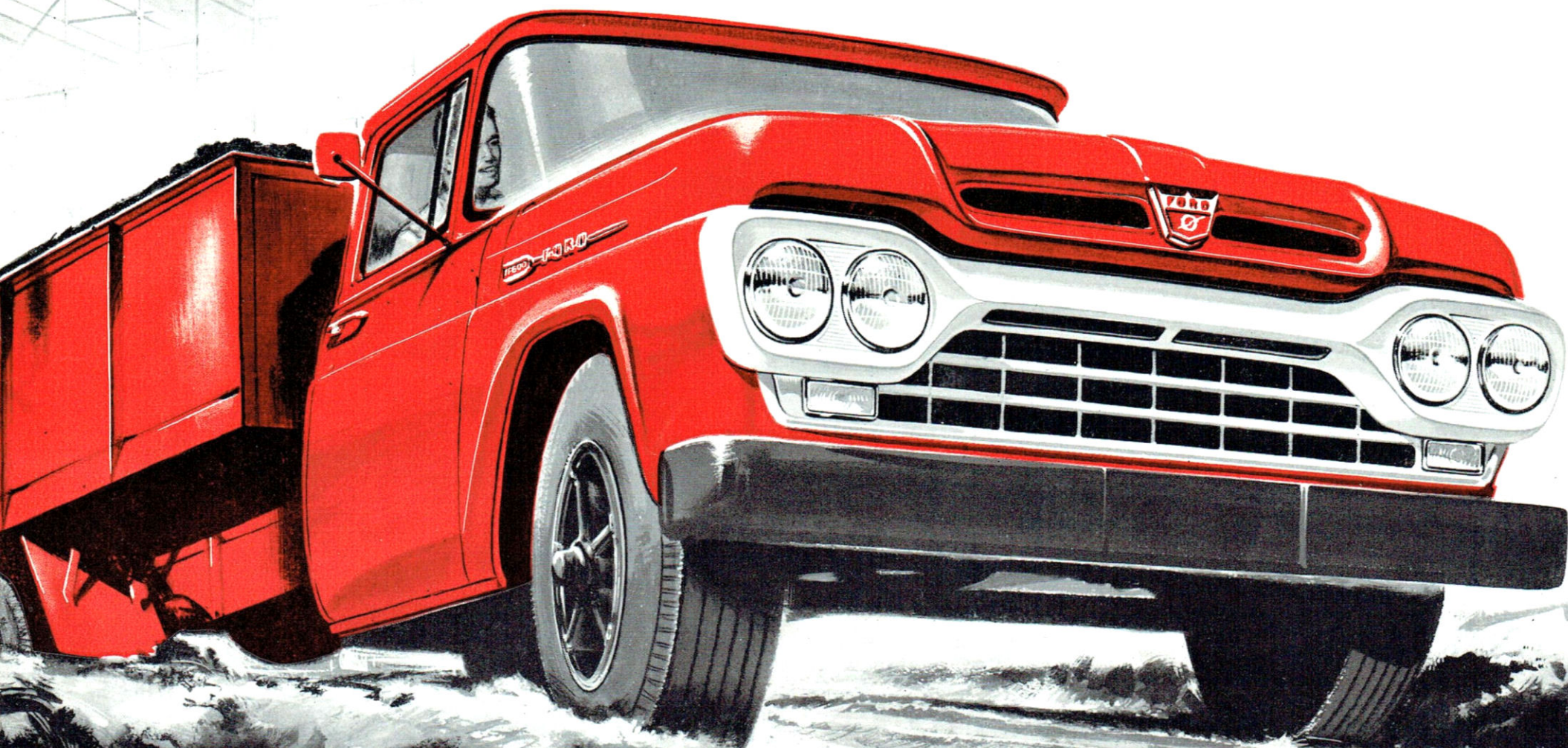
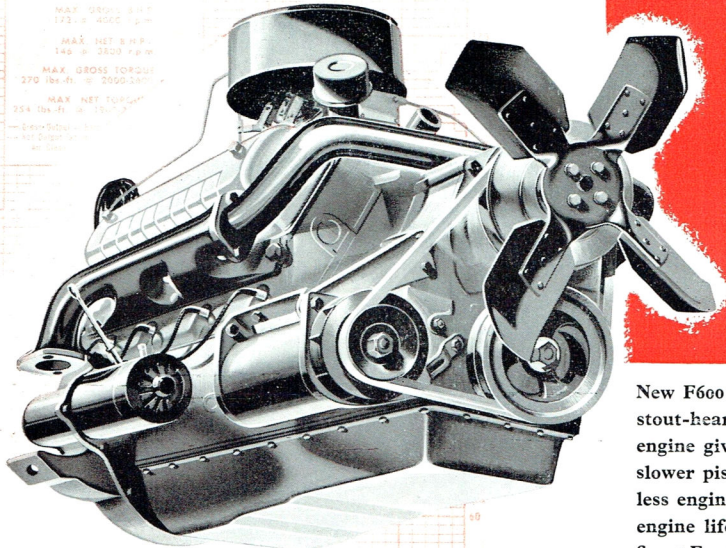


# NEW **F600** FORD TRUCKS



**BEST OF THE NEW — BUILT EVEN STRONGER TO LAST EVEN LONGER**





# NEW LIFT IN DYNAMIC V8 POWER

**New economy and durability  
with FORD'S latest  
short-stroke engine design.**

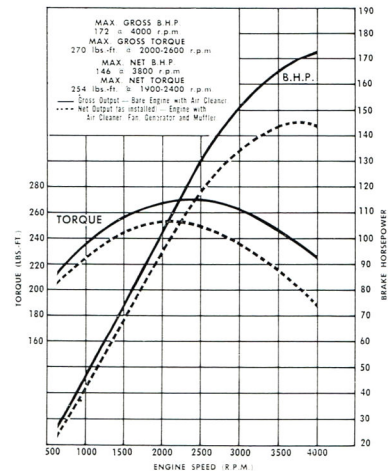
New F600 Ford V8 trucks' new bigger-capacity 172 brake horsepower O.H.V. engine has the stout-hearted willingness to handle the biggest payloads on the toughest grades. This new Ford engine gives you the fullest benefit of modern Short Stroke design. Shorter piston travel, slower piston speeds and high compression ratios develop high horse-power and torque with less engine effort and wear. You get more usable power for every gallon of fuel and longer engine life. Ford has built more V8 engines than any other manufacturer, and this is the finest Ford truck engine yet—with dynamic new power, as dependable and economical as ever.

