

1941 Foul Trucks

LOW-COST TRUCKS FOR LOW-COST HAULING

42 body and chassis types, 2 V-8 engines, a new 30 hp 4-cylinder super-economy engine, and 6 wheelbases provide a broad range of size and power . . . enabling 95%

of all truck buyers to select a STANDARD Ford unit that will fit their needs as ideally as though it were custom built.



More of America's loads will be hauled by Ford Trucks in 1941—because these new units are built to meet popular demand for dollar-saving dependability. Today's trucking jobs must be done with speed, thrift and efficiency—and Ford Trucks meet these requirements with generous margins of power, economy and reliability.

The past year saw a big increase in truck sales. Ford led the field in percentage of gain over the previous year. Truck owners are fast learning that these low-priced Ford units do a better job, in less time, and at lower cost!

1941 Ford Trucks are handsomely styled. They have all the famous time-proved money-saving Ford features. And they incorporate new engine and chassis improvements.

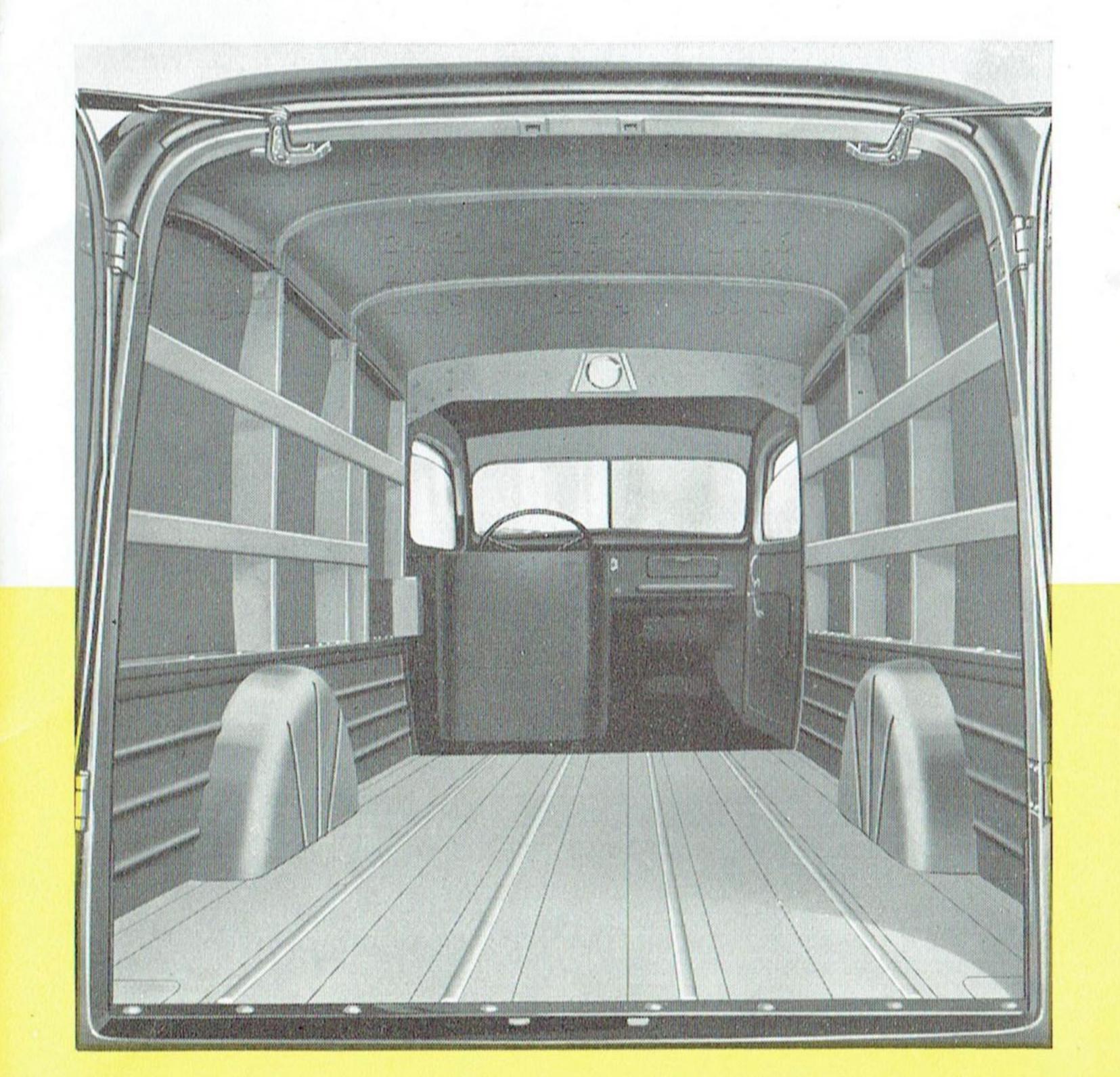
A new 4-cylinder Ford Economy engine is available for Commercial Cars, ¾- and One-Ton Trucks. It is Ford quality-built in every respect. Its very low operating cost means lower delivery costs than ever for owners who haul light loads, or operate multiple stop service.

Look over the broad line of new Ford Trucks and check the values they offer. You'll find a unit that will do your work and save you money on first cost, on operation and maintenance costs. Look through this catalog then talk over your truck problems with a Ford salesman. Learn what Ford power, economy and reliability will do for you!

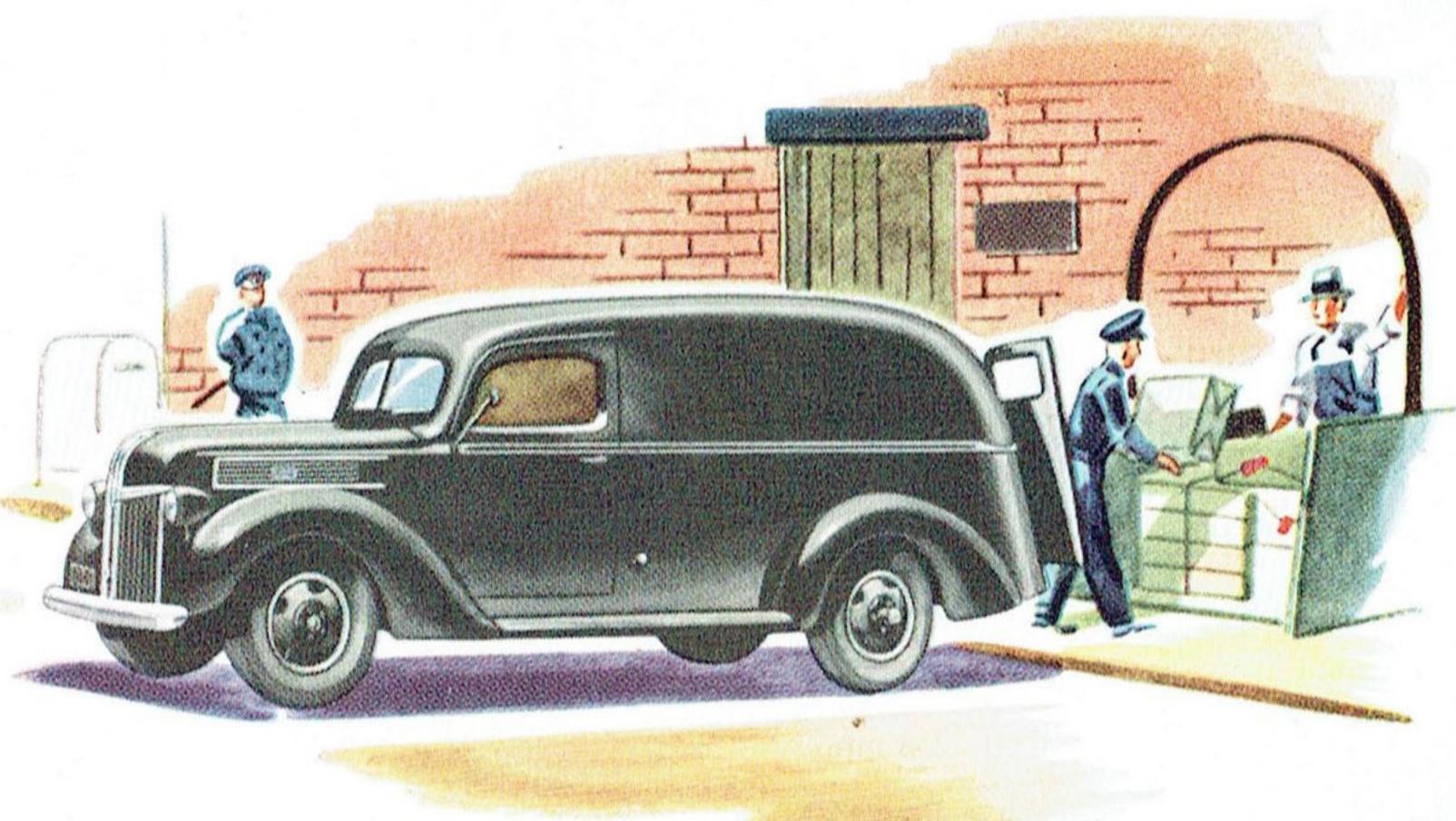
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Ford Panels have remarkable strength because of the way in which the steel top, roof rail and body sides are formed and welded. Alignment of rear doors is maintained by hanging them in a welded, one-piece channel steel frame. Weather stripping on rear doors is improved. Body sides protected by hardwood slats. Tongue-and-groove flooring.

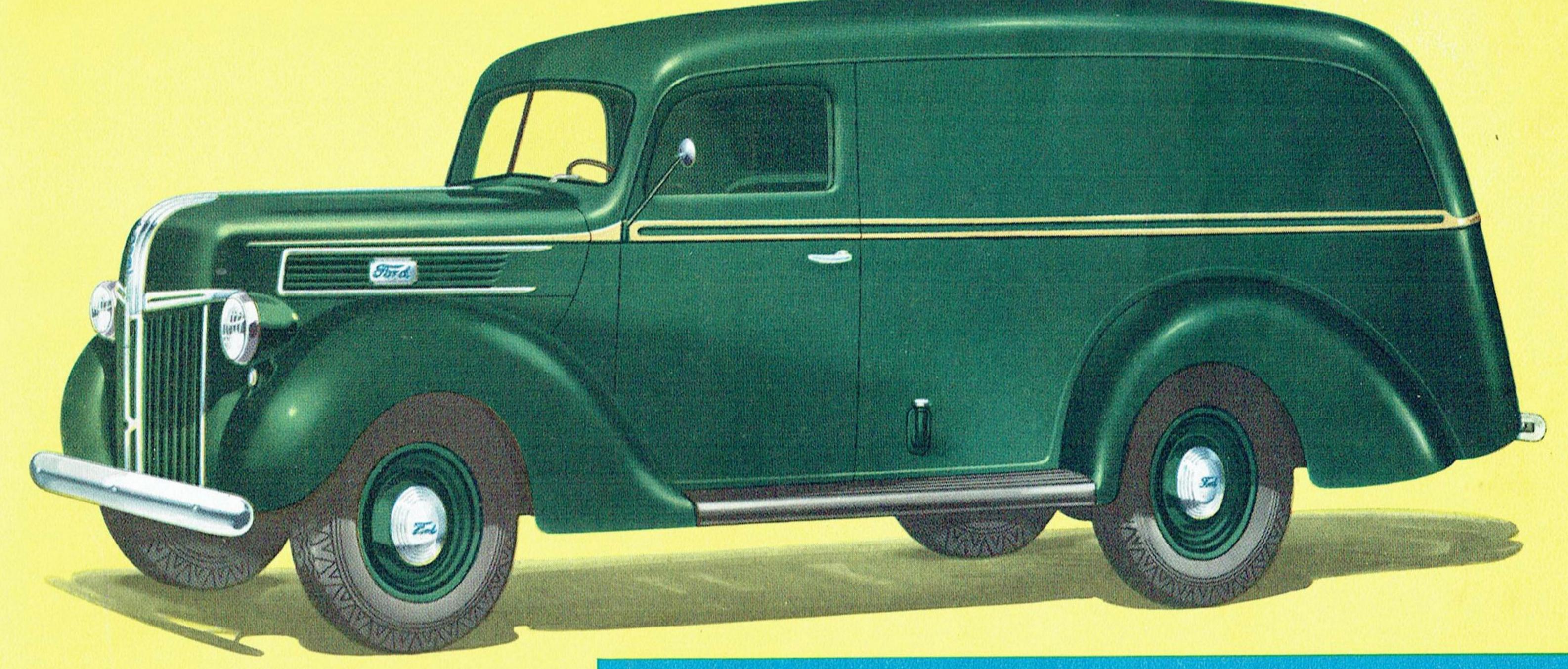


PANELS



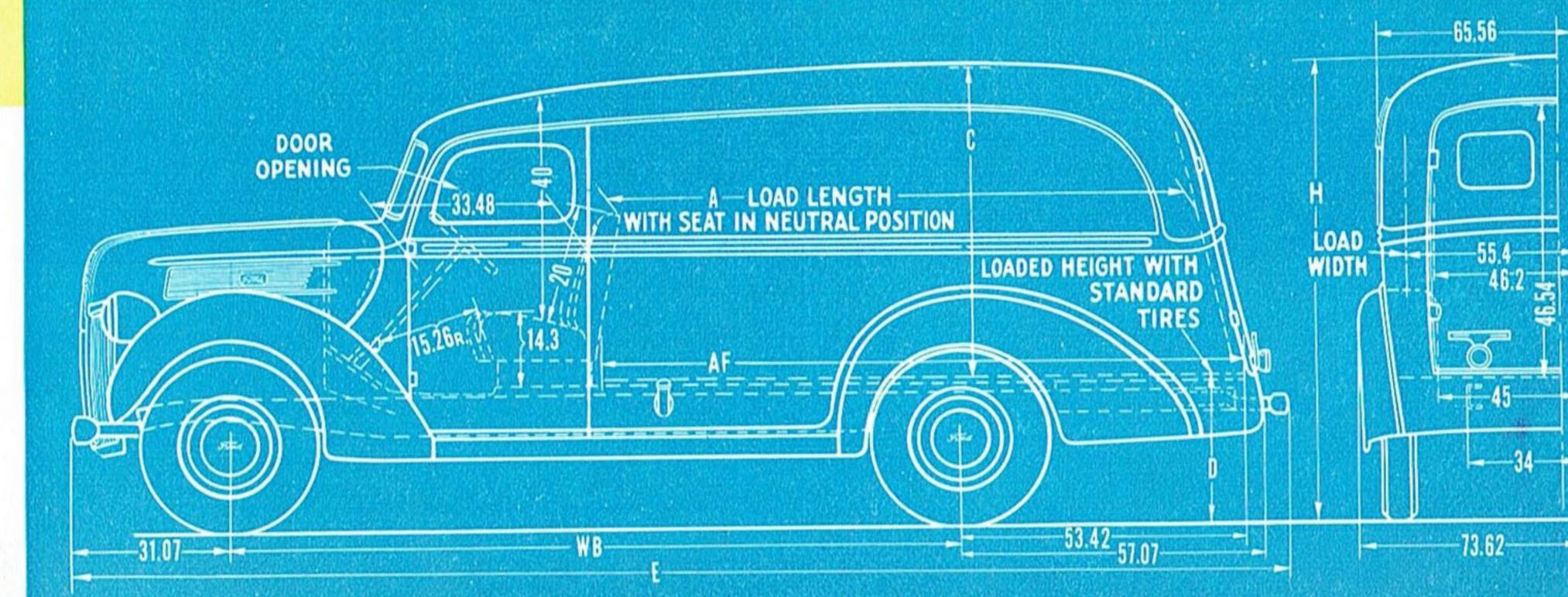
The 134 inch Panel is a large truck for big, heavy loads—85 or 95 horsepower.

122 INCH 3/4-AND ONE-TON PANELS • (85 hp. Also available with 30 hp engine.) Designed for "in-between" loads too light for the 134 inch Panel, or too heavy or bulky to be hauled by a Ford Commercial Car. Popular with many retail merchants. For operators who engage in door-to-door delivery, and others who wish to cut costs to the minimum, the new 30 hp 4-cylinder engine is optional.

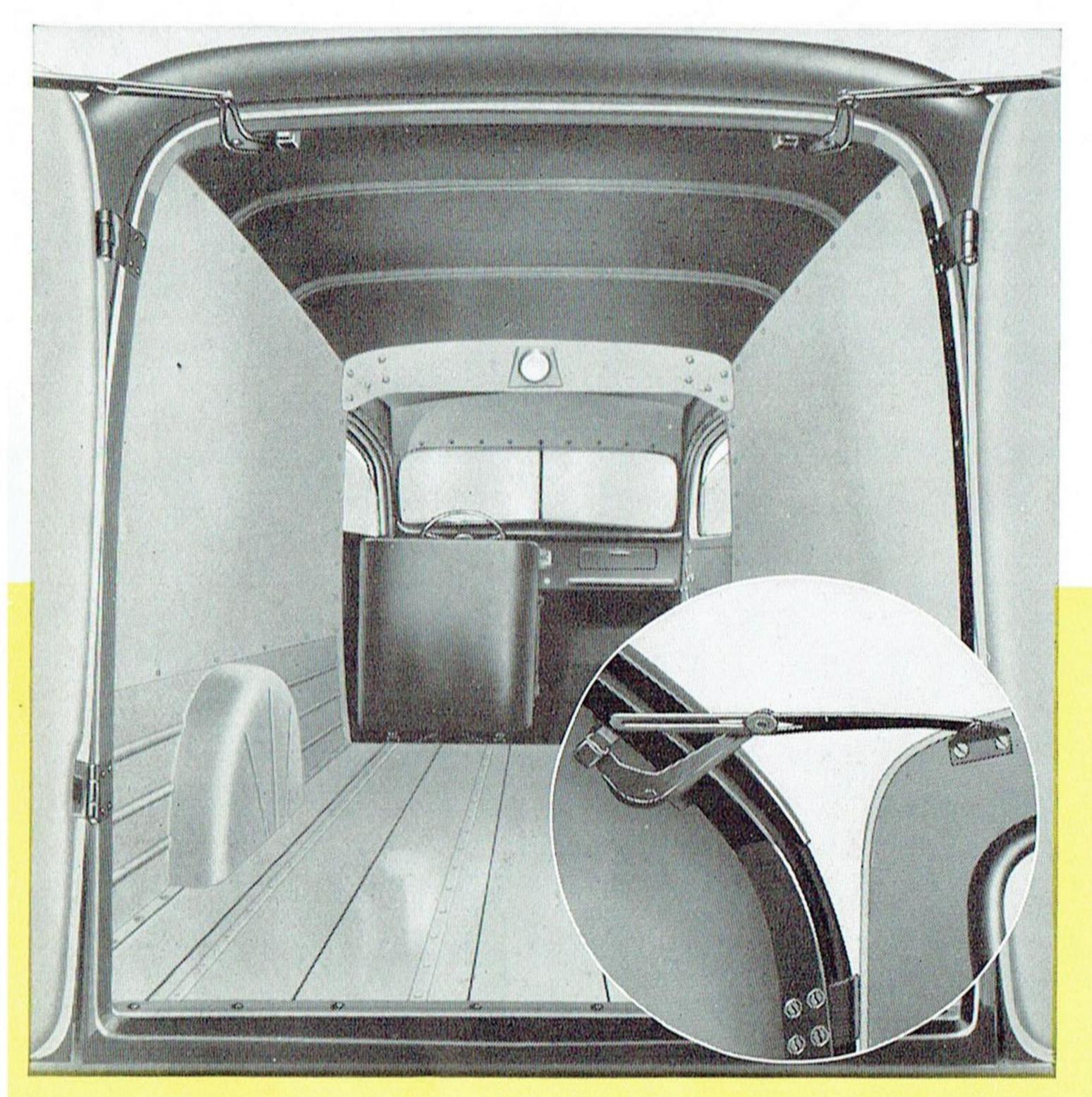


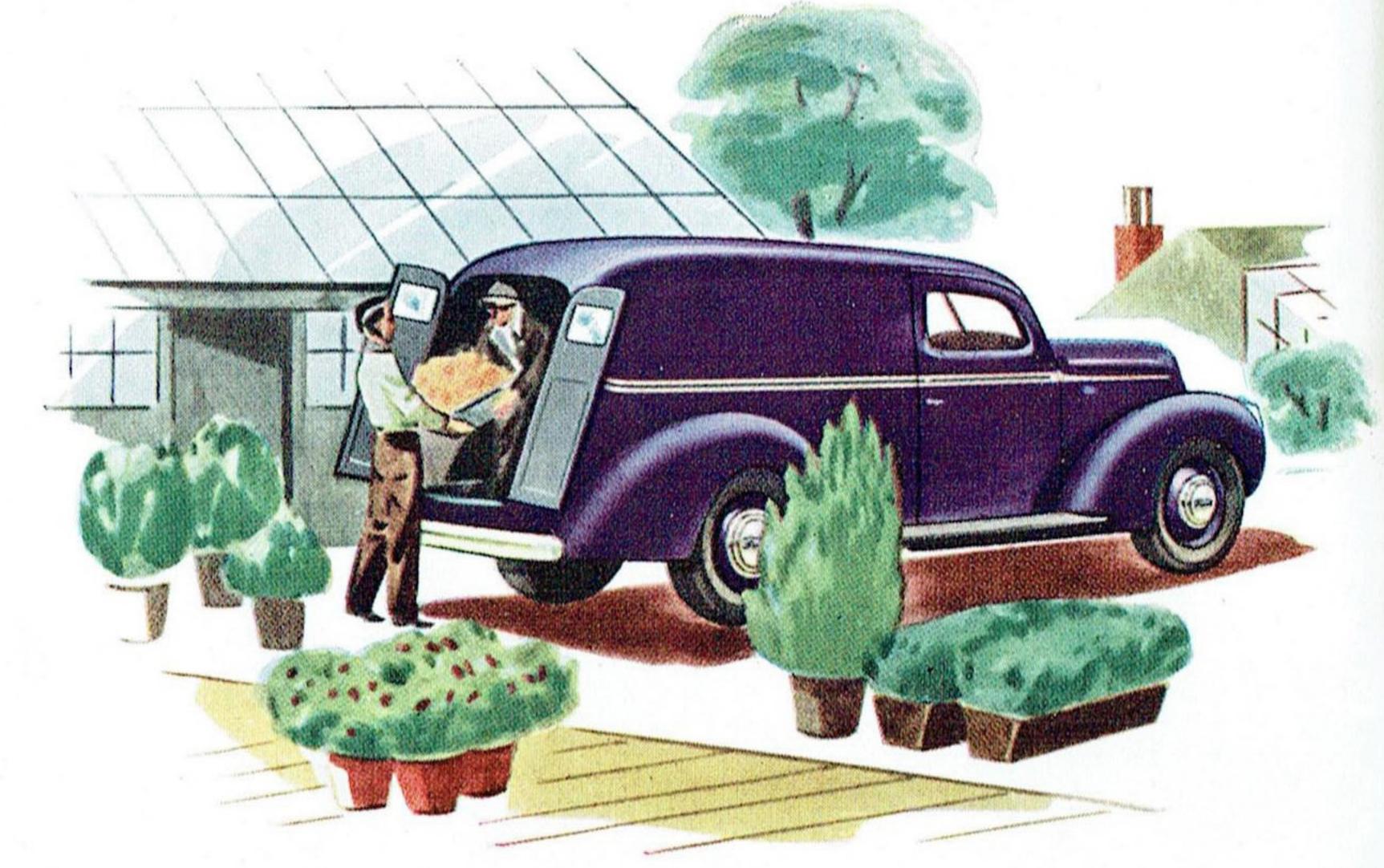
122 AND 134 INCH WB DIMENSIONS

$\mathbf{W}\mathbf{B}$	A	AF	C
122 (34-Ton)	97.29	107.27	55.21
122 (1-Ton)	97.29	107.27	55.21
134 (Regular)	109.29	119.27	55.27
WB	D	\mathbf{E}	H
122 (34-Ton)	24.62	215.6	81.46
122 (1-Ton)	25.8	215.6	82.64
134 (Regular)	28.89	227.4	85.16



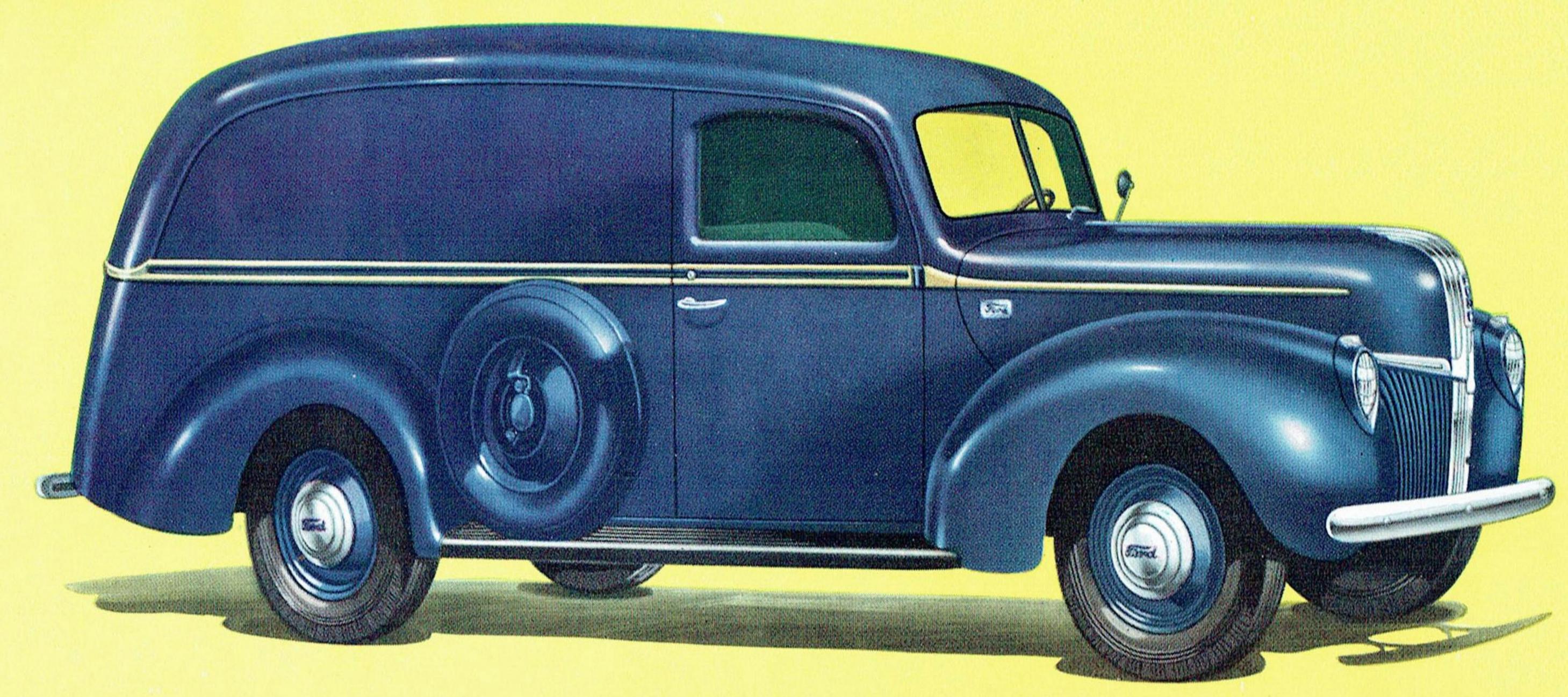
All Ford Panel bodies including this 112 inch unit have sides double-sealed at the floor with felt and rubber. Dust and water are kept out by tightly fitting tongue-and-groove floor planking. Door checks hold doors open at 90 or 180 degrees. Independent lock on doors. The cost is slightly more with body sides of 112 inch Panel lined as shown.



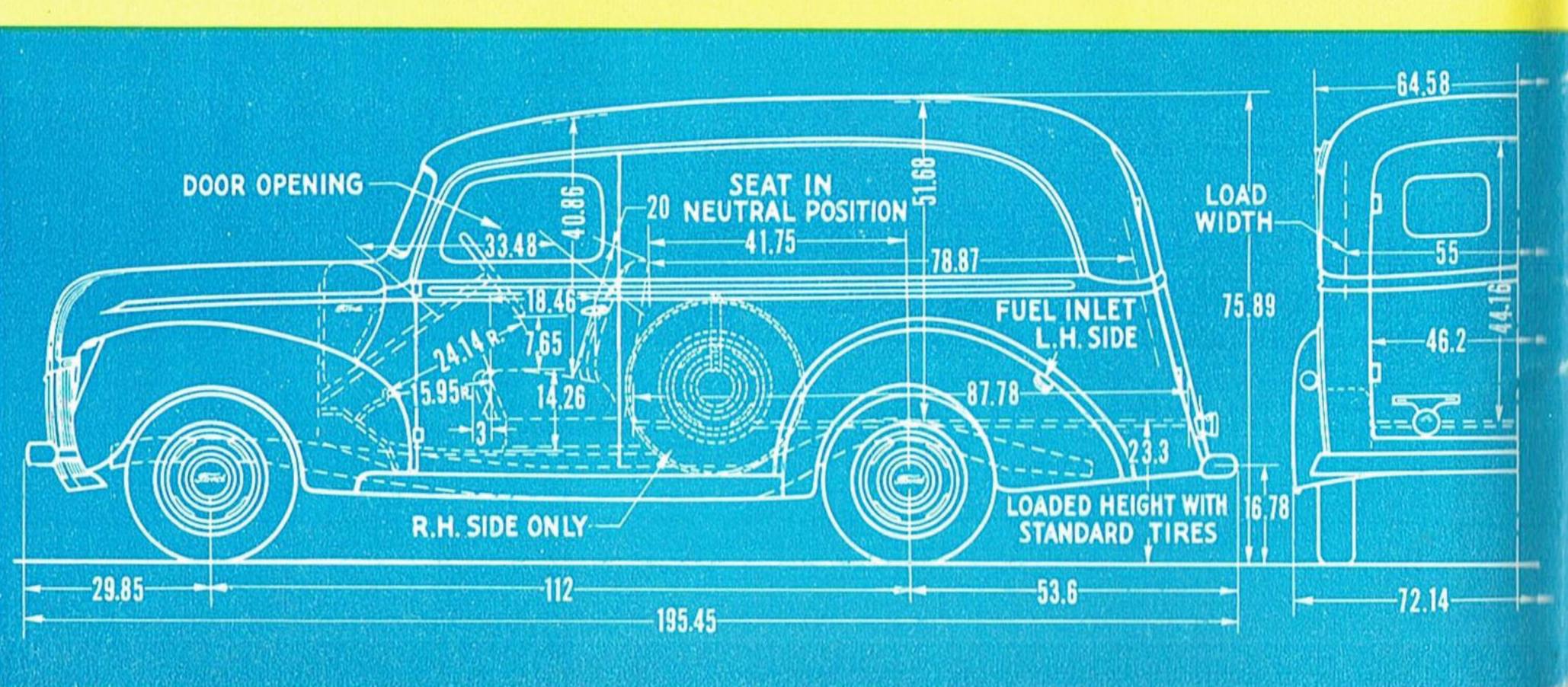


The 112 inch Panel is a thrifty rapid-delivery unit.

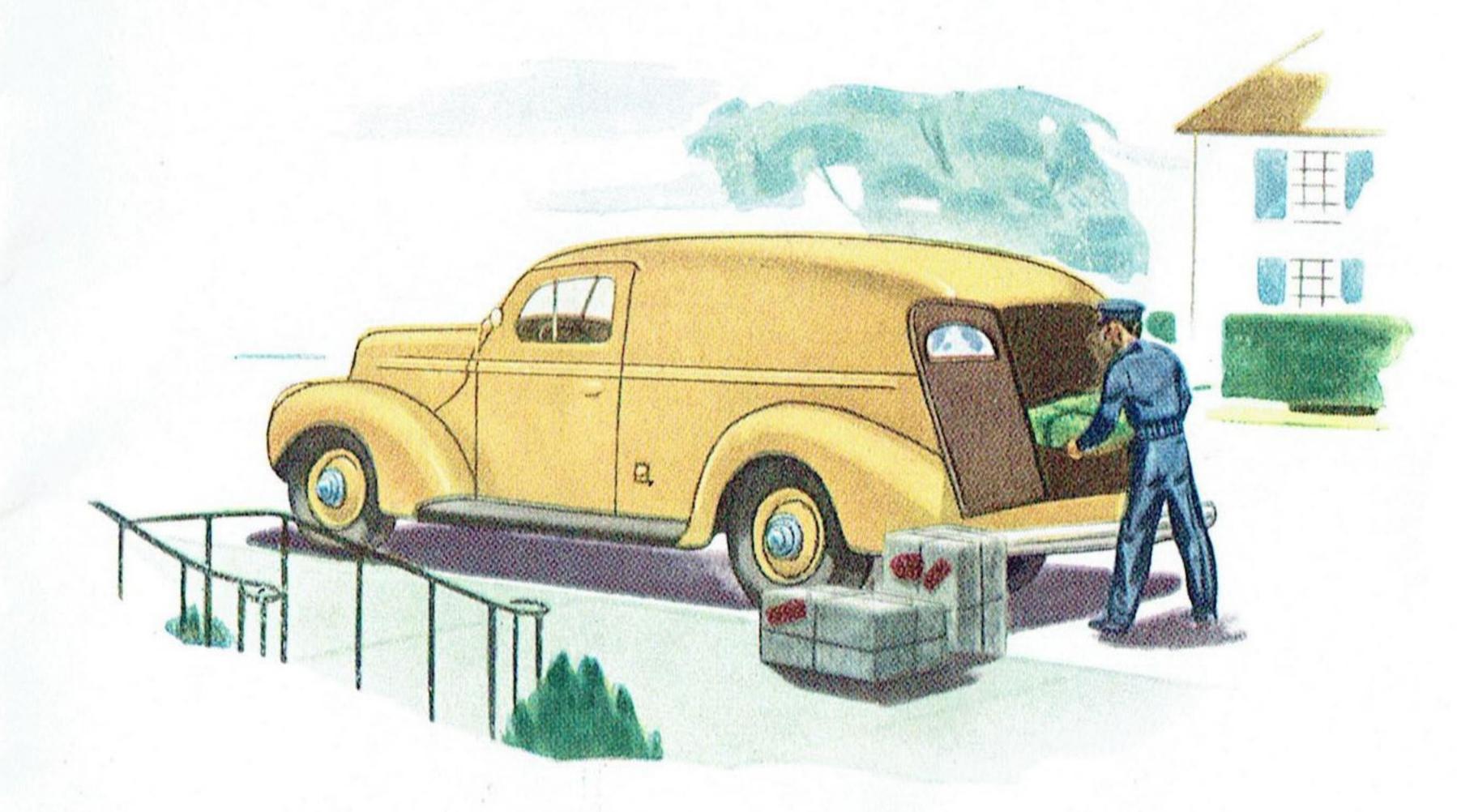
112 INCH PANEL • (85 hp. Also available with 30 hp engine.) This unit combines attractive appearance with rugged dependability and low cost of operation—a combination desired by progressive stores. Popular for door-to-door delivery. Ford quality-built through and through. Body has the sturdy construction features of the larger Panels.



Dimension drawing shows this low-cost Panel has a big roomy body. Drivers like this unit because it is very convenient to work the load from the front.



