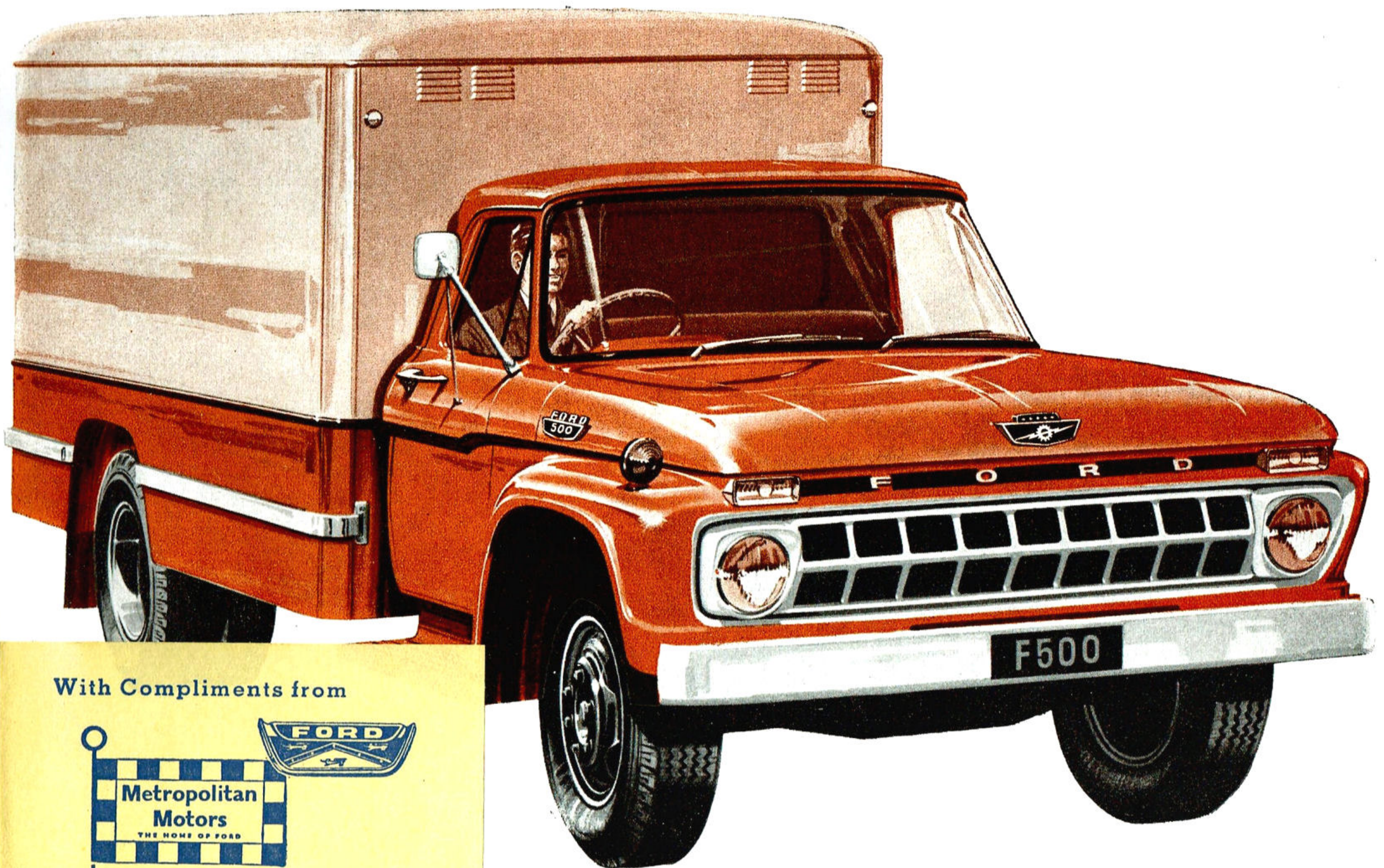


# NEW FORD

**F-500** MAX. GVW — 12,600/13,500/15,000/19,500 lbs.  
MAX. GCW — 22,500 lbs.

**/ NORMAL CONTROL TRUCKS**

240 CID 6 CYL. PETROL ENGINE  
WHEELBASES: 156", 174" — 12,600 LBS. GVW.  
156", 174" — 13,500 LBS. GVW.  
174" — 15,000 LBS. GVW.  
174" — 19,500 LBS. GVW.



With Compliments from



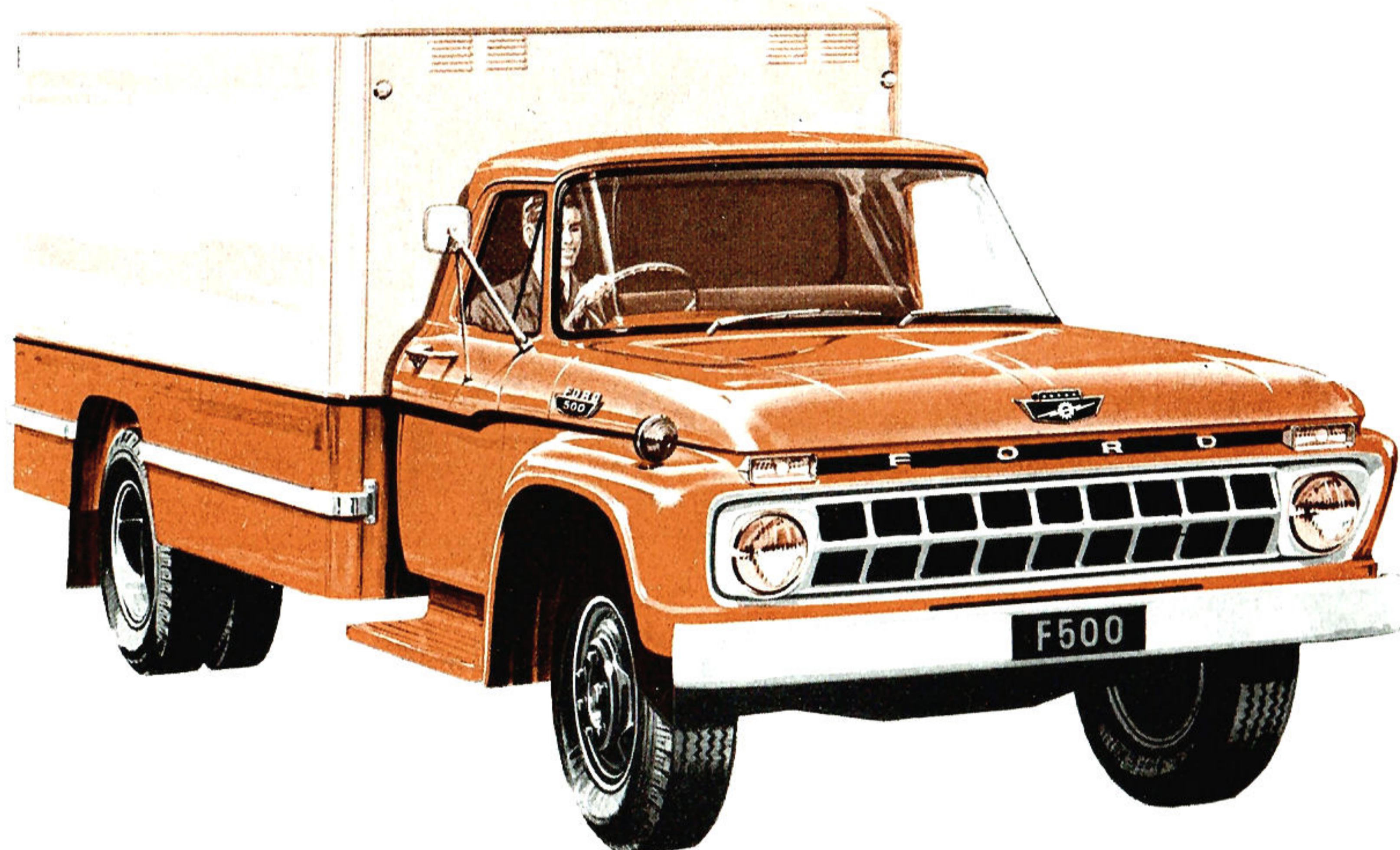
302 Adelaide St., Brisbane  
Phone 2 0581