## **A new lift in torque and b.h.p. —highest in the 5-6 ton field**

Here is more horsepower per cubic inch displacement and higher more sustained torque for tough work, long hauls, and easier cruising speeds even under heavy load. Net maximum b.h.p. is 146 at 3,800 r.p.m., and the high net torque of 254 lbs. / ft. is obtained at the low revolutionary rate of from 1900–2400 r.p.m.

The new 292 cubic inch V8 engine with a high 7.9:1 compression ratio is built to keep "new engine" efficiency at its peak. Greater operating efficiency is achieved by combining a short-stroke design with large cylinder bores thus reducing internal friction and heat losses and increasing useful power with better economy. Large diameter cylinder bores permit greater diameter valves thereby providing excellent breathing characteristics. The 5 bearing crankshaft material provides great rigidity and stability to withstand the toughest truck operations. Valve guides, cast integrally as part of the cylinder heads are superior to the usual valve guide inserts, providing better heat transfer which in turn increases valve life.

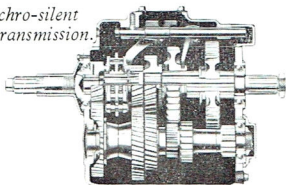
Design of valves and combustion chambers contribute to the efficiency of this fine new V8 by providing fuller use of fuel and less dissipation of heat to the cooling system. Since wasted heat is lost energy this, too, means more energy per pound of fuel is converted into power.





# New 5-speed transmission for efficient use of full engine power — plus added flexibility of 2-speed rear axle

New synchro-silent 5-speed transmission.

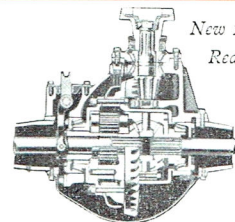


Optional at extra cost, the new synchro-silent 5-speed transmission, with shorter gear lever travel in low and reverse gears increases the new Ford V8 F-600's operating ease (4-speed, heavy-duty transmission standard equipment).

## New 16,000 lb. Rear Axle.

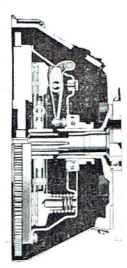
A new extra-capacity 16,000 lb. rear axle is designed to give the added work-strength demanded by this new Ford V8 power and transmission.

Drive is through a new electrically controlled Eaton full floating 2-speed rear axle, giving a combination of 10 forward and 2 reverse speeds. The 6.50:1 ratio in high is ideal for high speeds and light loads, while the 9.04:1 reduction is for maximum pull for heavy load work. This axle has a spiral bevel ring gear and pinion set providing high gear strength with quietness of operation. The pinion is straddle mounted to provide accurate alignment under high torque load.

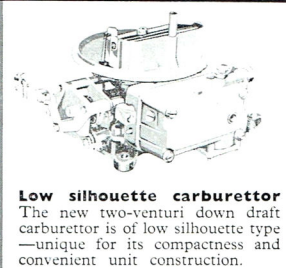


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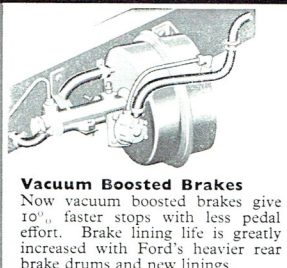




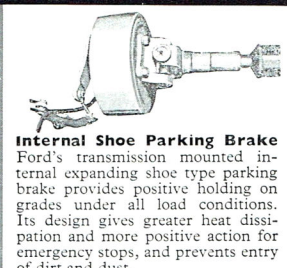
**Heavy Duty 11" clutch**  
Durable heavy-duty 11 in. clutch with 123.7 sq. inch lining area, dissipates heat faster for increased dependability and longer life. It combines with Ford's hydraulic clutch actuation for smooth easy shifting.



**Low silhouette carburettor**  
The new two-venturi down draft carburettor is of low silhouette type —unique for its compactness and convenient unit construction.



**Vacuum Boosted Brakes**  
Now vacuum boosted brakes give 10% faster stops with less pedal effort. Brake lining life is greatly increased with Ford's heavier rear brake drums and new linings.

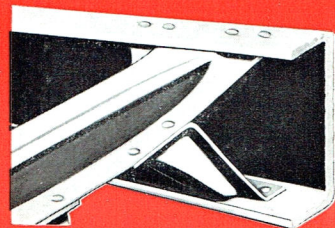


**Internal Shoe Parking Brake**  
Ford's transmission mounted internal expanding shoe type parking brake provides positive holding on grades under all load conditions. Its design gives greater heat dissipation and more positive action for emergency stops, and prevents entry of dirt and dust.

## Ford's rugged chassis design cuts ton-mile costs

Parallel ladder-type frame construction features heavy gauge channel side members and flanged "U" type cross members. Frames are of SAE standard 34" width to facilitate mounting of standard or custom-built bodies. Deep, wide-flanged side members extend beyond the front cross member to permit direct attachment of the front bumper which also serves as a cross member. Cross members are strategically placed in frames to resist torsional stress.

Wheelbase	Max. Side Rail Section	Section Modulus	Number of Cross Members
154", 172"	9.25" × 2.94" × 0.25"	9.45	6
192"	9.31" × 2.94" × 0.28"	10.56	7





# Greatest cab value ever — with the most in comfort, safety, and convenience.

Ford Driverized Cabs are big, comfortable, and extra strong. Features are engineered in to reduce fatigue, lessen tension, and provide the nearest ride yet to sedan-like comfort.

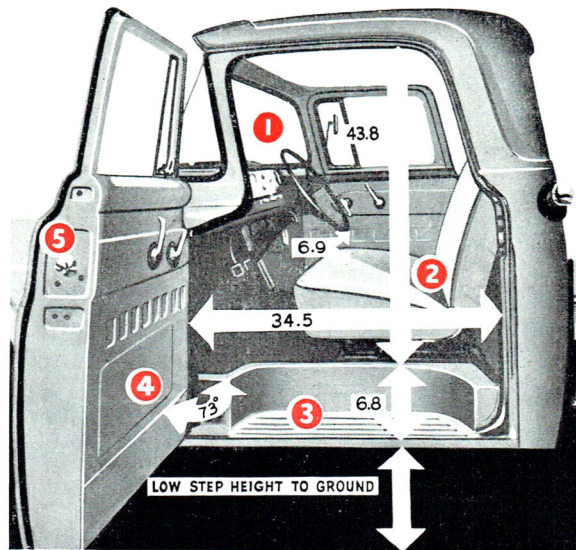
**1. Full wrap-around windscreen.** Now there's 1,020 square inches in Ford's wider, full wrap-around windscreen. Vision is unobstructed forward, down and to the sides.

