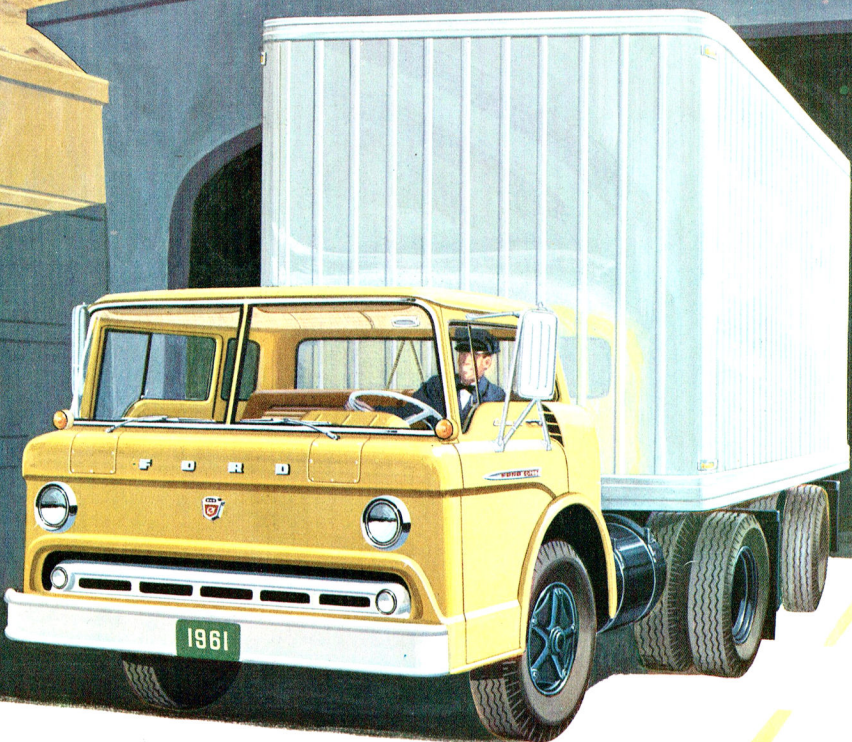
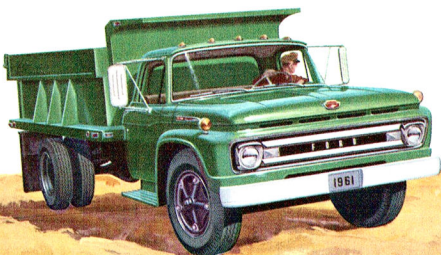


**1961
MEDIUM &
HEAVY DUTY**

FORD TRUCKS

CONVENTIONAL: F-500, F-600, F-700, F-750, F-800. TILT CAB: C-550, C-600, C-700, C-750, C-800
SCHOOL BUS. PARCEL DELIVERY



THE LONGEST STRONGEST LINE OF FORD TRUCKS EVER BUILT!

1961 FORD 500-550 SERIES FOR GREATER ECONOMY AND VERSATILITY

Max. GVW: 15,000 lb.
Opt. GCW: 25,000 lb.

CONVENTIONAL 500

Wheelbases:
132, 156 in.
174 in.

12,000-MILE, 12-MONTH
(whichever comes first)
WARRANTY
ON ALL 1961 FORD TRUCKS
(Excepting normal maintenance parts and service, and tires.)

The 550 Tilt Cab is a maneuverable work horse that will offer even greater economy for extra earning power in '61. A big 262-cu. in. all-truck "Six" with 152-hp is available (approx. Feb. 15) for sensational economy with fine performance. And there's also a choice of the low-cost 160-hp V-8 or the 173-hp HD V-8 for extra-rugged service and "Six-like" gas economy. Big capacity 6,000-lb. front and 13,000-lb. rear axles are standard . . . with two-speed rear axle, 5-speed transmissions and 11½-in. HD clutch available.

Max. GVW: 18,000 lb.
Max. GCW: 25,000 lb.

TILT CAB C-550

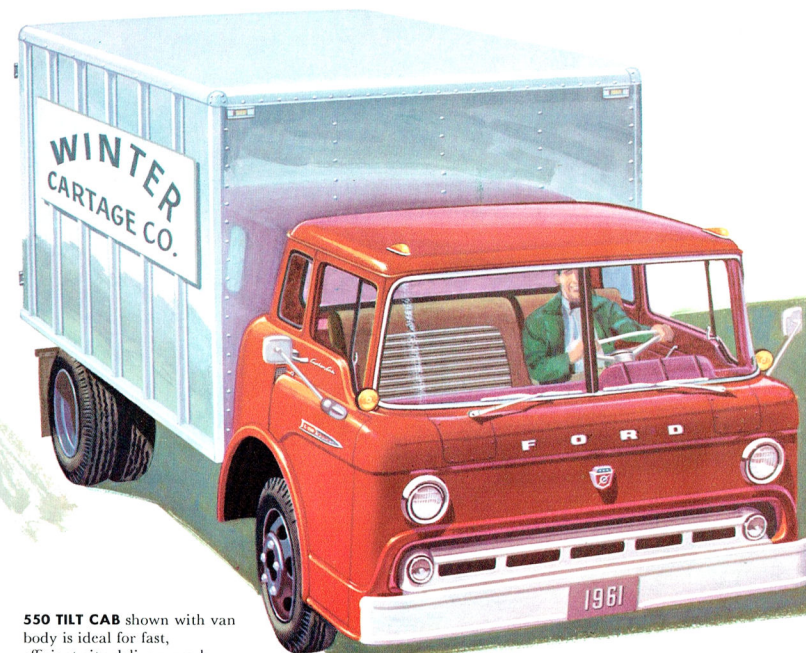
Wheelbases:
99, 111, 135, 153 in.



CONVENTIONAL 500 has a wide power choice—Six or V-8. The 135-hp economy Six, the low-priced 160-hp V-8 or the 173-hp HD V-8 are available for economy and top performance.

The 1961 500 series offers an attractive, modern cab *plus* a multitude of chassis improvements that provide smooth riding comfort and maximum dependability with heavy payloads. The *Driverized* Cab is wider and lower. It makes getting in much easier. And there's 28% more glass area for better visibility. Longer springs combined with the improved cab mounts provide greater riding comfort and longer cab life.

For greater durability there's a stronger frame on the 132-in. wb. models, heavy-duty 11½-in. clutch and 5-speed transmissions are optional with V-8 engines. The improved wiring system has simplified routing with the chassis wiring protected inside the frame channels. Multiple plug connectors, central fuse panel and thick wire insulation give extra reliability. Radiator has soldered lock-seam joints for twice the strength.



