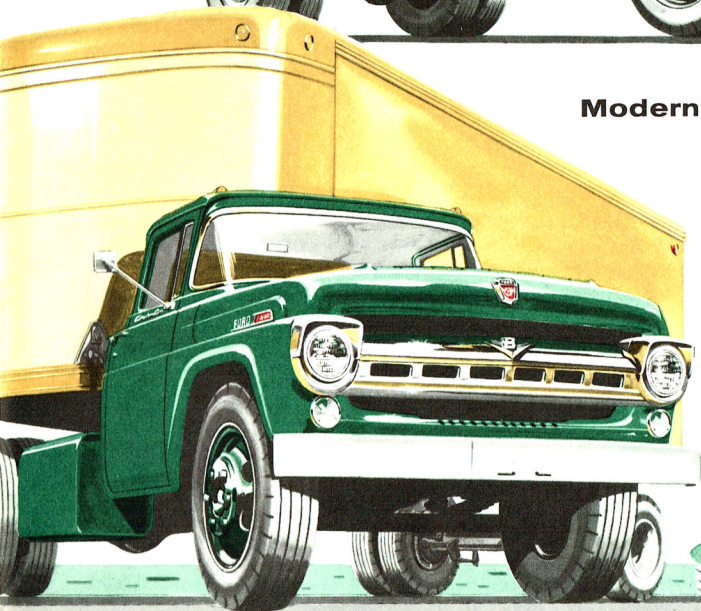


FORD

MEDIUM DUTY TRUCKS
SERIES F-500 • F-600



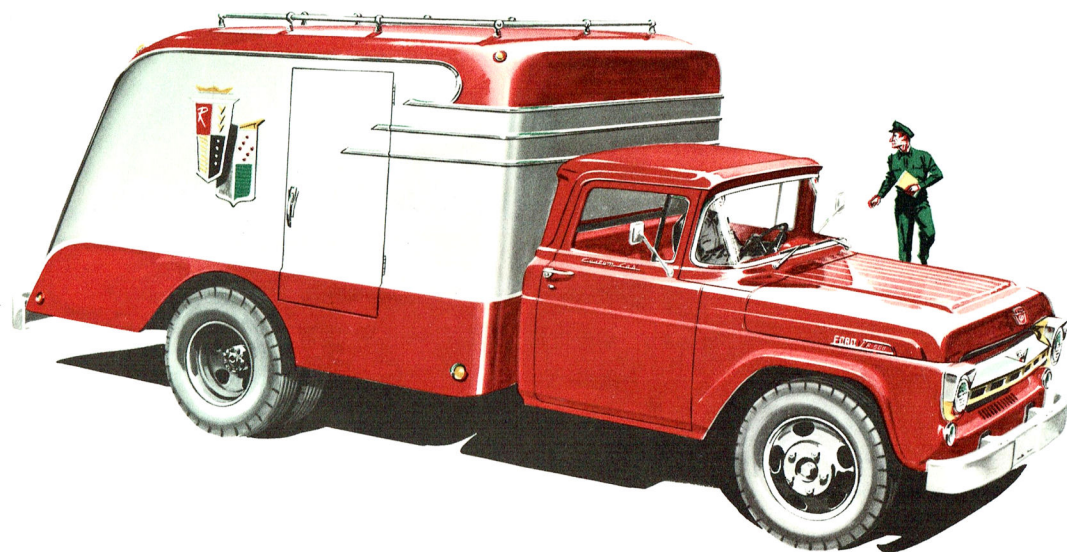
Modern through and through!



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

FORD MEDIUM DUTY TRUCKS for '57

...with new deep-down modern design



New Medium 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* to own and to run . . . drive easier, faster, carry bigger, more profitable loads and last longer.

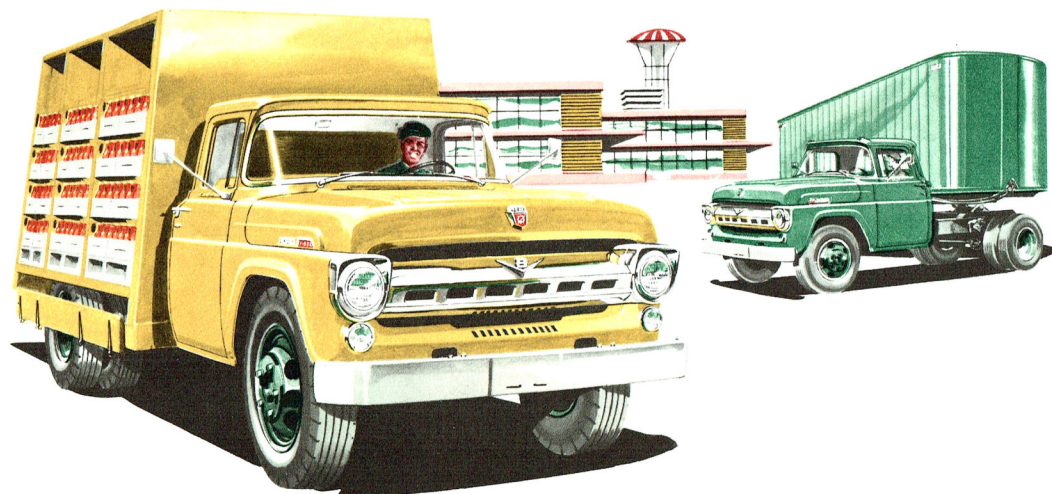
Ford's new Short Stroke engines bring you Two-Fisted Power . . . Tight-Fisted Economy . . . Iron-Fisted Durability! They provide greater horsepower throughout Ford's Medium Duty Series with new advancements from camshafts to carburetors. Only Ford, pioneer in modern truck power, gives you modern Short Stroke design in every engine—V-8 or Six. And only Ford Short Stroke engines are so

thoroughly proved—by over 10 billion actual road miles. There's more pep and 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 have heavier 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, makes shifting easier, cuts required foot pressure on clutch pedal . . . operates more smoothly. New springs, axles, brakes—all components are designed to give more profitable truck service. All these and many more major, new advancements make Ford trucks for '57 the greatest ever!

