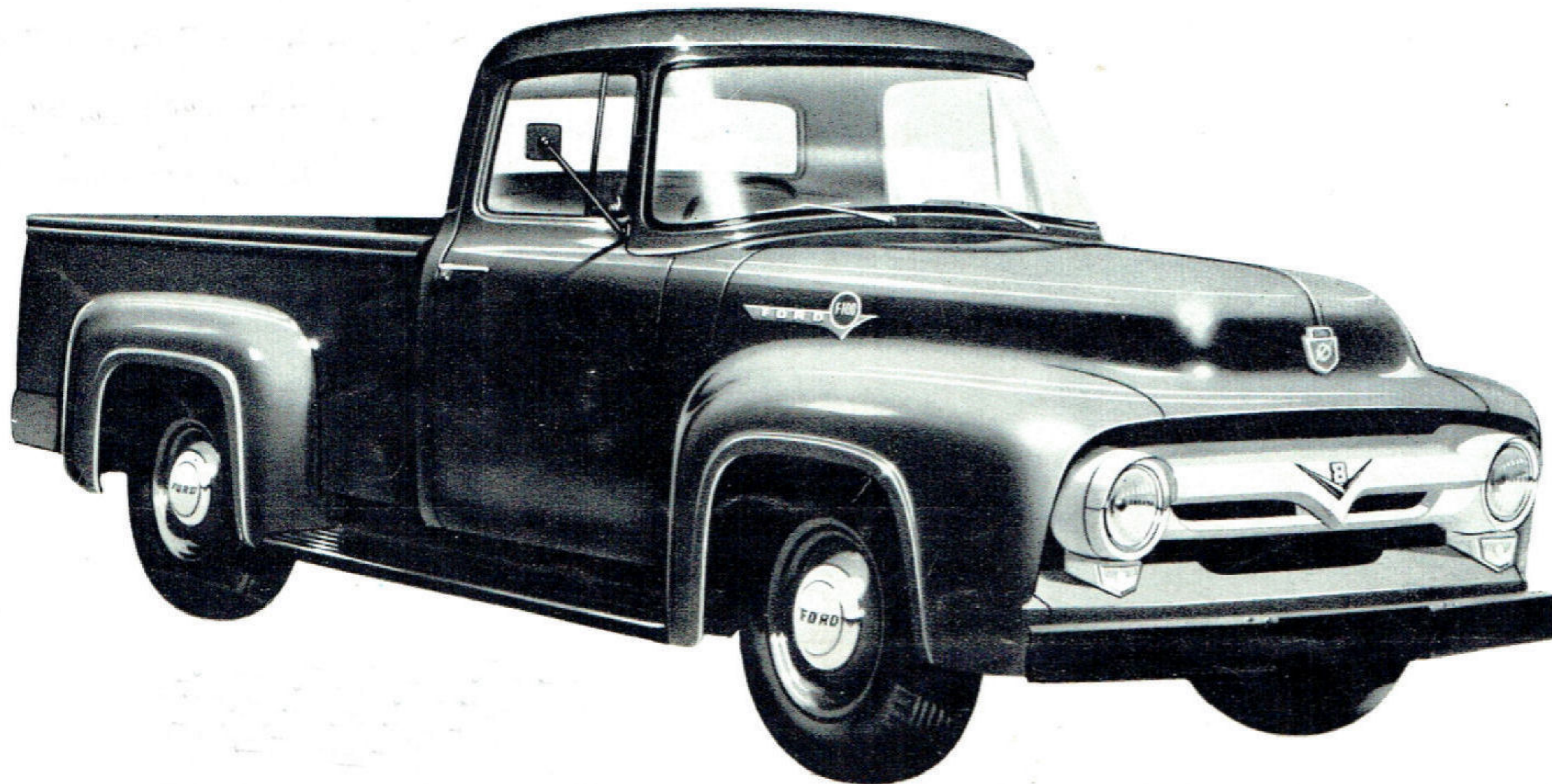


**FORD** *TRIPLE-ECONOMY* **O.H.V.**  
**V8 TRUCKS**



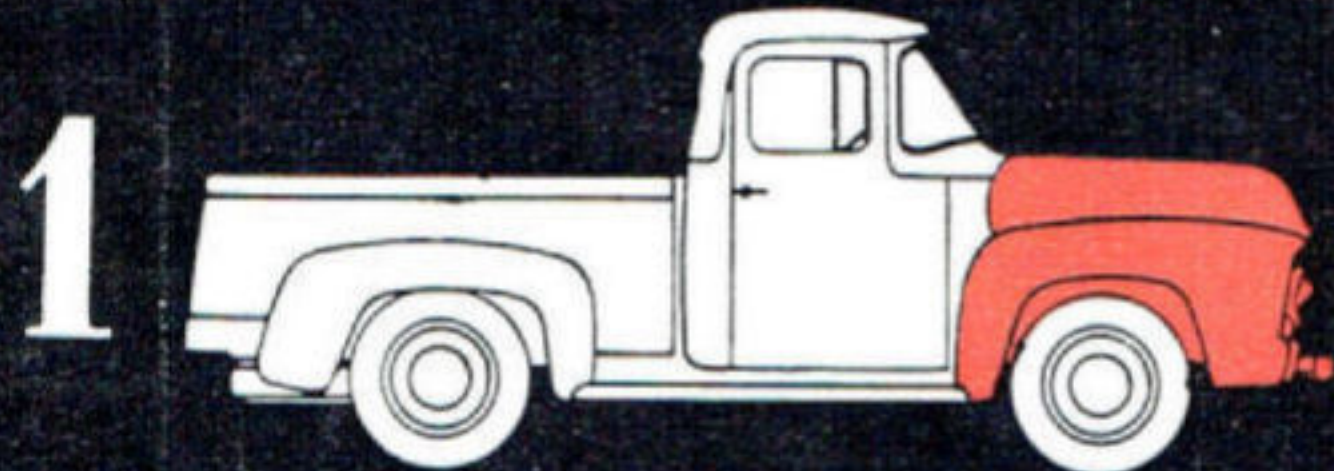
**F100**

**GROSS VEHICLE  
WEIGHT:  
5,100 lbs**

●  
**WHEELBASE:  
110 inches**

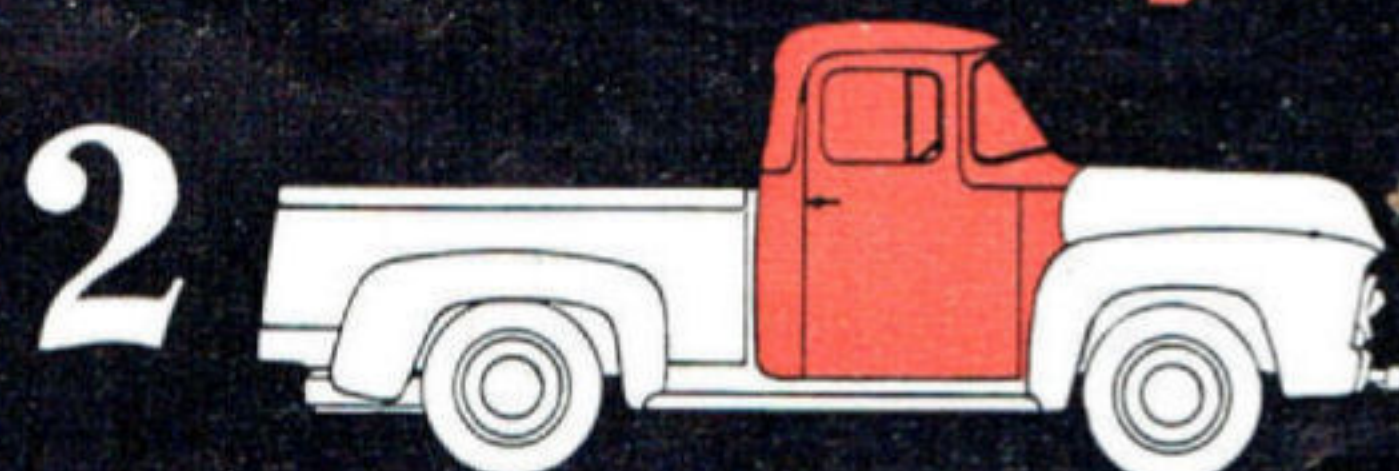
**You get more value per £ . . .**

**that's what Ford TRIIPLE ECONOMY means in truck buying**



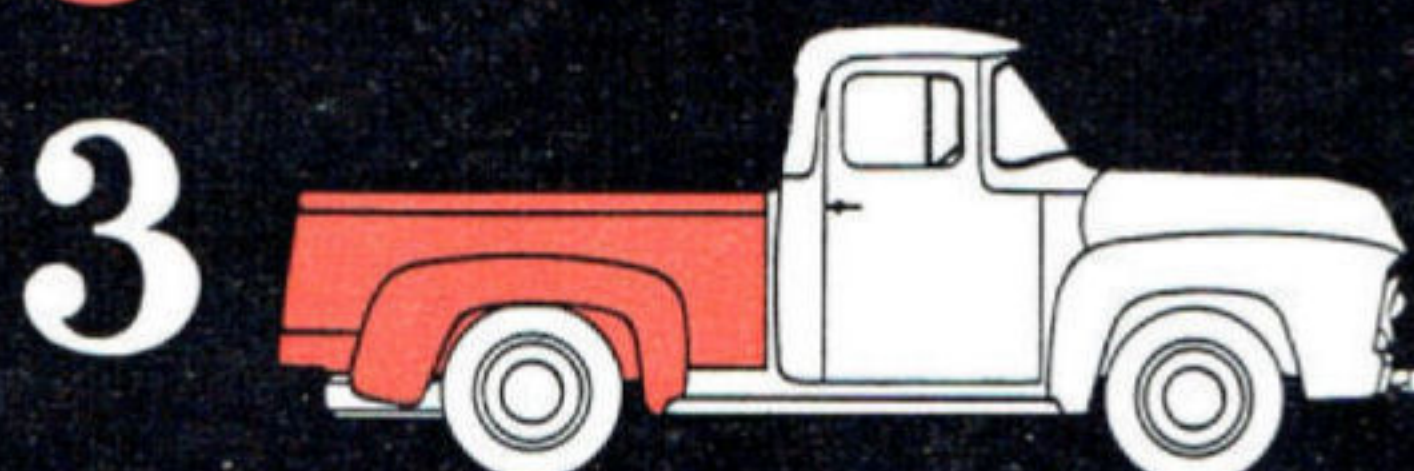
**Money-saving POWER**

Ford's O.H.V. engine gives you higher, more sustained torque, more horse-power per cubic inch displacement, big power reserves to handle payloads more easily and economically. Modern Y-block, low-friction design means longer life, low maintenance costs. Ford's V8 truck engine is your Big Economy Item No. 1!



**Driver-saving EFFICIENCY**

Ford's big 3-man cab . . . with new features including the huge full wrap-around windscreen and Lifeguard steering wheel . . . is the most comfortable, and the safest in trucking. The new design lessens driver-fatigue, saves him time, and increases his working capacity. And that's Big Economy Item No. 2!



**Cost-saving CAPACITIES**

You'll find the right load capacity in the Ford Truck range. And Ford chassis designing allows practical, low-cost installation of any body type. Profitable payload capacity is Big Economy Item No. 3!



# Abridged Specifications Ford F100 (G.V.W. 5,100 lbs.) Heavy Duty Utility

## AXLE, FRONT

Type ..... Modified I-beam  
Material .... Heat-treated Alloy Steel Forging

## AXLE, REAR

Type ..... Hypoid—Semi-floating  
Axle Shaft Diameter at Spline—in. .... 1.24  
Axle Ratio ..... 3.92 to 1

## BRAKES, SERVICE

Type ..... Hydraulic, Two-shoe, Single Anchor, Self-energising  
Front Brake (Drum Diam. x Lining Width—Thickness)—in. .... 11 x 2—<sup>3</sup>/<sub>16</sub>  
Rear Brake (Drum Diam. x Lining Width—Thickness)—in. .... 11 x 1<sup>3</sup>/<sub>4</sub>—<sup>3</sup>/<sub>16</sub>  
Total Area ..... Drum—Lining—sq. in. .... 259—178.64  
Drums—Type ..... Demountable  
Material .... Composite—Cast Iron Fused to Steel Back

