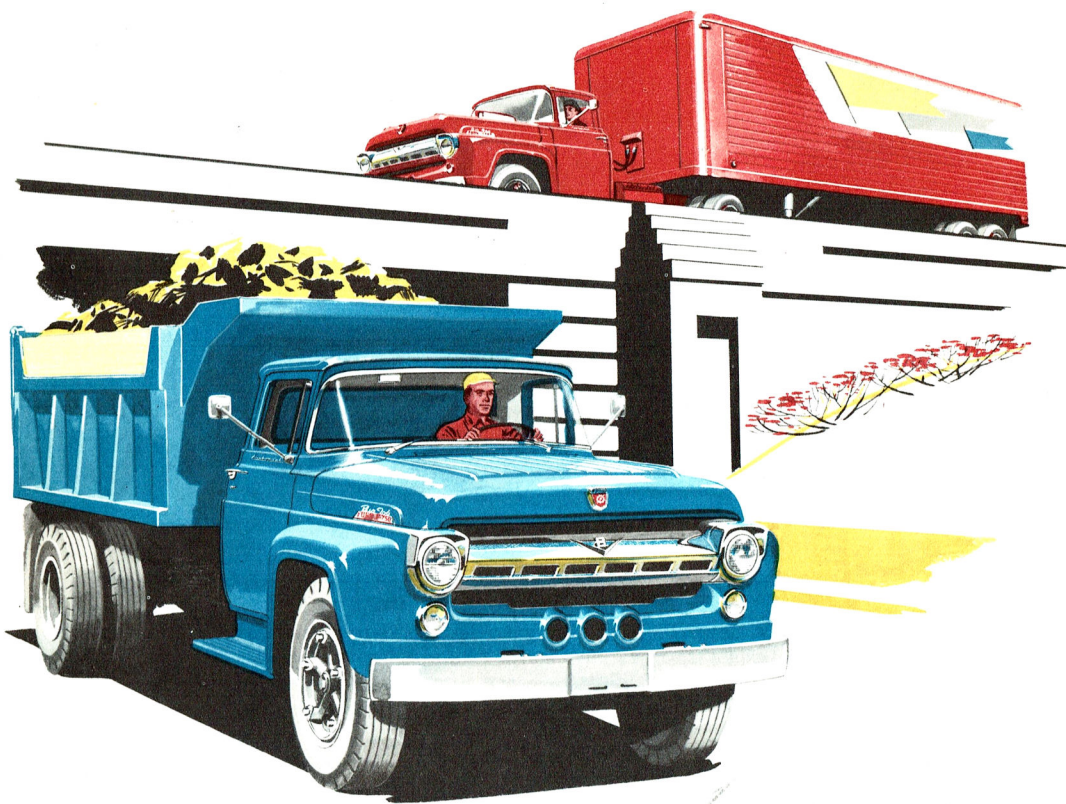


FORD

HEAVY DUTY TRUCKS

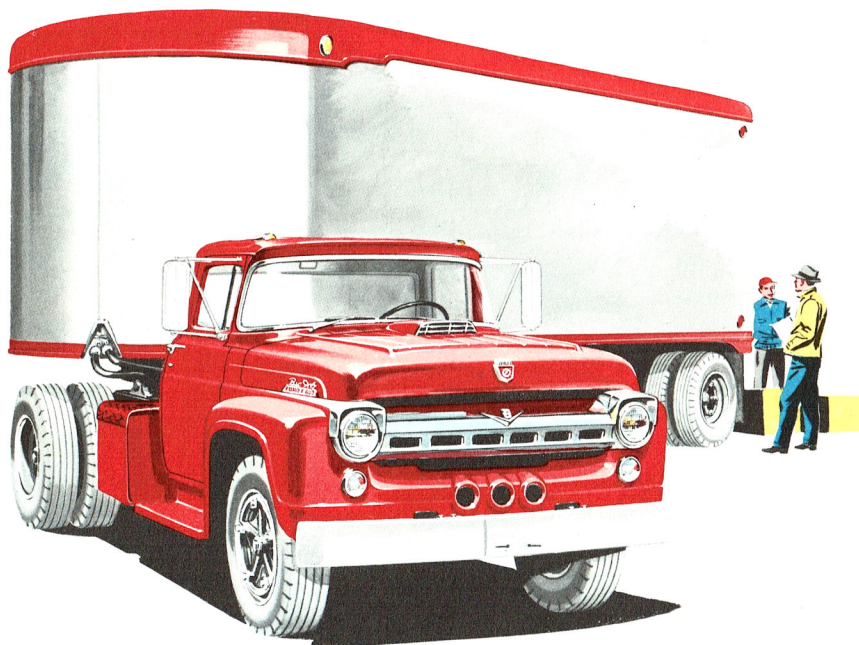
SERIES F-700 • F-750 • F-800 • F-900



Modern through and through!

*For '57 and the years ahead **FORD TRUCKS COST LESS...**
less to own . . . less to run . . . last longer, too!*

NEW FORD HEAVIES for 1957...



with new deep-down modern design

New Heavy Duty Fords, with boldly modern, functional styling, are designed to put you miles and money ahead! One look tells you there's something really new and superior about these trucks, and the boldly modern styling you see just hints at how truly deep-down modern they are. Yes, the new '57 Ford's modern design goes deep down to give you trucks that *Cost Less*... less to own... less to run... last longer, too. And these new '57 Ford trucks drive easier, faster, carry bigger, more profitable loads.

Ford's new Short Stroke engines bring you Two-Fisted Power... Tight-Fisted Economy... Iron-Fisted Durability! Greater horsepower is standard throughout Ford's Heavy Duty Series with new engine advancements from camshafts to carburetors. Only Ford, pioneer in modern truck power, gives you modern Short Stroke design in every engine. And only Ford Short Stroke engines are so thoroughly proved—by

over 10 billion actual road miles. There's more pep and more power for peak performance, more stamina for long, dependable life.

And Ford's deep-down modernness doesn't stop at the engine... new frames are stronger, sturdiest of any comparable truck line... smart new lower, wider, more massive cabs feature heavy sheet metal in the floor with new reinforcements and mounts. And Ford's new Driverized Cabs are designed to give the utmost in driving and riding comfort.

New easy-action hydraulic clutch, standard in all Ford trucks, works like hydraulic brakes to cut required foot pressure on clutch pedal... operates more smoothly. New springs, axles, brakes—all components are designed to give the maximum in profitable truck service. All these and many more major, new advancements make Ford trucks for '57 the greatest ever!

MOST ECONOMICAL TRUCK *in the heavy field*



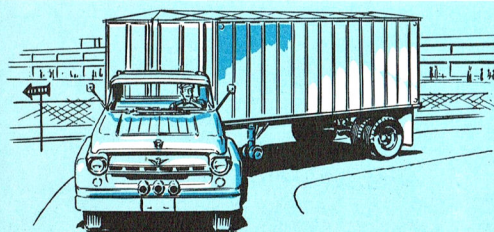
Ford F-700 chassis-cab models are recommended for today's modern pallet-loaded beverage bodies up to 17½ feet in length.

Ford's new F-700 is a versatile load hustler that takes to any job with economy you never thought possible in so large a truck. Nowhere will you find a truck with as wide a choice of engines, axles, brakes, tires and other equipment. New frames with deeper side rails for greater strength are offered with or without inside channel reinforcements to permit you to meet your exact type of hauling conditions.

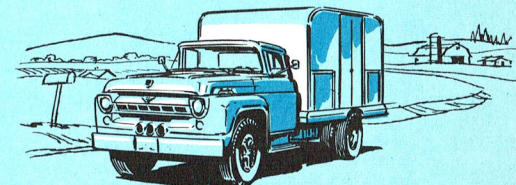
F-700

GVW 21,000 lb. GCW 35,000 lb.
Optional GVW 22,000 lb.*
NOMINAL PAYLOAD (body, equipment,
etc.) up to 16,250 lb.
WHEELBASES: 132, 144, 156, 175
and 192 inches

*22,000-lb. GVW requires heavy-duty rear axle and springs plus 272 HD V-8 engine

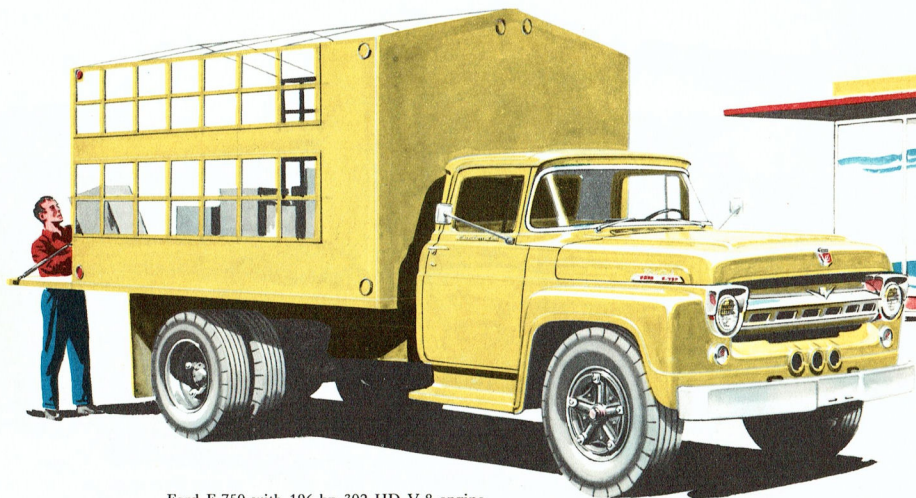


F-700 is an excellent long or short haul tractor. Choose either the 181-hp 272 V-8 or 178-hp 272 HD V-8. Standard vacuum booster, optional air booster or full-air brakes let you match your trailer brakes.



F-700 is right at home on the farm, too! Longer front and rear springs provide a smooth ride under all types of load and road conditions. New durability advances mean even longer engine and chassis life.

Most **EFFICIENT PERFORMER** in its class...



Ford F-750 with 196-hp 302 HD V-8 engine, gives the quick response and acceleration needed for freight service. Optional power steering makes handling easier.

