


**YOU CAN BANK  
ON A FORD!**



# **FORD 'F' SERIES** NORMAL CONTROL TRUCKS

**GVW'S UP TO 25,500 lbs**  
**GCW'S UP TO 51,000 lbs**



# COMPLETE NEW 'F' SERIES RANGE MORE RUGGED FOR YOU . . . MORE POWER TO YOU . . . MORE PROFIT TO YOU . . .

Based on the success of 'F' Series trucks in Australia, Ford have now produced a complete new 'F' Series range, from F100 right up to the husky F800. With the addition of an F750, Ford are able to offer the biggest selection of normal-control models ever in this section of the market. The new 'F' Series presents a wide range of GVW and GCW ratings. GVW's from 5,400 lbs up to 25,500 lbs, with GCW's up to 51,000 lbs.

*The power you want.* Big power story, too — in addition to the economical and dependable 240 and 300 6-cylinder heavy-duty truck engines, Ford have included a powerful 330 V8 in the range, at the same time retaining the proven 361 V8. The high displacement sixes and V8's have the power and stamina to accelerate with instant response and maintain road speeds with minimum rpm and engine strain.

*New Twin-I-Beam.* The successful road-smoothing Twin-I-Beam front suspension, previously available only on the F100, is now introduced in a heavy-duty version on the F250 and F350.

*Frame strengths.* The F500, through to the F750, are more rugged, too. Frame rails are now straight-through in the cab mount and cargo area to provide greater frame strength and easier body mounting.

*New cabs.* The new Ford 'F' Series are built with the driver in mind . . . they have roomier and more comfortable cabs and better all-round visibility . . . a larger engine compartment for improved accessibility in engine maintenance.

## YOU CAN BANK ON A FORD

Model	F100	F100	F250	F350	F500 3 Ton	F500 3 Ton	F500 4 Ton	F600	F600	F600	F700	F700	F700	F700	F700	F700	F750	F750	F800
W/base	115	115	135	159	156	174	174	156	174	194	156	174	194	156	174	194	156	174	158
GVW(lb)	5,400	5,400	8,000	10,000	12,600 13,500	12,600 13,500	14,300 15,000	21,000	21,000	21,000	23,000	23,000	23,000	23,000	23,000	23,000	24,000	24,000	25,500
GCW(lb)					20,000	20,000	22,500	34,000	34,000	34,000	40,000	40,000	40,000	42,000	42,000	42,000	44,000	44,000	51,000
Engine	240 (6)	240 (6)	240 (6)	240 (6)	240 (6)	240 (6)	240 (6)	300 (6)	300 (6)	300 (6)	300 (6)	300 (6)	300 (6)	300 (6)	300 (6)	300 (6)	330 (V8)	330 (V8)	361 (V8)

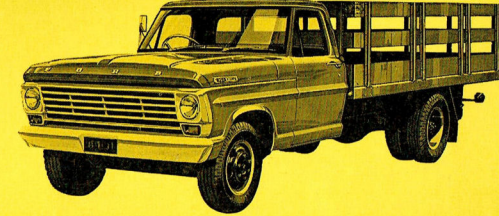
# FORD 'F' SERIES

## Medium and Heavy-Duty Trucks

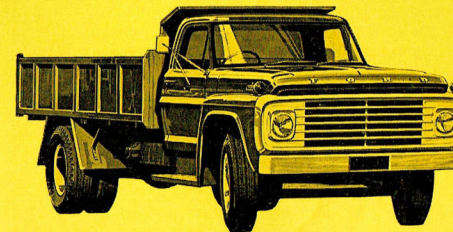


MODEL F100 . . . F250 . . . F350

These medium-duty trucks are tougher but smoother. Hardier from the frame up yet a pleasure to drive with road-smoothing Twin-I-Beam front suspension. The new interiors offer greater comfort, improved all-round visibility.



New double-wall hood sections provide outstanding rigidity for heavy-duty operation. The proven 240 CID 6-cylinder truck engines provide the flexible power for long term economical performance.



MODEL F800 . . .

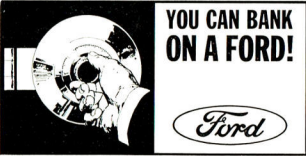
The Ford heavyweight that looks massively important — and is! There's greater size, comfort and capacity in the individually designed cab. The heavy-duty V8 361 CID petrol engine provides the power and torque you need to maintain road speeds at part throttle, with more reserve speed to avoid changing down. By operating more at part throttle, you obtain longer engine life, and lower operating costs per mile.

MODELS F500 . . . F600 . . . F700 . . . F750

High profit haulers! . . . because Ford's realistic GVW and GCW ratings, provided by carefully engineered design of cab and chassis components with high strength-to-weight ratios, give the capacity to haul big payloads at minimum cost. A range of 6 and 8-cylinder power units is provided to give you quick response, cool running and complete control under all operating conditions. Wheelbases range from 156 inches up to 194 inches, with GVW's up to 24,000 lbs.

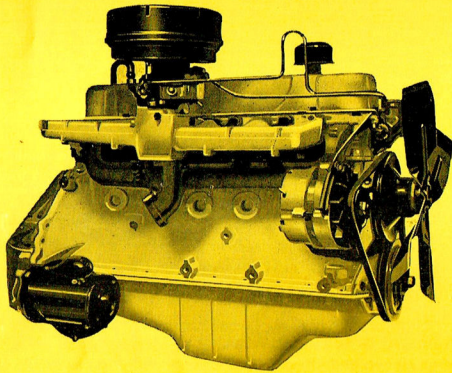


SPECIFICATIONS APPLYING TO ALL MODELS  
ARE ENCLOSED IN POCKET OF INSIDE BACK COVER



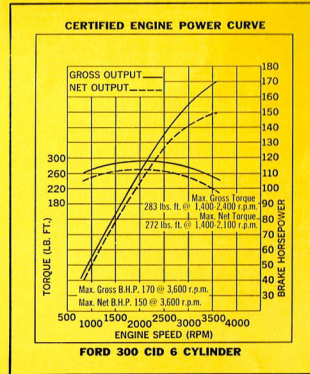
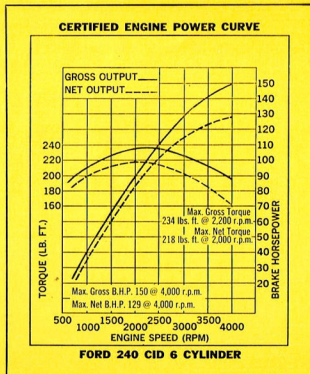
# TALKING TORQUE!

Here's what you should know about the new 'F' Series engines!



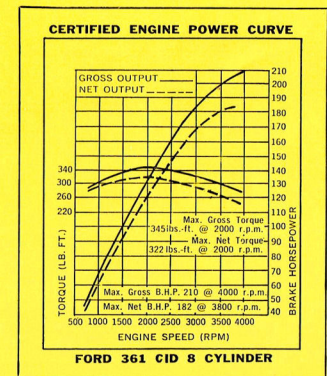
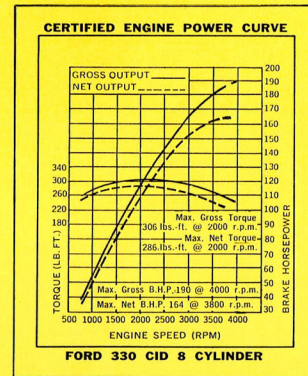
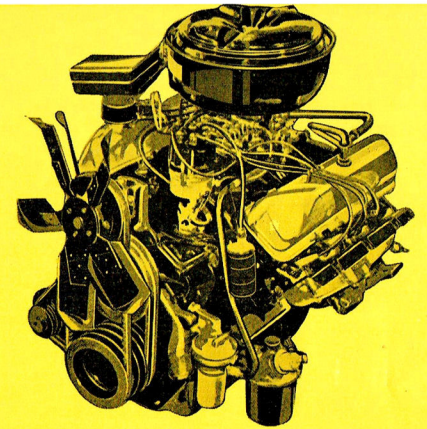
## 240 & 300 CID HEAVY-DUTY 6-CYLINDER TRUCK ENGINES

These heavy-duty truck engines allow you to operate in the economy rpm range which gives more miles per gallon and further lowers operating costs over the years. The 240 6-cylinder petrol engine powers the 'F' Series from F100 to F500. Develops maximum *gross* bhp of 150 at 4000 rpm and maximum *gross* torque of 234 lbs/ft at 2200 rpm . . . with a maximum *net* bhp of 129 at 4000 rpm and maximum *net* torque of 218 lbs/ft at 2000 rpm. The 300, fitted in the F600 and F700 (GCW 40,000 lbs), combines high-displacement power with 6-cylinder economy. Develops maximum *gross* bhp of 170 at 3600 rpm and *gross* torque of 283 lbs/ft at 1400 to 2400 rpm. Maximum *net* bhp is 150 at 3600 rpm and maximum *net* torque is 272 lbs/ft at 1400 to 2100 rpm.