## BRAKE, HAND

..... Cable with Equaliser applying Rear Wheels only

## BUMPER

Type ..... Curved, Truck-type Channel Mounting ..... Bolted Direct to Front Frame Siderails

## CLUTCH

Type ..... Gyro-grip, Semi-centrifugal Single Plate  
Diameter, Outside—in. .... 11  
Total Frictional Area—sq. in. .... 123.7  
Cover Plate ..... Ventilated Type  
Pressure Plate ..... Cast Iron  
Clutch Disc ..... Cushioned Hub with Vibration Damper  
Release Bearing .... Sealed Ball, Pre-lubricated  
Pilot Bearing ..... Oil-impregnated Bronze  
Attachment ..... Levers to Pressure Plate Needle Roller Bearings

## COOLING SYSTEM

Total Capacity—qts. .... 23.5  
Radiator ..... Flat Tube and Fin—Pressure Cap  
Thermostats ..... In Engine Water Outlets  
Fan ..... Diameter, 18 in.; Blades, 4

## DRIVE LINE

Type ..... Hotchkiss, Straight-line Drive  
Universal Joints ..... Number, Two  
Type, Needle Roller Bearing

## ELECTRICAL SYSTEM

Battery ..... Heavy Duty, 12 volt  
Generator ..... 30 amp.  
Ignition ..... Fully Automatic Distributed; Metal Glad; Open Wiring in Rubber Grommets  
Headlights ..... Sealed Beam, Foot-switch Beam Control  
Starter ..... High Torque, Automatic Engagement, Solenoid Switch, Ignition Switch Control  
Parking Lights ..... Combination Stop and Tail light; Instrument Lights; Ignition Switch with Key Lock

## ENGINE

O.H.V. Y-block  
No. of Cylinders—Bore and Stroke—in. .... 8—3.62 x 3.30  
Displacement—cu. in. .... 272  
Compression Ratio ..... 7.1 to 1

## FRAME

Type ..... Parallel Channel Siderails with Heavy Duty Cross-members

## FUEL SYSTEM

Carburettor ..... Dual Downdraught  
Air Cleaner ..... Heavy Duty Oil Bath, 2 pint capacity  
Fuel Pump and Filter .... Diaphragm Type Driven from Camshaft  
Fuel Tank ..... Chassis with Cab, 15 gal. Inside Cab  
Fuel Filler .... Tube Extension to Outside Cab

## LUBRICATION

Engine ..... Full Pressure Feed to all Main, Crankpin and Camshaft Bearings  
Crankcase Capacity ..... 3 pts., plus 1 pt. for Dry Filter  
Chassis ..... Fittings for Pressure Lubrication