SEDAN DELIVERY

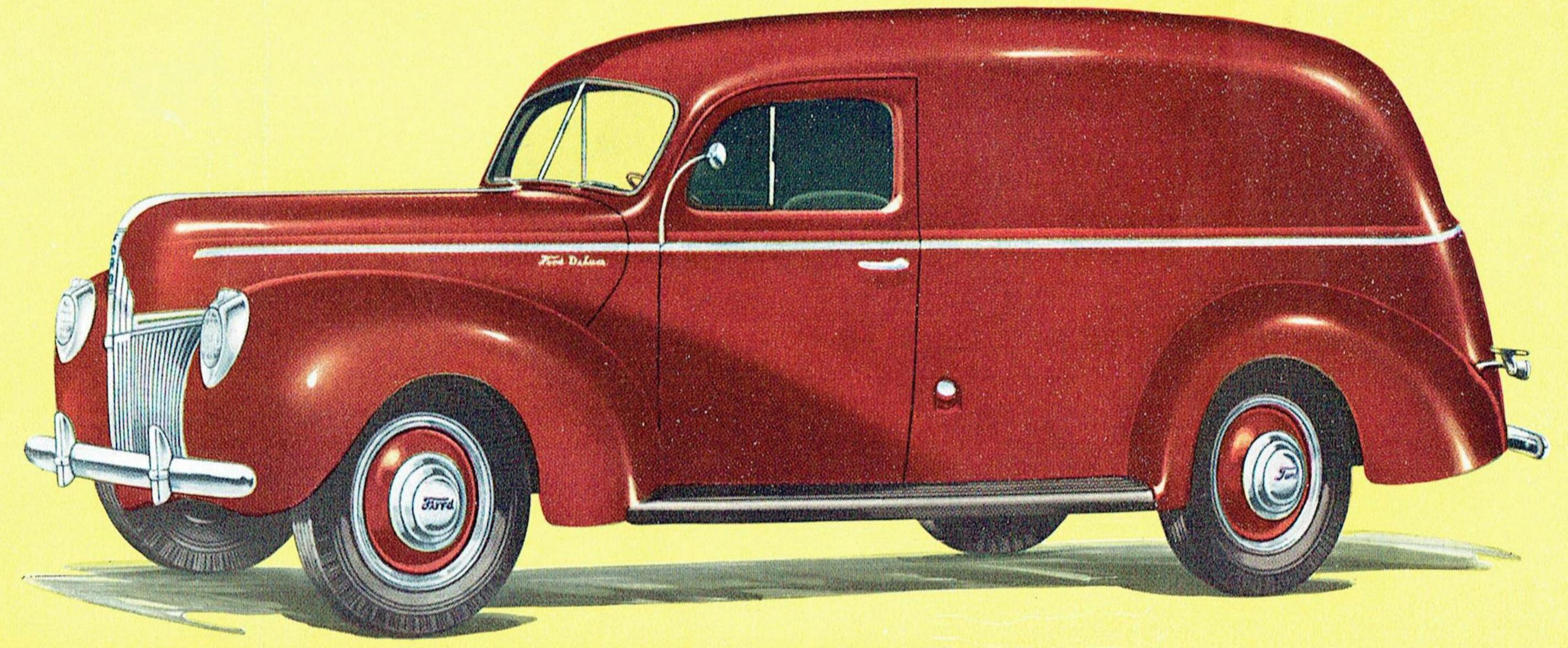


The 112 inch Sedan Delivery gets attention—delivers the goods.

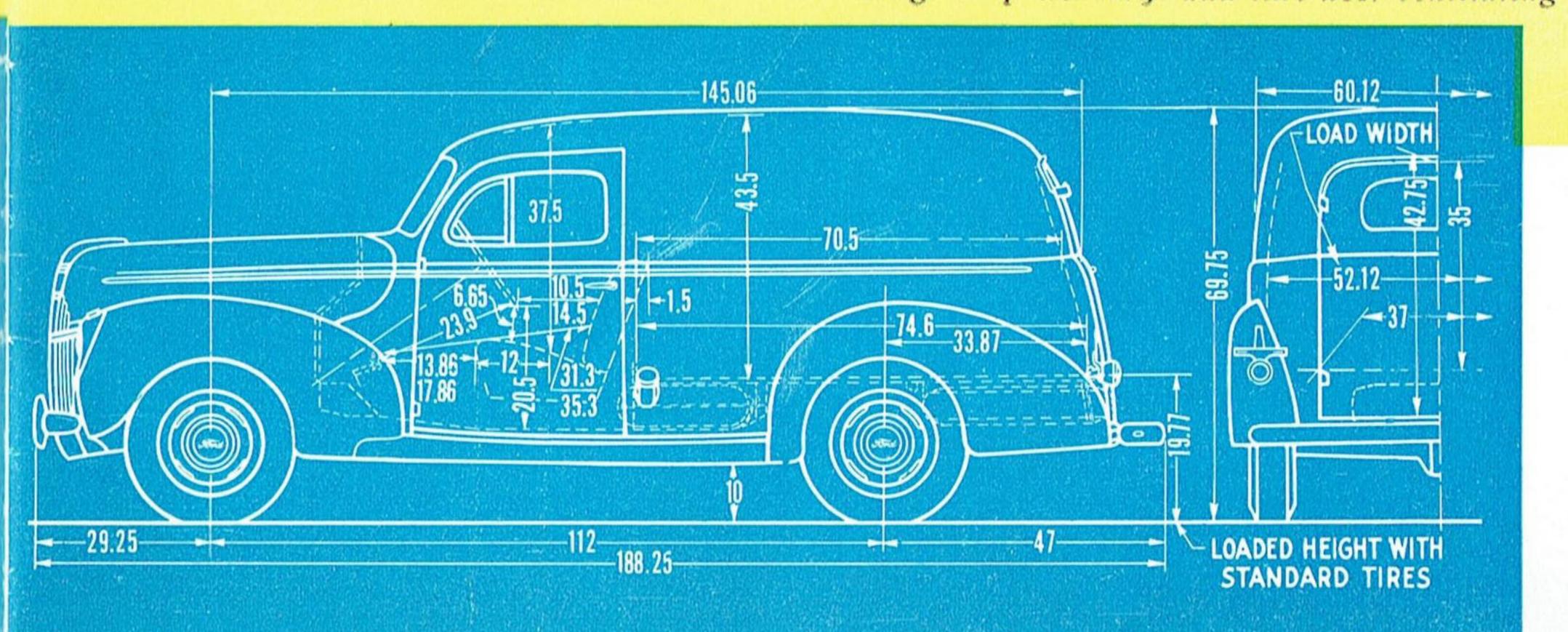
112 INCH SEDAN DELIVERY • (85 bp. Also available with 30 bp engine.) This beautiful unit is the last word in smart modern delivery equipment. It builds prestige for the owner whose name it displays. Yet low price and low operating cost put the Sedan Delivery within reach of all whose business requires a delivery unit of this size.

This all-steel Sedan Delivery body is sturdily built. Tongueand-groove floor is protected by steel skid strips. Body sides are lined with durable wood composition. Spare wheel and tire are carried under floor, leaving all available body space for the load. Passenger seat is optional at small additional cost. Rear door opening is 37 inches wide.





Finger-Tip Gearshift and side door ventilating windows are standard equipment at no extra cost.

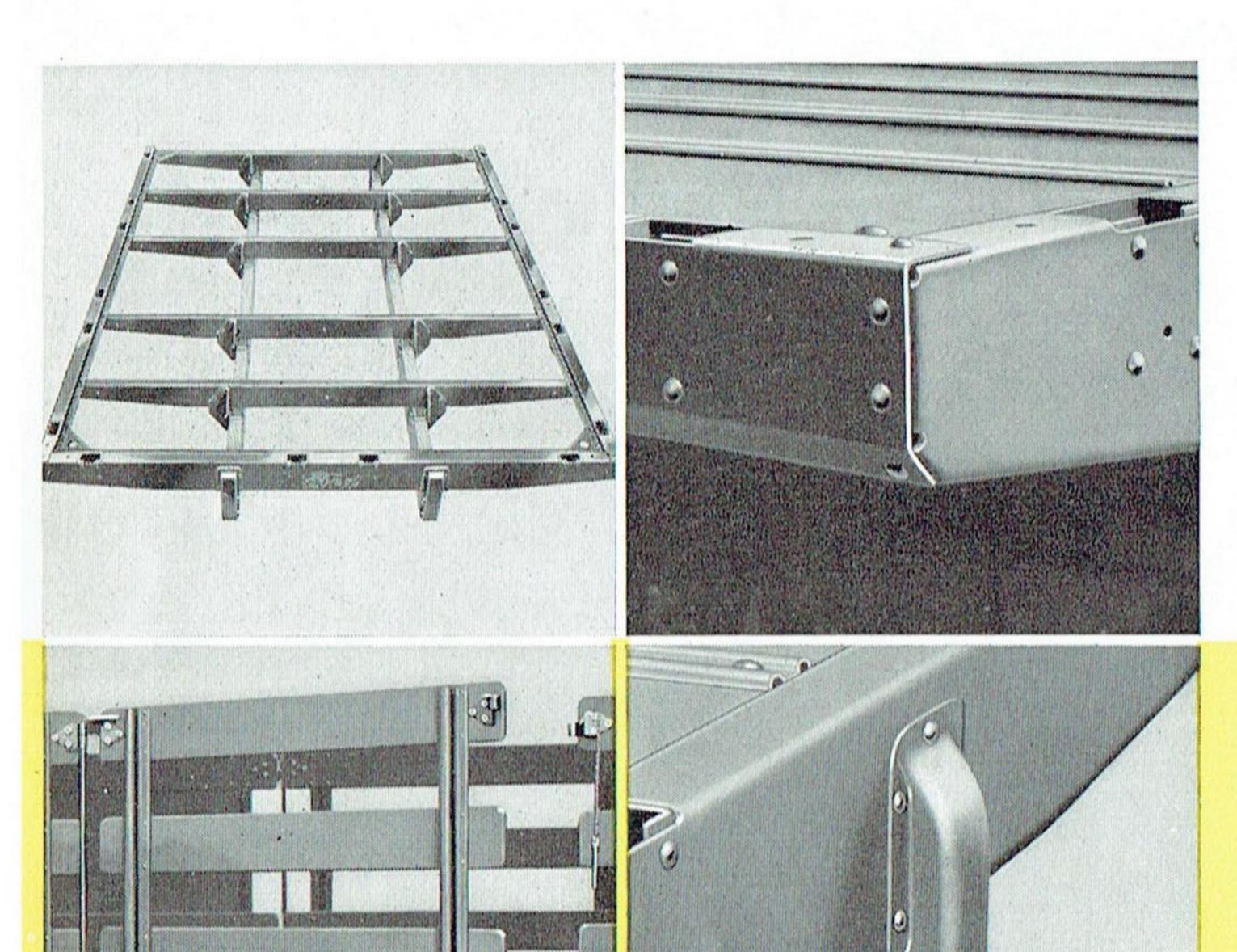


Body capacity is 86.6 cubic feet, ample for the average loads of florists, dyers and cleaners, specialty shops and other light delivery operators. This unit is the choice of salesmen who carry sample kits or stock. (Upper left) For maximum strength platform frame is built like a bridge, with the steel frame riveted to big steel cross girders.

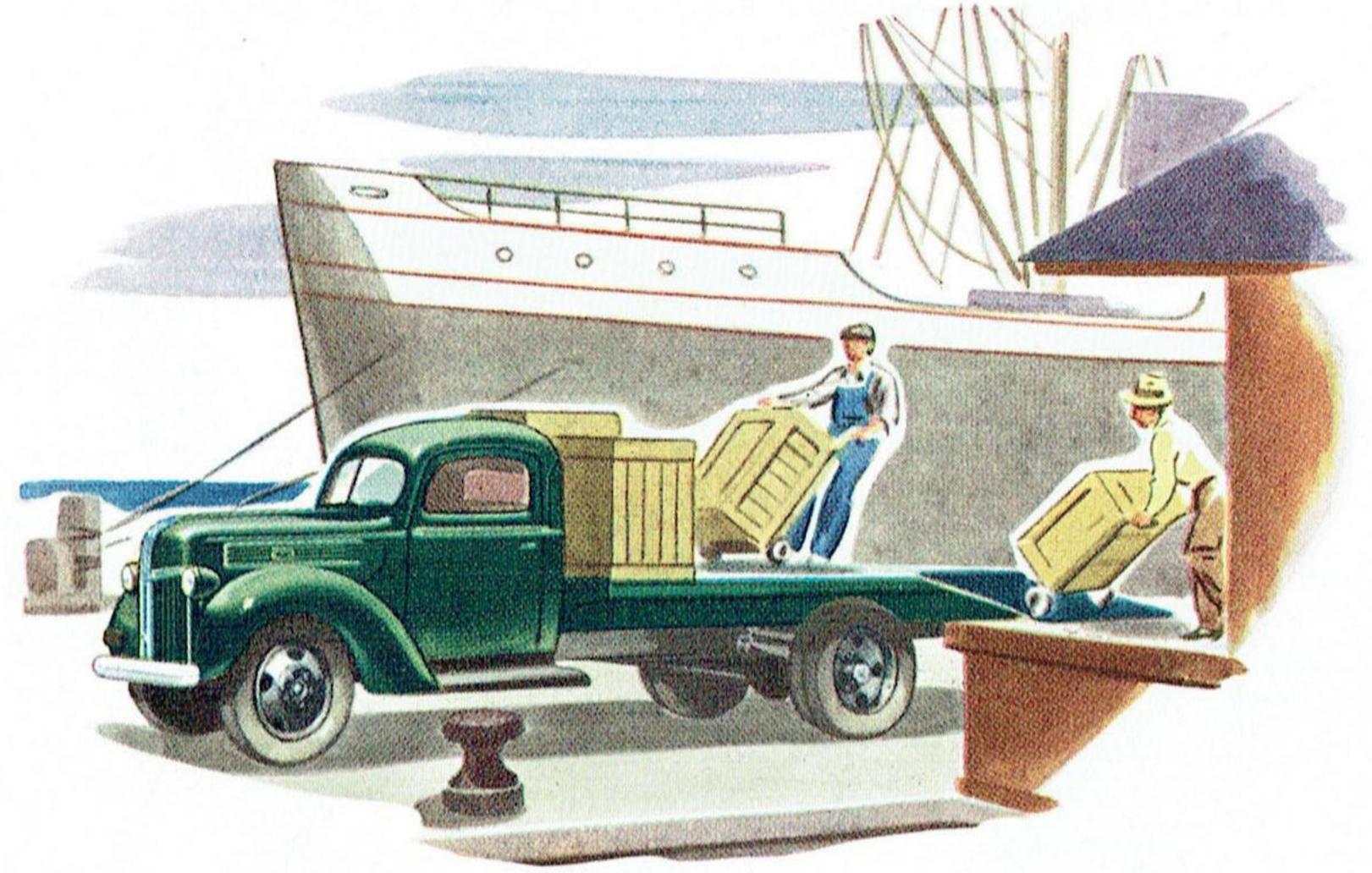
(Upper right) Stakes are rigid: the flush-set stake sockets are firmly reinforced—welded to inside, riveted to outside of frame.

(Lower left) Center sections of the rack are hinged to swing outward for greater convenience in working the load.

(Lower right) Steel caps attach the ends of the body sills to the platform frame and protect them from damage when backing into loading docks.

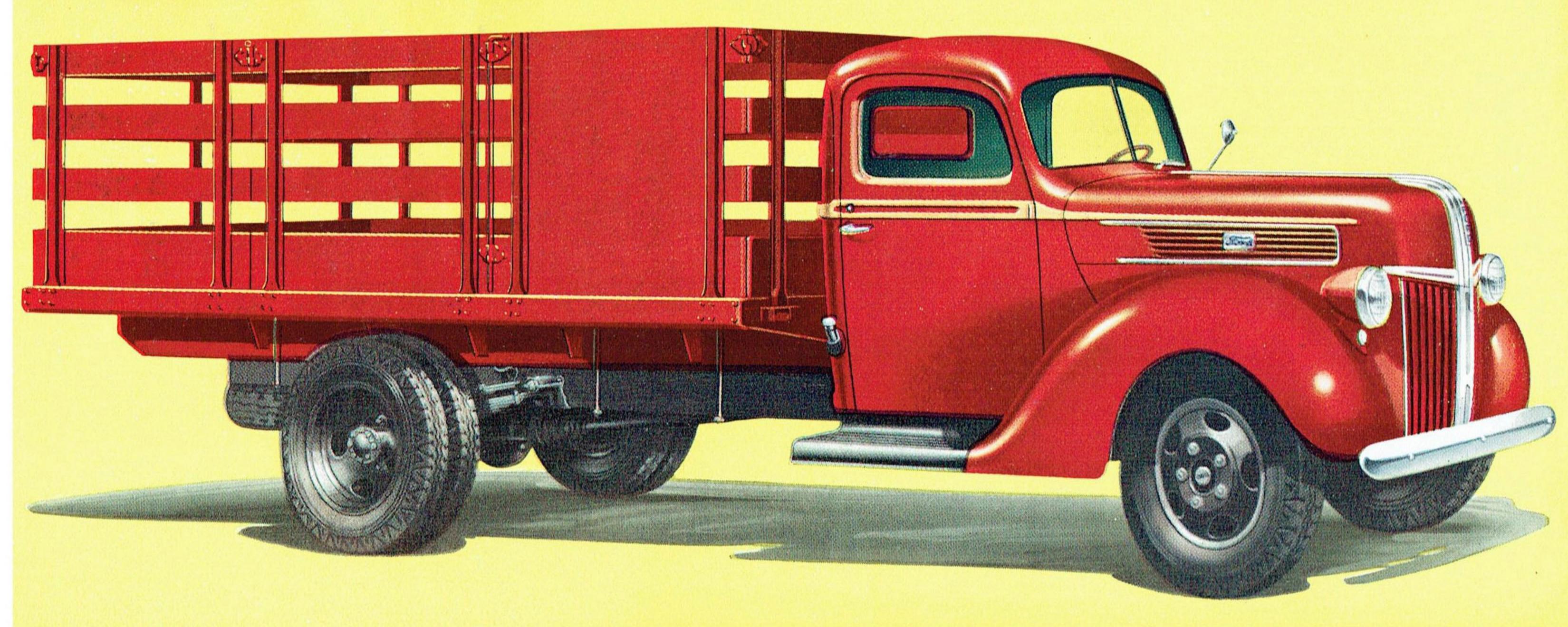


STAKE and Platform Bodies

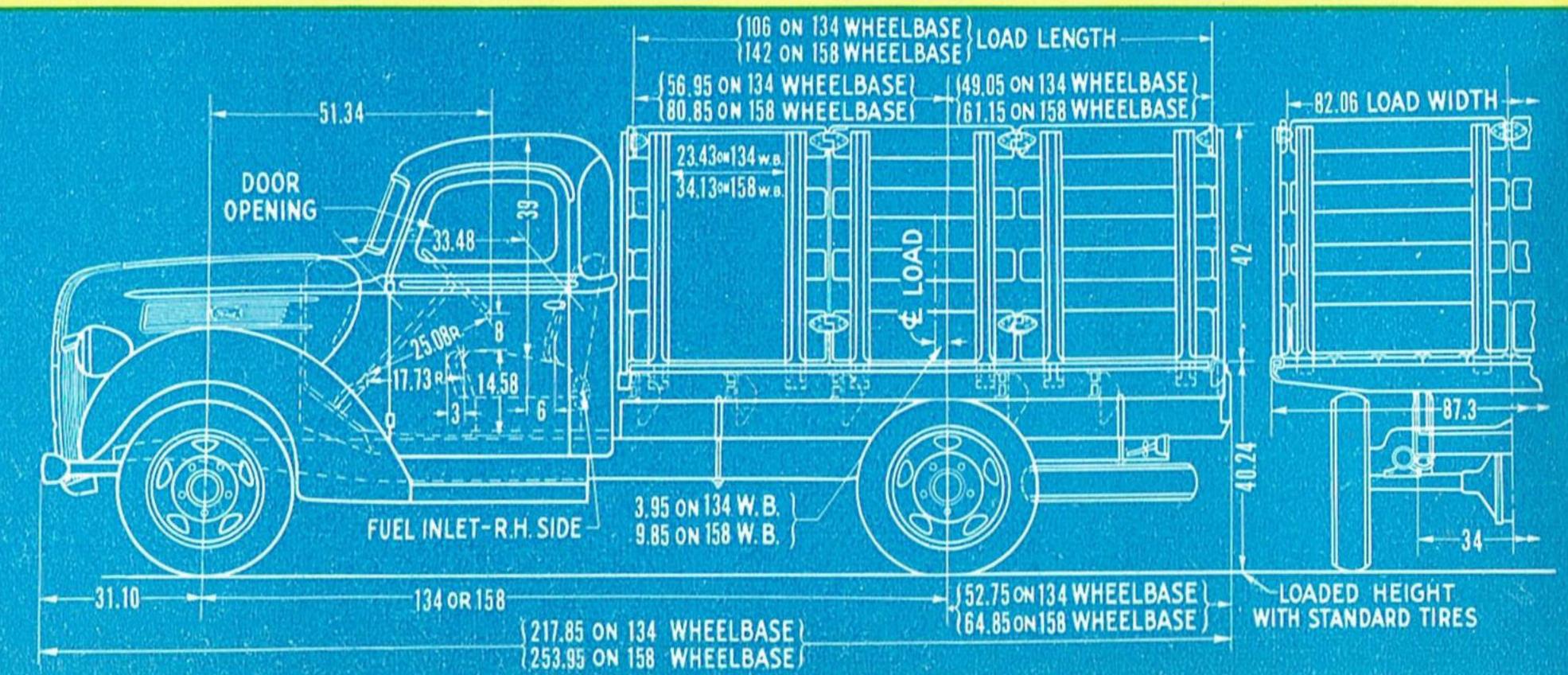


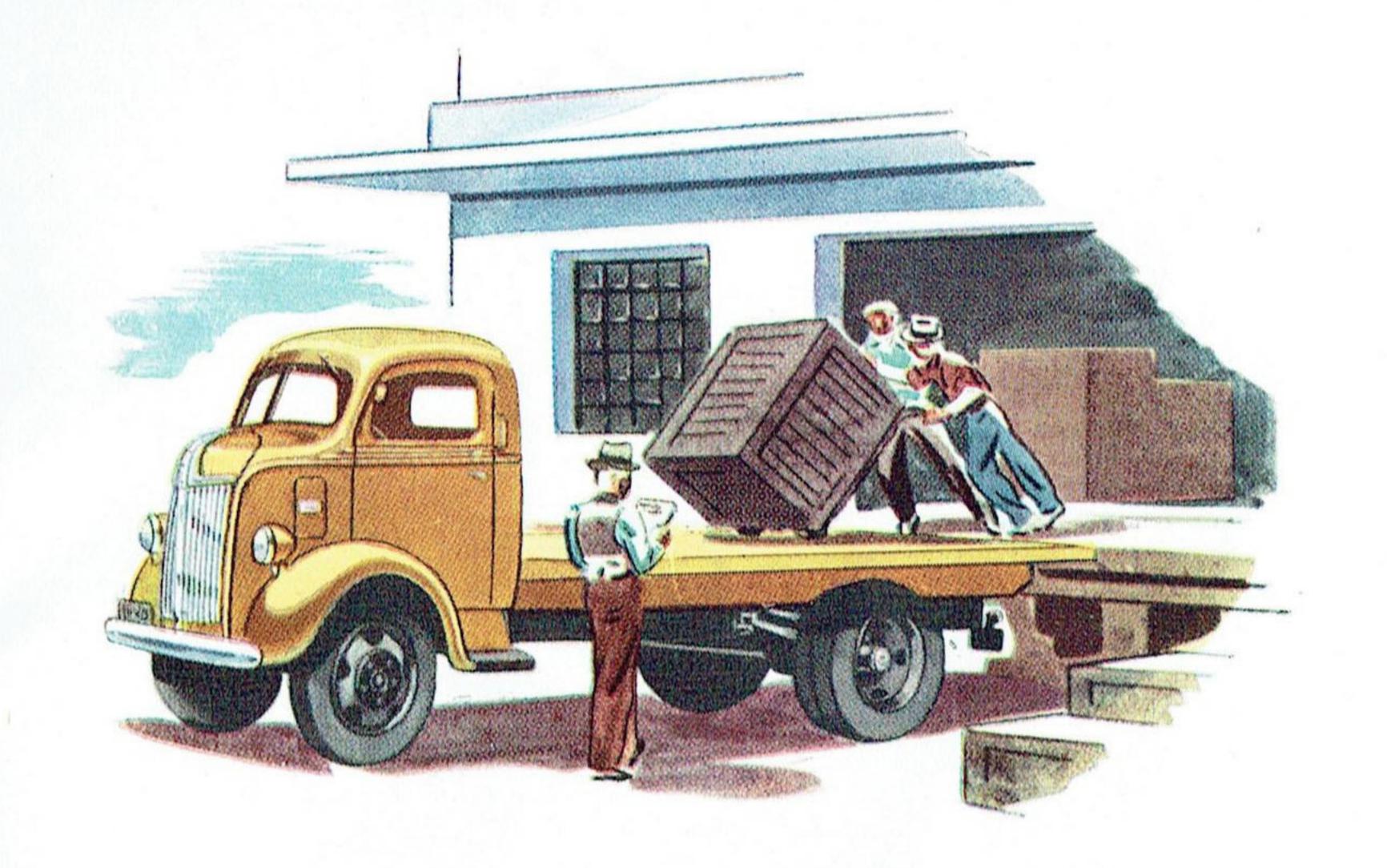
The 134 inch Regular Platform—85 or 95 horsepower.

158 INCH REGULAR STAKE • (85 hp. Also available with 95 hp engine.) Handsome new styling enhances the appearance of this truck. It is built to haul big loads at low cost. Stake racks are of first quality hardwood. Auxiliary springs, dual wheels, heavy-duty tires, spare tire, two-speed axle, reinforced frame and other special equipment available at extra cost on both 134 and 158 inch Regular units.



For motor freight, city deliveries and general farm hauling, these 134 and 158 inch Stake Trucks have proved their ability and economy in millions of miles of payload performance. 85 horsepower—option of 95 horsepower for extra-heavy duty service. They are also available in various Chassis types (page 12) for use with special bodies and for tractor trailer operations.





The 101 inch C.O.E. Platform has the advantage of great maneuverability in congested areas.

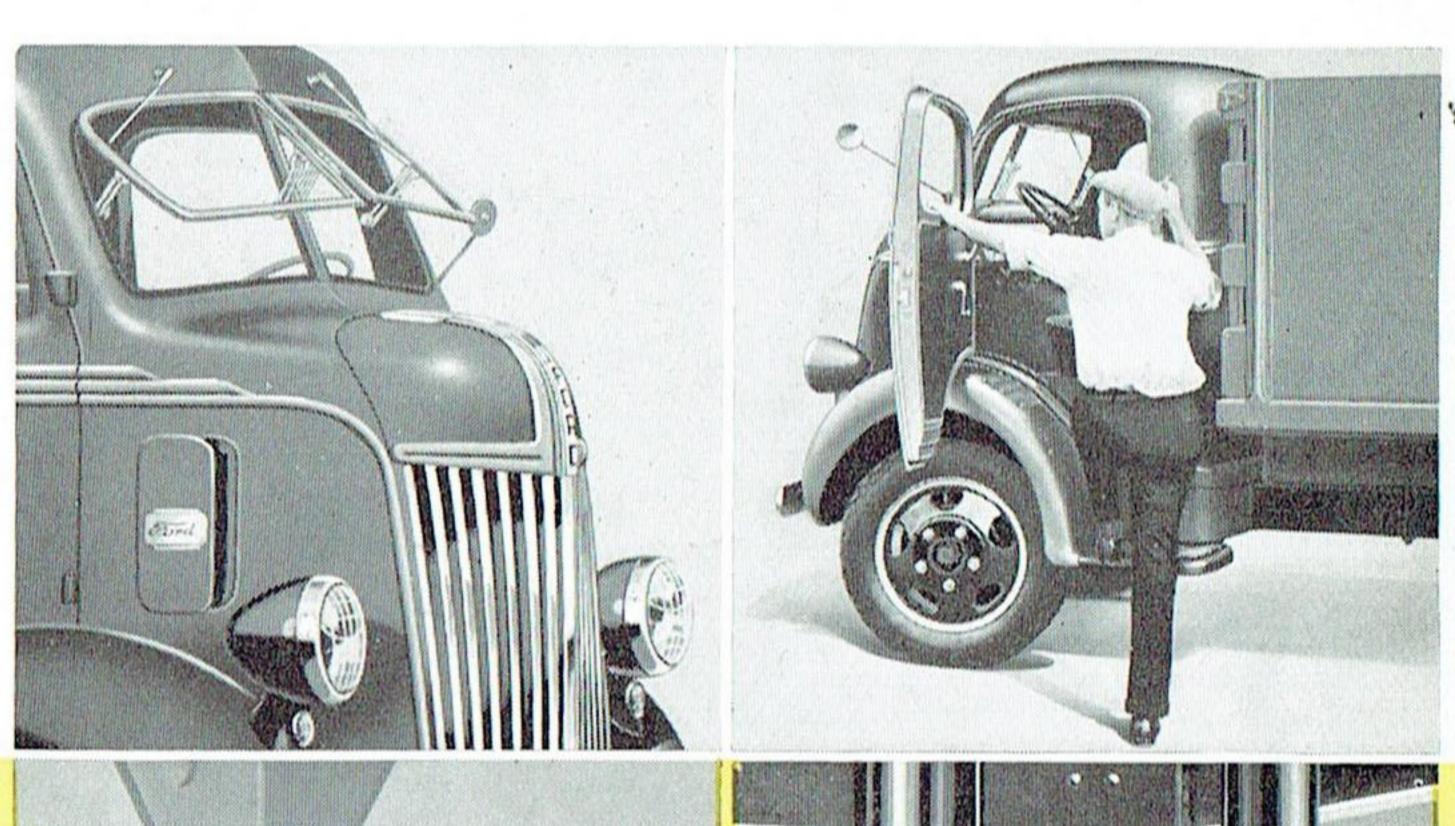
134 INCH C. O. E. STAKE • (85 hp. Also available with 95 hp engine.) This husky hauler combines maximum payload space with short overall length—142 inches of load length on a wheelbase of only 134 inches. Dual wheels, heavy-duty tires, spare tire, auxiliary springs, two-speed axle, reinforced frame and other items of special equipment are available at extra cost on all Cab-Over-Engine units.

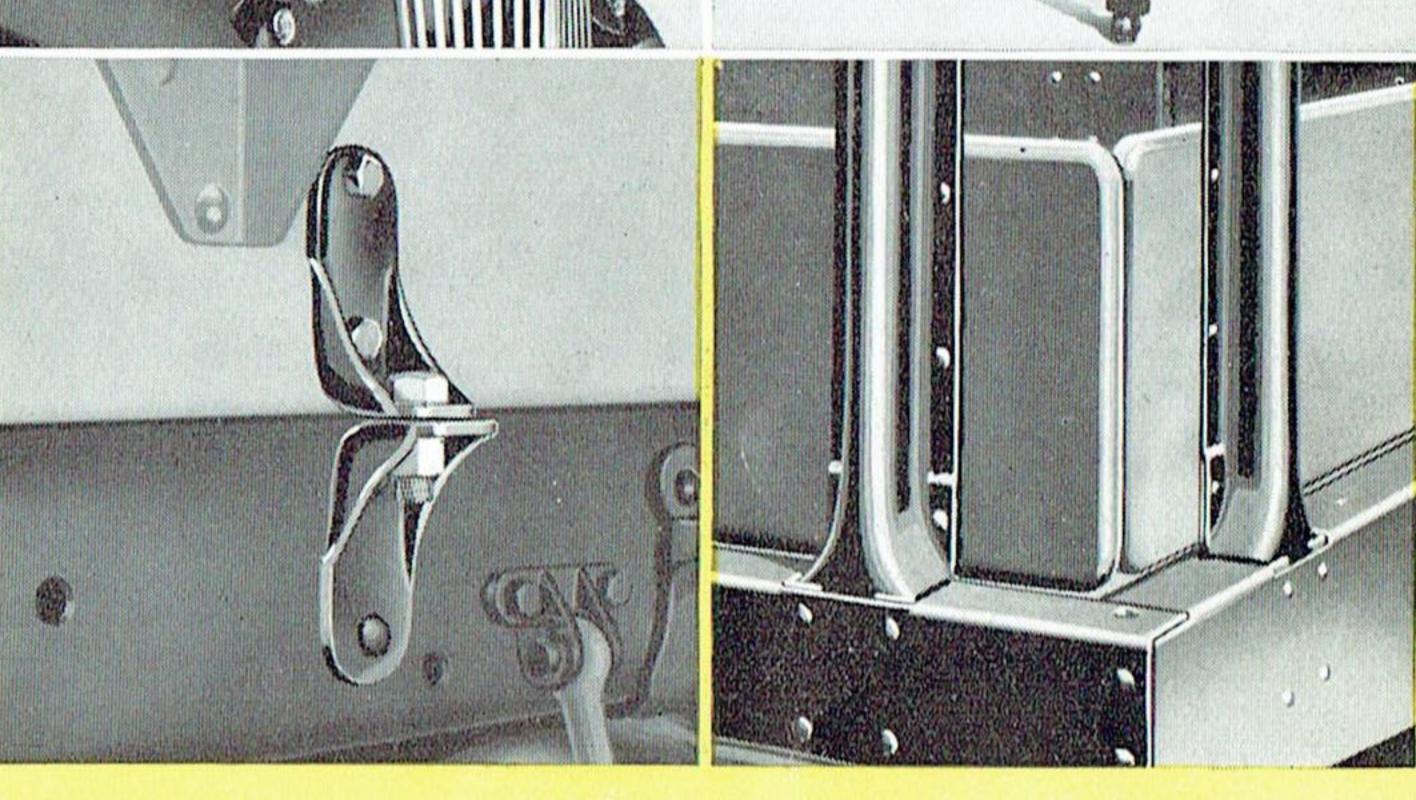
(Upper left) Each half of the divided windshield adjusts separately for ventilation. There is a large screened ventilator in each cowl side.