... POWERFUL, TOUGH and DURABLE



Sales leader in its class year after year, this rugged new Ford F-500 is powerful, tough and durable. The new and stronger chassis has greater frame strength, particularly over the front and rear axles. Widest range of modern Short Stroke power—your choice of three new, more powerful engines—139-hp 223 Six or 181-hp 272 V-8 and, with Transmatic Drive, the 178-hp 272 Heavy Duty V-8 with 4-barrel carburetor.

New, bigger capacity 13,000-lb. rear axle—standard with V-8's and optional with Six. 4-Speed Synchro-Silent transmission standard, Transmatic Drive optional with Heavy Duty V-8. Choose the special body you need and bring new savings to your job! The F-500's 130-in., 154-in., and 172-in. wheelbases easily accommodate bodies from 7½ to 16 feet.

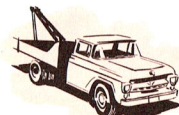
F-500

Max. GVW 15,000 lb.
Max. GCW 25,000 lb.
Nominal Payload (body, equipment,
etc.) up to 10,425 lb.
Wheelbases: 130, 154 and 172 in.



CONTRACTOR'S DUMP
130-in. wb.

GRAIN AND STOCK RACK
154-in. wb.



WRECKER WITH CRANE
130-in. wb.



F-500 FOR PLATFORM-STAKES

MOST VERSATILE...MOST DEPENDABLE TRUCK IN ITS CLASS

Ford's famous high-performance leader, the F-600 now goes up to 19,500-lb. GVW for greater load-carrying ability. And you have a wide choice of faster-moving, longer-lasting power. Two mighty, new Short Stroke engines — 181-hp 272 V-8 and 178-hp 272 Heavy Duty V-8 with 4-barrel carburetor. New, larger capacity 15,000-pound rear axle standard. Two new wheelbases make a total of five, from 130- to 192-inches long, for a wider range of custom bodies up to 19 feet long. New stronger frame construction and completely new, 192-inch wheelbase chassis frame with rugged 10.56 section modulus.

4-Speed Synchro-Silent transmission standard; 5-Speed Direct, and Transmatic Drive (with Heavy Duty V-8) are all optional. Fast, positive electric-shift 2-Speed rear axle available. No other truck is so well suited for tough hauling assignments . . . so well engineered for proven longer life!

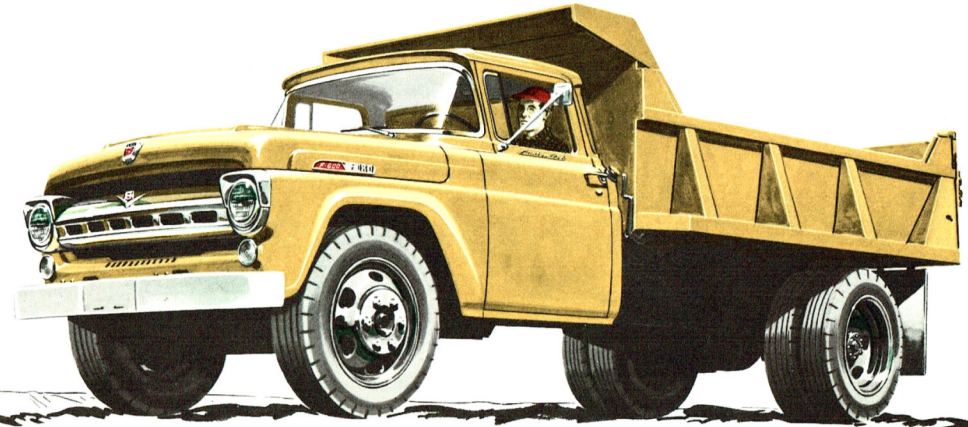


F-600

GVW 17,000 lb. • GCW 29,000 lb.
Opr. GVW 19,500 lb.* • GCW 32,000 lb.*
Nominal Payload (body, equipment, etc.)
up to 14,375 lb.
Wheelbases: 130, 142, 154, 172, 192 in.

*Optional ratings require: V-8 engine, 9 1/2" x 3" parking brake, heavy-duty front and auxiliary springs, 9-22.5 10 PR front and dual 10-22.5 10 PR rear tires on 6.75 rims.

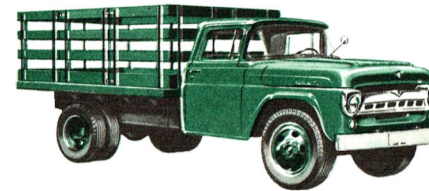
Ford F-600 tractor (Custom Cab shown) is a handsome match for any trailer, with its big increase in horsepower. The F-600 has the "muscle" you need for rugged tractor service. Never before has so much *load-pulling* performance been available at such a low price!



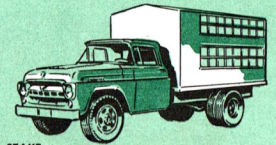
Contractor's dump body on 142-inch wheelbase, with Driverized Custom Cab featuring new wider, wrap-around windshield for true comfort and visibility (shown). A real workhorse on *any* job, the F-600 is suited for special bodies from 7 1/2 to 19 feet long.

Easy, economical custom body mounting, chassis models have 34-in. wide frame meeting SAE standards. The frame is more rugged, yet simple in design . . . to minimize mounting time, keep costs low. Chassis-cab, chassis-cowl and chassis-windshield models are available.

F-600 for PLATFORM-STAKES



More Ford F-600 Chassis are used for special-purpose bodies than any other single truck! Every major body builder in the country builds bodies for F-600's. Your Ford Dealer can order the body for you and deliver your new F-600 exactly the way you want it.



