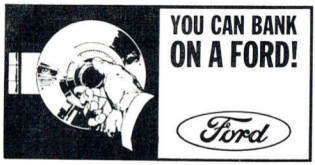
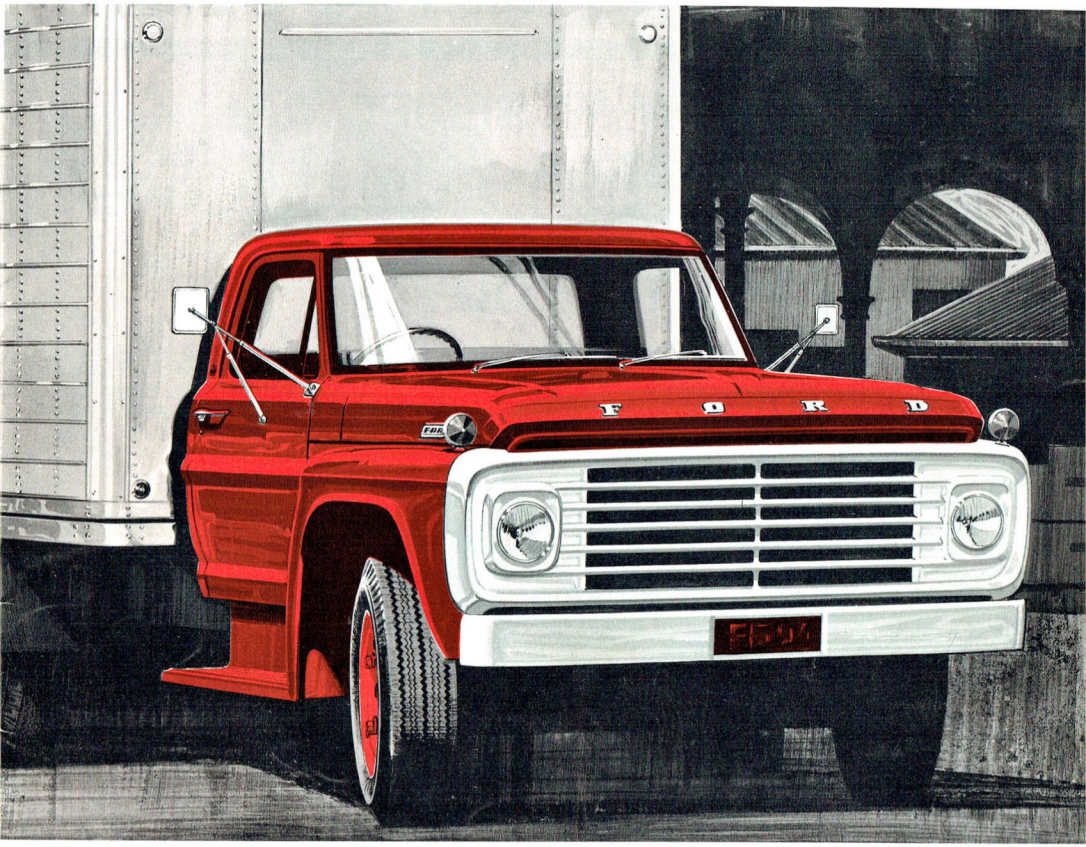
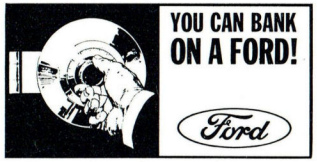




FORD 'F' SERIES

NORMAL CONTROL TRUCKS

GVW'S UP TO 25,500 lb.
GCW'S UP TO 60,000 lb.



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 the F100 through 22 different models up to the husky F8000. Ford can now 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 lb up to 25,500 lb, with GCW's up to 60,000 lb.

The power you want. Big power story, too — as well as 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. In addition Ford have introduced a new 6 cylinder diesel engine into the 'F' Series range — the Cummins C-180 with a 464 CID. This engine is available in the F8000.

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.

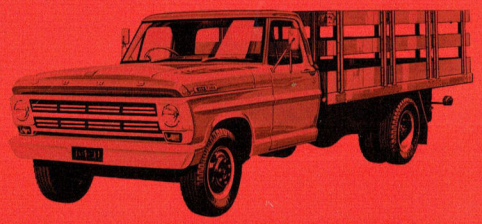
New cabs. The new Ford 'F' Series are built with the driver in mind . . . they have roomier and more comfortable cabs and better all-round visibility . . . a larger engine compartment for improved accessibility in engine maintenance.

YOU CAN BANK ON A FORD

Model	F100	F250	F350	F500 3 Ton	F500 3 Ton	F500 4 Ton	F500 5 Ton	F600	F600	F600	F700	F700	F700	F700	F700	F700	F750	F750	F800	F8000
W/base	115	135	159	156	174	174	174	156	174	194	156	174	194	156	174	194	156	174	158	158
GVW(lb)	5,400	7,600	10,000	{12,600 13,500	{12,600 13,500	{14,300 15,000	19,500	21,000	21,000	21,000	23,000	23,000	23,000	23,000	23,000	23,000	24,500	24,500	25,500	25,500
GCW(lb)			16,000	20,000	20,000	20,000	25000	34,000	34,000	34,000	40,000	40,000	40,000	42,000	42,000	42,000	44,000	44,000	51,000	60,000
Engine	240 (6)	240 (6)	240 (6)	240 (6)	240 (6)	240 (6)	330 (V8)	300 (6)	300 (6)	300 (6)	300 (6)	300 (6)	300 (6)	330 (V8)	330 (V8)	330 (V8)	330 (V8)	330 (V8)	361 (V8)	464 (6)

FORD 'F' SERIES

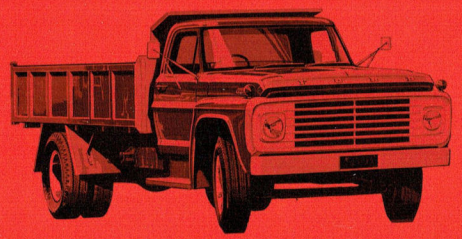
Medium and Heavy-Duty Trucks



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 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 lb.

MODEL F800 & F8000 . . .

The Ford heavyweight that looks massively important — and is ! There's greater size, comfort and capacity in the individually designed cab. The heavy-duty 361 CID V8 petrol engine and the 464 CID six diesel engine provide 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.

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

YOU CAN BANK ON A FORD!

Ford

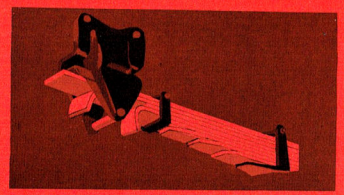
TALKING TOUGHNESS!

STRONGER FRAMES WITH NEW "STRAIGHT-TOP" SIDERAILS

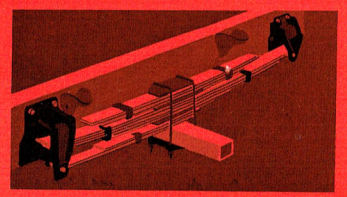
From the F500 through to the F750, Ford frames use straight-top siderails. This greatly facilitates the mounting of bodies on to the chassis. Ford truck frames are fabricated from hot rolled low carbon steel with a minimum yield strength of 36,000 psi. A new 19.2 section modulus frame is standard on 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

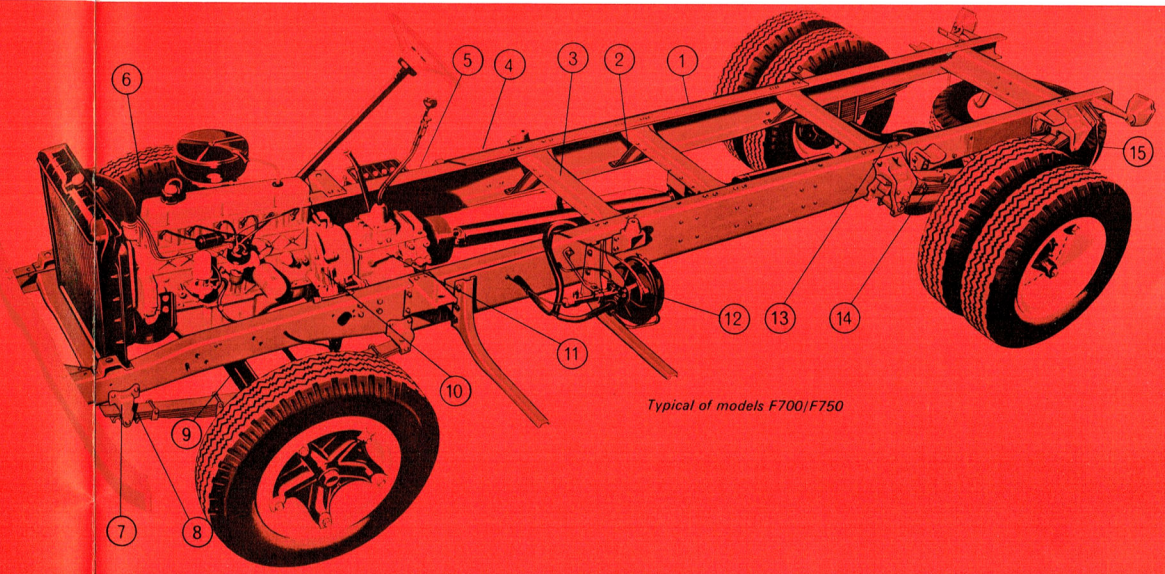
Model	W/Base	Sidemember Basic Section	Section Modulus
F100	115"	6.08 x 2.42 x 0.156	2.98
F250	135"	7.0 x 2.97 x 0.212	5.58
F350	159"	8.0 x 3.0 x 0.25	7.82
F500	156", 174"	9.25 x 2.94 x 0.25	9.45
F600	156", 174", 194"	9.37 x 3.0 x 0.312	11.84
F700	156", 174", 194"	9.37 x 3.0 x 0.312	
	Sidemember reinforcement	9.31 x 3.22 x 0.25	19.2
F750	156", 174"	9.37 x 3.0 x 0.312	
	Sidemember reinforcement	9.31 x 3.22 x 0.25	19.2
F800 & F8000	158"	9.56 x 3.06 x 0.28	
	Sidemember reinforcement	9.13 x 3.35 x 0.25	19.19



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.



Typical of models F700/F750

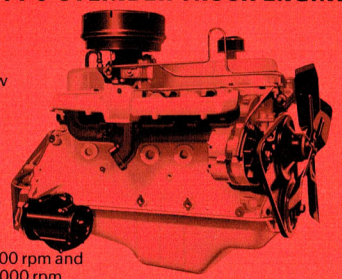
Rugged reasons why you can bank on a Ford!