550 TILT CAB shown with van body is ideal for fast, efficient city delivery work.

FORD EXTRA DUTY FEATURES "CUSTOM TAILOR"

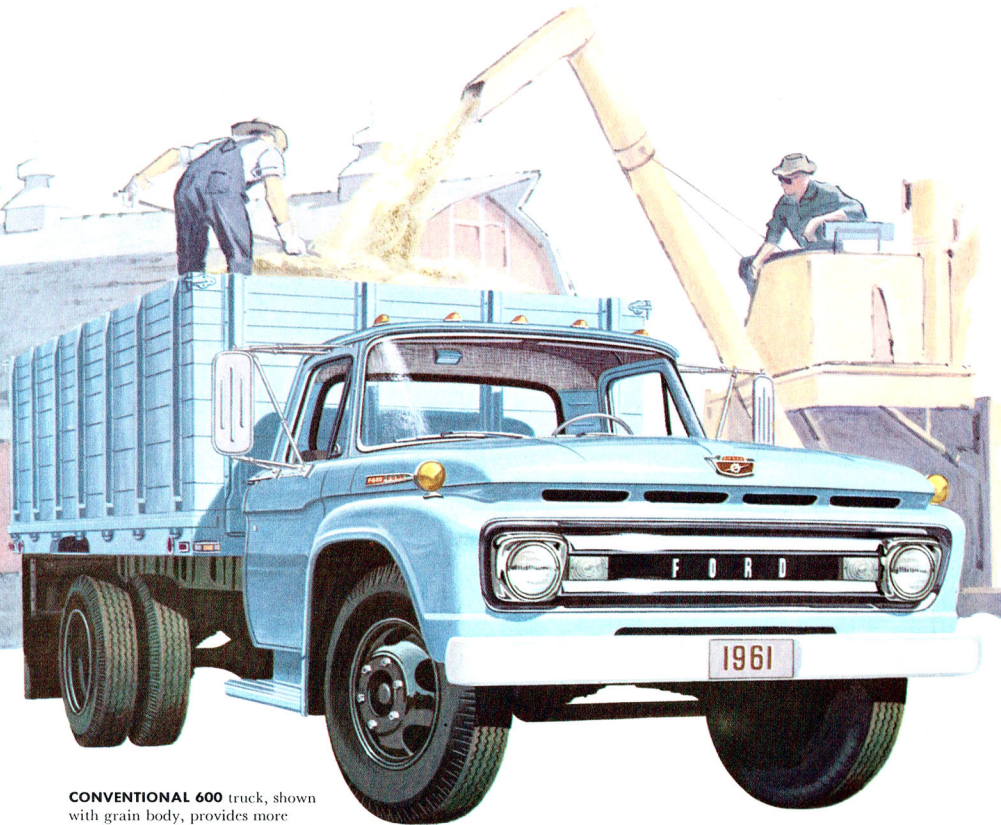
Here's an economical power choice for any job. The popular conventional 600 offers added economy to match its "big truck" features. The 152-hp 262 all-truck Six is available (approx. Feb. 15) for big "Six" power with exceptional economy. And the improved 135-hp 223 Six plus two V-8's are all available to match any job requirement.

And there's increased riding comfort in the lower, wider cab with improved cab mounts, and longer front and rear springs—without tire wearing independent front suspension! Durability features include the stronger radiator with lock-seam construction, improved cab and chassis electrical wiring and the optional 11½-in. HD clutch.

GVW: 17,000 lb.
Opt. GVW: 19,500 lb., 21,000 lb.
Opt. GCW: 29,000 lb., 32,000 lb.

CONVENTIONAL 600

Wheelbases:
132, 144, 156, 174, 194 in.



CONVENTIONAL 600 truck, shown with grain body, provides more power and lower running costs with the big "Six."

For complete details and equipment see Specifications Sheets

THESE 600 SERIES TRUCKS TO YOUR JOB

The 600 offers all the maneuverability and payload advantages of Tilt Cab design *combined* with a modern six-cylinder engine (available approx. Feb. 15) for greater economy. And there are many important big-truck options. Comfortable foam-padded driver's seat, durable 11½-in. HD clutch and improved Power Steering are also available.

For greater reliability and simplified maintenance, printed electrical circuits for instrument panel are standard on all C-Series models. Loose multi-wire confusion is eliminated with accessible, color-coded printed circuits. And there's a power choice of 152-hp Six, 160-hp V-8 or 173-hp HD V-8 engine.

GVW: 19,500 lb.
Opt. GVW: 21,000 lb.
GCW: 32,000 lb.

TILT CAB C-600

Wheelbases:
99, 111, 135, 153 in.



TILT CAB 600 allows big case loads to be carried in this popular pallet-loaded bottler's body.

FORD HEAVIES FOR GREATER CAPACITY AND DURABILITY

GVW: 21,000 lb.
Opt. GVW: 22,000 lb., 25,000 lb.
GCW: 35,000 lb.
Opt. GCW: 42,000 lb.

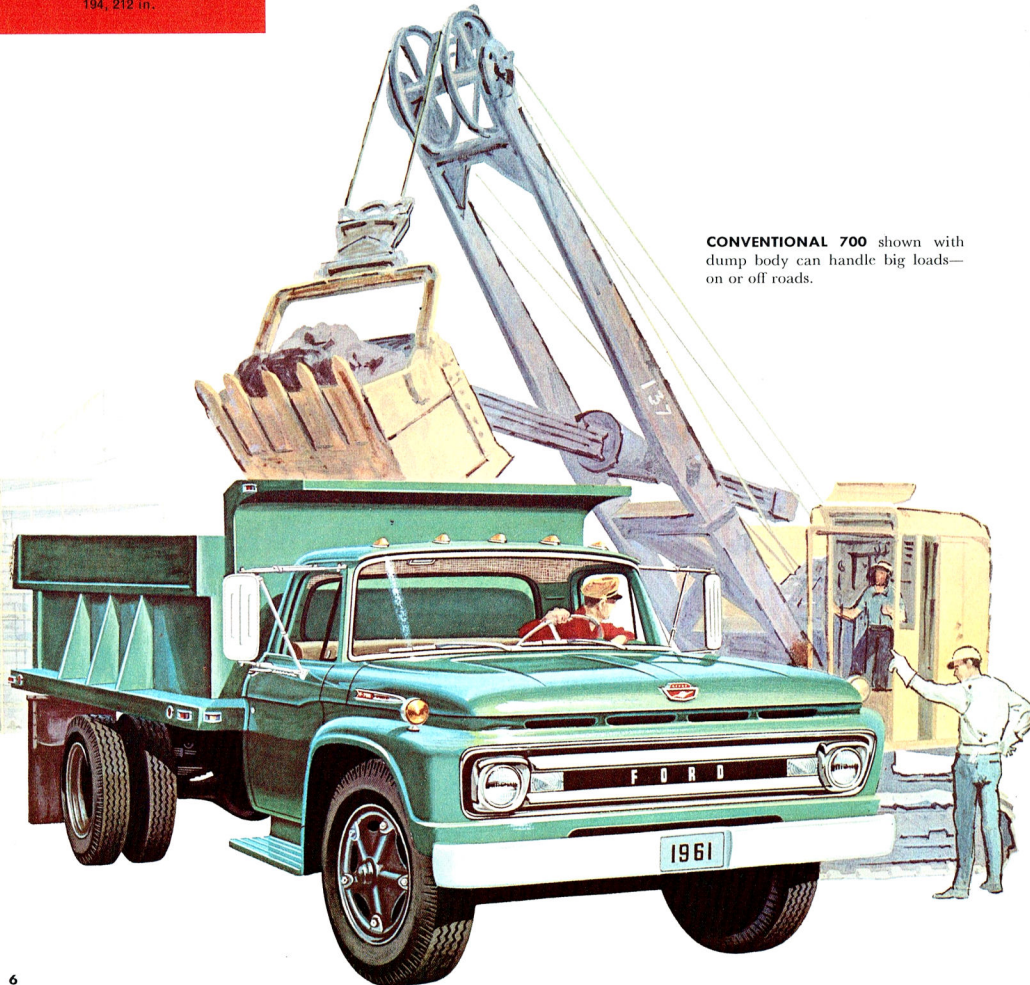
CONVENTIONAL 700

Wheelbases:
132, 144, 156, 174,
194, 212 in.