## SHOCK ABSORBERS

Front and Rear ..... Direct, Double-acting, Permanently Sealed Telescopic

## SPRINGS

Semi-elliptic—Alloy Steel  
Length x Width—in. .... Front, 42 x 1<sup>1</sup>/<sub>2</sub>  
Rear, 52 x 2

## STEERING

Type ..... Worm and Single-row Needle Bearing Roller  
Ratio ..... 18.2 to 1  
Wheel ..... 18 in. Diam., 3-spoke  
Turning Radius—ft. .... 20.45 (right and left)  
Tie Rod .... Ball Stud and Socket, Spring-Loaded for Automatic Take-up of Wear, Equipped with Rubber Dust Shields

## TRANSMISSION

Type ..... 3-speed, Heavy Duty, All Helical, Synchronisers 2nd and High, with Steering Column Gearshift Lever  
Gear Positions—Ratio (to 1)  
First, 3.71; Second, 1.87; High, 1.00; Reverse, 4.59  
Lubricant Capacity ..... 4.5 pints

## WHEELS AND TYRES

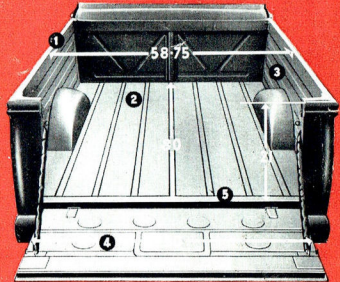
Wheels ..... 5—16 in. Steel Disc with 5.5 in. Diam. Bolt Circle, Drop Centre  
Tyres ..... Standard Size—Front, Rear and Spare, 6.50 x 16 6-ply Truck Type; Tubeless Optional

## CHASSIS EQUIPMENT

included as standard, in addition to items specified above:  
Hood, Cowl and Dash Assembly  
Front Fenders  
Centre Cowl  
Steel Toeboards  
Instrument Panel  
Speedometer  
Water Temperature Gauge  
Oil Pressure Warning Light  
Fuel Gauge  
Charge Indicator  
Warning Light

NOTE: Running Boards are standard with closed front end.

# Hardest working and most practical load-space in its field . . .



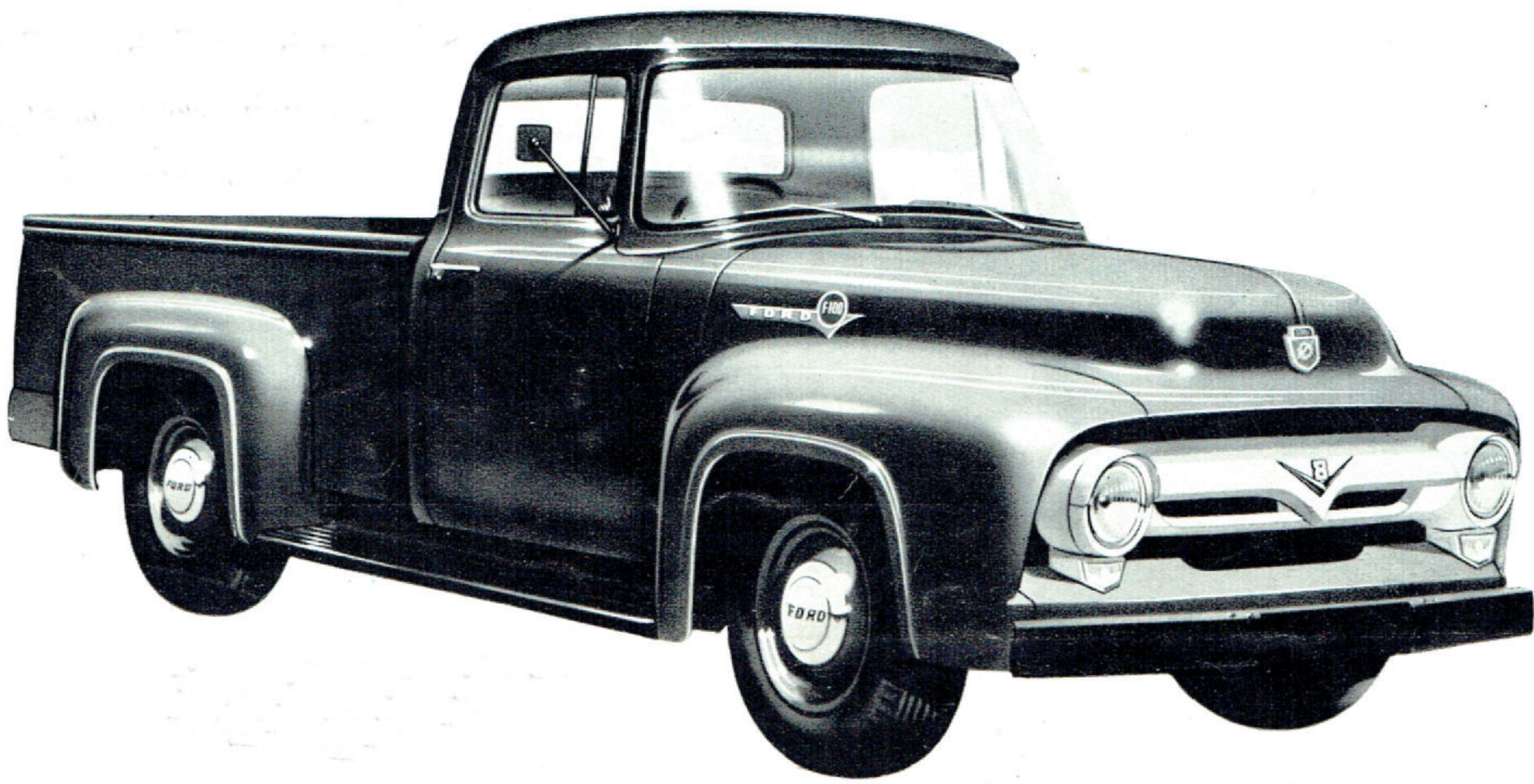
- 1 All steel body framing and panelling throughout ensure uniform strength and maximum rigidity for longer life.
- 2 Seasoned hardwood floor, bolted in between 7 longitudinal skid strips of wear-resisting steel.
- 3 Reinforced top edges and double side panelling provide extra rigidity to take weight in side loading and unloading.
- 4 All steel tail gate when lowered forms convenient loading platform flush with floor and its steel skid strips.
- 5 Utility space handles four-foot-wide building material, is long enough for handling of the average door.

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

FORD MOTOR COMPANY OF AUSTRALIA PTY. LTD. (Incorporated in Victoria). Registered Office: Geelong, Victoria.