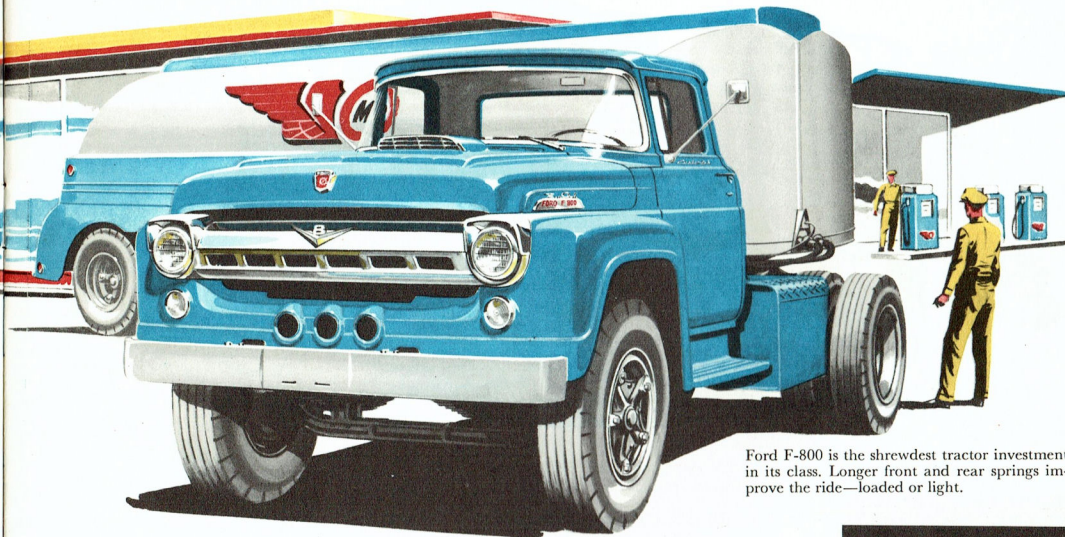
F-750

GVW 22,000 lb. GCW 42,000 lb.
NOMINAL PAYLOAD (body, equipment,
etc.) up to 15,975 lb.
WHEELBASES: 132, 144, 156, 175
and 192 inches

Ford's F-750 models are the only conventional trucks in the 22,000-lb. GVW class that offer 4-barrel carburetion standard. With this highly efficient fuel system, two primary barrels furnish the required air-fuel at normal cruising speeds—but when additional torque is needed, two secondary barrels go

into action automatically, unleashing big power reserves. Optional thermostatically controlled hood air scoop and dual exhausts are Ford exclusives that further increase the efficiency of the F-750. And from pistons to oil pumps, there's new durability built into Ford's proven Short Stroke engines.

BIGGEST SELLER of any truck its size...



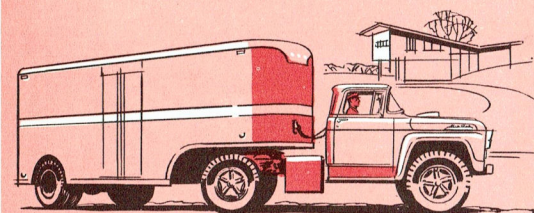
Ford F-800 is the shrewdest tractor investment in its class. Longer front and rear springs improve the ride—loaded or light.

F-800

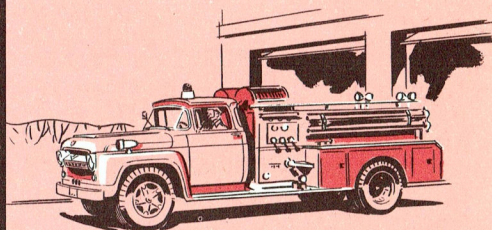
GVW 25,000 lb. GCW 50,000 lb.
NOMINAL PAYLOAD (body, equipment,
etc.) up to 18,350 lb.
WHEELBASES: 132, 144, 156, 175
and 192 inches

Ford's F-800 is the biggest seller in its class because it offers the greatest value. No other comparable truck offers so many heavy-duty features with so many major economies. There's no route too tough for Ford's hefty F-800 models! Ford's mighty 212-hp

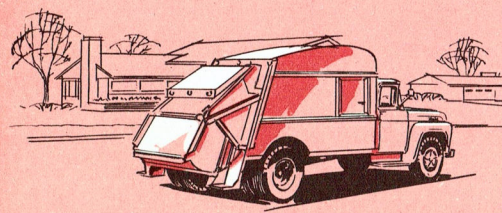
332 HD V-8 with 4-barrel carburetion lets you wheel 50,000-lb. GCW up steep grades, through traffic, *cut job time every trip!* Optional thermostatic fan releases up to 15 more *usable* net horsepower. Dual exhausts also available for still greater power output.



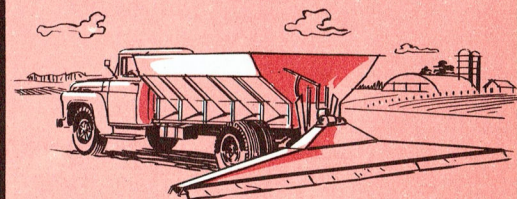
F-750 tractor models are offered in either 132- or 144-inch wheelbase to take any semi-trailer you choose. These easy-to-handle tractors have longer springs, larger brake lining area and stronger frame to haul payloads with trailer and equipment up to 18 tons.



F-750 has power aplenty for the pumping demands of modern fire-fighting equipment. Sodium-cooled exhaust valves that run up to 225° cooler are standard. Optional thermostatically controlled hood air scoop gives all-weather engine operating efficiency.



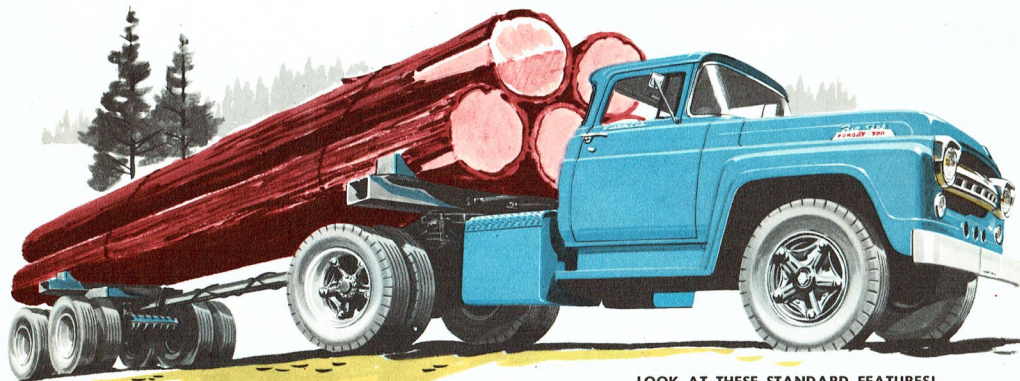
F-800 is well-suited for the tough service of everyday municipal work. You can choose the standard spiral bevel single-speed axle or optional electric-shift 2-speed axle with vacuum-hydraulic, air-over-hydraulic or full-air brakes to meet your exact needs.



F-800's stronger frame lets you mount any special body your job requires, keeps mounting time and costs down. Above lime spreader is available with Transmatic Drive* or Synchro-Silent transmissions. Optional power steering cuts turning effort up to 75%.

*Available approximately May 1, 1957

LEADER of Ford's EXTRA HEAVY JOBS . . .



LOOK AT THESE STANDARD FEATURES!

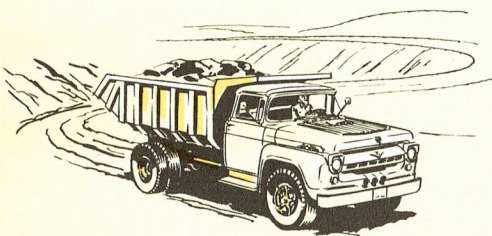
Master-Guide power steering cuts driver turning effort as much as 75%. Thermostatically controlled hood air scoop and dual exhausts are Ford exclusives that further increase the efficiency of the F-900.

Ford's new Extra Heavy Duty F-900's are big in power, in capacity and convenience . . . and just as big in their ability to work harder, longer, give you a better return on your investment. Standard 212-hp 332 HD V-8 engine features 4-barrel carburetion. And nobody matches Ford for standard power boosters—hood air scoop with thermo-

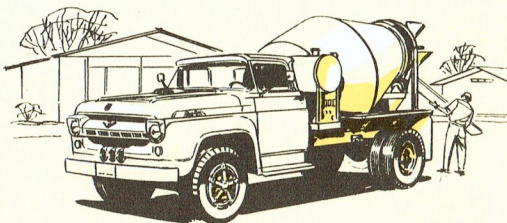
static control . . . dual exhausts . . . optional thermostatic fan that releases up to 15 more *usable* net horsepower. From pistons to oil pumps, there's new durability built into vital engine parts. New frames are the strongest of any comparable trucks. They are efficiency-built—with ruggedness in every component part, yet no excess weight.

F-900

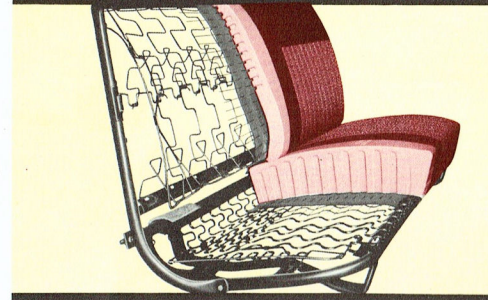
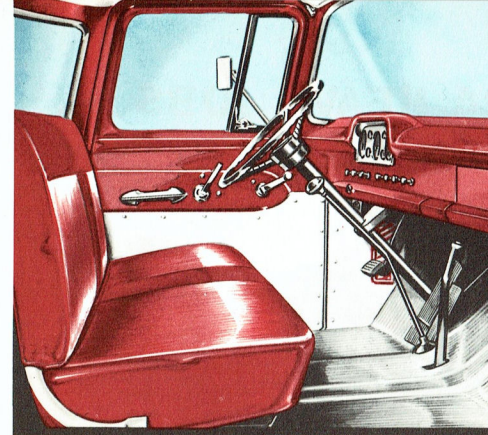
GVW 29,000 lb. GCW 60,000 lb.
NOMINAL PAYLOAD: (body, equipment,
etc.) up to 21,975 lb.
WHEELBASES: 132, 144, 156, 175
and 192 inches



Heavy cargos are no strain on the F-900 . . . even when it's carrying a loaded rock-dump body in rough going. Easy shifting Synchro-Silent transmissions . . . extra toughness in frame, springs, axles, every component makes them a *lasting* investment.