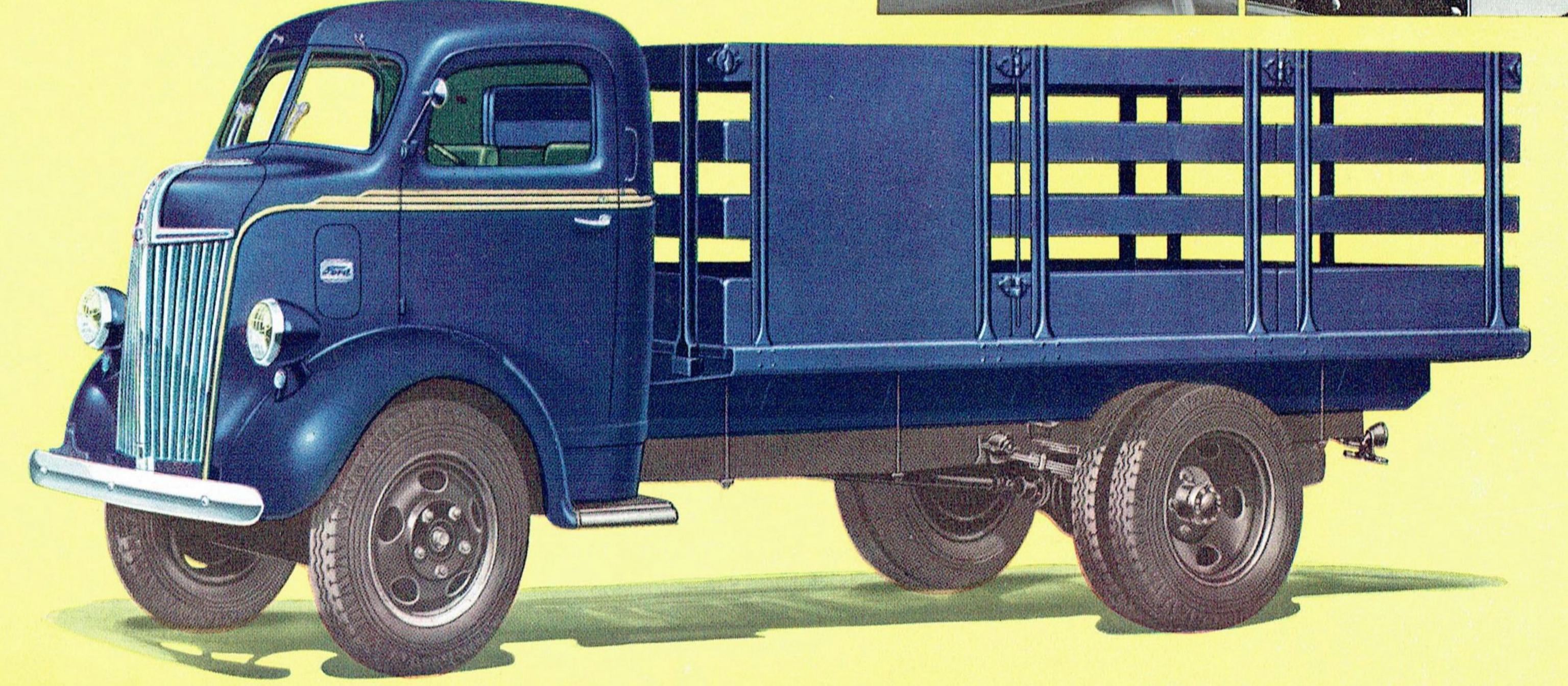
(Upper right) Big wide doors and conveniently located handholds on sides of cab make it easy to enter. Each door has key-type lock.

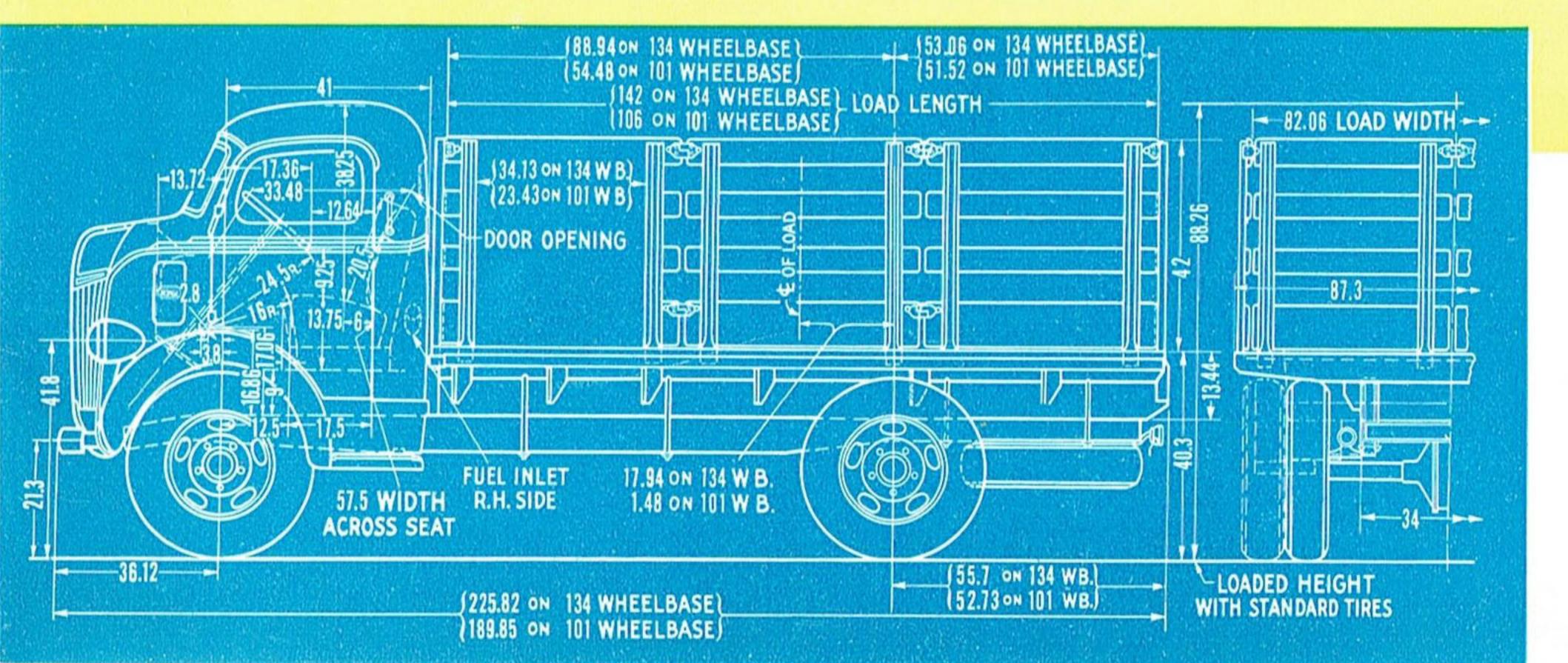
(Lower left) At the rear, the body sills are securely clamped to the side member of the truck frame by sturdy forged brackets.

(Lower right) Stakes are reinforced at bottom and have U-shaped section and wide flanges to increase rigidity.









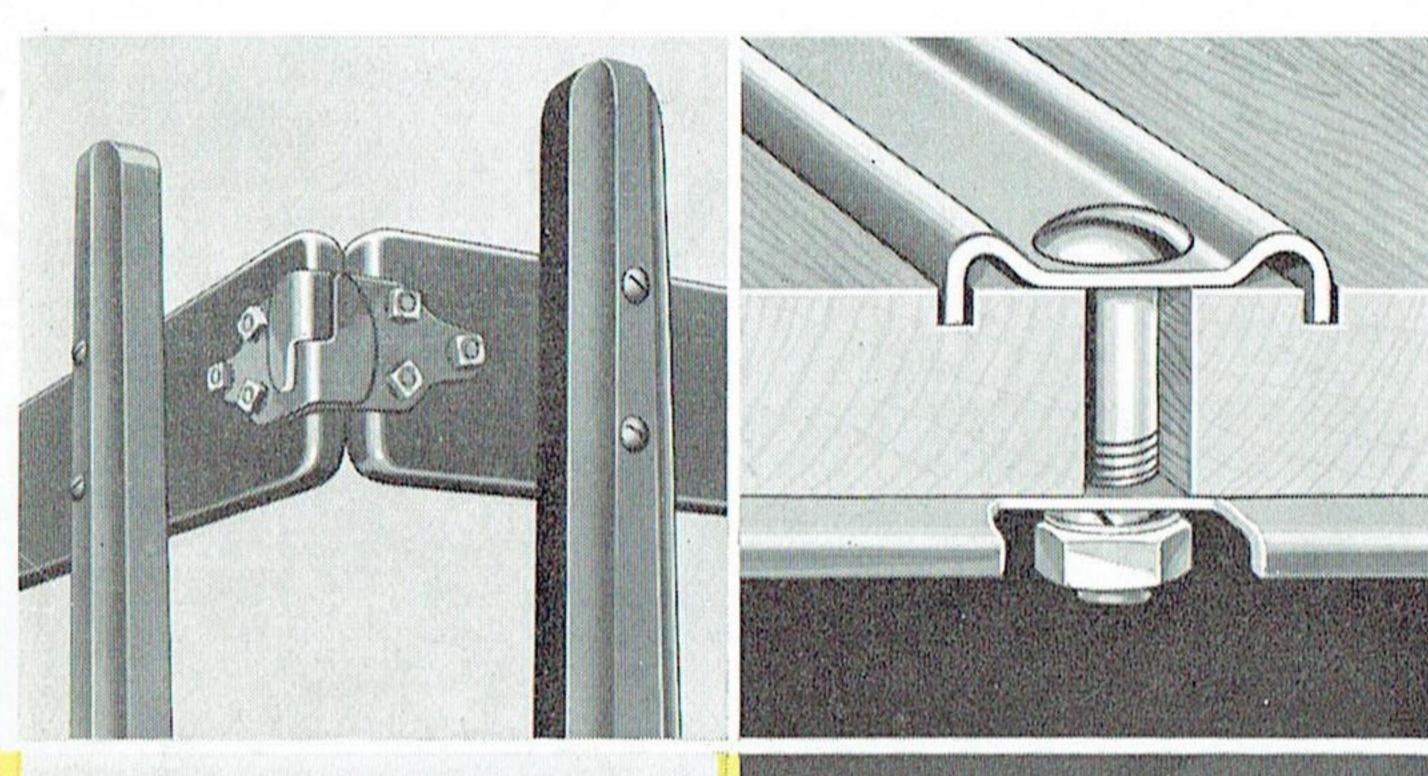
C.O.E. Trucks are available as Chassis-and-Cab units in three wheelbases—101, 134 and 158 inch. (See page 16.) The 101 inch Chassis-and-Cab is an ideal tractor unit. Its short length permits use of longer semitrailers without increasing overall length.

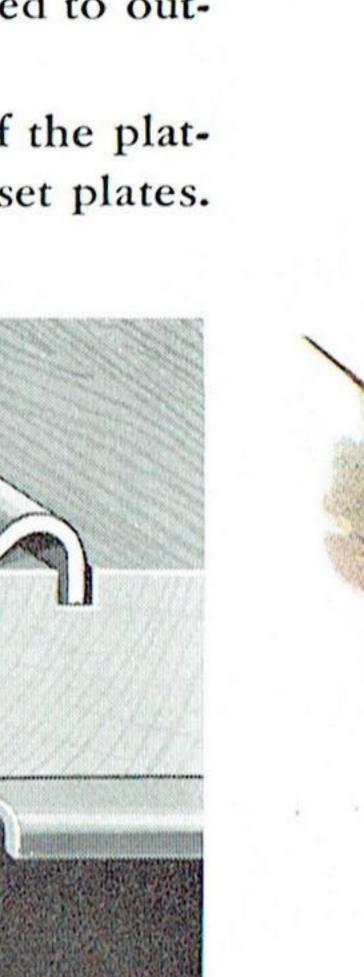
(Upper left) Large steel interlocking plates, bolted to the corners of top rack boards, tie the rack sections rigidly together to help keep them from weaving. Side rack sections are made in one piece.

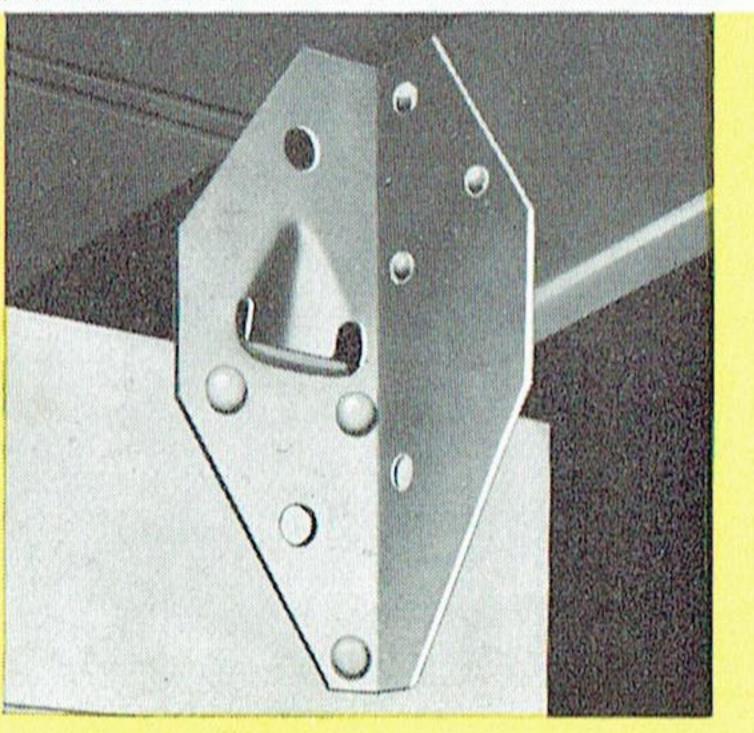
(Upper right) On all Ford Stake and Platform bodies, the hardwood floor planks are protected by steel skid strips.

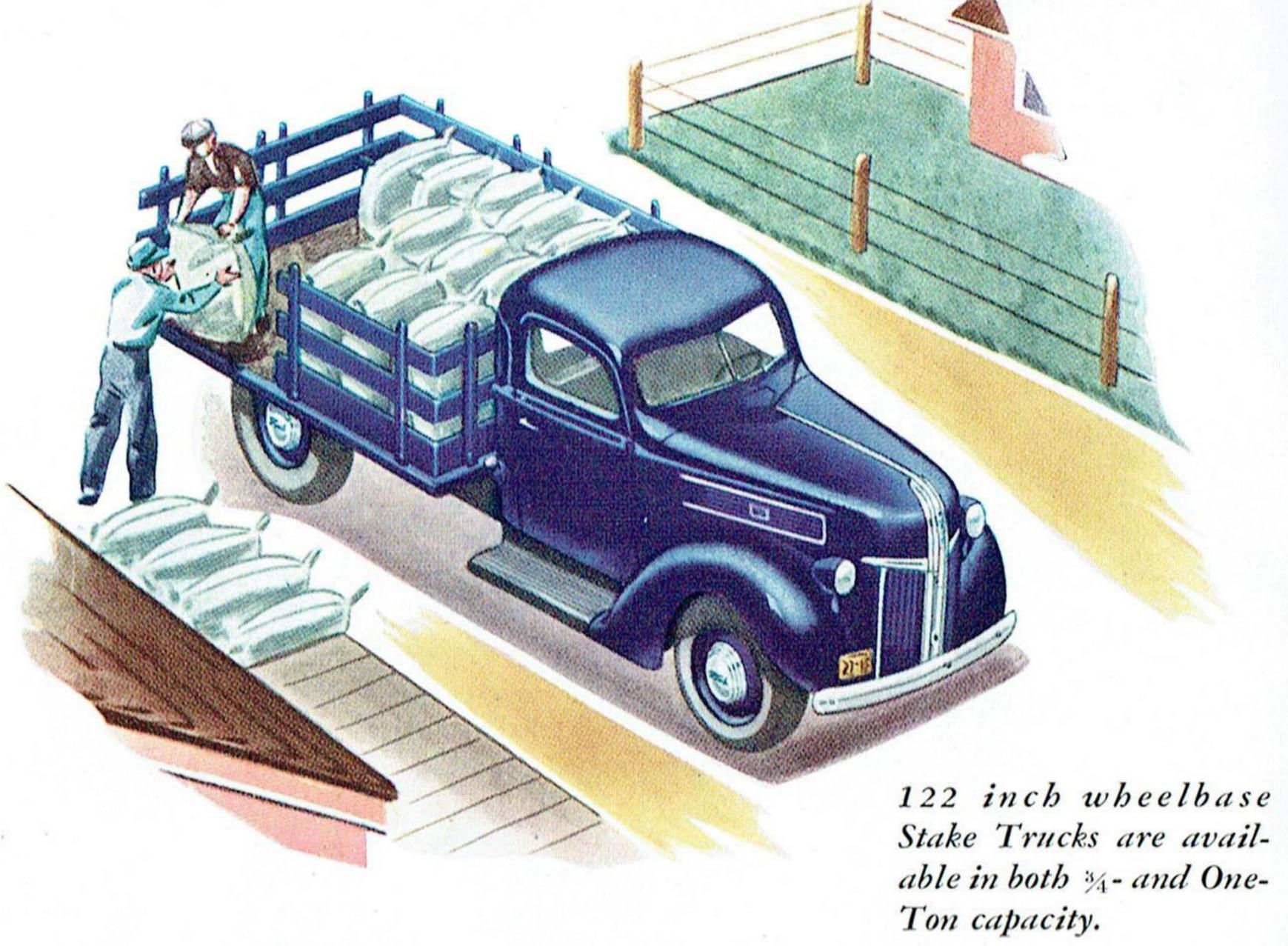
(Lower left) Stake sockets are welded to inside and riveted to outside of platform frame rails for greater stake rigidity.

(Lower right) For greater strength, steel cross girders of the platform frame are attached to the body sills with large gusset plates.

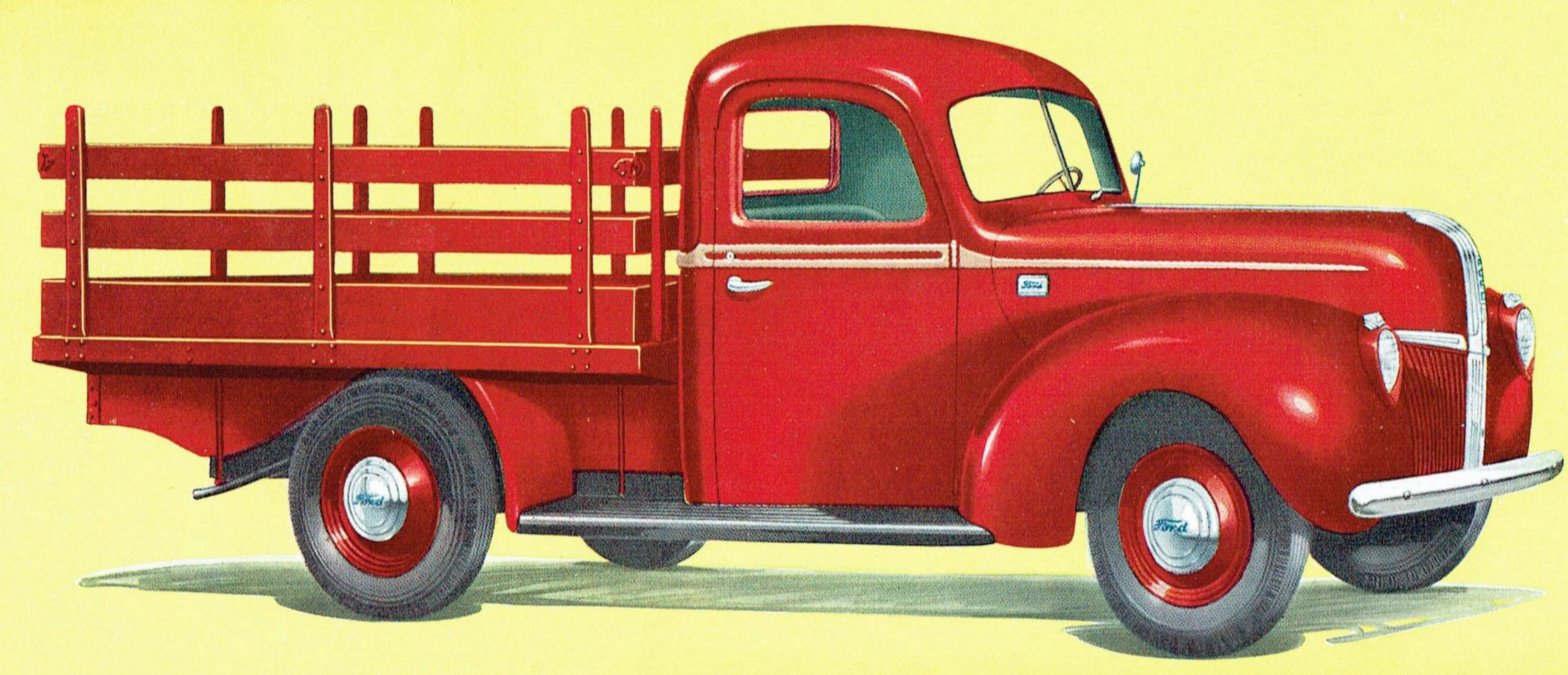






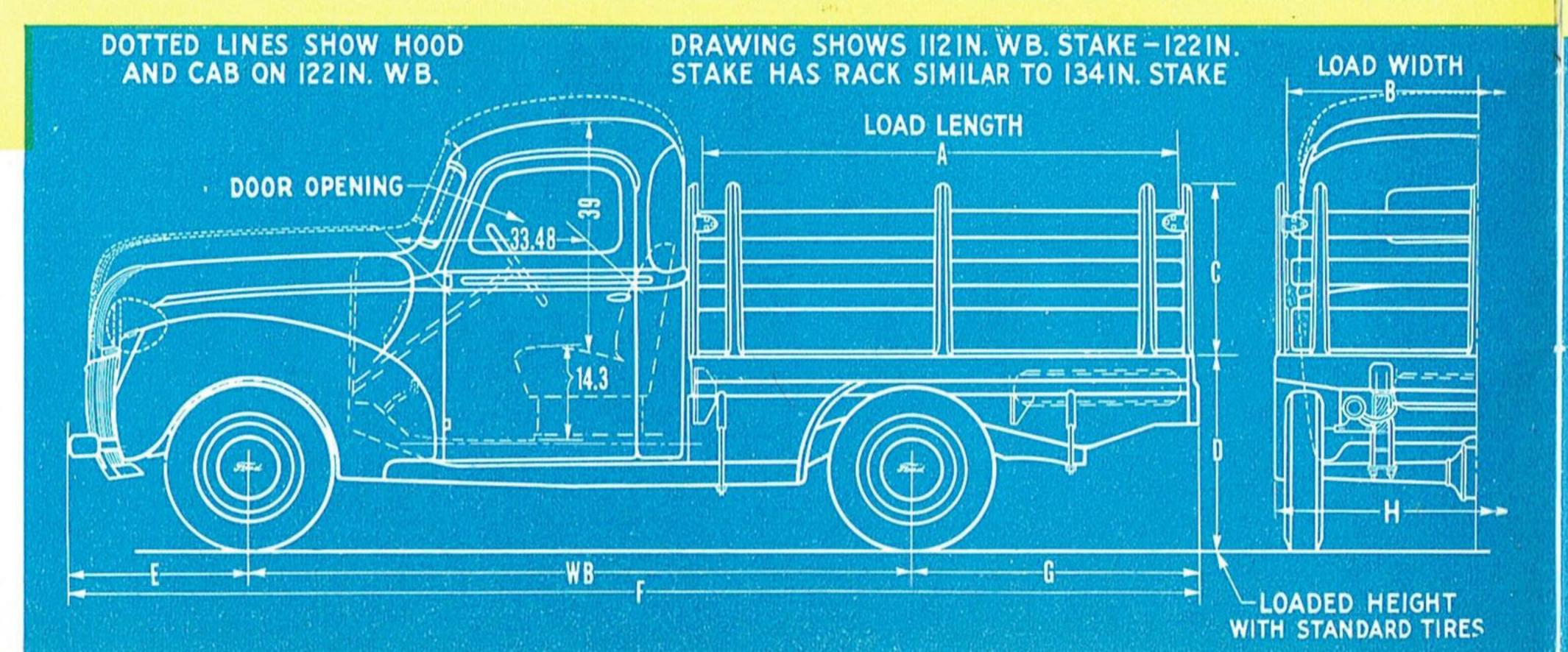


112 INCH STAKE • (85 hp. Also available with 30 hp engine.) Low loading height and wide load space have popularized this unit with farmers, poultry raisers, nurserymen and others whose jobs call for a light, fast stake. Platform frame has steel, bridge-like construction similar to larger Ford Platforms. Oversize tires at small extra cost.

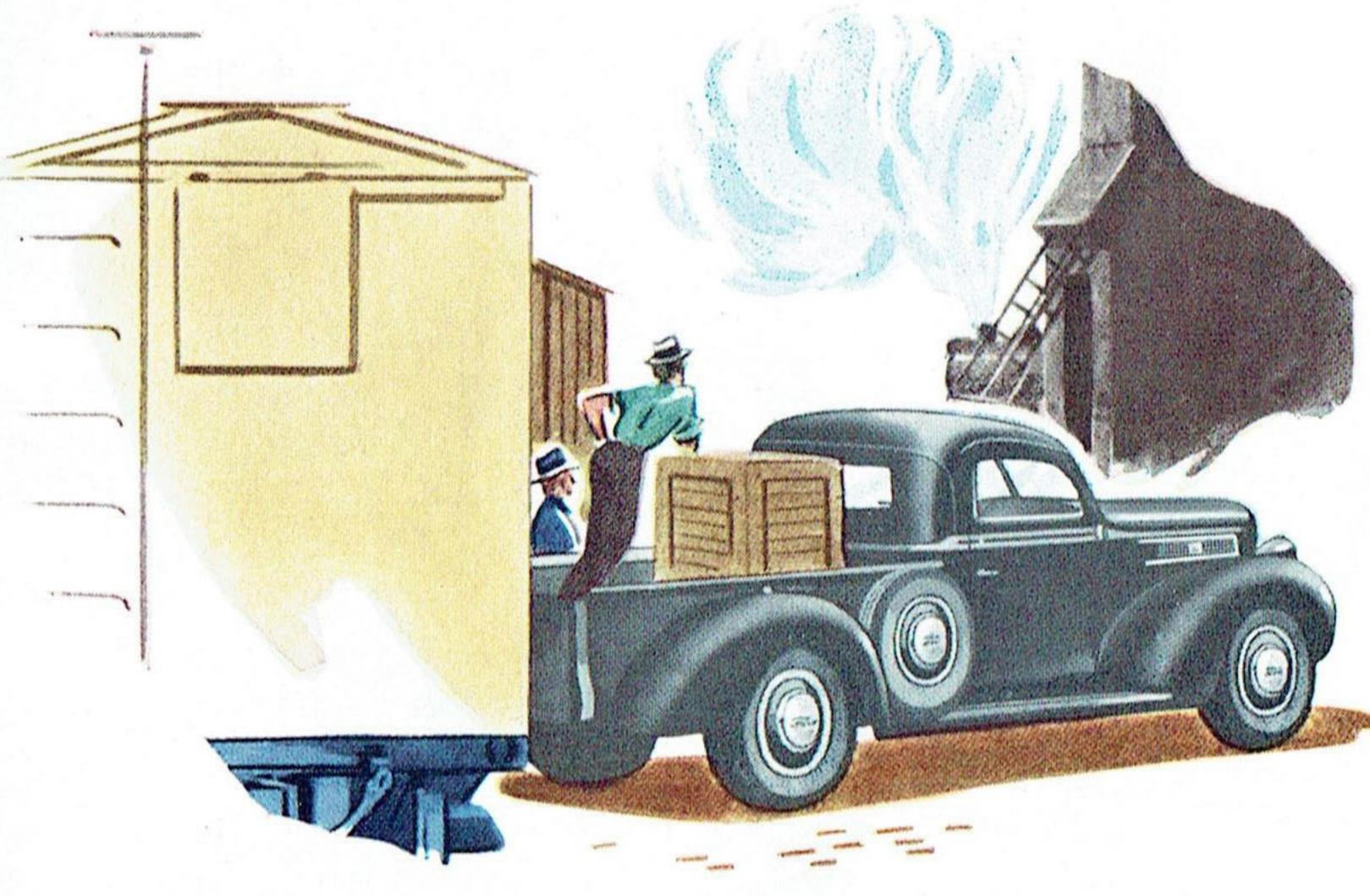


112 and 122 Inch WB Dimensions

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WB	112	122 (¾ Ton)	122 (1 Ton)
A	80	90	90
\mathbf{B}	67	74	74
C	29.5	32	32
D	32.89	34.69	36
\mathbf{E}	29.85	31.1	31.1
\mathbf{F}	190.07	201.9	201.9
G	48.2	48.8	48.8
H	71.28	79.25	79.25



PICKUP and EXPRESS



The 122 inch ¾- and One-Ton Express Trucks are economical for loads too bulky or too heavy for the 112 inch Pickup.

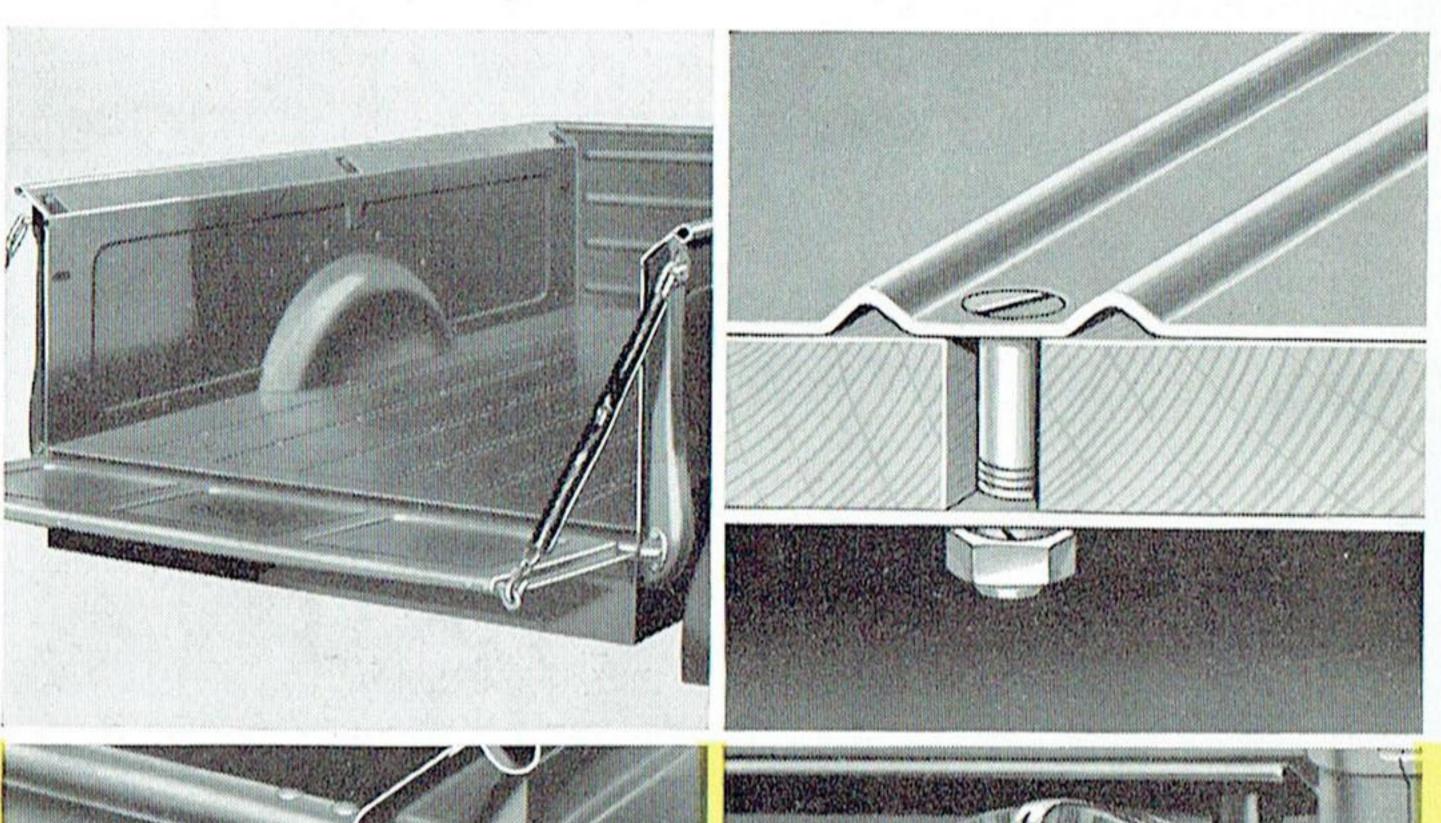
112 INCH PICKUP • (85 hp. Also available with 30 hp engine.) This low-priced unit of a thousand uses offers handsome new styling to operators who take pride in the looks of their equipment. Sturdy welded steel body with reinforced side panels will withstand hard usage. Oversize tires and other special equipment at low extra cost.

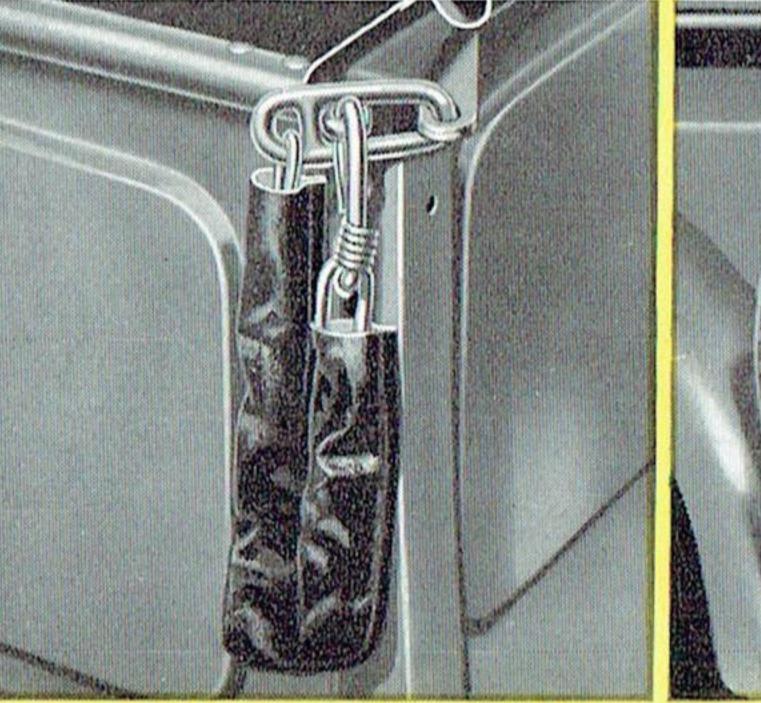
(Upper left) Tail gates on Ford Express and Pickup bodies are stronger because the truss-type rolled edge is deep in the center and tapering toward the ends.

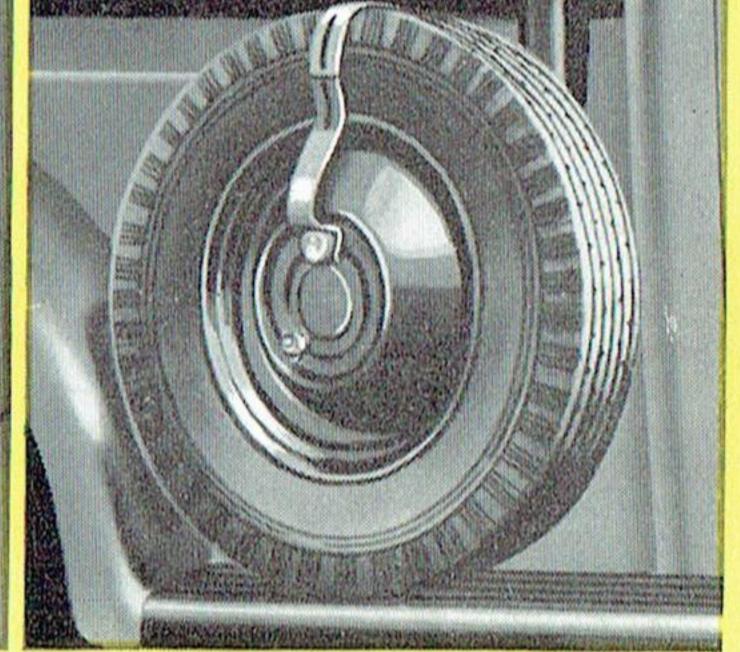
(Upper right) Sectional view of Pickup body. A hardwood sub-floor provides extra support for the steel floor, and prevents it being dented by heavy, sharp-edged objects. Steel skid strips are stamped integral.