# FORD <sup>TRIPLE-ECONOMY</sup> O.H.V. V8 TRUCKS

# F100



**GROSS VEHICLE WEIGHT:**  
5,100 lbs

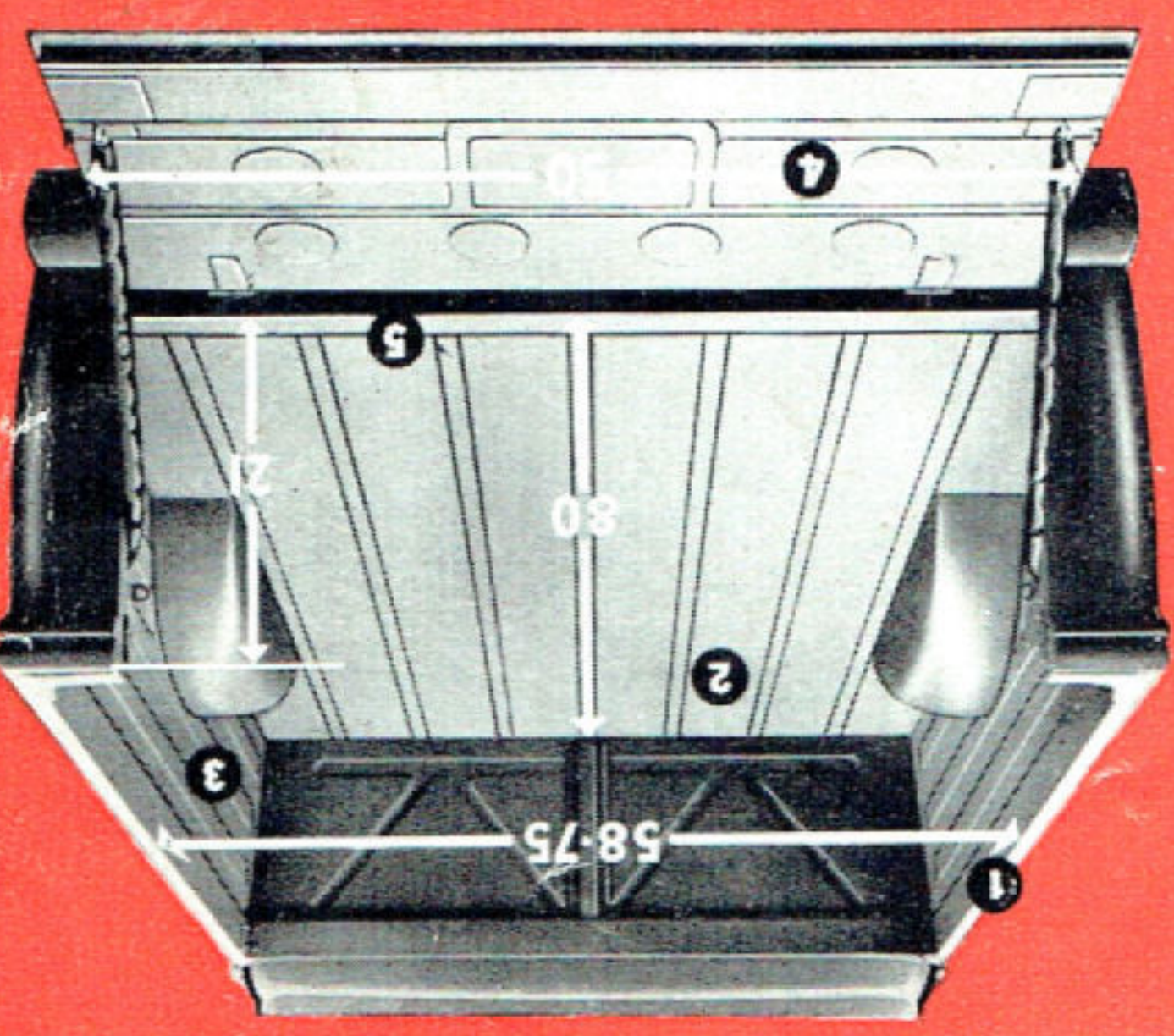
**WHEELBASE:**  
110 inches

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Fan ... Diameter, 18 in.; Blades, 4  
Thermostats ... In Engine Water Outlets  
Pressure Cap  
Radiators ... Flat Tube and Fin—  
Total Capacity—gals. ... 23.5  
Attachment ... Levers to Pressure Plate  
Release Bearing ... Sealed Ball, Pre-lubricated  
Oil-impregnated Bronze  
Vibration Damper  
Clutch Disc ... Cushioned Hub with  
Pressure Plate ... Cast Iron  
Cover Plate ... Ventilated Type  
Total Frictional Area—sq. in. ... 123.7  
Diameter, Outside—in. ... 11  
Single Plate  
Type ... Gyro-grip, Semi-centrifugal  
CLUTCH  
Type ... with Heavy Duty Cross-members  
Parallel Channel Siderails  
Type ...  
Mounting ... Bolted Direct to Front  
Type ... Curved, Truck-Type Channel  
BUMPER  
Displacement—cu. in. ... 272  
Compression Ratio ... 7.1 to 1  
No. of Cylinders—Bore and Stroke—in. ... 8—3.62 x 3.30  
O.H.V. Y-block  
ENGINE  
Tail light; Instrument Lights; Ignition  
Parking Lights ... Combination Stop and  
Switch Control  
Starter ... High Torque, Automatic  
Engagement, Solenoid Switch, Ignition  
Beam Control  
Headlights ... Sealed Beam, Foot-switch  
Open Wiring in Rubber Grommets  
Fully Automatic Distributor; Metal Clad;  
Ignition ... Full Vacuum-controlled System;  
Generator ... 30 amp.  
Battery ... Heavy Duty, 12 volt  
ELECTRICAL SYSTEM  
Type ... Modified I-beam  
Material ... Heat-treated Alloy Steel Forging  
AXLE, REAR  
Type ... Hypoid—Semi-floating  
Axle Shaft Diameter at Spline—in. ... 1.24  
Axle Ratio ... 3.92 to 1  
BRAKES, SERVICE  
Type ... Hydraulic, Two-shoe, Single  
Anchor, Self-energising  
Front Brake (Drum Diam. x Lining Width  
—Thickness)—in. ... 11 x 2—  
Rear Brake (Drum Diam. x Lining Width  
—Thickness)—in. ... 11 x 1 1/4—  
Total Area—Lining—sq. in. ... 259—178.64  
Drums—Type ... Dismountable  
Material ... Composite—Cast Iron  
Fused to Steel Back  
BRAKE, HAND  
Cable with Equaliser  
applying Rear Wheels only  
Type ... Curved, Truck-Type Channel  
FRAME  
Displacement—cu. in. ... 272  
Compression Ratio ... 7.1 to 1  
Type ... with Heavy Duty Cross-members  
Parallel Channel Siderails  
FUEL SYSTEM  
Carburettor ... Dual Down draught  
Air Cleaner ... Heavy Duty Oil Bath,  
2 pint capacity  
Fuel Pump and Filter ... Diaphragm Type  
Driven from Camshaft  
Fuel Tank ... Chassis with Cab,  
15 gal. Inside Cab  
LUBRICATION  
Fuel Filter ... Tube Extension to Outside Cab  
Engine ... Full Pressure Feed to all Main,  
Crankcase Capacity ... 8 pts., plus 1 pt.  
for Dry Filter  
Chassis ... Fittings for Pressure Lubrication  
SHOCK ABSORBERS  
Front and Rear ... Direct, Double-acting,  
Permanently Sealed Telescopic  
NOTE: Double-acting,  
closed front end.  
Boards are standard with  
Warning Light  
Charge Indicator  
Fuel Gauge  
Oil Pressure  
Warning Light  
Water Temperature  
Speedometer  
Spare Tyre Carrier  
Air Wing Ventilating  
Windows in Doors  
Fenders, Front and  
Rear  
Mirror, Rear View—  
Outside on Cab  
Boards are standard with  
Warning Light  
Charge Indicator  
Fuel Gauge  
Oil Pressure  
Warning Light  
Water Temperature  
Speedometer  
Spare Tyre Carrier  
Air Wing Ventilating  
Windows in Doors  
Fenders, Front and  
Rear  
Mirror, Rear View—  
Outside on Cab

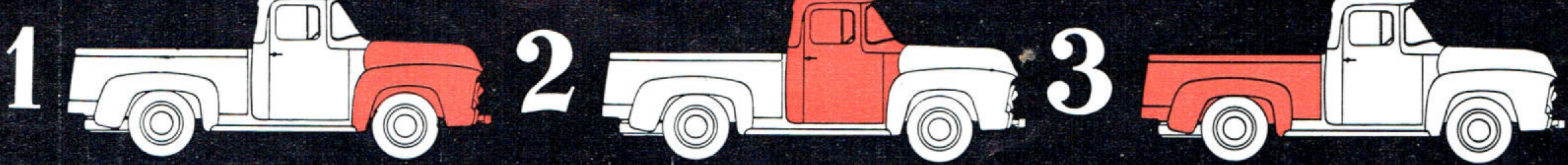
- 1 All steel body framing and paneling throughout ensure uniform strength and maximum rigidity for longer life.
- 2 Seasoned hardwood floor, bolted in between longitudinal skid strips of wear-resisting steel.
- 3 Reinforced top edges and double side paneling provide extra rigidity to take weight in side loading and unloading.
- 4 All steel tail gate when lowered forms convenient loading platform flush with floor and its steel skid strips.
- 5 Utility space handles four-foot-wide building material, is long enough for handling of the average door.



