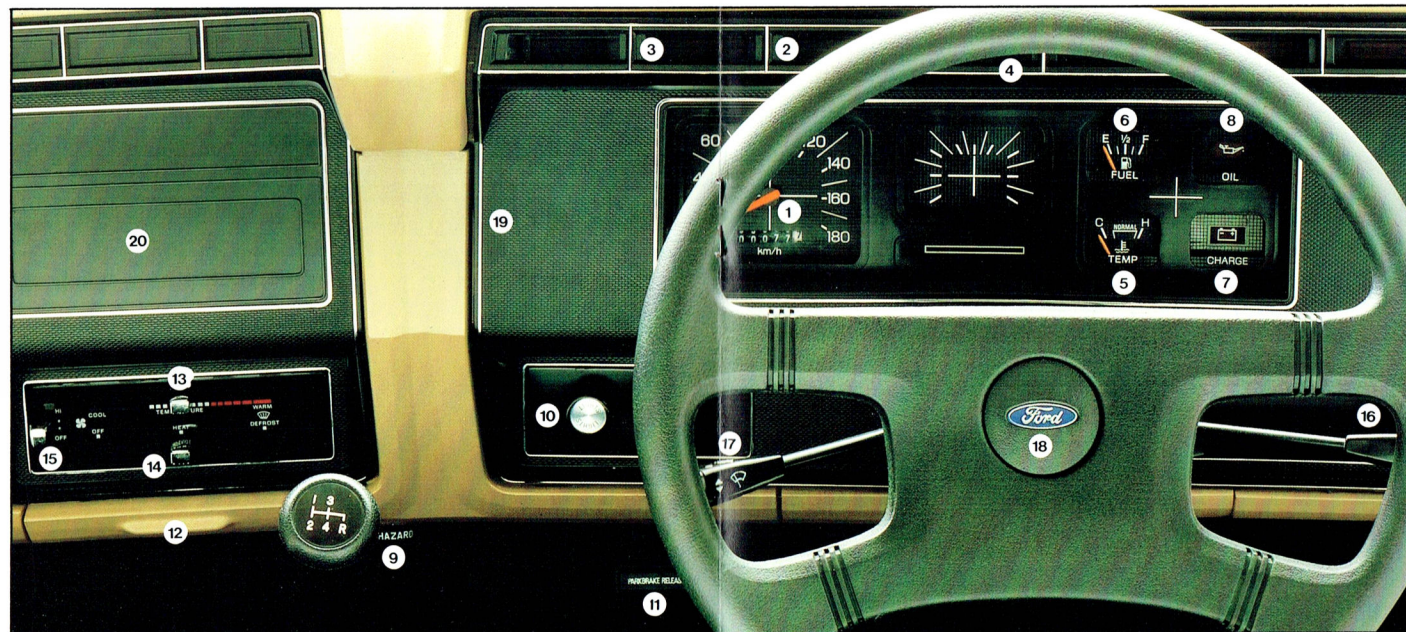
Trim aerodynamic design

Advanced aerodynamic principles have been applied to the F Series models throughout their development. Wind tunnel model testing during development stages assisted in the production of a pick-up that slips easily through the air and that means less power to move the truck and therefore better fuel efficiency.