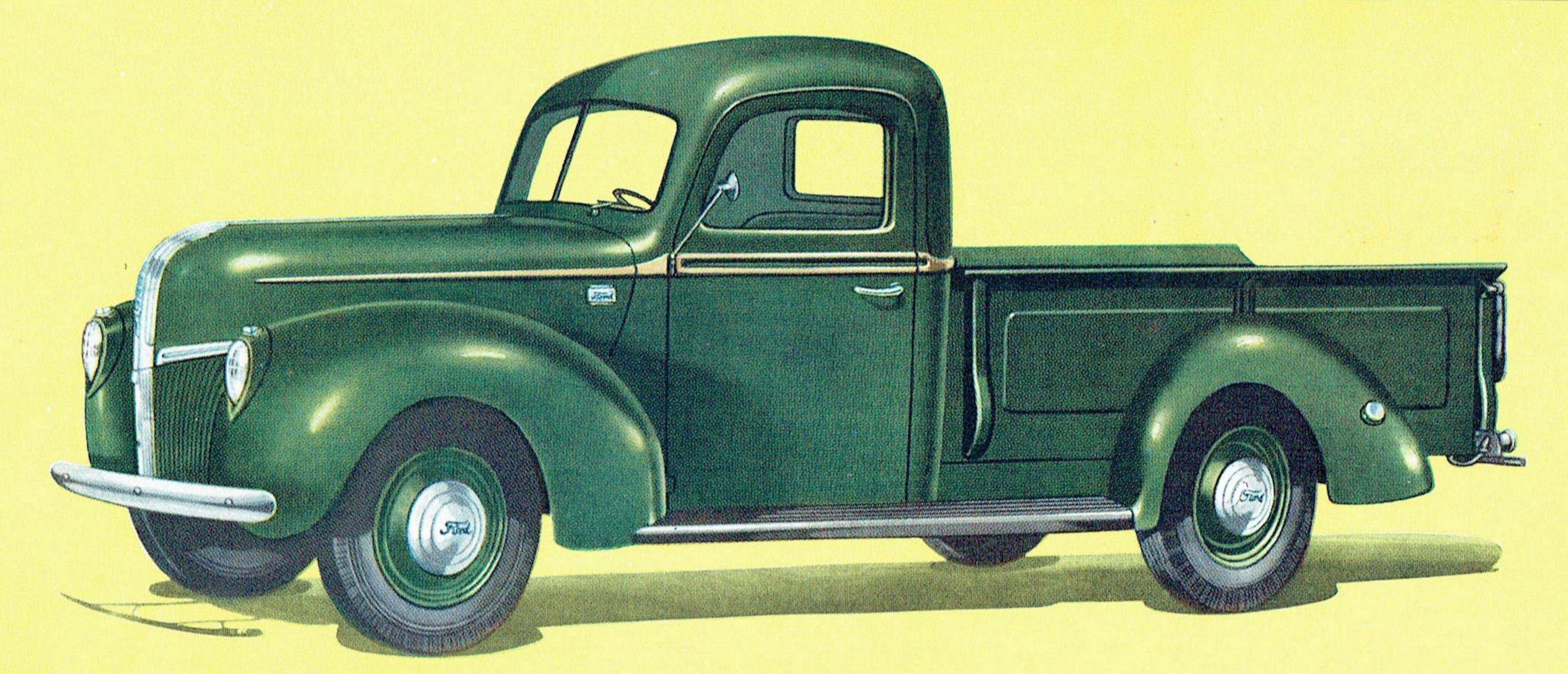
(Lower left) To increase body rigidity, the drop chain locking links clamp body sides to the closed tail gate. The hooks have spring

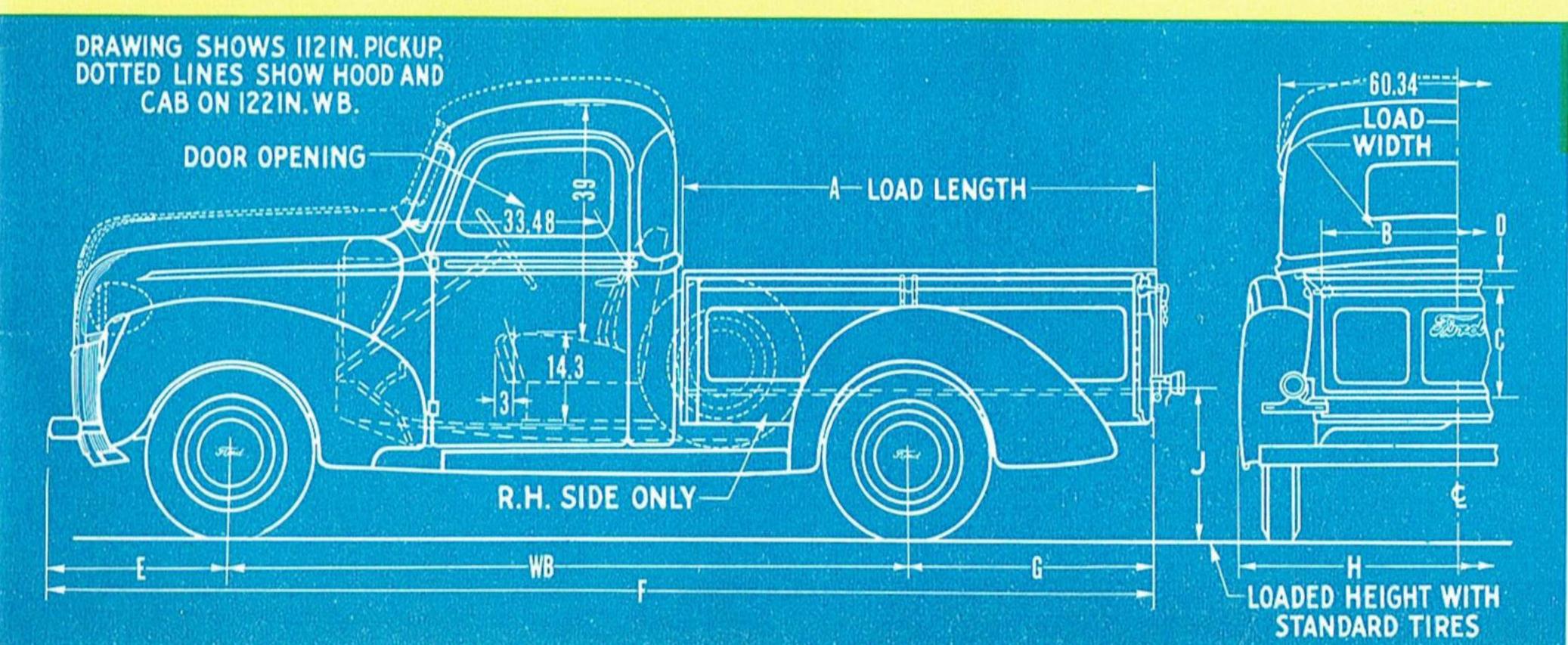
(Lower right) Spare wheel and tire have a hardened steel clamp and lock. They are mounted on the right side of the running board.











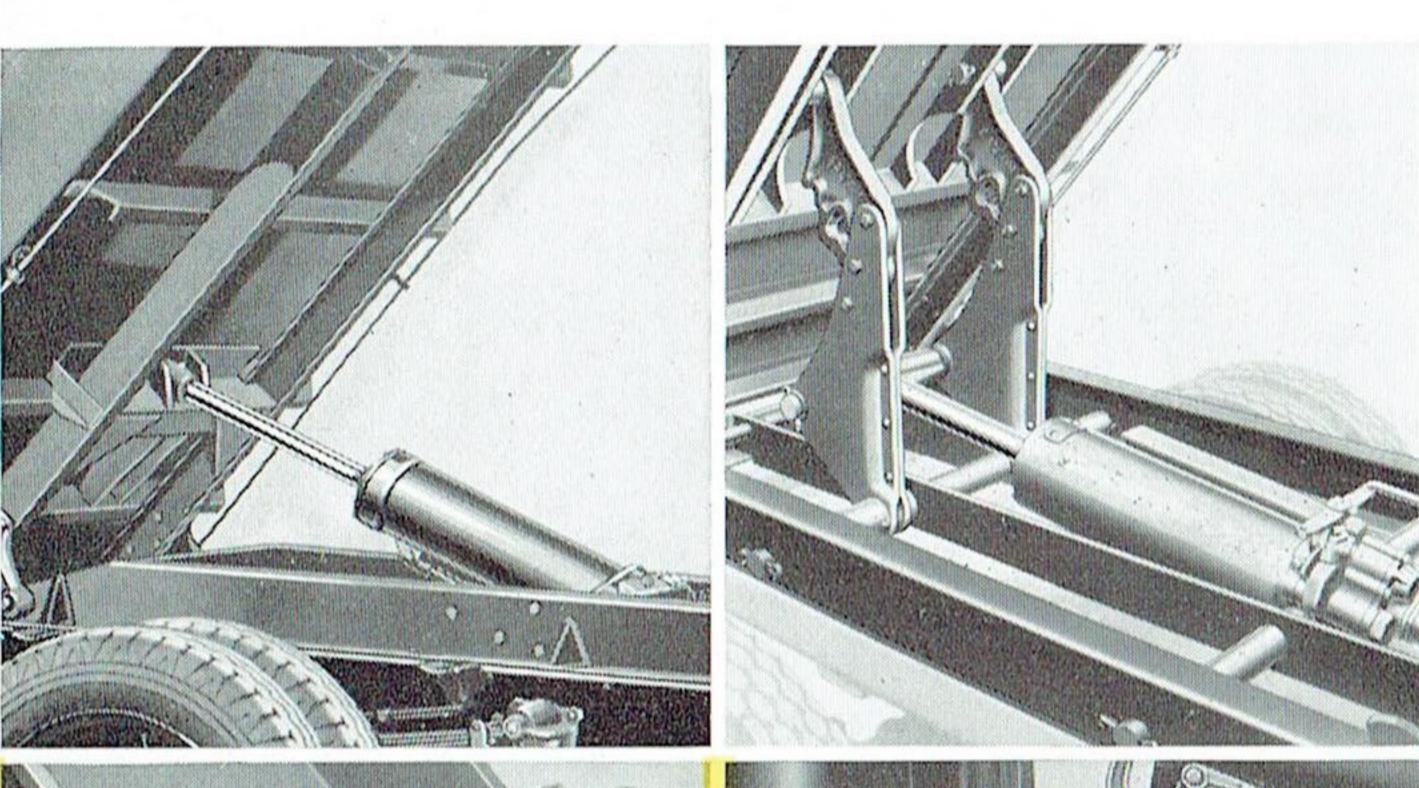
112 and 122 Inch WB Dimensions

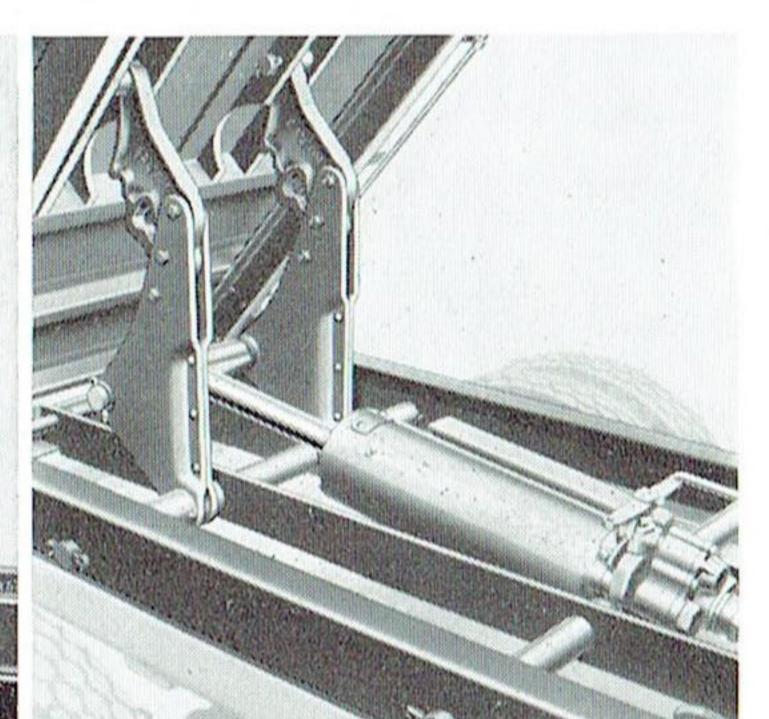
VB 112 122 (¾ Ton) 122 (1 Ton) A 77.7 96 96 B 46 54 54 C 17.5 19.7 19.7 D 2.66 2.5 2.5 E 29.8 31.1 31.1 F 183.74 203.34 203.34 G 41.89 50.27 50.27 H 72.2 73.6 73.6 J 23.73 25.09 26.47	14	unu 166	TITCIL AAD D	imensions
A 77.7 96 96 B 46 54 54 C 17.5 19.7 19.7 D 2.66 2.5 2.5 E 29.8 31.1 31.1 F 183.74 203.34 203.34 G 41.89 50.27 50.27 H 72.2 73.6 73.6	VB	112	122 (¾ Ton)	122 (1 Ton)
B 46 54 54 C 17.5 19.7 19.7 D 2.66 2.5 2.5 E 29.8 31.1 31.1 F 183.74 203.34 203.34 G 41.89 50.27 50.27 H 72.2 73.6 73.6	A	77.7		
D 2.66 2.5 2.5 E 29.8 31.1 31.1 F 183.74 203.34 203.34 G 41.89 50.27 50.27 H 72.2 73.6 73.6		46	54	1175
D 2.66 2.5 2.5 E 29.8 31.1 31.1 F 183.74 203.34 203.34 G 41.89 50.27 50.27 H 72.2 73.6 73.6		17.5	19.7	19.7
F 183.74 203.34 203.34 G 41.89 50.27 50.27 H 72.2 73.6 73.6		2.66	2.5	and the state of t
G 41.89 50.27 50.27 H 72.2 73.6 73.6			31.1	31.1
G 41.89 50.27 50.27 H 72.2 73.6 73.6		183.74	203.34	203.34
75.0		41.89	50.27	
23.73 25.09 26.47		72.2	73.6	73.6
	J	23.73	25.09	26.47

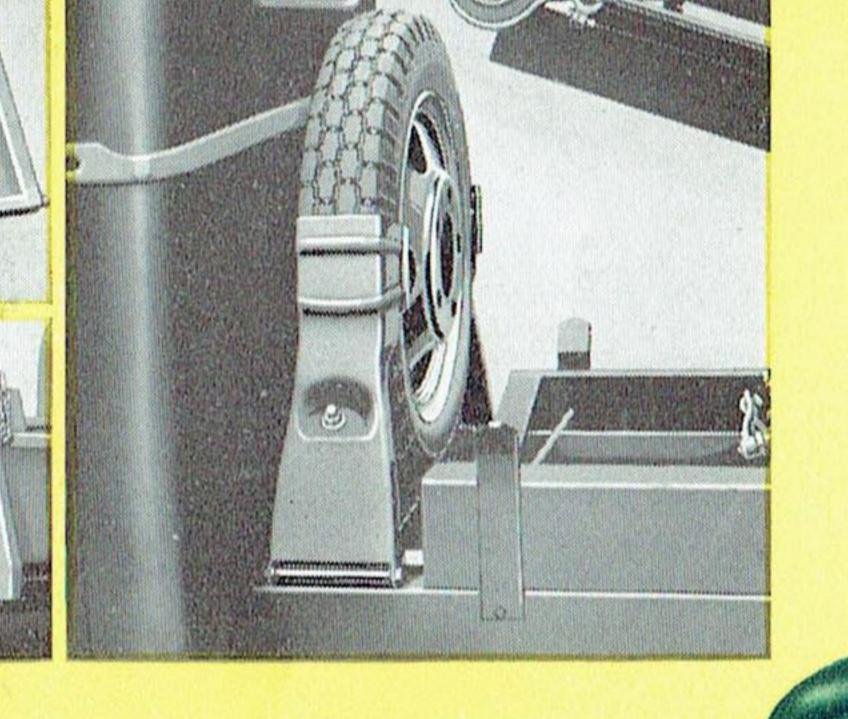
There are two hydraulic hoists. Illustration (upper left) is the direct lift type. The arm lift type is shown (upper right). Both raise the body to an angle of 50 degrees for fast, clean dumping action. The body can be locked at any intermediate angle.

Illustration (*middle left*) shows tail gate hinged at top for dump truck operation. Illustration (*lower left*) shows how gate may be hinged at bottom and supported by drop chains for extra load space when hauling tools, materials or equipment.

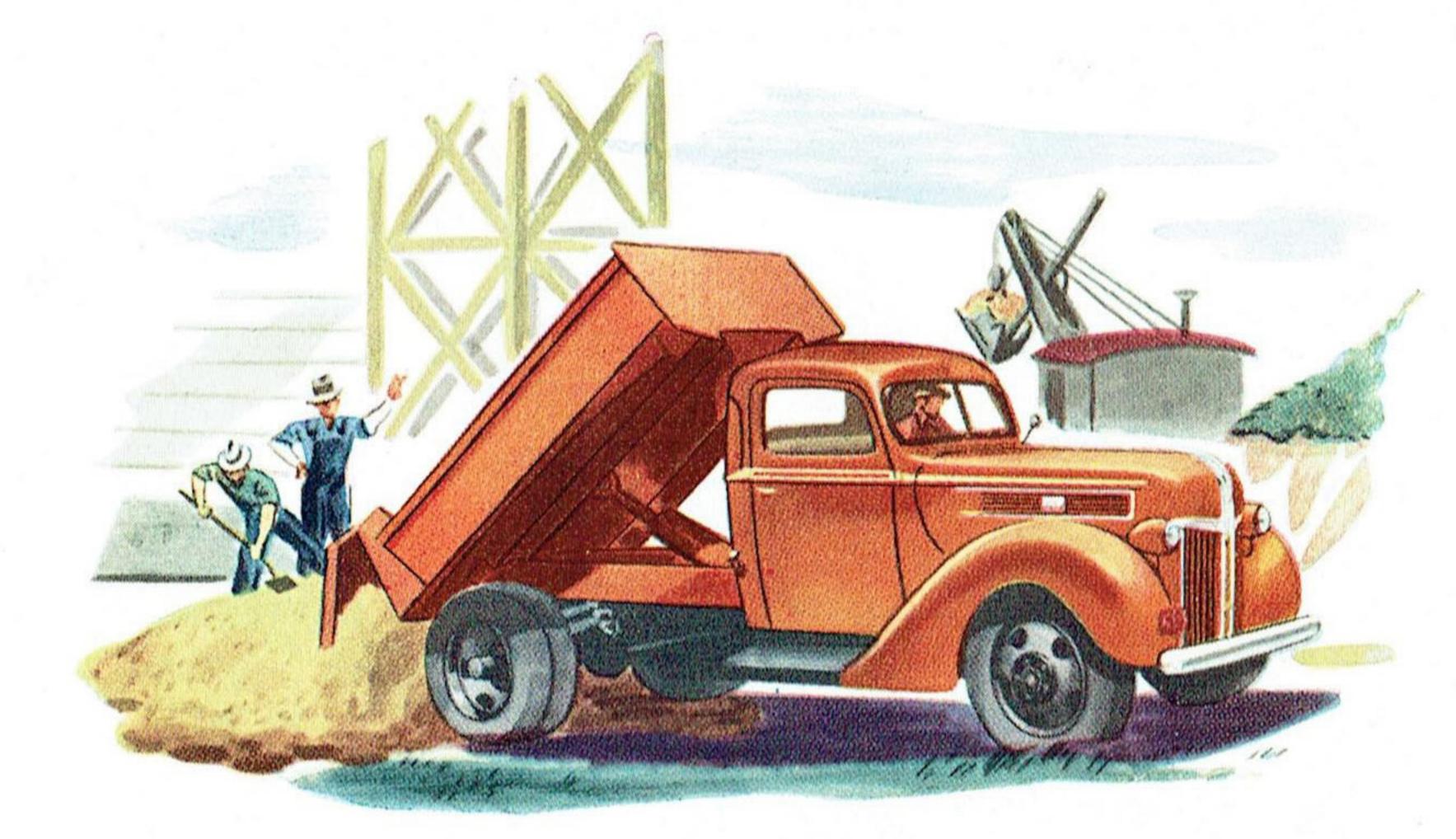
(Lower right) Carrier sides are hinged and fold down so wheel can be rolled on and off. Carrier is adjustable for tire size.





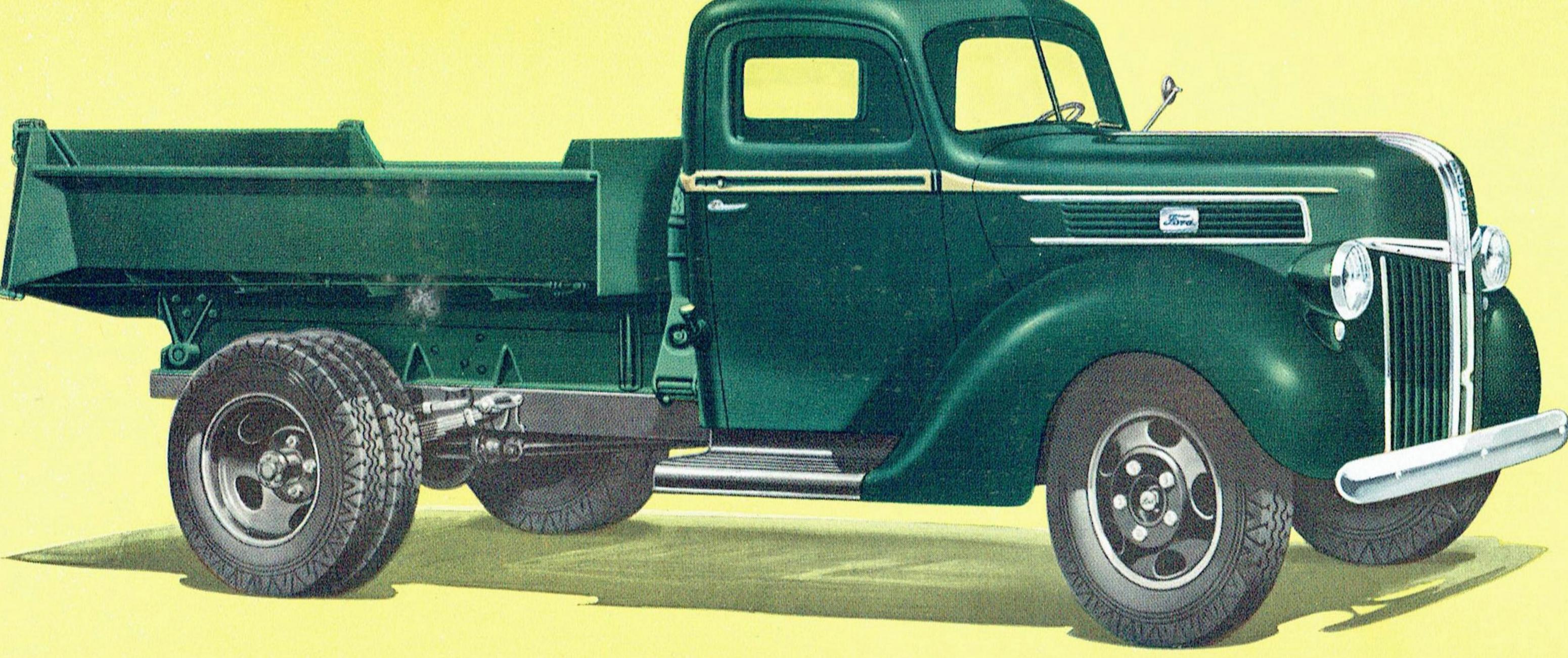


DUMP TRUCK

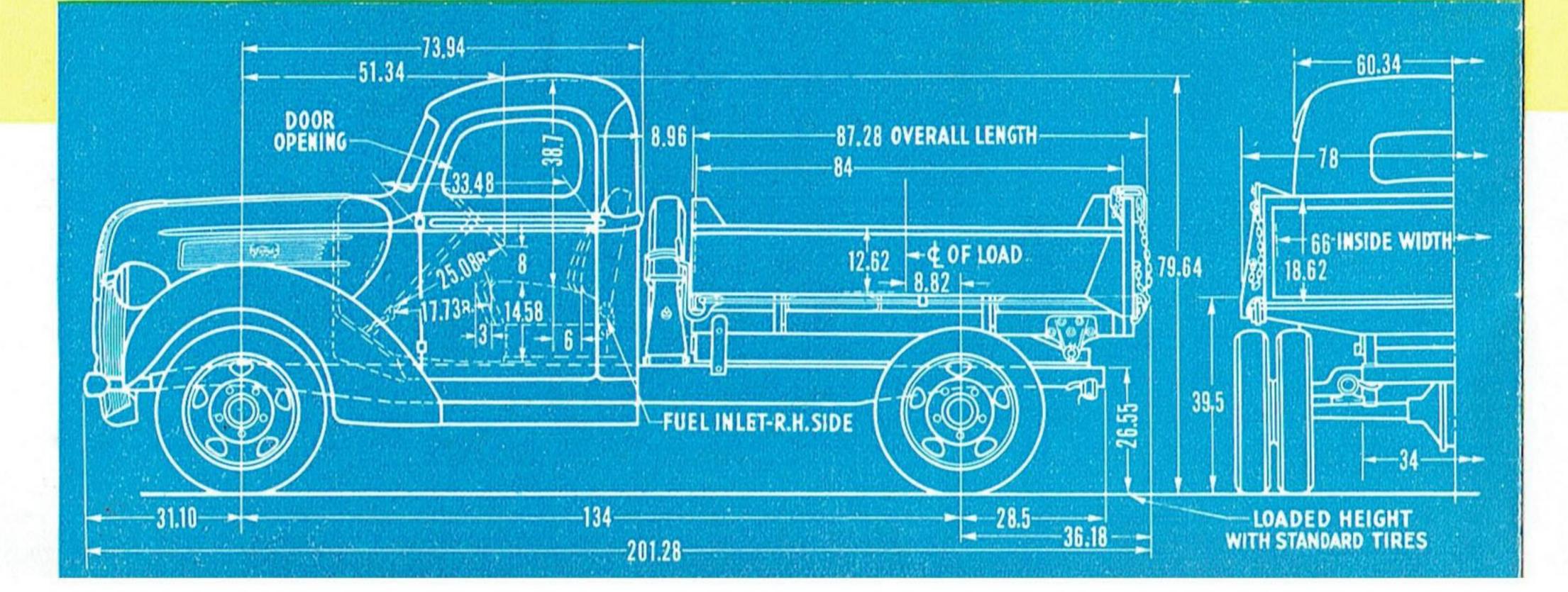


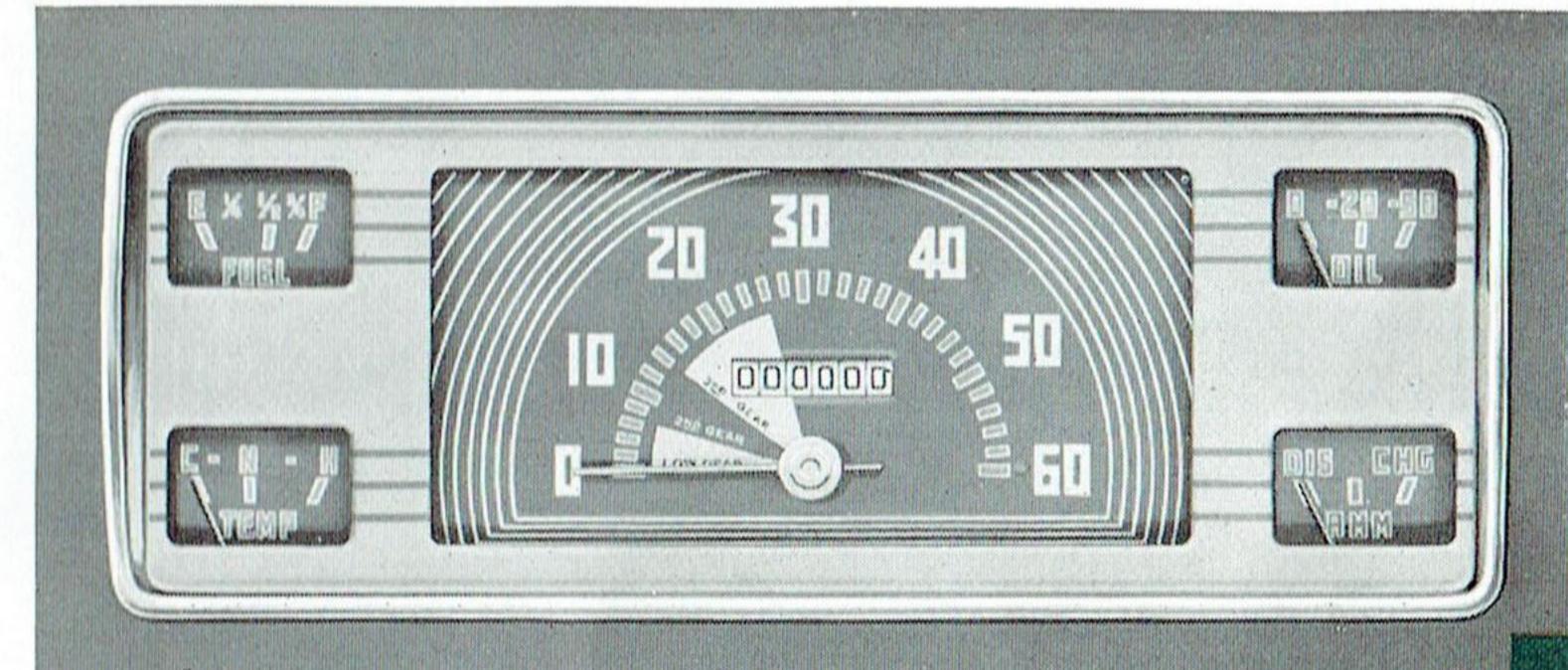
The 134 inch Dump Truck with 95 hp engine handles tough jobs easily.

134 INCH DUMP TRUCK • (85 hp. Also available with 95 hp engine.) Ford Dump Trucks are built for hard service. Dump Body is of welded, heavy-gage steel. Its capacity is 1½ cubic yards. Pockets are provided for side boards. Auxiliary springs are standard equipment. Dual wheels, heavy-duty tires and spare, two-speed axle and reinforced frame are available at a low additional cost.



Rugged chassis construction keeps Ford Dump Trucks on the job month in and month out. The full-floating rear axle with straddle-mounted pinion, ring gear thrust plate, big alloy steel axle shafts with integral flanges, and a semi-centrifugal clutch are reasons for its exceptional reliability.







The cab on Regular Trucks is equipped with a large screened ventilator. A friction device holds it in any position. Cowl ventilators on C.O.E. cab are illustrated on Page 7.

COMFORT, CONVENIENCE, SAFETY FOR DRIVER

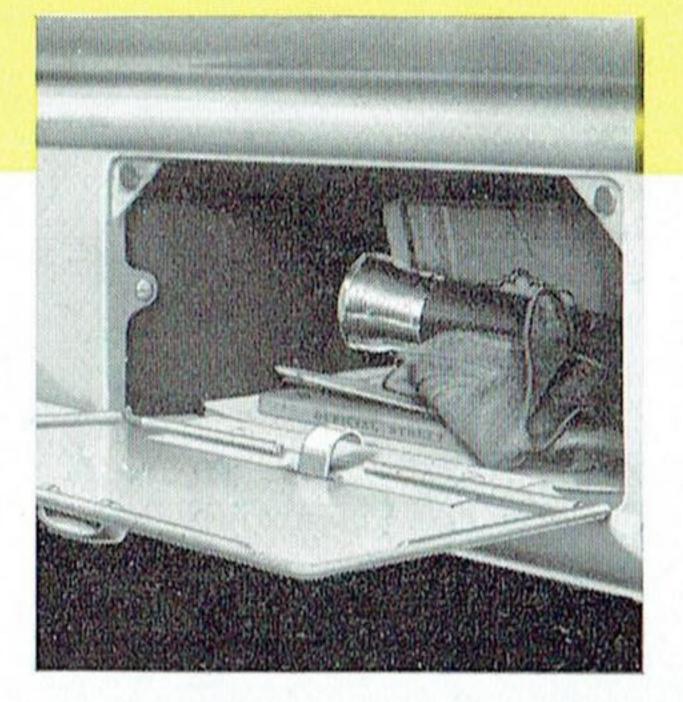
In Ford cabs the driver has ample headroom and legroom. Seats are comfortable. Doors are wide. Controls are easy to reach. Instruments are easy to see. Welded all-steel construction and Safety Glass afford good protection.

The Regular cabs are exceptionally strong. Outer and inner steel panels, welded together, take full advantage of the strength of both. And to this is added the strength of the resulting deep, box-like sections. Soft seat cushions have interlaced mattress-type coil springs. Thick foam rubber cushion pads with duck covering available at extra cost. Dash and floor are insulated.

In C.O.E. cabs the engine cover is insulated with rock wool to keep engine heat out of the cab. Quickly removable sides provide access to the engine. For major servicing operations the entire cover is easy to take off. See other illustrations on page 17.

In both cabs, seat and back cushions are covered with durable waterproofed fabric which can be washed with soap and water. Body hardware is of high quality. Doors and windows are effectively weatherstripped. Ford baked enamel finish on cab exteriors helps keep maintenance costs low.

Large dispatch box located at right of the instrument panel provides convenient storage space for delivery slips, maps, gloves, small tools, and other articles. A spring hinge holds the door tightly closed.