## 330 & 361 CID HEAVY-DUTY V8 TRUCK ENGINES

The 330 V8 is available on the F700 (GCW 42,000 lbs) and F750 (GCW 44,000 lbs), and develops maximum *gross* bhp of 190 at 4000 rpm and maximum *gross* torque of 306 lbs/ft at 2000 rpm . . . with a maximum *net* bhp of 164 at 3800 rpm and maximum *net* torque of 286 lbs/ft at 2000 rpm. The 361, mounted in the F800, develops maximum *gross* bhp of 210 at 4000 rpm and maximum *gross* torque of 345 lbs/ft at 2000 rpm. Maximum *net* bhp is 182 at 3800 rpm and maximum *net* torque is 322 lbs/ft at 2000 rpm. These high displacement heavy-duty engines provide the power and torque needed to maintain highway speeds at part throttle with power in reserve to minimise downshifting. Because they work more easily at lower rpm they provide better fuel economy and longer engine life.



THESE OUTSTANDING FEATURES MEAN BETTER PERFORMANCE & DEPENDABILITY

### 240 & 300 CID ENGINES:

- 7-main-bearing crankshaft for stability and durability.
- Integrally cast crankshaft counter-weights (four on 240, eight on 300's) for smoothness.
- Hydraulic valve lifters for a quiet-running engine, less maintenance. Rotocoil rotating valves (300 CID only).
- Individual intake and exhaust valve ports for improved engine breathing.
- Full-circle water jackets to dissipate combustion heat effectively.

### 330 & 361 CID ENGINES:

- Deep-skirt cylinder block to provide high strength and rigidity.
- Forged-steel crankshaft and I-Beam type connecting rods provide extra durability.
- Valve stems are chrome plated and together with hard-faced seat inserts and Roto-Joil positive rotators provide long-life service.
- Full-floating piston pins with Tru-arc retainers provide a more positive grip in retainer groove for maximum pin retention.
- Camshaft induction hardened, driven by smooth running double strand timing chain.



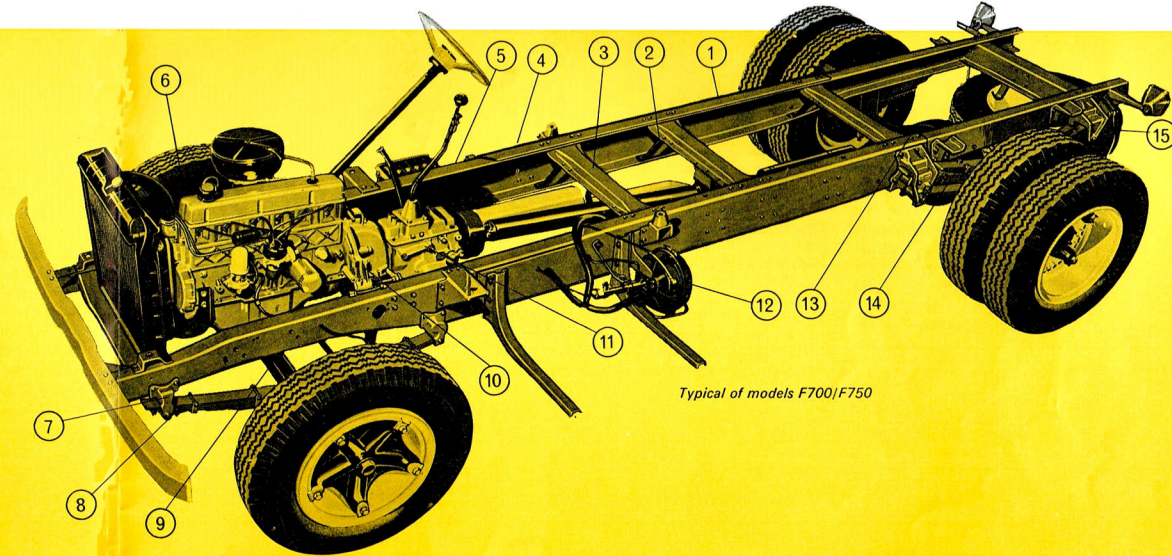
# TALKING TOUGHNESS!

## STRONGER FRAMES WITH NEW "STRAIGHT-TOP" SIDERAILS

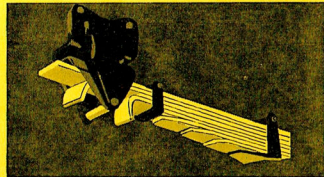
From the F500 through to the F750, Ford frames use straight-top siderails. This greatly facilitates the mounting of bodies on to the chassis. Ford truck frames are fabricated from hot rolled low carbon steel with a minimum yield strength of 36,000 psi. A new 19.2 section modulus frame is standard on F700 and F750 Series Trucks, resulting in stronger frames. Side members for F100 through F350 have a kickup over the rear axle to provide a low loading height.

### SECTION MODULUS

Model	W/Base	Sidemember Basic Section	Section Modulus
F100	115"	6.08 x 2.42 x 0.156	2.98
F250	135"	7.0 x 2.97 x 0.212	5.58
F350	159"	8.0 x 3.0 x 0.25	7.82
F500	156", 174"	9.25 x 2.94 x 0.25	9.45
F600	156", 174", 194"	9.37 x 3.0 x 0.312	11.84
F700	156", 174", 194"	9.37 x 3.0 x 0.312	19.92
		Sidemember reinforcement	19.92
F750	156", 174"	9.37 x 3.0 x 0.312	19.92
		Sidemember reinforcement	19.92
F800	158"	9.56 x 3.06 x 0.28	19.19
		Sidemember reinforcement	19.19

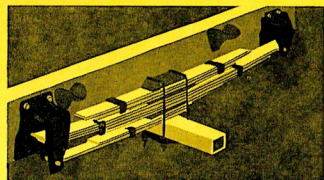


Typical of models F700/F750



### SLIPPER-TYPE FRONT SPRINGS

Standard on Ford F500 through to F750 are improved slipper-type front springs. These reduce operating stress levels and provide exceptional riding qualities under all load conditions. A new "Iso-pad" cushioning assembly is fitted to the slipper bracket to reduce road vibration, resulting in a better and much quieter ride.



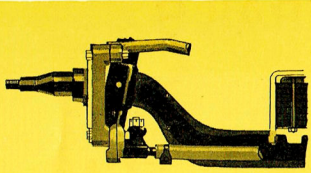
### VARIABLE-RATE RADIUS LEAF REAR SPRINGS

Adjust to changing loads. Main springs bear on cam-shaped pads in the spring mounting brackets to shorten the effective length of the spring as load is increased and the spring deflects. This increases the spring's deflection rate and stiffens the spring. Conversely, decreasing load lengthens the spring, lowers the spring's deflection rate, reduces spring's stiffness to cushion the lighter load.