**BUILT STRONGER TO LAST LONGER**

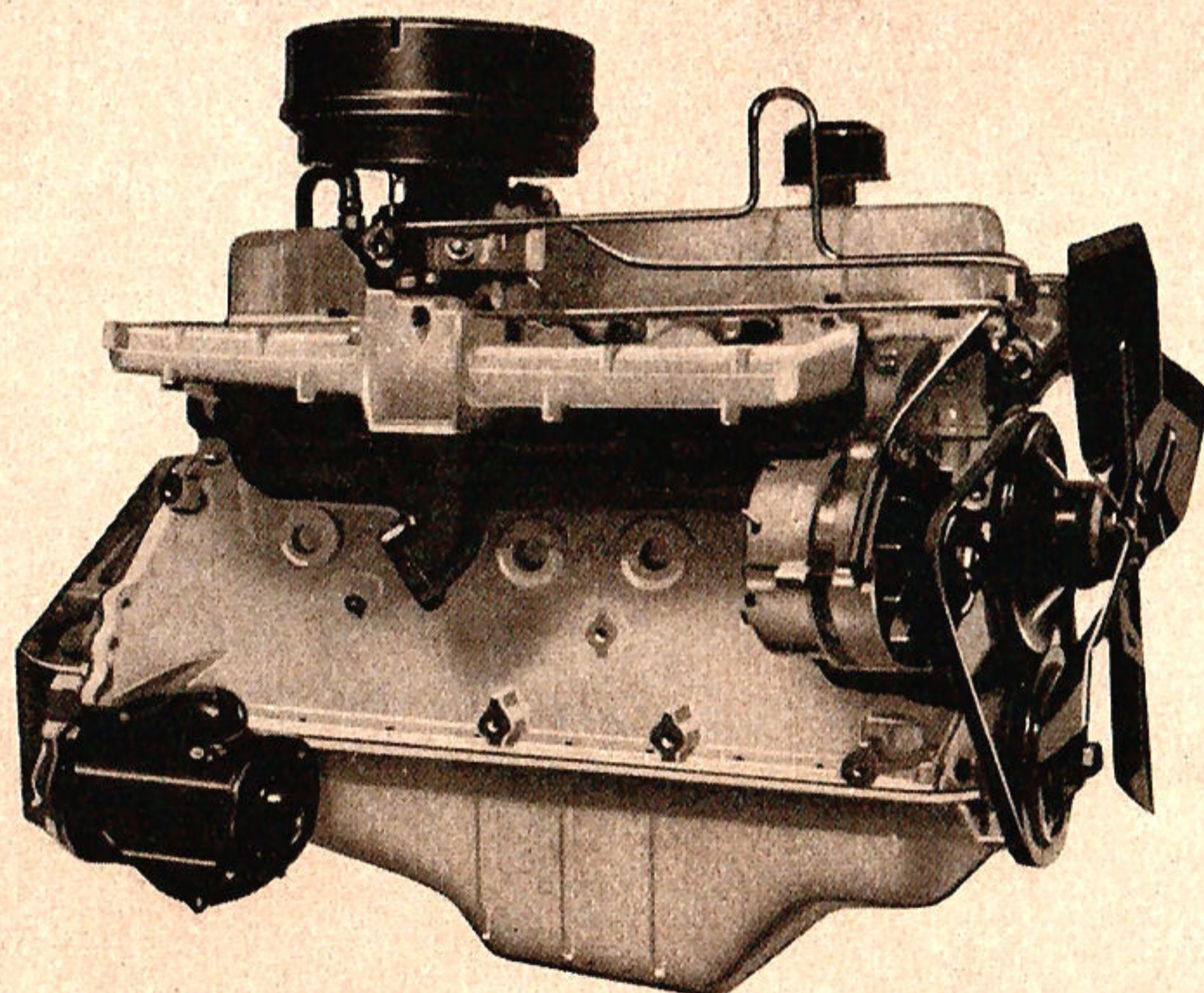


# NEW FORD F500

**BUILT STRONGER TO LAST LONGER**

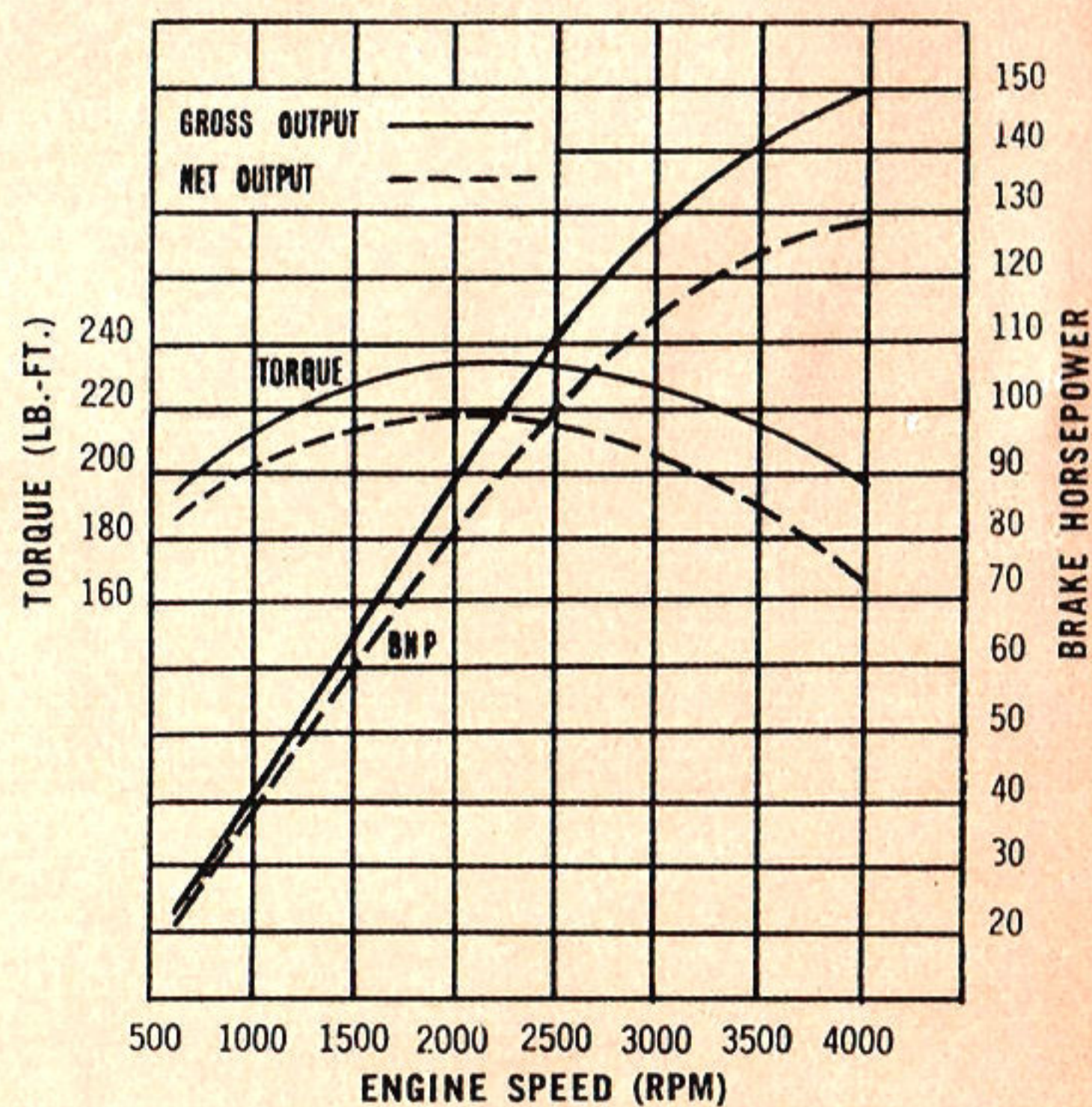


**ENTIRELY NEW 240 CID 6 CYL. PETROL ENGINE WITH INCREASED POWER AND TORQUE, IS BUILT STRONGER TO LAST LONGER. IT KEEPS YOUR RUNNING COSTS DOWN.**



**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.



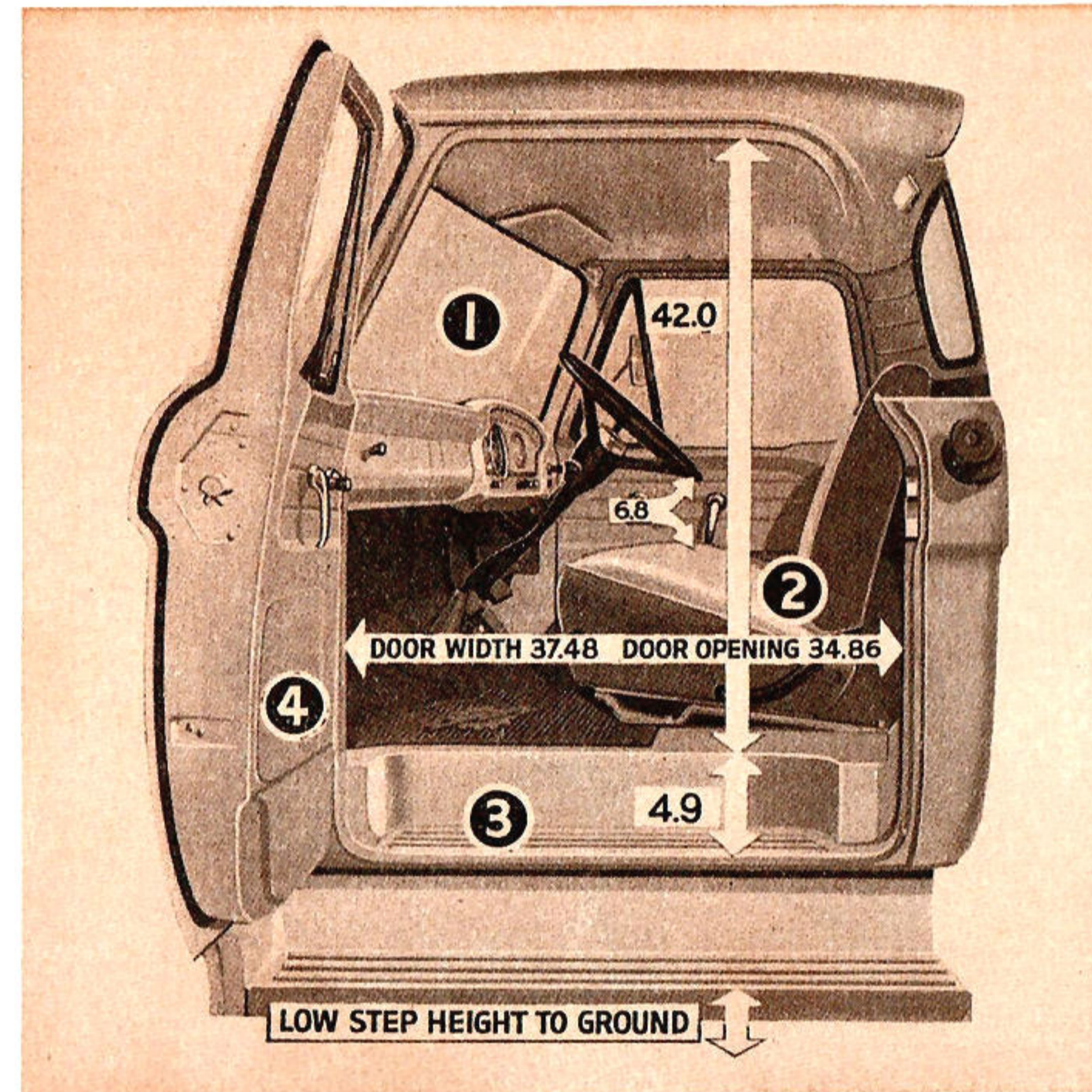
Ford's new F500 is a versatile middleweight with added power and strength. It brings new performance to truck applications in a wide bracket of GVW's from 12,600 lbs to 19,500 lbs. Its new 240 CID 6-cyl. petrol engine is exactly right for this class of truck. You'll find it ideal for every job—whether on stop-

start local deliveries or long distance country work. Take a good look at the new F500—you'll find it's the truck for you. It's built stronger to last longer. And like all the new F-Series trucks, it's the best truck value ever. So why not investigate all the advantages of operating F500 for yourself, soon.

## FORD CABS GIVE YOU THE MOST COMFORT, SAFETY AND CONVENIENCE WITH WIDE VISIBILITY. THEY'RE INSULATED AGAINST SOUND AND VIBRATION.

Ford cabs give you the most comfort, safety and convenience, with wide visibility. They're insulated against sound and vibration. These Ford cabs are designed to ease long hours at the wheel. They offer the operator more comfort, safety and convenience—and they are built stronger to last longer. Get in a Ford cab and see for yourself. The following facts will please you.

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 F500 cab is wider, lower and more comfortable — head, leg and shoulder room for three large adults. Seats have deep padded backs, low-lift pedals reduce fatigue.
3. Doors open wide — and are held open by door checks — it's really easy to get in and out. All-weather step adds to convenience and safety.
4. F500's cab is heavily insulated for a quieter ride. Doors and wing vents are completely encircled by tight-fitting rubber seals.



## RUGGED LADDER TYPE FRAMES HAVE RESERVE CAPACITY TO PROVIDE EXTRA STRENGTH FOR BIGGER PAYLOADS, THEY STAND UP TO LONG HARD SERVICE.

Ford F500's big, strong frame is of ladder-type construction with parallel side members. These heavy-gauge channel steel side rails are held rigidly by flanged alligator jaw type cross-members. Reserve capacity provides extra strength to stand up to long, hard service. A drop-frame section in the cab mounting area allows 1½" less step height. This means easier entry into the cab, and provides a lower cab silhouette. Standard SAE "X" width facilitates fitting of standard or custom-built bodies.