SPECIAL STAKE
130- and 154-in. wb.



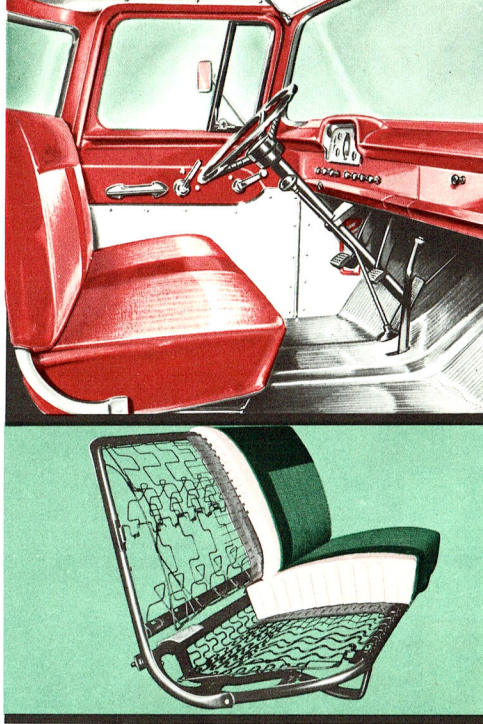
CARGO VAN
154- and 172-in. wb.



GAS (OIL, MILK) TANK
142-, 154- and 172-in. wb.

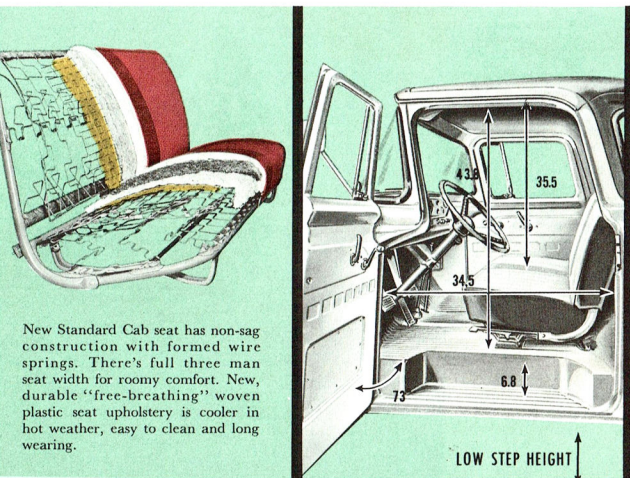


LUMBER PLATFORM
172- and 192-in. wb.



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 springs it cradles the driver's weight, soaks up jar and bounce.

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



New Standard Cab seat has non-sag construction with formed wire springs. There's full three man seat width for roomy comfort. New, durable "free-breathing" woven plastic seat upholstery is cooler in hot weather, easy to clean and long wearing.

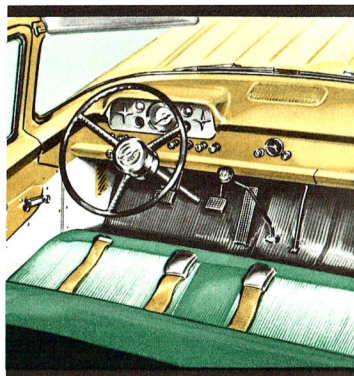
LOW STEP HEIGHT

DRIVERIZED CAB

stronger, safer, more comfortable

For '57, Ford's Driverized Cab is better than ever! Cab strength has been greatly increased by the use of heavier (18-gauge) steel floor pan and a reinforcing plate extending from front body pillar to transmission access hole. 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 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, colour-keyed to exterior colour. Cab is well insulated for comfort and quietness. Headlining is a perforated thermacoustic sheet backed by ½ 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.



Ford's Standard Cab (shown at left) is extra-wide, with a full 59.5 inches of shoulder room. 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 without a squeeze. New instrument cluster provides better visibility.

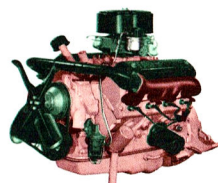
FORD stretches engine life with **SHORT STROKE** design

Ford's proven Short Stroke design cuts friction, releases more usable power from every gallon of gas. And deep-block construction provides greater strength for extended engine life. These truly modern engines are designed to save you money, last longer and get more work done!

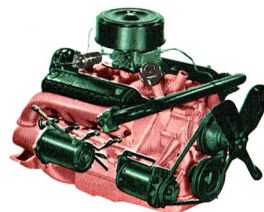
Rugged, new Ford 178-hp 272 Heavy Duty V-8 with 4-barrel carburetor puts plenty of extra power on tap for the hard pulls! Second two barrels function only as needed giving maximum fuel economy. Engineered for exceptional durability this HD V-8 has sodium-cooled exhaust valves with integral guides that last up to 5 times

longer. New cylinder heads and combustion chambers, rotor-type oil pump, high-lift camshaft and larger manifold passages for full-power and long-life in tough service.

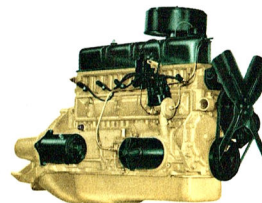
The new Ford 181-hp 272 V-8 is a low-friction, peak-performance engine with new, higher 8.3 to 1 compression ratio. It features deep-block design, two-barrel carburetor, self-locking valve tappet adjusting screws, larger manifold passages, new advanced-design combustion chambers, high-lift cams, and Super-Filter air cleaner—all for new power, long-lasting durability, and outstanding economy.