**Hardest working and most practical load-space in its field...**

You get more value per £...

that's what Ford TRIPLE ECONOMY means in truck buying



**Money-saving POWER**  
Ford's O.H.V. engine gives you higher, more sustained torque, more horse-power per cubic inch displacement, big power reserves to handle payloads more easily and economically. Modern Y-block, low-friction design means longer life, low maintenance costs. Ford's V8 truck engine is your Big Economy Item No. 1!

**Driver-saving EFFICIENCY**  
Ford's big 3-man cab... with new features including the huge full wrap-around windscreen and Lifeguard steering wheel... is the most comfortable, and the safest in trucking. The new design lessens driver-fatigue, saves him time, and increases his working capacity. And that's Big Economy Item No. 2!

**Cost-saving CAPACITIES**  
You'll find the right load capacity in the Ford Truck range. And Ford chassis designing allows practical, low-cost installation of any body type. Profitable payload capacity is Big Economy Item No. 3!



More **POWER**

per £



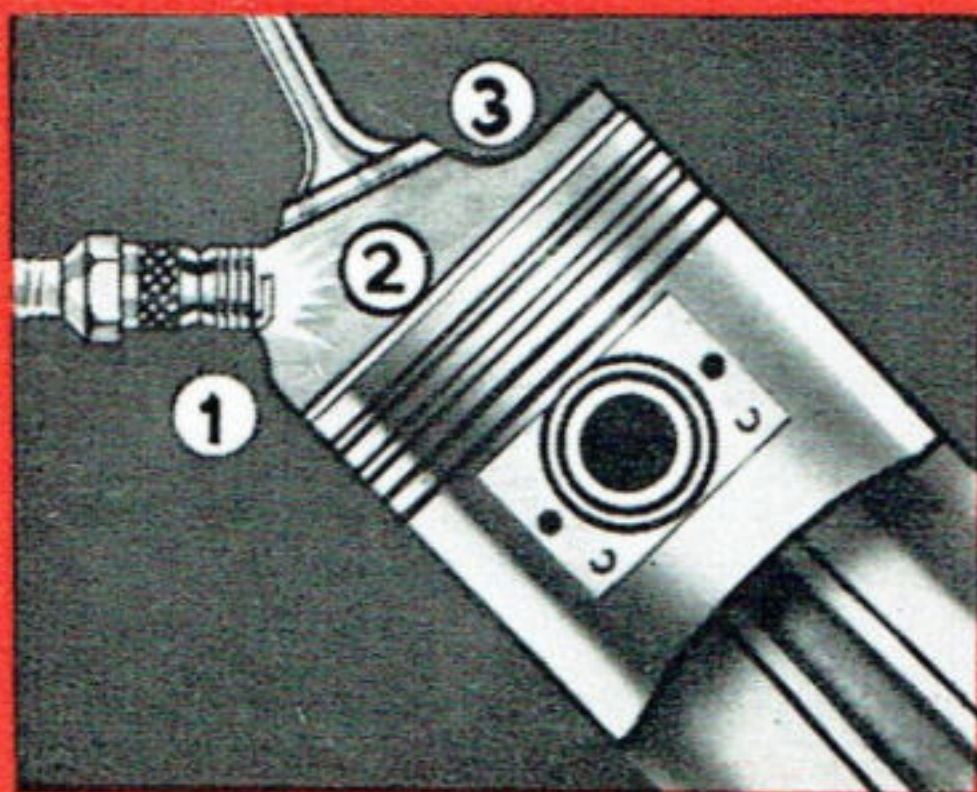
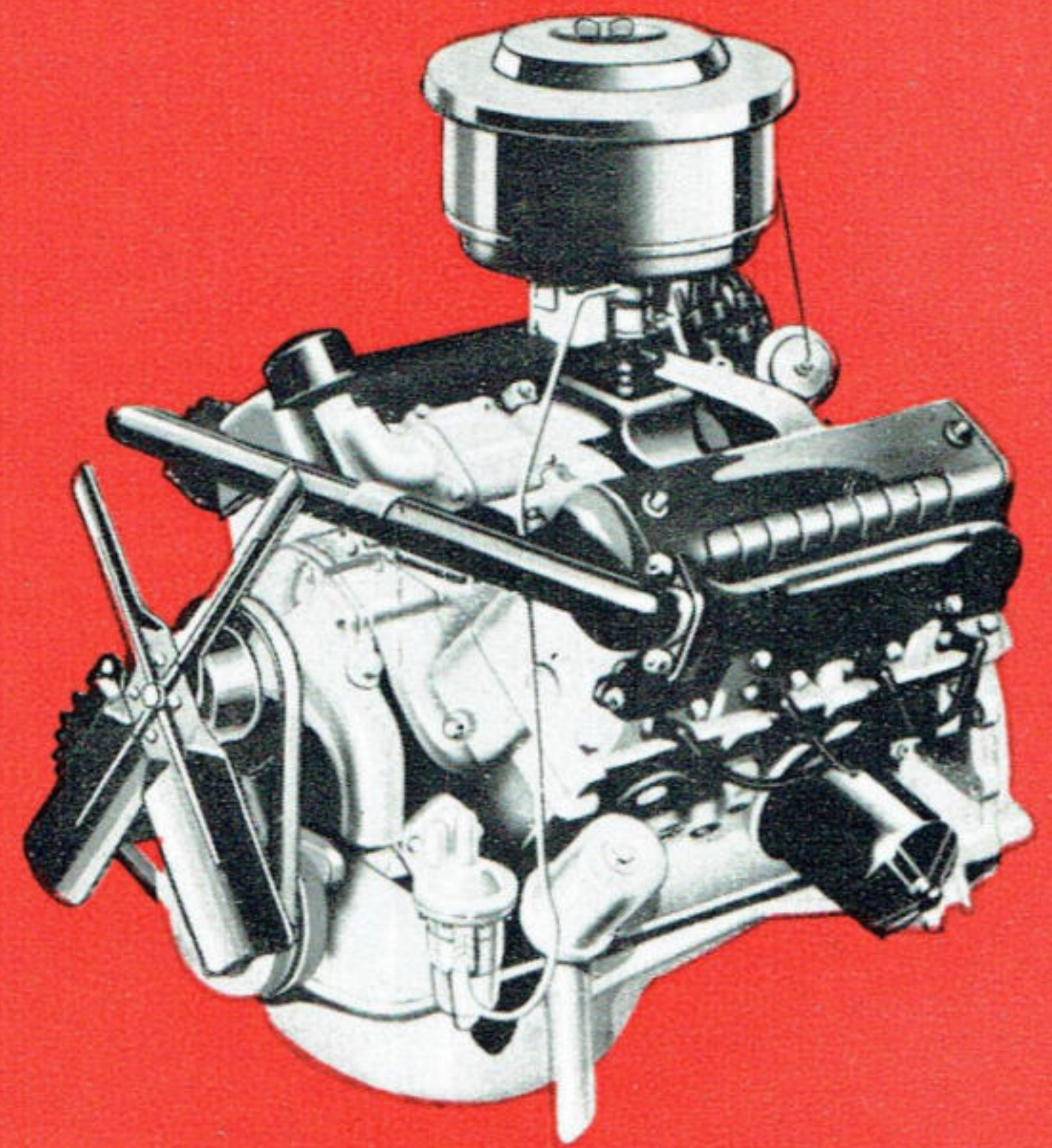
LOOK UNDER THE BONNET