### Rugged reasons why you can bank on a Ford!

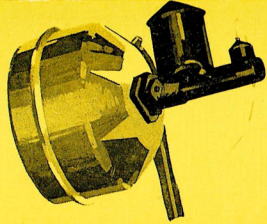
1. Heavy-gauge channel side-members.
2. Jaw-type flanged "U" or channel-type cross-members.
3. Alligator-type crossmember.
4. "L"-shaped reinforcement.
5. Straight top side rails for easy mounting of bodies.
6. Alternator as standard equipment.
7. "Iso-pad" cushioning on slipper bracket.
8. Slipper-type front springs.
9. Rugged I-Beam front axle (F500 to F800).
10. Durable, high-torque capacity clutch.
11. Four and 5-speed transmission.
12. Vacuum brake booster (Models F350, F500, F600, F700, F750 and F800).
13. Tough single and 2-speed rear axles.
14. Variable-rate radius rear leaf springs (auxiliary springs F600, F700, F750 and F800) — optional extra cost, F500 (4 ton).
15. Spare wheel carrier (spare tyre standard F100 — optional extra cost all other models).

# NEW AND PROVEN FEATURES MAKE THE NEW 'F' SERIES OUTSTANDING VALUE



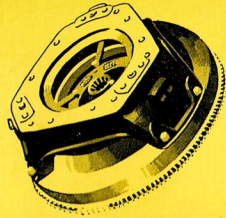
## WIDE-TRACK FRONT AXLES

All front axles for medium and heavy-duty series are of wide-track design and are made of high tensile strength steel. These axles are 8 inches wider and provide shorter turning diameters than previous axles. Result — improved manoeuvrability and stability for Ford Mediums and Heavies.



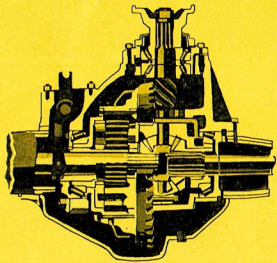
## VACUUM BRAKE BOOSTERS

On models F500 to F800, a vacuum power unit consisting of a power chamber and control valve is mounted between the brake pedal and the master cylinder. When brake pedal is depressed, hydraulic pressure from the master cylinder causes the control valve to open proportionately to the pedal pressure. Thus brake pedal effort is reduced, lessening fatigue.



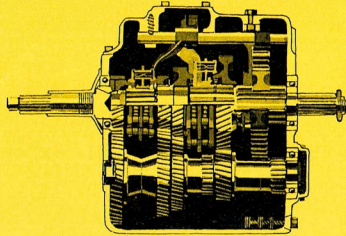
## DURABLE FORD CLUTCHES

Ford clutches are designed to provide high-torque capacity and long life. Clutch operation is smooth and easy because the centrifugal action of Ford clutches supplements the clutch spring pressure — thus the clamping action of the disc and the torque transmission of the clutch are increased.



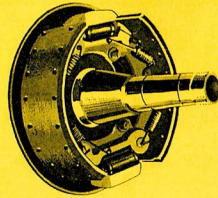
## TWO-SPEED REAR AXLES

A wide range of Eaton and Rockwell single and 2-speed rear axles designed to provide the rear axle that's right for your job. Single-speed rear axles are standard up to F500. The F600, F700, F750, and F800 have 2-speed rear axles as standard equipment. Capacities to 18,500 lb. All gears are of alloy steel, carburized and hardened for strength.



## FOUR AND 5-SPEED TRANSMISSIONS

A synchronized 5-speed heavy-duty direct transmission is standard on F700, F750 and F800 series. A synchronized 4-speed transmission is standard on F100 through to the F600 (a 3-speed transmission is optional on F100). SAE 6-bolt power take off is standard from the right hand side of the 4-speed transmission and both sides of the 5-speed transmission.

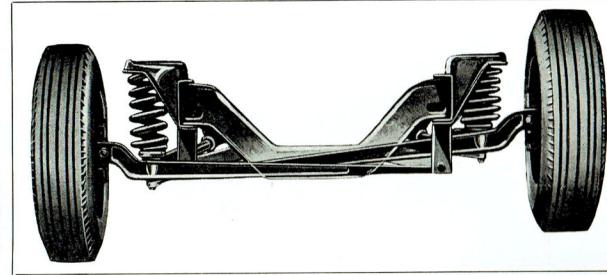


## DUAL SYSTEM BRAKES

Models F100, F250 and F350 incorporate dual self-adjusting hydraulic brakes. This new system has a dual master cylinder and separate hydraulic lines to front and rear axles and will retain braking ability in the event of a failure in either half. F500 to F800 have a vacuum reservoir to give emergency braking if the engine cuts out.



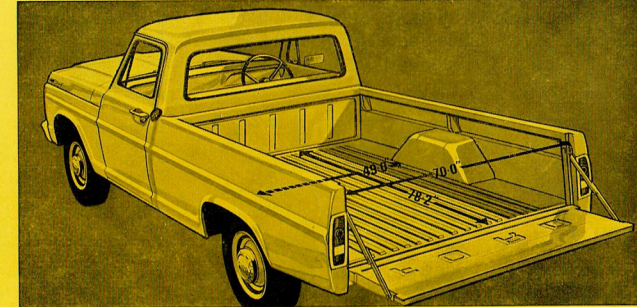
# FORD'S EXCLUSIVE TWIN-I-BEAM SUSPENSION EXTENDED TO THE F250 & F350



Twin-I-Beam suspension, established and proved so successful in the F100, is now built into the F250 and F350. It combines the smooth cushioning of independent wheel springing with the strength and durability of two solid I-Beam axles. Because these 'F' Series trucks have two front axles — one for each wheel — a road movement on one does not affect the other. Each is independent with the strength of two axles to carry a full load. Each axle has its own radius arm, coil springs and shock absorber, the other end of the I-Beam being connected to the opposite side of the frame. Heavy-duty tandem-type rubber bushings, between frame and radius arms, act as extra shock absorbers. Axles and radius arms are so securely anchored wheel alignment is virtually locked in. Twin-I-Beam helps smooth out rough surfaces, ensures better steering control. The F250 and F350 are fitted with a special heavy-duty Twin-I-Beam suspension system.

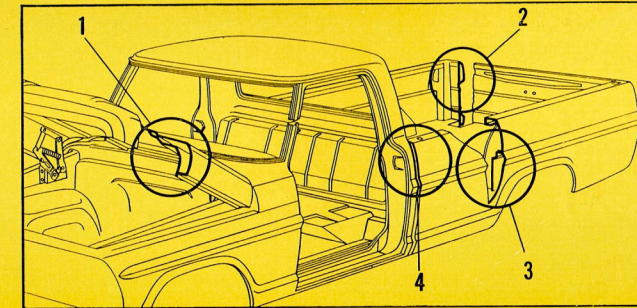
## F100's big capacity and deluxe styling

The F100 has big capacity! Seats "3 big men". There's a full 6½ft of load length with the tailgate closed and another 1ft 7ins of load support with the tailgate down. The wheel arches are flat-topped so that you can load F100 to full capacity with the load amply supported. The steel floor has raised rails to allow a load to slide in without effort. The cab interior is spacious and smart and is designed for driving ease and comfort. There is ample leg and head room and the seat accommodates "3 big men". There is an easy-to-read full set of instruments in front of the driver. Also a special air intake on the driver's side which can be regulated by a knob on the panel without taking your eyes off the road.



## TOTAL DURABILITY

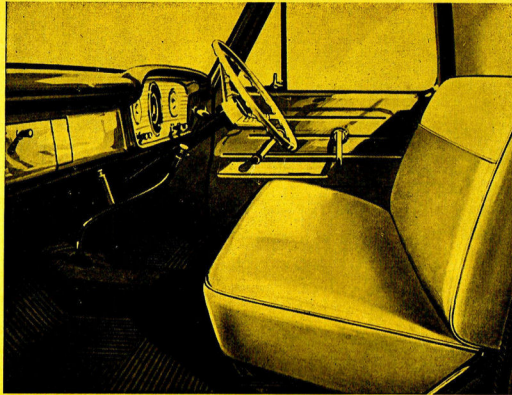
1. Double-walled hood provides stable strength and rigidity.
2. Tailgate is double-walled, too, and can be operated with one hand from a latch located at top centre of the tailgate.
3. Double-wall side panels of Styleside pick-up bodies protect outer walls from possible damage because of shifting cargo.
4. Separate cargo box permits cab and box to flex separately when hauling big loads over rough terrain.





