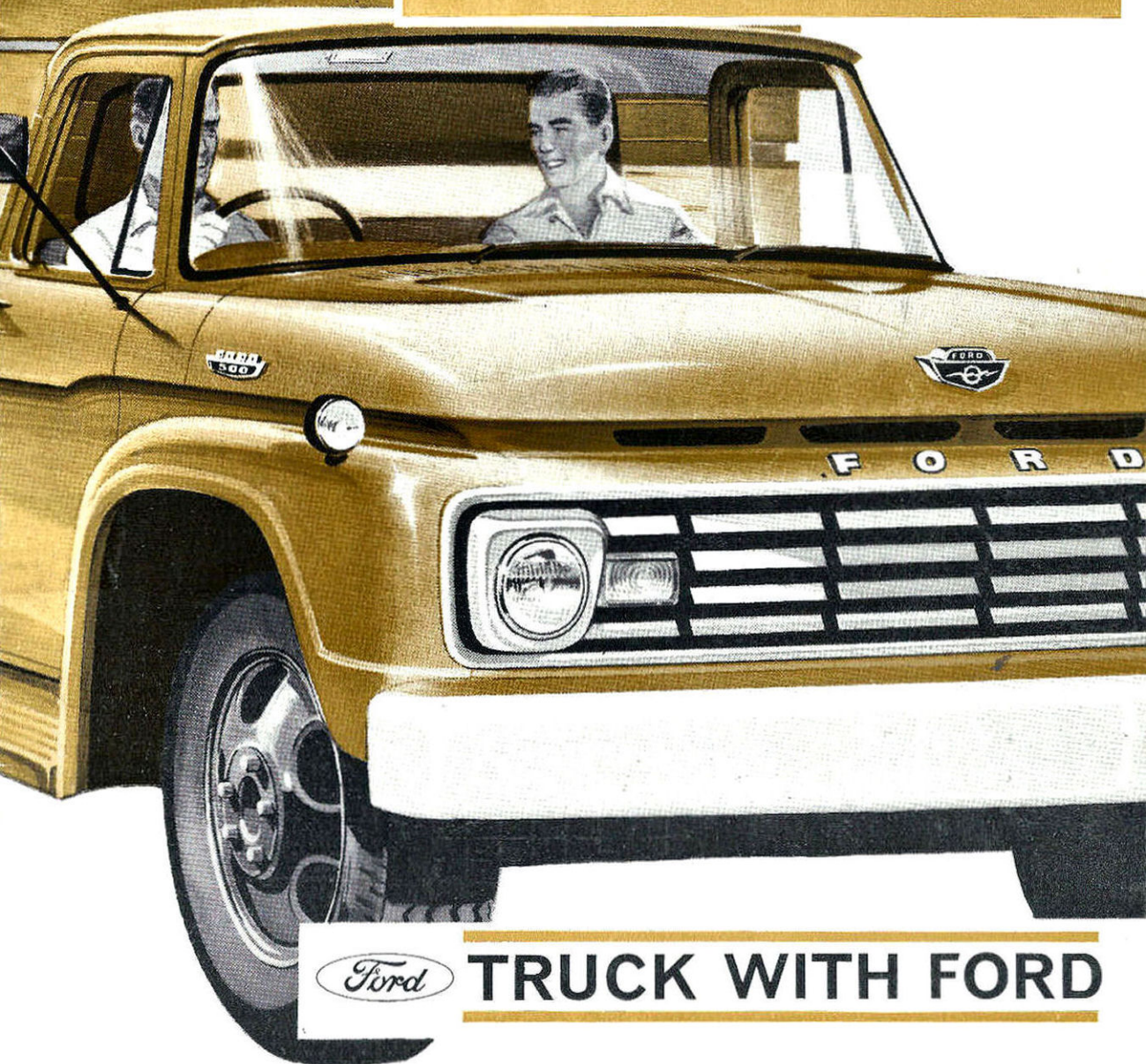


1963 FORD F500 TRUCKS

15,000 lbs. G.V.W.



Ford

TRUCK WITH FORD

1963 FORD F500 TRUCKS

15,000 lbs. G.V.W.

ABRIDGED SPECIFICATIONS

Engine: STANDARD — Six cylinder O.H.V. 3.625" bore, 3.60" stroke. Displacement, 223 cu. in. Compression ratio: 8.1:1. Horsepower, R.A.C. rating, 31.54. Maximum B.H.P.: Gross, 135 at 4,000 R.P.M. Nett, 114 at 3,600 R.P.M. Maximum Torque: Gross, 200 at 2,100 R.P.M. Nett, 186 at 1,800 R.P.M.