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 F8000).
10. Durable, high-torque capacity clutch.
11. Four and 5-speed transmission.
12. Vacuum brake booster (Models F350, F500, F600, F700, F750 and F800). Air booster F8000.
13. Tough single and 2-speed rear axles.
14. Variable-rate radius rear leaf springs (auxiliary springs F600, F700, F750, F800 and F8000) — optional extra cost, F500 (4 ton).
15. Spare wheel carrier (spare tyre standard F100 — optional extra cost all other models).

TALKING TORQUE!

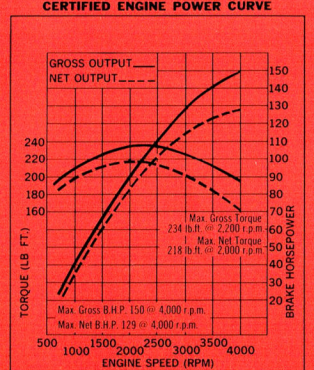
Here's what you should know about the new 'F' Series engines!

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



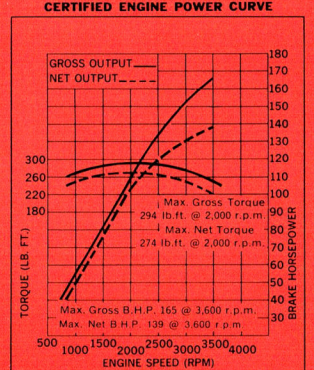
These heavy-duty truck engines allow you to operate in the economy rpm range which gives more miles per gallon and further lowers operating costs over the years. The 240 6-cylinder petrol engine powers the 'F' Series from F100 to F500. Develops maximum *gross* bhp of 150 at 4000 rpm and maximum *gross* torque of 234 lb. ft. at 2200 rpm . . . with a maximum *net* bhp of 129 at 4000 rpm and maximum *net* torque of 218 lb. ft. at 2000 rpm.
The 300, fitted in the F600 and F700 (GCW 60,000 lb.) combines high-displacement power with 6-cylinder economy. Develops maximum *gross* bhp of 165 at 3600 rpm and *gross* torque of 294 lb. ft. at 2000 rpm. Maximum *net* bhp is 139 at 3600 rpm and maximum *net* torque is 274 lb. ft. at 2000 rpm.

CERTIFIED ENGINE POWER CURVE



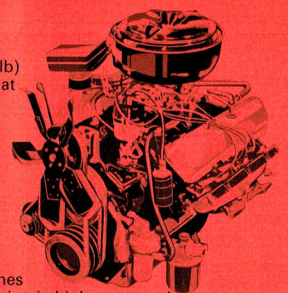
FORD 240 CID 6 CYLINDER

CERTIFIED ENGINE POWER CURVE



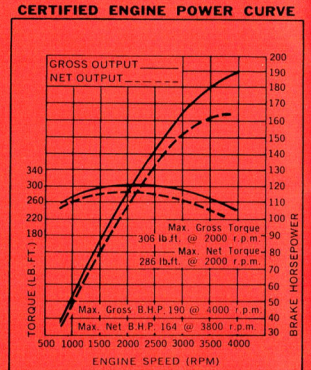
FORD 300 CID (HD) 6 CYLINDER

330 & 361 CID HEAVY-DUTY V8 TRUCK ENGINES



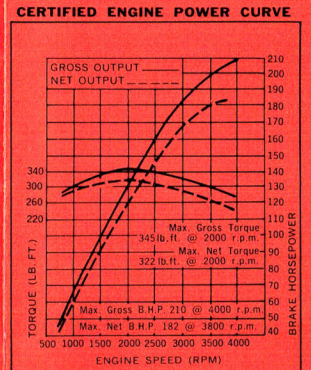
The 330 V8 is available on the F700 (GCW 42,000 lb) and F750 (GCW 44,000 lb) and develops maximum *gross* bhp of 190 at 4000 rpm and maximum *gross* torque of 306 lb. ft. at 2000 rpm . . . with a maximum *net* bhp of 164 at 3800 rpm and maximum *net* torque of 286 lb. ft. at 2000 rpm. The 361, mounted in the F800, develops maximum *gross* bhp of 210 at 4000 rpm and maximum *gross* torque of 345 lb. ft. at 2000 rpm. Maximum *net* bhp is 182 at 3800 rpm and maximum *net* torque is 322 lb. 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.

CERTIFIED ENGINE POWER CURVE



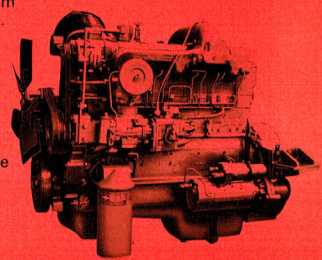
FORD 330 CID 8 CYLINDER

CERTIFIED ENGINE POWER CURVE



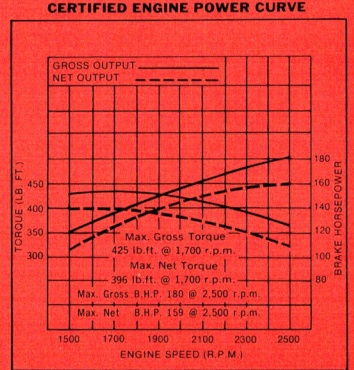
FORD 361 CID 8 CYLINDER

THE NEW 464 CID HEAVY-DUTY 6-CYLINDER ENGINE



This engine is available on the F8000 (GCW 60,000 lb.) developing a maximum *gross* bhp of 180 at 2,500 rpm and maximum *gross* torque of 425 lb. ft. at 1700 rpm . . . with a maximum *net* bhp of 159 at 2500 rpm and maximum *net* torque of 396 lb. ft. at 1700 rpm.
The 464 is a high displacement, high torque Cummins engine. It is renowned for its "holding" characteristics and while ensuring ample horsepower continually available to move the load it also provides for the minimum of gear changing. Naturally fuel costs are reduced by such a combination of the Cummins engine in the F8000 specification.

CERTIFIED ENGINE POWER CURVE



CUMMINS 464 CID 6 CYLINDER

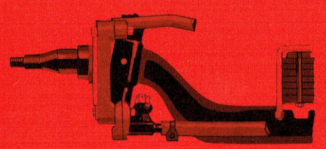
THESE OUTSTANDING FEATURES MEAN BETTER PERFORMANCE & DEPENDABILITY

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 1-Beam type connecting rods provide extra durability.
- ☐ Valve stems are chrome plated and together with hard-faced seat inserts and Rotocoil 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.

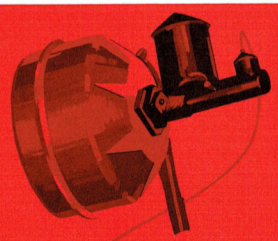
464 CID ENGINE:
- ☐ Cummins exclusive P.T. fuel system provides maximum dependability between adjustments.
- ☐ Crankshaft. High tensile strength steel forging bearing journals are induction hardened for long life.
- ☐ Dual overhead intake and exhaust valves with stellite valve seal on the exhaust system.
- ☐ Replaceable wet type cylinder liners rapidly dissipate combustion chamber heat to coolant.
- ☐ Large full flow lube oil and by-pass filter provides increased oil life and maximum safeguard for wearing surfaces.

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.

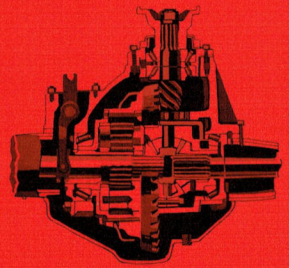


VACUUM BRAKE BOOSTERS

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.

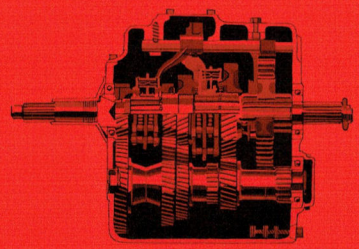
DURABLE FORD CLUTCHES

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.



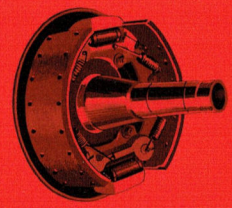
TWO-SPEED REAR AXLES

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. 2-speed rear axles are standard on the F600, F700, F750, F800 and F8000 (optional on 5-ton F500). Capacities to 22,000 lb. All gears are of alloy steel, carburized and hardened for strength.



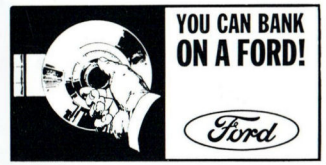
FOUR AND 5-SPEED TRANSMISSIONS

A synchronized 5-speed heavy-duty direct transmission is standard on F700, F750 and F800 series, whereas the F8000 has an overdrive fifth. A synchronized 4-speed transmission is standard on F100 through to the F600. SAE 6-bolt power take-off opening is standard from the right hand side of the 4-speed transmission and both sides of the 5-speed transmission.

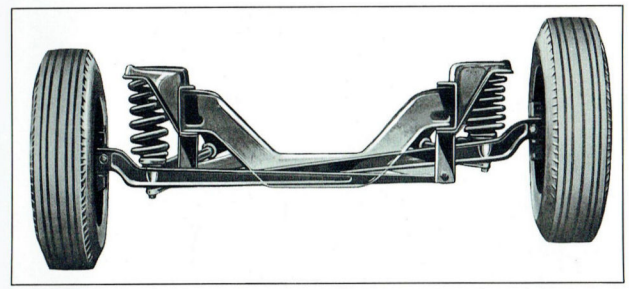


DUAL SYSTEM BRAKES

Models F100, F250 and F350 incorporate dual self-adjusting hydraulic brakes. This new system has a dual master cylinder and separate hydraulic lines front and rear to retain braking ability in the event of a failure in either half. F500 to F800 have a vacuum reservoir whereas the F8000 has an air reservoir. Both these systems give emergency braking if the engine cuts out.



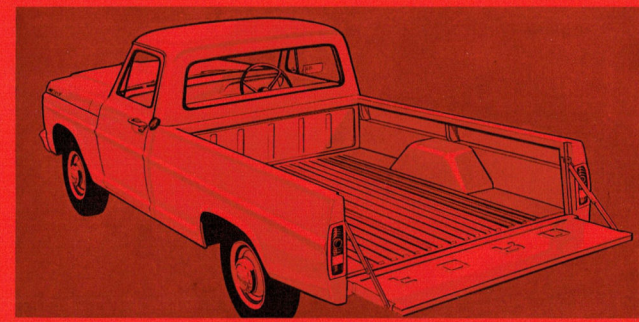
FORD'S EXCLUSIVE TWIN-I-BEAM SUSPENSION EXTENDED TO THE F250 & F350



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.