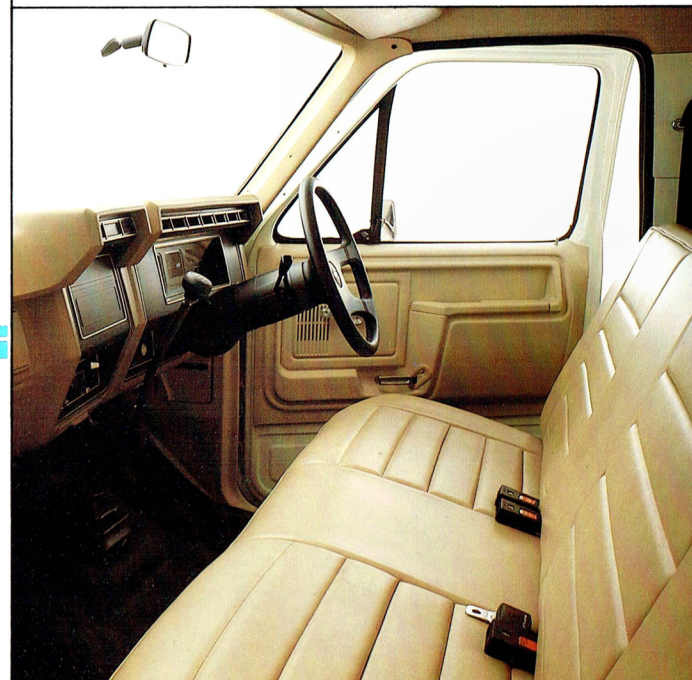
Ford factory-fitted air conditioning

Ford factory-fitted air conditioning is available as an option at extra cost for all F Series models. Now you can travel in cool comfort and enjoy the benefits of a factory-fitted air conditioning system in your F100, F250, F350.

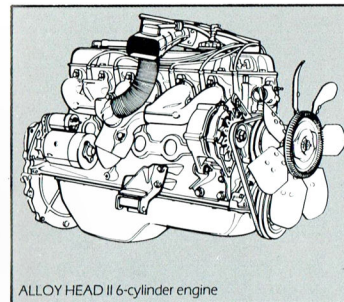


In the F Series you're in command

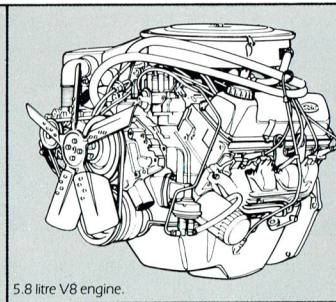
- | | | |
|------------------------------|----------------------------------|--|
| 1. Speedometer/odometer. | 5. Temperature gauge. | 9. Hazard flasher switch. |
| 2. Turn signal indicators. | 6. Fuel gauge. | 10. Head lamp switch. |
| 3. Park brake warning light. | 7. Battery charge warning light. | 11. Park brake. |
| 4. High beam warning light. | 8. Oil pressure warning light. | 12. Ash tray. |
| | 13. Heater temp. lever. | 17. L.H. Stalk: washer/wiper functions. |
| | | 14. Heater mode lever. |
| | | 15. Heater fan switch. |
| | | 16. R.H. Stalk: turn signal/horn/high and low beam functions. |
| | | 18. Soft-feel steering wheel. |
| | | 19. Vinyl covered dash with black applique instrument surrounds. |
| | | 20. Push button radio (when fitted). |



Roomy 3-across seating



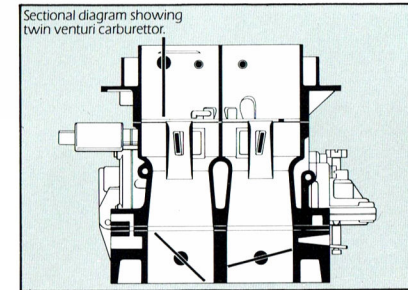
ALLOY HEAD II 6-cylinder engine



5.8 litre V8 engine.

Alloy Head II

The standard F Series powerplant is the latest Ford 4.1 litre 6-cylinder Alloy Head II engine featuring a two-stage carburettor, viscous clutch fan and other engineering refinements which together with electronic ignition provide excellent 6-cylinder fuel economy. The heart of the Alloy Head II engine is its carburettor with twin venturi which affords progressive throttle control. (Illustration twin venturi diagram.) The primary venturi controls fuel flow until it reaches around two-thirds opening. When rapid acceleration is needed, the second stage comes into operation to give increased power and performance. The benefits of this two-stage system include improved economy, better driveability, stepped up performance, smoother running and acceleration plus improved cold-start operation.