OPTIONAL: V8 O.H.V. — 3.75" bore, 3.30" stroke. Displacement, 292 cu. in. Compression ratio: 8.0:1. Horsepower, R.A.C., 45.0. Maximum B.H.P.: Gross, 160 at 4,000 R.P.M. Nett, 135 at 3,800 R.P.M. Maximum Torque: Gross, 270 at 1,900 R.P.M. Nett 245 at 1,900 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 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: 8 pints plus 2 pints for filter absorption.

FUEL: Holley dual-down draught 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 inter-connected. Oil-bath air cleaner.

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

FUEL TANK CAPACITY: 15 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 cylin-

der 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, diameter 18", with pressed steel cowling.

COOLING SYSTEM CAPACITY: 18.3 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. Battery located under cab floor.

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

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

GEARBOX: 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 6.40:1. Second 3.09:1. Third 1.69:1. Fourth 1:1. Reverse 7.82:1.

POWER TAKE-OFF: Six bolt S.A.E. Power take-off on right-hand side of transmission.

GEARBOX CAPACITY: 6.6 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 hypoid type.

★ with six cylinder engine. Timken C-100-N, ratio 6.2:1. Rated capacity, 11,000 lbs.

★ with V8 engine. Timken D-100-NXL, ratio 5.83:1. Rated capacity, 13,000 lbs.

FRONT AXLE: Front axle features high strength, heat-treated forged alloy-steel. Rated capacity, 4,000 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 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: Front, 48" x 2.5". Capacity, 1,750 lbs. at pad. Rear: Main—46.59" x 3". Capacity, 6,700 lbs. at pad. Auxiliary—35.5" x 3". Capacity, 2,250 lbs. at pad.

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 23.2:1.

STEERING WHEEL: Steel core with hard moulded rubber cover and grip. 18" 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: .625 Imperial pints.

TURNING CIRCLE DIAMETERS: 174" W/B 59.7' right or left. 156" W/B 52.3' right or 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, 364.8 sq. ins.

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. Area: 42.3 sq. ins.

FRONT BRAKES: Single-anchor self-energising type. Dimensions (drum diameter and lining width—thickness), 13" x 2 1/4" x 3/4".

REAR BRAKES: Two cylinder independently anchored. Dimensions (drum diameter and lining width—thickness), 15" x 4" x 3/8".

WHEELS AND TYRES: Wheels are of the 3-piece pressed steel disc-type with split spring-steel locking rings.

Rim sizes: 20 x 6—7 wheels. Standard tyre equipment: Front, 7.50 x 20, 8 ply. Rear, dual; 7.50 x 20, 8 ply. Spare tyre optional. Optional tyre sizes available at extra cost.

1963 FORD F500 TRUCKS

15,000 lbs. G.V.W.

ABRIDGED SPECIFICATIONS

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 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 rotor-type safety latches. Continuous weather stripping around doors with weather sealed Air Wing Vents.

WINDOWS: Full-width windshield, with rear window over 4' wide, large door windows, giving total glass area of 2,643.74 sq. ins. for all-round visibility.

SEATING: Full-width seat with formed wire springs. Improved basic construction gives added support for back and knees. 4½" fingertip seat adjustment. Cushion and back-rest covered in 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.

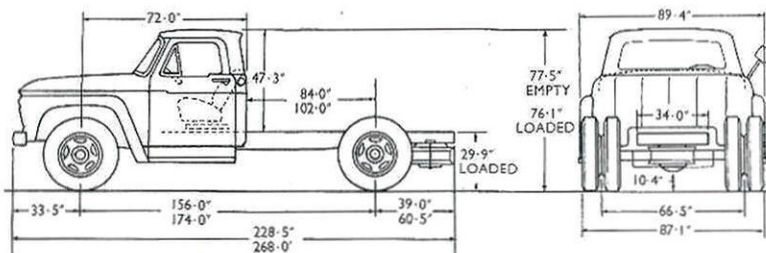
CHASSIS EQUIPMENT: Included as standard in addition to items mentioned above: Hood, cowl and dash assembly; front and rear fenders; Hi-dri cowl ventilators; steel toe board; instrument panel; speedometer; water temperature gauge; oil pressure warning light; fuel gauge; ash receptacle; glove box; horn;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

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WEIGHT RATINGS

G.V.W. 15,000 lbs. Approximate, without fuel, oil and water					
Wheelbase	156"		174"		
	Six	V8	Six	V8	
Front Axle	2,655	2,788	2,669	2,822	
Rear Axle	1,798	1,801	1,833	1,836	
Total (Approx.)	4,453 lbs.	4,589 lbs.	4,522 lbs.	4,658 lbs.	
Fluid Weights		Six	V8		
Water		38 lbs.	50 lbs.		
Oil		8 lbs.	8 lbs.		
Fuel		110 lbs.	110 lbs.		