# SPACIOUS . . . COMFORTABLE CABS . . . ALL-WELDED CONSTRUCTION

'F' Series cabs seat three, easily and comfortably. 20" steering wheel reduces steering effort. Gauges are mounted directly in front of the driver for easy reference. Steering column position enables easy entry and exit for driver. Full-width seats are fabricated with heavy gauge spring wire for maximum strength and support. Padding and springing give optimum comfort over long driving periods. Seat adjusts fore and aft, with several seating elevations and tilt positions. The system of rubber-cushioned 4-point cab mountings provide a better ride, and insulate the cab against frame stresses and vibration, reducing metal strains.



Long life is provided for Ford heavy-duty conventional cabs by all-welded construction and the following features:

1. Box-type front roof header and box-type roof side rails extend over the doors to the lock pillars.
2. Lock pillar reinforcements extend from the top of the lock striker plate to the roof rails and from the bottom of the striker plate to the floor pan.
3. A horizontal, hat-type reinforcement runs below the rear window to reinforce the cab back panel and lock pillars.
4. Hat-type reinforcement runs across the back of the cab.
5. Floor pan and toeboard are of heavy-gauge steel, welded to the firewall, for rigidity and cab durability.
6. Steel vertical legs and supporting gussets are welded to the firewall and toeboard.
7. Ventilation system plenum chamber forms a box section across the front and sides of the cowl to reinforce the hinge pillars.

#### Safety features:

'F' Series cabs have unbeatable all-round vision with a total of over 2800 sq. inches of thick, laminated safety glass. Other features include:

- Safety door locks
- Padded sun visors
- Windshield washers
- Outside rear vision mirrors.

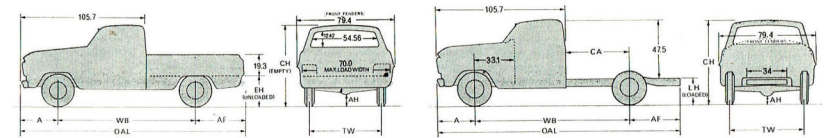


# Ford F Series Trucks



## F100 MODEL

Max. GVW 5,400 lbs.



GVW (lb)	A (in)	WB (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	EH Unloaded (in)	AH (in)	TW (in)	CH empty (in)
5,400	30.7	115	45.6	191.3	—	23.5	27.09	8.66	60.0	72.31
5,400	30.7	115	36.8	182.5	40.0	23.09	27.09	8.66	60.0	72.91

Lower row of figures indicate CAB CHASSIS dimensions.

## SPECIFICATION SHEETS

This pocket contains specifications for models in the 'F' Series range.

*The specifications referred to above were in effect at the time this publication was approved for printing; however, Ford Motor Company of Australia Limited and/or Ford Sales Company of Australia Limited reserve the right, subject to the laws of any State or Territory and the regulations of any competent authority which may be applicable at the time, at its discretion and without notice, to change specifications and prices of the products referred to herein at any time and without incurring any liability whatsoever to any purchaser thereof.*



**Have you a need for special bodies  
or equipment?**

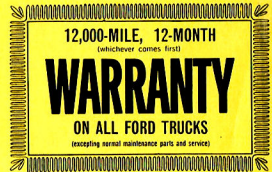
Your Ford Truck Dealer is equipped to advise you on trucking problems calling for specialised bodies and equipment. Feel free to discuss this aspect of your operations with him.



**The matched team...  
Ford Service and FoMoCo parts**

Specialised Ford service facilities and a ready supply of genuine low cost FoMoCo parts assures you of efficient maintenance and parts for your 'F' Series truck.

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



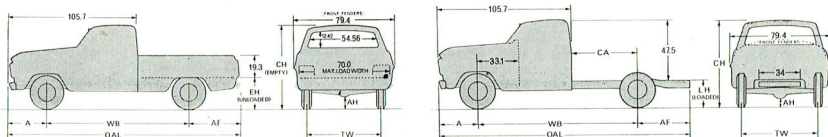


# Ford F Series Trucks



## F100 MODEL

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5,400	30.7	115	36.8	182.5	40.0	23.09	27.09	8.66	60.0	72.91

Lower row of figures indicate CAB CHASSIS dimensions.

### KERB WEIGHTS

		CHASSIS CAB		STYLESIDE	
		3-SPEED	4-SPEED	3-SPEED	4-SPEED
Approximate chassis-cab weight — including fuel, oil, water.	Front axle .....	2,032 lbs.	2,066 lbs.	2,054 lbs.	2,088 lbs.
	Rear axle .....	1,193 lbs.	1,204 lbs.	1,536 lbs.	1,547 lbs.
	TOTAL (approx.)	3,225 lbs.	3,270 lbs.	3,590 lbs.	3,635 lbs.
		Weight of Styleside box — 365 lbs.			

The Ford F100 is designed to offer you even smarter appearance and greater work capacity. Its attractive lines are enhanced by greater length, and every aspect of the design has functional purpose. There's plenty of room under the bonnet — engine accessibility is superb. Inside the cab there's plenty of well-ventilated, comfortable seating room for three adults.

Big features of F100 are the exclusive Twin-I-Beam front suspension, and the one-hand-operated centre-controlled tailgate opening catch. Twin-I-Beam gives you a ride equal to that of independent coil springs with all the rigid strength of a conventional I-beam leaf-spring suspension. No other truck in this class offers you Ford F100's advantages.



## ABRIDGED SPECIFICATIONS:

**Engine:** Six cylinder O.H.V. Petrol. 4" bore, 3.18" stroke. Displacement, 240 cu. in. Compression ratio: 8.75:1 standard, 7.0:1 optional. Horsepower, SAE rating, 38.40. Maximum BHP: Gross, 150 at 4,000 r.p.m. Net, 129 at 4,000 r.p.m. Maximum torque: 234 lbs/ft. at 2,200 r.p.m. Net 218 lbs/ft. at 2,000 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 right-hand side of engine completely eliminating external oil lines.

**Oil capacity:** 5.8 qts.

**Fuel:** Downdraft low silhouette carburettor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Oil-bath 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:** 16.25 imperial gallons.

**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.

**Electrical:** Coil and distributor with vacuum control for automatic advance and retard. 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 hood, right hand front fender apron.

**Battery:** 12 volt, 55 amp, 66 plate. Negative terminal grounded.

**Alternator:** 12 volt, 35 amp.

**Clutch:** Single cushion plate dry-disc type. Diameter 11" H.D. Spring-loaded centre for smooth drive. Frictional area 123.7 sq. in.

**Transmission:** Standard: New process 435 4 speed, synchromesh on 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. Optional — Ford: 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.

**Power take-off:** Six-bolt SAE Power take-off on right-hand side of 4-speed transmission

**Gearbox capacity:** 4 speed, 5.4 imp. pints. 3 speed, 2.8 imp. pints.

**Drive line:** Spicer.

**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).

**Frame:** Deep channel-section side members, parallel ladder-type frame construction. Cross-members flanged with alligator jaw and channel sections. The parallel-type frame allows installation of both engine and steering gear mechanism with the protection of side rails.

**Springs:** 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.

**Steering gear:** Recirculating ball type: 24.0:1. Wheel diameter 17".

**Turning circle diameter:** 38.2'.

**Shock absorbers:** Double-action telescopic, front and rear.

**Brakes:** Dual system, self-adjusting hydraulic Bendix Single Anchor. Dimensions: Front, 11" x 2" x 7/32" primary (9/32" secondary). Rear, 11" x 1 1/4" x 7/32" (9/32" secondary).