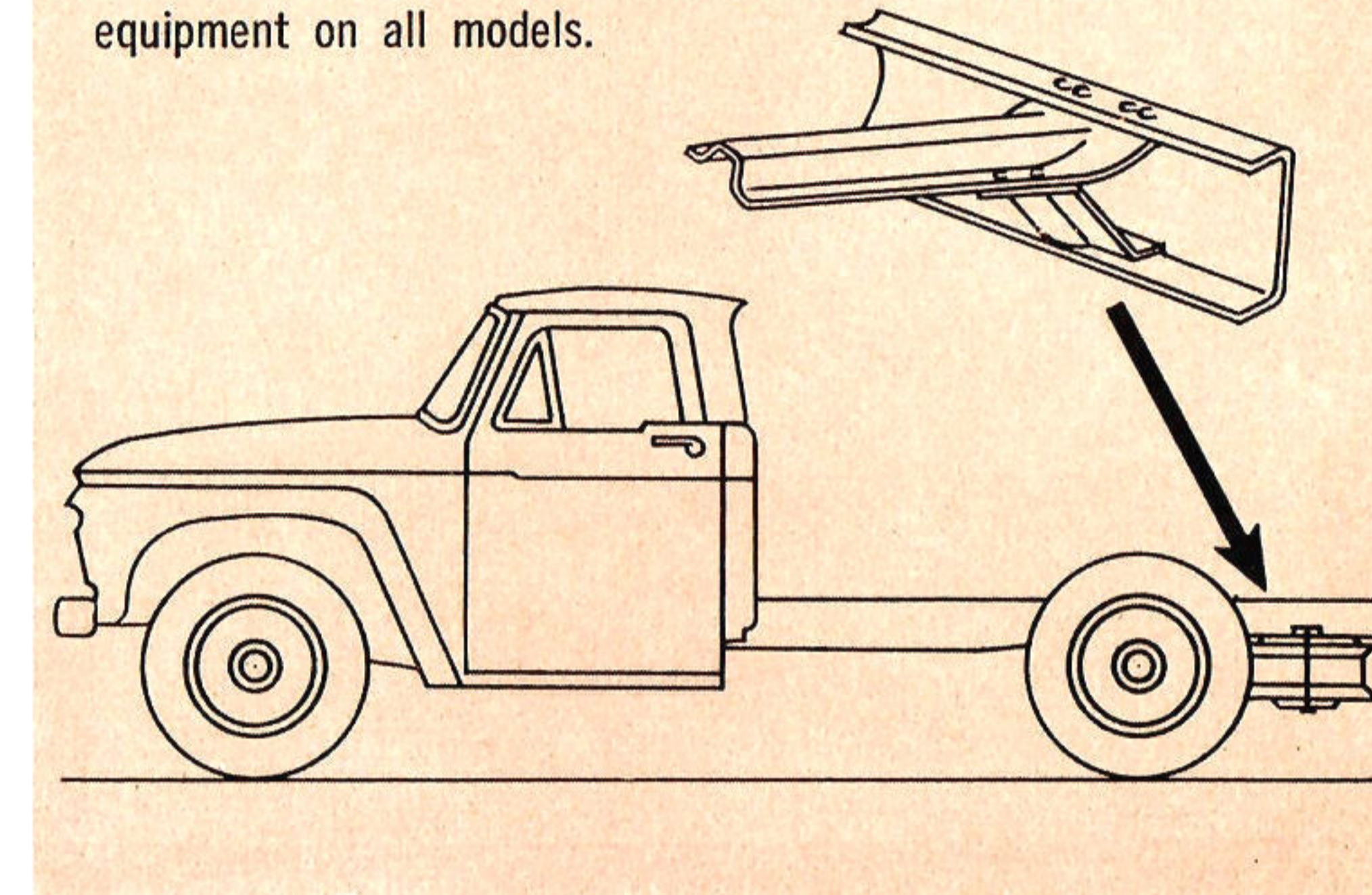
### ABRIDGED SPECIFICATIONS

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

Ford F500 is available in the following GVW's and wheelbases:

156" Wheelbase	12,600 lbs. GVW
174" Wheelbase	12,600 lbs. GVW
156" Wheelbase	13,500 lbs. GVW
174" Wheelbase	13,500 lbs. GVW
174" Wheelbase	15,000 lbs. GVW
174" Wheelbase	19,500 lbs. GVW

The rugged F500 frames are of SAE standard "X" dimensions to facilitate mounting of standard or custombuilt bodies. Dual rear wheels are standard equipment on all models.



## FEATURE BY FEATURE THE NEW F500 IS THE MOST VERSATILE, MOST RUGGED TRUCK IN THE 12,600 LBS. TO 19,500 G.V.W. CLASS

The new Ford F500 truck engine, of modern short stroke design, develops a maximum net b.h.p. of 129 at 4,000 r.p.m., and a maximum net torque of 218 lbs. ft. at 2,000 r.p.m. This engine has outstanding new features designed to give higher performance and longer life in medium-duty truck work.

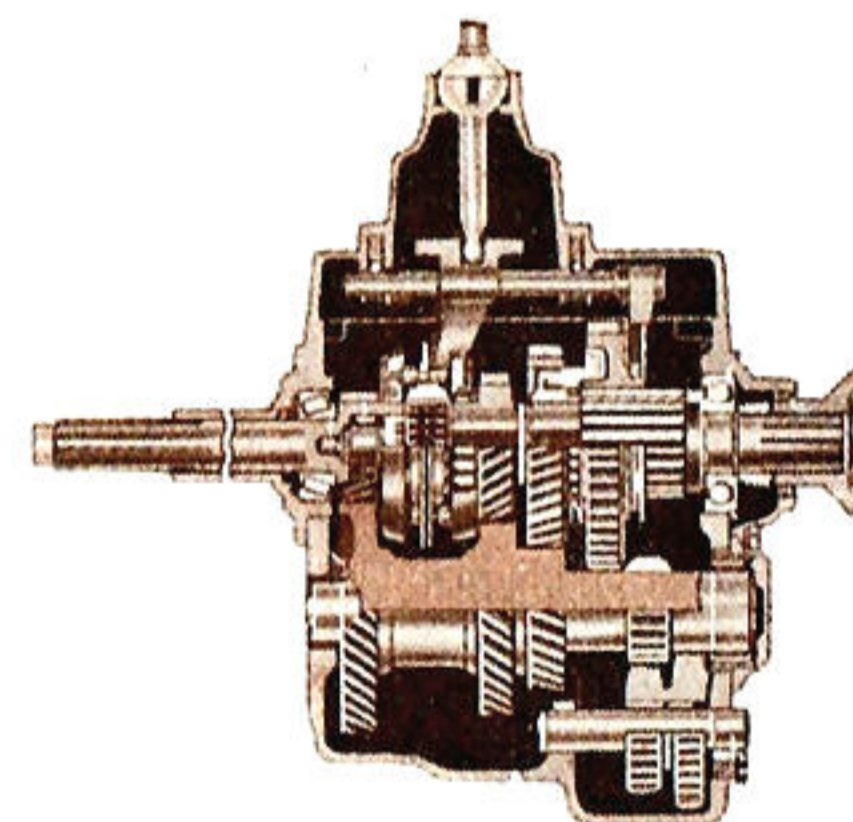
- Seven main bearings for added crankshaft stability and long life.
- Heavily chrome-plated top compression ring—wears less, lasts longer.
- Crankshaft counterweights minimise lateral vibrations, increase life of crankshaft and engine mounts.
- Hydraulic valve lifters reduce maintenance costs, and their use results in a quieter running engine.
- Internal oil lines eliminate oil line breakage and ensure good oil retention for long engine life.

In addition, the F500's engine has a silenced oil bath air cleaner which gives a quieter passenger car type ride. Chrome-plated piston rings reduce ring wear, scuffing and engine break-in time, and retain compression longer. A road draft tube ensures complete crankcase ventilation.

The F500's induction-hardend camshaft provides exceptionally high resistance to wear and pitting, with extended engine efficiency. New rigid flywheel housing mounts, and a new, more durable positive displacement type oil pump that delivers 10% more oil at idling speeds are additional features of this new Ford truck engine.

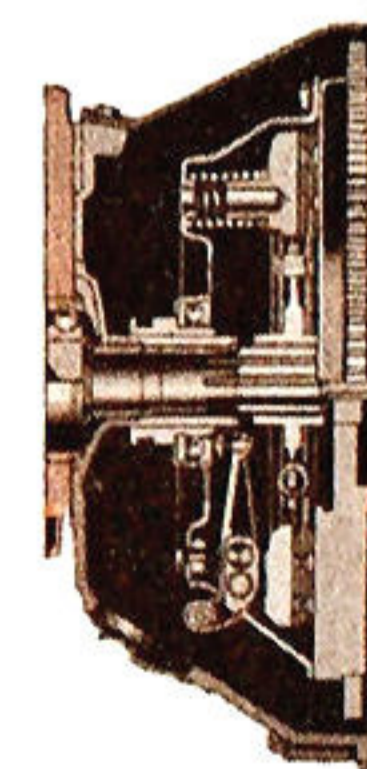
### 1. 'NEW PROCESS' 4-SPEED GEARBOX

A 'New Process' 4-speed synchro-silent transmission has been installed to handle the new power. It makes better and more economical use of engine performance. Gears are engaged with little effort, because they are connected to the mainshaft with blocker-type synchronizers to make smooth, quiet changes.



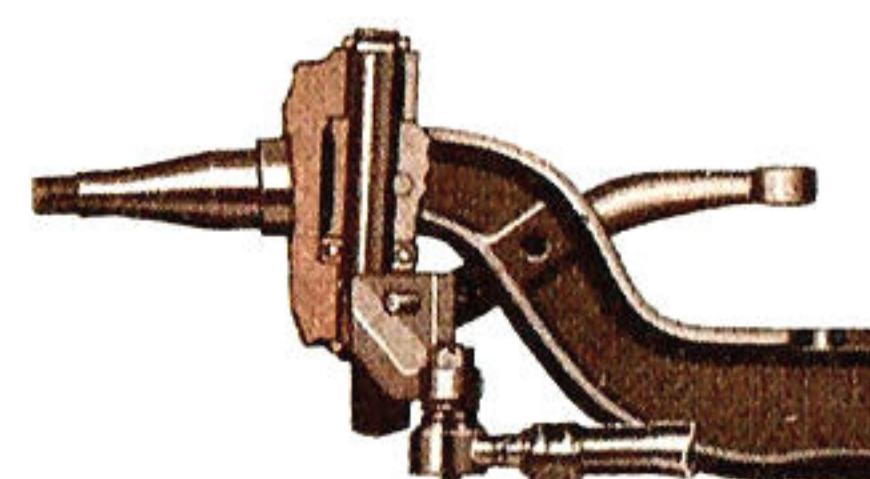
### 2. DURABLE HEAVY-DUTY 11" CLUTCH

Durable heavy-duty woven-grooved 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.



### 3. HEAVY-DUTY FRONT AXLE

F500's big 5,000 lb. 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.



### 4. FRONT SPRINGS

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.

### 5. REAR SPRINGS

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.

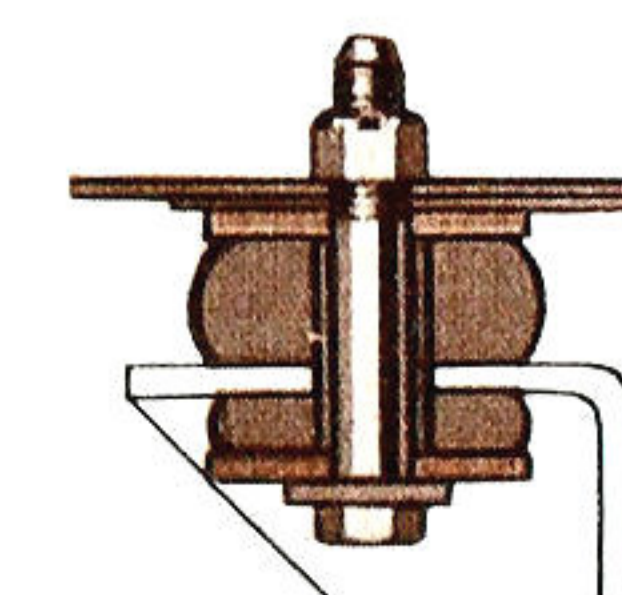


### 6. RADIATOR

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.

### 7. CAB MOUNTINGS

F500's 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.

