

Ford 'F' series

normal control trucks

GVW's up to 24,500 lb.

GCW's up to 46,000 lb.



Ford 'F' series medium and heavy-duty trucks

1. Designed for maximum loads. Ford's realistic GVW and GCW ratings and careful selection of materials having high power-to-weight ratios provide 'F' Series mediums and heavies with the ability to haul big pay-loads at minimum cost.
2. Quality-built for maximum economy. Ford mediums and heavies over the years have established a reputation in the industry for outstanding reliability and operating economy. One contributing factor is the availability of a wide selection of power trains and chassis components which permit you to select the right truck for your particular operation. In addition, Ford's simple-to-service design and readily available parts at nominal cost help keep operating costs down . . . profits up!
3. Quality-built for long life. From top to bottom . . . from all-welded steel cabs to rugged frames, Ford 'F' Series trucks are quality-built for lasting stamina and long-term durability.
4. Quality features. Power. Choice of four engines 240 CID (6); 300 CID (6) and 330 CID (V8). MD and HD. — Twin-I-Beam. The successful ride-smoothing

Twin-I-Beam suspension proven on the F100 is also available on the F250 and F350.

— Frame strengths. Models F500 through to F750 are more rugged, frame rails are straight through in the cab mount and cargo area providing greater frame strength and easier body mounting.

— Cabs. Ford 'F' Series are built with the driver in mind — roomier cabs, better all-round visibility and a larger engine compartment allowing improved accessibility in engine maintenance.

5. The matched team . . . Ford service and Ford approved parts. Specialised Ford service facilities and a ready supply of genuine low-cost parts assures you of efficient maintenance and parts for your 'F' Series trucks. 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.

A network of Ford Dealers to serve you...

With financing — Ford dealers will gladly explain how you can best finance the purchase of one or more trucks according to your needs and income pattern. A RETAIL TRUCK FINANCING PLAN and a TRUCK FLEET FINANCING PLAN are available to help you finance your purchase and free your working capital. With parts and service — whatever your route, you'll find one of almost 400 Ford dealers close at hand to give you assistance in solving your service problems. Of these 32 are heavy-duty truck dealers especially equipped and trained to provide superior service for heavy-duty trucks. This great network of Ford truck dealers has the modern facilities and Ford-trained mechanics to provide quick and competent preventive maintenance or repairs. And because Ford dealers maintain a complete stock of normal replacement parts, you need not invest in a large parts inventory of your own.



Every 1970 Ford truck has been designed and quality-built to provide safer, more dependable service than ever! Numerous new safety items are standard equipment in

every 1970 Ford truck. Safety also depends upon the proper operation and maintenance of a vehicle . . . and the use of safety equipment provided.

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 119 at 4000 rpm and maximum net torque of 192 lb. ft. at 2000 rpm. The 300, fitted in the F600 and F700 combines high-displacement power with 6-cylinder economy. Develops maximum gross bhp of 170 at 3600 rpm and gross torque of 283 lb. ft. at 2000 rpm. Maximum net bhp is 135 at 3500 rpm and maximum net torque is 247 lb. ft. at 2000 rpm.

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 dissipate combustion heat.

The 330 HD V8 is available on the F700 (GCW 42,000 lb.) and F750 (GCW 46,000 lb.) developing maximum gross bhp of 190 at 4000 rpm and maximum gross torque of 306 lb. ft. at 2000 rpm . . . with a minimum net bhp of 164 at 3800 rpm and minimum net torque of 286 lb. ft. at 2000 rpm. This high displacement heavy-duty engine provides the power and torque to maintain highway speeds at part throttle with reserve power to minimise downshifting. Working at lower rpm it provides better fuel economy and longer engine life. A medium duty version of this engine available in the F500 models.