The 700 provides a host of big-truck features to make it the exceptional "buy" in the entire heavy-duty field. The long 212-in. wb. will handle bodies up to 22-ft. long. And the maximum GCW of 42,000 lb. means you can haul heavier loads for greater profits! The big 187-hp HD V-8 is available for outstanding power and performance.

Optional 50-gal. cylindrical fuel tank includes efficient electrical fuel pump. And a 15,000-lb. two-speed rear axle, as well as 16,000-lb. and 18,500-lb. single or two-speed rear axles, and heavy-duty 11½-in. clutch are also available. The heavy-duty steering gear has a 24.2 to 1 ratio for easier steering with big loads.

CONVENTIONAL 700 shown with dump body can handle big loads—on or off roads.



CAPACITY AND DURABILITY

The Tilt Cab 700 has a vast number of "custom tailor" options to match your job requirements. A Heavy Duty 187-hp V-8, 11½-in. HD clutch, full air brakes, foam-padded driver's seat and heavy duty direct in fifth 5-speed transmission are all optional. The maximum GCW is a big 42,000-lb., and a 175-in. wheelbase model with stronger frame (14.93 section modulus) for longer "high cube" bodies is offered.

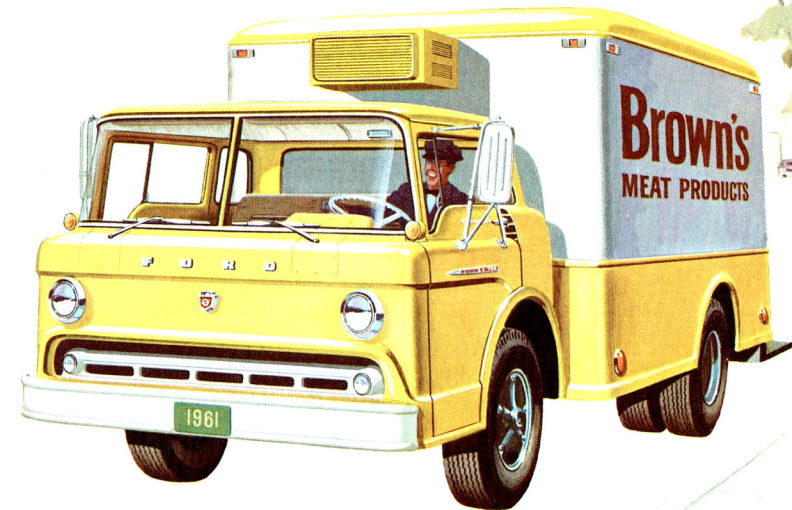
There's a large selection of rear axles, with the 15,000-lb. two-speed plus 16,000- and 18,500-lb. single- or two-speed available. The steering gear has 20.5 to 1 ratio, and Power Steering is optional.

GVW: 22,000 lb.
Opt. GVW: 23,000 lb., 25,000 lb.
GCW: 35,000 lb.
Opt. GCW: 42,000 lb.

TILT CAB C-700

Wheelbases:
99, 111, 135, 153, 175 in.

700 TILT CAB with a 20-foot van body on a 175-inch wheelbase model for bigger loads every trip.



For complete details and equipment see Specifications Sheets

FORD HEAVIES FOR '61 OFFER ECONOMICAL PERFORMANCE AND ADDED VERSATILITY!

GVW: 22,000 lb.
Opt. GVW: 25,000 lb.
GCW: 42,000 lb.
Opt. GCW: 50,000 lb.

CONVENTIONAL 750

Wheelbases:
134, 146, 158, 176, 194, 212 in.

The top end of the Medium and Heavy Duty line is covered by two conventional and two Tilt Cab Heavies—series 750 and 800. For '61, the big 332 HD V-8 is standard in all the 750 as well as the 800 models. And, a wider choice of chassis options makes these dependable units more adaptable to a wider-than-ever range of jobs.

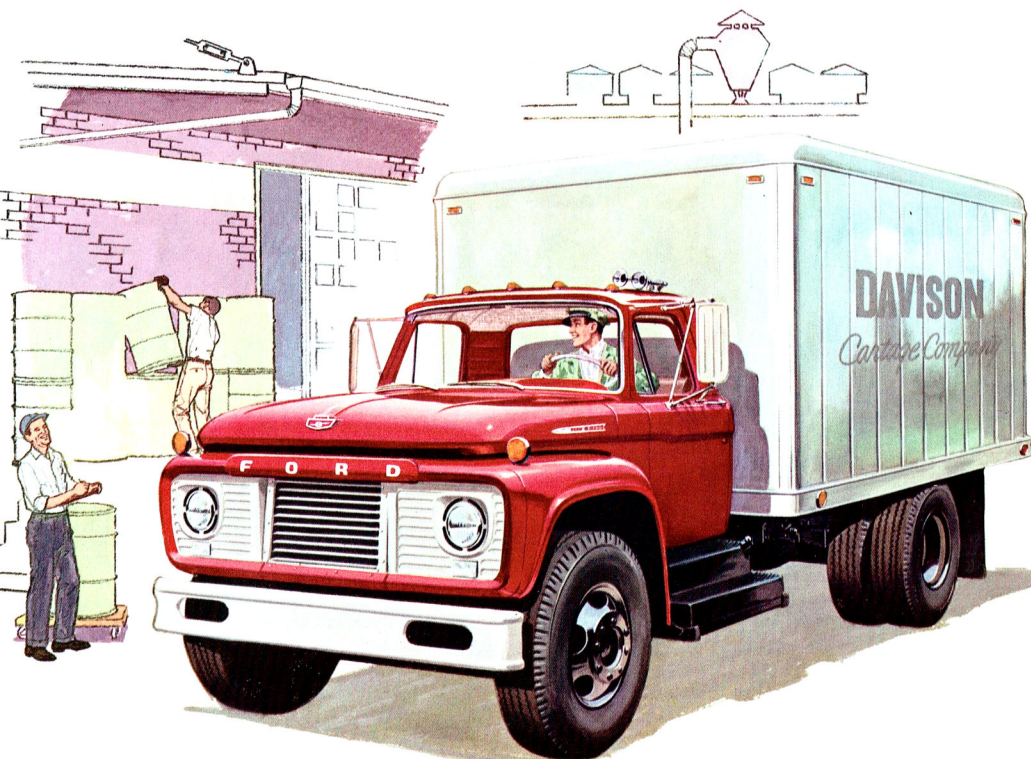
Conventional Series models have a 102-inch bumper-to-back-of-cab dimension with front axle set 28 inches from front bumper. This permits longer trailers within a given over-all length and higher allowable payloads—especially in the “bridge formula” areas.

Tilt Cab models offer all the maneuverability and payload advantages of tilt-cab design plus long-lived dependability. Printed electrical circuits provide increased reliability. Instrument panel wiring is board-mounted and each circuit is color-coded for simplified maintenance. There's less chance of loose connections. Foam-padded driver's seat is also available for added comfort. Available options include Eaton 18,500-lb. rear axle, full air brakes, and a heavy Duty 5-speed transmission.