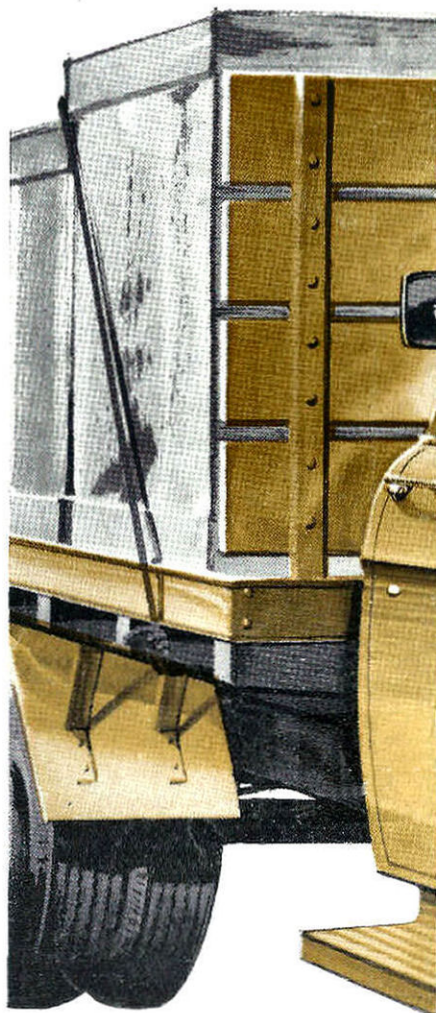
CHASSIS DIMENSIONS



DM47-2/63

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.

Registered Office: Shell Corner, 155 William Street, Melbourne



1963 FORD F500 TRUCKS

ABRIDGED SPECIFICATIONS

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STEERING WHEEL: Steel core with hard moulded rubber cover and grip. 18" 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: .625 Imperial pints.

TURNING CIRCLE DIAMETERS: 174" W/B 59.7" right or left. 156" W/B 52.3" right or left.

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BRAKES: Full hydraulic system, vacuum boosted, operated by pedal acting on front and rear wheels. Total area drum lining front and rear combined, 364.8 sq. ins.

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. Area: 42.3 sq. ins.

FRONT BRAKES: Single-anchor self-energising type. Dimensions (drum diameter and lining width—thickness), 13" x 2 1/4" x 1/4".

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WHEELS AND TYRES: Wheels are of the 3-piece pressed steel disc-type with split spring-steel locking rings. Rim sizes: 20 x 6—7 wheels. Standard tyre equipment: Front, 7.50 x 20, 8 ply. Rear, dual; 7.50 x 20, 8 ply. Spare tyre optional. Optional tyre sizes available at extra cost.

1963 FORD F500 TRUCKS

ABRIDGED SPECIFICATIONS

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 gauge, oil pressure and charge indicator lights, speedometer and temperature gauge.

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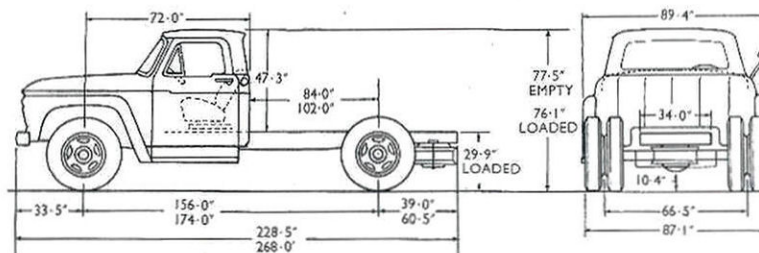
CHASSIS EQUIPMENT: Included as standard in addition to items mentioned above: Hood, cowl and dash assembly; front and rear fenders; Hi-dri cowl ventilators; steel toe board; instrument panel; speedometer; water temperature gauge; oil pressure warning light; fuel gauge; ash receptacle; glove box; horn;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

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WEIGHT RATINGS

G.V.W. 15,000 lbs. Approximate, without fuel, oil and water				
Wheelbase	156"		174"	
	Six	V8	Six	V8
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Rear Axle	1,798	1,901	1,933	1,836
Total (Approx.)	4,453 lbs.	4,589 lbs.	4,522 lbs.	4,658 lbs.
Fluid Weights				
	Six		V8	
Water	38 lbs.		50 lbs.	
Oil	8 lbs.		8 lbs.	
Fuel	110 lbs.		110 lbs.	