**2. Look at the dimensions.** There's no squeeze in this cab . . . there's more shoulder room, leg room and added head room to make driving-comfort and passenger-comfort more relaxing, less fatiguing.

**3. Inboard step.** Ford has moved the cab step up inside the door making it easier to climb aboard. It provides extra protection against water and slush—increases overall cab strength.

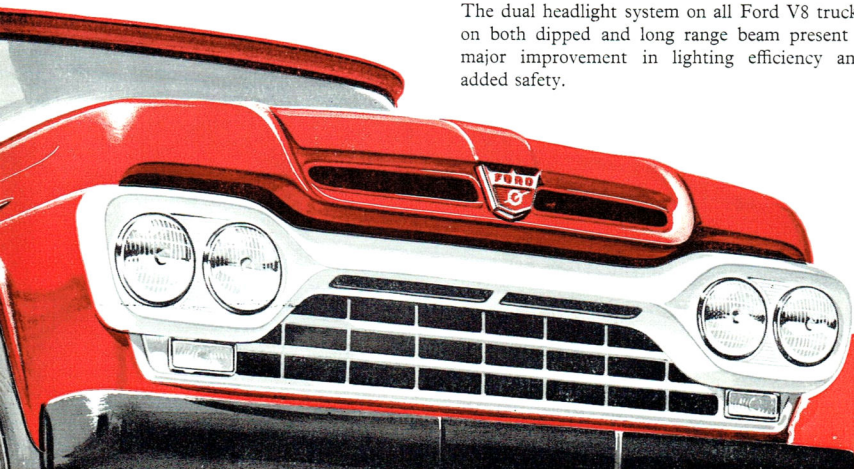
**4. Doors open wide.** Doors open almost a full yard wide—are held open by door checks. It's the easiest cab to get into and out of on the road.

**5. Complete weather sealing.** Doors and wing vents are completely encircled by tight fitting rubber seals . . . keeping out dust, fumes, moisture and draughts.



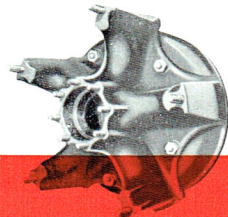
## Dual headlights for safety and smartness

The dual headlight system on all Ford V8 trucks on both dipped and long range beam present a major improvement in lighting efficiency and added safety.



## 5 SPOKE CAST SPIDER WHEELS

Cast wheel spider and brake drum assemblies are standard fittings with the F-600 series trucks. They are of the 5 spoke mounting type, the wheel spider and drum being an integral casting which provides sturdier load carrying characteristics. Removal of the tyre and rim only, means lighter effort for service of rims and tyres. Use of the cast wheel assembly gives added tyre mileage as the tyre is afforded greater support. Braking efficiency is increased by better brake drum cooling experienced with the use of the cast assembly.







# ABRIDGED SPECIFICATIONS

## FORD F600 TRUCKS

**ENGINE:** V8 for high operating efficiency with push rod operated overhead valves operating in special alloy iron detachable cylinder heads. Short stroke engine design. Bore 3.75. Stroke 3.30. Capacity 292 cubic inches. Compression ratio 7.9:1. R.A.C. and S.A.E. rating 45.00 H.P. Maximum B.H.P. Gross 172 @ 4000 r.p.m. Nett 146 @ 3800 r.p.m. Maximum torque: Gross 270 lbs. ft. @ 2200-2600 r.p.m. Nett 254 lbs. ft. @ 1900-2400 r.p.m. Engine mounted at 4 points with rubber insulated bearers.

Cylinder block and crankcase cast in one piece, of high grade chrome-nickel alloy iron. Crankcase extends  $2\frac{3}{4}$ " below centre of crankshaft for exceptional rigidity and better oil pan and crankcase sealing. 5 main bearing precision moulded alloy iron crankshaft. Each crankshaft is dynamically balanced to provide smooth engine performance and long engine life. Replaceable steel backed copper lead main and big end bearings.

**PISTONS:** Tin-plated skirt aluminium alloy pistons of the autothermic design. Chrome plated top piston ring, phosphate coated lower compression ring and three piece oil control ring consisting of a serrated spring between two chrome plated rails that exert "triple pressure" for excellent oil control.

**CYLINDER HEAD:** Special alloy iron cylinder heads have unusually uniform distribution of metal and water passages with improved circulation for efficient cooling and maximum stability. Made of the same high grade material as the cylinder block, they have the same rate of expansion and contraction with temperature variations, thus providing freedom from distortion and leakage.

**ENGINE LUBRICATION:** High pressure from high capacity rota 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.

**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.

**CRANKCASE VENTILATION:** Direct flow crankcase ventilation removes corrosive vapours by continuous circulation of clean air through the engine. Due to the location of the outlet, the system effects a self-induced flow of air so that ventilation does not depend wholly upon blast from fan and is perfected to the extent that the air flow is divided, firstly to the upper part of the engine around the rocker mechanism, then down to the crankcase, secondly around the timing chain and then to the crankcase.

**OIL CAPACITY:** 10 pints plus 2 pints for filter absorption.

**FUEL:** Holley dual downdraught low silhouette carburettor with externally adjusted fuel level setting. Acceleration pump, diaphragm operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with stroke and throttle controls interconnected.

**FUEL SUPPLY:** By mechanical pump, driven from engine camshaft. Special filter element fitted in glass bowl protects fuel supply to engine and is readily removeable for periodic service or maintenance.

**FUEL TANK CAPACITY:** 14.5 Imperial gallons.

**COOLING SYSTEM:** High capacity series flow cooling system resulting in direct water flow at high velocity from the front to rear of block on each bank 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. Four-bladed fan, diameter 18 ins. with pressed steel cowling.

**COOLING SYSTEM CAPACITY:** 21 Imperial quarts.

**ELECTRICAL:** Coil and distributor with combined centrifugal and vacuum control for automatic advance and retard. Conical tapered seat 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. 12-volt electrical system with dual headlight system.