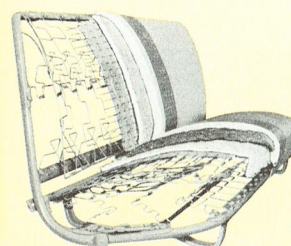


Practically any special-purpose body your job calls for can be mounted easily on a F-900 chassis—in minimum time, at minimum cost. Your Ford Dealer will be happy to work with you to equip your truck exactly the way you want it.

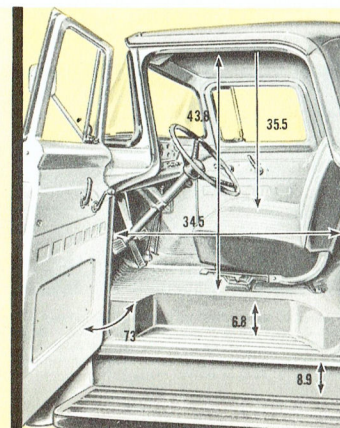


World's most comfortable truck cab seat! The *Custom Cab's* seat (shown above) has five soft inches of resilient foam rubber in seat, two inches in seat back. Supported by new non-sag formed springs it cradles the driver's weight, soaks up jar and bounce.

Lifeguard Steering Wheel (shown at right) is designed to give the driver added protection against contact with the steering column in event of accident. New Double-Grip Lifeguard door locks are also standard. Super-cushion instrument panel and padded sun visors are optional. Also, safety rearview mirror and Ford seat belts are available as Dealer installed options.



New Standard Cab seat has non-sag formed wire springs with generous padding for a soft ride. There's full three-man seat width for roomy comfort. New, durable "free-breathing" woven plastic seat upholstery in tan with brown thread, is cooler in hot weather and easy to clean.



Ford's Standard Cab (shown at left) is extra-wide, with a full 59.5 inches of shoulder room in '57. There's more extensive leg room forward and loads of hip and head room in this new wider cab. Big doors, almost a yard wide, let the huskiest man step inside easily. New instrument cluster provides better visibility.

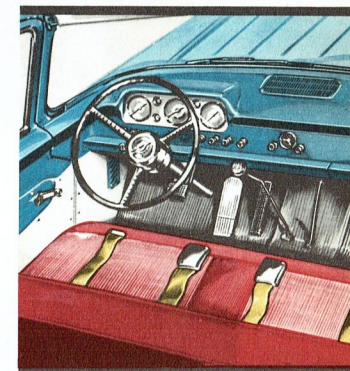
DRIVERIZED CAB

stronger, safer, more comfortable

For '57, Ford's cab for Heavies and Extra Heavies is better than ever! Cab strength has been greatly increased by the use of a heavy (18-gauge) steel floor pan with reinforcing plate extending from front body pillar to transmission access hole, plus an extra plate on the top side of floor pan. Every detail has been engineered to provide roomy comfort and safety. A new concealed inboard cab step strengthens cab structure and combines with wide-opening doors and running boards to make it easier than ever to enter and leave the Ford cab. New Hi-Dri All-Weather ventilation supplies fresher, cleaner air. The new full-wrap windshield with swept-back corner posts is a full 61.5 inches wide with 1020-sq. in. glass area.

Custom Cab interior (shown at upper left) features new three-tone chain stripe woven plastic seat upholstery in red and white or green and white, color-keyed to exterior color. Seat facings and bolster are in a matching shade of vinyl. Cab is well insulated for comfort and quietness. Headlining is a perforated thermacoustic sheet backed by 1/2-inch of glass wool. Sound deadener is also used on the cab floor and rear panel, and cowl wall is well insulated. Completing the interior's elegant trim are hardboard door and cowl side panels.

These and many more special-value features make the *Custom Cab* well worth its low extra cost.



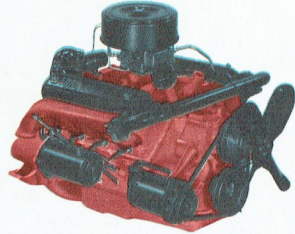
FORD stretches engine life with Superior **SHORT STROKE** design

The most *efficient* power in trucks today is *short-stroke power*. Without working nearly as hard, a short-stroke engine produces more power than a long-stroke engine. Ford Short Stroke engines do just this. They reduce internal friction . . . they save moving parts wear . . . they save gas . . . they give you more *usable* power. And, most important of all, they last longer.

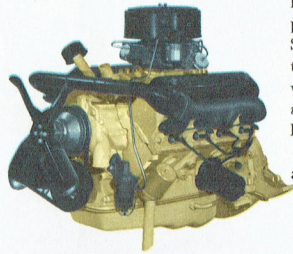
Ford's modern metallurgy, tooling and assembly methods make possible many other

important advances. The forged-steel crankshaft† provides greater rigidity and stability to withstand the toughest truck operations. Cylinder heads of the Heavy Duty engines are stress-relieved to provide even metal expansion without strain for less warpage. Integral valve guides, cast as part of the cylinder heads, provide better heat transfer. Improved piston ring clearance plus closer limits in assembly reduce oil consumption and add greatly to cylinder life.

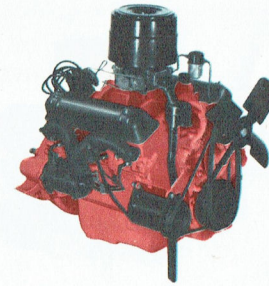
†Forged-steel crankshaft used on 302 HD and 332 HD V-8's. Precision-molded alloy iron crankshaft used on 272 and 272 HD V-8's.



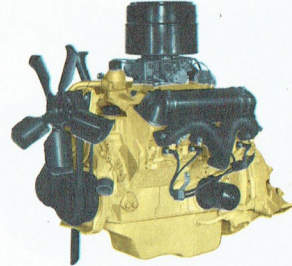
181-hp 272 V-8 (Std.—F-700)
Bore—3.62 in. Stroke—3.30 in.
2-Barrel Carburetor
Brake Horsepower—181 @ 4400 rpm
Torque—262 lbs-ft @ 2200-2700 rpm



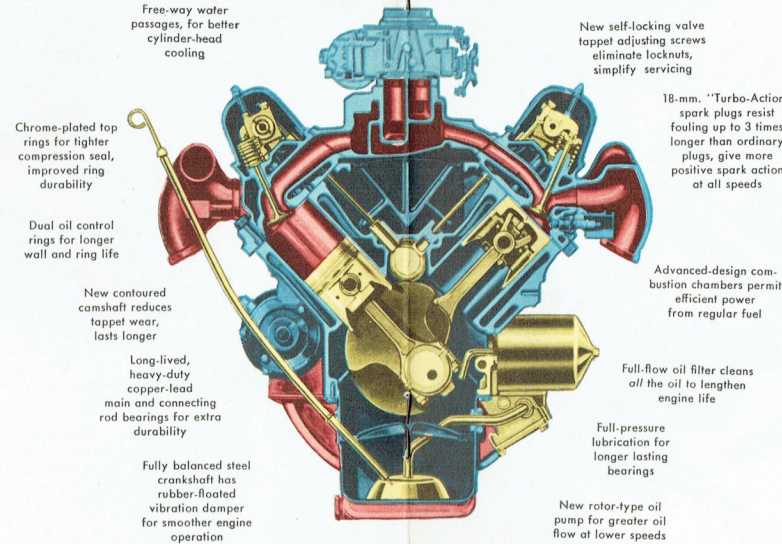
178-hp 272 HD V-8 (Opt.—F-700)
Bore—3.62 in. Stroke—3.30 in.
4-Barrel Carburetor
Brake Horsepower—178 @ 3800 rpm
Torque—260 lbs-ft @ 2100-2900 rpm



196-hp 302 HD V-8 (Std.—F-750)
Bore—3.62 in. Stroke—3.66 in.
4-Barrel Carburetor
Brake Horsepower—196 @ 3800 rpm
Torque—299 lbs-ft @ 2500 rpm



212-hp 332 HD V-8 (Std.—F-800, F-900)
Bore—3.80 in. Stroke—3.66 in.
4-Barrel Carburetor
Brake Horsepower—212 @ 3800 rpm
Torque—328 lbs-ft @ 2500 rpm



332 Heavy Duty V-8 Engine Features

Free-way water passages, for better cylinder-head cooling

New self-locking valve tappet adjusting screws eliminate locknuts, simplify servicing

18-mm. "Turbo-Action" spark plugs resist fouling up to 3 times longer than ordinary plugs, give more positive spark action at all speeds

Chrome-plated top rings for tighter compression seal, improved ring durability

Dual oil control rings for longer wall and ring life

New contoured camshaft reduces tappet wear, lasts longer

Long-lived, heavy-duty copper-lead main and connecting rod bearings for extra durability

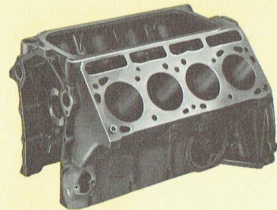
Fully balanced steel crankshaft has rubber-floated vibration damper for smoother engine operation

Advanced-design combustion chambers permit efficient power from regular fuel

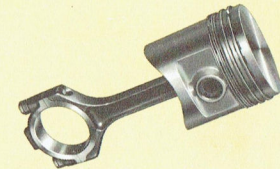
Full-flow oil filter cleans all the oil to lengthen engine life

Full-pressure lubrication for longer lasting bearings

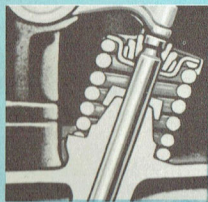
New rotor-type oil pump for greater oil flow at lower speeds



Deep Y-Block extends well into the crankcase for high rigidity, precise bearing alignment, smooth operation and longer engine life. **Stress-Relieved Cylinder Heads*** reduce warpage, give tighter seal around compression areas for better performance.