178-hp 272 HD V-8 (opt.—F-500, F-600)
Bore—3.62 in. Stroke—3.30 in.
4-Barrel Carburetor
Brake Horsepower—178 @ 3800 rpm
Torque—260 lbs-ft ¾ 2100-2900 rpm

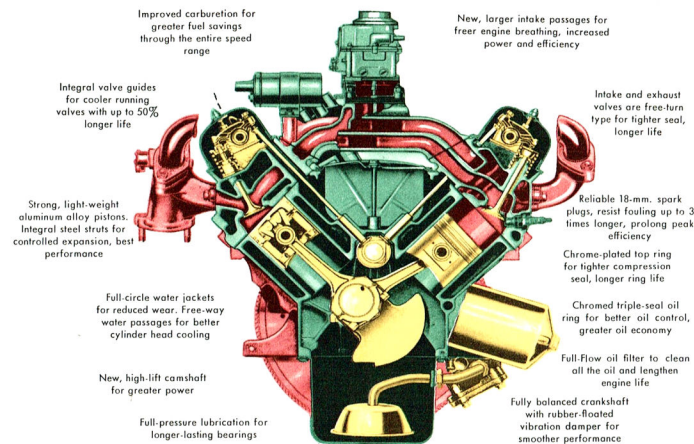


181-hp 272 V-8 (std.—F-500, F-600)
Bore—3.62 in. Stroke—3.30 in.
2-Barrel Carburetor
Brake Horsepower—181 ¾ 4400 rpm
Torque—262 lbs-ft @ 2200-2700 rpm

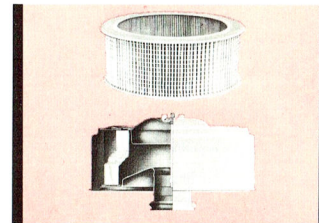


139-hp 223 Six (std.—F-500)
Bore—3.62 in. Stroke—3.60 in.
Single-Barrel Carburetor
Brake Horsepower—139 @ 4200 rpm
Torque—207 lbs-ft @ 1800-2700 rpm

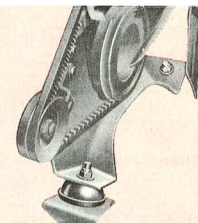
New 139-hp 223 Six for quick response, smooth performance and top economy. It's the most modern Six in its field. And for greater efficiency and durability there are longer-lasting free-turn valves (intake and exhaust), aluminum-alloy pistons with integral steel struts and long-wearing chrome-plated top ring, and new Super-Filter air cleaner. New high-turbulence combustion chambers, higher compression ratio (8.3 to 1) and high-lift cam give greater power.



New 181-hp 272 V-8 shown

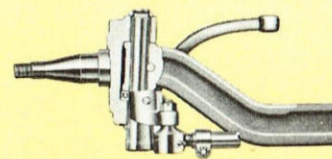


New Super-Filter Air Cleaner with reusable cellulose fiber element stops 90% more dirt than ordinary cleaners. Quick, easy servicing—dirt simply tapped out.

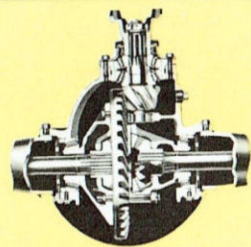


New Front Engine Mountings are angled and insulated to reduce vibration. Provide greater stability for long, smooth, quiet engine life (V-8 type shown).

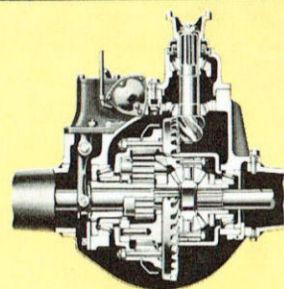
Strong, rugged chassis construction for **BIG PAYLOADS** and **SURE-FIRE DEPENDABILITY**



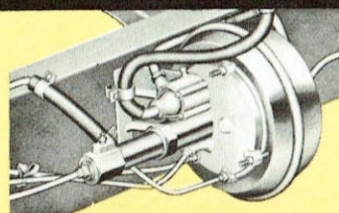
Front Axle—Ford's F-600 rugged modified I-beam front axle has big 4,700-lb. capacity for big-load dependability and long life.



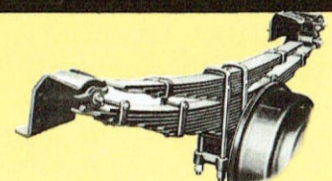
New F-500 Rear Axle—13,000-lb. Single Speed hypoid rear axle standard for greater strength and durability. 15,000-lb. axle standard on F-600.



Two Speed Rear Axle—Electric-Shift, full-floating, 2-speed axle provides 2-range performance for extra pulling power and easy shifting.