**BATTERY:** 12 volt 55 amp. per hr. capacity at 20 hr. rate. Negative terminal grounded.

**CLUTCH:** Single dry disc type. Diameter 11 ins. Spring loaded centre for smooth drive. Frictional area 123.7 sq. ins.

**GEARBOX:** Cast iron casing. Four forward one reverse speed standard equipment. Five forward speed, one reverse speed—optional at extra cost. Synchromesh on top, third and second on 4-speed transmission and synchronisers on top and fourth, on five-speed transmission. Constant mesh helical gears in top three speeds on four speed box and on top three speeds on five speed box.

**GEAR BOX RATIOS:** Four-speed — First 6.40:1. Second 3.09:1. Third 1.69:1. Fourth 1:1. Reverse 7.82:1. Five-speed—First 7.08:1. Second 4.08:1. Third 2.37:1. Fourth 1.47:1. Fifth 1:1. Reverse 7.02:1.

**POWER TAKE OFF:** Six bolt S.A.E. Power take-off on right-hand side of four-speed transmission and 6 bolt standard S.A.E. Power take-off both sides of five speed.

**DRIVE LINE:** 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 and front-end of rear shaft.

**REAR AXLE:** Full floating axle shafts forged integral with outer flanges. Axle shafts are chrome molybdenum steel forgings, heat-treated for toughness and high torsional strength. The planetary two-speed rear axle utilizes a spiral bevel type drive gear and pinion, the pinion being straddle mounted. Axle ratios: High 6.50:1, Low 9.04:1.

**FRONT AXLE:** Front axles feature high-strength, heat-treated forged alloy steel; axle centres of rigid I-beam type construction. Sections are increased at all high stress points.

Reverse Elliot steering knuckles feature bolted-on stronger steering arms as well as stronger spindles.

**FRAME:** Deep channel section side members, parallel ladder-type frame construction. Cross members flanged "U" type with Alligator Jaw and Channel Sections. The parallel type frame allows installation of both engine and steering gear mechanism within the protection of side rails.

**SPRINGS:** Semi-elliptic springs front and rear. Front springs are wide span with low deflection rate for desirable riding qualities and stability. The rear springs are long and wide for proper resilience and to carry the recommended load capacity under the most severe conditions.

Dimensions—Main 52" x 2.50". Auxiliary 37" x 2.50".

**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 in steering mechanism has a long bearing surface and bronze bushings. Steering gear ratio 20.4:1.

**STEERING WHEEL:** Steel core with hard moulded rubber cover and grip. 18 in. diameter, centre horn button.

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

**STEERING BOX CAPACITY:** 0.625 Imperial Pints.

**TURNING CIRCLE DIAMETERS:** 154" W/B 52' (right), 54' (left). 172" W/B 57' (right), 59' (left). 192" W/B 63' (right), 65' (left). All measurements approximate—taken to centre line of outer wheel.

**BRAKES:** Full hydraulic system, vacuum boosted, operated by pedal acting on front and rear wheels. Total area drum lining front and rear combined 460.30 sq. ins.

**VACUUM POWER UNIT:** Provides accurately controlled braking power with normal pedal application for smooth, positive stopping. The diaphragm-type unit is connected hydraulically into the truck's braking system between the master cylinder and the brake wheel cylinders.

**HAND BRAKES:** 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.

**FRONT BRAKES:** Single anchor self energising uni-servo type. Dimensions: (Drum diameter and lining width—thickness) 14" x 2 $\frac{1}{2}$ " x  $\frac{1}{2}$ ".

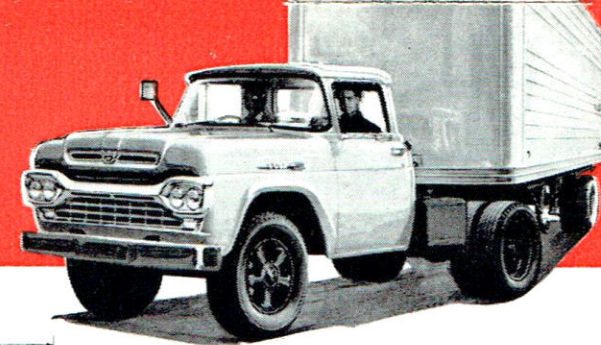
**REAR BRAKES:** Two cylinder self energising action for either forward or reverse stopping. Dimensions: (Drum diameter and lining width — thickness) 15" x 5" x  $\frac{1}{2}$ ".

**WHEELS AND TYRES:** Wheels are of the 5-spoke cast spider type. Standard tyre equipment — front, dual rear. Spare tyre optional. Tyre sizes: 8.25 x 20 x 10-ply. Optional tyre sizes available at extra cost.



# ABRIDGED SPECIFICATIONS

# FORD F600 TRUCKS



**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:** Rubber pads and rubber insulated bolts at each front corner and level-action links in torsion-type rubber bushings at rear corners, provide 4-point stability, insulating cab from vibration, noise and frame weave.

**INSTRUMENT PANEL:** Curved panel with easy-to-read full vision instrument cluster containing fuel gauge, oil pressure and charge indicator lights, speedometer 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 rota-type safety latches. Continuous weather stripping around doors with weather sealed Air Wing Vents.

**WINDOWS:** Wrap-around windshield, full width rear window over 4 ft. wide, large door

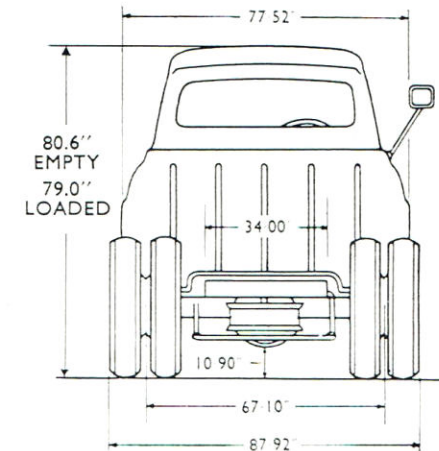
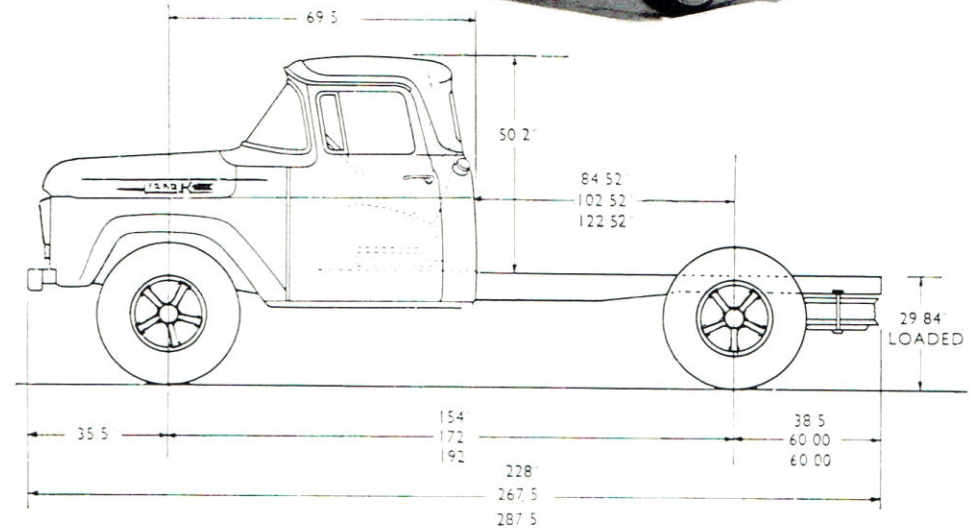
windows giving total glass area of 2100 sq. ins. for all-round visibility.