New pistons for 302 and 332 Heavy Duty V-8 engines include a steel reinforcement above pin bosses to help maintain a constant diameter, minimize cold slap and scuffing. Top ring groove is lined with steel insert cast integrally with piston for even longer life.



Free-Turn Valves (intake and exhaust) are designed to rotate each time valve opens and closes. Free-turn design promotes self-cleaning action and better seating.



Self-Sealing Intake Valves* with dished-type heads conform to their seats under extreme heat conditions. Valve stems are selectively fitted for better oil control.



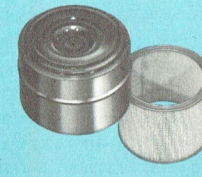
Solid Tungsten-Cobalt Alloy Exhaust Valve Seat Inserts* withstand high temperatures better, resist pitting and scoring—are all but impervious to wear!



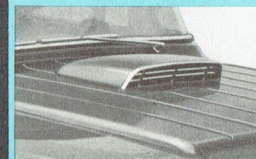
Sodium-Cooled Exhaust Valves* run up to 225 degrees cooler, last far longer than ordinary valves. They are faced with tungsten-cobalt to further prolong life.



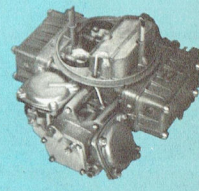
Thermostatically Controlled Fan optional for 302 and 332 HD V-8's operates only when needed . . . gives up to 15 more *usable* net horsepower; better economy.



New Super-Filter Air Cleaner with reusable cellulose filtering element stops 90% more dirt than ordinary cleaners. Quick, easy servicing—dirt simply tapped out.



Fresh air intake with new thermostatic control gives all-weather operating efficiency. (Standard F-900, optional F-750, F-800.) Same availability for dual exhaust system.



Four-Barrel Carburetor* automatically regulates gas consumption for top economy under all conditions. Two primary barrels furnish fuel-air mixture normally required.

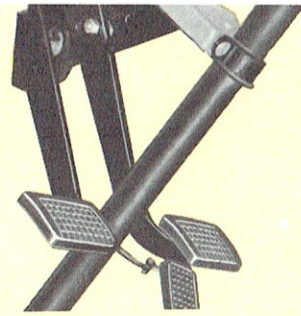
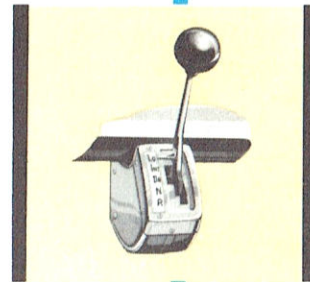
*Standard on all Heavy Duty engines

*Standard on all Heavy Duty engines

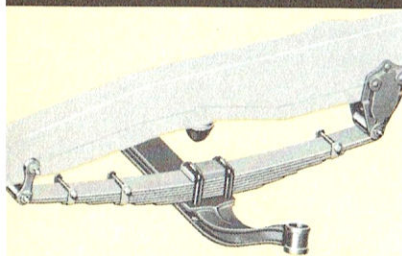
Haul more with **FORD'S RUGGED CHASSIS CONSTRUCTION** and greater **STRENGTH** reserves

TRANSMATIC DRIVE

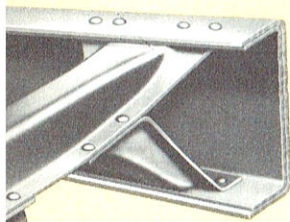
New, fully automatic truck transmission, optional on Ford's Heavy Duty models, for smooth effortless driving. Six forward speeds for correct application of power under all driving conditions. Available approximately May 1, 1957.



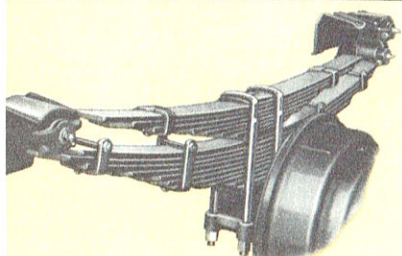
New suspended pedals permit more convenient "natural position." Suspended clutch, brake and accelerator pedals eliminate toeboard holes and provide a tighter sealed cab.



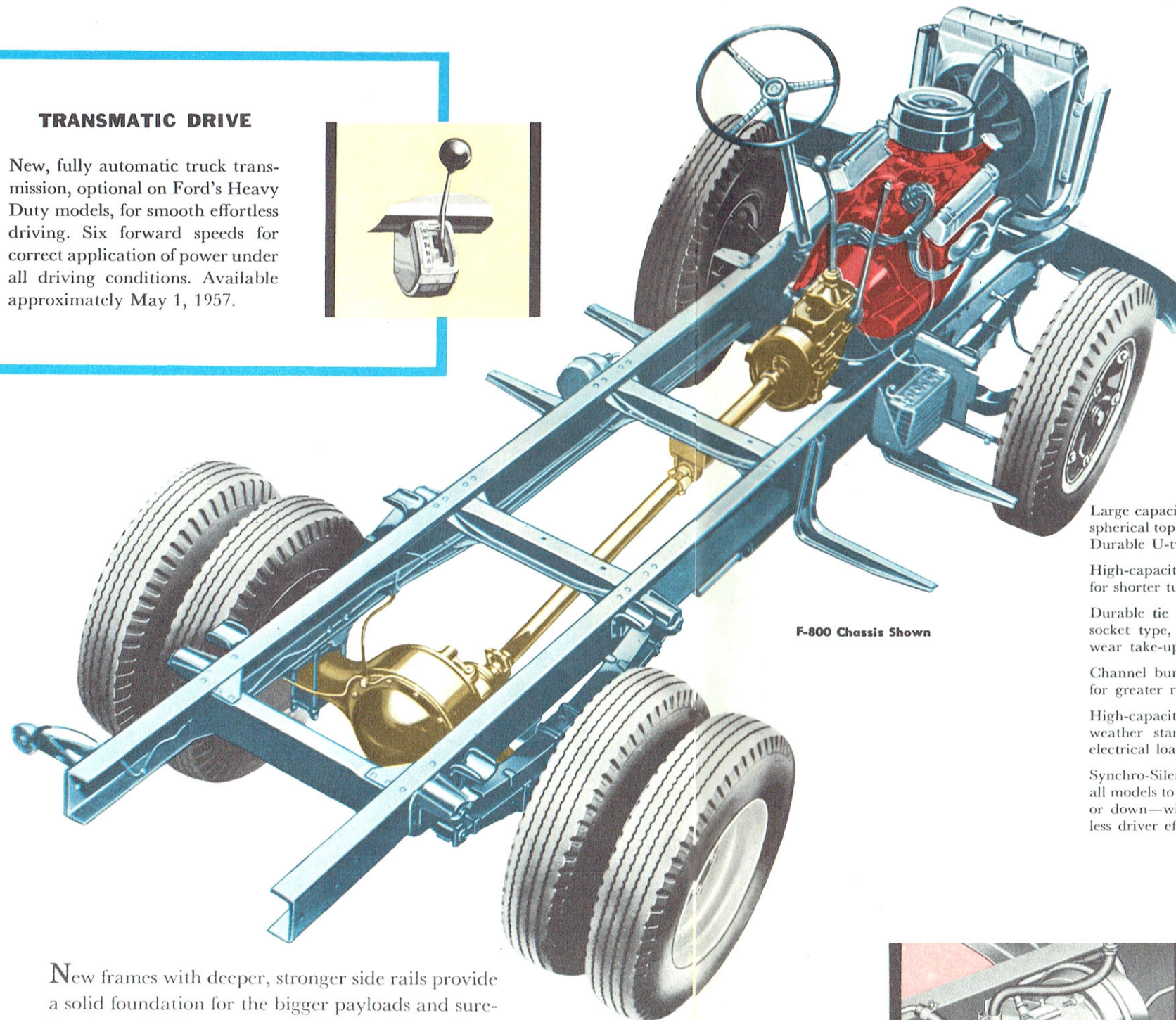
Longer front springs (also wider on F-800 and F-900) have decreased deflection rate for improved ride—increased capacity and double-wrapped rear eyes for extra safety, shackled at the front for easier, more stable steering.



Deeper double-channel frames have extra strength, lower weight. Channel reinforcements (F-750 and up) between front and rear springs make frames highly resistant to twist and weave. Optional on F-700.



New, longer rear springs are designed to carry their recommended load with the proper resiliency under the most severe conditions.



F-800 Chassis Shown

Large capacity flat tube and fin radiator with spherical top tank gives high cooling efficiency. Durable U-type support.

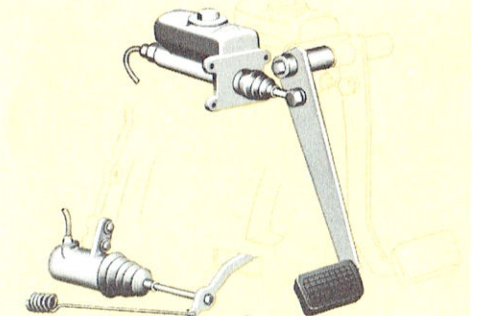
High-capacity wide-tread, set-back front axle for shorter turning, more steering stability.

Durable tie rod ends are spring-loaded, ball-socket type, with dust shields, for automatic wear take-up.

Channel bumper attached directly to frame, for greater rigidity.

High-capacity 12-volt battery gives faster all-weather starting, more capacity to handle electrical loads.

Synchro-Silent type transmission is standard on all models to provide faster, easier shifting—up or down—with less loss of truck momentum, less driver effort.



New hydraulic clutch works like hydraulic brakes to reduce foot pressure, make shifting easier. Provides more positive engagement, minimizes clutch chatter, simplifies maintenance. Master cylinder is under hood.

Roll Action steering gives quick response, easy handling. Power steering available on all models (except F-700) cuts steering effort up to 75%.

Gyro-Grip Clutch uses centrifugal force for easy operation and new, sturdier springs for more positive engagement; hydraulic action permits low pedal pressure.