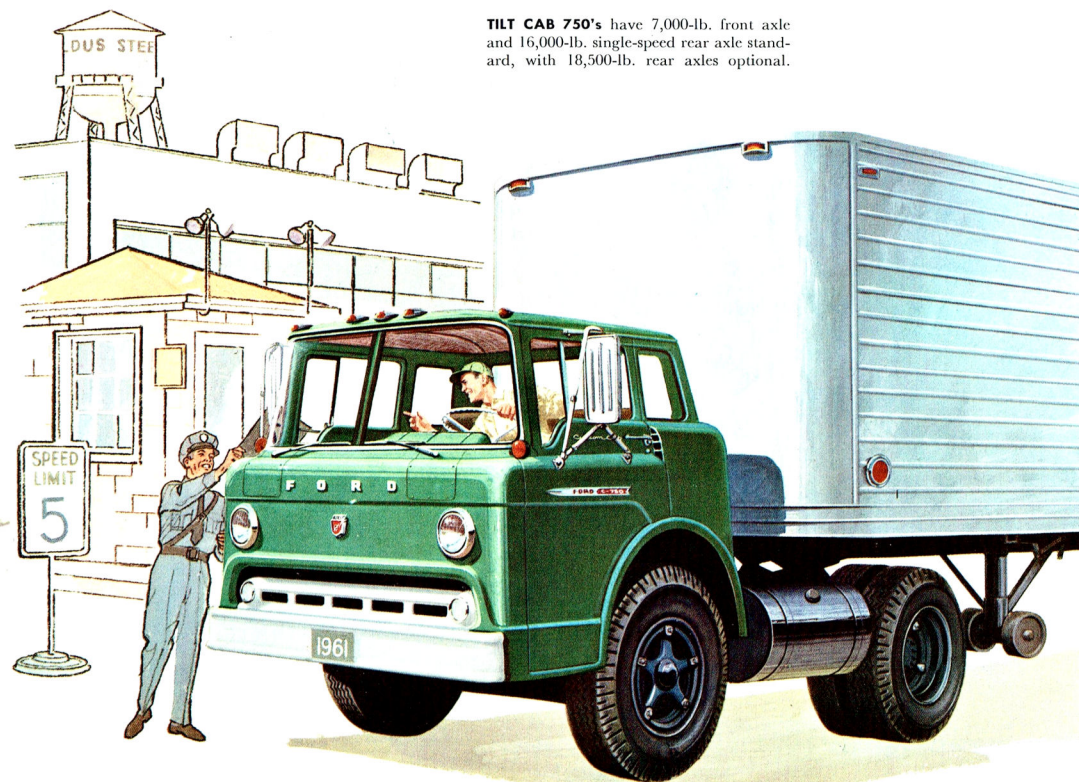
GVW: 23,000 lb.
Opt. GVW: 25,000 lb.
GCW: 42,000 lb.
Opt. GCW: 50,000 lb.

TILT CAB C-750

Wheelbases:
99, 111, 135, 153, 175 in.



750 SERIES straight trucks have 6,000-lb. front axle and 16,000-lb. single-speed rear axle standard, with 7,000-lb. front and 18,500-lb. rear axles available. Front axles feature a wider track for increased maneuverability and greater stability.



TILT CAB 750's have 7,000-lb. front axle and 16,000-lb. single-speed rear axle standard, with 18,500-lb. rear axles optional.

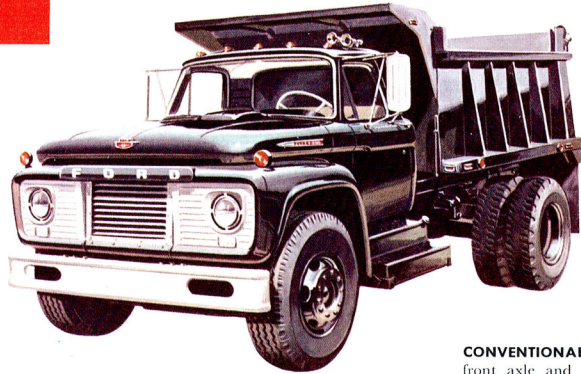
For complete details and equipment see Specifications Sheets

FORD HEAVIES FOR '61 PROVIDE GREATER DURABILITY FOR TOUGH ON-OR-OFF-ROAD WORK!

GVW: 24,000 lb.
Opt. GVW: 25,000 lb., 27,000 lb.,
GCW: 50,000 lb.

CONVENTIONAL 800

Wheelbases:
134, 146, 158, 176, 194, 212 in.



CONVENTIONAL 800's have 6,000-lb. front axle and 18,500-lb. single-speed rear axle standard, with 7,000-, 9,000-, and 11,000-lb. front axles available. Rear axle options include Eaton models of 22,000-lb. capacity.



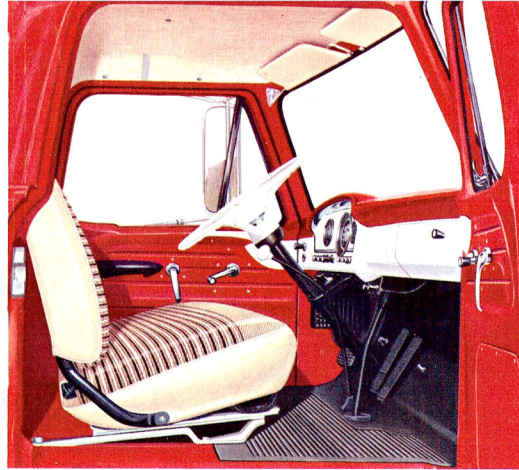
TILT CAB 800's have a 9,000-lb. front axle and an 18,500-lb. rear axle standard to take maximum advantage of the 1/4-3/4 weight distribution obtained with tilt-cab design. 11,000-lb. front and 22,000-lb. rear axles are available.

Long wheelbase models have been added in both the Conventional and Tilt Cab Series to accommodate bodies up to 22 feet long. Eaton rear axles of 22,000-lb. capacity are now available for Conventional and Tilt Cab 800 Series and a wider choice of transmissions is offered for all models. Electrical system reliability is improved with chassis wires fastened to frame web by snap-on plastic clips. This keeps electrical wiring out of the way of moisture, mud and ice.

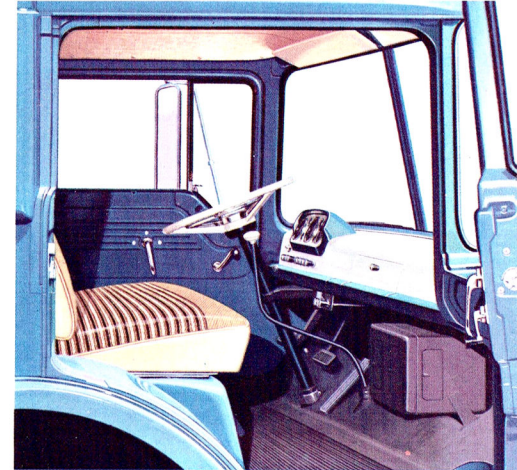
GVW: 27,000 lb.
GCW: 50,000 lb.

TILT CAB C-800

Wheelbases:
99, 111, 135, 153, 175 in.