CHASSIS DIMENSIONS



FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD.
Registered Office: Shell Corner, 155 William Street, Melbourne

1963 FORD F500 TRUCKS



 **TRUCK WITH FORD**

1963 FORD F-500 TRUCKS

TASK-MASTERING MIDDLEWEIGHTS WITH
PROVEN MONEY-MAKING POWER



F-500's driving force: Fuel-saving Ford 223 Six that combines outstanding reliability and low operating costs

Ford provides the modern truck engine power and economy that's right for your specific needs. The O.H.V. 223 Six, with short stroke design, assures low piston speeds, top economy and long ring/bore life. Wedge-type combustion chambers and high-lift cams provide economical combustion and high power output, using standard grade fuels.

Free-turning valves, aluminium-alloy pistons, and full pressure lubrication give the Ford Six long life with minimum maintenance. Durability is further assured by deep-block design with cast rib construction.

Positive crankcase ventilation cuts crankcase dilution and sludge formation. An improved oil-bath cleaner absorbs air intake noises, further increases engine life. Nett maximum B.H.P. is 114 at 3,600 R.P.M., and nett torque 186 lbs./ft. at 1,800 R.P.M.

The 292 cubic inch V8 engine is available as an option at low extra cost. Nett maximum B.H.P. is 135 at 3,800 R.P.M., and the high nett torque of 245 lbs./ft. is obtained at the low revolutionary rate from 1,800-2,000 R.P.M.

12,000-MILE, 12-MONTH
(whichever comes first)
WARRANTY
ON ALL FORD TRUCKS
(excluding normal maintenance parts and service)

Another 'First' from Ford to put you first: "12/12 Warranty" gives a big new owner-benefit to all F-500 users.

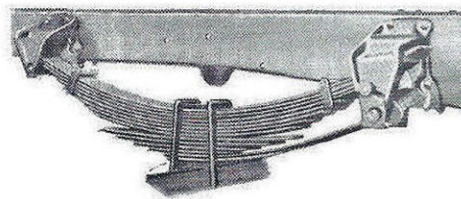
Ford Trucks give you broader warranty—extended to 12,000 miles or 12 months, whichever comes first. Every Ford Truck is warranted against defects in materials and workmanship for this new extended period. Owners are responsible only for normal maintenance and routine replacement of maintenance items. This big extra owner-benefit is provided without any increase in the low prices of Ford Trucks.

1. Radiator has soldered lock-seam joint construction and thicker tank and header walls for strength and durability. Independent mounting system prevents transfer of road shocks through sheet metal and greatly extends radiator life.