**SEATING:** Full width seat with non-sag coil springs. Improved basic construction gives added support for back and knees. 4-inch finger tip seat adjustment. Cushion and back rest covered in durable Vinyl.

**VENTILATION:** Hi-Dri cowl type ventilation. Air flow through cowl side panel vents fully controlled by controls on instrument panel.

**CHASSIS EQUIPMENT:** Included as standard in addition to items mentioned above: Hood, cowl and dash assembly; front fenders; Hi-dri cowl ventilator; steel toe board; instrument panel; speedometer; water temperature gauge; oil pressure warning light; fuel gauge; ash receptacle; glove box; horn; electric windshield wipers; treadle-type accelerator pedal; long arm outside rear view mirror on chassis/cab; internal sun visor; standard tools in bag, hydraulic jack.

*Ford Motor Company of Australia Pty. Ltd. whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, to change specifications and prices at any time without notice or incurring liability to purchasers.*



## GENERAL DIMENSIONS: F 600

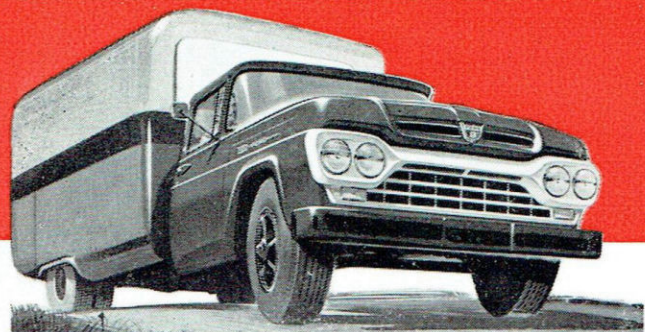
Wheelbase ... ..	154"	172"	192"
Track, Front ... ..	62.75	62.75	62.75
Track, Rear ... ..	67.10	67.10	67.10
Max. Overall Length (to end of frame)...	228	267.5	287.5
Max. Height (to top of Cab—Loaded)...	79.0	79.0	79.0
Max. Width of Vehicle (bumpers)...	87.92	87.92	87.92
Width across Front seat ... ..	56.70	56.70	56.70
Back of Cab to End of Frame ... ..	123.02	162.52	182.52

## CHASSIS DIMENSIONS

**FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.**

(Incorporated in Victoria) Reg. Office: Geelong, Victoria





ABRIDGED SPECIFICATIONS

# FORD F600 TRUCKS

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Cylinder block and crankcase cast in one piece, of high grade chrome-nickel alloy iron. Crankcase extends 2 3/8" below centre of crankshaft for exceptional rigidity and better oil pan and crankcase sealing. 5 main bearing precision moulded alloy iron crankshaft. Each crankshaft is dynamically balanced to provide smooth engine performance and long engine life. Replaceable steel backed copper lead main and big end bearings.

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**BATTERY:** 12 volt 55 amp. per hr. capacity at 20 hr. rate. Negative terminal grounded.

**CLUTCH:** Single dry disc type. Diameter 11 ins. Spring loaded centre for smooth drive. Frictional area 123.7 sq. ins.

**GEARBOX:** Cast iron casing. Four forward one reverse speed standard equipment. Five forward speed, one reverse speed—optional at extra cost. Synchronesh on top, third and second on 4-speed transmission and synchronisers on top and fourth, on five-speed transmission. Constant mesh helical gears in top three speeds on four speed box and on top three speeds on five speed box.

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**STEERING WHEEL:** Steel core with hard moulded rubber cover and grip. 18 in. diameter, centre horn button.

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**FRONT BRAKES:** Single anchor self energising uni-servo type. Dimensions: (Drum diameter and lining width—thickness) 14" x 2 1/2" x 1/2".

**REAR BRAKES:** Two cylinder self energising action for either forward or reverse stopping. Dimensions: (Drum diameter and lining width — thickness) 15" x 5" x 1/2".

**WHEELS AND TYRES:** Wheels are of the 5-spoke cast spider type. Standard tyre equipment—front, dual rear. Spare tyre optional. Tyre sizes: 8.25 x 20 x 10-ply. Optional tyre sizes available at extra cost.

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**CAB MOUNTING:** Rubber pads and rubber insulated bolts at each front corner and level-action links in torsion-type rubber bushings at rear corners, provide 4-point stability, insulating cab from vibration, noise and frame weave.

**INSTRUMENT PANEL:** Curved panel with easy-to-read full vision instrument cluster containing fuel gauge, oil pressure and charge indicator lights, speedometer 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 rota-type safety latches. Continuous weather stripping around doors with weather sealed Air Wing Vents.