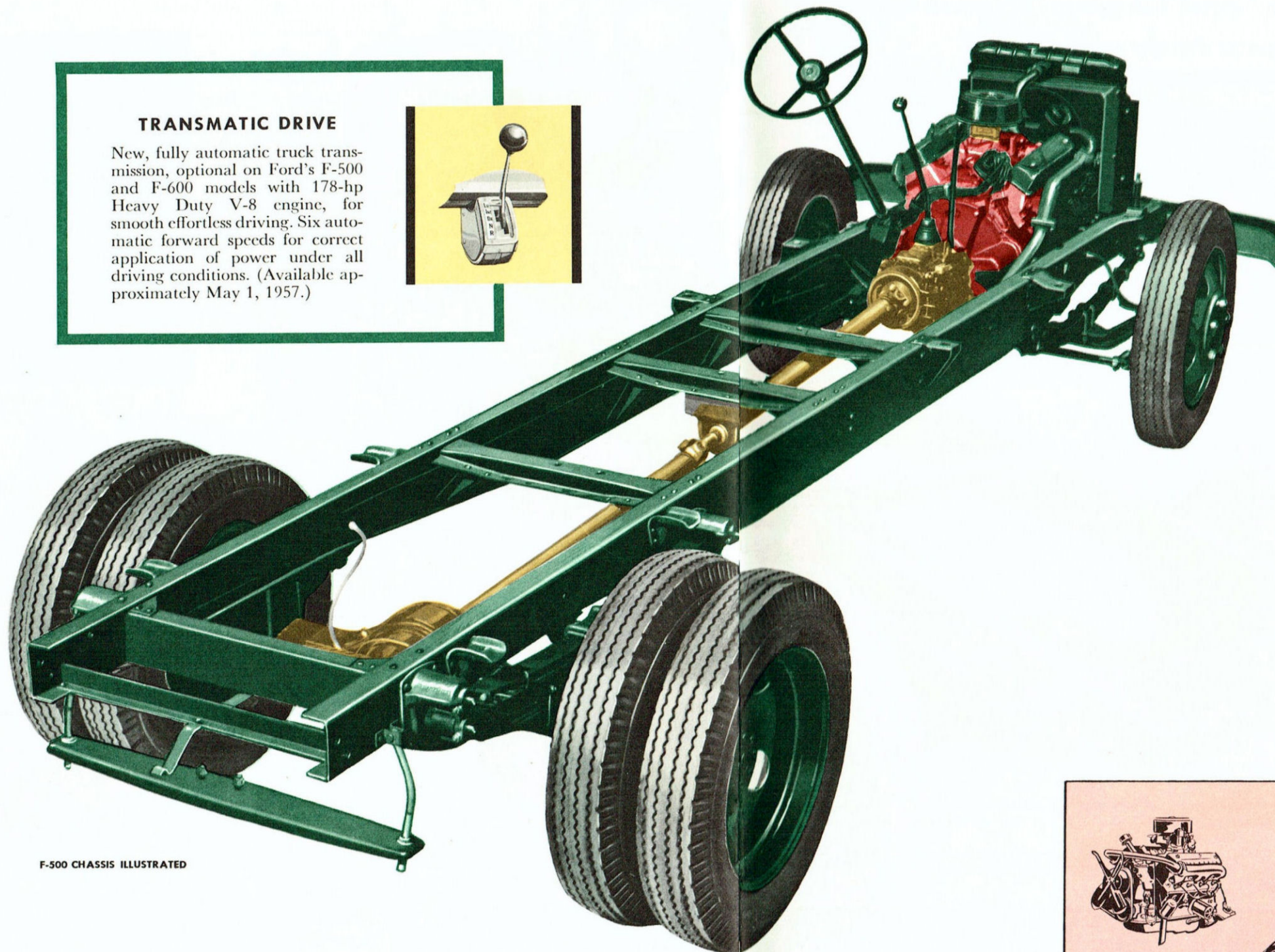
Power Brakes—vacuum power booster unit provides accurately controlled braking power for smooth positive stopping (std. F-600, opt. F-500).



New Rear Springs—New, longer (52-in. 10 leaf) rear springs with auxiliary springs give combined capacity of 6,200 lb. (std. F-600, opt. F-500).

TRANSMATIC DRIVE

New, fully automatic truck transmission, optional on Ford's F-500 and F-600 models with 178-hp Heavy Duty V-8 engine, for smooth effortless driving. Six automatic forward speeds for correct application of power under all driving conditions. (Available approximately May 1, 1957.)



F-500 CHASSIS ILLUSTRATED

New larger cooling capacity with big capacity flat tube and fin radiator, with U-type support for longer life.

New rear axle for greater load-carrying capacity, and more durable for longer life.

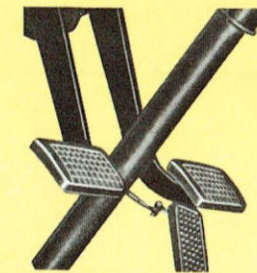
Spring loaded tie rod ends, ball-socket type for automatic wear take-up, longer life.

Roll-Action steering of worm and roller type for quicker response, easier turning.

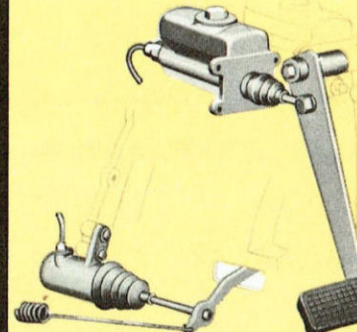
12-volt battery, 66 plate, 55 amp-hr, for faster starting, greater electrical output, improved performance.

Longer front springs with greater capacity. Easy action, double-wrapped rear eyes for safety, shackled at front for stable steering.

Deep-channel frame with side rails parallel their full length provides greater strength, rigidity and stability.

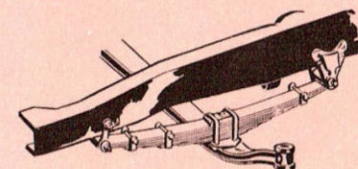
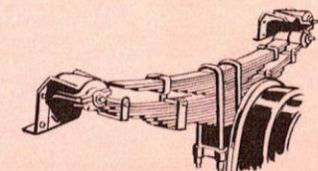
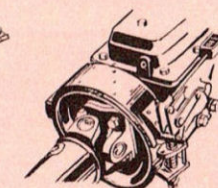
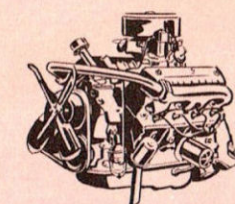


New Suspended Pedals—More convenient "natural position" suspended clutch, accelerator and brake pedals eliminate toeboard holes and provide a tighter sealed cab.



New Hydraulic Clutch—works like hydraulic brakes, to reduce needed foot pressure and make shifting easier... minimizes clutch chatter, reduces maintenance time and costs.

New GVW and GCW ratings boost payload capacities of Ford's Medium Duty trucks to an all-time high! 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, 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!