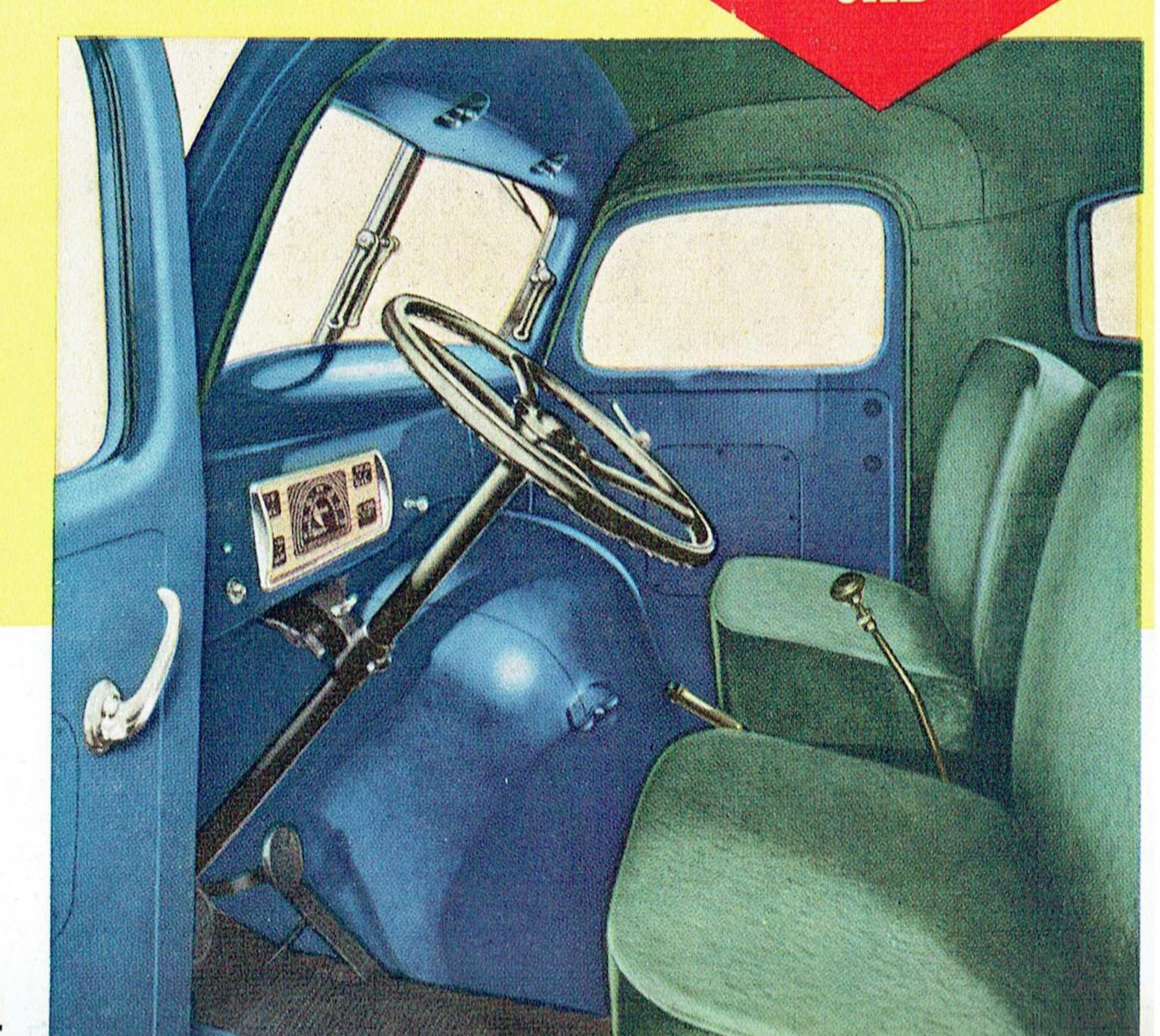


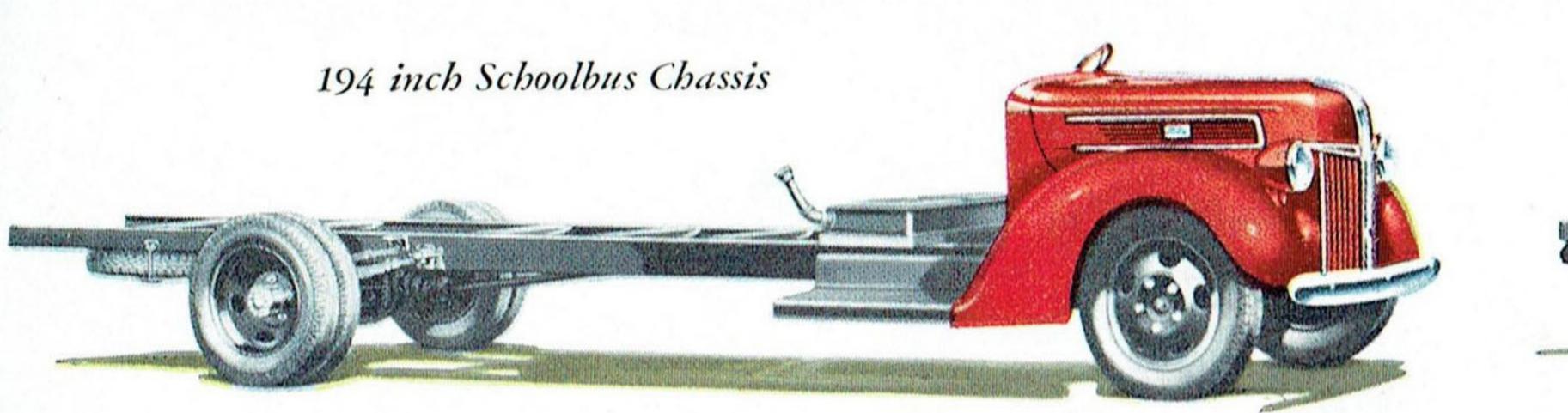
Ford Shiftoguide speedometer, standard equipment on all Regular and C.O.E. Trucks, shows the driver when to shift gears to obtain the greatest pulling ability and best economy. If he keeps the engine operating at a speed within the maximum torque range he gets increased mileage on gas and oil-keeps down engine wear.

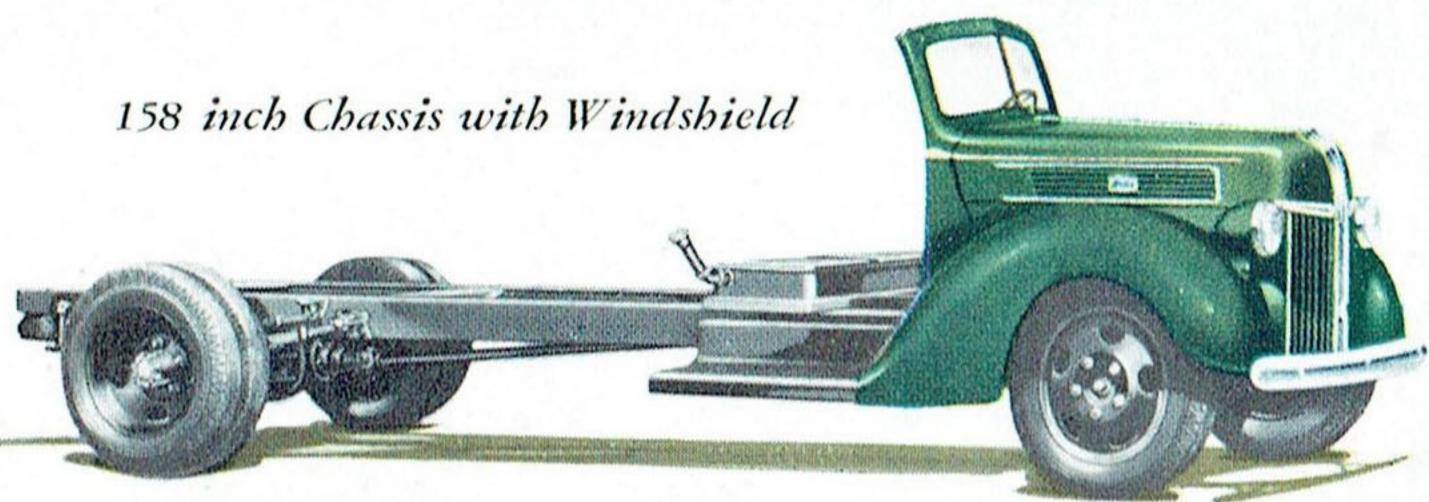


REGULAR CAB

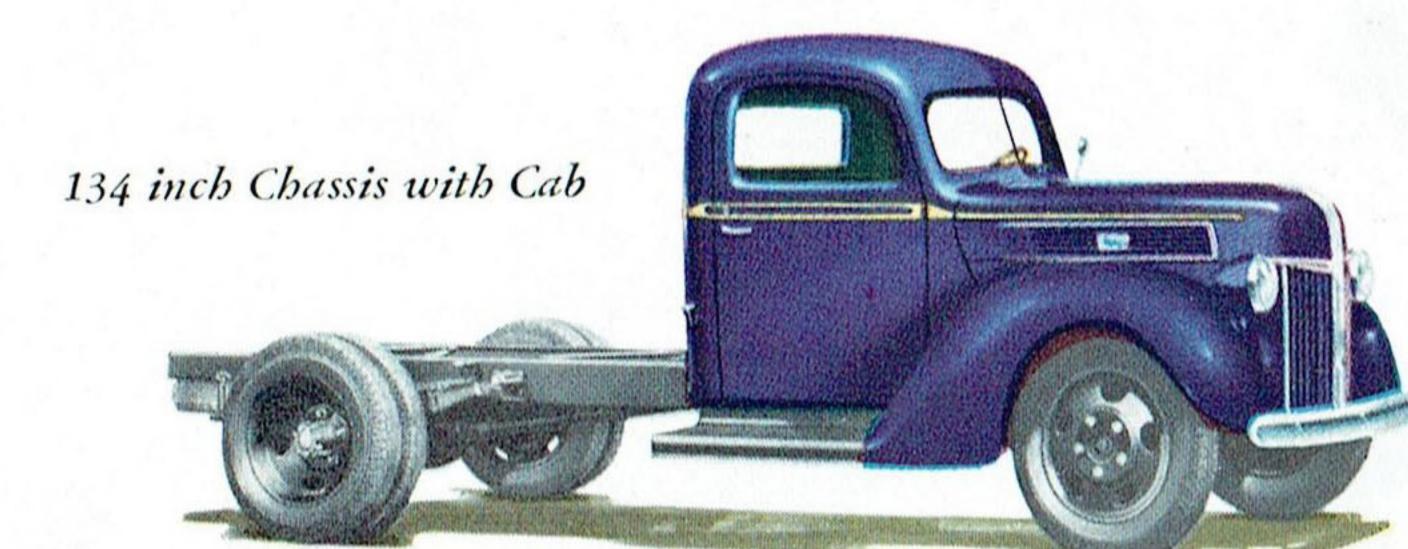
C.O.E. CAB



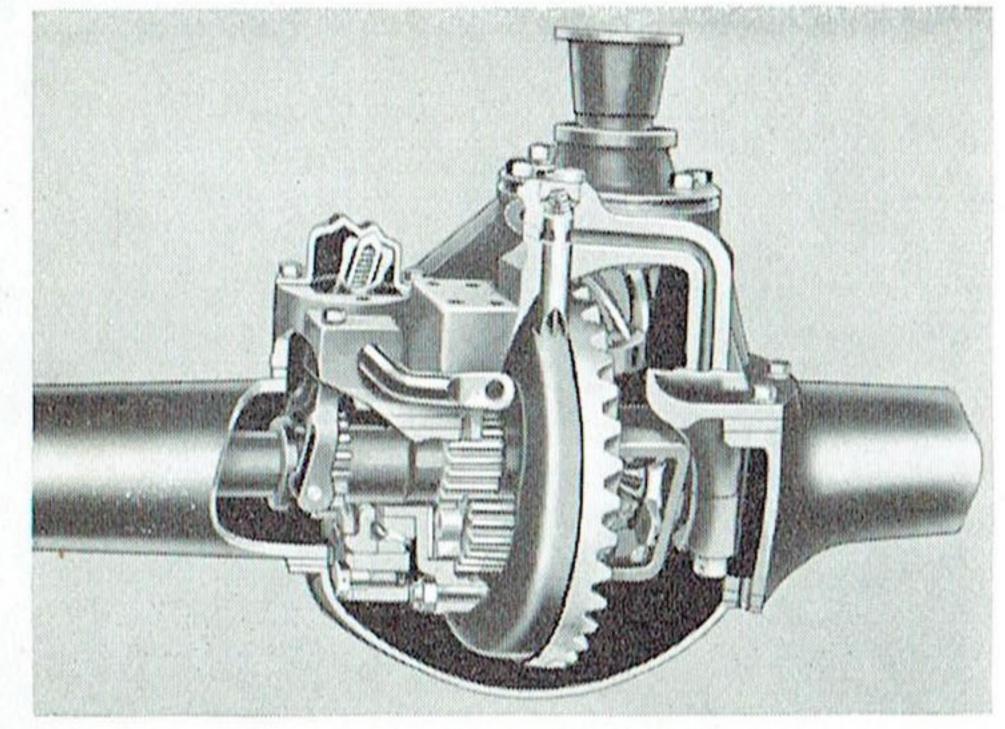




134 1116 CHASSIS

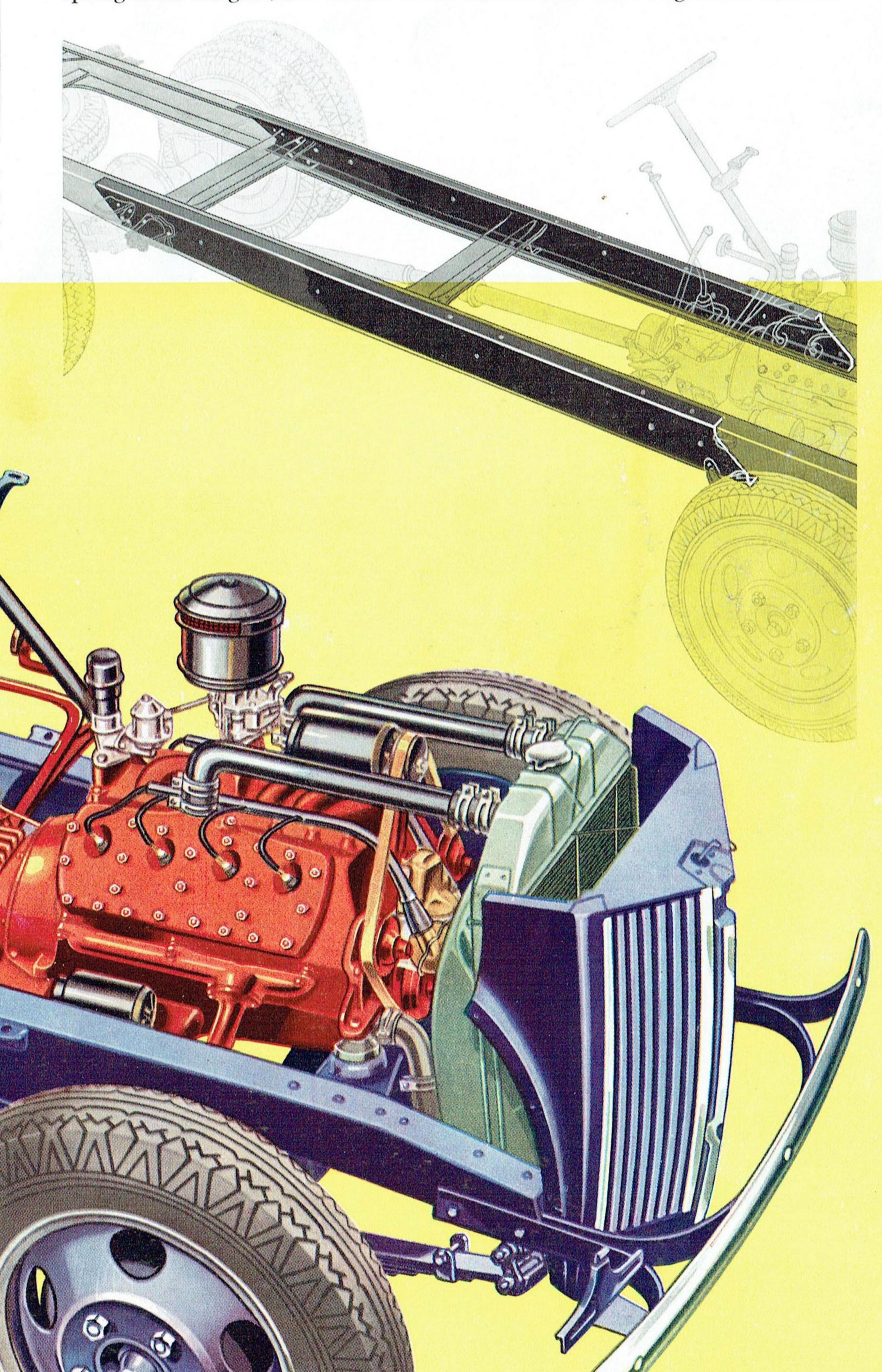


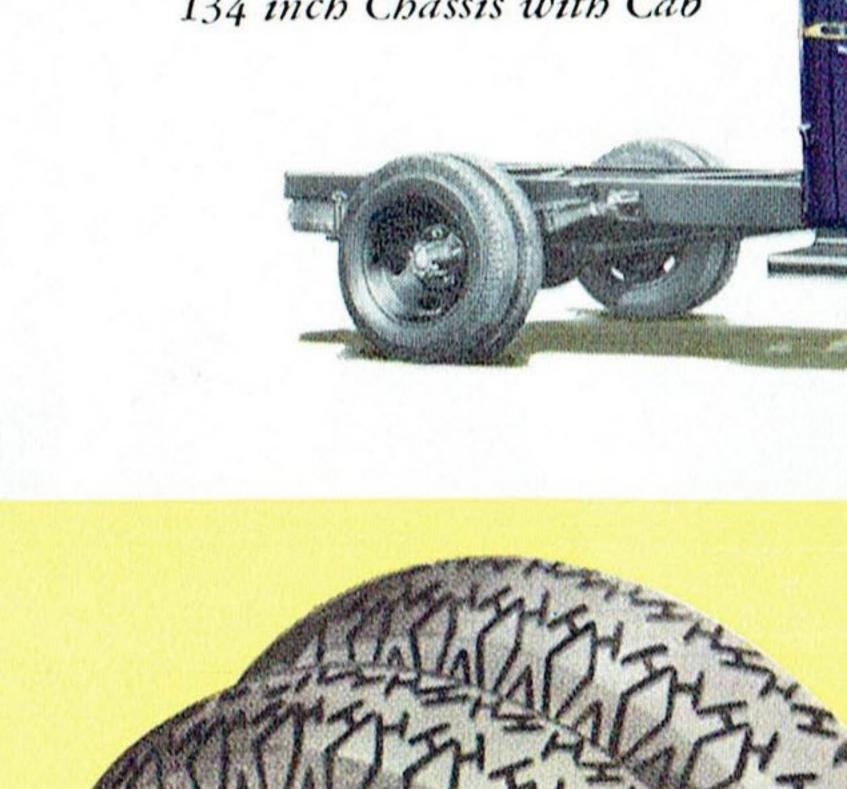
SPECIAL EQUIPMENT FOR EXTRA-HEAVY DUTY—Factory-Installed at Extra Cost



TWO SPEED AXLE . Improves economy and increases pulling ability on operations where loads are heavy and roads are hilly. Dual gear ratios: 8.11 to 1 and 5.83 to 1.

REINFORCED FRAME . Frame reinforcements are available in all Regular and C.O.E. Trucks (except 194 inch) to be used in exceptionally heavy-duty service. These specially designed reinforcing channels fit right inside the frame side members. They extend from front spring rear hangers to rear spring front hangers, and reinforce the frame in the zone of greatest stresses.





Clutch · Semi-centrifugal type. Diameter 11 inches. Total friction area 123.7 square inches. Transmission • 4 forward

speeds. Roller and ball bearings in all forward speeds. 6-bolt power take-off opening.

Universal Joints · Needle roller bearing type.

Frame · Pressed steel channel. Frame width 34 inches. Side members: Depth 7 in., width 2.75 in., thickness 0.21 in.

Front Axle · Drop-center, heattreated alloy steel I-beam.

Rear Axle · Full-floating. Spiral bevel gear drive with straddlemounted pinion and ring gear thrust plate. Gear ratios: 5.14, 5.83 or 6.67 optional at no extra

Springs · Chrome alloy steel. Front: Length, 36 in., width 2 in. Rear: Length 45 in., width 2.5 in. Steering · Worm and roller. Ratio 18.4 to 1. Diameter of steering wheel 18 in.

Brakes · Service: Hydraulic, independently anchored two-shoe type. Front, 14 x 2 in. Rear, 15 x 3.5 in. Lining area 303 sq in. Composite brake drums, cast iron rings and steel drum discs. Handbrake: 7.812 x 2.5 in. on driveshaft.

Wheels · Five. Tapered disc type. 20 in. diam., 5 in. rims.

Tires • Four. Front 6.00-20, 6ply. Rear 6.50-20 (32 x 6) 8-ply.

Tread · Front 58.75 in. Rear 57.1 in. Front tread with 7.50-20 tires, 57.75 in. Dual wheel tread, 65 in.

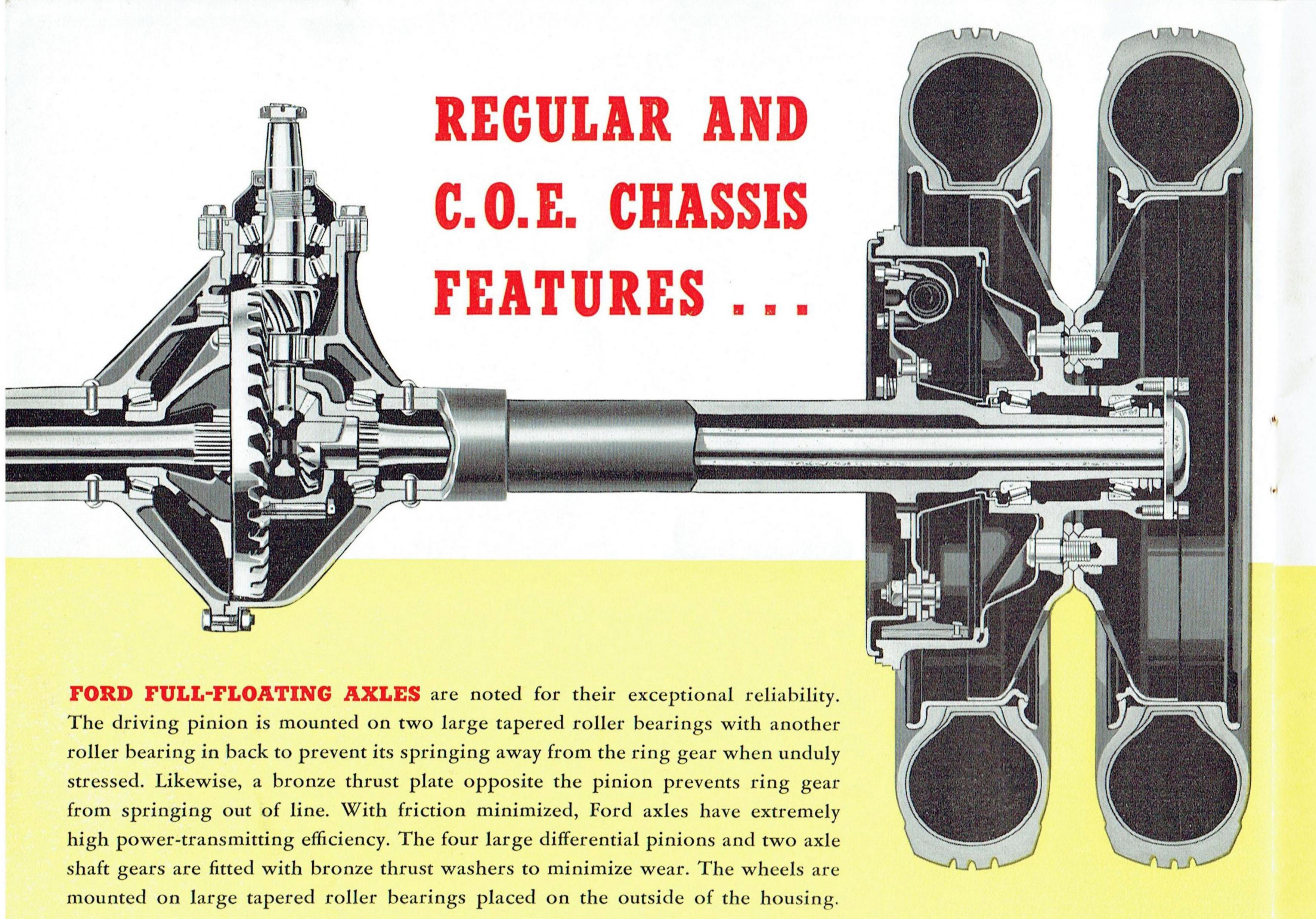
Turning Radius · 134 in. wb. 24 feet; 158 in. wb., 29 feet.

Special Equipment at Extra Cost · Auxiliary springs; dual rear wheels; two-speed axle, with ratios of 5.83 and 8.11 to 1; heavy-duty tires including 7.00-20 (32 x 6) 10-ply, 7.50-20, 8ply and 7.50-18 (32 x 7) 10-ply; also 7.50-20 (34 x 7) 10-ply and 8.25-20, 10-ply for use with twospeed axle. Also frame reinforcements, power take-off and many other items.

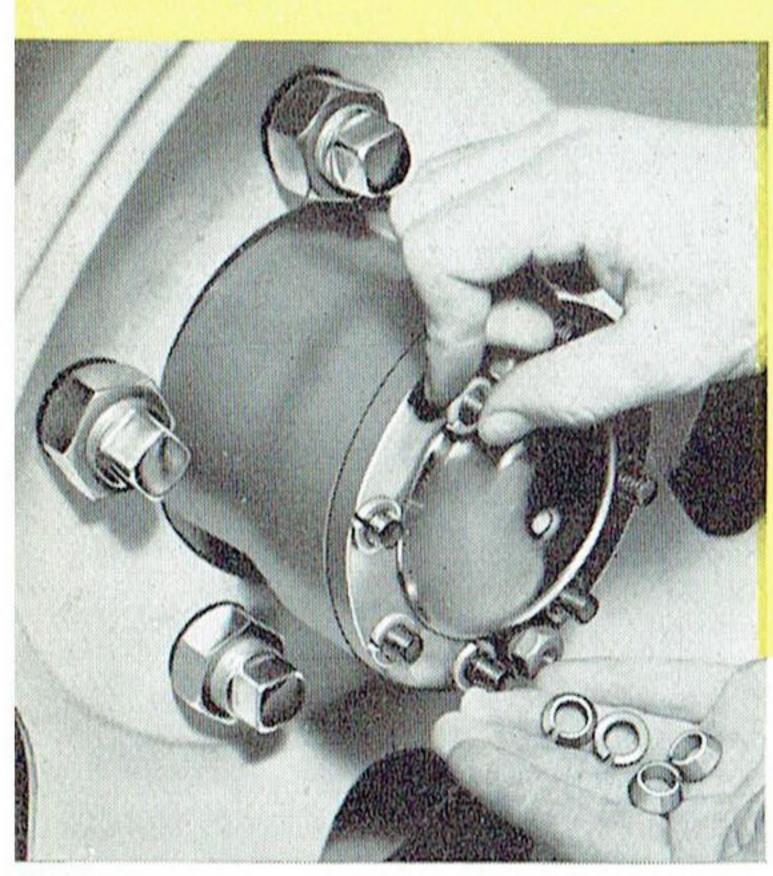
FOR ENGINE SPECIFICA-TIONS SEE PAGE 22.

SPECIFICATIONS

85 or 95 hp



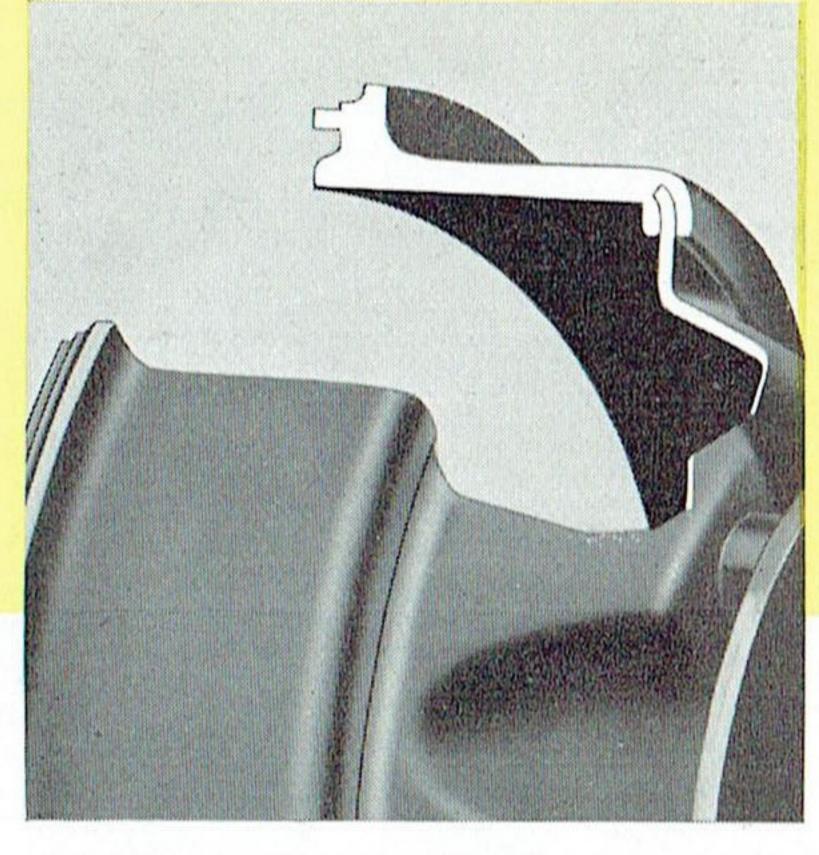
FORD QUALITY FEATURES ARE LONG ON RELIABILITY



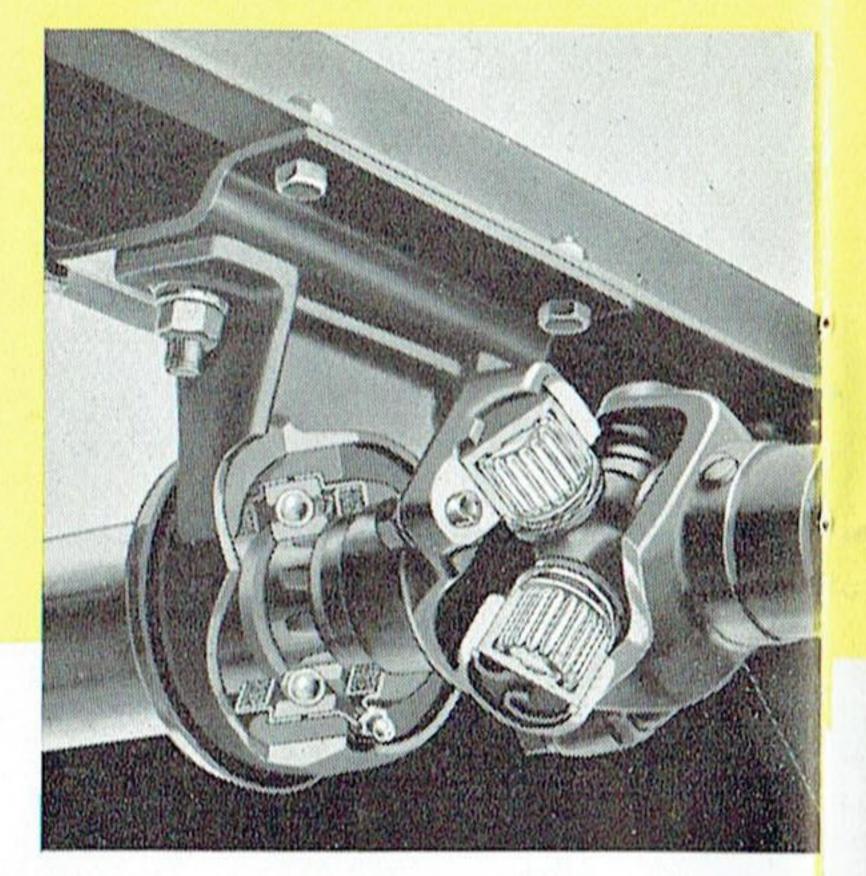
HUB STUD ADAPTERS
are wedged between the studs and the tapered holes in the shaft flange when nuts are tightened. This keeps the flanges from loosening and working back and forth on the studs.



HYDRAULIC BRAKES • Big and powerful for smooth, straight stops. The illustration shows one of the rear brakes—
15 inches in diameter with brake shoes 3.5 inches wide.
Extra large total wheelbrake lining area—303 square inches.



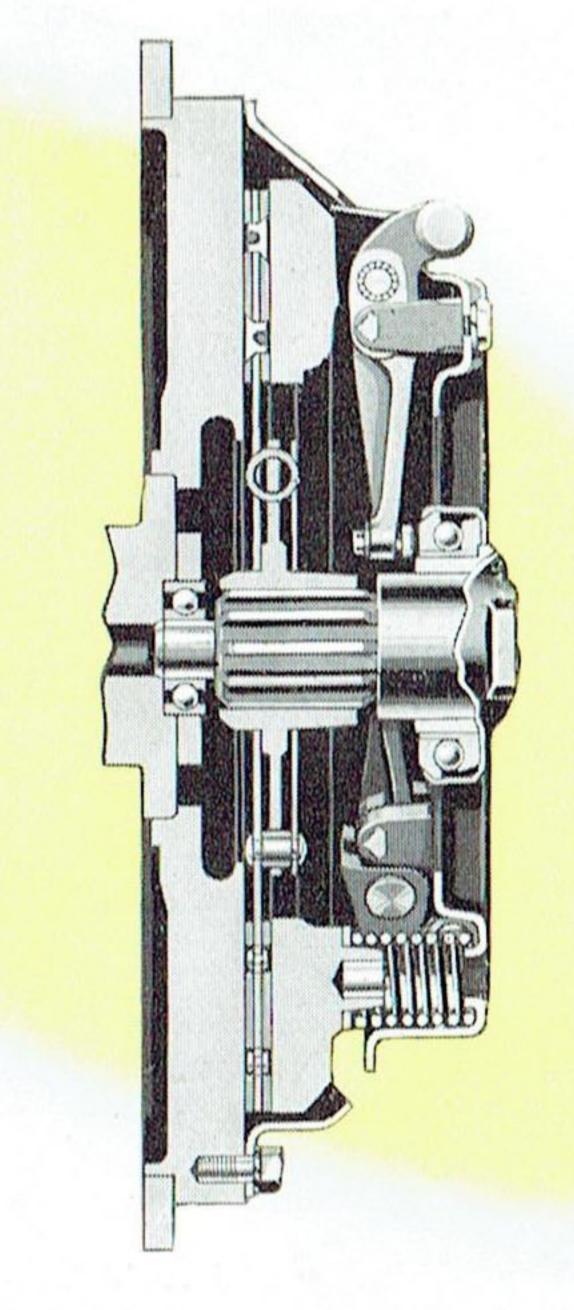
composite drums. The cast iron brake drum ring is cast integrally with the steel drum disc. Cast iron is used for braking surfaces because of its high resistance to scoring. Steel drum discs combine high strength with low weight.

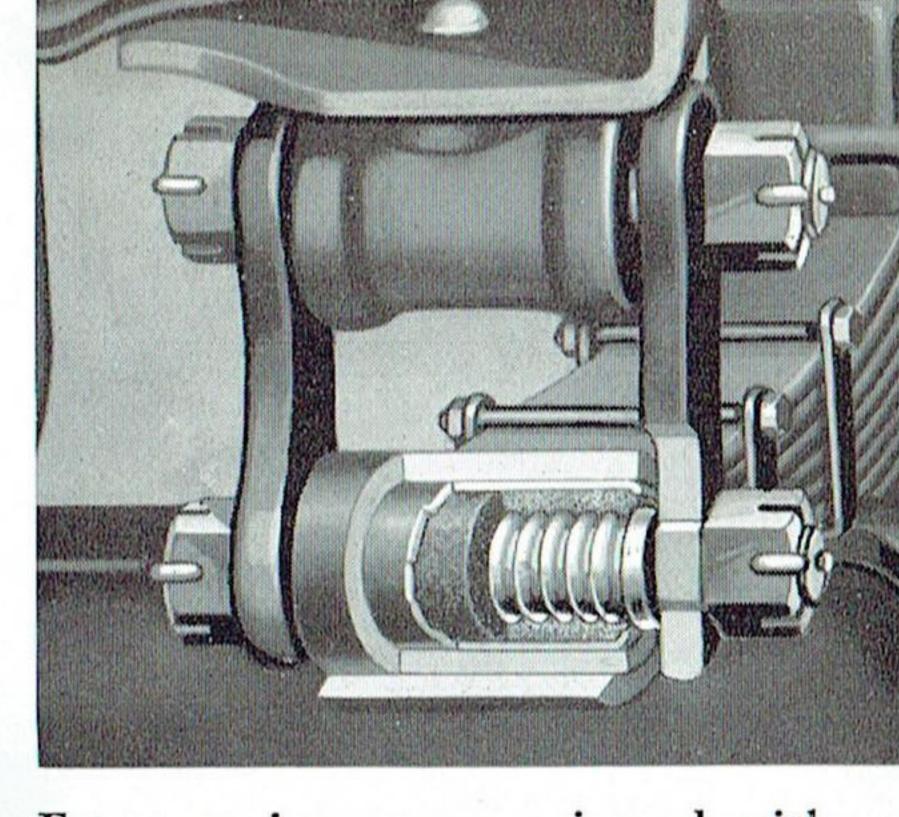


have needle roller bearings to minimize wear. Illustration shows two of the four universal joint bearings, also the inside of drive line center bearing which is mounted in rubber.