Extra cost options-V8 engine

The optional engine throughout the F Series range is the renowned Ford 5.8 litre V8 which is recommended wherever heavy duty applications are being considered. With electronic ignition to help ensure a more consistent and reliable high energy spark, the 5.8 litre V8 offers around 162 kW (at 4,400 RPM) and around 410Nm (at 3,200 RPM) to handle the tough jobs easily.

Power steering

Power steering is available as an extra cost option across the entire F Series range of vehicles - F100, F250 and F350. Power steering enables you to manoeuvre into tight corners more easily or helps, with ease of control, back up a loaded trailer that keeps wanting to go the other way.

Auxiliary fuel tank

Where long distance driving or off-road work is contemplated, an auxiliary tank provides added security. In addition to the 72 litre fuel tank fitted as standard to F-Series models - a 62 litre tank is fitted to F100 SWB - you can specify, at extra cost, an optional auxiliary fuel tank of 72 litres. (Shown at left)



Auxiliary fuel tank optional at extra cost.

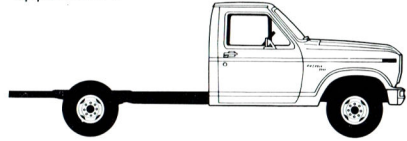
F250

Mid-range weight lifter.

Pick-up and chassis cab models

The F250 combines rugged strength with comfort and style. It's job tough and job right where heavy compact loads are the go.

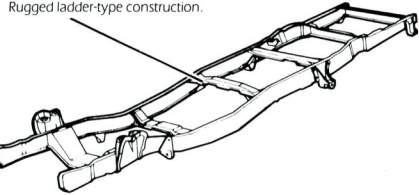
And the F250 is versatile; with pick-up and chassis cab models with the same GVM. Choose the F250 to suit your application.



F250 chassis cab

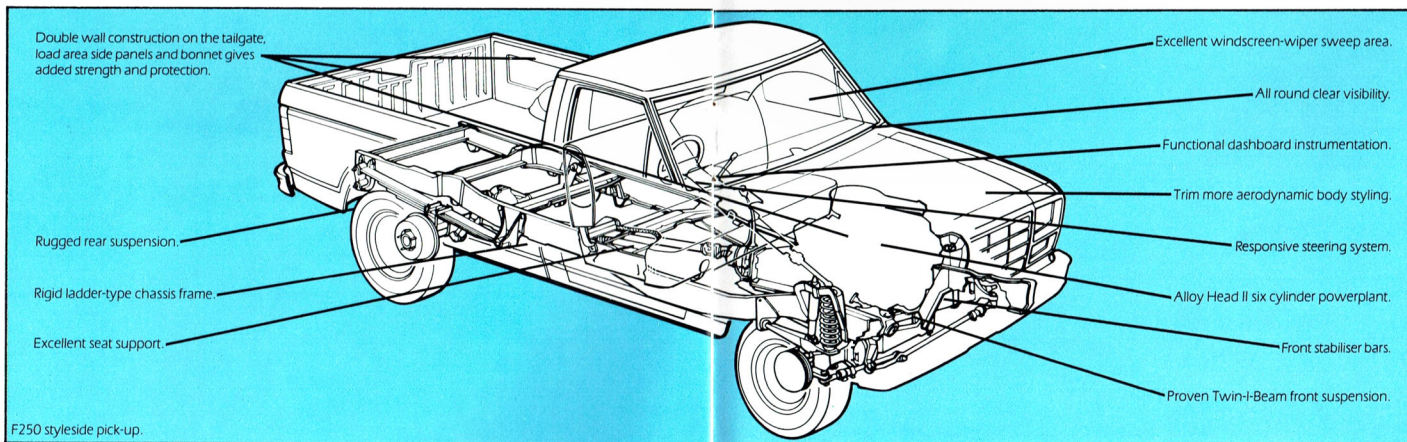
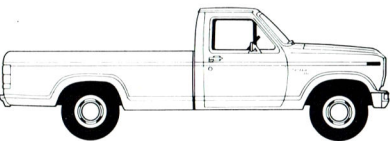
The F250 chassis cab gives drivers a lot to like. From the wide 3 place cab to the handsome dash and easy driving action. And it's not all style. Underneath you've got the assurance of a strong channel steel 'ladder-frame' chassis, ready to take (within the permitted specifications) your box van, dropside tray, camper unit, or other body style.