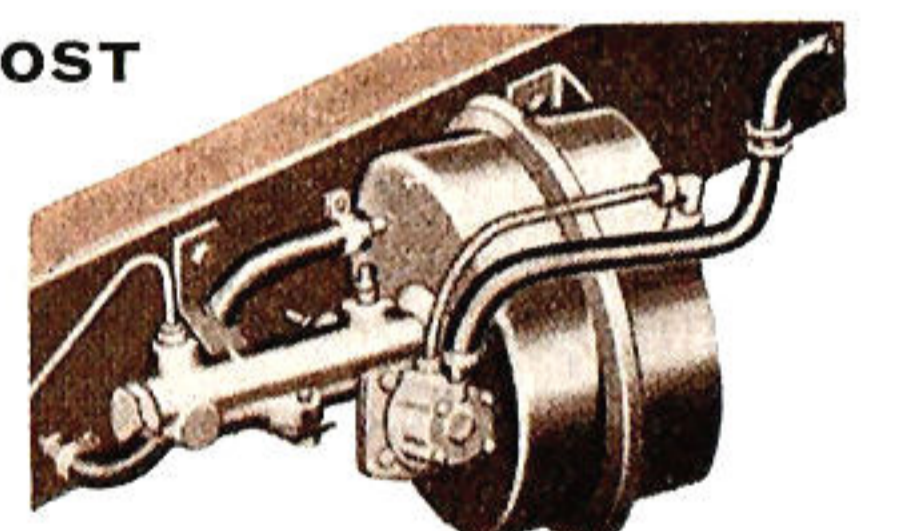


### 8. SERVICE BRAKES

Service brakes have big capacity with a total lining area of 388.5 sq. ins. They are of heavy-duty construction to withstand hard, constant use with maximum efficiency.

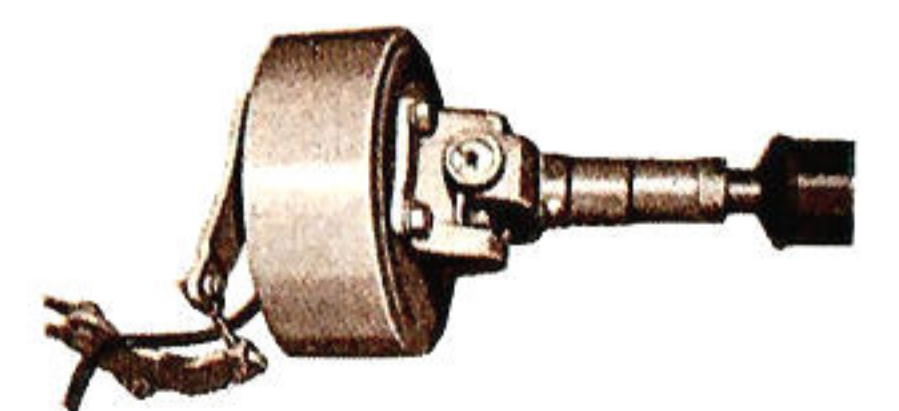
### 9. POWERFUL BRAKE BOOST

The hydraulic brake vacuum boost reduces brake fade to a minimum under full load conditions. The powerful 10½" diameter vacuum booster gives great assistance to the operator, reducing fatigue.



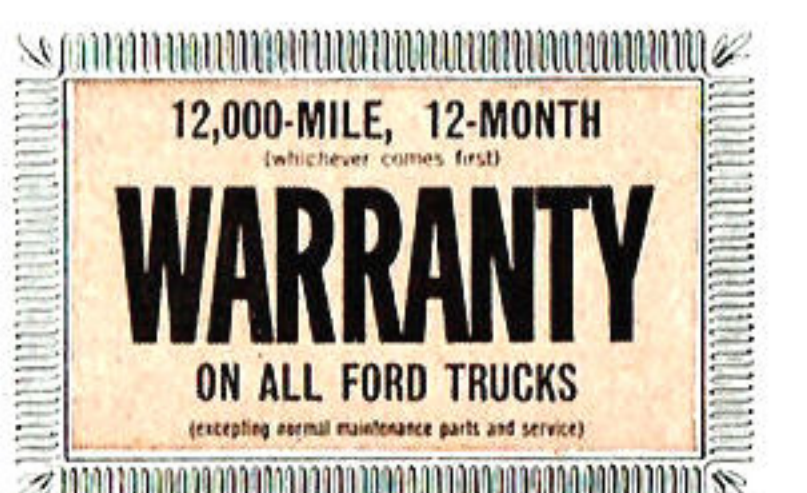
### 10. INTERNAL SHOE PARKING BRAKE

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.



### FORD 12/12 WARRANTY

Ford Trucks give you warranty protection for 12,000 miles or 12 months, whichever comes first. Every Ford Truck is warranted against defects in materials and workmanship for this extended period. Owners are responsible only for normal maintenance and routine replacement of maintenance items.



# FORD F500 NORMAL CONTROL Abridged Specifications

**ENGINE:** STANDARD — Six cylinder O.H.V. 4" bore, 3.18" stroke. Displacement, 240 cu. in. Compression ratio: 8.75:1. Horsepower, RAC rating, 38.40. Maximum BHP: Gross, 150 at 4000 rpm. Net, 129 at 4000 rpm. Maximum Torque: 234 lbs./ft. at 2200 rpm. Net, 218 lbs./ft. at 2000.

**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:** Road draught tube crankcase ventilation removes corrosive vapours to atmosphere due to the location of tube outlet. This assists in better crankcase breathing.

**OIL CAPACITY:** 6 pints plus 2 pints for filter absorption.

**FUEL:** Downdraught low silhouette carburettor with diaphragm mechanically operated and vacuum operated power valve for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Oilbath 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:** 15.4 Imperial quarts.

**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.

**COOLING SYSTEM CAPACITY:** 15.4 Imperial quarts.

**ELECTRICAL:** Coil and distributor with vacuum control for automatic advance and retard. 18mm 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.

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

**GEARBOX:** "New Process" cast iron casing. Four forward, one reverse speed standard equipment. Synchronesh on top, third and second. Constant mesh helical gears in top three speeds.

**GEARBOX RATIOS:** Four speed — First, 6.685:1; Second, 3.34:1; Third, 1.66:1; Fourth, 1:1; Reverse, 8.26:1.

**POWER TAKE-OFF:** Six bolt SAE Power take-off on right-hand side of transmission.

**GEARBOX CAPACITY:** 5.4 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 on s/s. Spiral bevel on 2/s.

12,600 lbs. G.V.W.	} Timkin D100NXI. Ratio 6.2:1. Rated capacity 11,000 lbs.
13,500 lbs. G.V.W.	
15,000 lbs. G.V.W.	
19,500 lbs. G.V.W.	} Single speed Timkin F106N. Ratio 6.8:1. Rated capacity 15,000 lbs. 2-speed Eaton 13802 Ratio 6.33:8.1. Rated capacity 15,000 lbs.

**FRONT AXLE:** Front axle features high strength, heat-treated forged alloy-steel. Rated capacity 5,000 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.

**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 27.6:1.

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

**TURNING CIRCLE DIAMETERS:** 174" W/B 55.95' 156" W/B 50.68'.

All measurements approximate — taken to centre line of outer tyre.

**BRAKES:** Fully hydraulic system, vacuum boosted, operated by pedal acting on front and rear wheels. Total area drum lining front and rear combined, 388.5 sq. ins.

## SPRINGS:

## WHEELS AND TYRES

GVW (lbs)	W/BASE	FRONT	REAR	GVW (lbs)	W/BASE	TYRES	REAR AXLE
12,600	156"	48" x 2.5", 7-leaf.	46" — 59" x 3" — 10 main 2 radius leaves capacity at pad: 4500 lbs.	12,600	156" 174"	6.50 x 20 x 8ply 6.50 x 20 x 8ply	Single Speed Single Speed
13,500	174"	Capacity at pad: 1750 lbs.					
15,000	174"	48" x 2.5", 8-leaf.	46" — 59" x 3" — 10 main 2 radius leaves capacity at pad: 6700 lbs.	13,500	156" 174"	F7.00 x 20 x 8ply R7.00 x 20 x 10ply	Single Speed Single Speed
		Capacity at pad: 2700 lbs.					
19,500	174"	48" x 2.5", 8-leaf	46" — 59" x 3" — 10 main 2 radius leaves capacity at pad: 6700 lbs. (Auxiliary: 35.5" x 3" 4-leaf, 2250 lbs. cap. at pad. — optional equipment).	15,000	174"	7.50 x 20 x 8ply	Single Speed
		Capacity at pad: 2700 lbs.		19,500	174"	F8.25 x 20 x 10ply R8.25 x 20 x 10ply	Single Speed Standard 2-Speed Optional

DUAL WHEELS ALL MODELS

# FORD F500 NORMAL CONTROL Abridged Specifications (cont'd.)

**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: 42.28 sq. ins.

**FRONT BRAKES:** Single-anchor self-energising type. Dimensions, 14" x 2½".

**REAR BRAKES:** Two cylinder independently anchored. Dimensions, 15" x 4".

**WHEELS AND TYRES:** Wheels are of the 2 & 3-piece steel disc-type with split spring-steel locking rings. Rim sizes:

12,600 lbs. G.V.W.	20 x 5 — 5 Stud
13,500 lbs. G.V.W.	20 x 5 — 5 Stud
15,000 lbs. G.V.W.	20 x 6 — 5 Stud
19,500 lbs. G.V.W.	20 x 6 — 6 Stud

**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, oil pressure, ammeter and temperature gauges, speedometer and mileage recorder.

**WINDOWS:** Full-width windshield, with rear window over 4' wide, large door windows, giving all-round visibility.

**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.

**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 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.

**CHASSIS EQUIPMENT:** Included as standard in addition to items mentioned above: Hood, cowl and dash assembly; front fenders; Hi-dri cowl ventilators; steel toe board; instrument panel; ash receptacle; glove box; horn; 2-speed 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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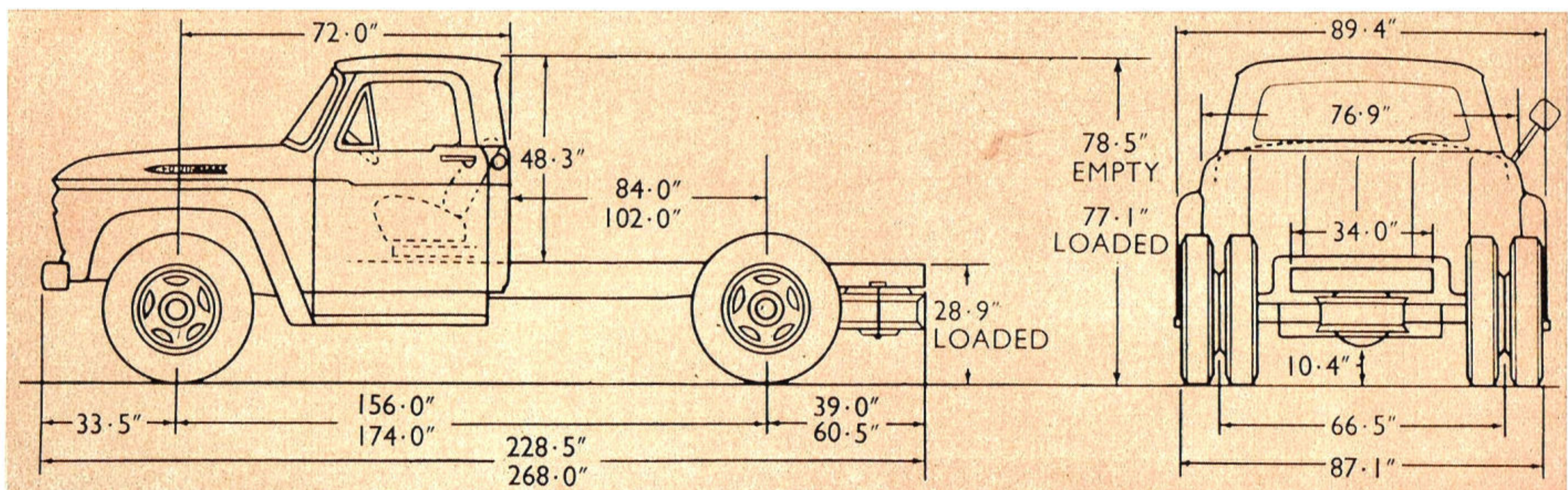
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## WEIGHT RATINGS

(approximate, including fuel, oil and water)

	156" W/Base 12,600/13,500 lbs	174" W/Base 12,600/13,500 lbs	174" W/Base 15,000 LBS.	174" W/Base 19,500 lbs GVW Single speed rear axle	174" W/Base 19,500 lbs GVW 2-speed rear axle
<b>FRONT</b>	2796	2806	2857	2907	2907
<b>REAR</b>	1986	1991	2062	2182	2384
<b>TOTAL</b>	4782 lbs	4797 lbs	4919 lbs	5089 lbs	5291 lbs

## CHASSIS DIMENSIONS



# FORD F500 NORMAL CONTROL

Abridged Specifications

**ENGINE:** STANDARD—Six cylinder O.H.V. 4" bore, 3.18" stroke. Displacement, 240 cu. in. Compression ratio: 8.75:1. Horsepower, RAC rating, 38.40. Maximum BHP: Gross, 150 at 4000 rpm. Net, 129 at 4000 rpm. Maximum Torque: 234 lbs./ft. at 2200 rpm. Net, 218 lbs./ft. at 2000.