F-600 HEAVY DUTY COMPONENTS FOR MAXIMUM 19,500-LB. GVW RATING

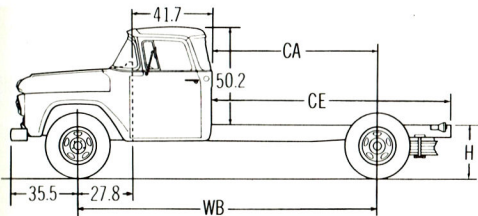
Optional 19,500-lb. GVW and 32,000-lb. GCW ratings require: V-8 engine, 9 1/2" x 3" parking brake, heavy-duty front springs, heavy-duty 7-leaf auxiliary rear springs,

9-22.5 10 PR front and 10-22.5 10 PR rear tires, and 22.5 wheels, 6.75 rims. (9-22.5 12 PR front and rear for Stake or Platform models.)

FORD OFFERS 24 CHASSIS MODELS

Chassis-Cab, Chassis-Cowl and Chassis-Windshield
to meet your exact body needs

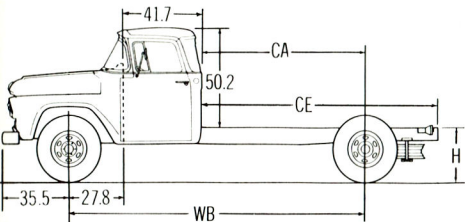
F-500 GVW 15,000 lb.



TIRES	DIMENSIONS						CURB WEIGHTS*		
	WB (in.)	H (in.) Empty Loaded	CA (in.)	CE (in.)	Body Lengths		Front	Rear	Total
Std. 7-22.5 6 PR front & dual rear	130	31 27.6	60.5	99	7½-9 ft.		2520	1850	4370
	154	31 27.6	84.5	123	10-13 ft.		2660	1885	4445
Opt. 8-22.5 8 PR front & dual rear for 15,000-lb. GVW	172	31 27.6	102.5	162.5	13-16 ft.		2710	1900	4510
	130	31.9 28.5	60.5	99	7½-9 ft.		2571	2007	4578
	154	31.9 28.5	84.5	123	10-13 ft.		2611	2042	4653
	172	31.9 28.5	102.5	162.5	13-16 ft.		2661	2057	4718

*All weights are estimated. Curb weights include six cylinder engine, standard cab and equipment, full tank of fuel, water and lubricants. For V-8 engine add 125 lb. to front and total weights. Deduct from total 540 lb. for chassis-cowl and 490 lb. for chassis-windshield models.

F-600 GVW 17,000 lb. Optional GVW 19,500 lb.



TIRES	WB (in.)	H (in.) Empty Loaded	CA (in.)	CE (in.)	Body Lengths		CURB WEIGHTS*		
Standard Tires 8-22.5 8 PR front & dual rear	130	32.7 29.3	60.5	99	7½-9 ft.		2745	2125	4870
	142	32.7 29.3	72.5	111	9-11 ft.		2785	2135	4920
	154	32.7 29.3	84.5	123	10-13 ft.		2825	2140	4965
	172	32.7 29.3	102.5	162.5	13-16 ft.		2875	2155	5030
Optional Tires 8-22.5 8 PR front 9-22.5 10 PR dual rear for 17,000-lb. GVW	192	32.7 29.3	122.5	182.5	15-19 ft.		2900	2185	5085
	130	33.3 29.9	60.5	99	7½-9 ft.		2765	2227	4992
	142	33.3 29.9	72.5	111	9-11 ft.		2805	2237	5042
	154	33.3 29.9	84.5	123	10-13 ft.		2845	2242	5087
Optional Tires 9-22.5 10 PR front 10-22.5 10 PR dual rear for 19,500-lb. GVW	172	33.3 29.9	102.5	162.5	13-16 ft.		2895	2257	5152
	192	33.3 29.9	122.5	182.5	15-19 ft.		2920	2287	5207
	130	34 30.6	60.5	99	7½-9 ft.		2812	2317	5129†
	142	34 30.6	72.5	111	9-11 ft.		2852	2327	5179†
	154	34 30.6	84.5	123	10-13 ft.		2892	2332	5224†
	172	34 30.6	102.5	162.5	13-16 ft.		2942	2347	5289†
	192	34 30.6	122.5	182.5	15-19 ft.		2967	2377	5344†

*All weights are estimated. Curb weights include V-8 engine, standard cab and equipment, full tank of fuel, water and lubricants. Deduct from total 530 lb. for chassis-cowl and 490 lb. for chassis-windshield models.

STANDARD CAB EQUIPMENT AND COLOURS

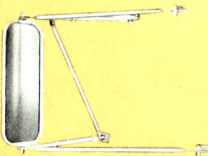
STANDARD EQUIPMENT, Chassis-Cab, in addition to items listed on specification page.

- Air Wing Ventilators in Doors
Ammeter
Ash Receptacle
Channel Front Bumper
Choke Control
Dispatch Box
Door Lock, Right Side
Dual Windshield Wipers—
Vacuum (F-500)—Electric (F-600)
Fuel Gauge
Full-Wrap Windshield
Hand Throttle
- Hi-Dri Cowl Ventilator
Horn, Single Electric
Inboard Cab Step
Instrument Panel
Light Switch
Mechanical Jack and Tools
Mirror, Rearview, Outside Left
Oil Pressure Gauge
Spare Tire Carrier
Speedometer
Sun Visor, Left Side
Water Temperature Gauge

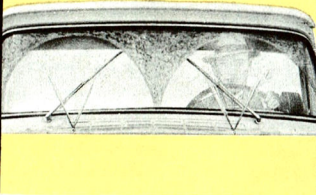
STANDARD COLOURS

Choice of Fiesta Red, Nocturne Blue, Stormist Blue, Woodsmoke Grey, Raven Black, Colonial White, Sherwood Green, Willow Green, Moonmist Yellow or Prime (on hood, fenders, cowl, cab, interior metal, inboard cab step, fuel filler cap). Painted Raven Black are frame, door vent frame and glass channel, fuel tank, taillight, springs, axles and wheels. Painted Colonial White are grille, headlight hoods, parking light rims, outside mirror and bumper. Chassis-cowl models are painted Prime unless standard colour is specified.