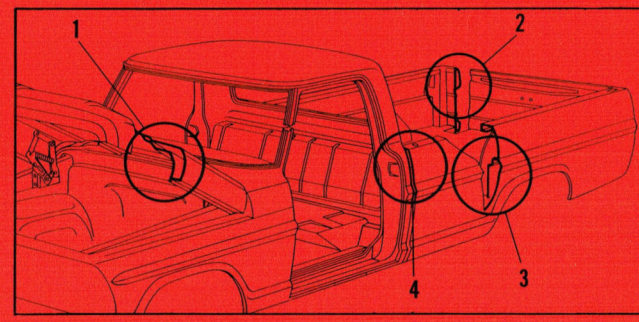
F100's big capacity and deluxe styling

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.

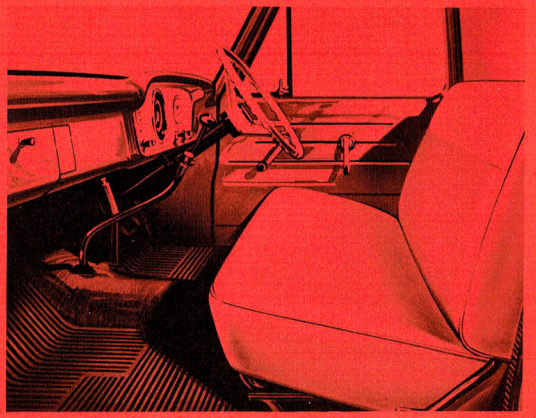


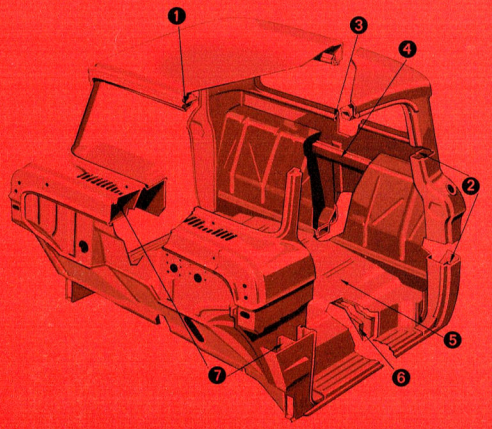
YOU CAN BANK ON A FORD!

Ford

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.





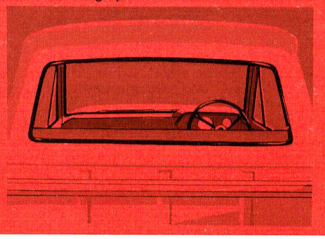
Long life is provided for Ford heavy-duty conventional cabs by all-welded construction and the following features:

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:

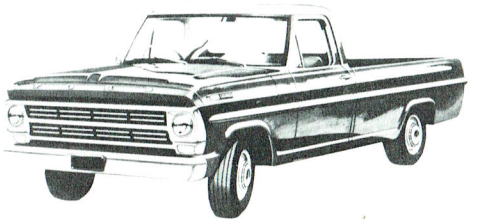
- **Safety door locks**
- **Padded sun visors**
- **Windshield washers**
- **Outside rear vision mirrors.**



YOU CAN BANK ON A FORD!

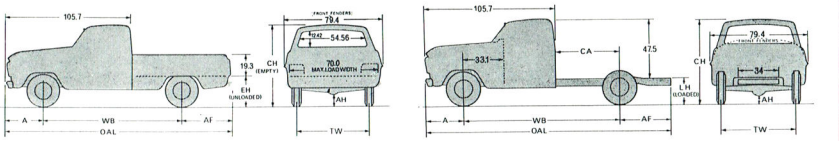
Ford

Ford F Series Trucks



F100 MODEL

Max. GVW 5,400 lb.



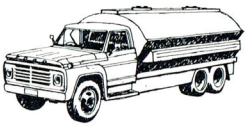
GVW (lb)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	EH Unloaded (in)	AH (in)	TW (in)	CH empty (in)
5,400	115	30.7	45.6	191.3	—	23.5	27.09	8.66	60.0	72.31
5,400	115	30.7	36.8	182.5	40.0	23.09	27.09	8.66	60.0	72.91

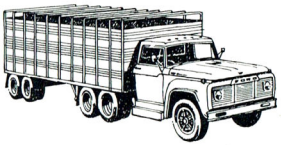
Lower row of figures indicate CAB CHASSIS dimensions.

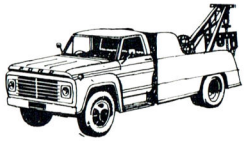
SPECIFICATION SHEETS

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.

FoMoCo
GENUINE PARTS AND ACCESSORIES

The matched team... Ford Service and FoMoCo parts

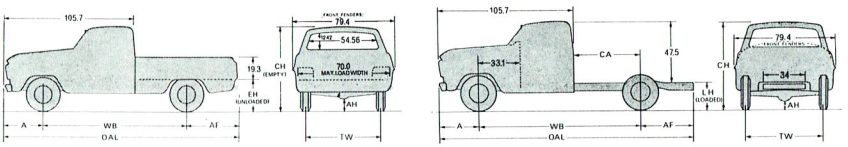
Specialised Ford service facilities and a ready supply of genuine low cost FoMoCo parts assures you of efficient maintenance and parts for your 'F' Series truck.
Furthermore, Ford trucks give you warranty protection for 12,000 miles or 12 months, whichever comes first. Every Ford truck is warranted against defects in material and workmanship for this extended period. Owners are responsible only for normal maintenance and routine replacement of maintenance items.

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

Ford F Series Trucks

F100 MODEL

Max. GVW 5,400 lb.



GVW (lb)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	EH Unloaded (in)	AH (in)	TW (in)	CH empty (in)
5,400	115	30.7	45.6	191.3	—	23.5	27.09	8.66	60.0	72.31
5,400	115	30.7	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
Approximate chassis-cab weight — including fuel, oil, water.	Rear axle	2,100 lb.	2,079 lb.
	TOTAL (approx.)	1,029 lb.	1,407 lb.
	Front axle	3,129 lb.	3,486 lb.
	Weight of Styleside box — 365 lb.		

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.

Ford F100 Max. GVW 5,400 lb.

ABRIDGED SPECIFICATIONS:

Engine: Six cylinder O.H.V. Petrol. 4″ bore, 3.18″ stroke. Displacement: 240 cu. in. Compression ratio: 8.75:1 standard, 7.1:1 optional. Horsepower: RAC rating, 38.40. Maximum BHP: Gross, 150 at 4,000 r.p.m. Net, 129 at 4,000 r.p.m. Maximum torque: 234 lb. ft. at 2,200 r.p.m. Net, 218 lb. 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: 6 qts.

Fuel: Downdraught 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. ins.

Transmission: Standard: New process 435, 4 speed, synchromesh on 2nd, 3rd and 4th. Ratio — low 6.69:1, 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 (for ambulance conversion units only).

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

Gearbox capacity: 4 speed, 6.75 imp. pints. 3 speed, 3.5 imp. pints.

Drive line: Spicer No. 1280.

Front axle: Ford Twin-I-Beam. Capacity 2,600 lb.

Rear axle: Ford, hypoid semi-floating. Capacity 3,300 lb. 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. Section Modulus 2.98.

Springs: Front: 4″ ID Coil capacity, 1,175 lb. at wheel. Rear: 56 x 2.25 (6 leaf) 1,650 lb. capacity at pad.

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

Turning circle diameter: 39.3′.

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

Brakes: Dual system, self-adjusting hydraulic Bendix Single Anchor. Dimensions: Front, 11 1/32″ x 3″. Rear 11 1/32″ x 2 1/4″. Total lining area 235 sq. in.

Parking brake: Size: same as rear service brakes (11″ x 1 3/4″). Location: rear wheels. Type of lever: Bayonet type mounted under the dash.

Tyres and disc wheels: 5 off, 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-necked 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. 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.

Body types: 6½ ft. styleside pick-up box (standard). Cab chassis (optional). Ambulance conversion (optional).

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 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.

Optional equipment: Air cleaner — Donaldson 8″ Cyclopak.

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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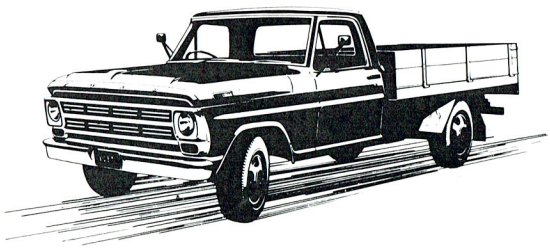
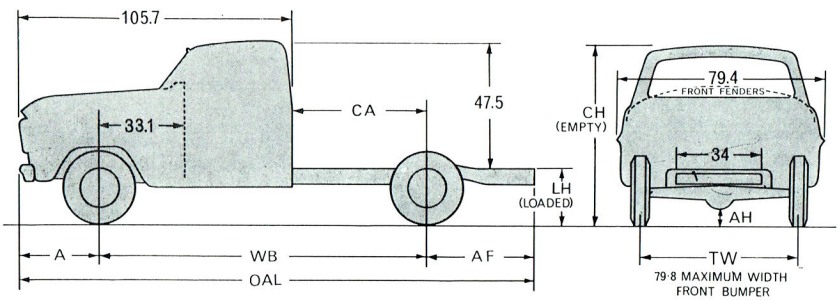
Ford F Series Trucks



F250 MODEL

Max. GVW 7,600 lb.



GVW (lb)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	CH Empty (in)
7,600	135.0	30.7	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″	2,422 lb.	1,379 lb.	3,801 lb.	3,799 lb.

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 lb.

ABRIDGED SPECIFICATIONS:

Engine: Six cylinder O.H.V. Petrol. 4" bore, 3.18" stroke. Displacement: 240 cu. in. Compression ratio: 8.75:1 standard, 7.1:1 optional. Horsepower: RAC rating, 38.40. Maximum BHP: Gross, 150 at 4,000 r.p.m. Net, 129 at 4,000 r.p.m. Maximum torque: 234 lb. ft. at 2,200 r.p.m. Net, 218 lb. 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: 6 qts.

Fuel: Downdraught 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. Synchromesh on top, third and second. Constant mesh helical gears in all forward speeds.