**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:** Road draught tube crankcase ventilation removes corrosive vapours to atmosphere due to the location of tube outlet. This assists in better crankcase breathing.

**OIL CAPACITY:** 6 pints plus 2 pints for filter absorption.

**FUEL:** Downdraught low silhouette carburettor with diaphragm mechanically operated and vacuum operated power valve for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Oilbath 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:** 15.4 Imperial quarts.

**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.

**COOLING SYSTEM CAPACITY:** 15.4 Imperial quarts.

**ELECTRICAL:** Coil and distributor with vacuum control for automatic advance and retard. 18mm 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.

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

### SPRINGS:

GVW (lbs)	W/BASE	FRONT	REAR
12,600	156"	48" x 2.5", 7-leaf.	46" — 59" x 3" — 10 main 2 radius leaves capacity at pad: 4500 lbs.
13,500	174"	Capacity at pad: 1750 lbs.	
15,000	174"	48" x 2.5", 8-leaf.	46" — 59" x 3" — 10 main 2 radius leaves capacity at pad: 2700 lbs.
19,500	174"	Capacity at pad: 2700 lbs.	
		48" x 2.5", 8-leaf.	46" — 59" x 3" — 10 main 2 radius leaves capacity at pad: 6700 lbs. (Auxiliary: 35.5" x 3" 4-leaf, 2250 lbs. cap. at pad. — optional equipment).

**GEARBOX:** "New Process" 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, 6.685:1; Second, 3.34:1; Third, 1.66:1; Fourth, 1:1; Reverse, 8.26:1.

**POWER TAKE-OFF:** Six bolt SAE Power take-off on right-hand side of transmission.

**GEARBOX CAPACITY:** 5.4 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 on s/s. Spiral bevel on 2/s.

12,600 lbs. G.V.W.	Timkin D100NX1. Ratio 6.2:1.	Rated capacity 11,000 lbs.
13,500 lbs. G.V.W.		
15,000 lbs. G.V.W.		

Single speed Timkin F106N  
Ratio 6.8:1. Rated capacity 15,000 lbs.  
2-speed Eaton 13802 Ratio 6.33:8.1.  
Rated capacity 15,000 lbs.

**FRONT AXLE:** Front axle features high strength, heat-treated forged alloy-steel. Rated capacity 5,000 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.

**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 27.6:1.

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

**TURNING CIRCLE DIAMETERS:** 174" W/B 55.95' 156" W/B 50.68'

All measurements approximate—taken to centre line of outer tyre.

**BRAKES:** Fully hydraulic system, vacuum boosted, operated by pedal acting on front and rear wheels. Total area drum lining front and rear combined, 388.5 sq. ins.

### WHEELS AND TYRES

GVW (lbs)	W/BASE	TYRES	REAR AXLE
12,600	156"	6.50 x 20 x 8ply	Single Speed
	174"	6.50 x 20 x 8ply	Single Speed
13,500	156"	F7.00 x 20 x 8ply	Single Speed
	174"	F7.00 x 20 x 10ply	Single Speed
15,000	174"	7.50 x 20 x 8ply	Single Speed
19,500	174"	F8.25 x 20 x 10ply	Single Speed
		R8.25 x 20 x 10ply	Standard 2-Speed Optional

DUAL WHEELS ALL MODELS

# FORD F500 NORMAL CONTROL

Abridged Specifications (cont'd.)

**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: 42.28 sq. ins.

**FRONT BRAKES:** Single-anchor self-energising type. Dimensions, 14" x 2½".

**REAR BRAKES:** Two cylinder independently anchored. Dimensions, 15" x 4".

**WHEELS AND TYRES:** Wheels are of the 2 & 3-piece steel disc-type with split spring-steel locking rings. Rim sizes:

12,600 lbs. G.V.W.	20 x 5—5 Stud
13,500 lbs. G.V.W.	20 x 5—5 Stud
15,000 lbs. G.V.W.	20 x 6—5 Stud
19,500 lbs. G.V.W.	20 x 6—6 Stud

**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.

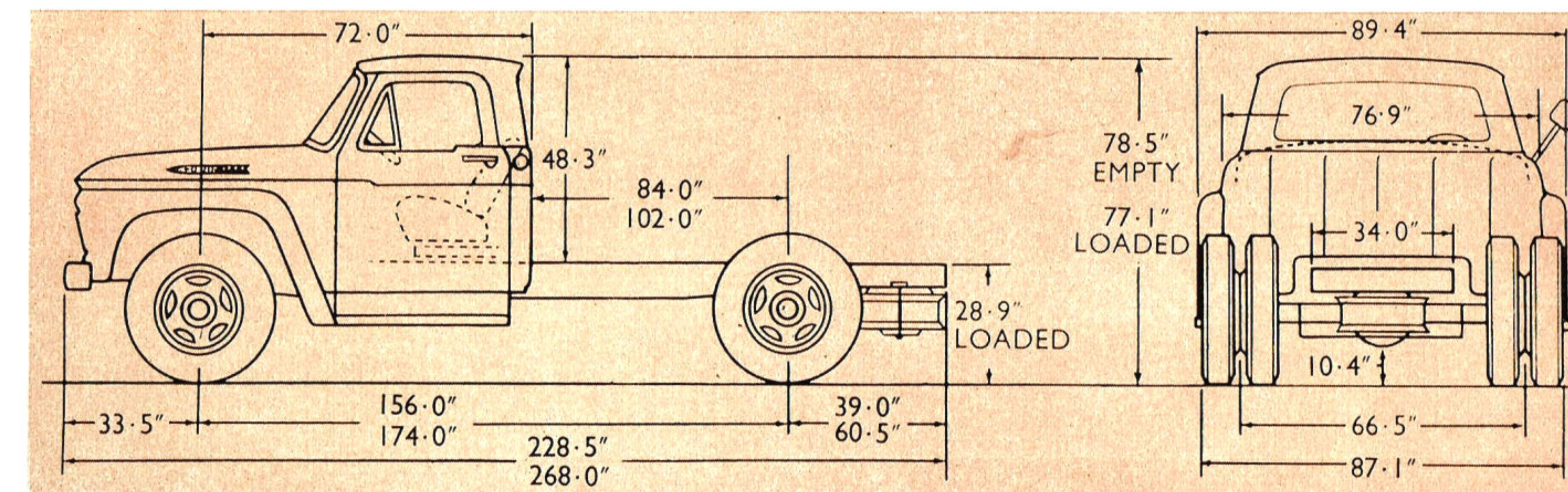
**INSTRUMENT PANEL:** Curved panel with easy-to-read full vision instrument cluster containing fuel, oil pressure, ammeter and temperature gauges, speedometer and mileage recorder.

### WEIGHT RATINGS

(approximate, including fuel, oil and water)

	156" W/Base 12,600/13,500 lbs	174" W/Base 12,600/13,500 lbs	174" W/Base 15,000 LBS.	174" W/Base 19,500 lbs GVW Single speed rear axle	174" W/Base 19,500 lbs GVW 2-speed rear axle
FRONT	2796	2806	2857	2907	2907
REAR	1986	1991	2062	2182	2384
TOTAL	4782 lbs	4797 lbs	4919 lbs	5089 lbs	5291 lbs

### CHASSIS DIMENSIONS

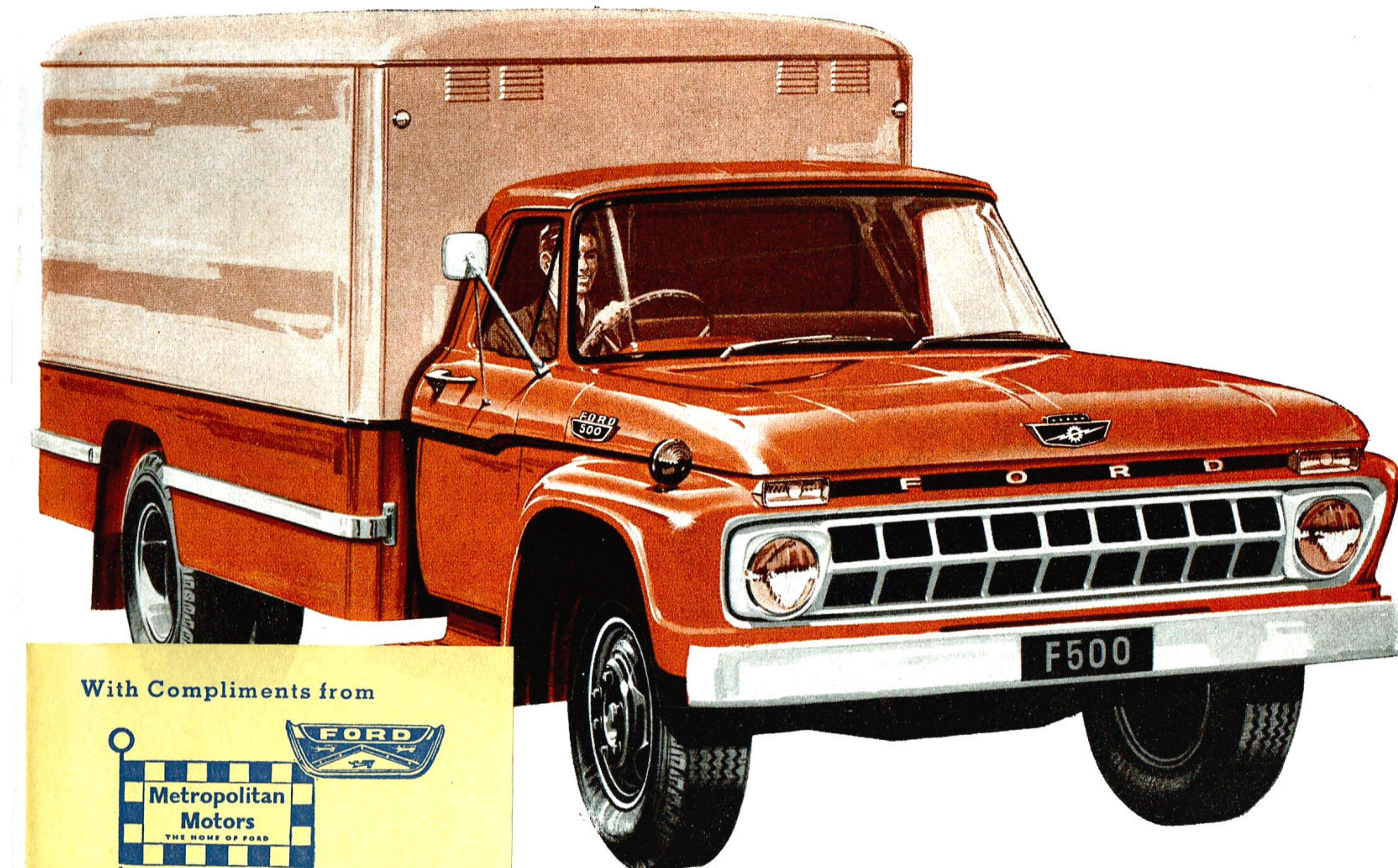


DM128—12/65R

# NEW FORD

**F-500** MAX. GVW — 12,600/13,500/15,000/19,500 lbs. / **NORMAL CONTROL TRUCKS**  
MAX. GCW — 22,500 lbs.

240 CID 6 CYL. PETROL ENGINE  
WHEELBASES: 156", 174" — 12,600 LBS. GVW.  
156", 174" — 13,500 LBS. GVW.  
174" — 15,000 LBS. GVW.  
174" — 19,500 LBS. GVW.