CONVENTIONAL CAB

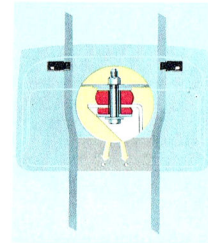


TILT CAB

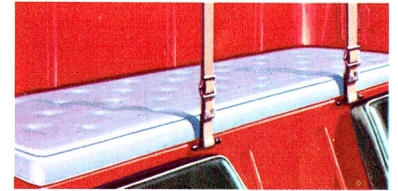
FORD DRIVERIZED CABS

Conventional cabs for '61 are wider and more durable. Cab life is greatly increased by a triangular three point mounting system, thicker metal in floor pan and door inner panels, and a flat floor reinforced for heavy service.

Cab mounting system consists of two front supports located outside the frame, and two closely spaced rear supports. This arrangement provides the required stability while permitting the cab to "rock" independently of frame so that sheet metal strains are reduced and ride is improved.



Conventional Cab Mounting



Tilt Cabs offer greater electrical system reliability and simplified maintenance with printed circuits for the instrument cluster wiring. Comfortable foam-padded driver's seat, and fiberglass sleeper cab which is available on special order are all new options for '61. The attractive exterior colors are in the famous Diamond Lustre Finish that stays new looking far longer. Two-tone paint treatment is available on Tilt Cab models.

CONVENTIONAL AND TILT CAB FEATURES

STANDARD CAB

- Brown basket weave pattern vinyl seat upholstery with dark brown vinyl bolster and seat facings
- Lifeguard steering wheel
- Safety Double-Grip door latches
- Dome light
- Left sun visor
- Ash tray
- Dispatch box
- Electric windshield wipers
- Theft-retardant ignition switch

CUSTOM CAB

(Features shown are in addition to those of the standard cab)

- Coat hook
- Twill stripe woven plastic seat upholstery with brown woven-in bolster on front edge of cushion and brown vinyl facings and seat-back bolster
- Chrome-trimmed instrument cluster
- White Lifeguard steering wheel
- Foam cushion in seat and back
- Fold-down arm rest on driver's side (Tilt Cab)
- Arm rest on left door (Conventional)
- Sound deadener on floor and rear cab panel
- Cigarette lighter
- Sun visor on right side
- Insulation on cowl wall in cab (Conventional)
- Bright-metal windshield reveal molding
- Custom Cab emblem on each door
- Matched key locks on both doors

TRUCK TOUGH CHASSIS FOR GREATER EARNING POWER ON ALL JOBS!

Medium Duty Truck chassis provide extra strength and payload capacities to get more work done with less expense. They're designed with plenty of extra toughness where it counts. Durable brakes, springs, frames and axles all have the reserve capacity to stand up in hard service. And improved cab mounts cut vibration transfer for greater driver comfort and longer cab life.

Radiator has soldered lock-seam joint construction and thicker tank and header walls for strength and durability

Service brakes have the capacity and lining area for rated loads. Air-over-hydraulic or full-air brakes are available on 700 models.

Front springs give a much smoother ride, empty or loaded. Springs are 3 inches longer and 1/2 inch wider to absorb more road shock

Frame drop in cab mount area provides for a lower-step height for easier entry into cab

Rear springs are a full 4 inches longer and 1/2 inch wider for improved ride characteristics

Frame with bigger side rails on 194-in. wheelbase models gives more frame rigidity for longer frame, cab and body durability

600 CONVENTIONAL CHASSIS

Frames for Conventional models have been designed to make mounting of bodies and equipment easier. Side rails are straight on top from back of cab for full length, with no rivet heads on top from rear cab mount to front rear spring hanger. Rear frame cross member on short wheelbase models has drop center for improved trailer king pin clearance, making trailer coupling faster and easier.

Steering gear incorporates large triple-tooth roller on needle bearings to provide rolling action of worm threads for quick response, steady handling ease and durable construction.

Radiator construction features soldered lock-seam joints and thicker tank and header walls for greater strength and rigidity.

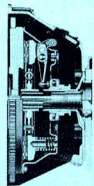
High capacity front axles have wider tread which provides increased stability when cornering or in rough terrain.

Frame drop in cab mount area provides for a lower-step height for easier entry into cab

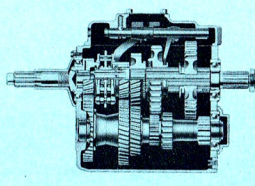
Internal shoe parking brake on rear of transmission affords extra protection from water and dirt.

Straight-line drive with large diameter tubular shafts and rubber-encased center bearing gives smooth power flow.

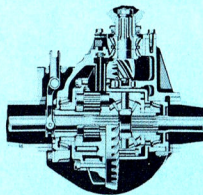
800 CONVENTIONAL CHASSIS



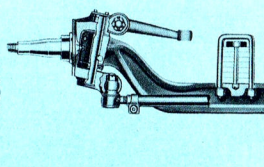
HD 11 1/2-in. clutch is available with 292 and 292 HD V-8's for increased durability. Its large 140.8-sq. in. lining dissipates heat faster for longer clutch life and greater dependability.



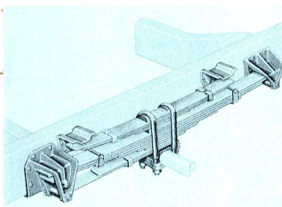
5-speed transmissions, Direct or Overdrive, are now optional for all models covered in this folder. Transmissions are very easy to shift with short travel between all gears.



Electric shift two-speed rear axles are available on all models. The electric shift unit is more dependable and makes for fast, easy shifting. A wide axle choice is available.

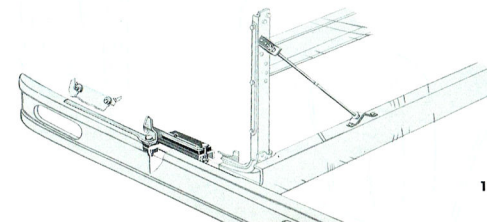


HD 6,000-lb. front axle is standard on C-550, C-600, 700, and optional on the 600. Big HD 7,000-lb. front axle is standard on the C-700 and optional on the 700.



Radius-leaf rear springs, on single axle Conventional Series, maintain accurate axle alignment. Upper leaves function as load carrying members. Lower section acts as radius rod.

Independent radiator mounting system prevents transfer of road shocks through sheet metal and greatly extends radiator life. Radiator "horse-collar" is center-mounted on front cross member with diagonal braces to the frame side rail for added support. Fenders and front-end sheet metal have no connection with radiator and are also separated from the cab for greater durability.



MODERN SIX AND V-8 ENGINES FOR GREATER ECONOMY AND POWER

The advanced 152-hp 262 cu. in. Six (available approximately Feb. 15, 1961) is an all-truck engine incorporating the latest engineering features for greater power and durability with outstanding economy of operation. Sturdy forged steel crankshaft, stress-relieved head and block, full-floating piston pins, and stellite-faced intake valves are typical advances to be found in this powerful Six cylinder engine.

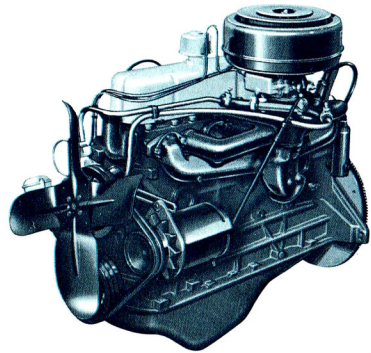
The 187-hp Heavy Duty 302 V-8 is a powerful, high-performance engine with special emphasis on rugged durability. Its efficient four-barrel carburetor permits precise fuel metering to the engine for any operating requirement. Stress-relieved cylinder heads, 4-ring aluminum alloy pistons, sodium-cooled exhaust valves and tungsten-cobalt alloy exhaust valve seat inserts are typical heavy-duty features.