**WINDOWS:** Wrap-around windshield, full width rear window over 4 ft. wide, large door

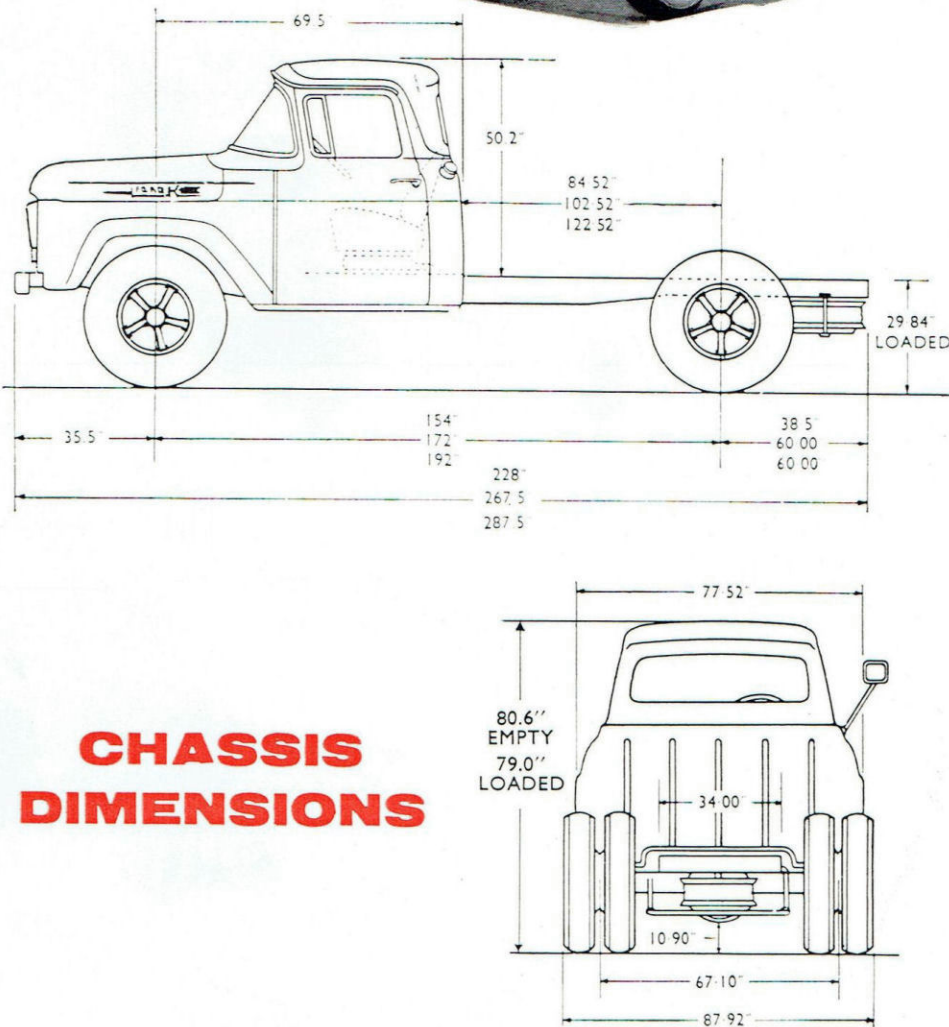
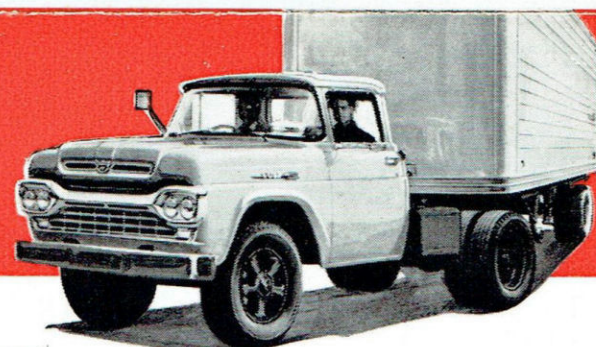
windows giving total glass area of 2100 sq. ins. for all-round visibility.

**SEATING:** Full width seat with non-sag coil springs. Improved basic construction gives added support for back and knees. 4-inch finger tip seat adjustment. Cushion and back rest covered in durable Vinyl.

**VENTILATION:** Hi-Dri cowl type ventilation. Air flow through cowl side panel vents fully controlled by controls on instrument panel.

**CHASSIS EQUIPMENT:** Included as standard in addition to items mentioned above: Hood, cowl and dash assembly; front fenders; Hi-dri cowl ventilator; steel toe board; instrument panel; speedometer; water temperature gauge; oil pressure warning light; fuel gauge; ash receptacle; glove box; horn; electric windshield wipers; treadle-type accelerator pedal; long arm outside rear view mirror on chassis/cab; internal sun visor; standard tools in bag, hydraulic jack.

*Ford Motor Company of Australia Pty. Ltd. whose policy is one of continuous improvement, reserves the right, subject to such regulations as may from time to time apply, to change specifications and prices at any time without notice or incurring liability to purchasers.*