With Compliments from



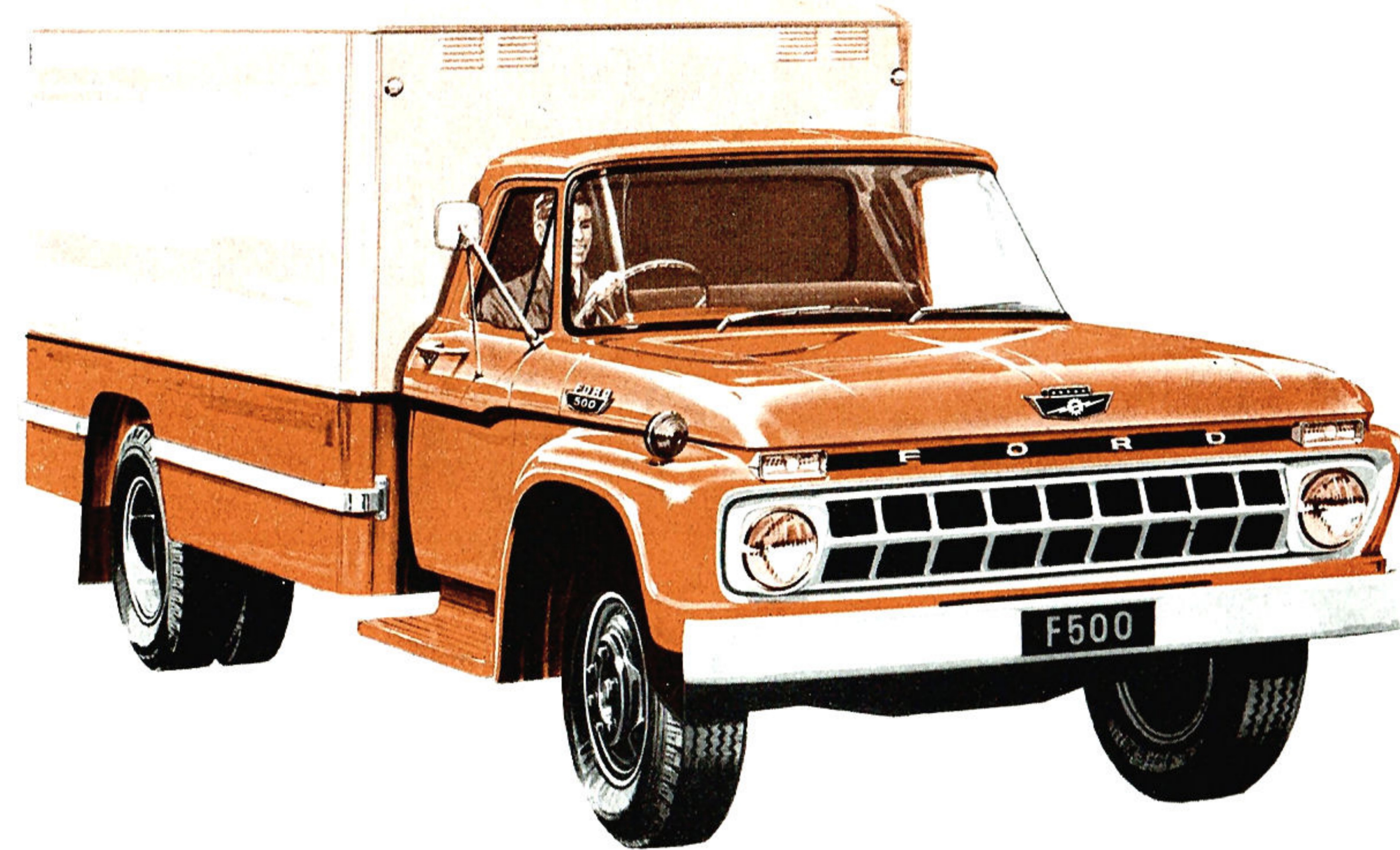
302 Adelaide St., Brisbane  
Phone 2 0581

**BUILT STRONGER TO LAST LONGER**

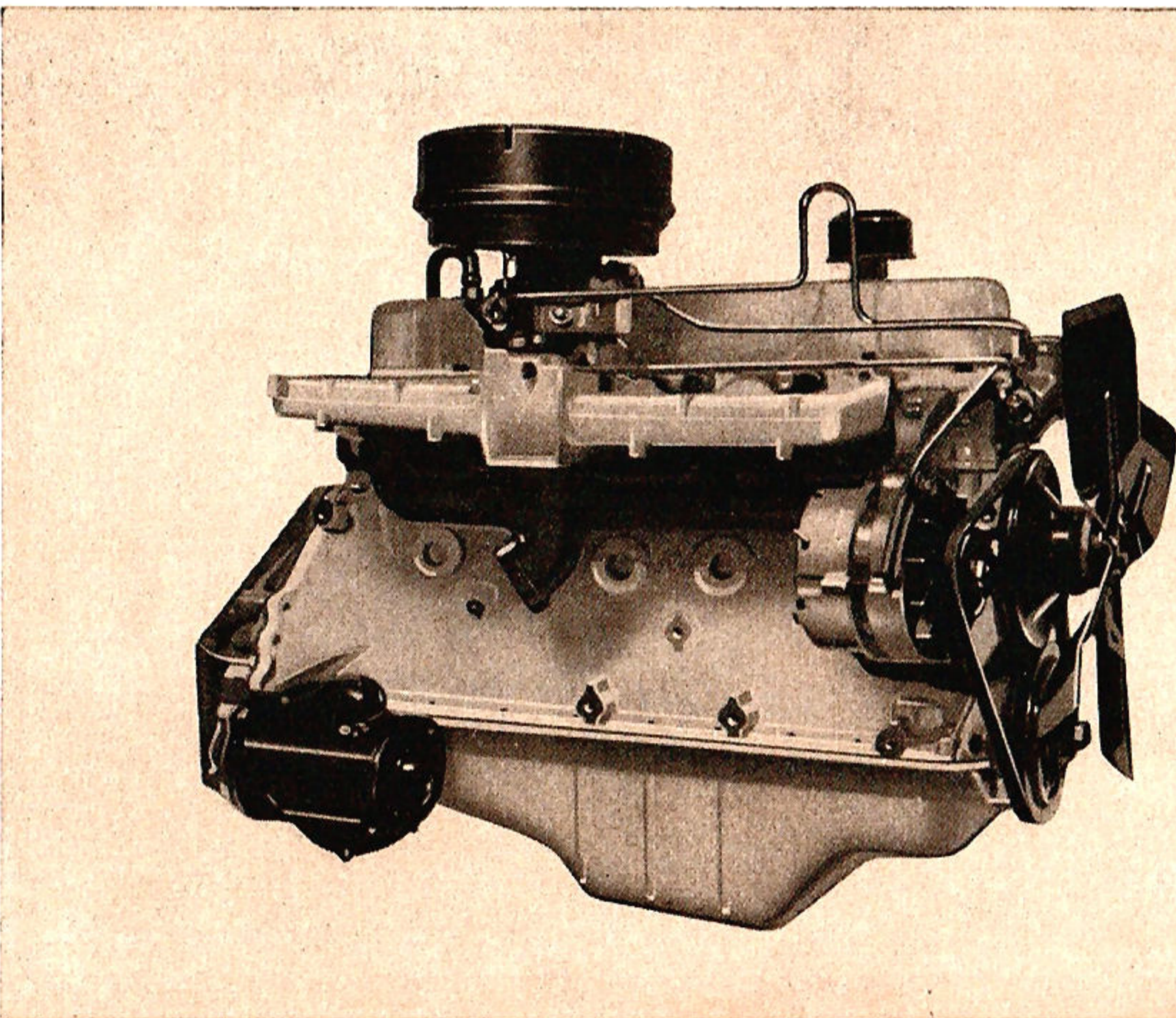


# NEW FORD F500

## BUILT STRONGER TO LAST LONGER



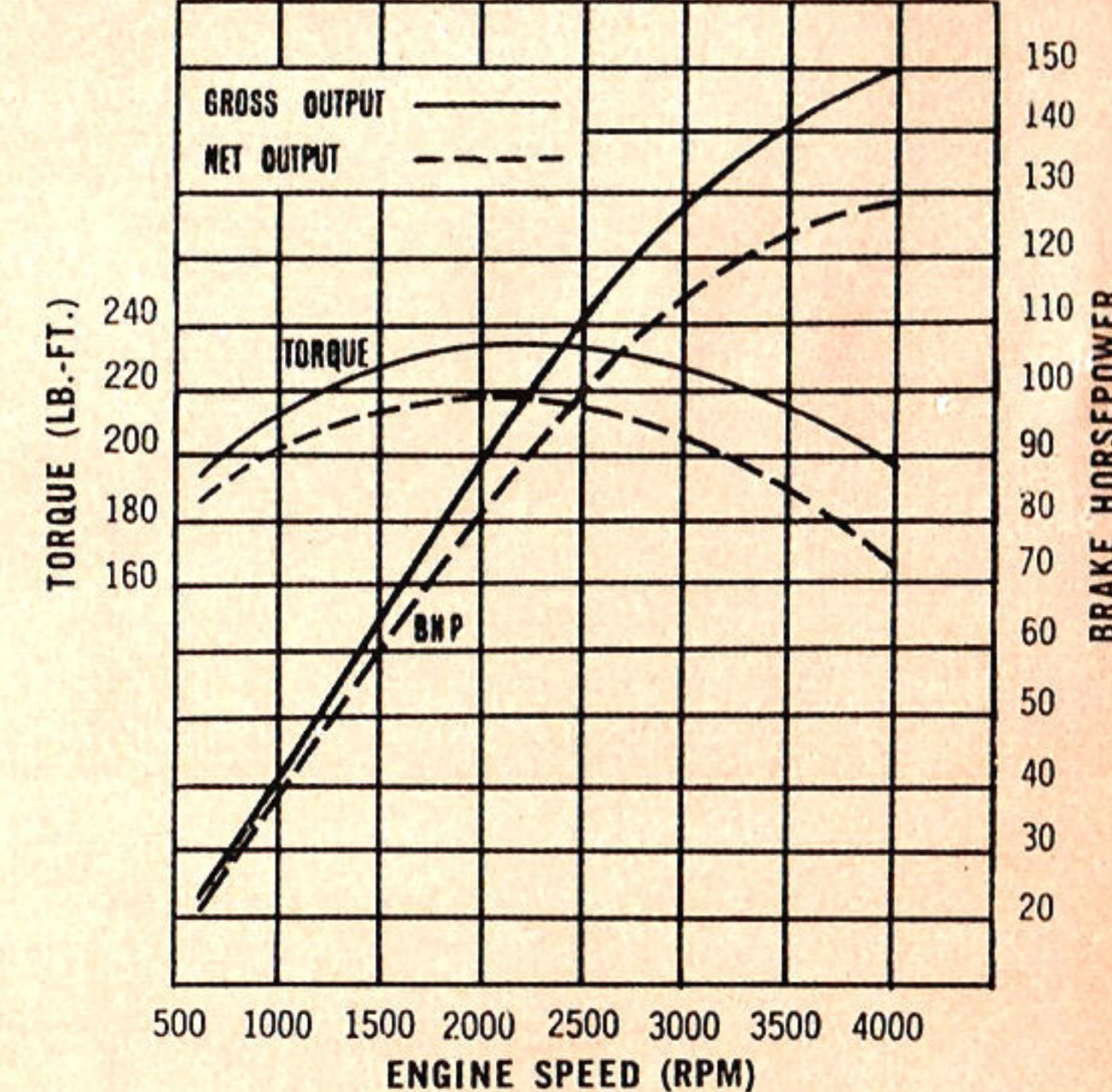
ENTIRELY NEW 240 CID 6 CYL. PETROL ENGINE WITH INCREASED POWER AND TORQUE, IS BUILT STRONGER TO LAST LONGER. IT KEEPS YOUR RUNNING COSTS DOWN.