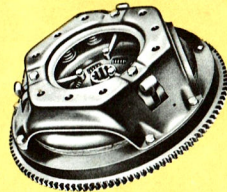
FORD TRUCK Optional Equipment and Accessories



Full-View Mirror—King-size 6 x 16-in. reflecting surface swings in convenient arc for easy adjustment. Provides maximum side and rear visibility. Fits either side of truck.



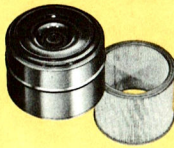
New windshield washers with two orifices in each nozzle provide four separate water sprays so wipers can remove dirt, mud and traffic film. Handy foot plunger gives dependable action under all conditions.



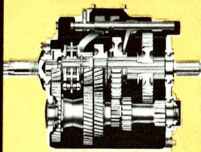
Heavy-duty 11" Clutch—Longer-lasting Gyro-Grip heavy-duty 11" clutch is built for maximum performance under rugged driving. Hydraulic actuation.



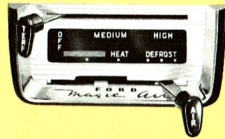
Sealed Beam Spotlight—Big six-inch face. Convenient control switch on handle. Spotlight located to permit its powerful beam to be aimed in almost any direction.



Heavy-duty Super-Filter Air Cleaner—with larger 1,200-sq. in. area with Six, 1,500 sq. in. on V-8's for longer more dependable service.



5-Speed Transmission—Synchro-Silent, Direct Drive available F-600. Engineered for long life and easy, quiet operation.



MagicAir System—helps you feel better, drive better... more safely. All-weather ventilation. Pressurized fresh air heated to your comfort. Selective temperature control. High-velocity defrosting and defogging. Blower switch located on instrument panel.



Heavy-duty Grille Guard—Braced to truck frame for sure grille, radiator and headlight protection. Rugged bar steel, white finish. Sturdy forged steel tow hooks bolted to frame are also available.

OTHER ACCESSORIES AND OPTIONS

- Axle, Rear—13,000 lb. (F-500 only)
—2-Speed, Electric-Shift
Battery—70 amp-hr
Brakes—Vacuum Booster (F-500)
—Heavy-Duty Parking (F-600)
Cab—Custom
Directional Turn Signals
Fan—5 Blade, 18" dia.
Fire Extinguisher—1½ qt.
Floor Mats—Heavy-Duty
Generators—30 amp. Low Cut-in
40 amp. 600 watt
50 amp. 750 watt
60 amp. 900 watt
Governor—(for 223 Six or 272 V-8)
Heater and Defroster—Recirculating
Jack—Hydraulic, 5-Ton
Locking Gas Cap
- Mirror—Right, Non-Telescopic
—Left and Right, Telescopic
—Arm Braces
Oil Filter (for 223 Six)
Reflector Flares (3 in kit) with flaps
Safety Package "A" and Safety Seat Belts
Seat Covers
Shock Absorbers—Double-Acting,
Telescopic—Front and Rear
Spare Tire Lock and Chain
Splash Guards (3 sizes) with brackets
Spotlight—Portable
Springs—Front, 8-leaf (F-500)
—Rear, 6-leaf, Auxiliary (F-500)
—Front, 10-leaf (F-600)
—Rear, 7-leaf, Auxiliary (F-600)
Tachometer—(for 272 HD V-8)
Transmission—Transmatic Drive
(with 178-hp HD V-8)
- Vacuum Reserve Tank—1,000 cu. in.
Windshield Washers
Windshield Wipers—Electric (F-500)
Tires, Wheels and Rims:
(F-500)—Seven 7-22.5 8 PR (5.25)
—Seven 8-22.5 8 PR (5.25)*
—Seven 8-22.5 8 PR (5.25)
front and five 9-22.5
10 PR (6.75) rear tires**
(F-600)—Two 8-22.5 8 PR (6.0)
front and five 9-22.5
10 PR (6.75) rear
—Seven 9-22.5 10 PR (6.75)
—Seven 9-22.5 12 PR (6.75)†
—Seven 9-22.5 10 PR (6.75)
front and five 10-22.5
10 PR (6.75) rear tires††
Tube type tires also available

*Auxiliary rear springs and vacuum booster required
††Not available with Stake or Platform Bodies

Specifications

F-500 SERIES

GVW 15,000 LB.

GCW 25,000 LB.