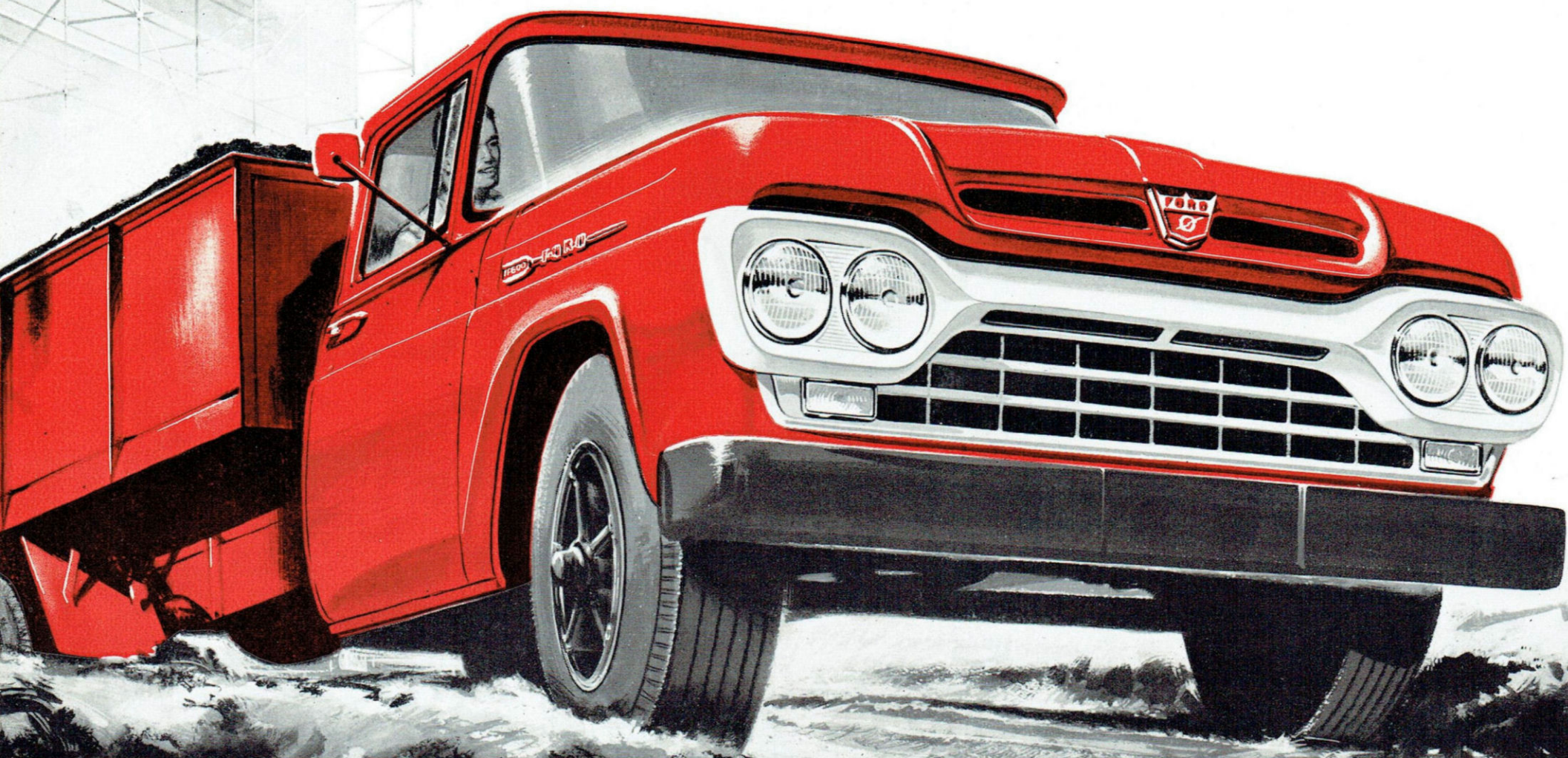
GENERAL DIMENSIONS: F 600

Wheelbase	154"	172"	192"
Track, Front	62.75	62.75	62.75
Track, Rear	67.10	67.10	67.10
Max. Overall Length (to end of frame)	228	267.5	287.5
Max. Height (to top of Cab—Loaded)	79.0	79.0	79.0
Max. Width of Vehicle (bumpers)	87.92	87.92	87.92
Width across Front seat	56.70	56.70	56.70
Back of Cab to End of Frame	123.02	162.52	182.52

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

(Incorporated in Victoria) Reg. Office: Geelong, Victoria

# NEW F600 FORD TRUCKS

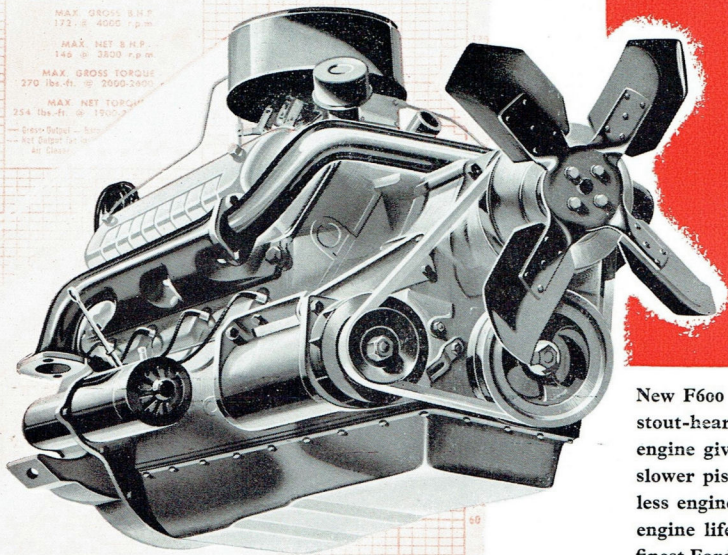


BEST OF THE NEW — BUILT EVEN STRONGER TO LAST EVEN LONGER



# NEW LIFT IN DYNAMIC V8 POWER

**New economy and durability  
with FORD'S latest  
short-stroke engine design.**



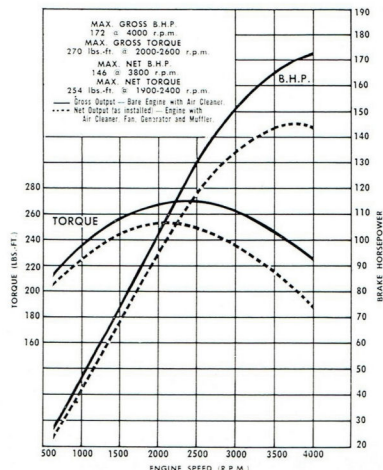
New F600 Ford V8 trucks' new bigger-capacity 172 brake horsepower O.H.V. engine has the stout-hearted willingness to handle the biggest payloads on the toughest grades. This new Ford engine gives you the fullest benefit of modern Short Stroke design. Shorter piston travel, slower piston speeds and high compression ratios develop high horse-power and torque with less engine effort and wear. You get more usable power for every gallon of fuel and longer engine life. Ford has built more V8 engines than any other manufacturer, and this is the finest Ford truck engine yet—with dynamic new power, as dependable and economical as ever.

## A new lift in torque and b.h.p. —highest in the 5-6 ton field

Here is more horsepower per cubic inch displacement and higher more sustained torque for tough work, long hauls, and easier cruising speeds even under heavy load. Net maximum b.h.p. is 146 at 3,800 r.p.m., and the high net torque of 254 lbs. / ft. is obtained at the low revolutionary rate of from 1900–2400 r.p.m.

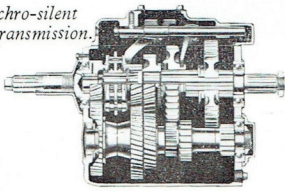
The new 292 cubic inch V8 engine with a high 7.9:1 compression ratio is built to keep "new engine" efficiency at its peak. Greater operating efficiency is achieved by combining a short-stroke design with large cylinder bores thus reducing internal friction and heat losses and increasing useful power with better economy. Large diameter cylinder bores permit greater diameter valves thereby providing excellent breathing characteristics. The 5 bearing crankshaft material provides great rigidity and stability to withstand the toughest truck operations. Valve guides, cast integrally as part of the cylinder heads are superior to the usual valve guide inserts, providing better heat transfer which in turn increases valve life.