Ford's new F500 is a versatile middleweight with added power and strength. It brings new performance to truck applications in a wide bracket of GVW's from 12,600 lbs to 19,500 lbs. Its new 240 CID 6-cyl. petrol engine is exactly right for this class of truck. You'll find it ideal for every job—whether on stop-

start local deliveries or long distance country work. Take a good look at the new F500—you'll find it's the truck for you. It's built stronger to last longer. And like all the new F-Series trucks, it's the best truck value ever. So why not investigate all the advantages of operating F500 for yourself, soon.

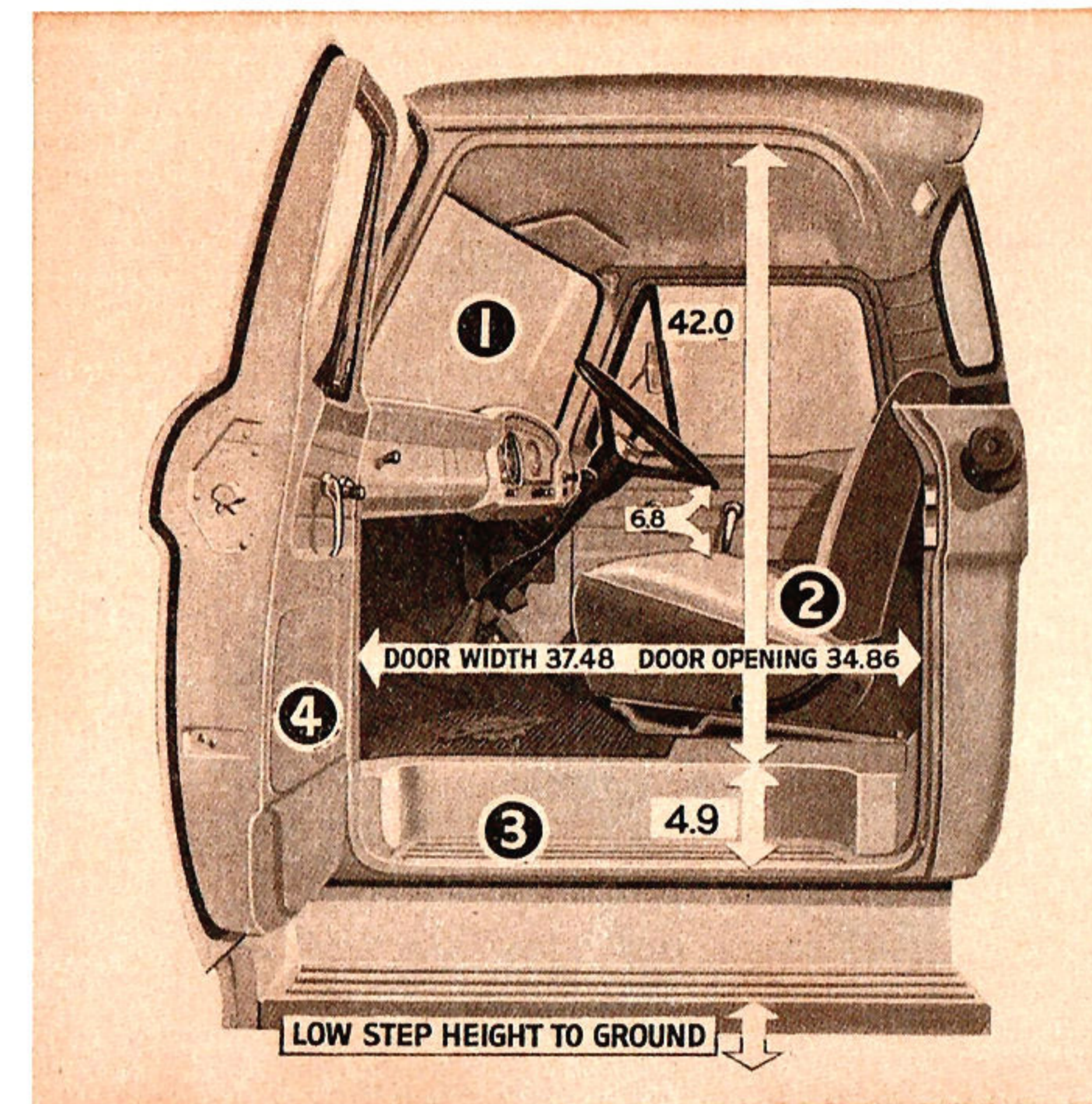
240 CID 6-CYL. CERTIFIED ENGINE POWER CURVE  
Max. Gross B.H.P. 150 @ 4,000 r.p.m.  
Max. Net B.H.P. 129 @ 4,000 r.p.m.  
Max. Gross Torque 234 lbs. ft. @ 2,200 r.p.m.  
Max. Net Torque 218 lbs. ft. @ 2,000 r.p.m.



### FORD CABS GIVE YOU THE MOST COMFORT, SAFETY AND CONVENIENCE WITH WIDE VISIBILITY. THEY'RE INSULATED AGAINST SOUND AND VIBRATION.

Ford cabs give you the most comfort, safety and convenience, with wide visibility. They're insulated against sound and vibration. These Ford cabs are designed to ease long hours at the wheel. They offer the operator more comfort, safety and convenience—and they are built stronger to last longer. Get in a Ford cab and see for yourself. The following facts will please you.

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 F500 cab is wider, lower and more comfortable — head, leg and shoulder room for three large adults. Seats have deep padded backs, low-lift pedals reduce fatigue.
3. Doors open wide — and are held open by door checks — it's really easy to get in and out. All-weather step adds to convenience and safety.
4. F500's cab is heavily insulated for a quieter ride. Doors and wing vents are completely encircled by tight-fitting rubber seals.



### RUGGED LADDER TYPE FRAMES HAVE RESERVE CAPACITY TO PROVIDE EXTRA STRENGTH FOR BIGGER PAYLOADS, THEY STAND UP TO LONG HARD SERVICE.

Ford F500's big, strong frame is of ladder-type construction with parallel side members. These heavy-gauge channel steel side rails are held rigidly by flanged alligator jaw type cross-members. Reserve capacity provides extra strength to stand up to long, hard service. A drop-frame section in the cab mounting area allows 1½" less step height. This means easier entry into the cab, and provides a lower cab silhouette. Standard SAE "X" width facilitates fitting of standard or custom-built bodies.

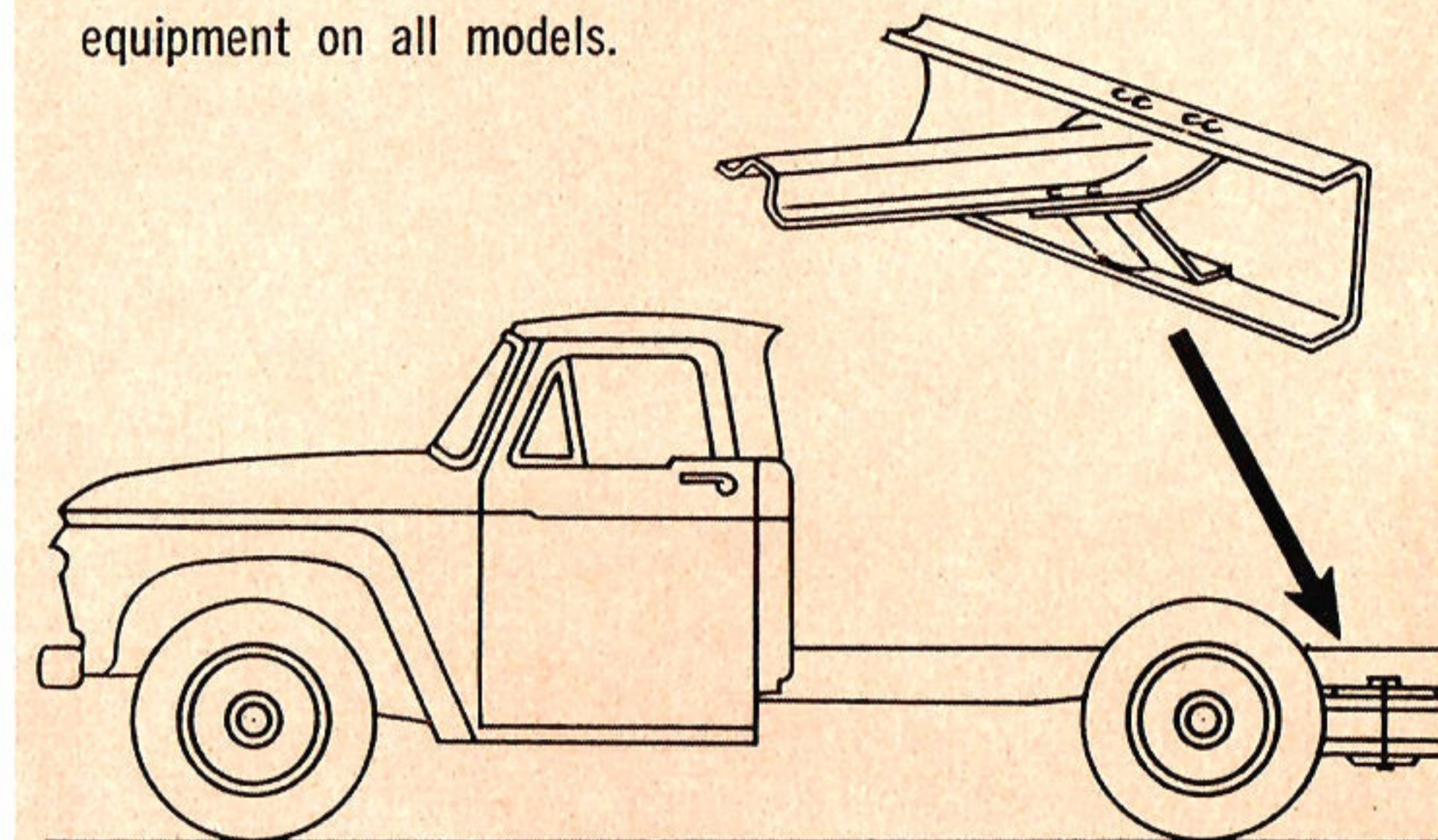
#### ABRIDGED SPECIFICATIONS

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

Ford F500 is available in the following GVW's and wheelbases:

156" Wheelbase	12,600 lbs. GVW
174" Wheelbase	12,600 lbs. GVW
156" Wheelbase	13,500 lbs. GVW
174" Wheelbase	13,500 lbs. GVW
174" Wheelbase	15,000 lbs. GVW
174" Wheelbase	19,500 lbs. GVW

The rugged F500 frames are of SAE standard "X" dimensions to facilitate mounting of standard or custombuilt bodies. Dual rear wheels are standard equipment on all models.