The 135-hp 223 Six is the same truck engine that beat all leading competitive sixes in its class during the 1960 Economy Showdown U.S.A. This gas-saving Six features strong Deep-Block construction, Free-Turn valves and super-fitted aluminum alloy pistons with integral steel struts for controlled expansion.

The 160-hp 292 V-8 gives "Six-like" economy on regular gas. This low-cost V-8 features two-barrel carburetor, five-bearing crankshaft, large

intake and exhaust manifold passages and high-turbulence combustion chambers for high horsepower and torque with maximum dependability.

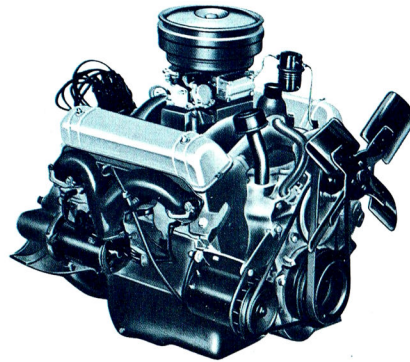
The 173-hp 292 HD V-8 has extra-sturdy construction in all maximum wear areas. Cylinder heads are stress-relieved to reduce warp and the top compression ring has a heavier chrome plating. High capacity fuel pump and 4-barrel carburetor provide extra power as needed in many trucking applications.



152-HP 262 SIX

(Available about Feb. 15, 1961, Conventional 600, Tilt Cab Series, 550 600)

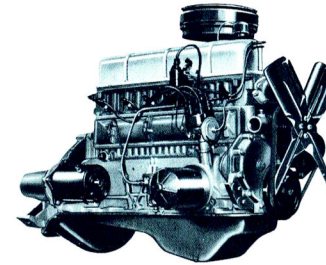
Brake Horsepower—152 @ 4000 rpm
Torque—238 lbs.-ft. @ 14-1800 rpm
Bore—3.72 in. Stroke—4.03 in.
Displacement—262 cu. in.



187-HP 302 HD V-8

(Opt. Conventional 700, Tilt Cab 700)

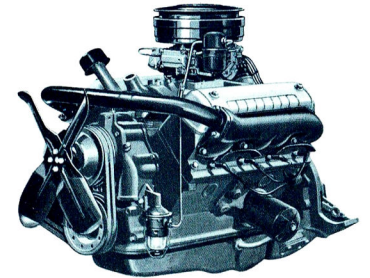
Brake Horsepower—187 @ 3800 rpm
Torque—280 lbs.-ft. @ 26-2800 rpm
Bore—3.62 in. Stroke—3.66 in.
Displacement—302 cu. in.



135-HP 223 SIX

(Std. Conventional Series 500, 600)

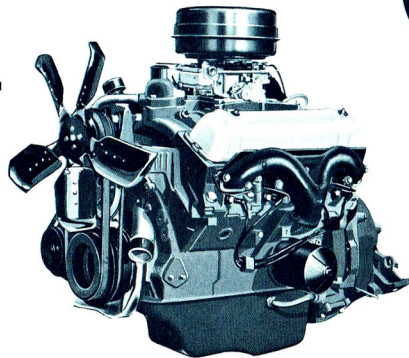
Brake Horsepower—135 @ 4000 rpm
Torque—200 lbs.-ft. @ 18-2400 rpm
Bore—3.62 in. Stroke—3.60 in.
Displacement—223 cu. in.



173-HP 292 HD V-8

(Opt. Conventional Series 500, 600, Tilt Cab Series 550, 600)

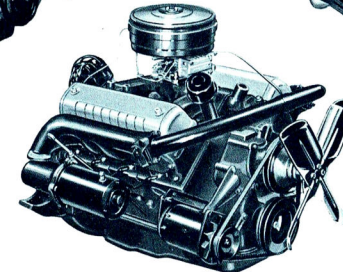
Brake Horsepower—173 @ 4000 rpm
Torque—274 lbs.-ft. @ 20-2600 rpm
Bore—3.75 in. Stroke—3.30 in.
Displacement—292 cu. in.



332 HD V-8

(Std. Conventional 750, 800, T-750, T-800; C-750, C-800)

Bore—3.80 in. Stroke—3.66 in.
4-barrel Carburetor
Brake Horsepower—200 @ 3800 rpm
Maximum Torque—307 lbs.-ft. @ 26-2800 rpm

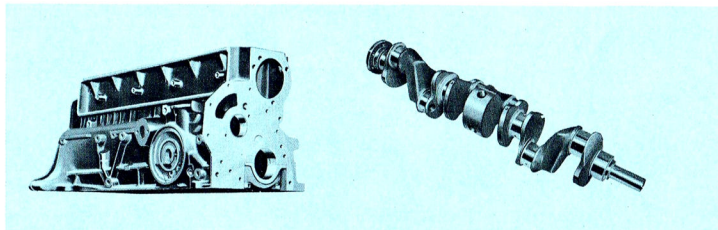


160-HP 292 V-8

(Std. Tilt Cab Series 550, 600, 700, Conventional 700, Opt. Conventional Series 500, 600)

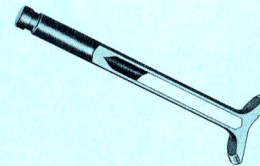
Brake Horsepower—160 @ 4000 rpm
Torque—270 lbs.-ft. @ 18-2000 rpm
Bore—3.75 in. Stroke—3.30 in.
Displacement—292 cu. in.

The 332 HD V-8 is built with special emphasis on durability. Stress-relieved cylinder heads, 4-ring aluminum alloy pistons, sodium-cooled exhaust valves and tungsten-cobalt valve seat inserts are typical heavy-duty features of this engine.

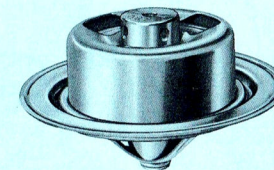


Deep-Block design. The big 262 Six has Deep-Block construction with added rib and web sections for greater durability. The block is stress-relieved and "sonic" tested for uniform cylinder wall thickness.

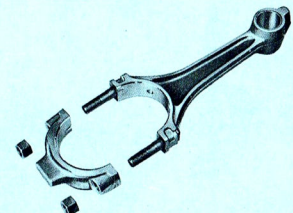
Forged crankshaft. The modern 262 Six engine features a strong forged steel crankshaft with reduced stress points for greater durability. And an effective harmonic balancer is standard for smooth operation.



Sodium-cooled exhaust valves. The 292 HD and 302 HD V-8's have efficient exhaust valves with modern "drill point" sodium cavities. They transfer more heat through the valve stem for longer valve life.



180° thermostat. This thermostat (std. on Sixes and 292 and 292 HD V-8's) helps improve gas economy by keeping a more efficient coolant temperature range. Gives a quicker warm-up for cab heater operation.



Improved connecting rods. The 292 V-8 has pyramid-type connecting rods with increased web thickness and even strength for longer life. This means extended engine life with less chance of breakdown.

'61 FORD SCHOOL BUS SAFETY CHASSIS . . . BUILT FOR MORE DEPENDABLE SERVICE AT LOWER COST!