Design of valves and combustion chambers contribute to the efficiency of this fine new V8 by providing fuller use of fuel and less dissipation of heat to the cooling system. Since wasted heat is lost energy this, too, means more energy per pound of fuel is converted into power.



## New 5-speed transmission for efficient use of full engine power —plus added flexibility of 2-speed rear axle

New synchro-silent 5-speed transmission.

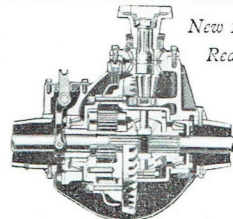


Optional at extra cost, the new synchro-silent 5-speed transmission, with shorter gear lever travel in low and reverse gears increases the new Ford V8 F-600's operating ease (4-speed, heavy-duty transmission standard equipment).

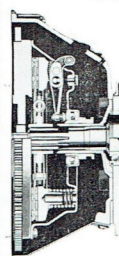
### New 16,000 lb. Rear Axle.

A new extra-capacity 16,000 lb. rear axle is designed to give the added work-strength demanded by this new Ford V8 power and transmission.

Drive is through a new electrically controlled Eaton full floating 2-speed rear axle, giving a combination of 10 forward and 2 reverse speeds. The 6.50:1 ratio in high is ideal for high speeds and light loads, while the 9.04:1 reduction is for maximum pull for heavy load work. This axle has a spiral bevel ring gear and pinion set providing high gear strength with quietness of operation. The pinion is straddle mounted to provide accurate alignment under high torque load.

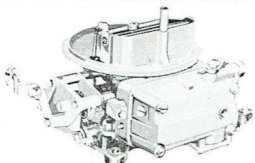


New 16,000 lb. Rear Axle.



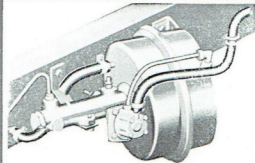
### Heavy Duty 11" clutch

Durable heavy-duty 11 in. clutch with 123.7 sq. inch lining area, dissipates heat faster for increased dependability and longer life. It combines with Ford's hydraulic clutch actuation for smooth easy shifting.



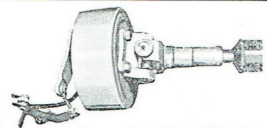
### Low silhouette carburettor

The new two-venturi down draft carburettor is of low silhouette type—unique for its compactness and convenient unit construction.



### Vacuum Boosted Brakes

Now vacuum boosted brakes give 10% faster stops with less pedal effort. Brake lining life is greatly increased with Ford's heavier rear brake drums and new linings.



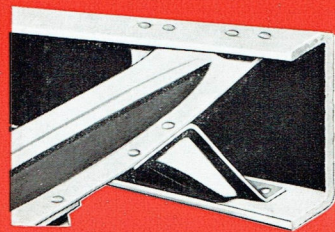
### Internal Shoe Parking Brake

Ford's transmission mounted internal expanding shoe type parking brake provides positive holding on grades under all load conditions. Its design gives greater heat dissipation and more positive action for emergency stops, and prevents entry of dirt and dust.

## Ford's rugged chassis design cuts ton-mile costs

Parallel ladder-type frame construction features heavy gauge channel side members and flanged "U" type cross members. Frames are of SAE standard 34" width to facilitate mounting of standard or custom-built bodies. Deep, wide-flanged side members extend beyond the front cross member to permit direct attachment of the front bumper which also serves as a cross member. Cross members are strategically placed in frames to resist torsional stress.

Wheelbase	Max. Side Rail Section	Section Modulus	Number of Cross Members
154", 172"	9.25" x 2.94" x 0.25"	9.45	6
192"	9.31" x 2.94" x 0.28"	10.56	7



## Greatest cab value ever — with the most in comfort, safety, and convenience.

Ford Driverized Cabs are big, comfortable, and extra strong. Features are engineered in to reduce fatigue, lessen tension, and provide the nearest ride yet to sedan-like comfort.

**1. Full wrap-around windscreen.** Now there's 1,020 square inches in Ford's wider, full wrap-around windscreen. Vision is unobstructed forward, down and to the sides.

**2. Look at the dimensions.** There's no squeeze in this cab . . . there's more shoulder room, leg room and added head room to make driving-comfort and passenger-comfort more relaxing, less fatiguing.

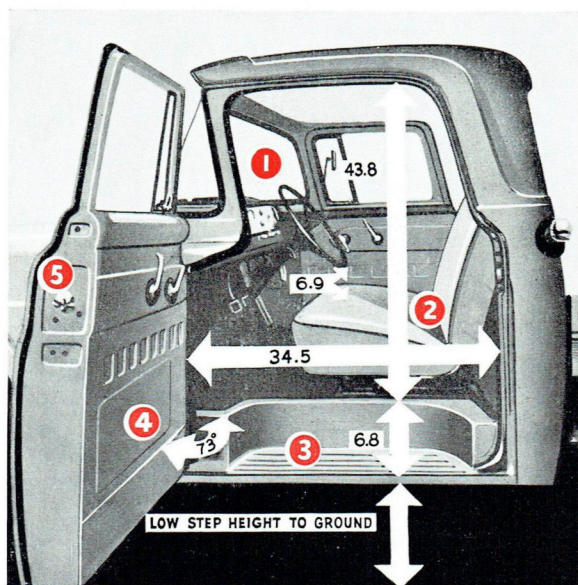
**3. Inboard step.** Ford has moved the cab step up inside the door making it easier to climb aboard. It provides extra protection against water and slush—increases overall cab strength.

**4. Doors open wide.** Doors open almost a full yard wide—are held open by door checks. It's the easiest cab to get into and out of on the road.

**5. Complete weather sealing.** Doors and wing vents are completely encircled by tight fitting rubber seals . . . keeping out dust, fumes, moisture and draughts.

### Dual headlights for safety and smartness

The dual headlight system on all Ford V8 trucks on both dipped and long range beam present a major improvement in lighting efficiency and added safety.



## 5 SPOKE CAST SPIDER WHEELS

Cast wheel spider and brake drum assemblies are standard fittings with the F-600 series trucks. They are of the 5 spoke mounting type, the wheel spider and drum being an integral casting which provides sturdier load carrying characteristics. Removal of the tyre and rim only, means lighter effort for service of rims and tyres. Use of the cast wheel assembly gives added tyre mileage as the tyre is afforded greater support. Braking efficiency is increased by better brake drum cooling experienced with the use of the cast assembly.