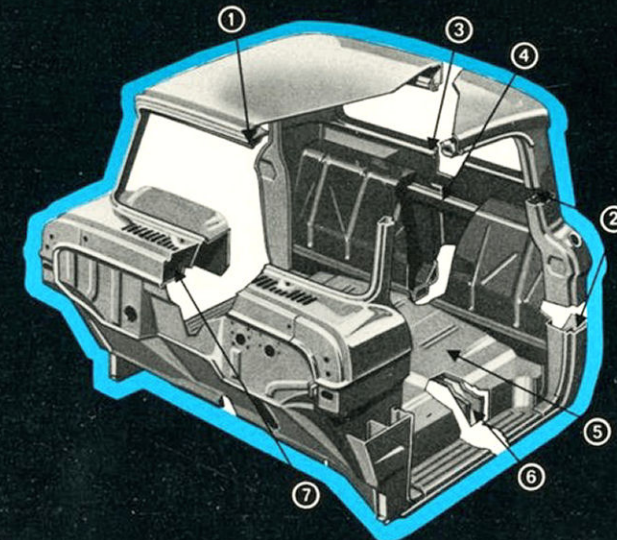
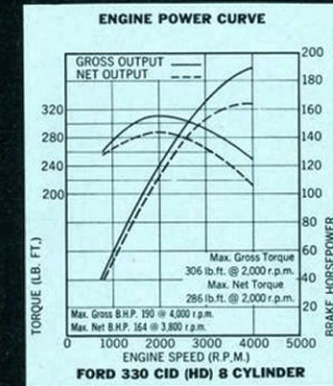
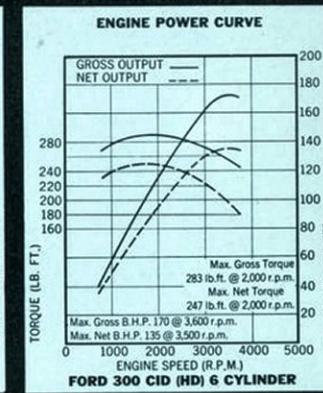
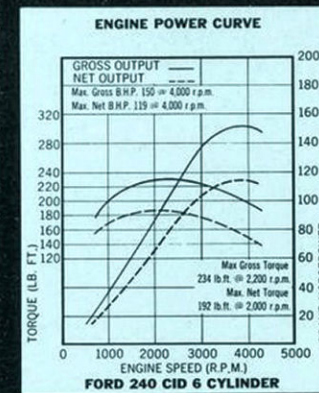
330 CID HD ENGINE:

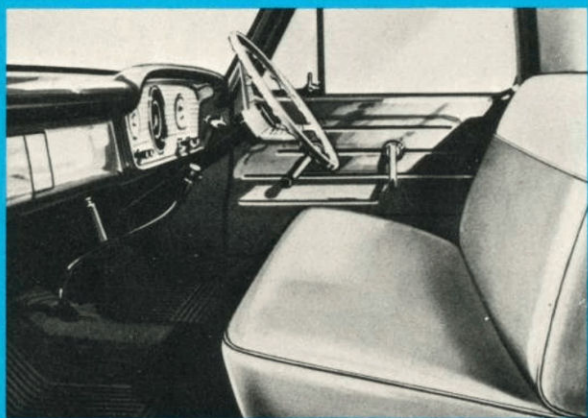
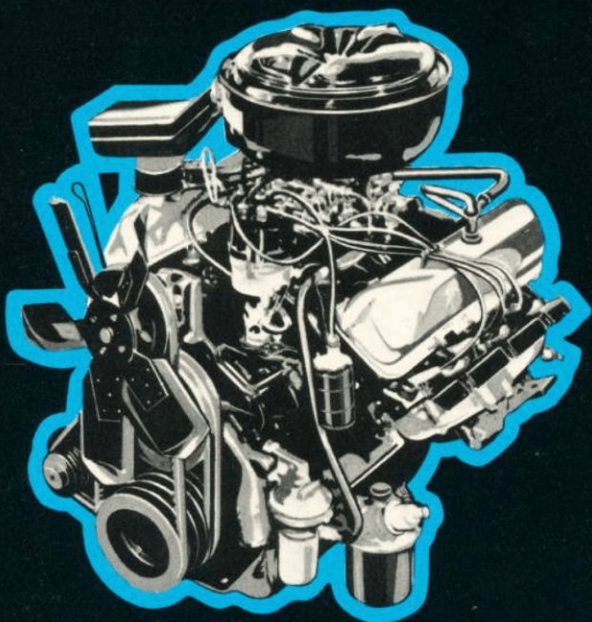
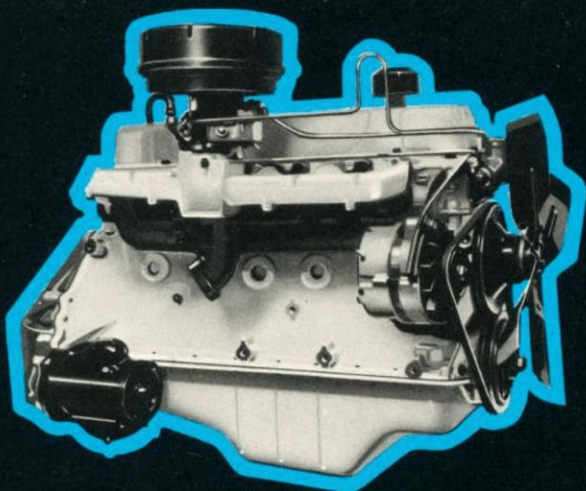
- Deep-skirt cylinder block provides strength & rigidity.
- Forged-steel crankshaft and I-Beam type connecting rods provide extra durability.
- Chromium plated valve stems plus hard-faced seat inserts give Rotocoil positive rotators long-life.
- Full-floating piston pins with Tru-arc retainers provide a more positive grip in retainer groove for maximum pin retention.
- Camshaft induction hardened, driven by smooth-running double-strand timing chain.