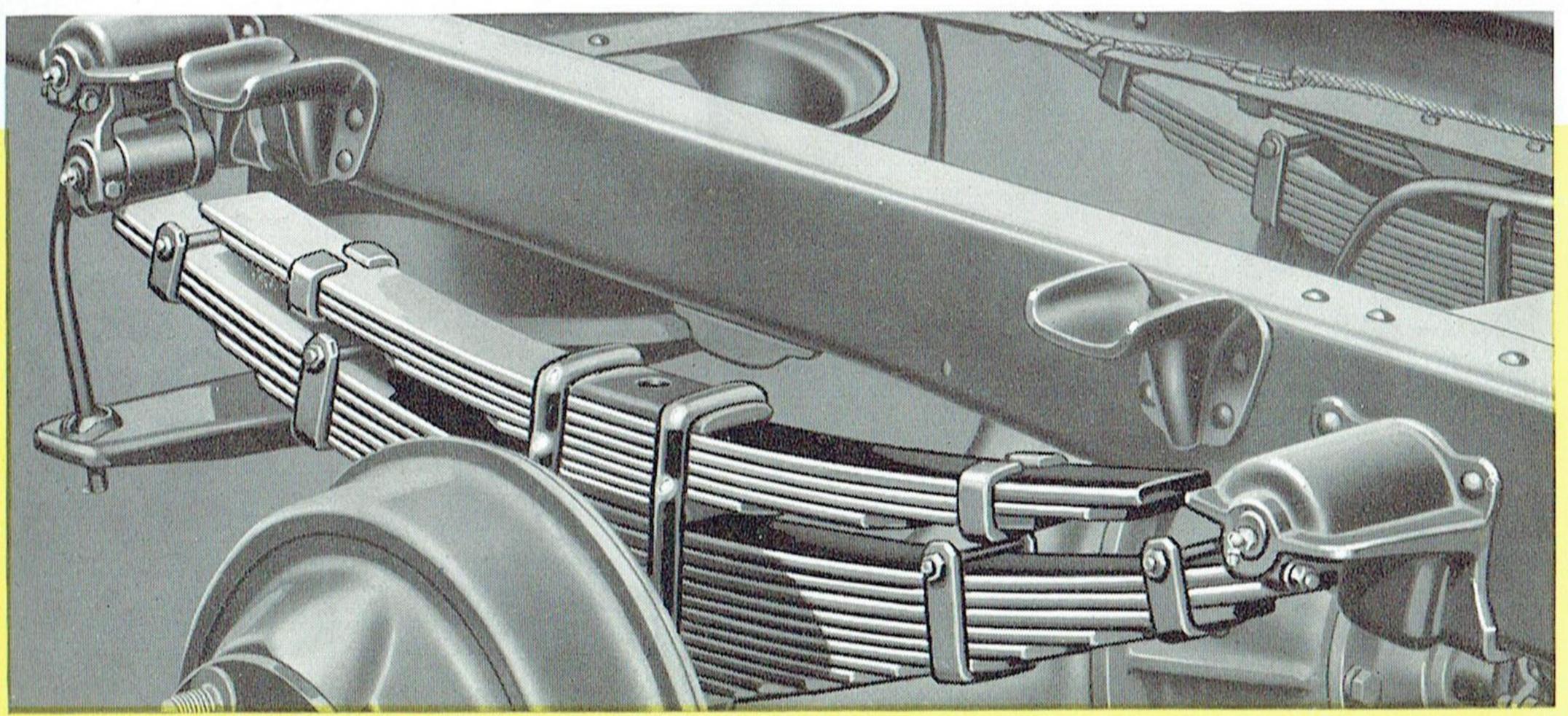
SEMI-CENTRIFUGAL CLUTCH

(Right) Especially reliable for hard service. With increasing engine speed centrifugal force causes weighted lever arms to swing forward and increase clamping action on the disc. This steps up the power-transmitting capacity—reduces wear on clutch facings. Also clutch pedal pressure is low at gearshifting speeds. Release and pilot bearings are prelubricated type and require no attention.

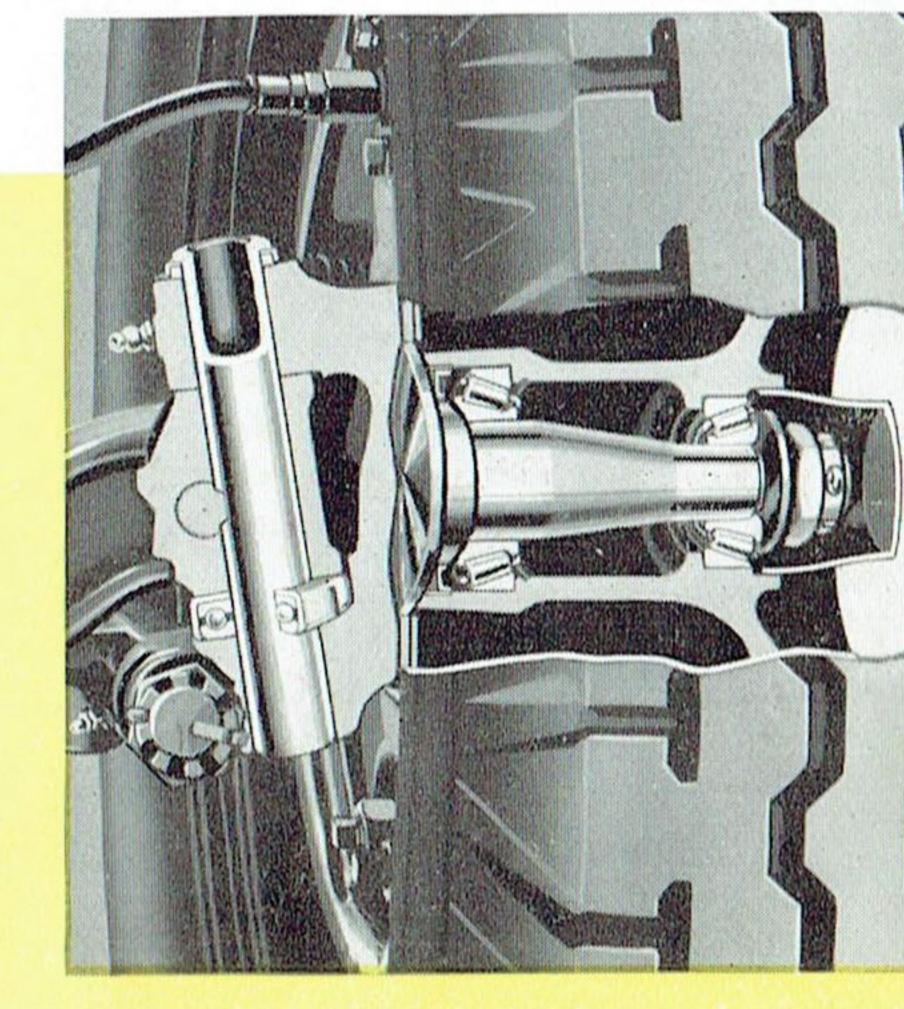




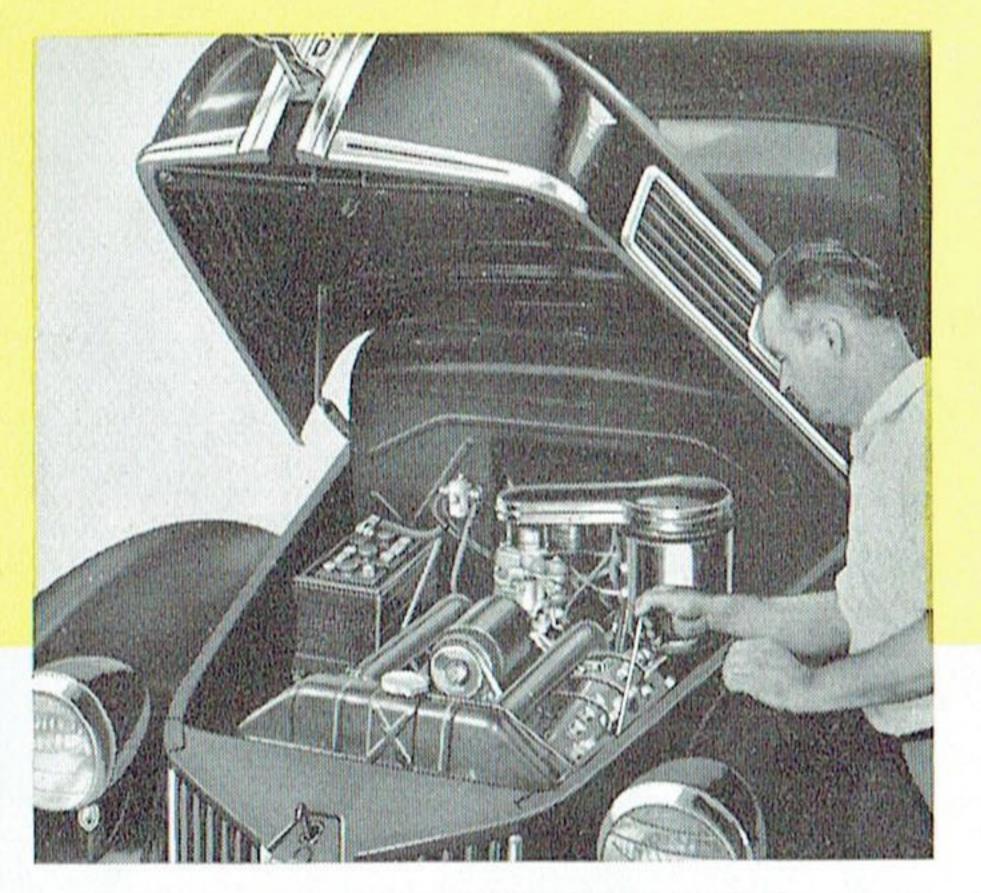
Front springs are equipped with self-lubricating bearings for long life and low maintenance. The highly compressed, non-metallic material surrounding grooved stud is pre-lubricated.



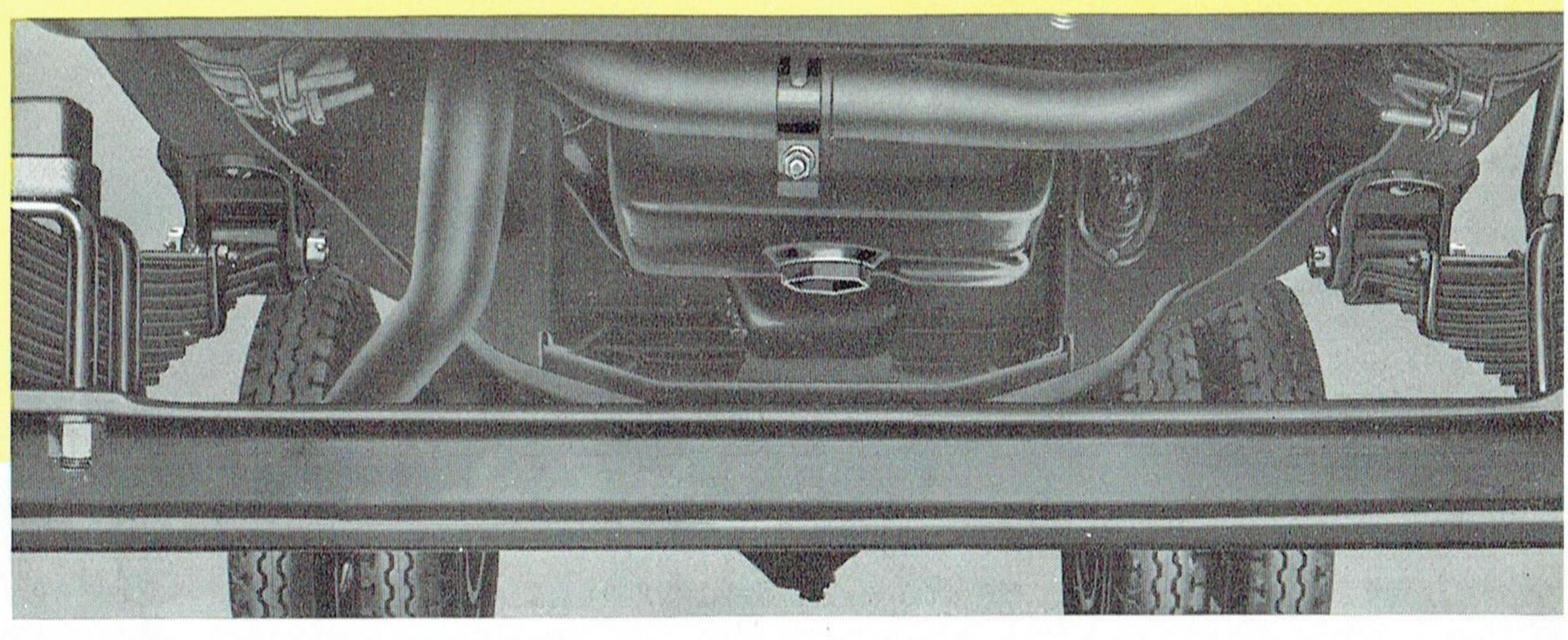
REAR SPRINGS • Main and auxiliary springs are newly designed—load capacity increased. The combination distributes load more evenly at all 8 rear and auxiliary spring brackets. Main and auxiliary springs now have independent center bolts for maximum bolt life. Auxiliary springs are standard equipment on the Dump Trucks. They are available on other Regular and C.O.E. Trucks at a low additional charge.



RUGGED FRONT AXLE • On Regular and C.O.E. Truck axles, spindles, spindle bolts and bushings are extra large for reliability in heavy-duty service.



hood hinged at the cowl, and low hood sides make the engine and other units readily accessible. It's easy to check water and oil—service the battery—work on the engine.



CHASSIS ACCESSIBILITY • Simplified chassis design saves on the cost of inspections and repairs. It's easy to check the universal joints, drive shaft, transmission and rear axle. There's plenty of room for installing such special equipment as vacuum brakes, auxiliary transmissions and special power take-offs. Note that the eyes of the front spring are double-wrapped for increased reliability.

SPECIFICATIONS

CLUTCH • Semi-centrifugal type. Diameter 11 inches. Total friction area 123.7 sq. in.

TRANSMISSION • 4 forward speeds. Roller and ball bearings in all forward speeds. 6-bolt power take-off opening.

UNIVERSAL JOINTS • Needle roller bearing type.

FRAME • Pressed steel channel. Frame width 34 inches. Side members: Depth 7 in., width 2.75 in., thickness 0.21 in.

FRONT AXLE • Drop-center, heat-treated alloy steel I-beam. Reverse Elliot type.

REAR AXLE • Full-floating. Spiral bevel

158 inch Chassis with Cab

gear drive with straddle-mounted pinion and ring gear thrust plate. Gear ratios 5.14, 5.83 or 6.67 optional at no extra cost.

SPRINGS • Chrome alloy steel. Front: Length 38 in., width 2.25 in. Rear: length 45 in., width 2.5 in.

STEERING • Worm and roller. Ratio 18.4 to 1. Diameter of steering wheel 18 in.

BRAKES • Service: Hydraulic, independently anchored two-shoe type. Front, 14 x 2 in. Rear, 15 x 3.5 in. Lining area 303 sq in. Composite brake drums, cast iron rings and steel drum discs. Handbrake:

FOR ENGINE SPECIFICATIONS SEE PAGE 22

7.812 x 2.5 in. on driveshaft.

WHEELS • Five. Tapered disc type. 20 in. diam., 5 in. rims.

TIRES • Four. Front 6.00—20, 6-ply. Rear 6.50-20 (32 x 6) 8-ply.

TREAD • Front 63.3 in. Rear 57.1 in. Front tread with 7.50-20 tires, 61.3 in. Dual rear wheel tread, 65 in.

TURNING RADIUS • 101 in. wb. 18.5 ft.; 134 in. wb. 24 ft.; 158 in. wb. 29 ft.

SPECIAL EQUIPMENT AT EXTRA

wheels; two-speed axle with ratios of 5.83 and 8.11 to 1; heavy-duty tires including 7.00-20 (32 x 6) 10-ply; 7.50-20, 8-ply and 7.50-18 (32 x 7) 10-ply; also 7.50-20 (34 x 7) 10-ply and 8.25-20, 10-ply for use with two-speed axle. Also frame reinforcements, power take-off and many other items.

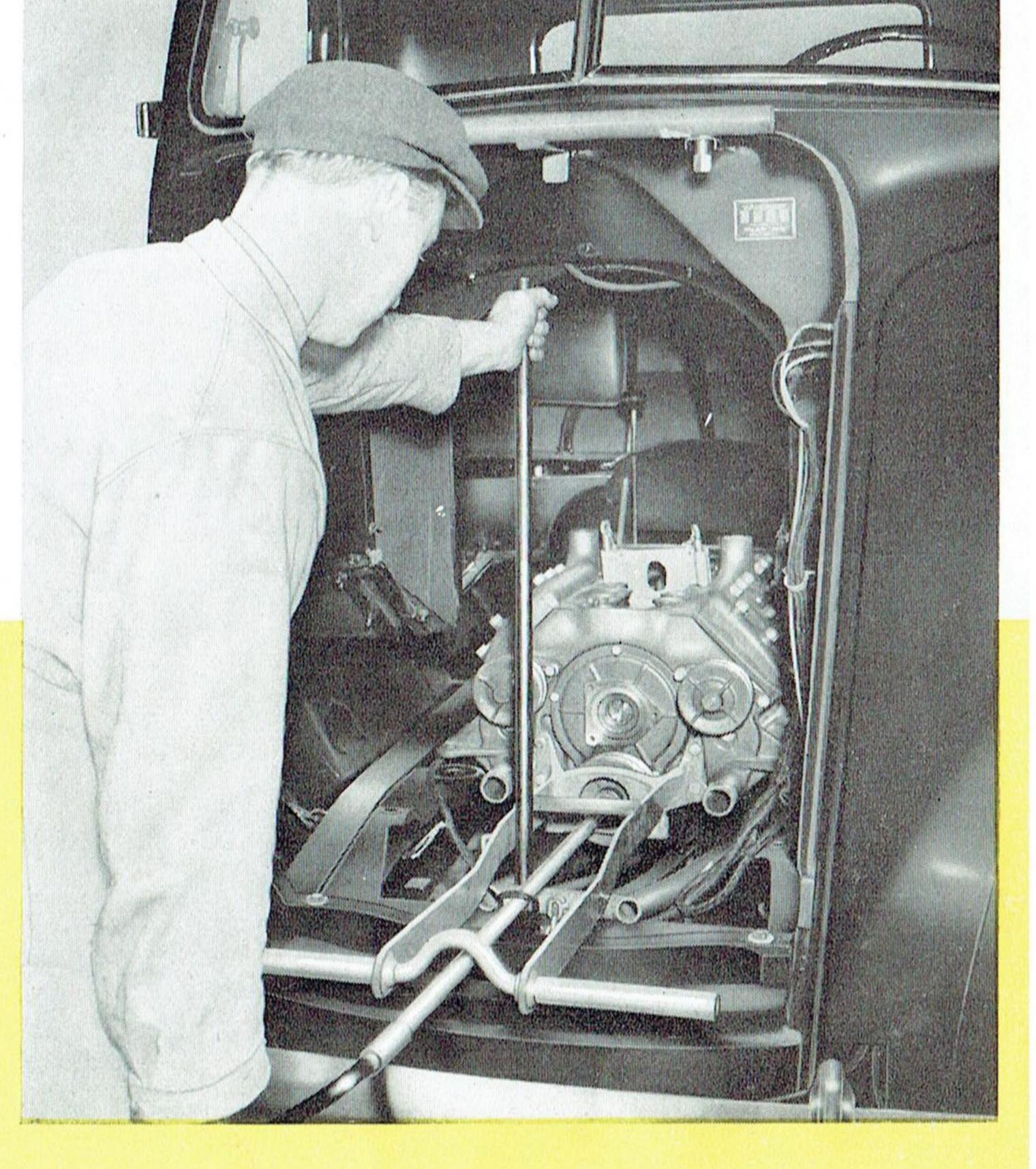
ACCESSIBILITY and RUGGEDNESS

are two big reasons why Ford Cab-Over-Engine Trucks have wide appeal

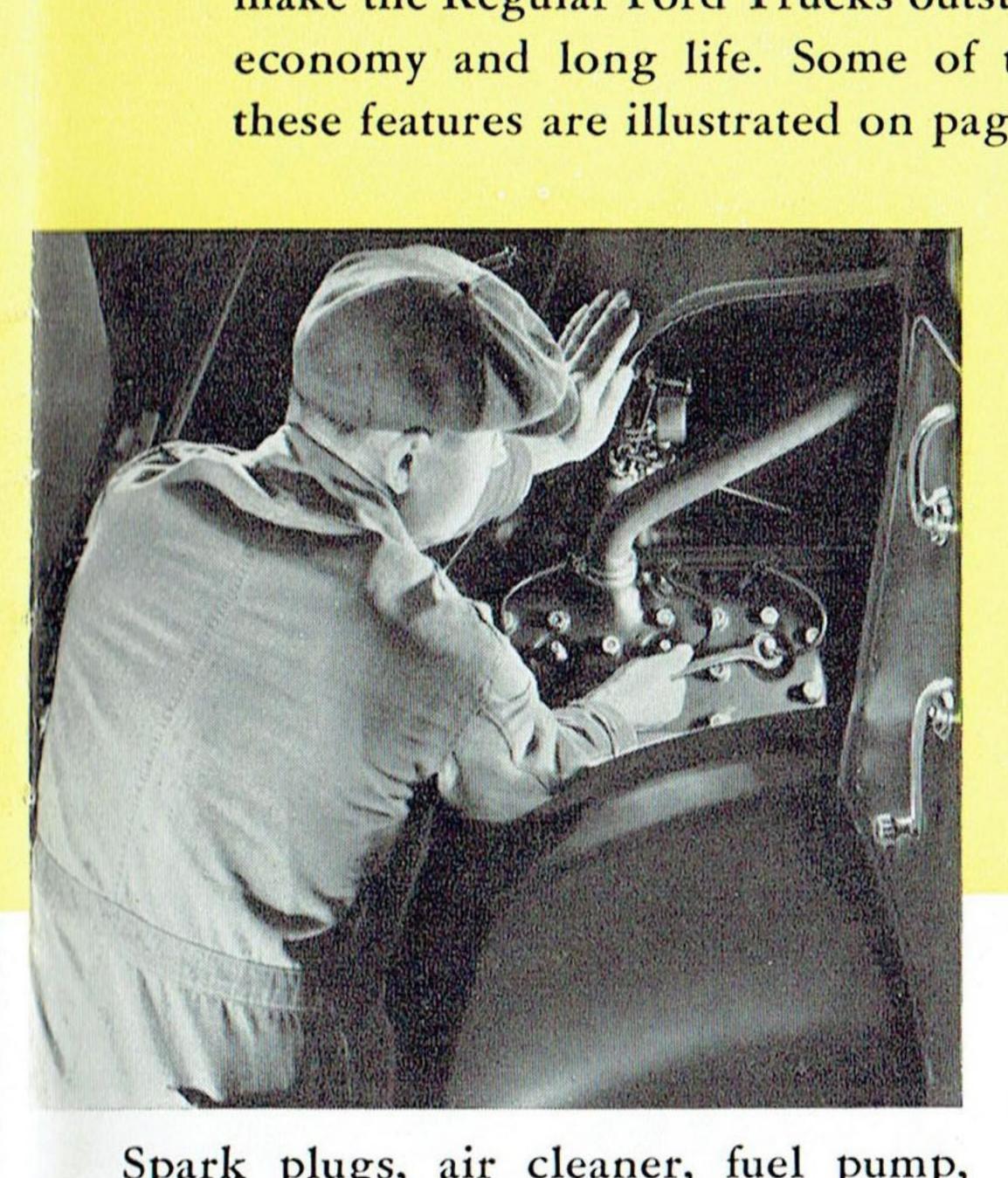
In addition to the compactness and maneuverability that account for the growing popularity of C.O.E. trucks, Ford units of this type have other advantages which make a very strong appeal to truck operators.

Chassis design is rugged. Cabs are exceptionally strong and well-built. The engine and other chassis parts are so accessible and easy to service that operators can keep their maintenance costs unusually low.

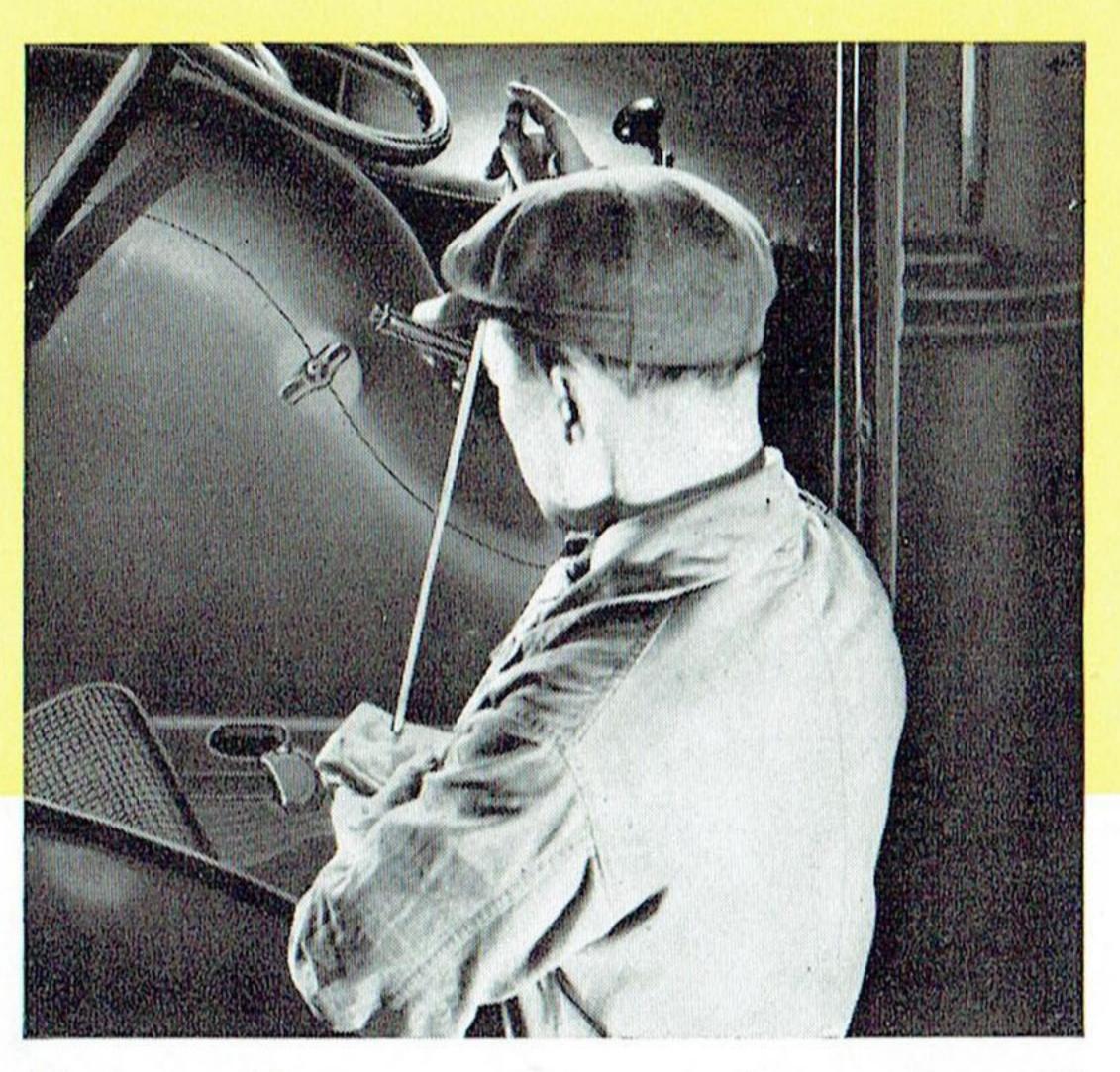
The C.O.E. chassis features are identical with those which make the Regular Ford Trucks outstanding in performance, economy and long life. Some of the more important of these features are illustrated on pages 14 and 15.



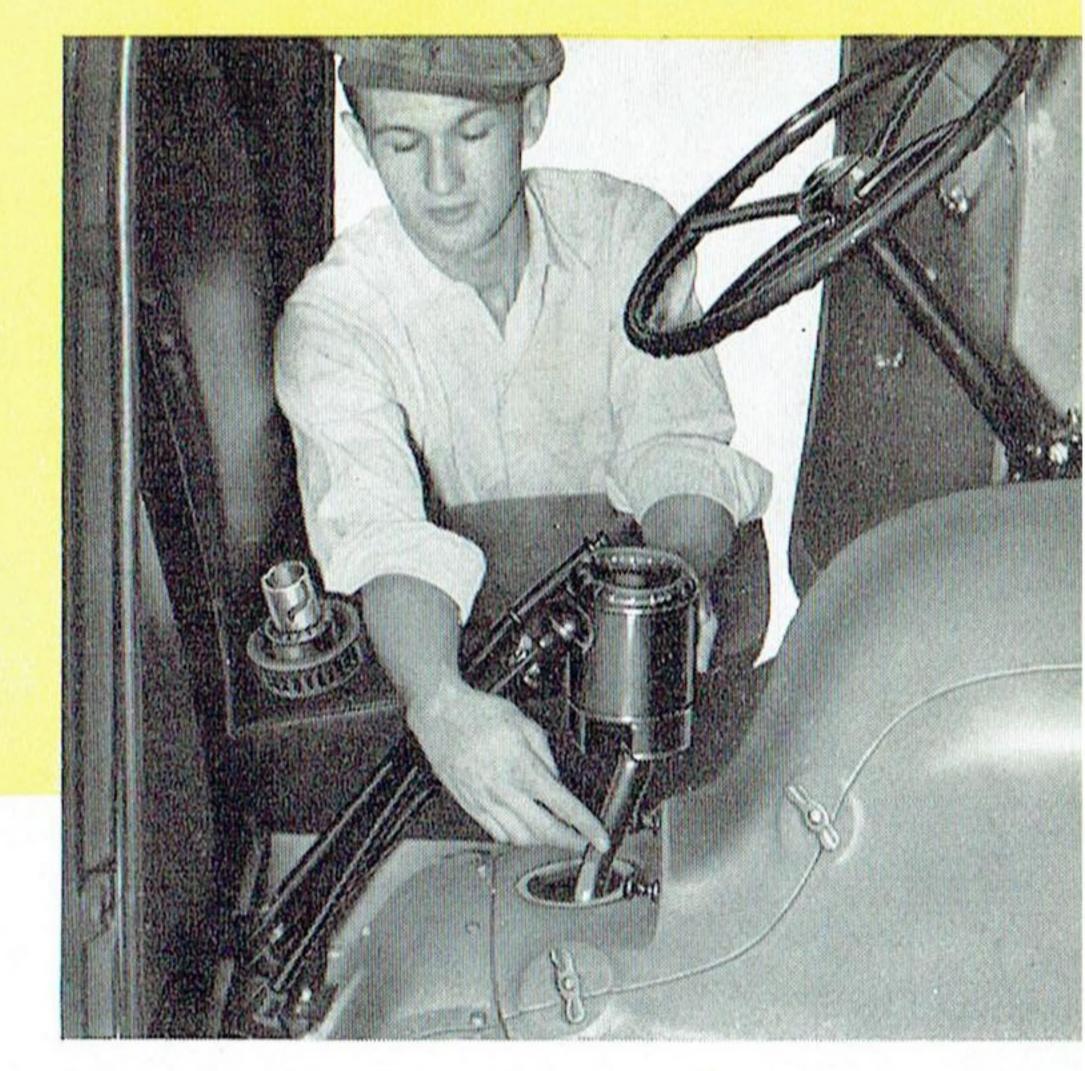
The engine is so accessible that major operations such as re-ringing can be done without removing the engine. But should it be desired to exchange an engine after long service, this simple equipment makes engine removal a one-man job. Equipment is available at low cost.



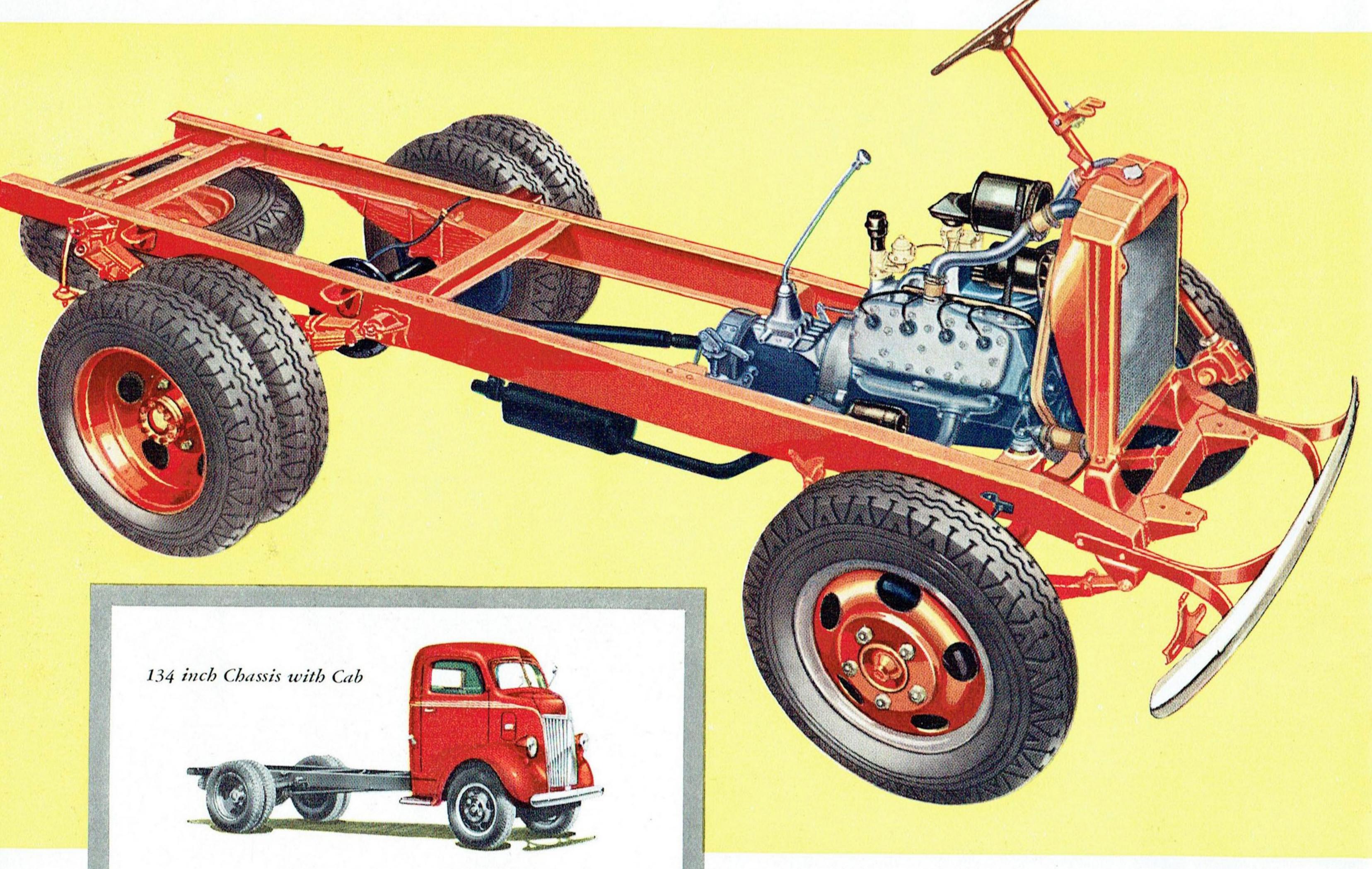
Spark plugs, air cleaner, fuel pump, carburetor and generator can be serviced quickly by removing the engine cover sides. For major operations such as engine removal, the entire engine cover can be taken off with little effort.