THE TRIPLE-ECONOMY FORD

**O.H.V. V8**

More torque — more instantly usable power at all operating speeds

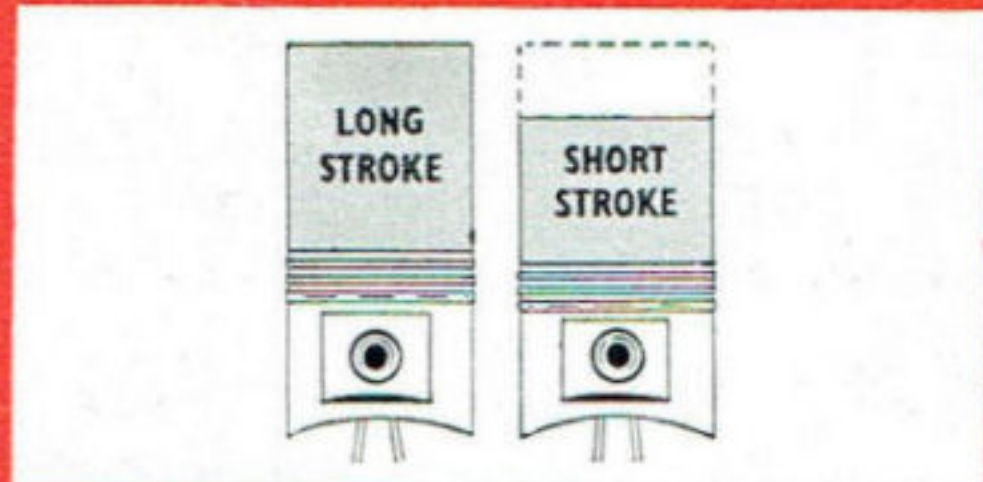
This is the most advanced and efficient V8 truck engine Ford has ever built. And Ford has built more V8 engines than all other makers combined. It develops more horsepower per cubic inch displacement, and higher, more sustained torque for faster, easier cruising speeds. Other reasons why Ford gives you more power per pound are . . . new higher 7.1:1 compression ratio . . . new 12-volt electrical system . . . new iron-alloy camshaft . . . exceptionally rigid crankshaft . . . and other advancements.



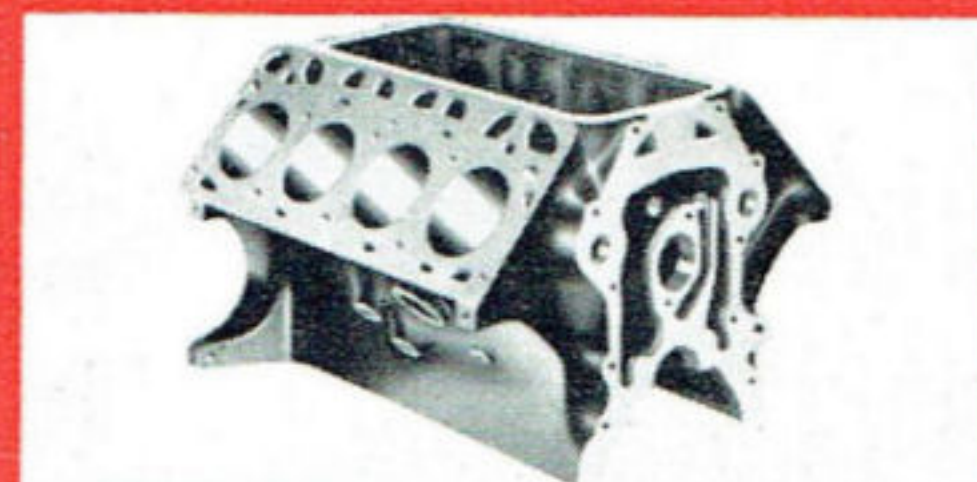
**1. NEW 12-volt ignition** system gives more positive, quicker cold-weather starts . . . greater reserve capacity to handle lights and other electrical load.

**2. NEW compression ratio** New 7.1:1 compression ratio for extra power from fuel, puts more miles into every gallon of petrol.

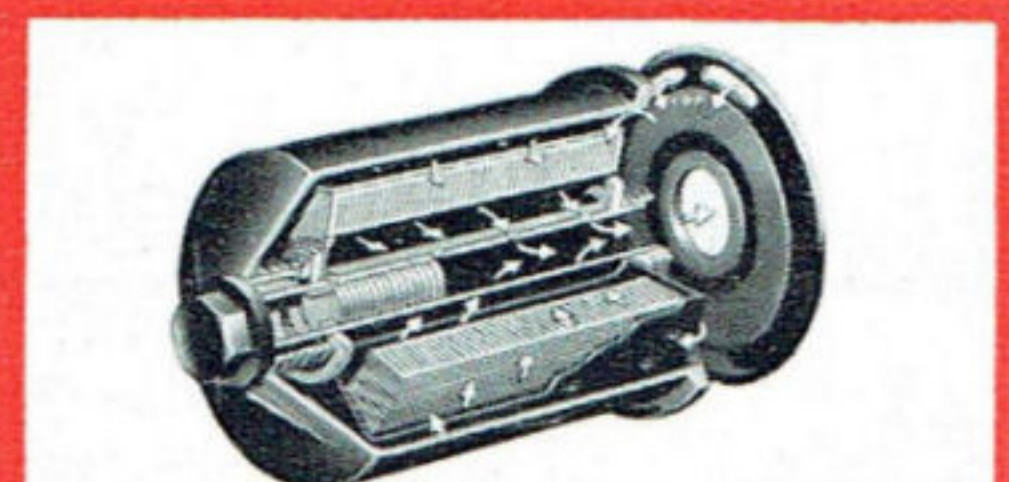
**3. NEW easy breathing** with larger intake passages and new, improved high-turbulence combustion chambers, provides full power at high speeds, added pep and performance at all speeds.



**SHORT-STROKE, LOW FRICTION DESIGN.** Piston travel is less than bore diameter, this results in shorter piston travel with much less friction, less wear on moving parts, and long engine life.