Gearbox ratios: Four speed — First, 6.69:1; second, 3.34:1; third, 1.66:1; fourth, 1:1; reverse, 8.26:1.

Power take-off: Six-bolt SAE Power take-off opening on right-hand side of transmission.

Gearbox capacity: 6.75 Imperial pints.

Drive line: Spicer No. 1310. 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, 4.56:1. Rated capacity, 7,400 lb.

Front axle: Front axle features high strength, heat-treated forged alloy-steel Twin-I-Beam. Rated capacity, 3,800 lb.

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. Section Modulus 5.58.

Springs: Front: 4" I.D. coil springs, Twin-I-Beam. Capacity 1,455 lb. Rear: The springs are long and wide for proper resilience and to carry the recommended load capacity under the most severe conditions. 10 leaf 52" x 2.25" 3,000 lb. capacity at pad. Shock absorbers — double action telescopic on front.

Steering gear: Ford recirculation ball type. 24.2:1. Wheel diameter, 18".

Turning circle diameter: 47.5'.

Brakes: Dual hydraulic brake system, Bendix BX self-adjusting. Total area drum lining front and rear combined, 297 sq. ins.

Parking brake: Drum on rear wheels, same size as rear wheels.

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

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.

Optional equipment: Air cleaner — Donaldson 8" Cyclopak.

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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YOU CAN BANK ON A FORD!

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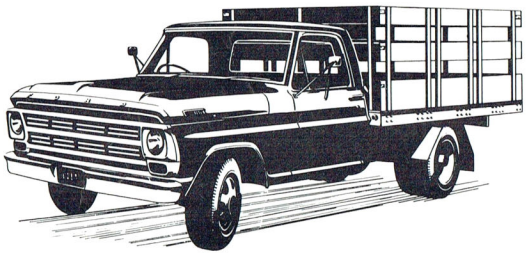
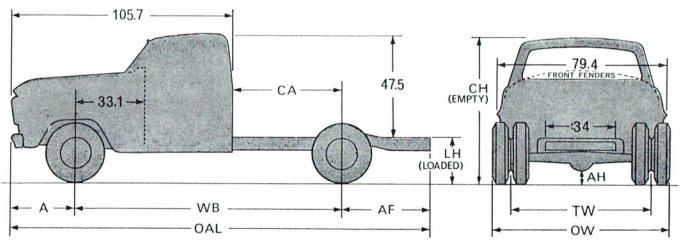
Ford F Series Trucks



F350 MODEL

Max. GVW 10,000 lb.



GVW (lb.)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	CH empty (in)
10,000	159.0	30.7	47.5	237.2	84.0	*24.0	6.5	65.0	87.1	72.3

*Centre line rear axle.

KERB WEIGHTS

(Approximate, including oil, fuel and water)

Wheelbase	Front	Rear	Total	Approx. weight available for payload, equipment, etc. 5,898 lb.
159"	2,555 lb.	1,547 lb.	4,102 lb.	

For the first time, a truck in the 10,000 lb. GVW class is offered with Ford's exclusive Twin-I-Beam front suspension. This gives all the advantages of a coil-spring independent suspension with conventional beam axle strength and rigidity.

F350's entirely new chassis and cab present new standards of performance and appearance — and the longer wheelbase, increased from the previous model, further improves riding qualities. Safety has been improved by the inclusion of a dual braking system. The Ford 350 has proved a versatile truck in a most useful rating.

Ford F350 GVW 10,000 lb.

ABRIDGED SPECIFICATIONS:

Engine: Six cylinder O.H.V. Petrol. 4" bore, 3.18" stroke. Displacement: 240 cu. in. Compression ratio: 8.75:1 standard, 7.1:1 optional. Horsepower: RAC rating, 38.40. Maximum BHP: Gross, 150 at 4,000 r.p.m. Net, 129 at 4,000 r.p.m. Maximum torque: 234 lb. ft. at 2,200 r.p.m. Net, 218 lb. 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: 6 qts.

Fuel: Downdraught 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 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. Battery located under right hand front 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. Synchromesh on top, third and second. Constant mesh helical gears on all forward gears.

Gearbox ratios: Four speed — First 6.69:1; second, 3.34:1; third, 1.66:1; fourth, 1:1; reverse, 8.26:1.

Power take-off: Six-bolt SAE Power take-off opening on right-hand side of transmission.

Gearbox capacity: 6.75 Imperial pints.

Drive lines: Spicer No. 1310. 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. Single speed. Dana No. 70. Ratio, 5.13:1. Rated capacity, 7,400 lb.

Front axle: Front axle features high strength, heat-treated forged alloy-steel Twin-I-Beam. Rated capacity, 3,800 lb.

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. Section Modulus 7.82.

Springs: Front: 4" I.D. capacity 1,455 lb. 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 2.25" 3,000 lb. capacity at pad. Auxiliary Spring 37.5 x 2.25. Single leaf 550 lb. capacity. Double-acting telescopic shock absorbers on front.

Steering box: Ford recirculating ball type. Ratio, 24.2:1. Wheel diameter, 18".

Turning circle diameter: 59 ft.

Brakes: Dual hydraulic brake system, Bendix BX self-adjusting, operated by pedal acting on front and rear wheels. Total area drum lining front and rear combined, 297 sq. in.

Parking brake: Drum on rear wheels. Area, as for rear service brakes.

Front Brakes: Single-anchor self-energising type. Dimensions, 12 x 3.

Rear brakes: Single servo anchor Bendix 12 x 3.

Wheels and tyres: Wheels are pressed steel disc-type with split spring-steel locking rings. Rim sizes: 16 x 5.5 — 7 wheels. Standard-tyre equipment: 7.50 x 16 — 6 ply.

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, vacuum booster, 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: 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; 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.

Optional equipment: Air cleaner — Donaldson 8" Cyclopak.

This leaflet shows the basic specifications for the F350 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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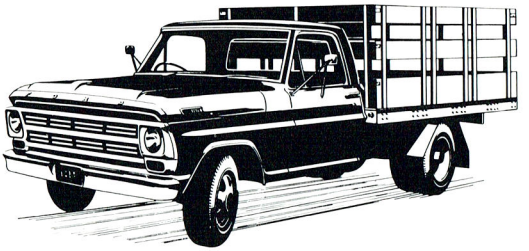
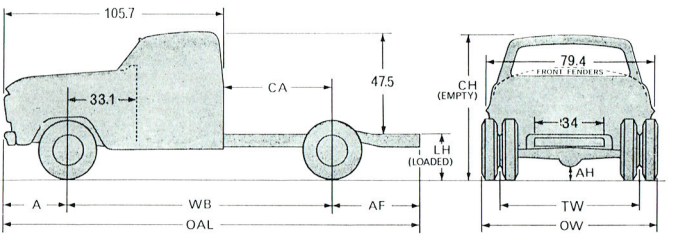
F3—10/68

Ford F Series Trucks



F350 MODEL

Max. GVW 10,000 lb.



GVW (lb.)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	CH empty (in)
10,000	159.0	30.7	47.5	237.2	84.0	*24.0	6.5	65.0	87.1	72.3

*Centre line rear axle.

KERB WEIGHTS

(Approximate, including oil, fuel and water)

Wheelbase	Front	Rear	Total	Approx. weight available for payload, equipment, etc. 5,898 lb.
159"	2,555 lb.	1,547 lb.	4,102 lb.	

For the first time, a truck in the 10,000 lb. GVW class is offered with Ford's exclusive Twin-I-Beam front suspension. This gives all the advantages of a coil-spring independent suspension with conventional beam axle strength and rigidity.

F350's entirely new chassis and cab present new standards of performance and appearance — and the longer wheelbase, increased from the previous model, further improves riding qualities. Safety has been improved by the inclusion of a dual braking system. The Ford 350 has proved a versatile truck in a most useful rating.

Ford F350 GVW 10,000 lb.

ABRIDGED SPECIFICATIONS:

Engine: Six cylinder O.H.V. Petrol. 4" bore, 3.18" stroke. Displacement: 240 cu. in. Compression ratio: 8.75:1 standard, 7.1:1 optional. Horsepower: RAC rating, 38.40. Maximum BHP: Gross, 150 at 4,000 r.p.m. Net, 129 at 4,000 r.p.m. Maximum torque: 234 lb. ft. at 2,200 r.p.m. Net, 218 lb. 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: 6 qts.

Fuel: Downdraught 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 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. Battery located under right hand front 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. Synchromesh on top, third and second. Constant mesh helical gears on all forward gears.

Gearbox ratios: Four speed — First 6.69:1; second, 3.34:1; third, 1.66:1; fourth, 1:1; reverse, 8.26:1.

Power take-off: Six-bolt SAE Power take-off opening on right-hand side of transmission.

Gearbox capacity: 6.75 Imperial pints.

Drive lines: Spicer No. 1310. 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. Single speed. Dana No. 70. Ratio, 5.13:1. Rated capacity, 7,400 lb.

Front axle: Front axle features high strength, heat-treated forged alloy-steel Twin-I-Beam. Rated capacity, 3,800 lb.

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. Section Modulus 7.82.

Springs: Front: 4" I.D. capacity 1,455 lb. 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 2.25" 3,000 lb. capacity at pad. Auxiliary Spring 37.5 x 2.25. Single leaf 550 lb. capacity. Double-acting telescopic shock absorbers on front.

Steering box: Ford recirculating ball type. Ratio, 24.2:1. Wheel diameter, 18".

Turning circle diameter: 59 ft.

Brakes: Dual hydraulic brake system, Bendix BX self-adjusting, operated by pedal acting on front and rear wheels. Total area drum lining front and rear combined, 297 sq. in.

Parking brake: Drum on rear wheels. Area, as for rear service brakes.

Front Brakes: Single-anchor self-energising type. Dimensions, 12 x 3.

Rear brakes: Single servo anchor Bendix 12 x 3.

Wheels and tyres: Wheels are pressed steel disc-type with split spring-steel locking rings. Rim sizes: 16 x 5.5 — 7 wheels. Standard-tyre equipment: 7.50 x 16 — 6 ply.

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, vacuum booster, 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: 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; 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.

Optional equipment: Air cleaner — Donaldson 8" Cyclopak.

