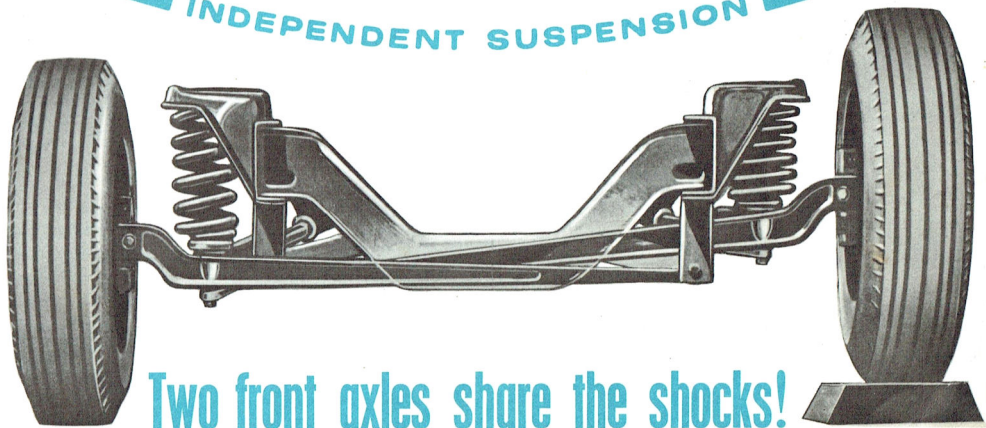


# ANOTHER FIRST FROM FORD!



## TWIN I BEAM

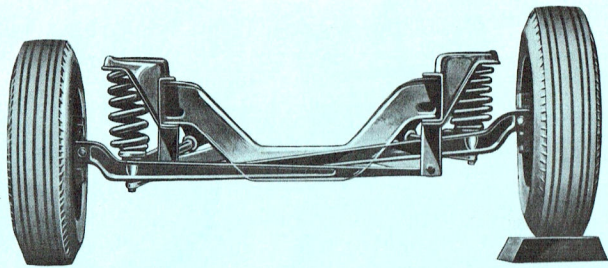
INDEPENDENT SUSPENSION



Two front axles share the shocks!



# FORD'S SENSATIONAL TWIN I-BEAM SUSPENSION



## GIVES THE NEW FORD F100 PICK-UP *TWO FRONT AXLES!*

Yes, two independent, rugged I-Beam axles smooth road shocks and cross-country running for the new Ford F 100. Two axles share the abuse of the roughest going. This combination of two independent front axles and the strength of forged-steel solid I-Beams gives the new Ford F 100 pick-up a front suspension system that is miles ahead of all others.



## IN ACTION



### Durability

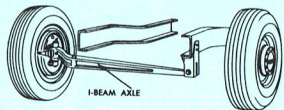
The durability of the Twin I-Beam suspension can be compared directly with the single I-Beam front end. Solid dual-forged steel I-Beam axles, radius rods and hard wearing mounting brackets and bushings make Twin I-Beam the most rugged front end in the 15 cwt. field.

### Ride and comfort

Twin I-Beam makes your 15 cwt. pick-up ride like a car. Low deflection-rate coil springs and large shock absorbers soak up jolts and vibration before they reach the driver or the load. The well appointed F 100 gains even greater cab comfort from Twin I-Beam.

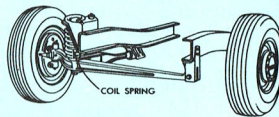
## HERE'S HOW THE NEW FORD TWIN I-BEAM INDEPENDENT SUSPENSION WORKS

### FORGED I-BEAM AXLE



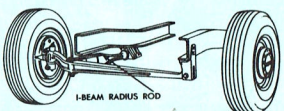
Two solid forged steel I-Beam axles are cross-connected between the wheels and the opposite frame rails. The king-pin, steering knuckle and wheel spindle used to connect the wheels to the axles are of the same rugged construction used for single I-Beam axles. Frame connection is made by heavy duty steel brackets and flexible bushings.

### LARGE COIL-TYPE SPRING



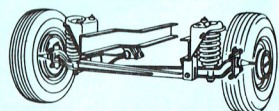
A low deflection rate coil spring supports and cushions the front end weight of the truck over each wheel. The spring's low deflection rate allows the wheel and axle to move up and down a great deal without substantially altering the frame height.

### FORGED I-BEAM RADIUS ROD



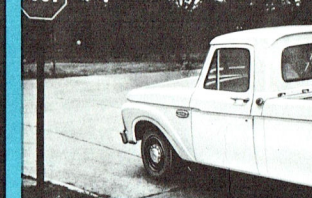
The connection to the frame rail is made by forged steel I-Beam radius rods, as in tandem rear axles. This sturdy but flexible link stabilizes the front end. Rugged cast iron brackets with heavy duty bushings are used to connect the rods to the frame rail.

### A SUSPENSION FOR EACH WHEEL



Each wheel has its own fully independent suspension—its own forged I-Beam axle, forged I-Beam radius rod and smooth ride coil spring. Thus road shocks on one wheel are not transmitted to the other; and the wide stance of the I-Beam axle provides excellent stability. Two front axles share the shocks. The strength of I-Beam combines with independent suspension.