**Parking brake:** Size: same as rear service brakes (11" x 1 1/4"). Location: rear wheels. Type of lever: Bayonet type mounted under the dash.

**Tyres and disc wheels:** 6.50 x 16 — 6 ply, 16 x 5k — 5 hole.

**Spare-wheel carrier:** Under frame at rear.

**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:** With easy-to-read full vision instrument cluster containing fuel gauge, oil pressure, high beam and alternator indicator lights, speedometer, mileage recorder and temperature gauge.

**Doors:** All-steel construction mounted on concealed goose-neck hinges. Door checks built into hinges hold doors in open position. Push-button handles with rugged rotor-type safety latches.

**Seating:** Full-width seat with formed wire springs. Improved basic construction gives added support for back and knees. 4 1/2" finger-tip 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.

**Body types:** 6 1/2' ft. styleside pick-up box (standard). Cab chassis (optional).

**Chassis equipment:** Includes as standard in addition to items mentioned above: Hood, cow, and dash assembly; front fenders; Hi-dri cowl ventilators; steel toe board; ash receptacle; glove box; horn; electric 2-speed windshield wipers; treadle-type accelerator pedal; exterior rear-view mirror; internal sun visor; standard tools in bag; jack; spare wheel; back-up lamps; glare-reduced windshield wiper arms and instruments; seat belts.

This leaflet shows the basic specifications for the F100 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.

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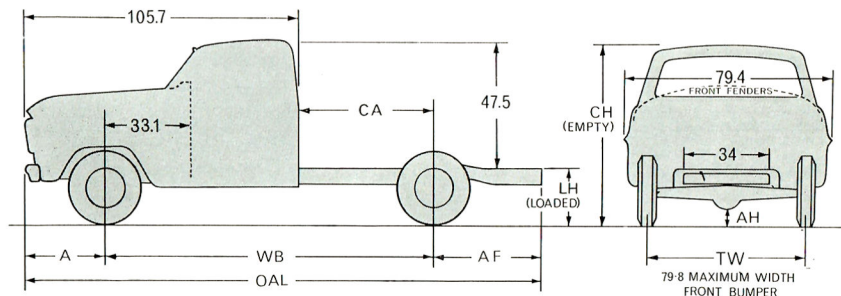


# Ford F Series Trucks



## F250 MODEL

Max. GVW 7,600 lbs.



GVW (lb)	A (in)	WB (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	CH Empty (in)
7,600	30.7	135.0	38.5	204.2	60.0	*24.0	6.5	63.5	72.44

\*Centre line rear axle

### KERB WEIGHTS

(Approximate, including fuel, oil and water)

Wheelbase	Front	Rear	Total	Approx. weight available for payload, equipment, etc.
135"	2,583 lbs.	1,432 lbs.	4,015 lbs.	3,585 lbs.

You will go a long way to find better appearance, more performance and value in its class than F250. This Ford also features the exclusive Twin-I-Beam front suspension. It gives you the best of both worlds — the ride of an independent coil suspension

and the strength and rigidity of a conventional I-beam axle. With its new chassis and cab, and slightly greater length that gives it a smarter look, F250 offers the best buy in its size on the road.

# Ford F250 Max. GVW 7,600 lbs.

## ABRIDGED SPECIFICATIONS:

**Engine:** Six cylinder O.H.V. Petrol. 4" bore, 3.18" stroke. Displacement: 240 cu. in. Compression ratio: 8.75:1 standard, 7.0:1 optional. Horsepower: SAE rating, 38.40. Maximum BHP: Gross, 150 at 4,000 r.p.m. Net, 129 at 4,000 r.p.m. Maximum torque: 234 lbs/ft. at 2,200 r.p.m. Net, 218 lbs/ft. at 2,000 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 right-hand side of engine completely eliminating external oil lines.

**Fuel capacity:** 5.8 qts.

**Fuel:** Down-draught low silhouette carburettor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Oil-bath 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:** 16.25 Imperial gallons.

**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.

**Electrical:** Coil and distributor with vacuum control for automatic advance and retard. 18 mm. spark plugs. Battery located under cab floor.

**Battery:** 12 volt, 55 amp, 66 plate. Battery located under hood right hand fender apron. Negative terminal grounded.

**Alternator:** 12 volt, 35 amp.

**Clutch:** Single cushion plate dry-disc type. Diameter 11" H.D. Spring-loaded centre for smooth drive. Frictional area 123.7 sq. ins.

**Gearbox:** "New Process 435" standard equipment. New process cast iron casing. Four forward, one reverse speed standard equipment. Synchronesh on top, third and second. Constant mesh helical gears in all forward 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 line:** Two open propeller shafts are aligned to transmit

power with smallest variation between loaded and unloaded positions, thus minimising power loss due to deflection of drive line.

**Rear axle:** Full-floating hypoid type. Single speed. Dana No. 70. Ratio, 4.88:1. Rated capacity, 7,400 lbs.

**Front axle:** Rated axle features high strength, heat-treated forged alloy-steel Twin-I-Beam. Rated capacity, 3,800 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 with the protection of side rails.

**Springs:** Front: Coil springs, Twin-I-Beam. Rear: The rear springs are long and wide for proper resilience and to carry the recommended load capacity under the most severe conditions. 10 leaf 52" x 2.5" 3500 lbs. capacity at pad.

**Steering gear:** Worm and roller-type. 24.2:1. Wheel diameter, 18".

**Turning circle diameters:** 135" W/B — 44.83" to outer tyre.

**Brakes:** Dual hydraulic brake system, Bendix BX self-adjusting. Total area drum lining front and rear combined, 292.44 sq. ins.

**Parking brake:** Internal shoe with drum mounted on the rear of the drive line at the rear of transmission. Area: 42.28 sq. ins.

**Front brakes:** Single-anchor self-energising type.

**Rear brakes:** Single servo anchor Bendix 12 x 3.

**Wheels and tyres:** Wheels are of the 2-piece pressed steel disc type with split spring-steel locking rings. Rim sizes: 6 x 16, 6 stud — 5 wheels. Standard-type equipment: 7.50 x 16—8 ply. Wheelbase 135".

**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:** With easy-to-read full vision instrument cluster containing fuel gauge, oil pressure, high beam and alternator indicator lights, speedometer, mileage recorder and temperature gauge.

**Seating:** Full-width seat with formed wire springs. Improved basic construction gives added support for back and knees. 4½" finger-tip 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:** Includes as standard in addition to items mentioned above: Hood, cowl, and dash assembly; front fenders; Hi-dri cowl ventilators; steel toe board; ash receptacle; glove box; horn; electric two-speed windshield wipers; treadle-type accelerator pedal; exterior rear view mirror on chassis cab; internal sun visor; standard tools in bag; jack; spare wheel; seat belts.

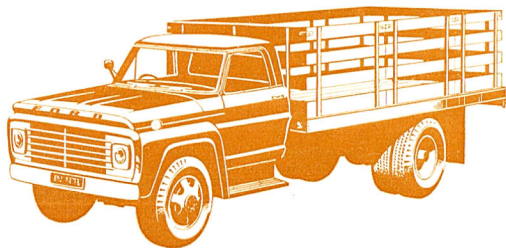
This leaflet shows the basic specifications for the F250 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.



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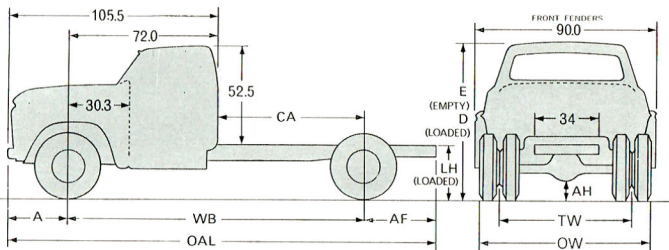
# Ford F Series Trucks



## F600 MODEL

Max. GVW 21,000 lbs.

Max. GCW 34,000 lbs.