Ford heavy-duty conventional cabs have all-welded construction . . . plus:

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 2800 sq. " of glass. Other features include: • Safety door locks • Padded sun visors • Windshield washers • Outside rear vision mirrors • Back-up lights • Safety belts.





model availability

WHEELBASES IN INCHES

115" 135" 156" 159" 174" 194"

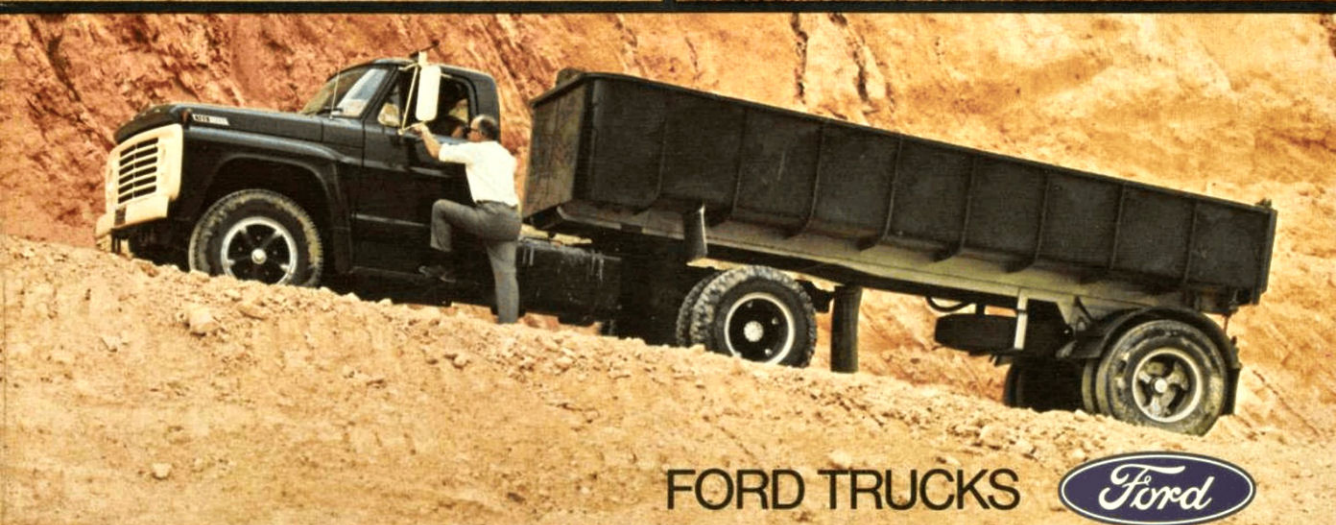
F100 5400 lb. GVW 240 CID (6) Chassis Cab 5400 lb. GVW 240 CID (6) Style Side	●					
F250 7600 lb. GVW 240 CID (6) Chassis Cab Single Rear Wheels 9000 lb. GVW 240 CID (6) Chassis Cab Dual Rear Wheels		●				
F350 10,000 lb. GVW 240 CID (6) Chassis Cab				●		
F500 12,600 lb. GVW 20,000 lb. GCW 240 CID (6) Chassis Cab 13,500 lb. GVW 20,000 lb. GCW 240 CID (6) Chassis Cab 15,000 lb. GVW 20,000 lb. GCW 240 CID (6) Chassis Cab 15,000 lb. GVW 25,000 lb. GCW 330 CID MD (V8) Chassis Cab 19,500 lb. GVW 25,000 lb. GCW 330 CID MD (V8) Chassis Cab			●		●	
F600 21,000 lb. GVW 34,000 lb. GCW 300 CID (6) Chassis Cab			●		●	●
F700 23,000 lb. GVW 40,000 lb. GCW 300 CID (6) Chassis Cab 23,000 lb. GVW 42,000 lb. GCW 330 CID HD (V8) Chassis Cab			●		●	●
F750 24,500 lb. GVW 46,000 lb. GCW 330 CID HD (V8) Chassis Cab			●		●	



F700



F100 Style Side Pick-up



FORD TRUCKS



F750