## FEATURE BY FEATURE THE NEW F500 IS THE MOST VERSATILE, MOST RUGGED TRUCK IN THE 12,600 LBS. TO 19,500 G.V.W. CLASS

The new Ford F500 truck engine, of modern short stroke design, develops a maximum net b.h.p. of 129 at 4,000 r.p.m., and a maximum net torque of 218 lbs. ft. at 2,000 r.p.m. This engine has outstanding new features designed to give higher performance and longer life in medium-duty truck work.

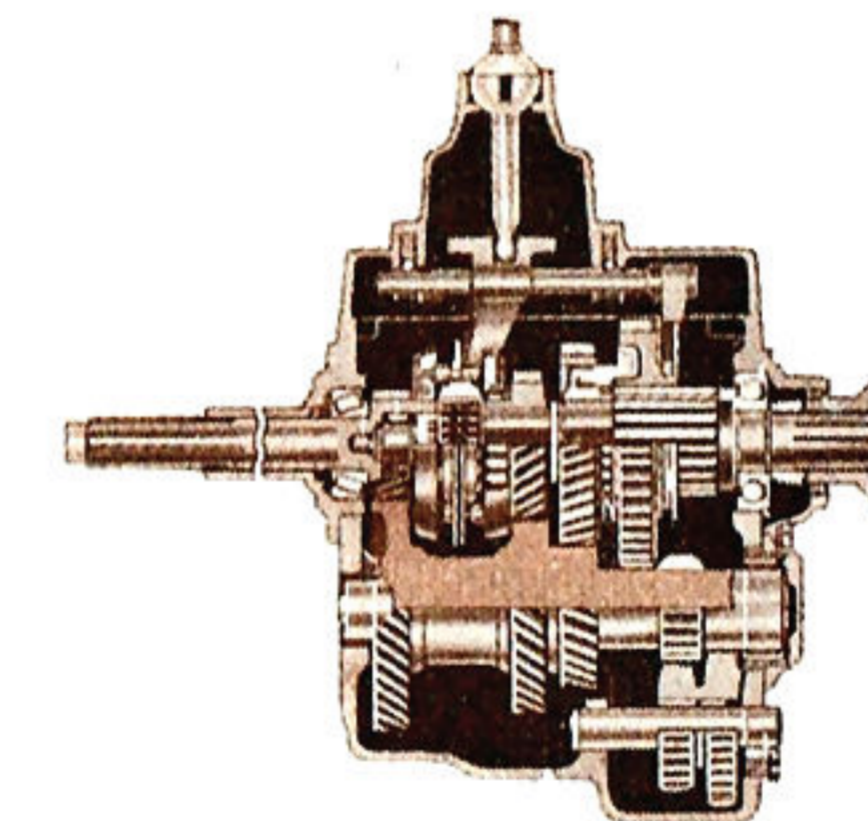
- Seven main bearings for added crankshaft stability and long life.
- Heavily chrome-plated top compression ring—wears less, lasts longer.
- Crankshaft counterweights minimise lateral vibrations, increase life of crankshaft and engine mounts.
- Hydraulic valve lifters reduce maintenance costs, and their use results in a quieter running engine.
- Internal oil lines eliminate oil line breakage and ensure good oil retention for long engine life.

In addition, the F500's engine has a silenced oil bath air cleaner which gives a quieter passenger car type ride. Chrome-plated piston rings reduce ring wear, scuffing and engine break-in time, and retain compression longer. A road draft tube ensures complete crankcase ventilation.

The F500's induction-hardend camshaft provides exceptionally high resistance to wear and pitting, with extended engine efficiency. New rigid flywheel housing mounts, and a new, more durable positive displacement type oil pump that delivers 10% more oil at idling speeds are additional features of this new Ford truck engine.

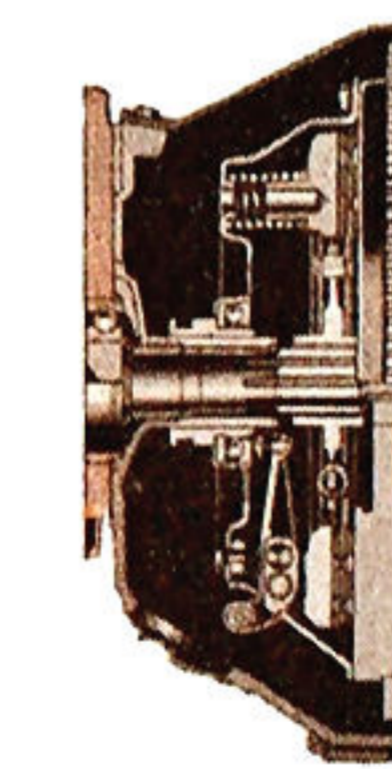
#### 1. 'NEW PROCESS' 4-SPEED GEARBOX

A 'New Process' 4-speed synchro-silent transmission has been installed to handle the new power. It makes better and more economical use of engine performance. Gears are engaged with little effort, because they are connected to the mainshaft with blocker-type synchronizers to make smooth, quiet changes.



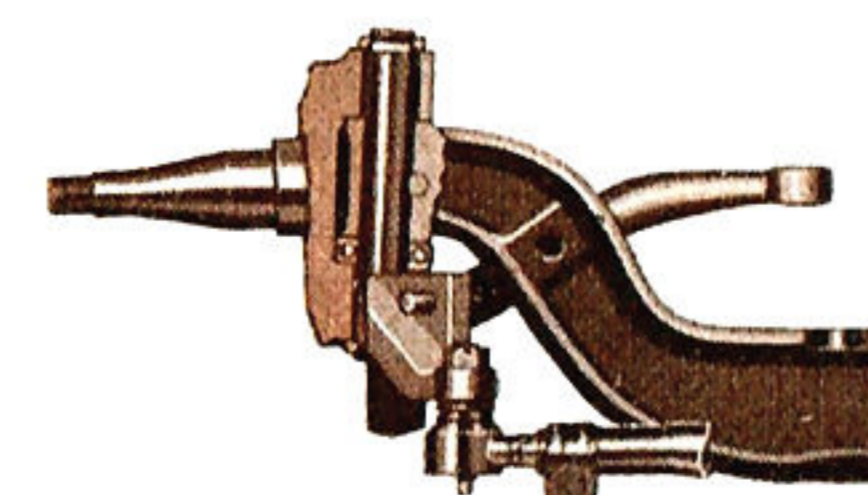
#### 2. DURABLE HEAVY-DUTY 11" CLUTCH

Durable heavy-duty woven-grooved 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.



#### 3. HEAVY-DUTY FRONT AXLE

F500's big 5,000 lb. 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.



#### 4. FRONT SPRINGS

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.



#### 5. REAR SPRINGS

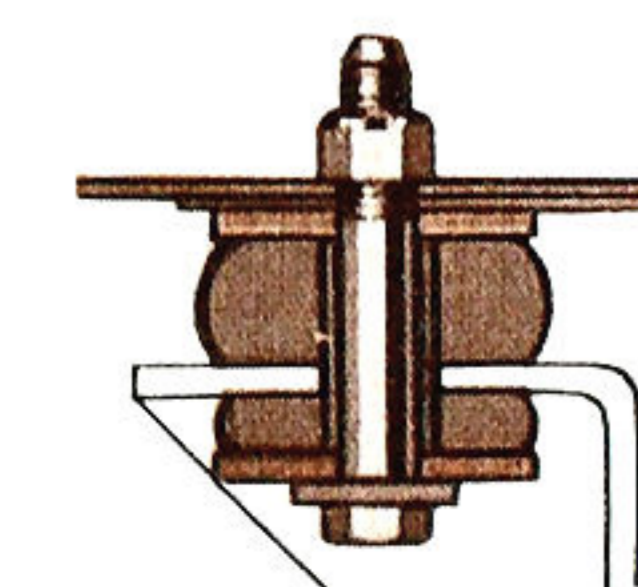
Rear Springs are of the variable rate radius-rod-leaf type. The rear main spring controls axle alignment, provides smoother ride and lengthens spring life. Driving and braking forces are transmitted by the radius leaves (control arm), leaving the main spring to perform its primary task of cushioning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

#### 6. RADIATOR

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.

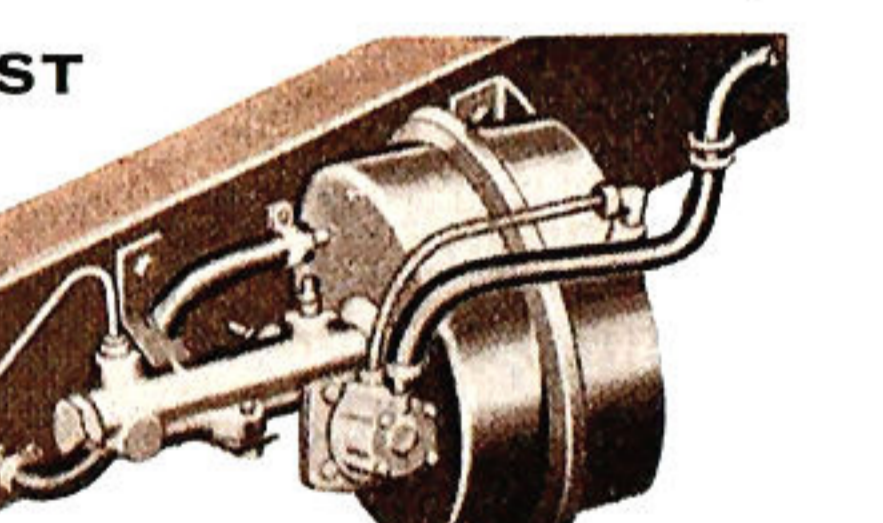
#### 7. CAB MOUNTINGS

F500's 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. SERVICE BRAKES

Service brakes have big capacity with a total lining area of 388.5 sq. ins. They are of heavy-duty construction to withstand hard, constant use with maximum efficiency.

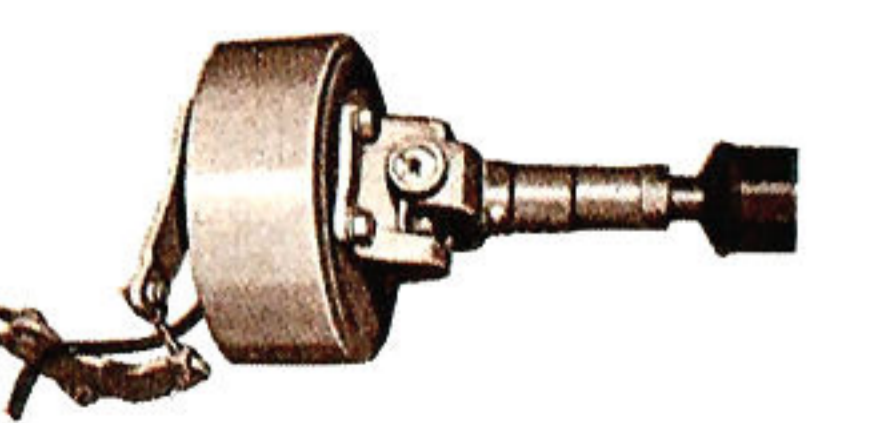


#### 9. POWERFUL BRAKE BOOST

The hydraulic brake vacuum boost reduces brake fade to a minimum under full load conditions. The powerful 10½" diameter vacuum booster gives great assistance to the operator, reducing fatigue.

#### 10. INTERNAL SHOE PARKING BRAKE

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.



#### FORD 12/12 WARRANTY

Ford Trucks give you warranty protection for 12,000 miles or 12 months, whichever comes first. Every Ford Truck is warranted against defects in materials and workmanship for this extended period. Owners are responsible only for normal maintenance and routine replacement of maintenance items.