AXLE, FRONT:	Modified I-beam	
Capacity	4000 lb.	
AXLE, REAR:	Single-Speed, Hypoid	
Capacity	13,000 lb.	
Ratios (V-8) Standard	5.83 to 1 or 6.2 to 1	
(Six) Optional	5.83/8.11 to 1	
Capacity (Six only) Standard	11,000 lb.	
Ratios	6.2 to 1	
Opt. Axle:	Two-Speed, Spiral Bevel	
Capacity	13,000 lb.	
Ratio (Six or V-8)	5.83/8.11 to 1	
BATTERY:	12 volt—66 plates—55 amp-hr	
BRAKES, SERVICE:	Hydraulic	
Size & Type—Front 13" x 2 1/4"	—Single Anchor, Self-Energizing	
—Rear	15" x 4"—2-cylinder	
Total Lining Area	363.2 sq. in.	
BRAKES, PARKING:	Drum & Contracting Band	
Location	On Rear of Transmission	
Size	7.8" x 2.5"	
Total Lining Area	61.5 sq. in.	
CAB:	Conventional Standard Cab	
CLUTCH:	Gyro-Grip, Semi-centrifugal, Hydraulic Actuation	
Dia.—Frictional Area	11"—123.7 sq. in.	
COOLING SYSTEM: Capacity—qt.	14.2 (Six)—17.6 (V-8)	
Fan	4-Blade—18" dia.	
DRIVE LINE: Shafts	2—Tubular	
Universal Joints	3—Needle Bearing	
FRAME:	Channel	
Max. Side Rail Section	130" wb. 7.08" x 2.77" x 0.25"	
	154" x 172" wb. 9.25" x 2.94" x 0.25"	
Section Modulus—130" wb.	1350 lb.	
	154" x 172" wb.	9.45
FUEL TANK: Location	Inside Cab, Behind Seat	
Capacity	14.4 gallons	
(14.4-gal. Outside Frame w/Cowl or Windshield)		
GENERATOR:	Ford 30 amp.—450 watt	
OPTIONS AND ACCESSORIES:	(See page 11)	
SPRINGS, FRONT: Capacity @ Pad	1350 lb.	
Size—No. of Leaves	45" x 2"—7	
SPRINGS, REAR:		
Main—Capacity @ Pad	4500 lb.	
Size—No. of Leaves	52" x 2 1/2"—10	
STEERING:		
Type	Worm and Roller	
Ratio—Dia. of Wheel	20.4 to 1—18 in.	
TRANSMISSION:	4-Speed	
Type	Synchro-Silent	
TIRES:	Tubeless	
Size—Front and Dual Rear	7-22.5 6 PR	
Capacity per Tire	1870 lb.	
WHEELS & RIMS:		
No. & Type of Wheels	7—Forged Disc	
No. & Size of Rims	7—22.5 x 5.25	
ENGINES:	Ford 223 Six (std.)	
Displacement	223 cu. in.	
Compression Ratio	8.3 to 1	
Max. Gross Horsepower @ rpm	139 @ 4200	
Max. Gross Torque—lbs-ft @ rpm	207 @ 1800-2700	
Governor	Velocity-Controlled (opt.)	
Carburetor	Single-Venturi Downdraft	
Air Cleaner	Dry Element, 750 sq. in.	
Oil Filter, Full-Flow Replaceable Element	Optional	
Crankcase Capacity	4.8 qt. (dry) ; 4 qt. (refill)	

F-600 SERIES

GVW 17,000 LB.—GCW 29,000 LB.

OPT: GVW 19,500 LB.*—GCW 32,000 LB.*

AXLE, FRONT:	Modified I-beam	
Capacity		4700 lb.
AXLE, REAR:	Single-Speed, Hypoid	
Capacity		15,000 lb.
Ratios—V-8		6.2 or 6.8 or 7.2 to 1
Opt. Axle:	Two-Speed, Hypoid	
Capacity		15,000 lb.
Ratios—V-8		5.83/8.11 or 6.33/8.81 to 1
BATTERY:	12 volt—66 plates—55 amp-hr	
BRAKES, SERVICE:	Vacuum-Hydraulic	
Size & Type—	Front 13" x 2 1/4"—Single Anchor, Self-Energizing	
—Rear	15" x 4"—2-cylinder	
Total Lining Area		363.2 sq. in.
Vacuum Booster		Diaphragm
Effective Diameter		8 1/2 in.
BRAKES, PARKING:	Drum & Contracting Band	
Location	On Rear of Transmission	
Size	7.8" x 2.5"	
Total Lining Area		61.5 sq. in.
CAB:	Conventional Standard Cab	
CLUTCH:	Cyro-Grip, Semi-Centrifugal, Hydraulic Actuation	
Dia.—Frictional Area		11"—123.7 sq. in.
COOLING SYSTEM:	Capacity—qt.	17.6 (V-8)
Fan	4-Blade—18" dia.	
DRIVE LINE:	Shafts	2—Tubular
Universal Joints	3—Needle Bearing	
FRAME:	Channel	
Max. Side Rail Section		130" through 172" wb.
	9.25" x 2.94" x 0.25"	
192" wb.		9.31" x 2.94" x 0.25"
Section Modulus—130" through 172" wb.		9.45
	192" wb.	10.56
FUEL TANK:	Location	Inside Cab, Behind Seat
Capacity		14.4 gallons
(14.4-gal. Outside Frame w/Cowl or Windshield)		
GENERATOR:	Ford 30 amp.—450 watt	
OPTIONS AND ACCESSORIES:	(See page 11)	
SPRINGS, FRONT:	Capacity @ Pad	1600 lb.
Size—No. of Leaves		45" x 2"—8
SPRINGS, REAR:	Main—Capacity @ Pad	4500 lb.
Size—No. of Leaves		52" x 2 1/2"—10
Auxiliary—Capacity @ Pad		1700 lb.
Size—No. of Leaves		37" x 2 1/2"—6
Combined Capacity @ Pad		6200 lb.
STEERING:	Type	Worm and Roller
Ratio—Dia. of Wheel		20.4 to 1—18 in.
TRANSMISSION:	Type	4-Speed
		Synchro-Silent
TIRES:	Tubeless	
Size—Front and Dual Rear		8-22.5 6 PR
Capacity per Tire		2740 lb.
WHEELS & RIMS:	No. & Type of Wheels	7—Forged Disc
	No. & Size of Rims	7—22.5 x 6.0
Ford 272 V-8	Ford 272 HD V-8 (opt.)†	
272 cu. in.	272 cu. in.	
8.3 to 1	7.6 to 1	
181 @ 4400	178 @ 3800	
262 @ 2200-2700	260 @ 2100-2900	
Velocity-Controlled (opt.)	Vacuum-Rotor-Controlled (std.)	
Two-Venturi Downdraft	Four-Venturi Downdraft	
Dry Element, 1200 sq. in.	Dry Element, 1200 sq. in.	
Standard	Standard	
4.8 qt. (dry) ; 4 qt. (refill)	5.6 qt. (dry) ; 4.8 qt. (refill)	

*OPTIONAL RATINGS—19,500-lb. GVW and 32,000-lb. GCW ratings require: V-8 engine, 9 1/2" x 3" parking brake, 2000-lb. front springs, 2750-lb. auxiliary rear springs, 9-22.5 10 PR rear tires and 22.5 x 6.75 wheels.

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