This leaflet shows the basic specifications for the F350 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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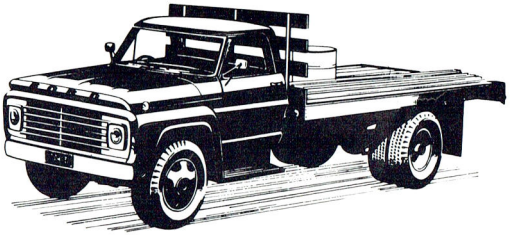
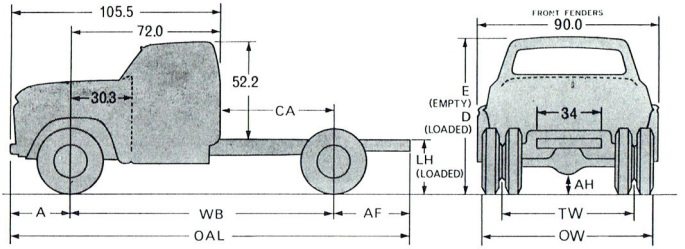
Ford F Series Trucks



F500 MODEL

MAX. GVW — 12,600/13,500/14,300/15,000/19,500 lb.
MAX. GCW 20,000 lb. — 25,000 lb.



GVW (lb.)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
12,600 13,500	156.0	33.5	39.0	228.5	84.0	*28.58	9.9	66.6	84.1	83.5	82.1
12,600	174.0	33.5	60.5	268.0	102.0	* 28.58	9.9	66.6	84.1	83.98	82.58
13,500						28.58					
14,300						29.43					
15,000						29.43					
19,500						29.43					

*Centre line rear axle.

KERB WEIGHTS

(approximate, including fuel, oil and water)

	156" W/Base 12,600/13,500 lb.		174" W/Base 12,600/13,500 lb.		174" W/Base 14,300 lb.	174" W/Base 15,000 lb.	174" W/Base 19,500 lb. S/S RA	174" W/Base 19,500 lb. 2/S RA
FRONT	2,986	2,996	2,959	2,968	3,052	3,052	2,907	2,907
REAR	2,080	2,100	2,059	2,079	2,219	2,219	2,182	2,384
TOTAL	5,066	5,096	5,018	5,047	5,271	5,271	5,089	5,291
Approx. weight avail. for payload and equip.	7,534	8,404	7,582	8,453	9,029	9,729	14,411	14,209

SPRINGS

GVW (lb.)	W/BASE	FRONT	REAR
12,600 13,500	156" 174"	48" x 2.5" — 7-leaf. Capacity at pad: 1,750 lb.	46" — 59" x 3" — 10 main, 2 radius leaves. Capacity at pad: 4,500 lb.
14,300 15,000	174"	48" x 2.5" — 8-leaf. Capacity at pad: 2,600 lb.	46" — 59" x 3" — 10 main, 2 radius leaves. Capacity at pad: 6,700 lb. (Auxiliary: 35.5" x 3" — 4-leaf. Capacity at pad: 2,250 lb. Optional equipment.)
19,500	174"	48" x 2.5" — 8-leaf. Capacity at pad: 2,600 lb.	46" — 59" x 3" — 10 main. 2 radius leaves. Capacity at pad: 6,700 lb. (Auxiliary: 35.5" x 3" — 4-leaf. Capacity at pad: 2,250 lb. Optional equipment.)

TYRES

GVW (lb.)	W/BASE	TYRES	REAR AXLE
12,600	156" 174"	Front 6.50 x 20 x 8 ply Rear 6.50 x 20 x 8 ply	Single Speed
13,500	156" 174"	Front 7.00 x 20 x 8 ply Rear 7.00 x 20 x 10 ply	Single Speed
14,300 15,000	174"	Front 7.50 x 20 x 8 ply Rear 7.50 x 20 x 8 ply	Single Speed
19,500	174"	Front 8.25 x 20 x 10 ply Rear 8.25 x 20 x 12 ply	Single Speed Two Speed (optional)

Ford F500 GVW 12,600 lb. to 19,500 lb.

ABRIDGED SPECIFICATIONS:

Engine: Six cylinder O.H.V. 4" bore, 3.18" stroke. Displacement: 240 cu. in. Compression ratio: 8.75:1 standard, 7.1:1 optional. Horsepower: RAC rating, 38.40. Maximum BHP: Gross, 150 at 4,000 r.p.m. Net, 129 at 4,000 r.p.m. Max. torque: 234 lb. ft. at 2,200 r.p.m. Net, 218 lb. ft. at 2,000 r.p.m.

Engine: (19,500 lb. only) V8 cylinder. O.H.V. 3.87" bore, 3.5" stroke. Displacement: 330 cu. in. Compression ratio: 7.4:1 standard. Horsepower RAC rating, 47.9. Max. BHP: Gross, 190 @ 4,000 r.p.m. Net, 164 @ 3,800 r.p.m. Max. torque: Gross, 306 lb. ft. @ 2,000 r.p.m. Net, 286 lb. ft. @ 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 filtration through a disposable 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: 240 CID — 6 qts., 330 CID — 9 qts.

Fuel: Downdraught low silhouette carburettor with diaphragm mechanically operated and vacuum operated power valve for maximum power with fuel economy performance. Single Venturi for 6 cylinder engine, dual Venturi with V8. 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.

Cooling system capacity: 15.4 Imperial quarts.

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. Negative terminal grounded.

Alternator: 12 volt, 35 amp.

Clutch: Hydraulically operated single dry-disc type. 240 CID engine. Diameter, 11". Spring-loaded centre for smooth drive. Frictional area, 123.7 sq. ins. 330 CID engine — 12" diameter. Frictional area, 149 sq. ins.

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, 6.69:1; second, 3.34:1; third, 1.66:1; fourth, 1:1; reverse, 8.26:1.

Power take-off: Six-bolt SAE Power take-off opening on right-hand side of transmission.

Gearbox capacity: 6.75 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. 240 CID engine — Spicer No. 1350. 330 CID engine — Spicer No. 1410.

Rear axle: Full floating hypoid type. GVW 12,600 lb. — Rockwell C100N. Ratio, 6.2:1. Rated capacity, 11,000 lb. GVW 19,500 lb. — Rockwell F106N hypoid type. Ratio, 6.2:1. Rated capacity, 15,000 lb.

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

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. Section Modulus 9.45.

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. 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, 50.8'. 156" W/B, 46.6'.

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.

Hand brake: Internal shoe parking brake. Parking brake drum is mounted on 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 square inches.

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 pressed-steel disc-type with split spring-steel locking rings. Rim sizes:

12,600 lb. G.V.W.	20 x 5
13,500 lb. G.V.W.	20 x 5
14,300 lb. G.V.W.	20 x 6
15,000 lb. G.V.W.	20 x 6
19,500 lb. G.V.W.	20 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, oil pressure, ammeter and temperature gauges, speedometer and mileage recorder.

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; 2-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.

Optional equipment: Rear axle, 19,500 lb. GVW only. Two speed Eaton 13802 spiral bevel. Ratio: 5.83/8.12:1. Rated capacity, 15,000 lb. Air cleaner — Donaldson 8" Cyclopak.

This leaflet shows the basic specifications for the F500 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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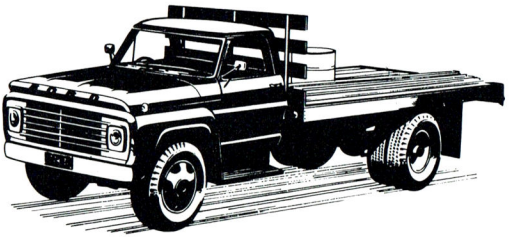
F5—10/68

YOU CAN BANK ON A FORD!

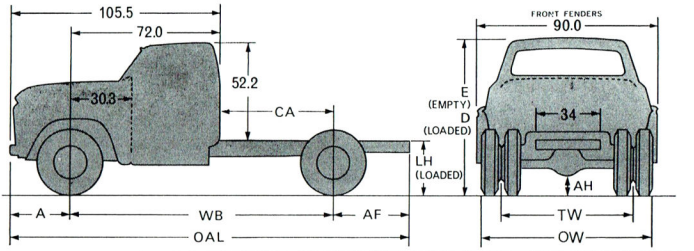
Ford

Ford F Series Trucks



F500 MODEL

MAX. GVW — 12,600/13,500/14,300/15,000/19,500 lb.
MAX. GCW 20,000 lb. — 25,000 lb.



GVW (lb.)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
12,600 13,500	156.0	33.5	39.0	228.5	84.0	*28.58	9.9	66.6	84.1	83.5	82.1
12,600 13,500 14,300 15,000 19,500	174.0	33.5	60.5	268.0	102.0	* 28.58 28.58 29.43 29.43 29.43	9.9	66.6	84.1	83.98	82.58

*Centre line rear axle.

KERB WEIGHTS

(approximate, including fuel, oil and water)

	156" W/Base 12,600/13,500 lb.		174" W/Base 12,600/13,500 lb.		174" W/Base 14,300 lb.	174" W/Base 15,000 lb.	174" W/Base 19,500 lb. S/S RA	174" W/Base 19,500 lb. 2/S RA
FRONT	2,986	2,996	2,959	2,968	3,052	3,052	2,907	2,907
REAR	2,080	2,100	2,059	2,079	2,219	2,219	2,182	2,384
TOTAL	5,066	5,096	5,018	5,047	5,271	5,271	5,089	5,291
Approx. weight avail. for payload and equip.	7,534	8,404	7,582	8,453	9,029	9,729	14,411	14,209

SPRINGS

GVW (lb.)	W/BASE	FRONT	REAR
12,600 13,500	156" 174"	48" x 2.5" — 7-leaf. Capacity at pad: 1,750 lb.	46" — 59" x 3" — 10 main, 2 radius leaves. Capacity at pad: 4,500 lb.
14,300 15,000	174"	48" x 2.5" — 8-leaf. Capacity at pad: 2,600 lb.	46" — 59" x 3" — 10 main, 2 radius leaves. Capacity at pad: 6,700 lb. (Auxiliary: 35.5" x 3" — 4-leaf. Capacity at pad: 2,250 lb. Optional equipment.)
19,500	174"	48" x 2.5" — 8-leaf. Capacity at pad: 2,600 lb.	46" — 59" x 3" — 10 main. 2 radius leaves. Capacity at pad: 6,700 lb. (Auxiliary: 35.5" x 3" — 4-leaf. Capacity at pad: 2,250 lb. Optional equipment.)