GVW (lbs)	A (in)	WB (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
21,000	33.5	156.0	39.0	228.5	84.0	*30.69	10.6	69.5	89.0	83.9	80.4
21,000	33.5	174.0	60.5	268.0	102.0	*30.69	10.6	69.5	89.0	83.9	80.4
21,000	33.5	194.0	73.0	300.5	122.0	*30.69	10.6	69.5	89.0	83.9	80.4

\*Centre line rear axle.

### KERB WEIGHTS

(approximate, including fuel, oil and water)

Wheelbase	Trans.	Rear Axle	Front (lb)	Rear (lb)	Total (lb)	Approx. weight avail. for payload & equip.
156"	4-sp.	2-sp.	3,074	2,438	5,512	15,488 lbs
174"	4-sp.	2-sp.	3,128	2,472	5,600	15,400 lbs
194"	4-sp.	2-sp.	3,245	2,579	5,824	15,176 lbs

### SPRINGS

### WHEELS AND TYRES

GVW (lbs)	W/Base	Front	Rear	GVW (lbs)	W/Base	Tyres	Wheels
21,000	156", 174", 194"	48" x 2.5", 9 leaf Capacity at pad: 3,000 lbs.	46-59" x 3.0", 10 main, 2 radius leaves. Capacity at pad: 6,700 lbs. (Auxiliary: 35.5" x 3", 4 leaf. Capacity at pad: 2,250 lbs — standard equipment.)	21,000	156", 174", 194"	Rim sizes: 6.5 x 20 — 7 wheels. Standard tyre equipment: Front — 8.25 x 20 — 10-ply (Opt. — 12-ply) Rear — Dual 8.25 x 20 — 12-ply	Pressed steel disc, 3 piece, 6 stud, 20" x 6"

## ABRIDGED SPECIFICATIONS:

**Engine:** Standard—Six cylinder O.H.V. 4" bore, 3.98" stroke. Displacement: 300 cu. in. Compression ratio: 8.00:1 standard, 7.5:1 optional. Horsepower: RAC rating, 38.40. Maximum BHP: Gross, 170 at 3,600 r.p.m. Net, 150 at 3,600 r.p.m. Maximum torque: 283 lbs/ft. at 1,400-2,400 r.p.m. Net, 272 lbs/ft. at 1,400-2,100 r.p.m.

**Engine lubrication:** High pressure from high-capacity positive displacement-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 right-hand side of engine completely eliminating external oil lines.

**Oil capacity:** 5.8 quarts.

**Fuel:** Downdraft low silhouette carburetor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Oil-bath air cleaner.

**Fuel supply:** By mechanical pump, driven from engine. Filter integral with pump protects fuel supply to engine.

**Fuel tank capacity:** 16.5 Imperial gallons.

**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:** 15.7 Imperial quarts.

**Electrical:** Coil and distributor with combined centrifugal and vacuum control for automatic advance and retard. 18 mm. spark plugs. Battery located under cab floor.

**Battery:** 12 volt, 55 amp, 66 plate. Negative terminal grounded.

**Alternator:** 12 volt, 35 amp.

**Clutch:** Single dry-disc type. Diameter, 12". Spring-loaded centre for smooth drive. Frictional area, 159.8 sq. ins.

**Gearbox:** Standard—4-speed new process cast iron casing. Synchronesh on top, third and second. Constant mesh helical gears in all forward gears.

**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 or three (according to wheelbase) 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 load positions. Sliding coupling at front-end of rear shaft.

**Rear axle:** Two-speed fully floating spiral bevel, Eaton 13802 type. Ratio, 6.33/8.81:1. Rated capacity, 15,000 lbs.

**Front axle:** Front axle features high strength, heat-treated forged alloy-steel. Rated capacity, 6,000 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. Overall 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:** 156" W/B, 46 ft. 174" W/B, 52.51 ft. 194" W/B, 62.98 ft. All measurements approximate—taken to centre line of outer tyre.

**Brakes:** Full hydraulic system, vacuum boosted, operated by pedal acting on front and rear wheels. Total area drum lining front and rear combined, 426.16 sq. ins. 12¼ Bendix Vacuum Booster.

**Hand brake:** Internal shoe parking brake. Parking brake drum is mounted on the rear of the drive line at the rear of transmission. 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 4½".

**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 is 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:** With easy-to-read full vision instrument cluster, containing fuel, oil pressure and alternator gauges, vacuum, and high beam lights, speedometer, mileage recorder and temperature gauge.

**Seating:** Full-width seat with formed wire springs. Improved basic construction gives added support for back and knees. 4½" finger-tip 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; two-speed electric windshield wipers; treadle-type accelerator pedal; exterior rear view mirror on chassis cab; internal sun visor; standard tools in bag; jack; spare wheel; seat belts.

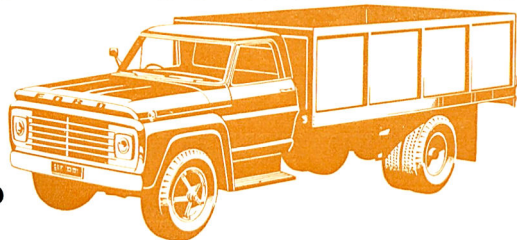
This leaflet shows the basic specifications for the F600 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.



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# Ford F Series Trucks

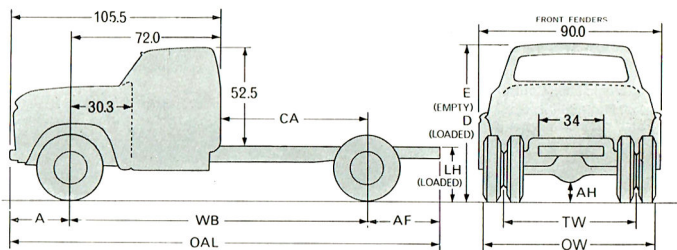


## F700 MODEL

Max. GVW 23,000 lbs.

Max. GCW 40,000 lbs. (6 cyl.)

42,000 lbs. (V8)



GVW (lbs)	A (in)	WB (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
23,000	33.5	156.0	39.0	228.5	84.0	*31.93	10.6	70.1	94.0	84.8	80.35
23,000	33.5	174.0	60.5	268.0	102.0	*31.93	10.6	70.1	94.0	84.8	80.35
23,000	33.5	194.0	73.0	300.5	122.0	*31.93	10.6	70.1	94.0	84.8	80.35

\*Centre line rear axle.

### KERB WEIGHTS

(approximate, including fuel, oil and water)

6 CYLINDER ENGINE					V8 ENGINE				
W/Base	Front (lb)	Rear (lb)	Total (lb)	Approx. weight avail. for payload & equip.	W/Base	Front (lb)	Rear (lb)	Total (lb)	Approx. weight avail. for payload & equip.
156"	3,273	2,648	5,921	17,079	156"	3,503	2,648	6,151	16,849
174"	3,357	2,697	6,054	16,946	174"	3,587	2,697	6,284	16,716
194"	3,400	2,768	6,168	16,832	194"	3,630	2,768	6,398	16,602

### SPRINGS

### WHEELS AND TYRES

GVW (lbs)	W/Base	FRONT	REAR	GVW (lbs)	W/Base	TYRES	WHEELS
23,000	156", 174", 194"	48" x 2.5", 9 leaf Capacity at pad: 3,000 lbs.	46-59" x 3.0", 10 main, 2 radius leaves. Capacity at pad: 8,100 lbs. (Auxiliary: 35.5" x 3", 4 leaf. Capacity at pad: 2,250 lbs. — standard equipment)	23,000	156", 174", 194"	Rim sizes: 20 x 6.5 — 7 wheels Standard tyre equipment: Front — 8.25 x 20 — 10 ply. Rear — Dual 9.00 x 20 — 10 ply (Opt. 12 ply)	Cast spoke

## ABRIDGED SPECIFICATIONS:

**Engine:** Standard — 300 CID, 6 cylinder. Six cylinder O.H.V. 4" bore, 3.98" stroke. Displacement: 300 cu. in. Compression ratio: 8.00:1 standard, 7.5:1 optional. Horsepower: RAC rating, 38.40. Maximum BHP: Gross, 170 at 3,600 r.p.m. Net, 150 at 3,600 r.p.m. Maximum torque: 283 lbs/ft. at 1,400-2,400 r.p.m. Net, 272 lbs/ft. at 1,400-2,100 r.p.m. Optional — 330 CID (V8) Eight cylinder O.H.V. 3.87" bore, 3.50" stroke. Displacement 330 cu. in. Compression ratio 7.4:1. Horsepower RAC rating 47.9. Max. BHP: Gross 190 at 4,000 r.p.m. Net 164 at 3,800 r.p.m. Max. Torque 306 lbs/ft. at 2,000 r.p.m. Net 286 lbs/ft. at 2,000 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.