Rugged ladder-type construction.



F250 pick-up

The F250 is more than just a pick-up truck, it's got comfort similar to that found in a well engineered utility, but with a long wheelbase and extra payload capacity to take solid loads. You'll find it round the farm, working for engineering plants; wherever quick, reliable transport is required.



Double wall construction on the tailgate, load area side panels and bonnet gives added strength and protection.

Rugged rear suspension.

Rigid ladder-type chassis frame.

Excellent seat support.

Excellent windscreen-wiper sweep area.

All round clear visibility.

Functional dashboard instrumentation.

Trim more aerodynamic body styling.

Responsive steering system.

Alloy Head II six cylinder powerplant.

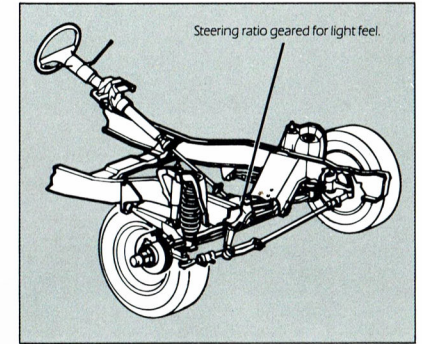
Front stabiliser bars.

Proven Twin-I-Beam front suspension.

F250 styleside pick-up.

Ford Twin-I-Beam front suspension

The proven and rugged Twin-I-Beam independent front suspension continues to offer dependability and renowned Ford toughness. This form of suspension helps isolate road shocks, so reducing shock and vibration transmission to the cab.



Steering ratio geared for light feel.

Power steering and air conditioning (optional at extra cost)

Power steering enables you to easily manoeuvre into and out of tight corners. Turn your F250 into an air conditioned office with Ford factory-fitted air conditioning.



F250 Chassis Cab. Body shown not available from Ford Motor Company of Australia Limited.

F350 Top of the F Series range. 4x2 and 4x4.

The F350 is one tough truck

From its F Series cab to its ladder frame chassis constructed from heavy gauge steel, the Ford F350 is one tough truck. The F350 in standard form is powered by the Ford 4.1 6-cylinder Alloy Head II engine combined with a four-speed manual transmission.

The F350 stands for toughness. With a wide roomy cab for three-across seating, plus all the power you need to get the job done—from ferrying stock to the yards or lifting a load of reinforcing mesh to your next job.

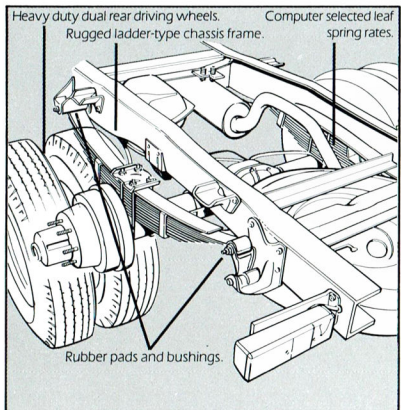


Power steering standard on F350 4x4

Power steering makes it easy to control a heavily laden vehicle. Power steering is standard on the F350 4x4. Factory fitted air conditioning is also available on the F350 at extra cost.

Rugged rear suspension

Because the F350 is built to carry big payloads, it features rugged leaf springs, with computer selected ratings to perform efficiently with the heavy duty dual rear wheel set-up.



F350 4x2. Body and various non-standard items shown not available from Ford Motor Company of Australia Limited



F350 4x4. Body and various non-standard items shown not available from Ford Motor Company of Australia Limited.