TYRES

GVW (lb.)	W/BASE	TYRES	REAR AXLE
12,600	156" 174"	Front 6.50 x 20 x 8 ply Rear 6.50 x 20 x 8 ply	Single Speed
13,500	156" 174"	Front 7.00 x 20 x 8 ply Rear 7.00 x 20 x 10 ply	Single Speed
14,300 15,000	174"	Front 7.50 x 20 x 8 ply Rear 7.50 x 20 x 8 ply	Single Speed
19,500	174"	Front 8.25 x 20 x 10 ply Rear 8.25 x 20 x 12 ply	Single Speed Two Speed (optional)

Ford F500 GVW 12,600 lb. to 19,500 lb.

ABRIDGED SPECIFICATIONS:

Engine: Six cylinder O.H.V. 4" bore, 3.18" stroke. Displacement: 240 cu. in. Compression ratio: 8.75:1 standard, 7.1:1 optional. Horsepower: RAC rating, 38.40. Maximum BHP: Gross, 150 at 4,000 r.p.m. Net, 129 at 4,000 r.p.m. Max. torque: 234 lb. ft. at 2,200 r.p.m. Net, 218 lb. ft. at 2,000 r.p.m.

Engine: (19,500 lb. only) V8 cylinder. O.H.V. 3.87" bore, 3.5" stroke. Displacement: 330 cu. in. Compression ratio: 7.4:1 standard. Horsepower RAC rating, 47.9. Max. BHP: Gross, 190 @ 4,000 r.p.m. Net, 164 @ 3,800 r.p.m. Max. torque: Gross, 306 lb. ft. @ 2,000 r.p.m. Net, 286 lb. ft. @ 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 filtration through a disposable 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: 240 CID — 6 qts., 330 CID — 9 qts.

Fuel: Downdraught low silhouette carburettor with diaphragm mechanically operated and vacuum operated power valve for maximum power with fuel economy performance. Single Venturi for 6 cylinder engine, dual Venturi with V8. 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.

Cooling system capacity: 15.4 Imperial quarts.

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. Negative terminal grounded.

Alternator: 12 volt, 35 amp.

Clutch: Hydraulically operated single dry-disc type. 240 CID engine. Diameter, 11". Spring-loaded centre for smooth drive. Frictional area, 123.7 sq. ins. 330 CID engine — 12" diameter. Frictional area, 149 sq. ins.

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, 6.69:1; second, 3.34:1; third, 1.66:1; fourth, 1:1; reverse, 8.26:1.

Power take-off: Six-bolt SAE Power take-off opening on right-hand side of transmission.

Gearbox capacity: 6.75 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. 240 CID engine — Spicer No. 1350. 330 CID engine — Spicer No. 1410.

Rear axle: Full floating hypoid type. GVW 12,600 lb. — Rockwell C100N. Ratio, 6.2:1. Rated capacity, 11,000 lb. GVW 19,500 lb. — Rockwell F106N hypoid type. Ratio, 6.2:1. Rated capacity, 15,000 lb.

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

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. Section Modulus 9.45.

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. 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, 50.8'. 156" W/B, 46.6'.

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.

Hand brake: Internal shoe parking brake. Parking brake drum is mounted on 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 square inches.

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 pressed-steel disc-type with split spring-steel locking rings. Rim sizes:

12,600 lb. G.V.W.	20 x 5
13,500 lb. G.V.W.	20 x 5
14,300 lb. G.V.W.	20 x 6
15,000 lb. G.V.W.	20 x 6
19,500 lb. G.V.W.	20 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, oil pressure, ammeter and temperature gauges, speedometer and mileage recorder.

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; 2-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.

Optional equipment: Rear axle, 19,500 lb. GVW only. Two speed Eaton 13802 spiral bevel. Ratio: 5.83/8.12:1. Rated capacity, 15,000 lb. Air cleaner — Donaldson 8" Cyclopak.

This leaflet shows the basic specifications for the F500 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.

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.

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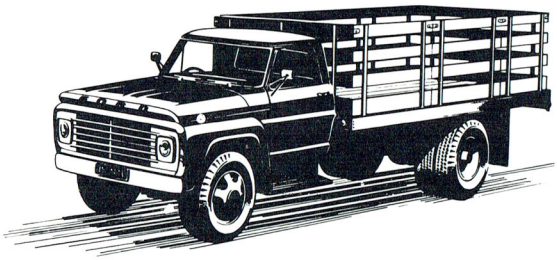
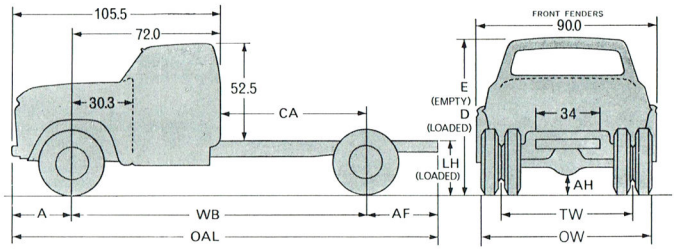
Ford F Series Trucks



F600 MODEL

Max. GVW 21,000 lb.
Max. GCW 34,000 lb.



GVW (lb)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
21,000	156.0	33.5	39.0	228.5	84.0	*30.69	10.6	69.5	89.0	83.9	80.4
21,000	174.0	33.5	60.5	268.0	102.0	*30.69	10.6	69.5	89.0	83.9	80.4
21,000	194.0	33.5	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	Front (lb)	Rear (lb)	Total (lb)	Approx. weight avail. for payload & equip.
156″	3,255	2,639	5,894	15,106 lb.
174″	3,297	2,681	5,978	15,022 lb.
194″	3,290	2,702	5,992	15,008 lb.

SPRINGS

GVW (lb.)	W/Base	Front	Rear
21,000	156″, 174″, 194″	48″ x 2.5″, 9 leaf Capacity at pad: 3,000 lb.	46-59″ x 3.0″, 10 main, 2 radius leaves. Capacity at pad: 6,700 lb. (Auxiliary: 35.5″ x 3″, 4 leaf. Capacity at pad: 2,250 lb. — standard equipment.)

WHEELS AND TYRES

GVW (lb.)	W/Base	Tyres	Wheels
21,000	156″, 174″, 194″	Rim sizes: 6.5 x 20 — 7 wheels. Standard tyre equipment: Front — 8.25 x 20 — 10-ply (Opt. — 8.25 x 20 — 12 ply) Rear — Dual 8.25 x 20 — 12 ply	Pressed steel disc, 3 piece, 6 stud, 20″ x 6.5″

Ford F600 GVW 21,000 lb.

ABRIDGED SPECIFICATIONS:

Engine: 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, 165 at 3,600 rpm. Net, 139 at 3,600 rpm. Maximum torque: 294 lb. ft. at 2,000 rpm. Net, 274 lb. ft. at 2,000 rpm.

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 disposable 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: 7 quarts.

Fuel: Downdraught 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. Filter integral with pump protects fuel supply to engine.

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.

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. Synchromesh on top, third and second. Constant mesh helical gears in all forward gears.

Gearbox ratios: Four speed — First, 6.69:1; second, 3.34:1; third, 1.66:1; fourth, 1:1; reverse, 8.26:1.

Power take-off: Six-bolt SAE Power take-off, opening on right-hand side of transmission.

Gearbox capacity: 6.75 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 loaded positions. Sliding coupling at front-end of rear shaft. Spicer No. 1410.

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

Front axle: Front axle features high strength, heat-treated forged alloy-steel. Rated capacity, 6,000 lb.

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. Section modulus 11.84.

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, 50 ft. 174″ W/B, 54.8 ft. 194″ W/B, 60 ft. All measurements approximate.

Brakes: Full hydraulic system, vacuum boosted, operated by pedal acting on front and rear wheels. Total area drum lining front and rear combined, 388.51 sq. ins. 12¾ Hydrovac 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 4″.

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, 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.

Optional equipment: Air cleaner — Donaldson 8″ Cyclopak.

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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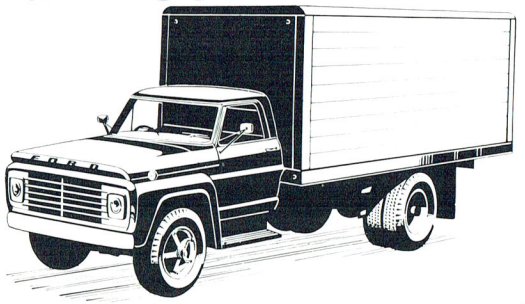
F6—4/68

YOU CAN BANK ON A FORD!

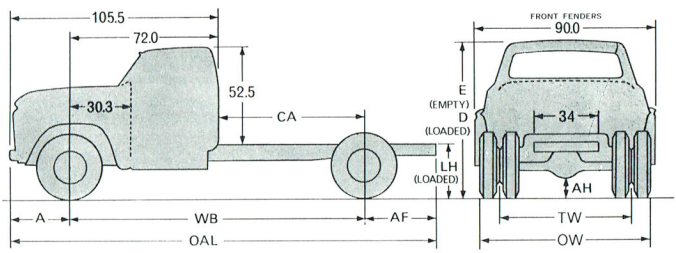
Ford

Ford F Series Trucks



F750 MODEL

Max. GVW 24,500 lb.
Max. GCW 44,000 lb.



GVW (lb)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	E Empty (in)	D Loaded (in)	AH (in)	TW (in)	OW (in)
24,500	156.0	33.5	39.0	228.5	84.0	*32.67	86.2	81.72	10.6	70.1	92.7
24,500	174.0	33.5	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	3,724
	Rear	3,136
	Total	6,860

Approx. weight available for payload and equipment 17,640 lb.

174″ Wheelbase	Front	3,725
	Rear	3,178
	Total	6,903

Approx. weight available for payload and equipment 17,570 lb.

SPRINGS

(GVW (lb.)	W/BASE	FRONT	REAR
24,500	156″ 174″	10 leaf 48″ x 2.5″ Capacity at pad: 3,300 lb.	46/59″ x 3.0″. 10 main, 2 radius leaves. Capacity at pad 8,100 lb. plus auxiliary 35.5″ x 3.0″. Capacity at pad — 2,250 lb. fitted as standard equipment.

WHEELS AND TYRES

GVW (lb.)	W/BASE	TYRES	WHEELS
24,500	156″ 174″	Rim sizes 20 x 7.0 — 7 wheels. Standard tyre equipment: Front: 9.00 x 20 — 10 ply Rear: 9.00 x 20 — 12 ply. Optional Front and Spare 9.09 x 20 — 12 ply.	Cast spoke.

Ford F750 GVW 24,500 lb.

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 4,000 rpm. Net 164 at 3,800 rpm. Max. Torque 306 lb. ft. at 2,000 rpm. Net 286 lb. ft. at 2,000 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: 9 quarts.