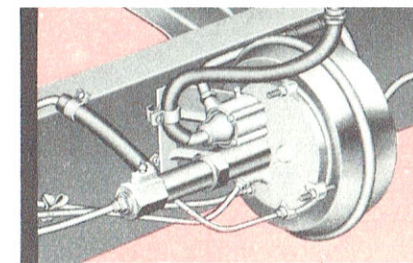
Straight-line drive with large diameter tubular propeller shafts, gives smooth power flow.

Resilient rubber cushion encases center bearing, absorbs as much as 80% of shaft vibration, gives smoother ride.

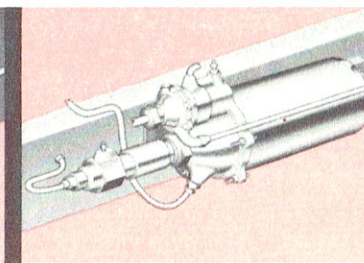
Wide-span rear springs with auxiliary provide sturdy, balanced load support.

Single-speed rear axle with one-piece banjo housing, standard; electric-shift 2-speed planet type available.

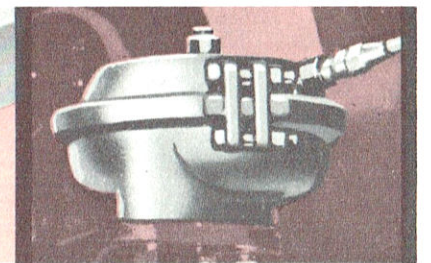
New frames with deeper, stronger side rails provide a solid foundation for the bigger payloads and sure-fire dependability you get with Ford's Heavy Duty models! Ford's strong clean-cut chassis design pares away useless, unwanted dead weight, lets you carry more load on every trip. Yet there's plenty of extra toughness where it counts. Ford's springs, frames and axles—unit for unit are more durable than ever—all have the reserve capacity and stamina to keep rolling in hard going. One more reason why Ford trucks *last longer* than any other make—proved by a 10-million-truck study by independent insurance actuaries for the tenth consecutive year!



Vacuum power unit included on all Heavy Duty models with standard hydraulic brakes provides accurately controlled braking power with normal pedal application for smooth, positive stopping.

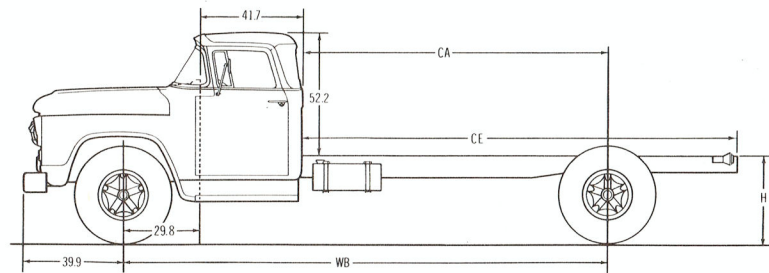


Air-over-hydraulic brakes (optional) supply air pressure for standard brakes from a 7 1/4-cu. ft. air compressor and one 1150-cu. in. reservoir tank to a 4 1/2-in. dia. booster. Includes air windshield wipers.



Full-air brakes (optional) include 7 1/4-cu. ft. compressor, governor, two reservoir tanks with safety valve and drain cocks, pressure gauge and buzzer, treadle-type pedal and air windshield wipers.

FORD offers 20 chassis-cab models to meet your exact body and capacity needs



DIMENSIONS AND CHASSIS WEIGHTS

MODEL	WB (in.)	CA (in.)	CE (in.)	Body Lengths (ft.)	H (in.) Empty Loaded	Curb Weights* (lb.)			H (in.) Empty Loaded	Curb Weights* (lb.)					
						Front	Rear	Total		Front	Rear	Total			
F-700 GVW 21,000 lb. OPT. GVW 22,000 lb.	132	60.5	111.7	9-22.5 10 PR, F & 10-22.5 10 PR, DR Tires	7½-9	35.6	32.2	3202	2426	5628φ	35.6	32.2	3224	2563	5787†
	144	72.5	123.7		9-11	35.6	32.2	3227	2451	5678φ	35.6	32.2	3249	2588	5837†
	156	84.5	135.7		10-13	35.6	32.2	3252	2476	5728φ	35.6	32.2	3274	2613	5887†
	175	103.5	163.5		13-16	35.6	32.2	3282	2526	5808φ	35.6	32.2	3304	2663	5967†
	192	120.5	180.5		15-19	35.6	32.2	3307	2566	5873φ	35.6	32.2	3329	2703	6032†
F-750 GVW 22,000 lb.	132	60.5	111.7	9-22.5 10 PR, F & DR Tires	7½-9	35.3	31.8	3385	2570	5955	36.0	32.5	3385	2647	6032†
	144	72.5	123.7		9-11	35.3	31.8	3405	2575	5980	36.0	32.5	3405	2652	6057†
	156	84.5	135.7		10-13	35.3	31.8	3435	2620	6055	36.0	32.5	3435	2697	6132†
	175	103.5	163.5		13-16	35.3	31.8	3475	2705	6180	36.0	32.5	3475	2782	6257†
	192	120.5	180.5		15-19	35.3	31.8	3650	2740	6390	36.0	32.5	3650	2817	6467†
F-800 GVW 25,000 lb.	132	60.5	111.7	10-22.5 10 PR, F & DR Tires	7½-9	36.0	33.0	3600	2920	6520	36.6	33.6	3600	3070	6670†
	144	72.5	123.7		9-11	36.0	33.0	3615	2940	6555	36.6	33.6	3615	3090	6705†
	156	84.5	135.7		10-13	36.0	33.0	3640	2990	6630	36.6	33.6	3640	3140	6780†
	175	103.5	163.5		13-16	36.0	33.0	3670	3055	6725	36.6	33.6	3670	3205	6875†
	192	120.5	180.5		15-19	36.0	33.0	3780	3125	6905	36.6	33.6	3780	3275	7055†
F-900 GVW 29,000 lb.	132	60.5	111.7	11-22.5 12 PR, F & DR Tires	7½-9	36.2	33.7	3735	3100	6835	36.8	34.3	3735	3308	7043†
	144	72.5	123.7		9-11	36.2	33.7	3760	3110	6870	36.8	34.3	3760	3318	7078†
	156	84.5	135.7		10-13	36.2	33.7	3815	3190	7005	36.8	34.3	3815	3398	7213†
	175	103.5	163.5		13-16	36.2	33.7	3870	3270	7140	36.8	34.3	3870	3478	7348†
	192	120.5	180.5		15-19	36.2	33.7	3945	3420	7365	36.8	34.3	3945	3628	7573†

*All weights are estimated. Curb weights include standard cab and equipment, full tank of fuel, oil and lubricants.
 ϕ Includes HD rear springs and 6.75 rims. \dagger Includes required 16,000-lb. rear axle, HD rear springs, 272 HD V-8 and 6.75 rims. \ddagger Includes required type of HD rear springs

CHASSIS-CAB EQUIPMENT AND COLOURS

Chassis with Standard Cab

In addition to items listed on specification page

Air Wing Ventilators in Doors
 Ammeter
 Ash Receptacle
 Channel Front Bumper
 Choke Control
 Dispatch Box
 Door Lock, Right Side
 Fuel Gauge
 Full-Wrap Windshield Governor (HD V-8's)
 Hand Throttle
 Hi-Dri Cowl Ventilator
 Horns, Twin Electric
 Inboard Cab Step
 Light Switch
 Mirror, Rearview, Outside Left
 Oil Pressure Gauge
 Running Boards
 Sound Deadener on Doors
 Speedometer
 Sun Visor, Left Side
 Tachometer (with 302 and 332 HD V-8's)
 Water Temperature Gauge
 Windshield Wipers, Dual Electric

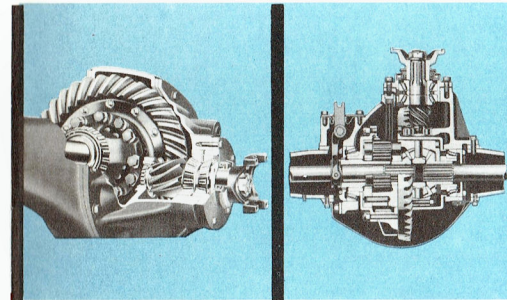
Custom Cab Features

In addition to Standard Cab Equipment

- INTERIOR**
 - Colour-keyed, three-tone upholstery with bolster on seat back
 - Full foam-rubber cushioning—5-inch deep seat, 2-inch deep seat back
 - Thermacoustic headlining backed by 1/2-inch glass-wool insulation
 - Sound deadener on floor and rear cab panel
 - Grip-type arm rest on left door
 - Large dome light with manual switch
 - Two adjustable sun visors
- EXTERIOR**
 - Illuminated cigar lighter
 - Glass-fibre insulation on dash
 - Hardboard trim on door and cowl sides
 - Bright-metal grille and hooded headlights
 - Bright-metal parking light rims
 - Bright-metal windshield reveal moulding
 - Matched key locks on both doors

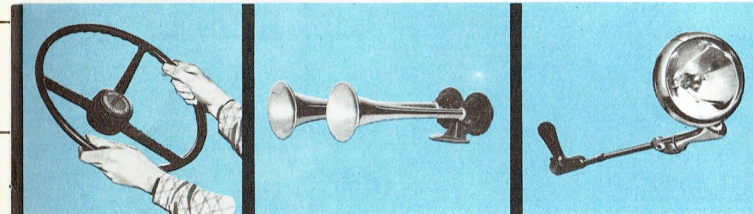
STANDARD COLOURS: Choice of Fiesta Red, Nocturne Blue, Starmist Blue, Woodsmoke Gray, Raven Black, Colonial White, Sherwood Green, Willow Green, Moonmist Yellow or Prime (on hood, fenders, cowl, cab, interior metal, inboard cab step). Painted Colonial White are grille, headlight hoods, parking light rims, outside mirror and bumper. Cowl models painted in Prime unless standard colour is specified.

FORD truck optional equipment and accessories



Single-speed hypoid rear axle (optional F-700) has 16,000-lb. rated capacity. One-piece banjo housing permits easier axle servicing.