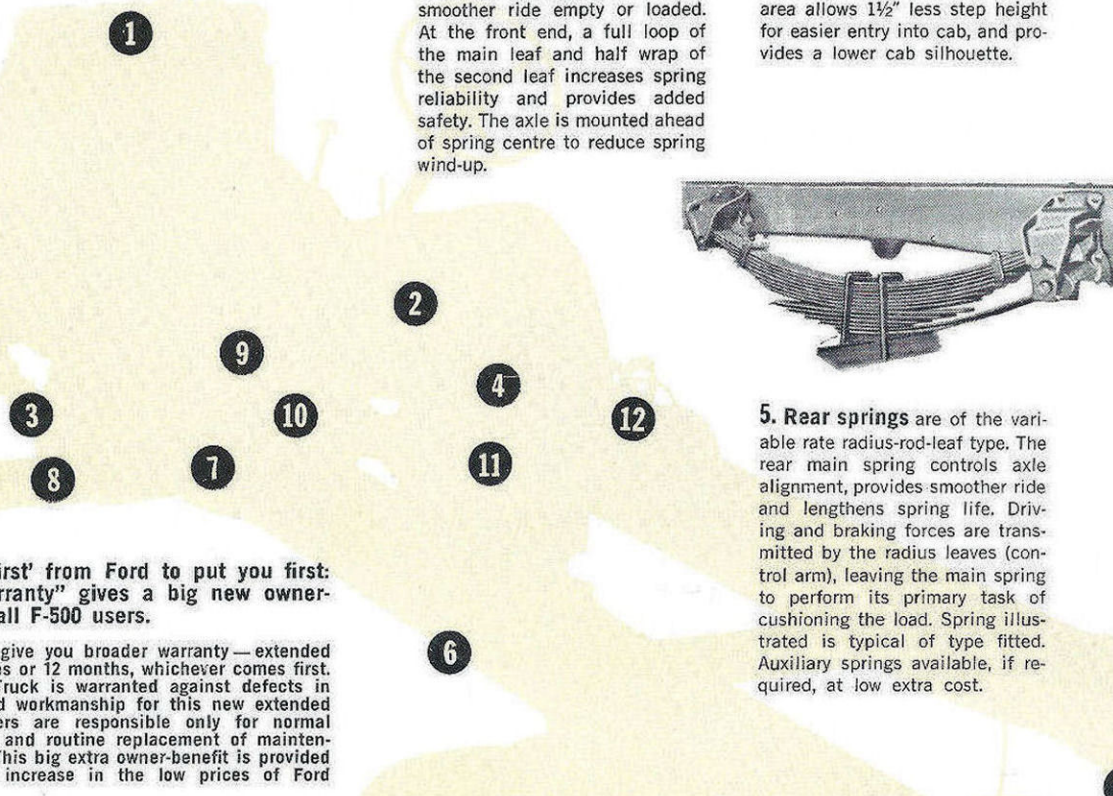
2. Service brakes have the capacity and lining area to control F-500's rated load. They are of heavy-duty construction to withstand hard, constant use with maximum efficiency.

3. Front Springs give a much smoother ride empty or loaded. At the front end, a full loop of the main leaf and half wrap of the second leaf increases spring reliability and provides added safety. The axle is mounted ahead of spring centre to reduce spring wind-up.

4. Drop Frame in cab mounting area allows 1½" less step height for easier entry into cab, and provides a lower cab silhouette.



5. Rear springs are of the variable rate radius-rod-leaf type. The rear main spring controls axle alignment, provides smoother ride and lengthens spring life. Driving and braking forces are transmitted by the radius leaves (control arm), leaving the main spring to perform its primary task of cushioning the load. Spring illustrated is typical of type fitted. Auxiliary springs available, if required, at low extra cost.



COUNT THE HOURS YOU'RE IN A CAB . . .
COUNT ON THE NEW FORD CABS FOR
DRIVERIZED COMFORT.

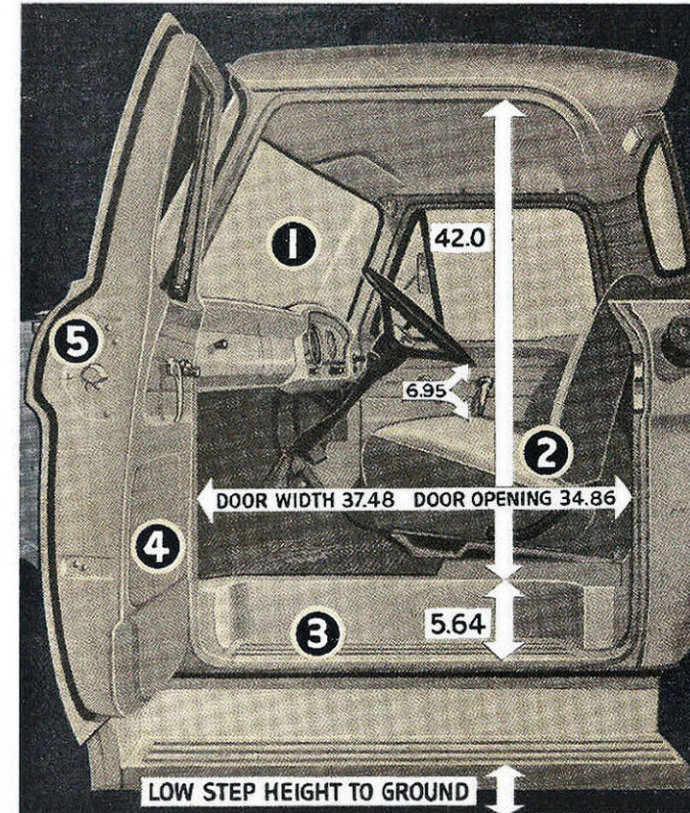
New Ford Driverized cabs offer the most in cab value—with even more comfort, safety and convenience—they're built stronger for longer life.