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 55 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 285-V. Five forward, one reverse speed. Synchro-mesh on second, third, fourth and fifth. Constant mesh helical gears in top four speeds.

Gearbox Ratios: First 6.99:1, Second 4.09:1, Third 2.24:1, Fourth 1.47:1, Fifth 1:1, Reverse: 5.89:1.

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

Gearbox Capacity: 12 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 17221. Ratios 7.17/9.77. Rated capacity 18,500 lb.

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

Frame: Deep channel section side members with inverted L-type reinforcement parallel laddertype 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. Section modulus 19.2.

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 578.6 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; windscreen washers; treadle-type accelerator pedal; exterior rear view mirror; internal sunvisor; standard tools; jack; seat belts.

Optional Equipment: Air cleaner — Donaldson 8″ Cyclopak.

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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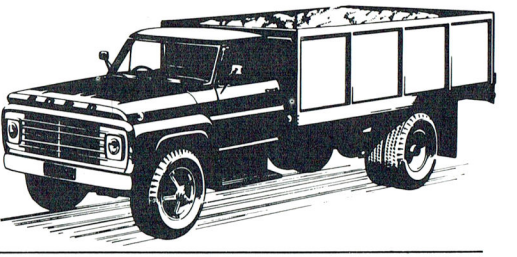
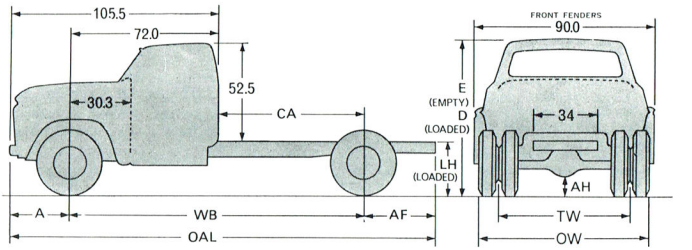
Ford F Series Trucks

F700 MODEL

Max. GVW 23,000 lb.
Max. GCW 40,000 lb. (6 cyl.)
42,000 lb. (V8)





GVW (lb)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
23,000	156.0	33.5	39.0	228.5	84.0	*31.93	10.6	70.1	94.0	84.8	80.35
23,000	174.0	33.5	60.5	268.0	102.0	*31.93	10.6	70.1	94.0	84.8	80.35
23,000	194.0	33.5	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″	3,360	2,912	6,272	16,728	156″	3,570	2,856	6,426	16,574
174″	3,388	2,940	6,328	16,672	174″	3,647	2,968	6,615	16,385
194″	3,486	3,178	6,664	16,336	194″	3,752	3,087	6,839	16,161

SPRINGS				WHEELS AND TYRES			
GVW (lb)	W/Base	FRONT	REAR	GVW (lb)	W/Base	TYRES	WHEELS
23,000	156″, 174″, 194″	48″ x 2.5″, 9 leaf Capacity at pad: 3,000 lb.	46-59″ x 3.0″, 10 main, 2 radius leaves. Capacity at pad: 8,100 lb. (Auxiliary: 35.5″ x 3″, 4 leaf. Capacity at pad: 2,250 lb. — 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

Ford F700 GVW 23,000 lb.

ABRIDGED SPECIFICATIONS:

ENGINE: 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, 165 at 3,600 rpm. Net, 139 at 3,600 rpm. Maximum torque: 294 lb. ft. at 2,000 rpm. Net, 274 lb. ft. at 2,000 rpm.
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 rpm. Net 164 at 3,800 rpm. Max. torque: 306 lb. ft. at 2,000 rpm. Net 286 lb. ft. at 2,000 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: 300 CID, 7 quarts. 330 CID, 9 quarts.

Fuel: Downdraught 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. Single Venturi for 6 cylinder engine, dual Venturi with V8. 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. 6 cylinder engine: Diameter 12". Frictional area, 159.8 sq. ins. V8 engine: 13" diameter. Frictional area, 183.4 sq. ins.

Gearbox: H.D. Five forward, one reverse speed standard equipment. Synchromesh 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 opening on both sides of transmission.

Gearbox capacity: 12 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 bevel type. Eaton 16802, ratios 6.50/9.04. Rated capacity, 17,000 lb.

Front axle: Front axle features high strength, heat-treated forged alloy-steel. Rated capacity, 6,000 lb.

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. Section modulus 19.2

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, 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: 156" W/B, 50'. 174" W/B, 54.8'. 194" W/B, 60'. 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, 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 2½".

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. 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; 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;

Optional equipment: Air cleaner — Donaldson 8" Cyclopak.

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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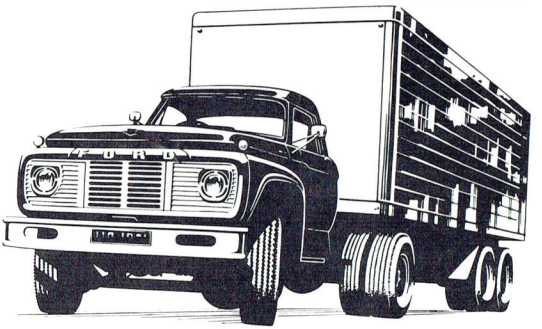
F7— 4/68

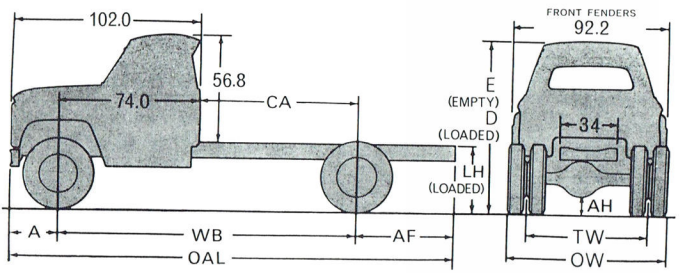
Ford F Series Trucks



F8000 MODEL

Max. GVW 25,500 lb.
Max. GCW 60,000 lb.

(For off-highway conditions — 55,000 lb.)



GVW (lb.)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
25,500	158.0	28.0	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	6,242 lb.
	Rear	4,188 lb.
	Total	10,430 lb.
Approx. weight available for payload and equipment		—

WHEELS AND TYRES

GVW (lb.)	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 4,000 lb.	46-59" x 3", 13 (11 main, 2 radius leaves), cap. at pad: 9,300 lb. (Auxiliary: 35.5" x 3", 4-leaf, 2,250 lb. cap. at pad — standard equipment.)

F8000, king of the Ford F Series truck range, is also the biggest reason why you can "Bank on a Ford truck". Its big 464 cu. in. six cylinder 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, F8000 has been ideally designed for the job it has to do. And it's available at a price that's right, too.

Ford F8000 GVW 25,500 lb.

ABRIDGED SPECIFICATIONS:

ENGINE: Six cylinder OHV Diesel. 4.44" bore, 5.00" stroke. Displacement 464 cu. in. Compression ratio 14.5. Horsepower: RAC rating 47.26. Max. BHP: Gross 180 at 2,500 rpm. Net 159 at 2,500 rpm. Max. Torque: Gross 425 lb. ft. at 1,700 rpm. Net 396 lb. ft. at 1,700 rpm.

Engine Lubrication: Pressure to main, camshaft and connecting rod bearings; reduced pressure to rocker arms and piston rings, splash lubrication to cylinder walls.

Oil Filtration: Full flow oil filtration through a replaceable element type filter.

Oil Capacity: 18 quarts including filter.

Fuel: Cummins P.T.-plunger injector type with camshaft actuation. Replaceable element-type fuel filter and a dry-type air cleaner assure optimum efficiency.

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.

Electrical: 12-volt system.

Battery: 4-6 volt 150 amp/hr. 63 plate.

Alternator: 38 amp., 12 volt Email.

Clutch: Hydraulic cushion plate, with spring damper. Diameter 14". Frictional area 212 sq. ins.

Gearbox: Spicer 6453A. Five forward, one reverse speed standard equipment. Overdrive fifth. Synchromesh on second, third, fourth and fifth. Constant mesh helical gears on top four gears.

Gearbox Ratios: First, 6.07:1; Second, 3.40:1; Third, 1.79:1; Fourth, 1.0:1; Fifth, 0.83:1; Reverse, 6.09:1.

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

Gearbox Capacity: 17 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 18221, ratios 6.50/8.06. Rated capacity, 22,000 lb.

Front Axle: Front axle features high strength, heat-treated forged alloy-steel. Rated capacity, 7,000 lb.

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. Section Modulus 19.19.

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-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 32.5:1. Steering wheel diameter — 22".

Turning Circle Diameters: 158" W/B 54.3'. Measurement approximate.

Brakes: Pedal operated full hydraulic system, air boosted, acting on front and rear wheels. Total area drum lining front and rear combined, 604.2 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: 111.6 sq. ins.

Front Brakes: 15" x 3". Double anchor, self-energise type.

Rear Brakes: 16" x 6". Two cyl. self-energise type.

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, low pressure warning buzzer.

Doors: All steel construction mounted on concealed goose-necked hinges. Door checks built into hinges hold doors in open position. Push button handles with rugged rotor-type safety latches. Continuous weather stripping around doors with weather sealed Air Wing Vents.

Windows: Full-width windshield, 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. 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; ash receptacle; glove box; horn; dual 2-speed electric windshield wipers; treadle-type accelerator pedal; exterior rear view mirror on chassis cab; internal sun-visors; standard tools; jack; seat belts.

This leaflet shows the basic specifications for the F8000 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.

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.

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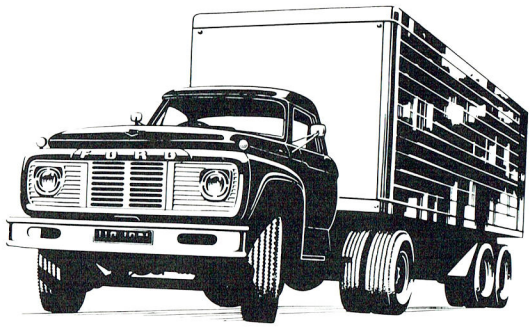
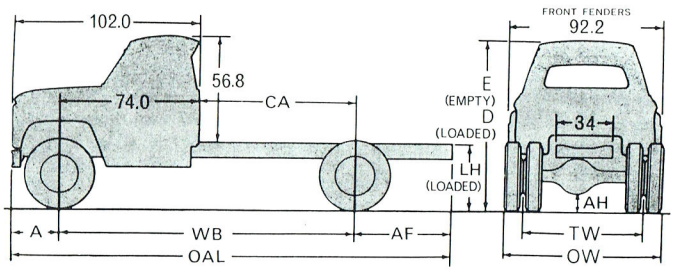
Ford F Series Trucks



F8000 MODEL

Max. GVW 25,500 lb.
Max. GCW 60,000 lb.