To provide easy access to the engine oil level gage, there is a convenient handhole at the bottom of the engine cover. The handhole plate, which has a pin hinge, is swung to uncover the opening. Directly below is the handle of the engine oil level gage.



The oil filler cap is located at the back of the engine cover near the floor. A tight rubber seal around the cap keeps fumes out of cab. Shown also in the illustration are two of the latches that fasten sides to the engine cover.



101 Inch C.O.E. CHASSIS

85 or 95 Hp

SPECIFICATIONS

CLUTCH • Semi-centrifugal. 85 hp engine: 11 in. diam. Friction area 123.7 sq in. 30 hp. engine: 9 in. diam. Friction area 75.3 sq in.

TRANSMISSION • Roller and ball bearings in all forward speeds. For 85 hp engine: 3-speed with synchronizer for second and high. For 30 hp engine: 4-speed. Optional at extra cost for 85 hp engine.

UNIVERSAL JOINTS • Needle roller bearing type.

FRAME • Pressed steel channel. Frame width 34 in. Side members: Depth 6 in., width 2.25 in., thickness 0.19 in.

Chassis with Cab

Chassis with Windshield

Chassis with Cowl

FRONT AXLE • Drop center, heat-treated alloy steel I-beam.

REAR AXLE • Full-floating. Spiral bevel gear drive with straddle-mounted pinion and ring gear thrust plate. Gear ratio: 85 hp engine, 4.86 to 1; 30 hp engine, 6.67 to 1.

SPRINGS • Chrome alloy steel. Front: Length 36 in., width 1.75 in. Rear: Length 45 in., width 2.25 in.

SHOCK ABSORBERS • Double-acting, adjustable hydraulic on front.

STEERING • Worm and roller. Ratio Oversize tires for (18.2 to 1. Steering wheel diameter, 17 in. and 7.50-17, 8-ply.

FOR ENGINE SPECIFICATIONS SEE PAGE 22

BRAKES • Hydraulic. Independently anchored two-shoe type. ¾-Tonner: 12 x 1.75 in., front and rear. Lining area 162 sq in. One-Tonner: Front 12 x 1.75 in., rear 14 x 2 in. Lining area 186.8 sq in. Brake drums: Composite, cast iron braking surface with steel drum disc. Handbrake operates rear wheelbrakes.

WHEELS • Five. 3/4-Tonner: Drop-center type, 16 x 5 in. One-Tonner: Full truck type, 17 x 5 in.

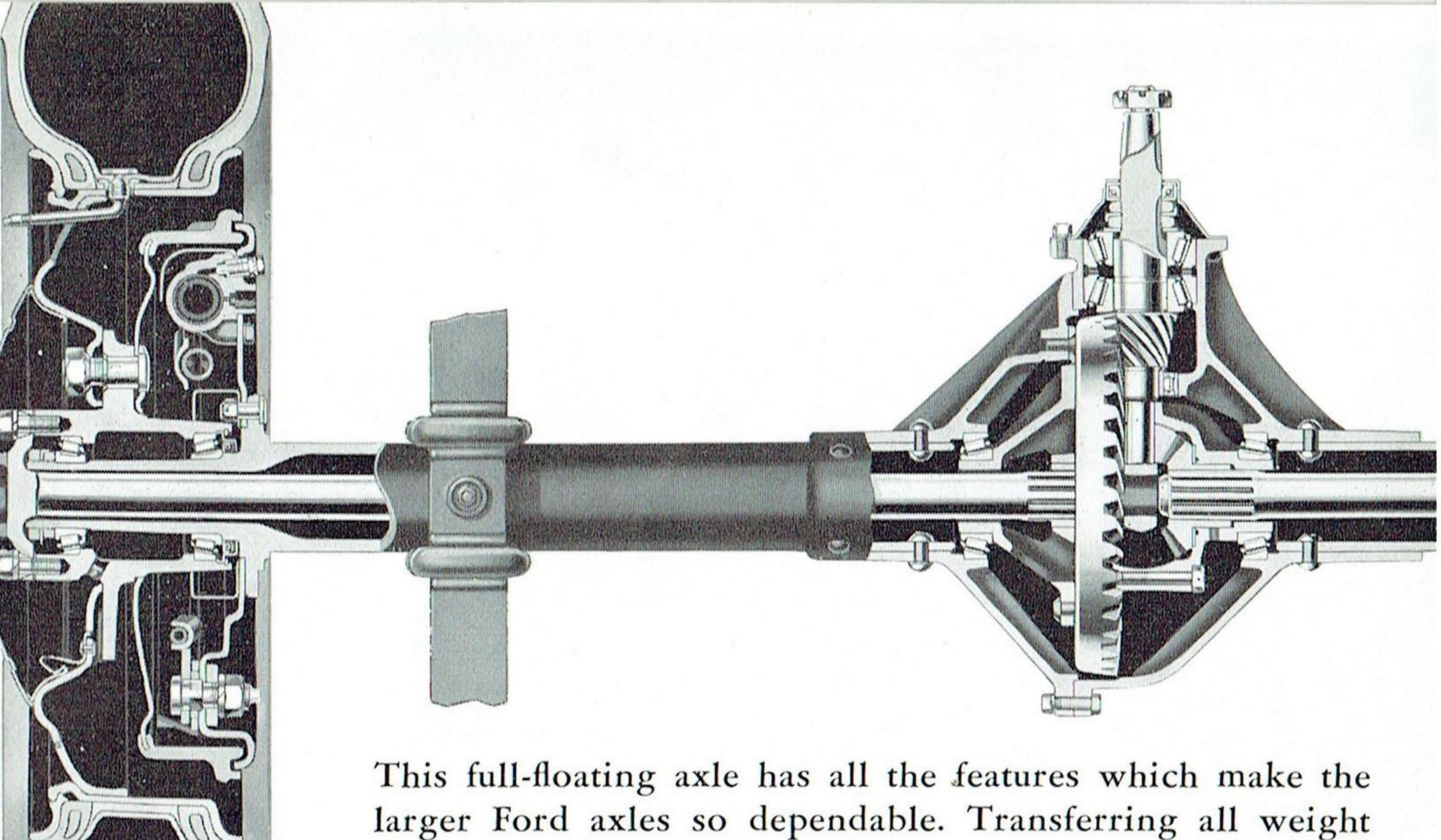
TIRES • Five. ¾-Tonner: Front, 6.50-16, 6-ply; rear and spare, 7.00-16, 6-ply; One-Tonner: Front, 6.00-17, 6-ply; rear and spare, 7.00-17, 6-ply.

TREAD • Front 55.75 in. Rear 57 in.

TURNING RADIUS • 22 feet.

SPECIAL EQUIPMENT • Four-speed heavy-duty transmission for 85 hp units. Oversize tires for One-Tonner: 7.00-17 and 7.50-17, 8-ply.

Ford ¾- and One-Ton
Trucks have a full-floating rear axle. This type
axle is not found in any
other truck of same size
and price.



This full-floating axle has all the features which make the larger Ford axles so dependable. Transferring all weight on the rear springs through axle housing to wheels relieves axle shafts of load stresses—increases their reliability. The axle for the One-TonTruck is illustrated in the picture above.

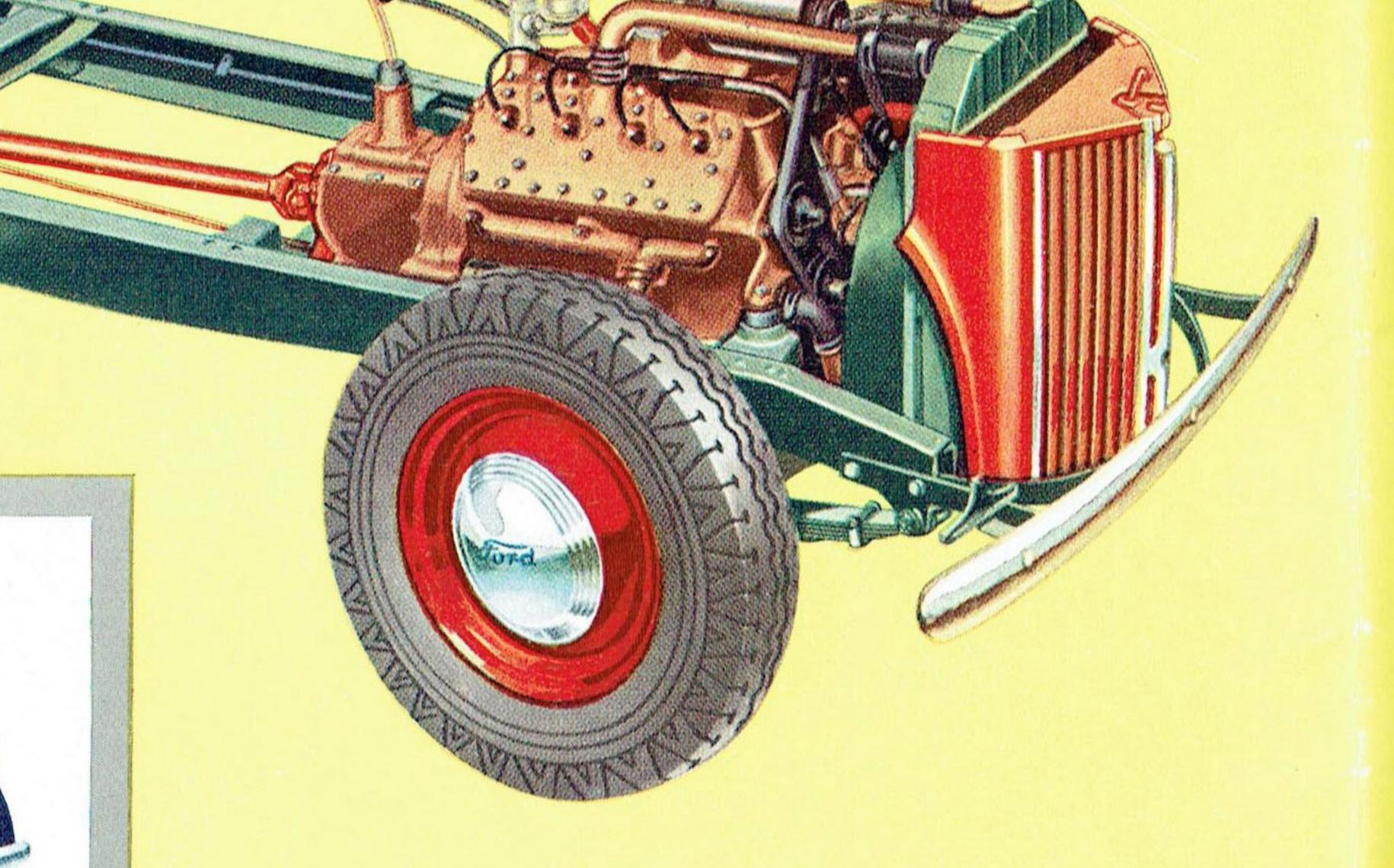
RUGGED ONE-TON AND 3/4-TON TRUCKS DO MORE WORK FOR LIGHT HAULERS These two units have done a very successful job called to such proven Ford Truck features as the

These two units have done a very successful job in the light hauling field, in the service of expressmen, farmers, retail stores, radio servicemen, plumbers and other tradesmen. For 1941 they offer even more dependable transportation than ever at very low running cost.

Frames are rugged and strong, chassis are sturdily built, bodies will take long, hard, punishing service. Tough, light haulers, they have many of the features of the big Ford Trucks. Attention is

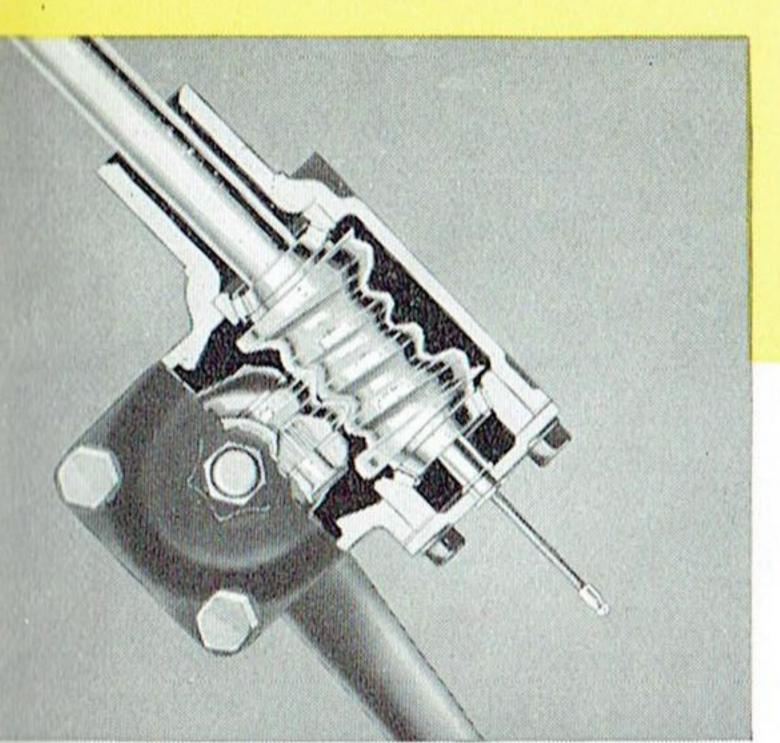
called to such proven Ford Truck features as the semi-centrifugal clutch, and the full-floating rear axle, which are offered in no other truck of the same low price and rated capacity.

Both Trucks are built with a 122 inch wheelbase and both are available in seven body and chassis types. They are equipped with the 85 hp V-8 engine. New 4-cylinder Ford Economy Engine is optional for light duty or multiple-stop delivery.



122 Inch CHASSIS

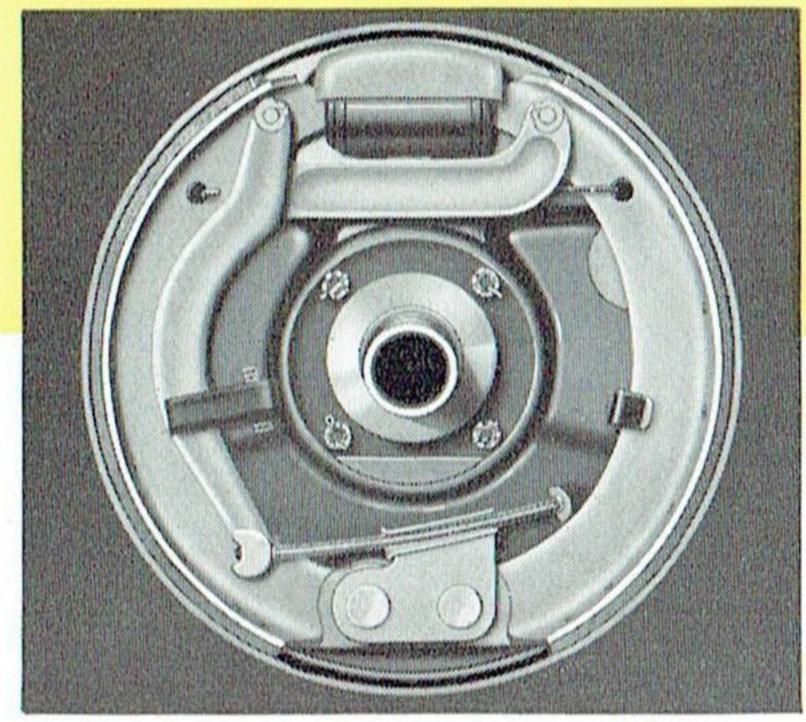
3/4-TON and ONE-TON . 85 Hp V-8 or 30 Hp 4-cyl.



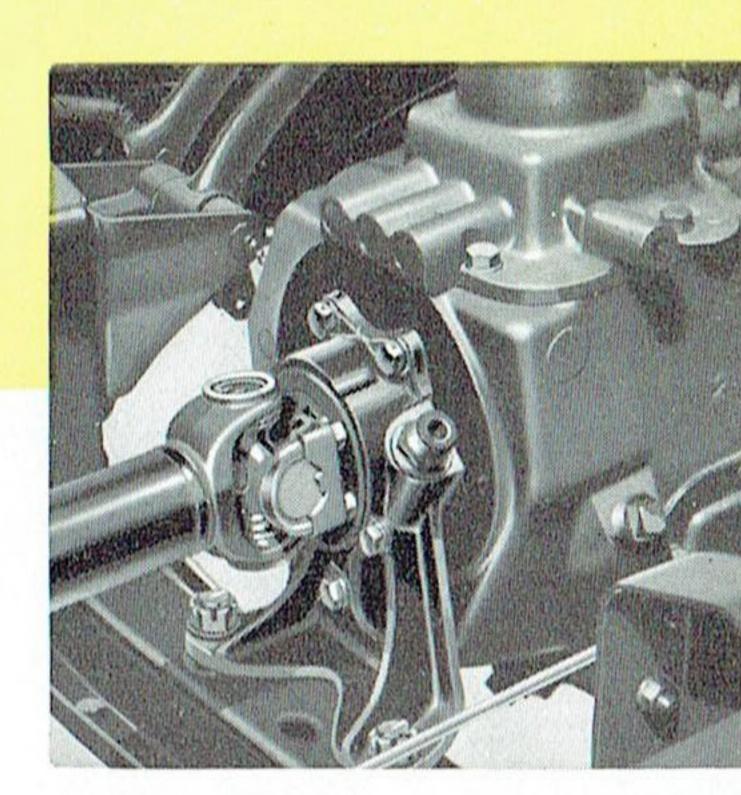
Steering is made easy by this worm and roller gear. When the wheel is turned, the roller rolls on the threads of the worm. This and tapered roller bearings keep friction low.



The parking brake lever is the inverted type. It is mounted in back of the instrument panel, to the left of the steering column. In this location it is out of the driver's way yet convenient for him to reach.



Brakes are hydraulic. Rear brakes are also operated mechanically by hand brake lever by means of a steel cable attached to long lever as shown. Rear brakes on the One-Tonner are 14 inches in diameter, 2 in. wide.



Rear engine support in both the 3/4-Ton and One-Ton Trucks is rubber insulated similar to front support. Needle roller bearings in universal joints reduce friction.

SPECIFICATIONS

CLUTCH • Semi-centrifugal type. Diameter 9 in. Total friction area 75.3 sq in.

TRANSMISSION • Three forward speeds. Roller and ball bearings in all forward speeds. Transmission has all helical gears and blocker-type synchronizer. 4-speed transmission optional at extra cost.

UNIVERSAL JOINTS . Hardened and ground pins and bushings.

FRAME • Double-drop type with X-member channels forming box sections with side members and extending to ends of trame.

FRONT AXLE • Heat-treated alloy steel.

Chassis with Windshield

Chassis with Cowl

REAR AXLE • 3/4 floating type. Spiral bevel gear drive with straddle-mounted pinion. Gear ratio: 85 hp engine, 3.78 to 1. Optional ratio: 4.11 to 1. 30 hp engine, 4.55 to 1.

SPRINGS • Transverse front and rear. Chrome alloy steel. Front: Length 43.75 in., width 2 in. Rear: Length 46.5 in., width 2.25 in. Self-lubricating shackle bearings. Inter-leaf spring lubrication.

SHOCK ABSORBERS • Four. Doubleacting, adjustable hydraulic.

STEERING . Worm and roller type. Ratio 18.2 to 1. Steering wheel diameter 17 in.

BRAKES . Hydraulic. Independently anchored two-shoe type. 12 x 1.75 in., front and rear. Lining area 162 sq in. Composite brake drums with cast iron braking surfaces and steel drum rings. Handbrake operates rear wheelbrakes.

WHEELS • Five. Disc type. 16 x 4.

TIRES • Five. 6.00-16, 4-ply.

TREAD • Front 55.75 in. Rear 58.25

TURNING RADIUS • 20 ft.

SPECIAL EQUIPMENT • 6.00-16 and 6.50-16, 6-ply tires. Also special tire and wheel equipment to increase road clearance. Heavy-duty, 11-inch clutch for 85 hp engine, optional transmission with lower reduction ratios.

FOR ENGINE SPECIFICATIONS SEE PAGE 22

Chassis with Cab

112 Inch CHASSIS

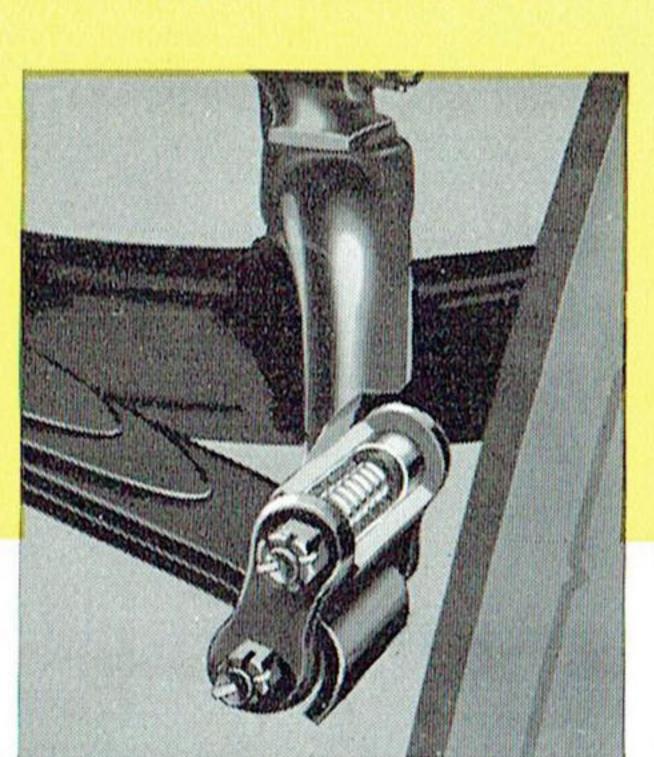
85 Hp V-8 or 30 Hp 4-cyl.

Ford Commercial Cars Have Many Exclusive Features

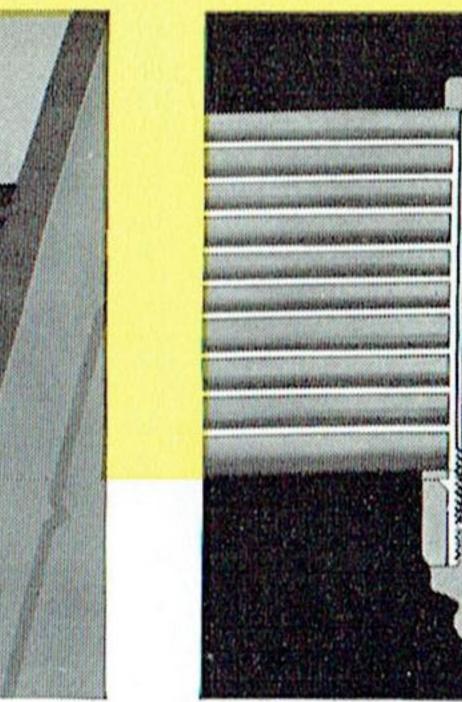
that make for speed smooth, economical performance—sturdy reliability, month in, month out!

ings.

with the new 30 hp 4-cylinder engine.



Big hydraulic brakes (12 in. diameter) proequipped with non-metallic vide quick stopping oilless bearings. They reability and great safety. duce lubrication require-The large lining area ments, avoid wear, squeaks (162 sq in.) insures a and rattles. Their long life revery low rate of wear. duces upkeep for the owner.



Both the front and rear springs are designed with inter-leaf lubrication. Providing a reserve supply of lubricant inside the springs is the finest way to lubricate them and avoid squeaks.

The semi-centrifugal clutch

is a quality feature of all

Ford Commercial Cars. It

is noted for its freedom

from repairs and its easy

pedal action. The way it

stands up in hard service

keeps maintenance low.

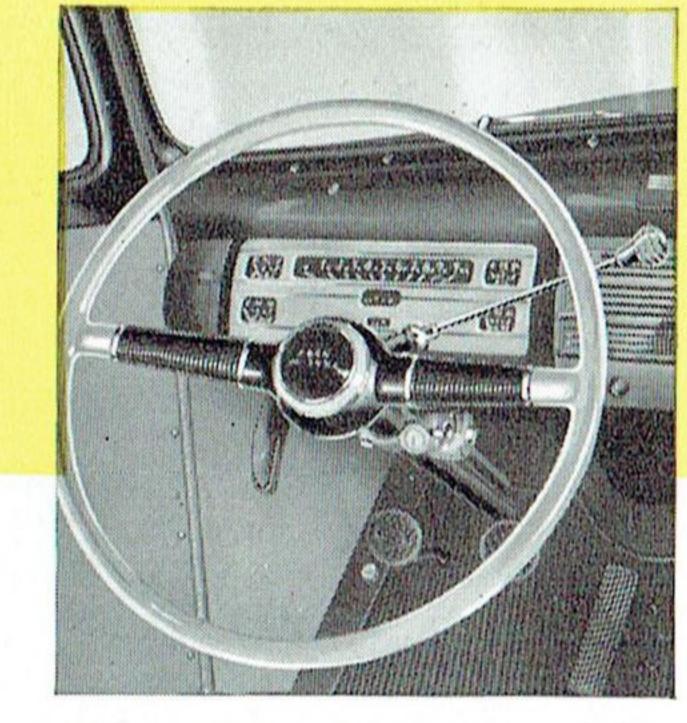
Centrifugal force increases

the capacity to transmit

high torque. Clutch diam-

eter is 9 in. with large

friction area — 75.3 sq in.



Axle reliability is increased and maintenance costs are

lowered by this Ford 3/4-floating rear axle. Axle shafts are

not subjected to load stresses—they are transferred to the

wheels through the axle housing. Driving pinion is straddle-

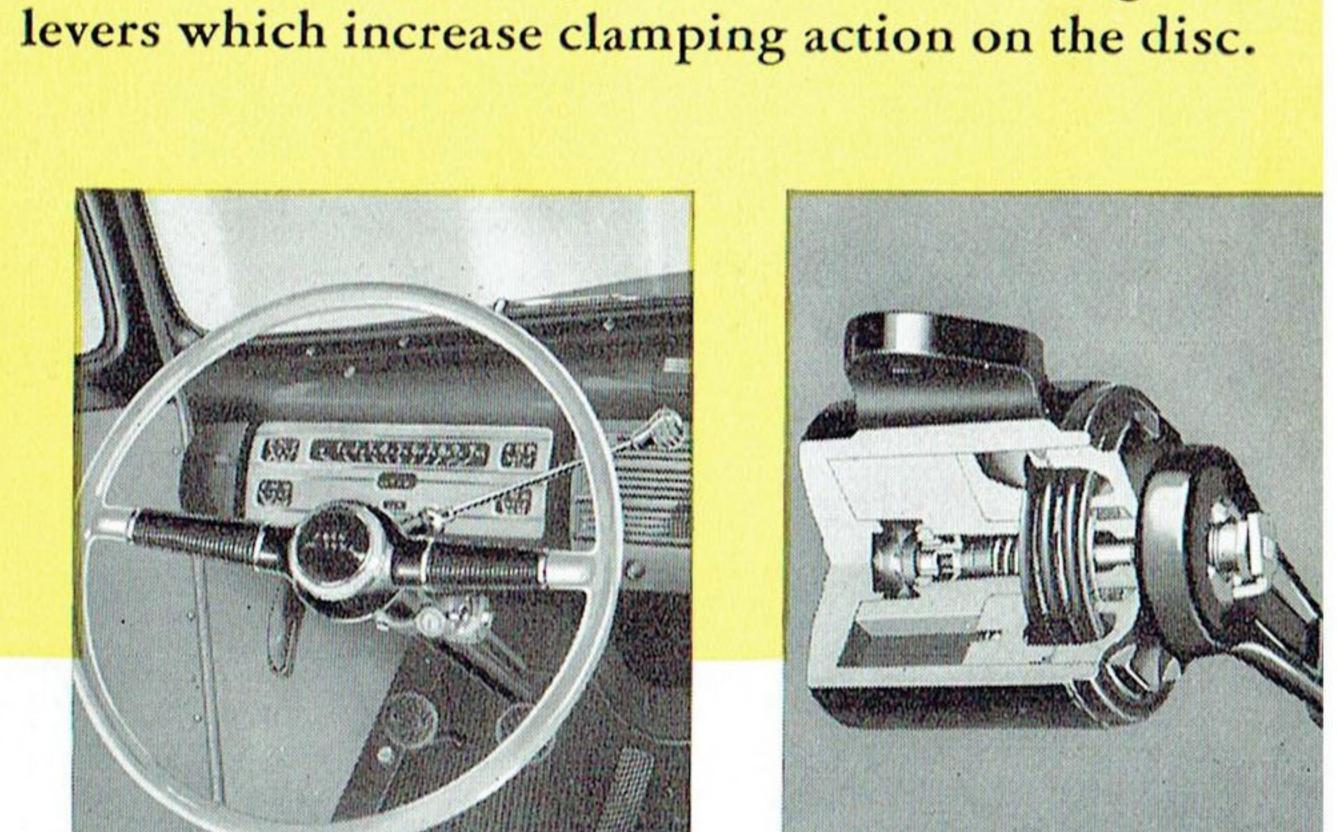
tube drive relieves rear spring of driving and braking stresses.

All bearings (shown in circles) are roller bearings. Ford

is the only commercial car equipped with a 3/4-floating axle.

mounted to maintain proper alignment. The full torque

Finger-Tip Gearshift, standard on Sedan Delivery, leaves front compartment unobstructed. Passenger car type two-spoke steering wheel gives the driver a clear view of all the instruments.



den de la Company

BLOCKER TYPE SYNCHRONIZER . The

3-speed transmission in all units has blocker type

synchronizer which makes it practically impos-

splines and all gears are the more costly, helical

type for quiet operation. Countershaft is mounted

on long roller bearings, instead of the customary

plain bushings, to reduce friction and prevent

wear. Illustration also shows partial cross-section

of the clutch exposing one of the three weighted

sible to clash gears. Transmission main shaft

Cutaway of one of the four double-acting hydraulic shock absorbers. Automatic spring takeup for packing gland prevents fluid loss-reduces need for servicing.

For light hauling and fast delivery, you can't find a commercial car chassis anywhere at any price that has as many quality features, and is as ruggedly built as a Ford. It is the only commercial car with a V-8 engine, a three-quarter floating rear axle. It is the only one with such features as these: semi-centrifugal clutch—inter-leaf spring lubrication—shackles equipped with steel-jacketed self-lubricating bear-

For door-to-door delivery and other operations where maximum economy is desired, Ford commercial cars are available

spring shackles are

2 V-8 ENGINES

and new 30 Hp 4-cylinder Engine

SPECIFICATIONS

95 HP ENGINE • Bore 3.185 in. Stroke 3.75 in. Piston displacement 239 cu in. Brake horsepower 95 at 3600 rpm. Torque 170 lb-ft at 2100 rpm (with all accessories). Taxable horsepower rating 32.5.

85 HP ENGINE • Bore 3.062 in. Stroke 3.75 in. Piston displacement 221 cu in. Brake horsepower 85 at 3800 rpm. Torque 155 lb-ft at 2200 rpm (with all accessories). Taxable horsepower rating 30.

30 HP ENGINE • Bore 3.187 in. Stroke 3.75 in. Piston displacement 119.7 cu in. Brake horsepower 30 at 2300 rpm. Torque 84 lb-ft at 1000 rpm (with all accessories). Taxable horsepower rating 16.25.

ENGINE BLOCK • Ford cast semi-steel. Cylinders and crankcase integrally cast. Full-length water jackets. Polished mirror-finish cylinders.

CRANKSHAFT • Ford cast alloy steel. Fully counterbalanced, integral counterweights. Weight: 95 hp, 69.2 pounds; 85 hp, 65.2 pounds; 30 hp, 41 pounds. Three main bearings. Main bearing surface area: 95 and 85 hp, 36.99 sq in.; 30 hp, 34.4 sq in.

CONNECTING RODS • Manganese steel forgings. 8-cylinder—mounted side by side in pairs on floating-type alloy bearings. 4-cylinder—replaceable type. Bronze piston pin bushings.

PISTONS · Light-weight, cast alloy. Floating-type piston pins with bearing surfaces in both rod and piston.

CAMSHAFT • Wear-resisting, cast alloy iron. 8-cylinder—three steelbacked babbitt bearings. 4-cylinder—three bearings, in semi-steel block.

VALVES • All intake and exhaust valves are heat-resisting chrome-nickel alloy steel. Enlarged area valve stem ends. Light-weight, hollow-cast, onepiece valve lifters. Valves are precision-set.

VALVE SEAT INSERTS • Tungsten steel for all intake and exhaust valves.

ENGINE LUBRICATION • Direct pressure oiling to all main, connecting rod and camshaft bearings; also to timing gears. Crankcase oil capacity: 95 and 85 hp, 5 quarts; 30 hp, 6 quarts.

CRANKCASE VENTILATION • 95 and 85 hp directed-flow through crankcase.

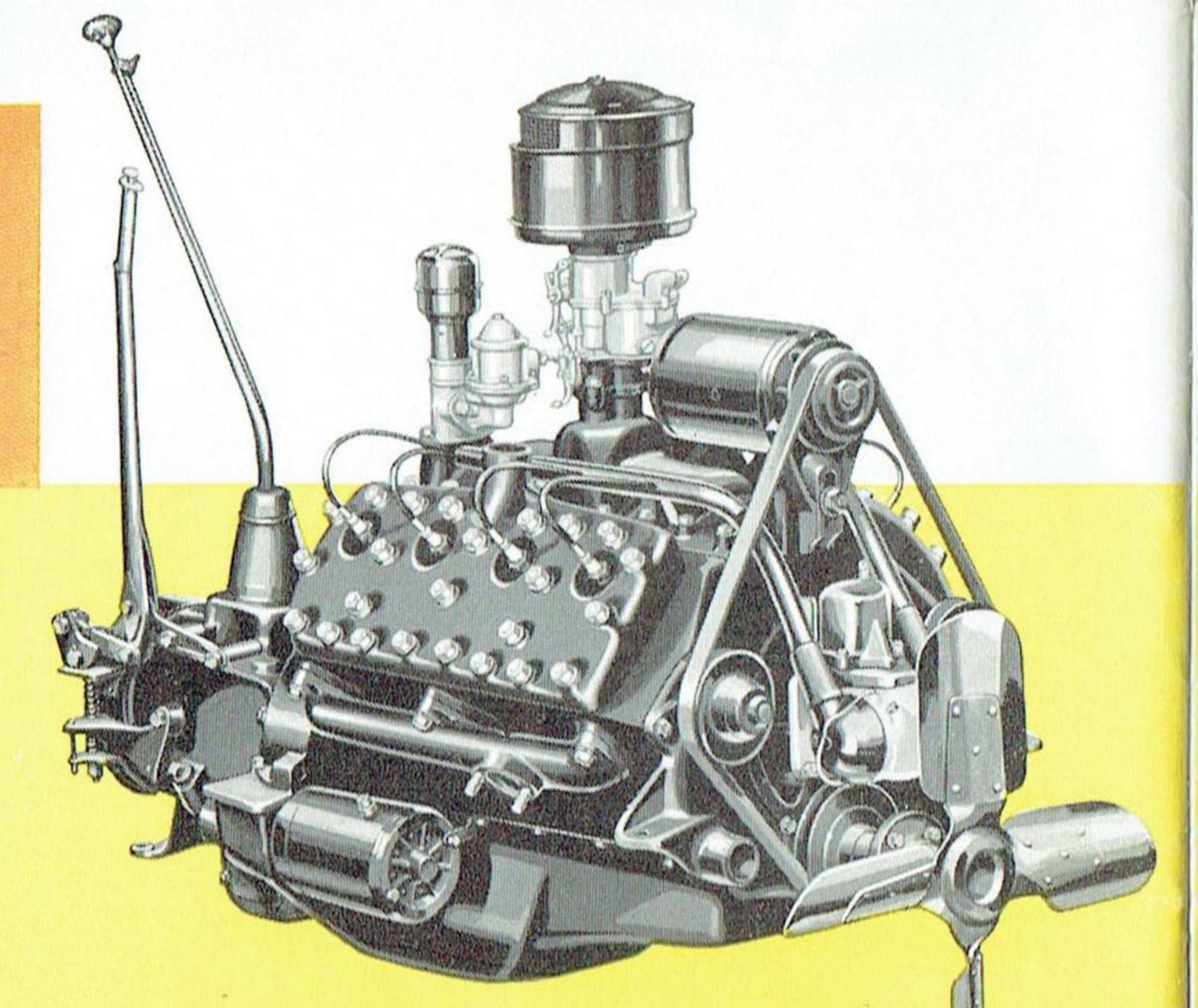
COOLING · 8-cylinder—two centrifugal water pumps, packless, self-lubricating type. 4-cylinder—one pump of similar type.