1. Wider, higher windscreen—with more square inches of safety glass area—gives unobstructed vision forward, down and to the sides.

2. The new Ford F-500 cab is wider, lower and more comfortable—with plenty of head, leg and shoulder room for three large adults.

3. Doors open wide—and are held open by door checks—it's really easy to get in and out.

4. F-500's cab is heavily insulated for a quieter ride. Doors and wing vents are completely encircled by tight-fitting rubber seals.



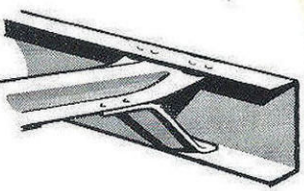
Tough, all-new chassis has extra strength where it counts.

Ford F-500's sturdy new chassis provides extra strength and payload capacity where it counts; to get more work done with less expense. Durable brakes, springs, frame and axles all have the reserve capacity to stand up in hard service. Ford have been builders of tough, hardworking trucks for many years—and this is the toughest line of Ford trucks yet!

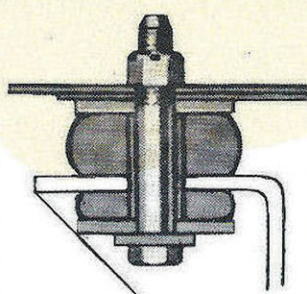
ABRIDGED SPECIFICATIONS

Wheelbase	Max. Side Rail Section	Section Modulus	Number of Cross Members
156"	9.25" x 2.44" x 0.25"	9.45	6
174"	9.25" x 2.94" x 0.25"	9.45	7

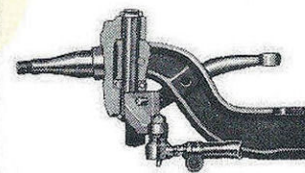
6. Bigger, Stronger Frame with bigger side rails on both wheelbase models to give more frame rigidity for longer frame, cab and body durability. Stronger parallel ladder-type frame construction features heavy-gauge channel side members and flanged alligator jaw type cross members. Frames are of S.A.E. standard "X" to facilitate mounting of standard or custombuilt bodies.



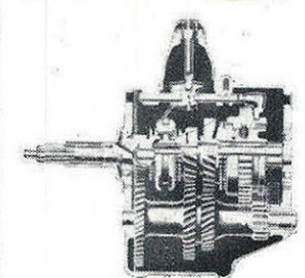
7. Cab Mountings. F-500's new system of rubber-cushioned 4-point cab mounting provides a better ride, insulates the cab against frame stresses and vibration, reducing sheet-metal strains. The system accordingly increases cab life and improves the operator's comfort.



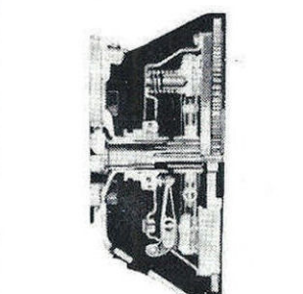
8. Heavy-duty Front Axle. F-500's bigger capacity front axle features heat-treated high carbon steel, rigid "I"-beam construction, with increased strength at stress points. Reverse Elliot steering knuckles, rugged steering arms and kingpins . . . and kingpin bushings that reduce friction and wear. The illustration shows the front axle viewed from the rear of the truck, looking forward.



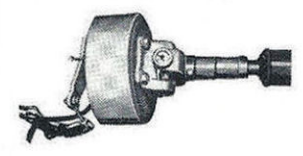
9. 4-speed Transmission. The 4-speed synchro-silent transmission provides more "pulling" ability, more flexible and economical operation than 3-speed transmissions. Gears are connected to the mainshaft with blocker-type synchronizers to provide smooth, quiet gear engagement with little driver effort.



10. Heavy-duty 11" Clutch. Durable heavy-duty 11" 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, with less fatigue after a day's work.



11. Internal Shoe Parking Brake. transmission mounted, provides positive holding, with greater heat dissipation. When parked on grades under all load conditions, this brake gives maximum security when stationary, and adds to the 4-wheel braking force on emergency stops.



12. Vacuum-boosted Brakes. Vacuum-boosted brakes give 10% faster stops with less pedal effort. Brake lining life is greatly increased with Ford's heavier brake drums and new linings. Brakes are of heavy-duty construction, to withstand hard, constant use with maximum efficiency.