**DEEP Y-BLOCK** with its great rigidity means longer engine life, and much smoother operation. The Block structure widens out at rear for very rigid connection of the block and flywheel housing



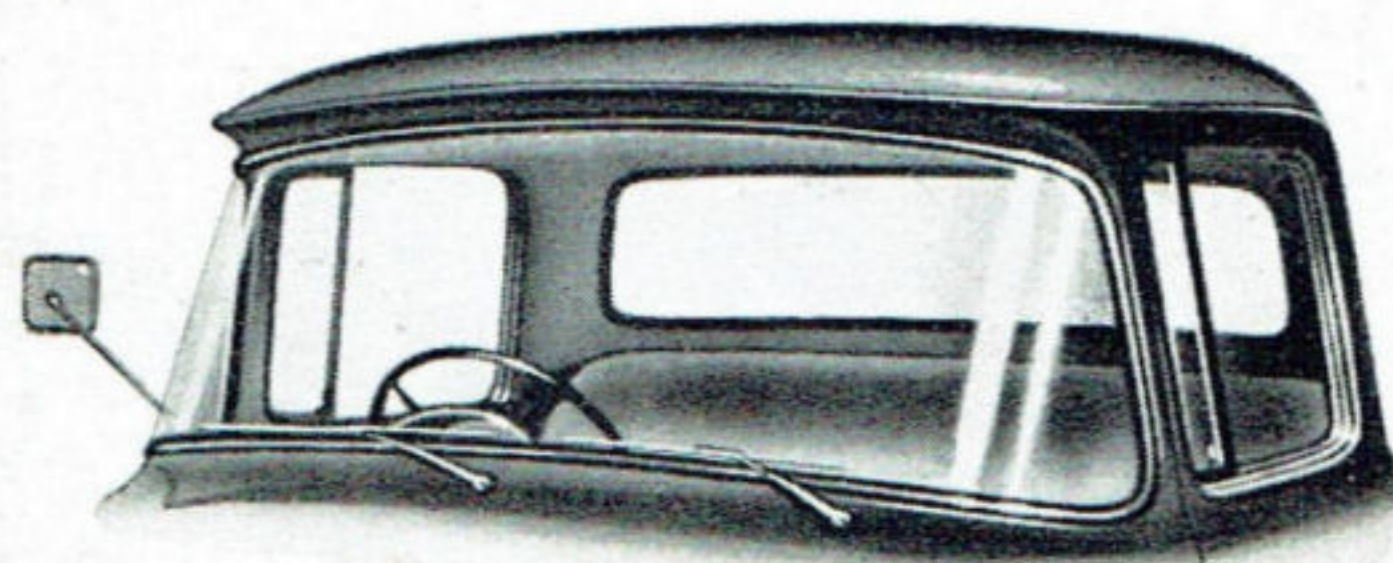
**FULL FLOW OIL FILTER** cleans ALL the engine oil before it reaches bearing surfaces, reducing cylinder wall and piston ring wear and thereby contributing to longer bearing and engine life.

More **COMFORT**

per £

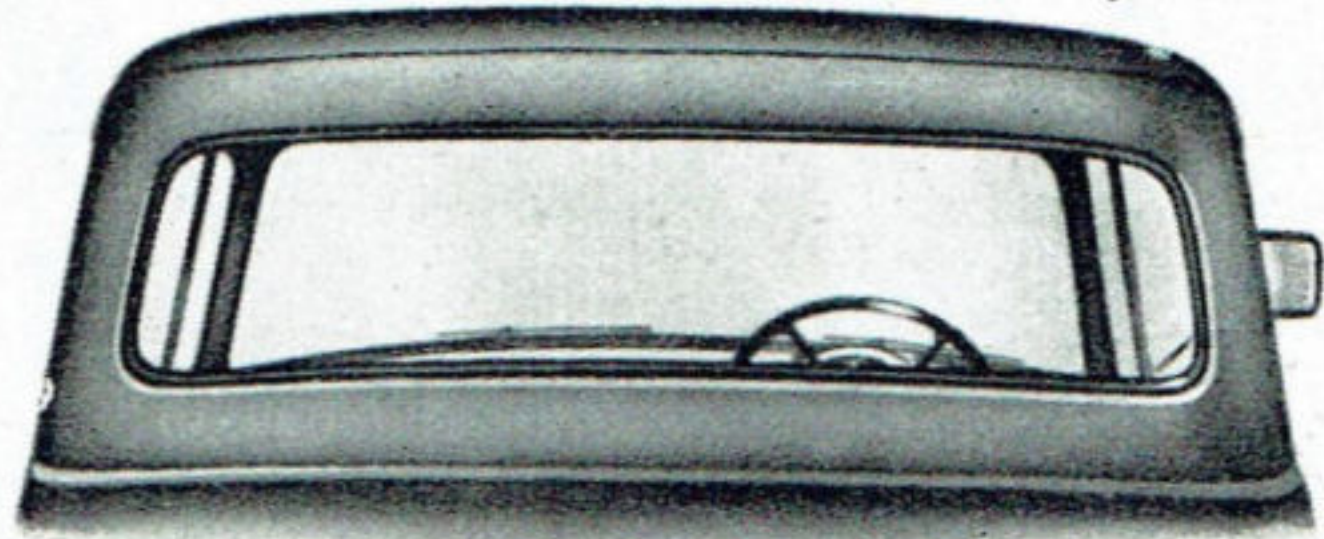


LOOK IN THE CAB



**VISION UNLIMITED**

New, full wrap-round windscreen provides the greatest possible view of road and traffic, reduces driving strain, is a big safety factor.



**NEW CAB DESIGN**

makes every driving operation more simple . . . cuts fatigue . . . gets more done . . . and provides "Lifeguard" safety features . . . Ford's roomy 3-man cab is the easiest cab to get in and out of today. Doors are almost a yard wide, and open a full 70° . . . and instead of moving the running board up inside the door, Ford keeps it low — an easy step from ground to cab. New dashboard and instrument panel design . . . more conveniently located controls . . . deeply sprung adjustable seat . . . complete weather sealing . . . even positioning of driver and passengers further away from the load carrying rear suspension means more comfort.