1961 School Bus models are unsurpassed in safety and durability—put you 'way out front in long-lived economy! The '61 styling, plus functional "flat face" cowl design with raised lip along the top edge, permit an integrated look for any modern bus body—right up to big 66-passenger size.

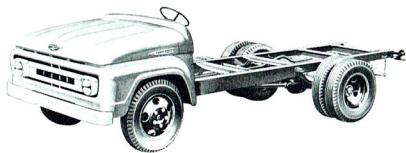
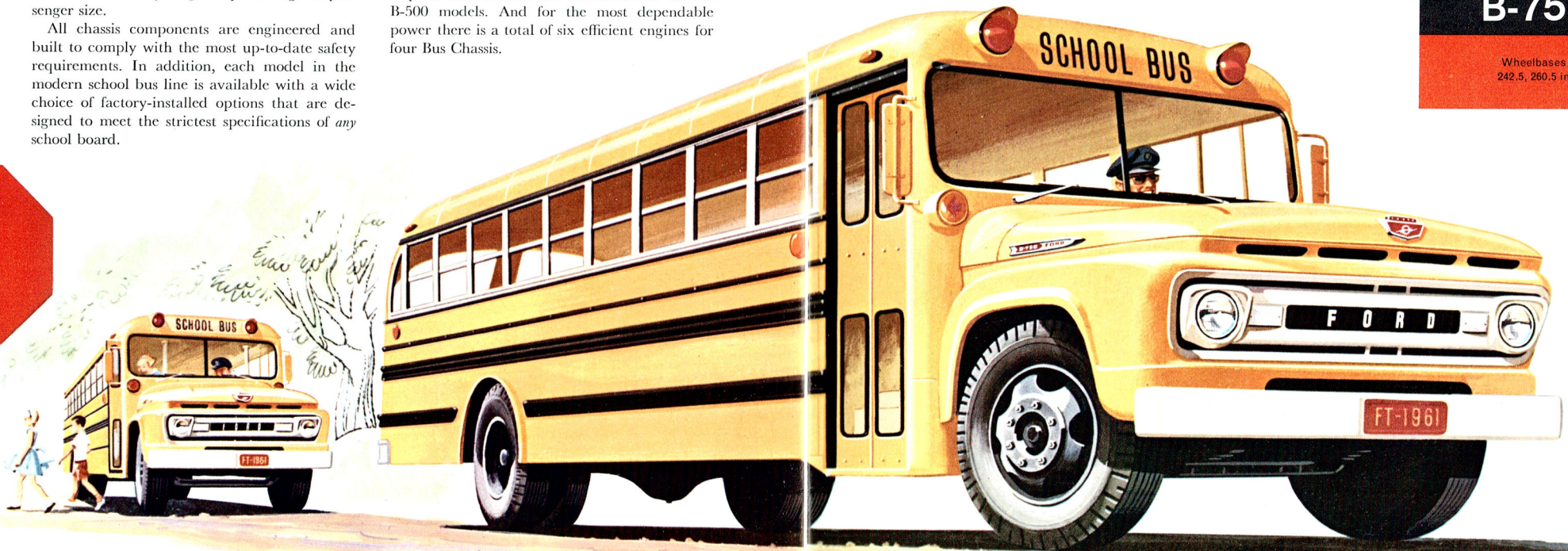
All chassis components are engineered and built to comply with the most up-to-date safety requirements. In addition, each model in the modern school bus line is available with a wide choice of factory-installed options that are designed to meet the strictest specifications of *any* school board.

In 1961, new options let you "custom tailor" a chassis to your exact needs. New, longer front and rear springs for the B-500 and B-600 Series provide a smoother ride. Big HD 11½" clutch is optional in B-500-B-700 for longer life and new 5-speed transmissions are also available for the B-500 models. And for the most dependable power there is a total of six efficient engines for four Bus Chassis.

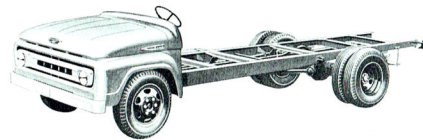
GVW: 22,000 lb.

BUS CHASSIS B-750

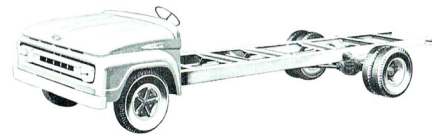
Wheelbases:
242.5, 260.5 in.



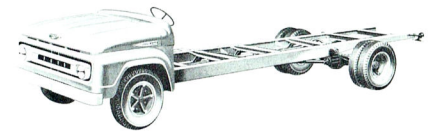
B-500—156-in. wheelbase for up to 36-passenger bus bodies. GVW 15,000 lb. with 135-hp 223 Six, 160-hp 292 V-8 or 173-hp 292 HD V-8 engine. Big 13,000-lb. rear axle is standard with V-8's, optional with the Six.



B-600—222.5-in. wheelbase for 54-passenger bodies. GVW 17,000 lb.: optional, 19,500 lb. 135-hp 223 Six, 152-hp 262 Six, 160-hp 292 V-8 or 173-hp 292 HD V-8. 15,000 or 16,000 lb. rear axles are available.



B-700—242.5- or 260.5-in. wheelbase for 60- to 66-passenger bodies. GVW 21,000 lb.: optional, 22,000 lb. 160-hp 292 V-8 or 187-hp 302 HD V-8 engine. 15,000, 16,000, or 18,500 lb. rear axles are available.



B-750—242.5- or 260.5-in. wheelbase for 60- to 66-passenger bodies. GVW 22,000 lb. 200-hp 332 HD V-8 engine. 16,000 lb. rear axle with 15" x 5" brakes is standard; 18,500 lb. axle with larger brakes is optional.

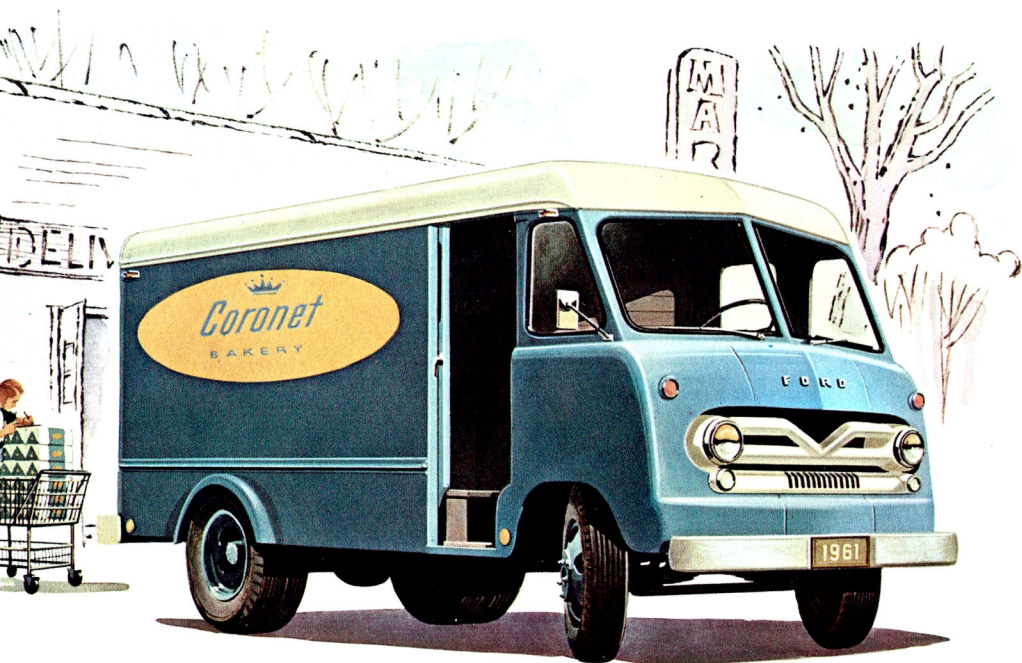
CUT COSTS ON THE ROUTE WITH MEDIUM DUTY PARCEL DELIVERY MODELS

Max. GVW: 10,000 lb.
Max. GVW: 15,000 lb.