In mining, construction and where the going is toughest

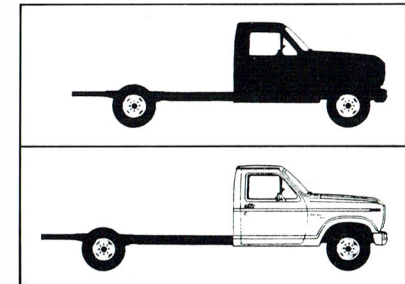
Round Australia, you'll find the F350 hard at work in the construction industry, on farms, around mines and in the tow truck business. Where the going is hard and fast, you'll see the Ford F350 pulling more than its weight!

Alloy Head II 6-cylinder power

The F350 in standard form is powered by the Ford 4.1 litre 6-cylinder Alloy Head II engine combined with a four-speed manual transmission. Or choose the more powerful 5.8 litre V8 engine with automatic transmission. The V8 and automatic are available individually as extra cost options. Both 6-cylinder and V8 engines feature electronic ignition for a more consistent high-energy spark to help control operating costs.

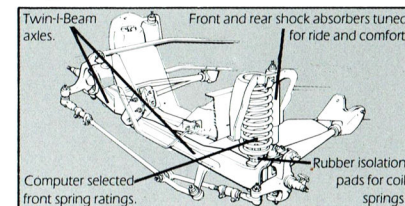
Chassis cabs and SWB and LWB

The F350 has a strong chassis cab unit with plenty of seating width and two chassis lengths: short wheel base or long wheel base, on which you can anchor the body style of your choice, within permitted specifications.



Twin-I-Beam front suspension helps carry the load

The proven and rugged Twin-I-Beam independent front suspension offers dependability and renowned Ford toughness. This form of suspension reduces transmission of road shock and vibrations to the cab and this adds up to improved operator efficiency through less fatigue.



F Series standard equipment and extra cost options.

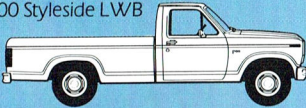
	F100 4x2 & 4x4			F250		F350 4x2		F350 4x4	
	S/S	C/C	XLT S/S	S/S	C/C	C/C	S/S	C/C	
Factory fitted air conditioning	OPT	OPT	OPT	OPT	OPT	OPT	OPT	OPT	
Radio AM push button	OPT	OPT	STD	OPT	OPT	OPT	OPT	OPT	
AM push button stereo cassette	OPT	OPT	OPT	OPT	OPT	OPT	OPT	OPT	
Front bucket seat & centre console	OPT	OPT	OPT	NA	NA	NA	OPT	OPT	
Power steering	OPT	OPT	OPT	OPT	OPT	OPT	STD	OPT	
Laminated windshield	OPT	OPT	OPT	OPT	OPT	OPT	STD	STD	
Auxiliary fuel tank (additional to standard tank)	OPT	OPT	OPT	OPT	OPT	OPT	STD	STD	
Rear wheel mudflaps	OPT	NA	STD	OPT	NA	NA	OPT	NA	
Rear step bumper - argent	OPT	NA	STD	OPT	NA	NA	STD	NA	
White roof	OPT	OPT	OPT	OPT	OPT	OPT	OPT	OPT	
'Turbine' wheel covers with 15" x 6" wheels	NA	NA	STD	NA	NA	NA	NA	NA	
15 x 7 styled wheels and P235 x 15 tyres	OPT	OPT	OPT*	NA	NA	NA	NA	NA	
Tonneau cover (white)	OPT	NA	STD	OPT	NA	NA	OPT	NA	
Detachable tail gate	STD	NA	STD	STD	NA	NA	STD	NA	
Rope tie down cleats	STD	NA	STD	STD	NA	NA	STD	NA	

STD means standard equipment
OPT means optional at extra cost
NA means not available on that model
S/S means Styleside
C/C means Chassis Cab

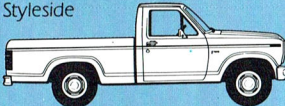
*Standard on F100 4x4 XLT

Always consult an Authorised Ford Dealer for the latest information with respect to features, optional equipment and availability before deciding to place an order.