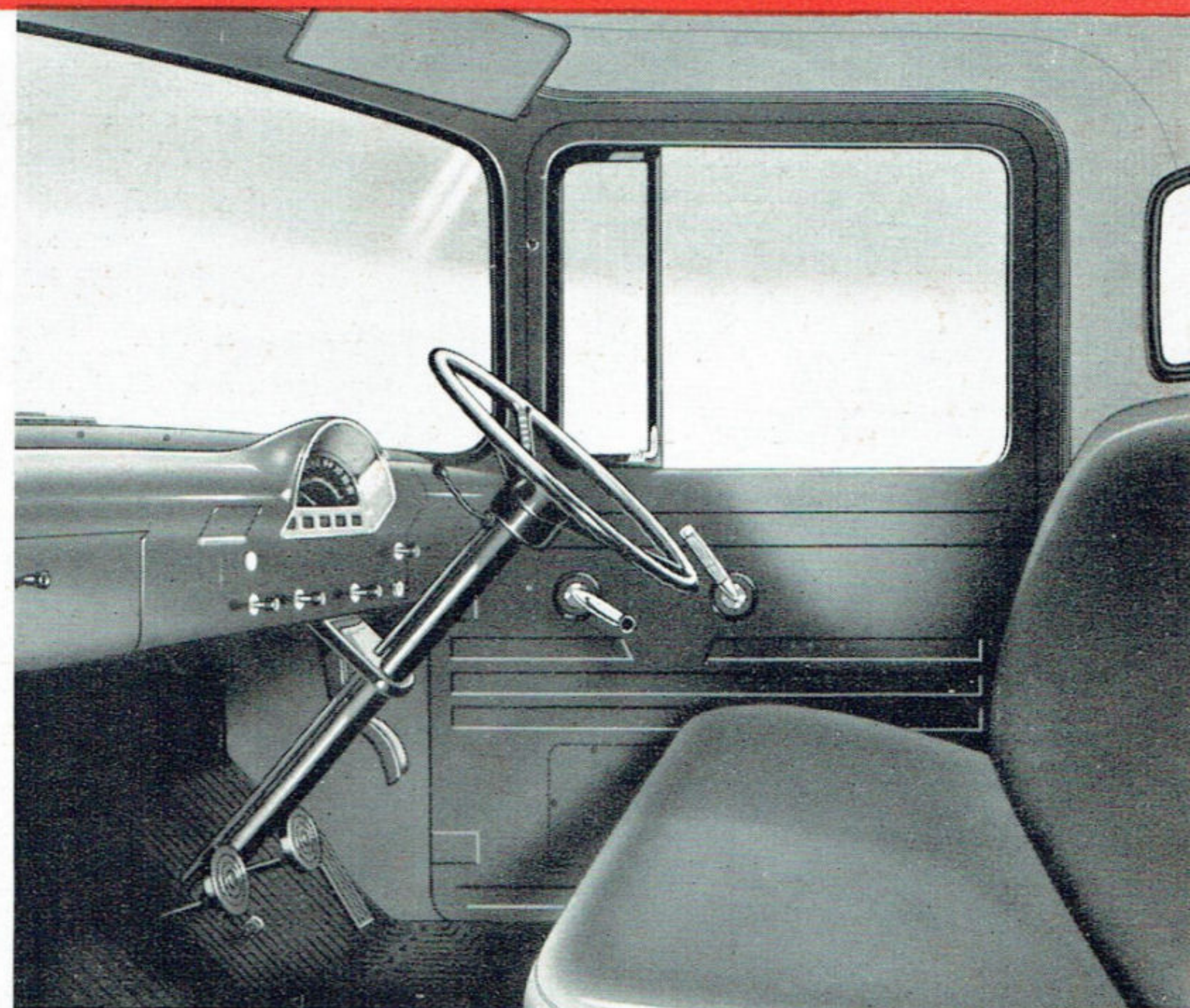
**NEW LIFEGUARD STEERING WHEEL**

is a Ford first. Deep-centre design allows the safety of greater absorbing of impact.



**NEW LIFEGUARD DOOR LOCKS**

incorporate Double Grip and are designed to provide added protection against possibility of doors springing open.



**Exclusive new high-dial instrument panel** can be read at a glance, night or day. Placed high for quick viewing, instruments are indirectly illuminated and shielded against reflection. Another feature of the cab is the **wide-comfort seat** . . . special construction and long-life upholstery resists hard usage, keeping shape and comfort much longer. Ford's 3-man comfort cab is the most driver-pleasing on the road—every feature conserves a driver's energy, keeps him happy on the job.

More **STRENGTH**

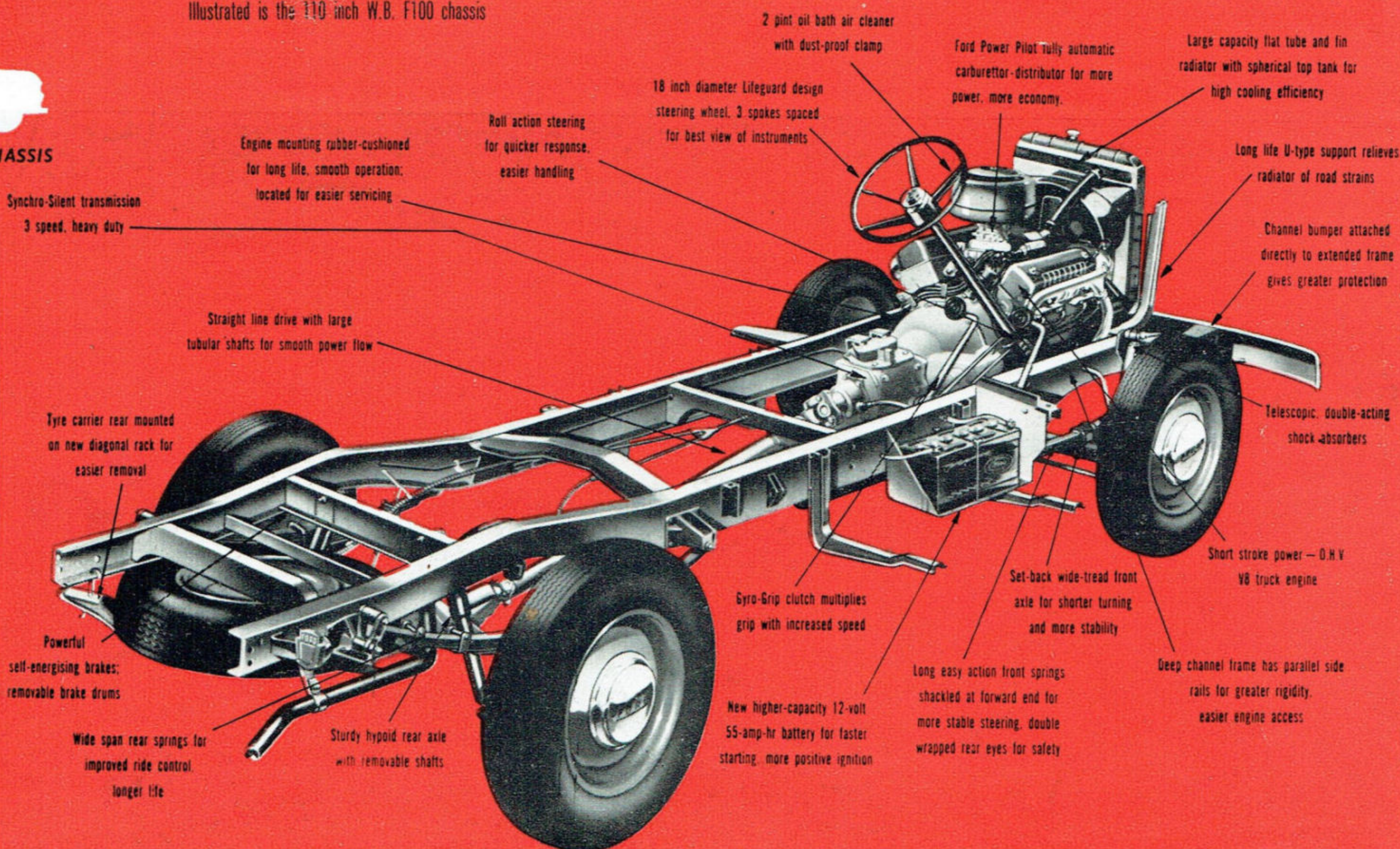
per £



LOOK AT THE CHASSIS

**FORD'S HUSKY CHASSIS ENGINEERING**

Illustrated is the 110-inch W.B. F100 chassis



Synchro-Silent transmission 3 speed, heavy duty

Engine mounting rubber-cushioned for long life, smooth operation, located for easier servicing

Roll action steering for quicker response, easier handling

Straight line drive with large tubular shafts for smooth power flow

Tyre carrier rear mounted on new diagonal rack for easier removal

Powerful self-energising brakes; removable brake drums

Wide span rear springs for improved ride control, longer life

Sturdy hypoid rear axle with removable shafts

2 pint oil bath air cleaner with dust-proof clamp

18 inch diameter Lifeguard design steering wheel, 3 spokes spaced for best view of instruments

Ford Power Pilot fully automatic carburettor-distributor for more power, more economy.

Large capacity flat tube and fin radiator with spherical top tank for high cooling efficiency

Long life U-type support relieves radiator of road strains

Channel bumper attached directly to extended frame gives greater protection

Telescopic, double-acting shock absorbers

Short stroke power — O.H.V. V8 truck engine

Set-back wide-tread front axle for shorter turning and more stability

Deep channel frame has parallel side rails for greater rigidity, easier engine access

New higher-capacity 12-volt 55-amp-hr battery for faster starting, more positive ignition

Long easy action front springs shackled at forward end for more stable steering, double wrapped rear eyes for safety

Gyro-Grip clutch multiplies grip with increased speed