### STOP



### Practically no dip or dive

The design of the Twin I-Beam front suspension has practically eliminated the dip and dive of other suspensions, when coming to a sudden stop. It will not mush out when you brake hard, nor cause excessive tyre wear.

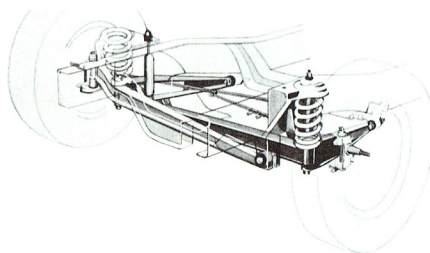


### Cornering and steering control

Twin I-Beam makes cornering and steering much more efficient. You can take curves faster in complete safety with no loss of control. It offers far greater stability on the highway or for off-the-road work. Twin I-Beam means you can use the power of F 100 to full advantage.



## FULL SUSPENSION

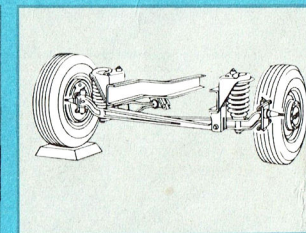


Shock absorbers and a steering control system are now added to make it a full front suspension ready for the road. Due to the unusually stable alignment of the front axle by the radius rods, the shock absorbers can be mounted in a vertical position. In this way they better complement the action and ride of the coil springs. The Twin I-Beam independent front suspension has a built-in smooth ride, built-in durability and built-in economy of operation.



### Economy of operation

Twin I-Beam brings savings that are not confined to the front end—such as eliminating camber and castor adjustment and reducing toe-in adjustment. The smooth car-like ride protects the cab, body and load from road vibration. Your whole truck lasts longer and tyre wear is reduced.



### Independent wheel action

This illustration shows how each axle and wheel combination acts independently. The axles are held parallel by the I-Beam radius rods, but move freely up and down. Driving thrusts are transmitted by the radius rods and large shock absorbers cushion road irregularities.



# FORD F100 NORMAL CONTROL MAX. GVW: 5,400 LBS.

## Abridged Specifications

**BODY TYPES**  
Cab-chassis (standard) 6½ ft. styleside pick-up box (optional).

**ENGINE**  
Model 240 CID. ins. 6-cyl. petrol.  
Oil bath air cleaner, road draft tube.

**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, 2nd, 3rd and 4th. ratios—low 6.685:1, 2nd 3.34:1, 3rd 1.66:1, 4th 1.00:1 reverse, 8.26:1

**CLUTCH**  
11 inch heavy duty, semi-centrifugal, woven grooved

**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).

**BRAKES**  
Self-adjusting hydraulic Bendix Single Anchor  
Dimensions: Front 11" x 2" x 7/32" primary (9/32" secondary). Rear: 11" x 1¼" x 7/32" (9/32" secondary).

**PARKING BRAKE**  
Size: Same as rear service brakes (11" x 1¼").  
Location: rear wheels  
Type of lever: Bayonet type mounted under the dash.

**STEERING GEAR**  
Recirculating ball type; 24.0:1  
Wheel diameter 17".

**SHOCK ABSORBERS**  
Double action telescopic, front and rear.

**FUEL TANK**  
Capacity: 15 Imp galls.

**DRIVE LINE**  
Spicer.

**BATTERY**  
12 Volt, 55 Amp. 66 plate.

**ALTERNATOR**  
12 Volt, 38 amp.

**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.

**TYRES & DISC WHEELS**  
6.50 x 16 — 6 ply. 16 x 5k — 5 hole.

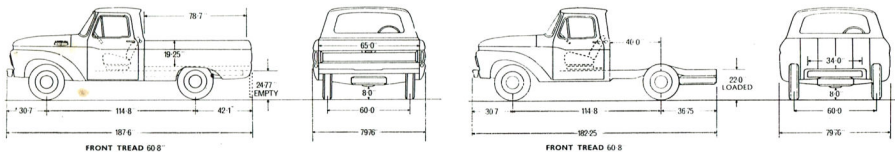
**SPARE WHEEL CARRIER**  
Under frame at rear.

**GENERAL**  
Cab, hood, cowl and dash assembly; front fender; hi-dri cowl ventilators; steel toe board; instrument panel—mileage recorder, oil pressure and alternator indicator, lights, speedometer, temperature and fuel gauges, turn indicator lights; electric two-speed windshield wipers; outside rear mirror; sun visor; standard tools in bag; jack; spare wheel; doors mounted on concealed goose neck hinges and fitted with push-button handles; ash receptacle.

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

<b>WEIGHT RATINGS</b>			
Approximate		<b>3-SPEED</b>	<b>4-SPEED</b>
chassis-cab weight—	<b>Front axle</b> ... ..	1979 lbs.	2034 lbs.
including	<b>Rear axle</b> ... ..	1032 lbs.	1048 lbs.
fuel, oil, water.	<b>TOTAL (approx.)</b> ... ..	3011 lbs.	3082 lbs.
<b>Weight of pick-up box—368 lbs.</b>			

### CHASSIS DIMENSIONS



**FORD SALES COMPANY OF AUSTRALIA LIMITED**  
(Incorporated in Victoria)

Registered Office: 1735 Sydney Road, Campbellfield, Victoria.