**Oil capacity:** 5.8 qts.

**Fuel:** Down-draught low silhouette carburettor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Oil-bath air cleaner.

**Fuel supply:** By mechanical pump, driven from engine camshaft. Fuel pump sediment bowl integral with pump.

**Cooling system:** Pressurised series flow cooling system resulting in direct water flow 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:** 15.7 Imperial quarts.

**Electrical:** Coil and distributor with combined centrifugal and vacuum control for automatic advance and retard. 18 mm. spark plugs. Battery located under cab floor.

**Battery:** 12 volt, 55 amp, 66 plate. Negative terminal grounded.

**Alternator:** 12 volt, 35 amp.

**Clutch:** Cushion plate, with spring damper. Diameter 12". Frictional area, 159.8 sq. ins.

**Gearbox:** Clark 2653-VI, H.D. Five forward, one reverse speed standard equipment. Synchronesh on top four speeds.

**Gearbox ratios:** First, 7.08:1 second, 4.08:1 third, 2.23:1 fourth, 1.46:1 fifth, 1:1 reverse, 6.73:1.

**Power take-off:** Six-bolt SAE Power take-off on both sides of transmission.

**Gearbox capacity:** 10 Imperial pints.

**Drive lines:** Two open propeller shafts (3 on 194" wheelbase) 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 spiral beam type. Eaton 16802, ratios 6.50/9.04. Rated capacity, 17,000 lbs.

**Front axle:** Front axle features high strength, heat-treated forged alloy-steel. Rated capacity, 6,000 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:** Front semi-elliptic springs are wide span, with low deflection rate for desirable riding qualities and stability. Rear, semi-elliptic combined with radius leaf enables main springing to perform its correct function without the added strain of taking the driving thrust.

**Steering box:** Worm and roller-type steering gear. Overall steering gear ratio, 27.6:1. Steering wheel diameter, 18".

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

**Turning circle diameters:** 156" W/B, 52.51'. 174" W/B, 57.46'. 194" W/B, 62.98'. All measurements approximate — taken to centre line of outer tyre.

**Brakes:** Pedal operated full hydraulic system, vacuum boosted, acting on front and rear wheels. Total area drum lining front and rear combined, 459.46 sq. ins.

**Hand brake:** Internal shoe parking brake. Parking brake drum is mounted on the rear of the drive line at the rear of transmission. Area: 42.28 sq. ins.

**Front brakes:** Single-anchor self-energising type. Dimensions, 14" x 2 1/2".

**Rear brakes:** Two cylinder self-energising. Dimensions, 15" x 5.0"

**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 alternator indicator lights, speedometer and temperature gauge.

**Seating:** Full-width seat with formed wire springs. Improved basic construction gives added support for back and knees. 4 1/2" finger-tip 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; speedometer; water temperature gauge; oil pressure and alternator gauges; fuel gauge; ash receptacle; glove box; horn; electric windshield wipers; treadle-type accelerator pedal; exterior rear view mirror on chassis cab; internal sun visor; standard tools in bag; jack; spare wheel; seat belts.

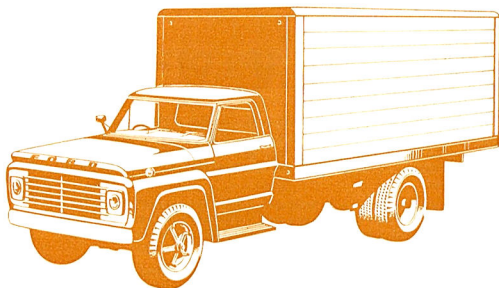
This leaflet shows the basic specifications for the F700 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.



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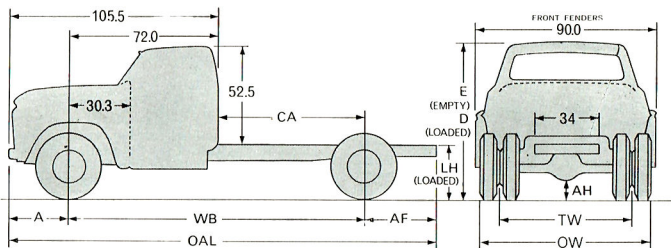
# Ford F Series Trucks



## F750 MODEL

MAX. GVW — 25,000 lbs

MAX. GCW — 44,000 lbs



GVW (lbs)	A (in)	WB (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	E Empty (in)	D Loaded (in)	AH (in)	TW (in)	OW (in)
25,000	33.5	156.0	39.0	228.5	84.0	*32.67	86.2	81.72	10.6	70.1	92.7
25,000	33.5	174.0	60.5	268.0	102.0	*32.67	86.2	81.72	10.6	70.1	92.7

\*Centre line rear axle

### KERB WEIGHTS

(approximate, including fuel, oil and water)

156" Wheelbase	Front	3,654
	Rear	<u>2,885</u>
	Total	<u>6,539</u>

Approx. weight available for payload and equipment 18,461 lbs.

174" Wheelbase	Front	3,914
	Rear	<u>3,023</u>
	Total	<u>6,937</u>

Approx. weight available for payload and equipment 18,063 lbs.

### SPRINGS

### WHEELS AND TYRES

GVW (lbs)	W/BASE	FRONT	REAR	GVW (lbs)	W/BASE	TYRES	WHEELS
24,000	156" 174"	10 leaf 48" x 2.5" Capacity at pad: 3,200 lbs.	46/59" x 3.0". 10 main, 2 radius leaves. Capacity at pad 8,100 lbs. plus auxiliary 35.5" x 3.0". Capacity at pad — 2,250 lbs. fitted as standard equipment.	24,000	156" 174"	Rim sizes 20 x 6.5 — 7 wheels. Standard tyre equipment: Front: 9.00 x 20 — 10 ply Rear: 9.00 x 20 — 12 ply. Optional Front and Spare 9.00 x 20 — 12 ply.	Cast spoke.



## ABRIDGED SPECIFICATIONS:

**ENGINE:** Standard — Heavy duty eight cylinder OHV 3.87" bore, 3.50" stroke. Displacement 330 cu. in. Compression ratio 7.4:1. Horsepower RAC rating 47.9. Max. BHP: Gross 190 at 4000 rpm. Net 164 at 3800 rpm. Max. Torque 306 lbs./ft. at 2000 rpm. Net 286 lbs./ft. at 2000 rpm.

**Engine Lubrication:** High pressure from high capacity rotor type pump with pressure 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.

**Oil Capacity:** 8 quarts including filter.

**Fuel:** Two barrel Holley 2-V Downdraught Carburettor. Accelerator pump. Fuel enrichment system eliminating exhaust back-fire on acceleration. Heat cross-over passage in intake manifold utilizes exhaust gases to vaporize incoming fuel mixture. Oil bath air cleaner, capacity 1 quart.

**Fuel Supply:** Mechanical fuel pump with long life disposable-type porous fibre fuel filter integrally mounted.

**Cooling System:** Pressurised series flow cooling system resulting in direct water flow 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. 5-bladed fan, with unequal spacing.

**Cooling System Capacity:** 21 Imperial quarts.

**Electrical:** Coil and distributor with vacuum advance. 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:** 12 volt 70 amp. 66 plate. Negative terminal grounded.