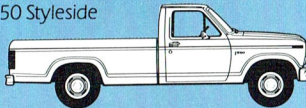
F100 Styleside LWB



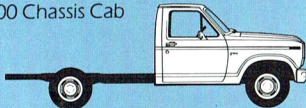
F100 Styleside



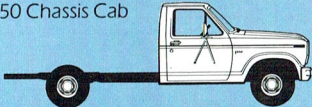
F250 Styleside



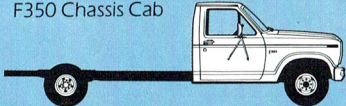
F100 Chassis Cab



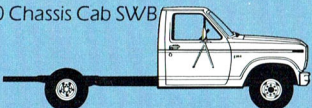
F250 Chassis Cab



F350 Chassis Cab



F350 Chassis Cab SWB



Model Range (Refer to Model Specification Sheets for full details)

Model	Bodystyle	Wheelbase mm	GVW kg	GCM kg	Engine		Transmission		Rear Axle Ratio	Front Axle
					4.1 l/6	5.8 l/8	Manual	Auto		
F100 (4x2)	Styleside	2976*	2766	3800 (l/6M)	Std	Opt	NP 435	Opt	3.55:1 LSD	—
		3378	2766	4600 (V/8)	Std	Opt	NP 435	Opt	3.55:1 LSD	—
	Chassis Cab	3378	2766	3200 (l/6A)	Std	Opt	NP 435	Opt	3.55:1 LSD	—
F100 4WD (4x4)	Styleside	2976	2790	3800 (l/6)	Std	Opt	NP 435	Opt (V/8 only)	3.55:1 LSD	3.55:1 LSD
		3378	2880	3800 (l/6)	Std	Opt	NP 435	Opt (V/8 only)	3.55:1 LSD	3.55:1 LSD
	Chassis Cab	3378	2880	3800 (l/6)	Std	Opt	NP 435	Opt (V/8 only)	3.55:1 LSD	3.55:1 LSD
F250† (4x2)	Styleside	3378	3538	3800 (l/6)	Std	Opt	NP 435	Opt (V/8 only)	3.54:1	—
	Chassis Cab	3378	3538	3800 (l/6)	Std	Opt	NP 435	Opt (V/8 only)	3.54:1	—
F350 (4x2)	Chassis Cab	3475	4500	4600 (l/6)	Std	Opt	NP 435	Opt (V/8 only)	4.56:1	—
		4084	4500	4600 (l/6)	Std	Opt	NP 435	Opt (V/8 only)	4.56:1	—
F350 4WD (4x4)	Styleside	3378	4127	4600 (l/6)	Std	Opt	NP 435	—	4.1:1	4.1:1 LSD
	Chassis Cab	3378	4127	6800 (V/8)	—	—	—	—	—	—

STD means Standard Equipment. OPT means Optional at extra cost.
*Front and rear stabiliser bars standard on F100 (4x2) 2976 WB models.
†Front stabiliser bar standard on F250 models.

About this brochure. This brochure is designed to provide you with a general introduction to the Ford Products (including available optional equipment) referred to, and should be read in conjunction with the latest specification sheets. Because of changes in conditions and circumstances Ford* reserves the right, subject to all applicable laws, at any time, at their discretion, and without notice to discontinue or change the features, designs, materials, colours and other specifications and the prices of their products, and to either permanently or temporarily withdraw any such products from the market without incurring any liability to any prospective purchaser or purchaser. The latest specification sheet should be referred to for information on the availability, ordering and use of optional equipment.

Always consult an Authorised Ford Dealer for the latest information with respect to features, specifications, prices, optional equipment and availability before deciding to place an order.

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