DELIVERY CHASSIS
P-400 P-500

Wheelbases:
P-400—137 in.
P-500—137-154 in.

Medium Duty Parcel Delivery models come in three different wheelbases (137 in. for the P-400, 137 in. or 154 in. for the P-500) to accommodate custom bodies up to 14½ ft. long. The P-400 and P-500 come in stripped-chassis and chassis-cowl to permit mounting of the custom body of your choice. Gross vehicle weights range up to 15,000 pounds, and turning radii are short to increase maneuverability in crowded urban areas. Parcel Delivery models are also available in P-100 and P-350 series. See Light Duty catalogue for complete information.



Parcel Delivery units come in four basic models, including P-500 (maximum GVW: 15,000 lbs.) shown here. Use custom bodies up to 14½-ft. long.

Ford of Canada Truck durability is backed by a 12,000 mile, 12-month (whichever comes first) WARRANTY.* And of course Genuine Ford Parts and efficient Ford of Canada dealer service are available everywhere coast-to-coast. Next buying period, see your Dealer.

*Warranty does not include normal maintenance parts, service and tires.

RECOMMENDED BODY LENGTHS

SERIES	MAX. GVW	W.B. RANGE	CA	REC. BODY LENGTH
500	15,000 lbs.	132"—174"	60", 84", 102"	8'-15'
C-550	18,000 lbs.	99"—153"	72", 84", 108", 126"	9'-19'
600	21,000 lbs.	132"—194"	60", 72", 84", 102", 122"	8'-18'
C-600	21,000 lbs.	99"—153"	72", 84", 108", 126"	9'-19'
700	25,000 lbs.	132"—212"	60", 72", 84", 102", 122", 140"	8'-21'
C-700	25,000 lbs.	99"—175"	72", 84", 108", 126", 148"	9'-22'
750	25,000 lbs.	134"—212"	60", 72", 84", 102", 120", 138"	8'-21'
C-750	25,000 lbs.	99"—175"	72", 84", 108", 126", 148"	9'-22'
800	27,000 lbs.	134"—212"	60", 72", 84", 102", 120", 138"	8'-21'
C-800	27,000 lbs.	99"—175"	72", 84", 108", 126", 148"	9'-22'
P-400	10,000 lbs.	—	—	9'-13'
P-500	15,000 lbs.	—	—	11'-14½'

PICK THE 1961 FORD TRUCK THAT'S RIGHT FOR YOUR JOB!

SERIES	MAX. GVW	ENGINES	TRANSMISSIONS	FRONT AXLE	REAR AXLE
500	15,000 lb.	Std.: 223 6 cyl. Opt.: 292-2V-V8°	Std.: Warner T98A Opt.: Clark 250V #	Std.: 4,000 lb.	Std.: 13,000 lb.
C-550	18,000 lb.	Std.: 292-2V-V8° Opt.: 262 6 cyl.*	Std.: Warner T98A Opt.: Clark 250V	Std.: 6,000 lb.	Std.: 13,000 lb.
600		Std.: 223 6 cyl. Opt.: 262 6 cyl.*		Std.: 5,000 lb. Opt.: 6,000 lb.	Std.: 15,000 lb. Opt.: 16,000 lb.
C-600	21,000 lb.	Std.: 292-2V-V8° Opt.: 262 6 cyl.*	Std.: Warner T98A Opt.: Clark 250V #	Std.: 6,000 lb. Opt.: 7,000 lb.	Std.: 14,000 lb. Opt.: 15,000 lb.
700		Std.: 292-2V-V8° Opt.: 302-4V-V8	Std.: Warner T98A Opt.: Clark 250V, Clark 2651-V1†	Std.: 6,000 lb. Opt.: 7,000 lb. Std.: 7,000 lb.	Std.: 15,000 lb. Opt.: 16,000-18,500 lb.†
C-700	25,000 lb.				
750		Std.: 332-4V-V8	Std.: Clark 250V Opt.: Clark 2651-V1, MT 30 Transmatic	Std.: 6,000 lb. Opt.: 7,000 lb. Std.: 7,000 lb.	Std.: 16,000 lb. Opt.: 18,500 lb.†
C-750	25,000 lb.				
800		Std.: 332-4V-V8	Std.: Clark 2651-V1 Opt.: Spicer 5652, 5756B, MT 30 Transmatic, Fuller R46 8-Speed□	Std.: 6,000 lb. Opt.: 7,000-9,000-11,000 lb. Std.: 9,000 lb. Opt.: 11,000 lb.	Std.: 18,500 lb.† Opt.: 22,000 lb.§
C-800	27,000 lb.				
B-500	15,000 lb.	Std.: 223 6 cyl. Opt.: 292-2V-V8°	Std.: Warner T98A Opt.: Clark 250V & 251VO #	Std.: 4,000 lb.	Std.: 11,000 lb. Opt.: 13,000 lb.
B-600	19,500 lb.	Std.: 223 6 cyl. Opt.: 262 6 cyl.* 292-2V-V8°	Std.: Warner T98A Opt.: Clark 250V #	Std.: 5,000 lb. Opt.: 6,000 lb.	Std.: 15,000 lb. Opt.: 16,000 lb.
B-700	22,000 lb.	Std.: 292-2V-V8° Opt.: 302-4V-V8	Std.: Warner T98A Opt.: Clark 250V, 251VO Clark 2651-V1†, 2621-V1	Std.: 6,000 lb. Opt.: 7,000 lb.	Std.: 15,000 lb. Opt.: 16,000-18,500 lb.
B-750	22,000 lb.	Std.: 332-4V-V8	Std.: Clark 250V Opt.: Clark 251VO Clark 2651-V1, 264VO, 2621-V1	Std.: 6,000 lb. Opt.: 7,000 lb.	Std.: 16,000 lb. Opt.: 18,500 lb.
P-400	10,000 lb.	Std.: 223 6 cyl. Opt.: 292-2V-V8	Std.: Warner T89C Opt.: Warner T87E Warner T98A	Std.: 3,800 lb.	Std.: 7,200 lb.
P-500	15,000 lb.	Std.: 223 6 cyl. Opt.: 292-2V-V8°	Std.: Warner T87E Opt.: Warner T98A Cruise-O-Matic	Std.: 4,700 lb.	Std.: 11,000 lb. Opt.: 13,000 lb.

* Avail. approx. Feb. 15 # N.A. / 223 6 cyl. † 302 Engine Required ‡ 18,000 lbs. off Highway § 21,000 lbs. off Highway □ w/air brakes °292-4V-V8 also available

The specifications contained herein were in effect at the time this folder was approved for printing. Ford Motor Company of Canada, Limited, reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. Some of the items illustrated or referred to are optional at extra cost.

FORD MOTOR COMPANY OF CANADA, LIMITED