(For off-highway conditions — 55,000 lb.)



GVW (lb.)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
25,500	158.0	28.0	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	6,242 lb.
Rear	4,188 lb.
Total	10,430 lb.
Approx. weight available for payload and equipment	—

WHEELS AND TYRES

GVW (lb.)	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 4,000 lb.	46-59" x 3", 13 (11 main, 2 radius leaves), cap. at pad: 9,300 lb. (Auxiliary: 35.5" x 3", 4-leaf, 2,250 lb. cap. at pad — standard equipment.)

F8000, king of the Ford F Series truck range, is also the biggest reason why you can "Bank on a Ford truck". Its big 464 cu. in. six cylinder 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, F8000 has been ideally designed for the job it has to do. And it's available at a price that's right, too.

Ford F8000 GVW 25,500 lb.

ABRIDGED SPECIFICATIONS:

ENGINE: Six cylinder OHV Diesel. 4.44" bore, 5.00" stroke. Displacement 464 cu. in. Compression ratio 14.5. Horsepower: RAC rating 47.26. Max. BHP: Gross 180 at 2,500 rpm. Net 159 at 2,500 rpm. Max. Torque: Gross 425 lb. ft. at 1,700 rpm. Net 396 lb. ft. at 1,700 rpm.

Engine Lubrication: Pressure to main, camshaft and connecting rod bearings; reduced pressure to rocker arms and piston rings, splash lubrication to cylinder walls.

Oil Filtration: Full flow oil filtration through a replaceable element type filter.

Oil Capacity: 18 quarts including filter.

Fuel: Cummins P.T.-plunger injector type with camshaft actuation. Replaceable element-type fuel filter and a dry-type air cleaner assure optimum efficiency.

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.

Electrical: 12-volt system.

Battery: 4-6 volt 150 amp/hr. 63 plate.

Alternator: 38 amp., 12 volt Email.

Clutch: Hydraulic cushion plate, with spring damper. Diameter 14". Frictional area 212 sq. ins.

Gearbox: Spicer 6453A. Five forward, one reverse speed standard equipment. Overdrive fifth. Synchromesh on second, third, fourth and fifth. Constant mesh helical gears on top four gears.

Gearbox Ratios: First, 6.07:1; Second, 3.40:1; Third, 1.79:1; Fourth, 1.0:1; Fifth, 0.83:1; Reverse, 6.09:1.

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

Gearbox Capacity: 17 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 18221, ratios 6.50/8.06. Rated capacity, 22,000 lb.

Front Axle: Front axle features high strength, heat-treated forged alloy-steel. Rated capacity, 7,000 lb.

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. Section Modulus 19.19.

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-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 32.5:1. Steering wheel diameter — 22".

Turning Circle Diameters: 158" W/B 54.3'. Measurement approximate.

Brakes: Pedal operated full hydraulic system, air boosted, acting on front and rear wheels. Total area drum lining front and rear combined, 604.2 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: 111.6 sq. ins.

Front Brakes: 15" x 3". Double anchor, self-energise type.

Rear Brakes: 16" x 6". Two cyl. self-energise type.

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, low pressure warning buzzer.

Doors: All steel construction mounted on concealed goose-necked hinges. Door checks built into hinges hold doors in open position. Push button handles with rugged rotor-type safety latches. Continuous weather stripping around doors with weather sealed Air Wing Vents.

Windows: Full-width windshield, 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. 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; ash receptacle; glove box; horn; dual 2-speed electric windshield wipers; treadle-type accelerator pedal; exterior rear view mirror on chassis cab; internal sun-visors; standard tools; jack; seat belts.

This leaflet shows the basic specifications for the F8000 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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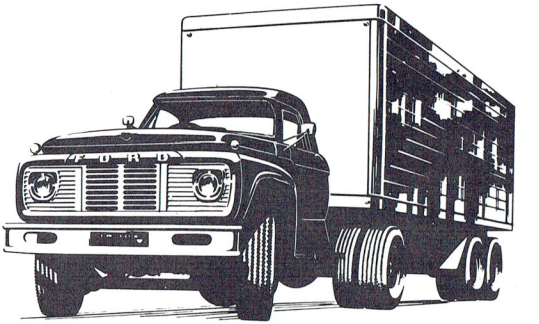
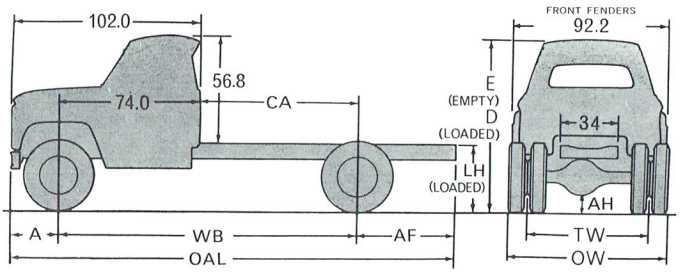
Ford F Series Trucks



F800 MODEL

Max. GVW 25,500 lb.
Max. GCW 51,000 lb.



GVW (lb.)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
25,500	158.0	28.0	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	4,095 lb.
	Rear	3,507 lb.
	Total	7,602 lb.
Approx. weight available for payload and equipment		17,898 lb.

WHEEL AND TYRES

GVW (lb)	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 lb.	46-59" x 3", 13 (11 main, 2 radius leaves), cap. at pad: 9300 lb. (Auxiliary: 35.5" x 3", 4-leaf, 2250 lb. cap. at pad — standard equipment.)

F800, king of the Ford F Series Petrol 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 lb.

ABRIDGED SPECIFICATIONS:

ENGINE: Standard — eight cylinder OHV 4.05" bore, 3.50" stroke. Displacement 361 cub. ins. Compression ratio 7.4. Horsepower, RAC rating 51.45. Max. BHP: Gross 210 at 4,000 rpm. Net 182 at 3,800 rpm. Max. Torque 345 lb. ft. at 2,000 rpm. Net 322 lb. ft. at 2,000 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 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 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: Email 38 amp.

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

Gearbox: Clark 285-V. Five forward, one reverse speed standard equipment. Synchromesh on second, third, fourth and fifth. Constant mesh helical gears in top four speeds.

Gearbox Ratios: First, 6.99:1; Second, 4.09:1; Third, 2.24:1; Fourth, 1.47:1; Fifth, 1:1; Reverse, 5.89:1.

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

Gearbox Capacity: 12 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 17221, ratios 7.17/9.77. Rated capacity, 18,500 lb.

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

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. Section modulus 19.19.

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-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 32.5:1. Steering wheel diameter — 22".

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

Turning Circle Diameter: 158" W/B 54.3'. Measurement approximate.

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 Wing 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. 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; ash receptacle; glove box; horn; dual 2-speed electric windshield wipers; treadle-type accelerator pedal; exterior rear view mirror on chassis cab; internal sun-visors; standard tools; jack; seat belts.

Optional Equipment: Air cleaner — Donaldson 8" Cyclopak.

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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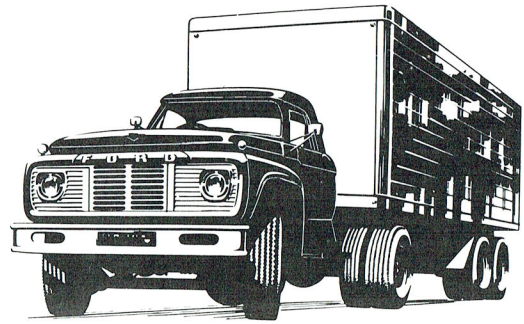
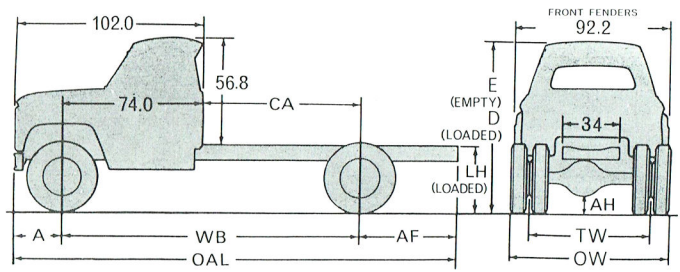
Ford F Series Trucks



F800 MODEL

Max. GVW 25,500 lb.
Max. GCW 51,000 lb.



GVW (lb.)	WB (in)	A (in)	AF (in)	OAL (in)	CA (in)	LH Loaded (in)	AH (in)	TW (in)	OW (in)	E Empty (in)	D Loaded (in)
25,500	158.0	28.0	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	4,095 lb.
	Rear	3,507 lb.
	Total	7,602 lb.
Approx. weight available for payload and equipment		17,898 lb.

WHEEL AND TYRES

GVW (lb)	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 lb.	46-59" x 3", 13 (11 main, 2 radius leaves), cap. at pad: 9300 lb. (Auxiliary: 35.5" x 3", 4-leaf, 2250 lb. cap. at pad — standard equipment.)

F800, king of the Ford F Series Petrol 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 lb.

ABRIDGED SPECIFICATIONS:

ENGINE: Standard — eight cylinder OHV 4.05" bore, 3.50" stroke. Displacement 361 cub. ins. Compression ratio 7.4. Horsepower, RAC rating 51.45. Max. BHP: Gross 210 at 4,000 rpm. Net 182 at 3,800 rpm. Max. Torque 345 lb. ft. at 2,000 rpm. Net 322 lb. ft. at 2,000 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 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 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: Email 38 amp.

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

Gearbox: Clark 285-V. Five forward, one reverse speed standard equipment. Synchromesh on second, third, fourth and fifth. Constant mesh helical gears in top four speeds.

Gearbox Ratios: First, 6.99:1; Second, 4.09:1; Third, 2.24:1; Fourth, 1.47:1; Fifth, 1:1; Reverse, 5.89:1.

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

Gearbox Capacity: 12 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 17221, ratios 7.17/9.77. Rated capacity, 18,500 lb.

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

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. Section modulus 19.19.

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-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 32.5:1. Steering wheel diameter — 22".

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

Turning Circle Diameter: 158" W/B 54.3'. Measurement approximate.

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 Wing 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. 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; ash receptacle; glove box; horn; dual 2-speed electric windshield wipers; treadle-type accelerator pedal; exterior rear view mirror on chassis cab; internal sun-visors; standard tools; jack; seat belts.

Optional Equipment: Air cleaner — Donaldson 8" Cyclopak.

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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