**Alternator:** Email 35 amp., 12 volt.

**Clutch:** Hydraulic cushion plate, with spring damper. Diameter 13". Frictional area 183.4 sq. ins.

**Gearbox:** Clark 2653 VI. Five forward, one reverse speed. Synchromesh on second, third, fourth and fifth. Constant mesh helical gears in top four speeds.

**Gearbox Ratios:** First 7.08:1, Second 4.08:1, Third 2.23:1, Fourth 1.46:1, Fifth 1:1, Reverse 6.73:1.

**Power Take-Off:** Six bolt SAE Power take-off on both sides of transmission.

**Gearbox Capacity:** 9.6 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 two-speed spiral bevel type Eaton 17800. Ratios 7.17/9.77. Rated capacity 18,500 lbs.

**Front Axle:** Ford high strength I-beam heat treated forged alloy steel. Rated capacity 7000 lbs.

**Frame:** Deep channel section side members with inverted L-type reinforcement 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. Full depth through entire length.

**Springs:** Front semi-elliptic springs are wide span, with low deflection rate for desirable riding qualities and stability. Axle ahead of spring centre prevents wind-up. Rear, variable rate combined with radius leaf enables main springing to perform its correct function without the added strain of taking the driving thrust.

**Steering Box:** Worm and roller Gemmer 375-5D. Overall steering gear ratio 27.6:1. Steering wheel diameter — 20".

**Steering Ball Sockets:** Tie-rod ends are spring loaded, ball-socket type for automatic take-up of normal ball-socket wear.

**Turning Circle Diameter:** 156" W/B, 50.12". 174" W/B, 54.74". All measurements approximate.

**Brakes:** Pedal operated full hydraulic system vacuum boosted acting on front and rear wheels. Total area drum lining front and rear combined 591.2 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: 63.42 sq. ins.

**Front Brakes:** Double anchor, self-energising type, dimensions 15" x 3".

**Rear Brakes:** Two cylinder, self-energising type, dimensions 15" x 6".

**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 alternator 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.

**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; ash receptacle; glove box; horn; dual 2-speed electric windshield wipers; windshield washers; treadle-type accelerator pedal; exterior rear view mirror; internal sunvisor; standard tools; jack; seat belts.

**This leaflet shows the basic specifications for the F750 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.**



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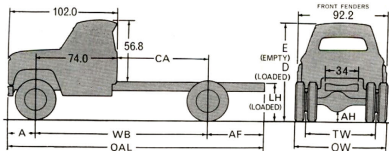
# Ford F Series Trucks



## F800 MODEL

Max. GVW 25,500 lbs.

Max. GCW 51,000 lbs.



GVW (lbs)	A (in)	WB (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
25,500	28.0	158.0	39.0	225.0	84.0	*33.0	10.6	70.1	92.7	92.25	88.11

\*Centre line rear axle

### KERB WEIGHTS

(approximate, including fuel, oil and water)

158" W/Base

Front 3,927 lbs.

Rear 3,416 lbs.

Total 7,343 lbs.

Approx. weight available for payload and equipment

18,157 lbs.

### WHEEL AND TYRES

GVW (lbs)	W/BASE	TYRES	WHEELS
25,500	158"	Rim sizes: 20 x 7.0 — 7 wheels. Standard tyre equipment; Front and dual rear, 9.00 x 20 — 12 ply	Cast, spoke

SPRINGS	
Front	Rear
54" x 4.0", 7 leaf, capacity at pad 4000 lbs.	48-55" x 3", 13 (11 main, 2 radius leaves), cap. at pad: 9300 lbs. (Auxiliary: 35.5" x 3", 4-leaf, 2550 lbs. cap. at pad — standard equipment.)

F800, king of the Ford F Series truck range, is also the biggest reason why you can "Bank on a Ford truck". Its big 361 cub. in. V8 engine gives it the power reserve needed for constant long haulage work. By operating more at part throttle, you obtain longer

engine life, and lower operating costs per mile. From its big, comfortable, roomy cab to its five-speed heavy-duty transmission, F800 has been ideally designed for the job it has to do. And it's available at a price that's right, too.

# Ford F800 GVW 25,500 lbs.

## ABRIDGED SPECIFICATIONS:

**ENGINE:** Standard — eight cylinder OHV 4.05" bore, 3.50" stroke. Displacement 361 cub. ins. Compression ratio 7.4. Horsepower, RAC rating 64. Max. BHP: Gross 210 @ 4000 rpm. Net 182 @ 3800 rpm. Max. Torque 345 lbs./ft. @ 2000 rpm. Net 322 @ 2000 rpm.

**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.

**Oil Capacity:** 8 quarts including filter.

**Fuel:** Two-barrel Holley 2-V Down draught carburettor. Accelerator pump. Fuel enrichment system eliminating exhaust back-fire on acceleration. Heat cross-over passage in intake manifold utilizes exhaust gases to vaporize in coming fuel mixture. Oil bath air cleaner, capacity 1 quart.

**Fuel Supply:** Vented filler cap. Mechanical Carter fuel pump with long-life disposable type integrally mounted fuel filter.

**Cooling System:** Pressurised series flow cooling system resulting in direct water flow 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. 5-bladed fan, with unequal spacing.

**Cooling System Capacity:** 21 Imperial quarts.

**Electrical:** Coil and distributor with vacuum advance. 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:** 12 volt 70 amp. 66 plate. Negative terminal grounded.

**Alternator:** Ford 45 amp, 12 volt.

**Clutch:** Hydraulic cushion plate, with spring damper. Diameter 13". Frictional area 183.4 sq. ins.

**Gearbox:** Clark 2653 VI. Five forward, one reverse speed standard equipment. Synchronism on second, third, fourth and fifth. Constant mesh helical gears in top four speeds.

**Gearbox Ratios:** First, 7.08:1; Second 4.08:1; Third 2.23:1; Fourth, 1.46:1; Fifth 1:1; Reverse 6.73:1.

**Power Take-off:** Six bolt SAE Power take-off on both sides of transmission.

**Gearbox Capacity:** 9.6 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 spiral bevel type. Eaton 17,800, ratios 7.17/9.77. Rated capacity, 18,500 lbs.

**Front Axle:** Front axle features high strength, heat-treated forged alloy-steel. Rated capacity 7000 lbs.

**Frame:** Deep channel section side members with inverted L-type reinforcement, 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. Full depth through entire length.

**Springs:** Front semi-elliptic springs are wide span, with low deflection rate for desirable riding qualities and stability. Axle head of spring centre prevents wind-up. Rear, variable rate combined with radius leaf enables main springing to perform its correct function without the added strain of taking the driving thrust.

**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 has a long bearing surface and bronze bushings. Overall steering gear ratio 27.6:1. Steering wheel diameter — 20".

**Steering Ball Sockets:** Tie-rod ends are spring loaded, ball-socket type for automatic take-up of normal ball-socket wear.

**Turning Circle Diameters:** 158" W/B 52.2'. Measurement approximate—taken to centre line of outer Tyre.

**Brakes:** Pedal operated full hydraulic system, vacuum boosted, acting on front and rear wheels. Total area drum lining front and rear combined, 641.9 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: 63.42 sq. ins.

**Front Brakes:** Double-anchor self-energising type. Dimensions 15" x 3".

**Rear Brakes:** Two cylinder self-energising. Dimensions: 15" x 7.0"

**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 3 point cab mounting 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 alternator indicator lights, speedometer and temperature gauge, tachometer and vacuum 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 Vent Vents.

**Windows:** Full-width windshield, wide rear windows, wide, large door windows, giving all-round visibility.

**Seating:** Full-width seat with formed wire springs. Improved basic construction gives added support for back and knees. 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, cow and dash assembly; front fenders; Hi-dri cow ventilators; steel toe board; ash receptacle; glove box; horn; dual 2-speed electric windshield wipers; treadle-type accelerator pedal; exterior rear view mirror on chassis cab; internal sun-visor; standard tools; jack; seat belts.

This leaflet shows the basic specifications for the F800 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.



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