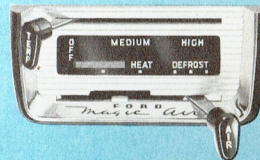
Two-speed rear axle with electric shift, optional on all models, (F-900 shown) provides 2-range performance for extra power and easy shifting.



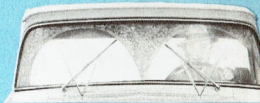
Master-Guide power steering available on F-750, F-800, makes turning and parking easier—reduces manual operating effort by the driver as much as 75%. Standard on F-900.

Dual air horns are available for all models equipped with complete-air or air-over-hydraulic brake systems. Low air consumption. Bright-metal trumpets.

Sealed beam spotlight with a big six-inch face can be mounted on left or right side. Convenient handle makes it easy to aim its powerful beam in almost any direction.



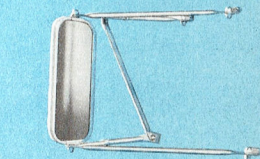
MagicAir system provides heating, ventilating and defrosting all in one unit. Helps you feel better, drive better... more safely. Pressurized fresh air. Selective temperature control.



New windshield washers with two orifices in each nozzle provide four separate water sprays so wipers can remove dirt, mud and traffic film. Handy foot plunger gives more dependable action.

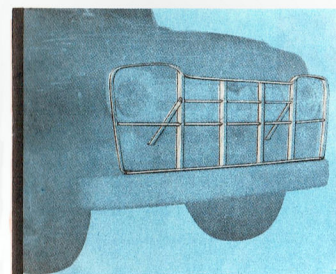


Directional turn signals are controlled by self-cancelling steering-post lever. Arrow flasher in instrument cluster lets you know that signals are operating.



Full-view mirror has a 6 x 16-inch reflecting surface for maximum side and rear visibility. Mirror swings in a convenient arc for easy adjustment.

These are but
a few of the
many options and
accessories available.
See your local
Ford-Monarch Dealer.



Heavy-duty grille guard is braced to truck frame for solid grille, radiator and headlight protection. Rugged bar steel, white painted finish. Sturdy forged-steel tow hooks bolted to frame also available.

F-700 Specifications

GVW 21,000 lb. • GCW 35,000 lb. • Opt. GVW 22,000 lb. •
 *Requires 16,000-lb. rear axle, HD rear springs and 272 HD V-8 engine

AXLE, FRONT	
Capacity—lb.	6000
Size (Height x Width x Web)—in.	Modified I-Beam 3.06 x 2.75 x 5.50
AXLE, REAR (Standard)	
Capacity—lb.	15,000
Type—Standard—	Single Reduction—Hypoid—Full-Floating
Axle Ratio—Standard—	7.2 to 1

AXLE, REAR (Optional)	
Capacity (Hydraulic Brakes only)—lb.	15,000
Type—Standard—	Two-Speed Planet, Full-Floating
Ratios (to 1)	6.33/8.81
Capacity (with 272 HD V-8 only)—lb.	16,000
Type—Standard—	Single Reduction—Hypoid—Full-Floating
Ratios (to 1)	7.17—7.2
Type—Standard—	Two-Speed Planet, Full-Floating
Ratios (to 1)	6.30/9.04

BRAKES, SERVICE (Standard)	
Type—Standard—	Vacuum Power-Operated, Hydraulic, Two-Shoe
Front: Single Anchor, Rear: Two-Cylinder, Self-Energizing	
Front Brake (Drum Dia. x Lining Width—Thickness)—in.	14 x 2 1/4—3/4
Rear Brake (Drum Dia. x Lining Width—Thickness)—in.	15 x 4 1/2—3/4
Total Area (Drum—Lining)—sq. in.	444—430
Booster—	Single-unit—Power Chamber, Hydraulic Vacuum Valve and Slave Cylinder
Effective Diaphragm Diameter—in.	10 3/4

BRAKES, SERVICE (Optional)	
Vacuum-Hydraulic with 16,000-lb. rear axles:	
Size: Front (Drum Dia. x Lining Width—Thickness)—in.	14 x 2 1/4—3/4
Rear (Drum Dia. x Lining Width—Thickness)—in.	15 x 4 1/2—3/4
Total Area (Drum—Lining)—sq. in.	491—460
Air-Over-Hydraulic with 272 HD V-8 and 16,000-lb. rear axles:	
Air Booster, Effective Dia.—in.	4 1/2
Compressor Capacity—cu. ft. per min.	18—48
Air Reservoir Tank Capacity—cu. in.	1150
Air Gauge, Air Windshield Wipers and Warning Buzzer	

BRAKE, HAND	
Type—Standard—	Drum and Contracting Hand at Rear of Transmission on Drive Line
Size (Drum Dia. x Lining Width—Thickness)—in.	9 1/2 x 3—3/8
Total Lining Area—sq. in.	89
BUMPER	
Type—Standard—	Curved, Truck-Type Channel Bolted Direct to Front of Frame Side Rails

CLUTCH	
Type—Standard—	Hydraulically Operated, 11-in. HD Gyro-Grip, Semi-Centrifugal Single Plate
Total Frictional Area—sq. in.	123.7

COOLING SYSTEM	
Capacity—qt.	18.4
Radiator—	Flat Tube and Fin—Pressure Cap
Thermostat—	In Engine Water Outlet
Fan, Diameter—in.	18—5-Blade
Optional—	18—5-Blade

DRIVE LINE	
Type—Standard—	Hotchkiss, Straight-Line Drive
Propeller Shafts—Number	Two, Tubular, Forged-Steel Ends
Universal Joints—Number, Type	Three, Needle Roller Bearing
Center Bearing—	Rubber-Encased Ball Type

ELECTRICAL SYSTEM	
Battery (Standard)	12-Volt, 66-Plate, 55-Amp-Hr
Generator (Standard)	30-Amp, 600-Watt; 40 Amp., 600 Watt; 50 Amp., 900 Watt (Optional)
Ignition—	Vacuum-Centrifugal Advance, Fully Automatic Distributor; Metal-Clad Coil; Open Wiring in Rubber Grommets with Moistureproof Sealant
Headlights—	Sealed-Beam, Foot-Switch Beam Control
Starter—	High Torque, Automatic Engagement, Solenoid Switch, Ignition Key Starter
Parking Lights: Left Combination Stop and Taillight; Instrument Lights; Ignition Switch with Key Lock; Circuit Breakers; Voltage Regulator.	

WHEELS AND TIRES	
Wheels—Standard—	Four—wheels will take 20" tube-type as well. Cast Spike Type
Rims—Standard Size—	Seven 22.5 x 6.75—6-Stud or 8-Stud Steel Disc Type
Tires—Standard Size—	Front and Dual Rear—Seven 8-22.5 R-15

AXLE, FRONT	
Capacity—lb.	6000
Size (Height x Width x Web)—in.	Modified I-Beam 3.06 x 2.75 x 5.50

AXLE, REAR	
Capacity—lb.	16,000
Type—Standard—	Single Reduction—Hypoid—Full-Floating
Axle Ratio—Standard—	7.2 to 1
Opt. Axle—Type—	Two-Speed Planet, Full-Floating
Ratios (to 1)	6.30/9.04

BRAKES, SERVICE (Standard)	
Type—Standard—	Vacuum Power-Operated, Hydraulic, Two-Shoe
Front: Single Anchor, Rear: Two-Cylinder, Self-Energizing	
Front Brake (Drum Dia. x Lining Width—Thickness)—in.	14 x 2 1/4—3/4
Rear Brake (Drum Dia. x Lining Width—Thickness)—in.	15 x 4 1/2—3/4
Total Area (Drum—Lining)—sq. in.	444—430
Booster—	Single-unit—Power Chamber, Hydraulic Vacuum Valve and Slave Cylinder
Effective Diaphragm Diameter—in.	10 3/4

BRAKES, SERVICE (Optional)	
Air-Over-Hydraulic:	
Air Booster, Effective Dia.—in.	4 1/2
Compressor Capacity—cu. ft. per min.	18—48
Air Reservoir Tank Capacity—cu. in.	1150
Air Gauge, Air Windshield Wipers and Warning Buzzer	

CLUTCH	
Type—Standard—	Hydraulically Operated, 12-in. Gyro-Grip, Semi-Centrifugal Single Plate
Total Frictional Area—sq. in.	149.2

COOLING SYSTEM	
Capacity—qt.	21.6
Radiator—	Flat Tube and Fin—Pressure Cap
Thermostat—	In Engine Water Outlet
Fan, Diameter—in.	18 1/2—5-Blade; Opt.: 18 1/2—5-Blade
(Thermatically Controlled 5-Blade Fan Also Available)	

DRIVE LINE	
Type—Standard—	Hotchkiss, Straight-Line Drive
Propeller Shafts—Number	Two, Tubular, Forged-Steel Ends
Universal Joints—Number, Type	Three, Needle Roller Bearing
Center Bearing—	Rubber-Encased Ball Type

AXLE, FRONT	
Capacity—lb.	6000
Size (Height x Width x Web)—in.	Modified I-Beam 3.06 x 2.75 x 5.50

AXLE, REAR	
Capacity—lb.	16,000
Type—Standard—	Single Reduction—Hypoid—Full-Floating
Axle Ratio—Standard—	7.2 to 1
Opt. Axle—Type—	Two-Speed Planet, Full-Floating
Ratios (to 1)	6.30/9.04

BRAKES, SERVICE (Standard)	
Type—Standard—	Vacuum Power-Operated, Hydraulic, Two-Shoe
Front: Single Anchor, Rear: Two-Cylinder, Self-Energizing	
Front Brake (Drum Dia. x Lining Width—Thickness)—in.	14 x 2 1/4—3/4
Rear Brake (Drum Dia. x Lining Width—Thickness)—in.	15 x 4 1/2—3/4
Total Area (Drum—Lining)—sq. in.	444—430
Booster—	Single-unit—Power Chamber, Hydraulic Vacuum Valve and Slave Cylinder
Effective Diaphragm Diameter—in.	10 3/4

BRAKES, SERVICE (Optional)	
Air-Over-Hydraulic:	
Air Booster, Effective Dia.—in.	4 1/2
Compressor Capacity—cu. ft. per min.	18—48
Air Reservoir Tank Capacity—cu. in.	1150
Air Gauge, Air Windshield Wipers and Warning Buzzer	