FUEL SYSTEM • 8-cylinder—dual down-draft with duplex-intake manifold. 4-cylinder-up-draft. Carburetors are fitted with air cleaner and silencer. Oil bath type standard on 4-cylinder engine. Mechanical fuel pump.

IGNITION • Direct-driven unit with distributor and coil in waterproof housing. Fully automatic spark advance.

BATTERY • 17-plate, 120 ampere-hour capacity.

The Ford Motor Company, whose policy is one of continuous improvement, reserves the right to change specifications, design, or prices, without incurring obligation.

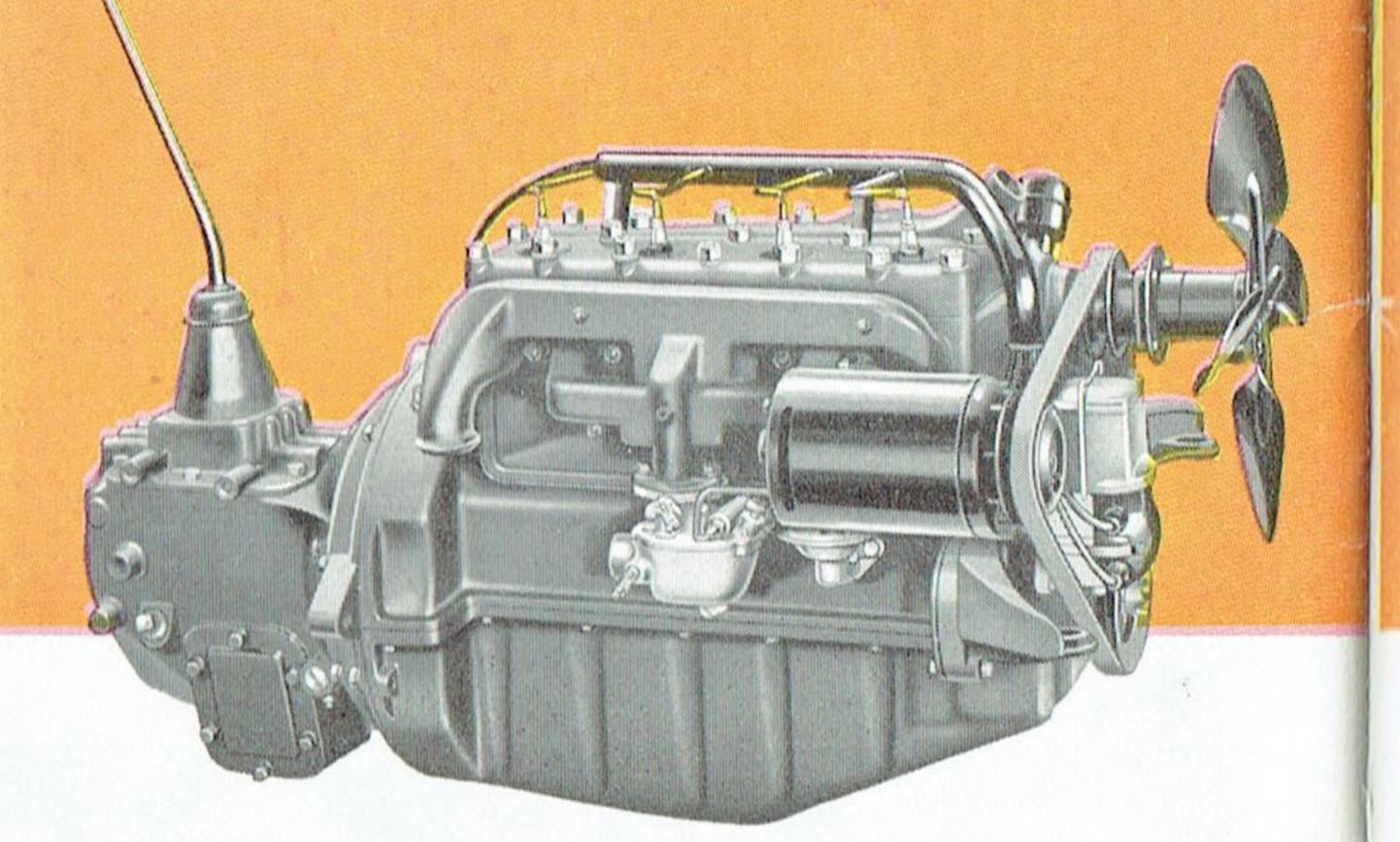


The 85 hp V-8 engine has proved its worth in uncounted billions of service miles over the length and breadth of America. Continuous improvements in manufacturing processes, and in such auxiliary units as carburetors, water pumps, distributors, generators and starters, have brought its efficiency, economy and reliability to a fine point of perfection.

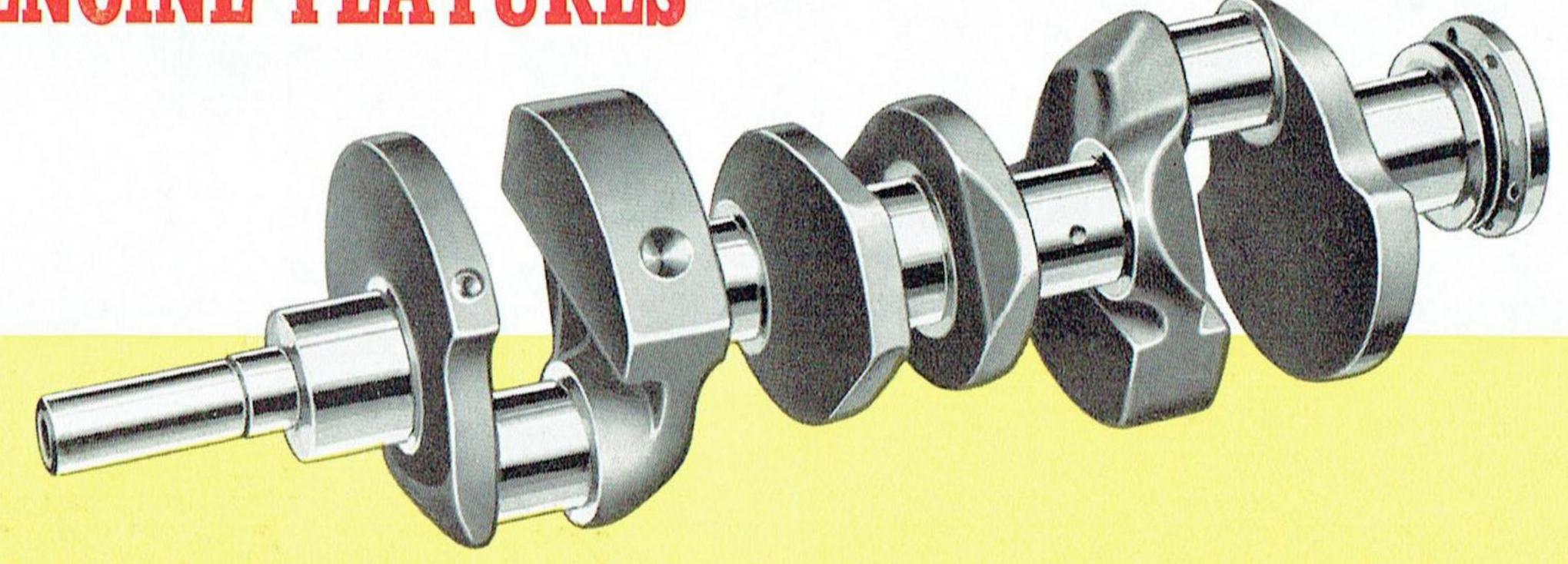
Fleet operators are enthusiastic about its low cost of operation—and no class of operator carries cost figures to a greater number of decimal places. In addition to the above reasons, long distance haulers like Ford engines because they can get universal service.

The 95 hp V-8 is optional at low extra cost in Regular and C.O.E. Trucks for heavy-duty service. Operators of heavy-duty equipment consider the "95" to be one of the greatest truck engines of all time.

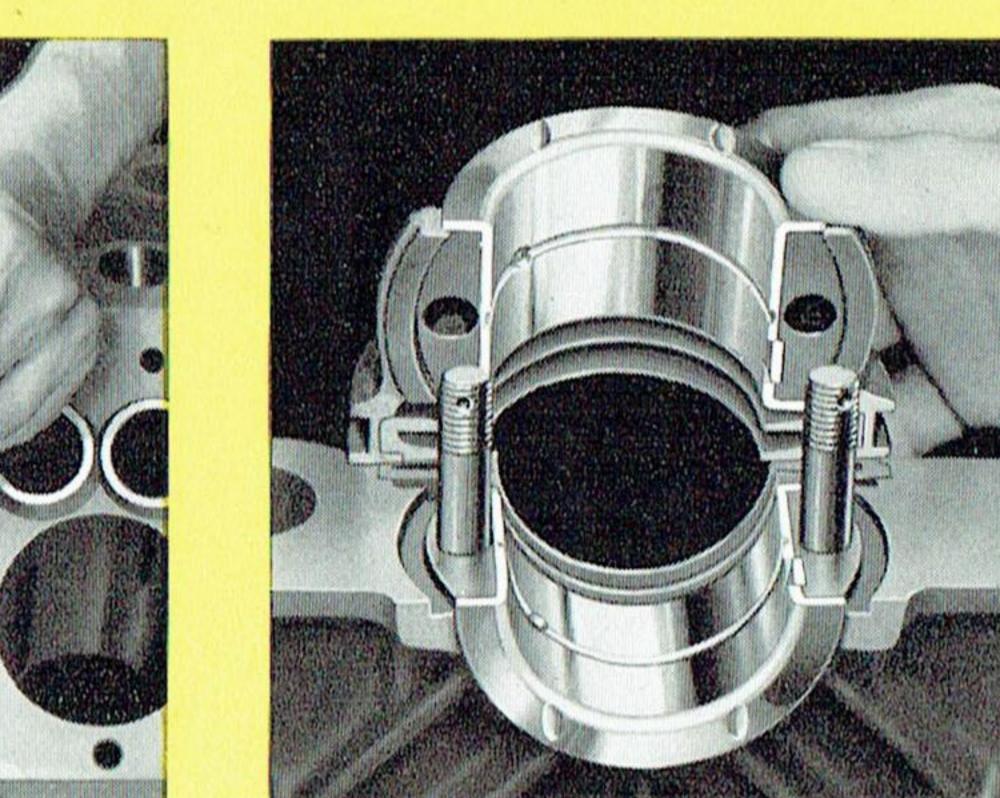
NEW 30 HP 4-CYLINDER FORD ECONOMY EN-GINE • This engine was provided in answer to requests from light-duty fleet operators for even lower delivery costs. Available in Commercial Cars, 3/4and One-Ton Trucks. With this engine in place of the 85 hp V-8 the price is slightly lower. The new 4-cylinder engine is most economical for multiplestop routes. It is Ford quality built, with such features as cast alloy-steel crankshaft, precision set valves, intake and exhaust valve seat inserts, full pressure oiling and direct driven distributor. 4-speed transmission shown is standard on 30 hp 122-inch Trucks.



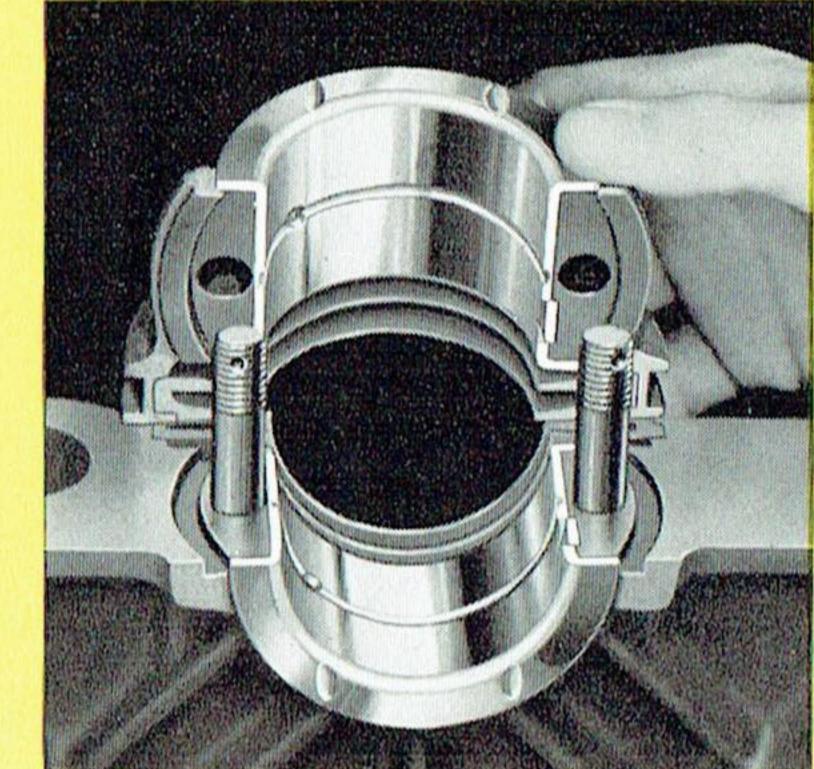
V-8 ENGINE FEATURES



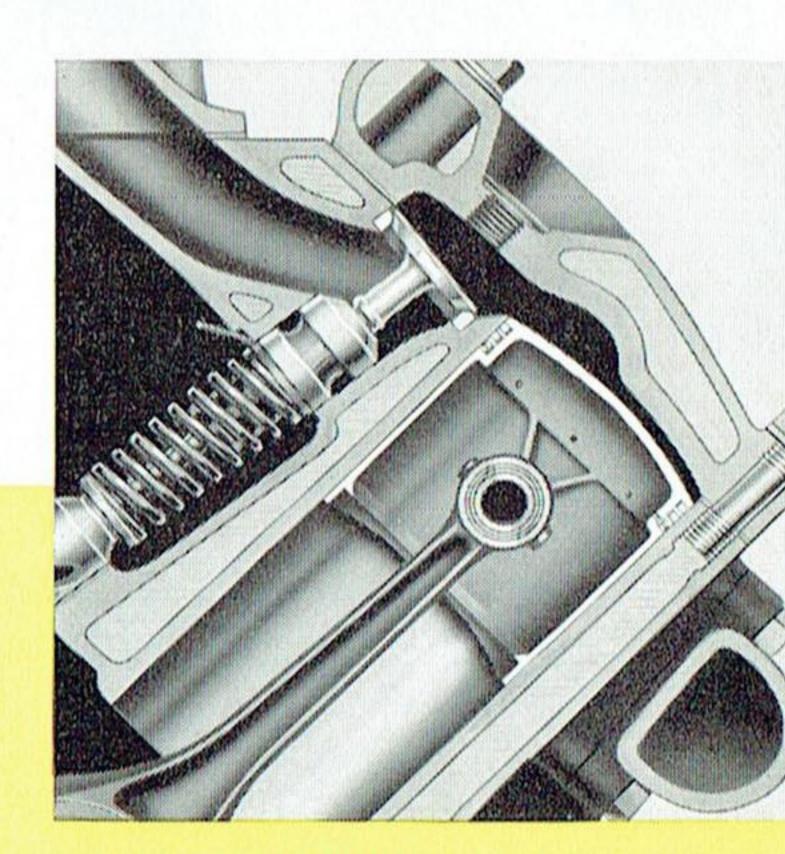
CRANKSHAFTS are special cast alloy steel developed by Ford metallurgists. Extremely short and rigid, they exert great resistance to bending strains and torsional vibration. Bearing surfaces are hard and exceptionally smooth to minimize bearing wear. Crankshafts are fully counterbalanced and each shaft is accurately balanced to within .2 ounce-inch for greater engine smoothness.



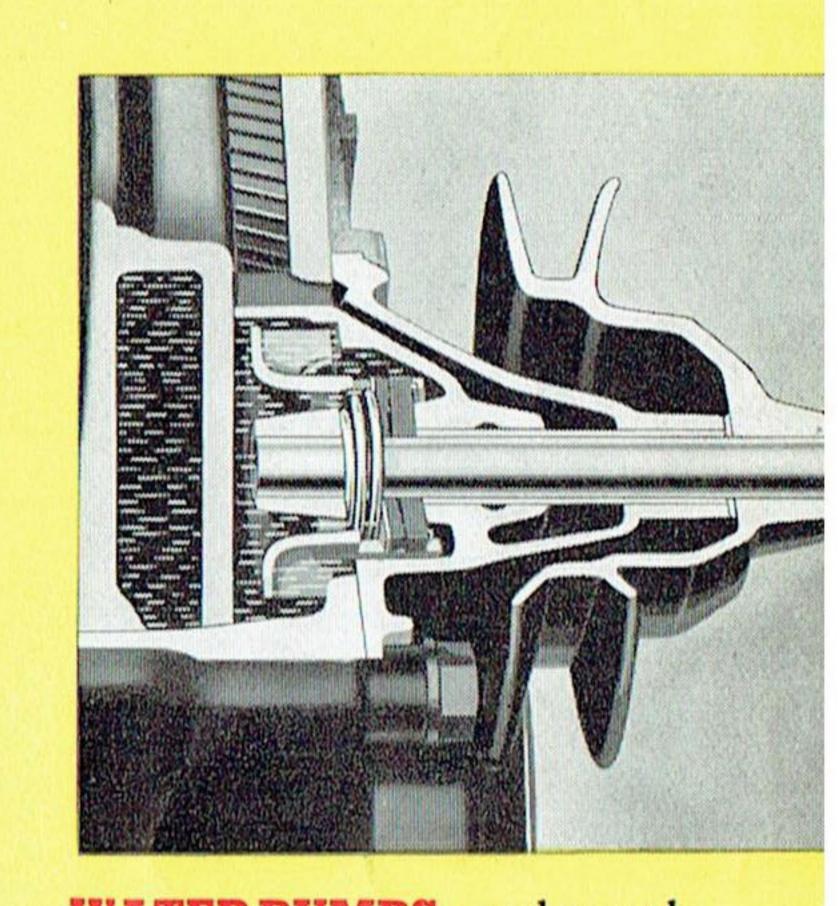
TUNGSTEN STEEL INSERTS are used for all intake and exhaust valve seats to prevent wear. Valve stems, where they fit into the valve guides, now are hardened to avoid wear. This is an improvement for 1941.



MAIN BEARINGS • Removable type, steel-backed bearings. The caps are securely held in alignment by radial tongues, which fit into matching grooves in the cylinder block and prevent caps from shifting.

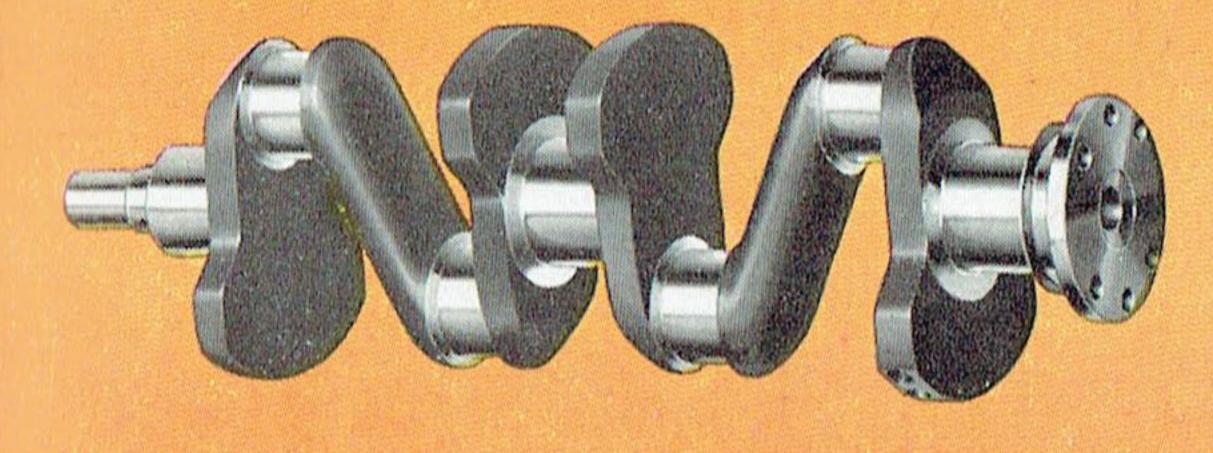


WATER JACKETS are more than full-length—they extend down the walls of crankcase. This provides even expansion for the cylinders and helps regulate the oil temperature.



WATER PUMPS are the packless type and exceptionally reliable. Automatic lubrication provided for the shaft and bushing considerably increases the life of the pumps.

FEATURES OF THE NEW 4-CYLINDER FORD ECONOMY ENGINE



CAMSHAFT. Bolted-on-cam-

shaft gear is a 1941 improve-

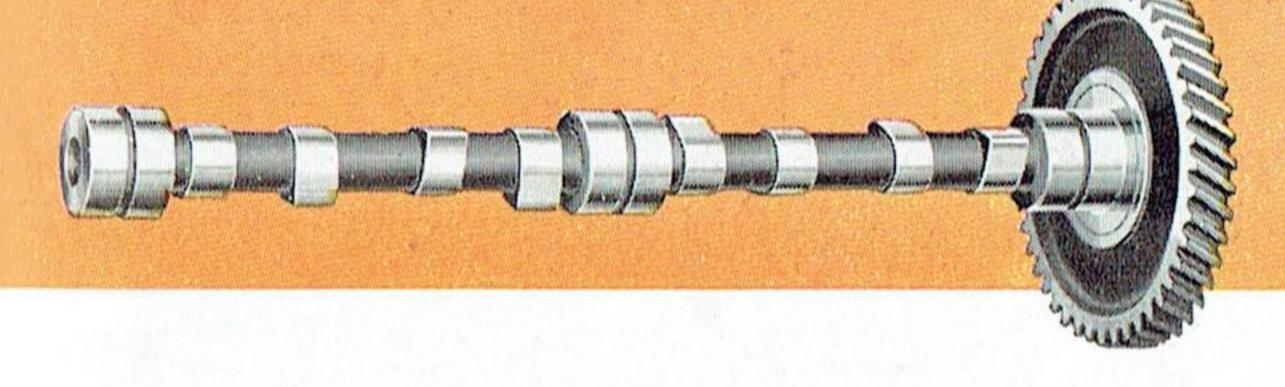
ment. Gear can be replaced

separately, without removing

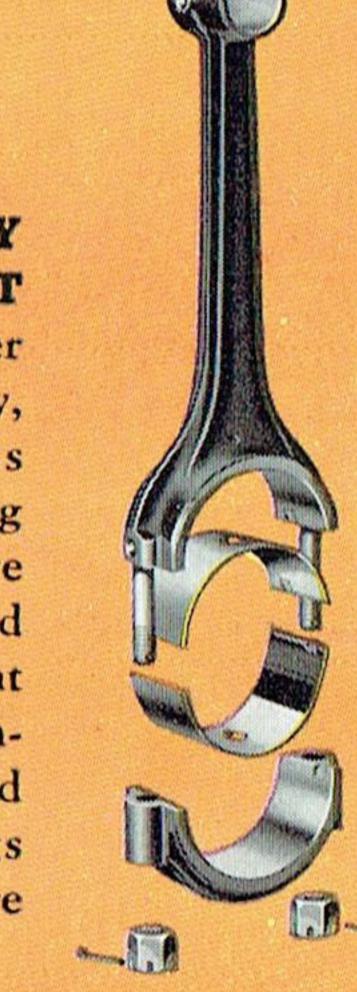
the camshaft. This design

reduces part and labor costs.

CAST ALLOY STEEL CRANKSHAFT, exceptionally hard and wear-resisting. It is fully counterbalanced by four counterweights for smooth engine operation. All bearing surfaces are highly polished. Crankshaft is drilled for pressure oiling the connecting rod bearings.

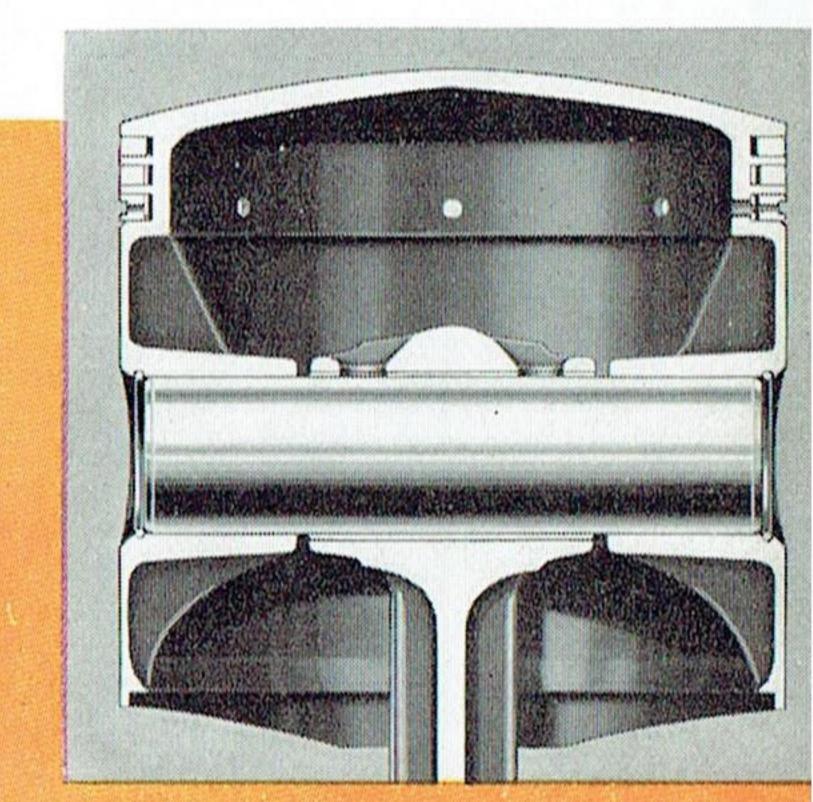


CAST ALLOY IRON CAMSHAFT Made from another Ford-developedalloy, camshafts possess cam and bearing surfaces which are exceptionally hard and highly resistant to wear. The camshaft is provided with three bearings which are pressure lubricated.



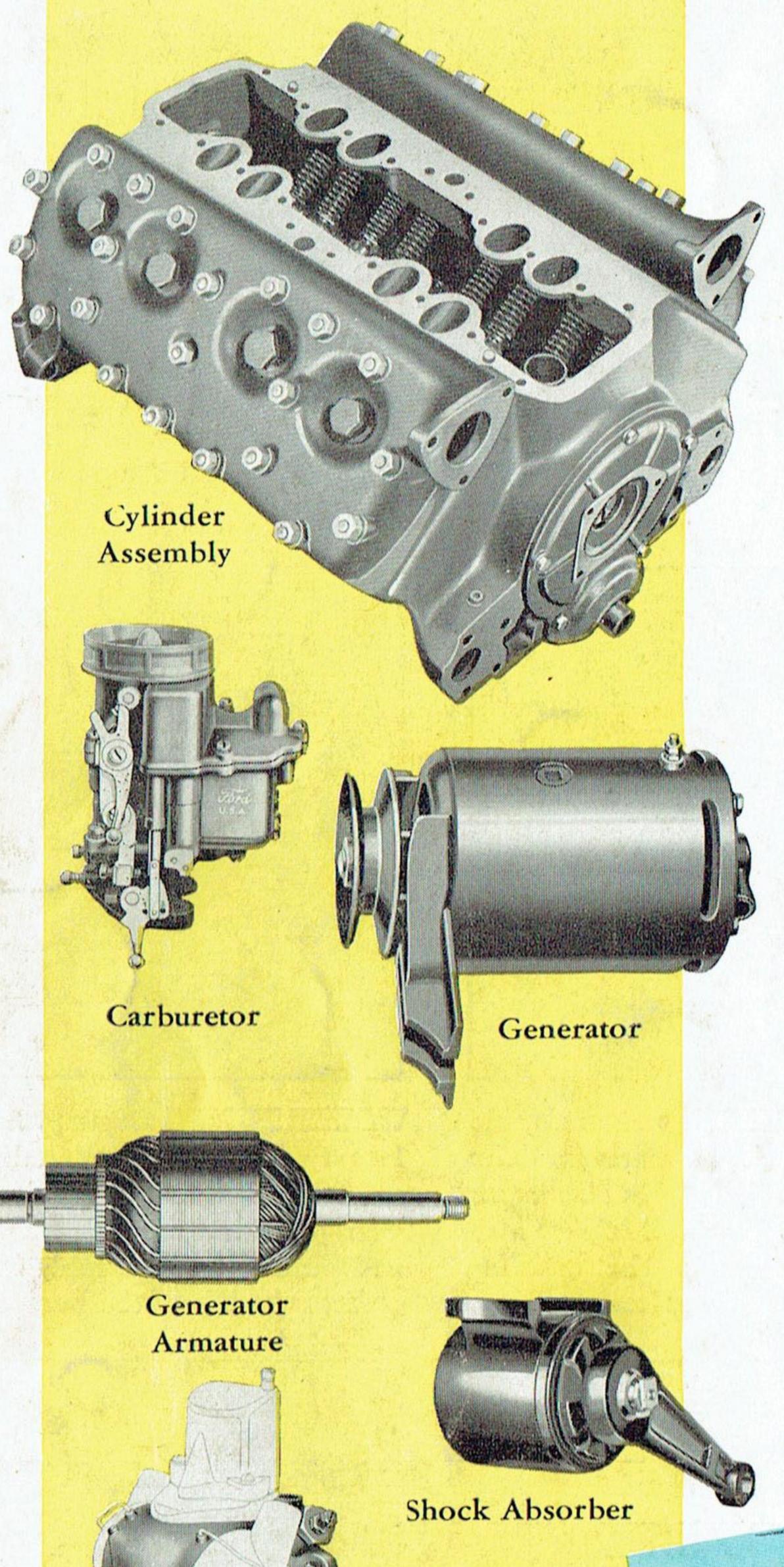
ROD has bolts for the cap forged integral. Bearings are the inserted type—easy to replace. Bearing material is bonded to a steel backing. Piston pin bushings are special bearing bronze.

CONNECTING



CAST STEEL PISTONS are light in weight, strong and wear-resisting. Having approximately the same expansion rate as the cylinders, they can be closely fitted. This helps reduce oil consumption -increases piston life.

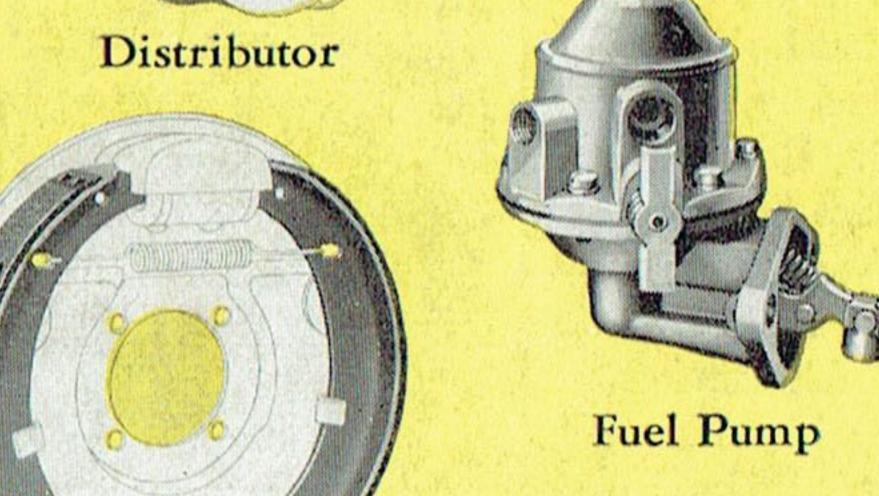
EXCHANGE PLAN FORD



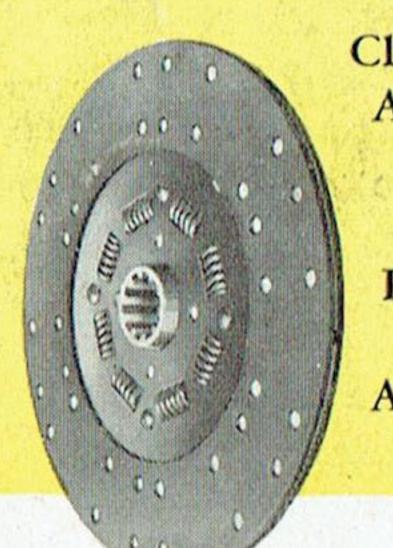
Here's another reason why many truck operators prefer Ford equipment—the Ford Engine and Parts Exchange Plan saves them money. It saves on time, saves on repairs. It enables them to keep their trucks on the job, get more economical performance, and extend the useful life of their units. Many fleet operators who have their own maintenance crews use Ford Exchange engines and other parts. The savings which are made possible by using the Ford Exchange Plan bring additional economy to all hauling and delivery operations.

The Ford reconditioned units illustrated here are available for all Ford Trucks and Commercial Cars. They may be purchased through or installed by any Ford Dealer.

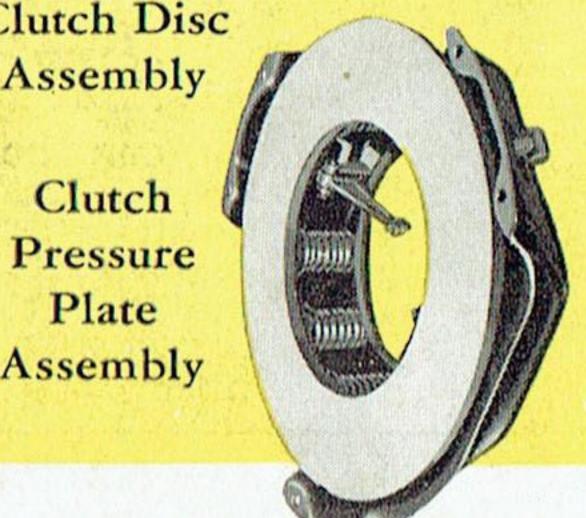




Brake Shoe



Clutch Disc Assembly Clutch Pressure



MAKE AN "ON-THE-JOB" TEST

Before you buy any truck make sure it can handle your work—give you the performance and economy you need. Without any obligation on your part you can arrange with a Ford Dealer for an "On-the-job" test and find out what a Ford Truck will do for you. If you get the facts you'll get a Ford!

Sergeant Motor Corp.

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