CLUTCH	
Type—Standard—	Hydraulically Operated, 12-in. Gyro-Grip, Semi-Centrifugal Single Plate
Total Frictional Area—sq. in.	149.2

COOLING SYSTEM	
Capacity—qt.	21.6
Radiator—	Flat Tube and Fin—Pressure Cap
Thermostat—	In Engine Water Outlet
Fan, Diameter—in.	18 1/2—5-Blade; Opt.: 18 1/2—5-Blade
(Thermatically Controlled 5-Blade Fan Also Available)	

DRIVE LINE	
Type—Standard—	Hotchkiss, Straight-Line Drive
Propeller Shafts—Number	Two, Tubular, Forged-Steel Ends
Universal Joints—Number, Type	Three, Needle Roller Bearing
Center Bearing—	Rubber-Encased Ball Type

ENGINES:	Ford 272 V-8 (std.)	Ford 272 HD V-8 (opt.)
Displacement—	272 cu. in.	272 cu. in.
Bore x Stroke (in.)—	3.62 x 3.30	3.62 x 3.30
Compression Ratio—	8.3 to 1	7.6 to 1
Gross Horsepower @ rpm—	181 @ 4400	178 @ 3800
Gross Torque—lb-ft. @ rpm—	262 @ 2200-2700	260 @ 2100-2900
Governor—	Velocity-Controlled (opt.)	Vacuum, Rotor-Controlled (std.)
Carburetor—	Two-Venturi Downdraft	Four-Venturi Downdraft
Air Cleaner, Super-Filter—	Dry Element, 1200 sq. in.	Dry Element, 1200 sq. in.
Oil Filter—	Full-Flow, Replaceable	Full-Flow, Replaceable
Crankcase Capacity (qt.)—	4.8 (Dry); 4 (Refill)	5.6 (Dry); 4 (Refill)

FRAME	
Side Rails—Type—	Parallel, Channel Section—Tapered Front and Rear
Max. Section (Depth x Flange x Thick.)—in.	9.5 x 3.0 x 0.25
Section Modulus—	4.95
Reinforcement—	Channel, Inside Side Rail
Max. Section (Depth x Flange x Thick.)—in.	9.0 x 2.56 x 0.15
Section Modulus (with Reinforcement)—	14.93
Good Members—	Type—
Number—132" and 144" wh.—	5
156", 175" and 192" wh.—	5
*Channel reinforcement (optional on all wheelbases) extends from rear brackets of front springs to front brackets of rear springs.	

FUEL TANK	
Location—	Inside Cab, Behind Seat (Outside Left Frame Rail With Cowl Model)
Capacity—gal.	14.4

SPRINGS	
Semi-Elliptic, Ford Alloy Steel	
Length x Width—in.	52 x 2.5
Number of Leaves and Defl. Rate—lb. per in.	7-767 10-1425 7-975
Capacity, Spg. Pad (Norm. Defl.)—per Spg. lb.	2700 6800 (combined)
NOTE: For 21,000—22,000 lb. GVW optional heavy-duty 10-leaf main springs are required—defl. rate 1425 lb. per in.; combined capacity (with auxiliary) 7800 lb. per spring.	

STEERING	
Type—Standard—	Worm and Dual Row Needle Bearing Roller
Ratio—	20.5 to 1
Wheel—	20-in. Dia., 3-Spoke
Wheelbase—	132" 144" 156" 175" 192"
Turning Circle Dia., Right or Left—ft.	46.0 49.3 52.6 57.9 62.5
Tie Rod—	Ball Stud and Socket, Spring Loaded for Automatic take up of Wear, Equipped with Rubber Dust Shields

TRANSMISSION	
Standard—	4-Speed, Synchro-Silent
Optional—	MD 5-Speed, Synchro-Silent, Direct-In-Fifth
Size (Drum Dia. x Lining Width—Thickness)—in.	9 1/2 x 3—3/8
Total Lining Area—sq. in.	89
Gear Positions—	First Second Third Fourth Fifth Reverse
Ratios (to 1): Std. 4-Speed—	6.40 3.09* 1.69* 1.00* 7.82
Opt. MD 5-Speed Direct—	7.41 4.05* 2.40* 1.48* 1.00* 7.85
Power Take-Off Opening—	SAE 6-Bolt, on Right Side on 4-Speed (Both Sides on 5-Speed)
*Synchronized Speeds	

WHEELS AND TIRES	
Wheels—Standard—	Four—wheels will take 20" tube-type as well. Cast Spike Type
Rims—Standard Size—	Seven 22.5 x 6.75—6-Stud or 8-Stud Steel Disc Type
Tires—Standard Size—	Front and Dual Rear—Seven 8-22.5 R-15

AXLE, FRONT	
Capacity—lb.	6000
Size (Height x Width x Web)—in.	Modified I-Beam 3.19 x 2.88 x 4.44

AXLE, REAR	
Capacity—lb.	18,000
Type—Standard—	Single Reduction—Spiral Bevel—Full-Floating
Axle Ratio—	7.17 to 1
Opt. Axle—Type—	Two-Speed Planet, Full-Floating
Ratios (to 1)	6.50 8.87; 7.17-9.77

BRAKES, SERVICE	
Standard—Type—	Vacuum Power-Operated, Hydraulic, Two-Shoe
Front: Double Anchor, Rear: Two-Cylinder, Self-Energizing	
Front Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Rear Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Total Area (Drum—Lining)—sq. in.	729—489
Booster—	Single-unit—Power Chamber, Hyd. Vac. Valve and Slave Cyl.
Effective Diaphragm Diameter—in.	10 3/4
Optional—	Air-Over-Hydraulic System with Air Booster, Wipers, Warning Buzzer
Optional—Type—	Full-Air Operated, Heavy Two-Shoe with Shock Absorbers
Front Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Rear Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Total Area (Drum—Lining)—sq. in.	797—575
Compressor—	2-Cylinder, Water Cooled, 7 1/2-cu. ft. per min. Displ. at 1250 RPM
Air Reservoir Tanks—	Two—830-cu. in. cap. y. each; Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer

BRAKE, HAND	
Type—Standard—	Drum and Contracting Hand at Rear of Transmission on Drive Line
Size (Drum Dia. x Lining Width—Thickness)—in.	10 1/2 x 3—3/8
Total Lining Area—sq. in.	98

BUMPER	
Type—Standard—	Curved, Truck-Type Channel Bolted Direct to Front of Frame Side Rails

CLUTCH	
Type—Standard—	Hydraulically Operated, 12-in. Gyro-Grip, Semi-Centrifugal Single Plate
Total Frictional Area—sq. in.	149.2

COOLING SYSTEM	
Capacity—qt.	21.6
Radiator—	Flat Tube and Fin—Pressure Cap
Thermostat—	In Engine Water Outlet
Fan, Diameter—in.	18 1/2—5-Blade
(Thermatically Controlled Fan Also Available)	

DRIVE LINE	
Type—Standard—	Hotchkiss, Straight-Line Drive
Propeller Shafts—Number	Two, Tubular, Forged-Steel Ends
Universal Joints—Number, Type	Three, Needle Roller Bearing
Center Bearing—	Rubber-Encased Ball Type

AXLE, FRONT	
Capacity—lb.	6000
Size (Height x Width x Web)—in.	Modified I-Beam 3.19 x 2.88 x 4.44

AXLE, REAR	
Capacity—lb.	18,000
Type—Standard—	Single Reduction—Spiral Bevel—Full-Floating
Axle Ratio—	7.17 to 1
Opt. Axle—Type—	Two-Speed Planet, Full-Floating
Ratios (to 1)	6.50 8.87; 7.17-9.77

BRAKES, SERVICE	
Standard—Type—	Vacuum Power-Operated, Hydraulic, Two-Shoe
Front: Double Anchor, Rear: Two-Cylinder, Self-Energizing	
Front Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Rear Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Total Area (Drum—Lining)—sq. in.	729—489
Booster—	Single-unit—Power Chamber, Hyd. Vac. Valve and Slave Cyl.
Effective Diaphragm Diameter—in.	10 3/4
Optional—	Air-Over-Hydraulic System with Air Booster, Wipers, Warning Buzzer
Optional—Type—	Full-Air Operated, Heavy Two-Shoe with Shock Absorbers
Front Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Rear Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Total Area (Drum—Lining)—sq. in.	797—575
Compressor—	2-Cylinder, Water Cooled, 7 1/2-cu. ft. per min. Displ. at 1250 RPM
Air Reservoir Tanks—	Two—830-cu. in. cap. y. each; Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer

BRAKE, HAND	
Type—Standard—	Drum and Contracting Hand at Rear of Transmission on Drive Line
Size (Drum Dia. x Lining Width—Thickness)—in.	10 1/2 x 3—3/8
Total Lining Area—sq. in.	98

BUMPER	
Type—Standard—	Curved, Truck-Type Channel Bolted Direct to Front of Frame Side Rails

CLUTCH	
Type—Standard—	Hydraulically Operated, 12-in. Gyro-Grip, Semi-Centrifugal Single Plate
Total Frictional Area—sq. in.	149.2

COOLING SYSTEM	
Capacity—qt.	21.6
Radiator—	Flat Tube and Fin—Pressure Cap
Thermostat—	In Engine Water Outlet
Fan, Diameter—in.	18 1/2—5-Blade; Opt.: 18 1/2—5-Blade
(Thermatically Controlled 5-Blade Fan Also Available)	

DRIVE LINE	
Type—Standard—	Hotchkiss, Straight-Line Drive
Propeller Shafts—Number	Two, Tubular, Forged-Steel Ends
Universal Joints—Number, Type	Three, Needle Roller Bearing
Center Bearing—	Rubber-Encased Ball Type

AXLE, FRONT	
Capacity—lb.	6000
Size (Height x Width x Web)—in.	Modified I-Beam 3.19 x 2.88 x 4.44

AXLE, REAR	
Capacity—lb.	18,000
Type—Standard—	Single Reduction—Spiral Bevel—Full-Floating
Axle Ratio—	7.17 to 1
Opt. Axle—Type—	Two-Speed Planet, Full-Floating
Ratios (to 1)	6.50 8.87; 7.17-9.77

BRAKES, SERVICE	
Standard—Type—	Vacuum Power-Operated, Hydraulic, Two-Shoe
Front: Double Anchor, Rear: Two-Cylinder, Self-Energizing	
Front Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Rear Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Total Area (Drum—Lining)—sq. in.	729—489
Booster—	Single-unit—Power Chamber, Hyd. Vac. Valve and Slave Cyl.
Effective Diaphragm Diameter—in.	10 3/4
Optional—	Air-Over-Hydraulic System with Air Booster, Wipers, Warning Buzzer
Optional—Type—	Full-Air Operated, Heavy Two-Shoe with Shock Absorbers
Front Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Rear Brake (Drum Dia. x Lining Width—Thickness)—in.	16 x 2 1/4—3/4
Total Area (Drum—Lining)—sq. in.	797—575
Compressor—	2-Cylinder, Water Cooled, 7 1/2-cu. ft. per min. Displ. at 1250 RPM
Air Reservoir Tanks—	Two—830-cu. in. cap. y. each; Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer

BRAKE, HAND	
Type—Standard—	Drum and Contracting Hand at Rear of Transmission on Drive Line
Size (Drum Dia. x Lining Width—Thickness)—in.	10 1/2 x 3—3/8
Total Lining Area—sq. in.	98

BUMPER	
Type—Standard—	Curved, Truck-Type Channel Bolted Direct to Front of Frame Side Rails

CLUTCH	
Type—Standard—	Hydraulically Operated, 12-in. Gyro-Grip, Semi-Centrifugal Single Plate
Total Frictional Area—sq. in.	149.2

F-900 Specifications

GVW 29,000 lb. • GCW 50,000 lb.

AXLE, FRONT

Capacity—lb. 9000
Size (Height x Width x Web)..... Modified I-Beam 3.62 x 3.25 x 0.50

AXLE, REAR

Capacity—lb. 21,000
Type—Standard..... Single Reduction—Spiral Bevel—Full-Floating
Axle Ratios Std. 7.67 to 1—Opt. 7.17 to 1
Type—Optional..... Two-Speed Planet—Full-Floating
Ratios (to 1)..... 7.17/9.77

BRAKES, SERVICE

Standard—Type..... Vacuum-Power Operated, Hydraulic, Two-Shoe
Front: Double Anchor, Rear: Two-Cylinder, Self-Energizing
Front Brake (Drum Dia. x Lining Width—Thickness)—in. 16 x 2 3/4—3 1/4
Rear Brake (Drum Dia. x Lining Width—Thickness)—in. 16 x 6—1 1/2
Total Area (Drum—Lining)—sq. in. 830—556
Booster..... Single-unit—Power Cylinder, Hyd. Vac. Valve and Slave Cyl.
Effective Piston Dia.—in. 9 1/2
Optional..... Air-Over-Hydraulic System with Air Booster, Air Warning Buzzer
Optional—Type..... Full-Air Operated, Heavy Two-Shoe with Slack Adjusters
Front Brake (Drum Dia. x Lining Width—Thickness)—in. 16 x 2 3/4—3 1/2
Rear Brake (Drum Dia. x Lining Width—Thickness)—in. 16 1/2 x 6—0.75
Total Area (Drum—Lining)—sq. in. 848—562
Compressor..... 2-Cylinder, Water Cooled, 7 1/4 cu. ft. per min. Displ. at 1250 RPM
Air Reservoir Tanks..... Two—1150-cu. in. Cap'y. Each: Air Gauge on Instrument Panel, Air Windshield Wipers and Air Warning Buzzer

BRAKE, HAND

Type..... Drum and Contracting Band at Rear of Transmission on Drive Line
Size (Drum Dia. x Lining Width—Thickness)—in. 10 1/2 x 3—5 1/8
Total Lining Area—sq. in. 98

BUMPER

Type..... Curved, Truck-Type Channel Bolted Direct to Front of Frame Side Rails

CLUTCH

Type..... Hydraulically Operated, 12-in. Gyro-Grip, Semi-Centrifugal Single Plate
Total Frictional Area—sq. in. 149.2

COOLING SYSTEM

Capacity—qt. 21.6
Radiator..... Flat Tube and Fin—Pressure Cap
Thermostat..... In Engine Water Outlet
Fan, Diameter—in. 18 1/2—Blade
(Thermatically Controlled Fan Also Available)

DRIVE LINE

Type..... Hotchkiss, Straight-Line Drive
Propeller Shafts—Number..... Two, Tubular, Forged-Steel Ends
Universal Joints—Number, Type..... Three, Needle Roller Bearing
Center Bearing..... Rubber-Encased Ball Type

ELECTRICAL SYSTEM

Battery..... 12-Volt, 78-Plate, 70-Amp-Hr
Generator (Standard)..... 30 Amp, 450 Watts
(Optional)..... 30 Amp, Low-Cut-In, 450 Watt; 40 Amp, 600 Watt;
50 Amp, 750 Watt; 60 Amp, 900 Watt
Ignition..... Vacuum-Centrifugal Advance, Fully Automatic
Distributor; Metal-Clad Coil; Open Wiring in Rubber Grommets
with Moistureproof Boots over Spark Plugs
Headlights..... Sealed-Beam, Foot-Switch Beam Control
Starter..... High Torque, Automatic Engagement Solenoid
Switch, Ignition Key Starter Control
Parking Lights: Left Combination Stop and Tail Light; Instrument Lights; Ignition Switch
with Key Lock; Circuit Breakers; Voltage Regulator.

ENGINE:

332 HD V-8
Displacement..... 332 cu. in.
Bore x Stroke (in.)..... 3.80 x 3.66
Compression Ratio..... 7.6 to 1
Max. Gross Horsepower @ rpm 212 @ 2800
Max. Gross Torque—lb-ft @ rpm..... 328 @ 3500
Governor (3600 rpm)..... Vacuum, Rotor-Controlled
Carburetor..... Four-Venturi Downdraft
Air Cleaner, Super-Filter..... Dry Element, 2400 sq. in.
Oil Filter..... Full-Flow Replaceable Element
Crankcase Capacity (qt.)..... 7.2 (Dry)—6.4 (Refill)
Fuel Pump..... Electric
Hood Air Scoop..... Standard
Dual Exhausts..... Standard

FRAME

Side Rails—Type..... Parallel, Channel Section—Tapered Front and Rear
Max. Section (Depth x Flange x Thick.)—in. 9.5 x 3.0 x 0.25
Reinforcement..... Channel, Inside Side Rail *
Max. Section (Depth x Flange x Thick.)—in. 9.0 x 2.56 x 0.15
Section Modulus..... 14.93
Cross Members—Type..... Flanged "U" Type with Alligator Jaw or Channel Type
Number—132* and 144* w/b..... 5
156*, 175* and 192* w/b..... 6

*Channel reinforcements extend from rear brackets of front springs to front brackets of rear springs.

FUEL TANK

Location..... Frame-Mounted, Left Side
Capacity—gal. 14.4

SPRINGS

	Front	Rear
Semi-Elliptic, Ford Alloy Steel		Main Auxiliary
Length x Width—in.	52 x 3	56 x 3 37.5 x 3
Number of Leaves and Defl. Rate—lb. per in.	7—917	10—1650 7—1750
Capacity at Spg. Pad (Norm. Defl.)—Per Spring—lb.	3000	9250 (combined)

NOTE: For 29,000-lb. GVW, optional heavy-duty 11-leaf rear main springs are required—deflection rate 2030 lb. per in.; combined capacity (with auxiliary) 10,000 lb. per spring.

STEERING (Standard)

Type..... Master-Guide Power Steering

TRANSMISSION

Standard..... Heavy Duty 5-Speed Synchro-Silent Direct-In-Fifth
Optional..... Extra Heavy Duty 5-Speed Synchro-Silent Direct-In-Fifth
Optional..... Transmatic Drive (available approx. May 1st/57)
Gear Positions..... First Second Third Fourth Fifth Reverse
Ratios (to 1):

HD 5-Speed Direct.....	7.58	4.38*	2.40*	1.48*	1.00*	7.51
EHD 5-Speed Direct.....	7.40	4.00*	2.47*	1.46*	1.00*	7.84

Power Take-Off Opening..... SAE 6-Bolt, On Both Sides
*Synchronized Speeds.

WHEELS AND TIRES

Wheels—Standard..... Four—Cast Spoke Type
Optional..... Seven 22.5 or 24.5 x 7.5 or 8.25—10-Stud Steel Disc Type
Rims—Standard Size and Type..... Seven—22.5 x 7.50
Tires—Standard Size—Front and Dual Rear..... Seven—11-22.5 12-Ply Rating

AVAILABLE EQUIPMENT AND ACCESSORIES in addition to those previously shown:

Arm Rest (Std. Cab)	Padded Instrument Panel	Wheels & Tires (Tubeless)
Cab, Custom	and Cushioned Visors	(4) Cast Wheels and
Dome Light (Std. Cab)	Reflector Flares (3 in kit)	(7) 22.5 x 8.25 Rims
Fire Extinguisher (1 1/2 qt.)	with Flags	(4) Cast Wheels and
Heater and Defroster—	Seat Belts	(7) 24.5 x 7.50 or
Recirculating	Seat Covers	8.25 Rims
Hydraulic Jack, 8-ton	Shock Absorbers, Front	(7) 22.5 x 7.5 or 8.25
Lighter, Cigar (Std. Cab)	Spare Tire Lock and Chain	Disc Wheels
Locking Gas Tank Cap	Spotlight, Portable	(7) 24.5 x 7.5 or 8.25
Mirrors: Inside Safety;	Tailight—Right	(7) 12-22.5 12-p.r. or
Outside—Right, Non-	Tank, Vacuum Reserve	14-p.r. Tires*
Telescopic; Left or	Tinted Glass	(7) 11-24.5 12-p.r. Tires
Right, Telescopic	Tube-Type Tires	(7) 12-24.5 12-p.r. Tires*
	Visor, Right (Std. Cab)	

*Heavy-Duty Rear Springs Required

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