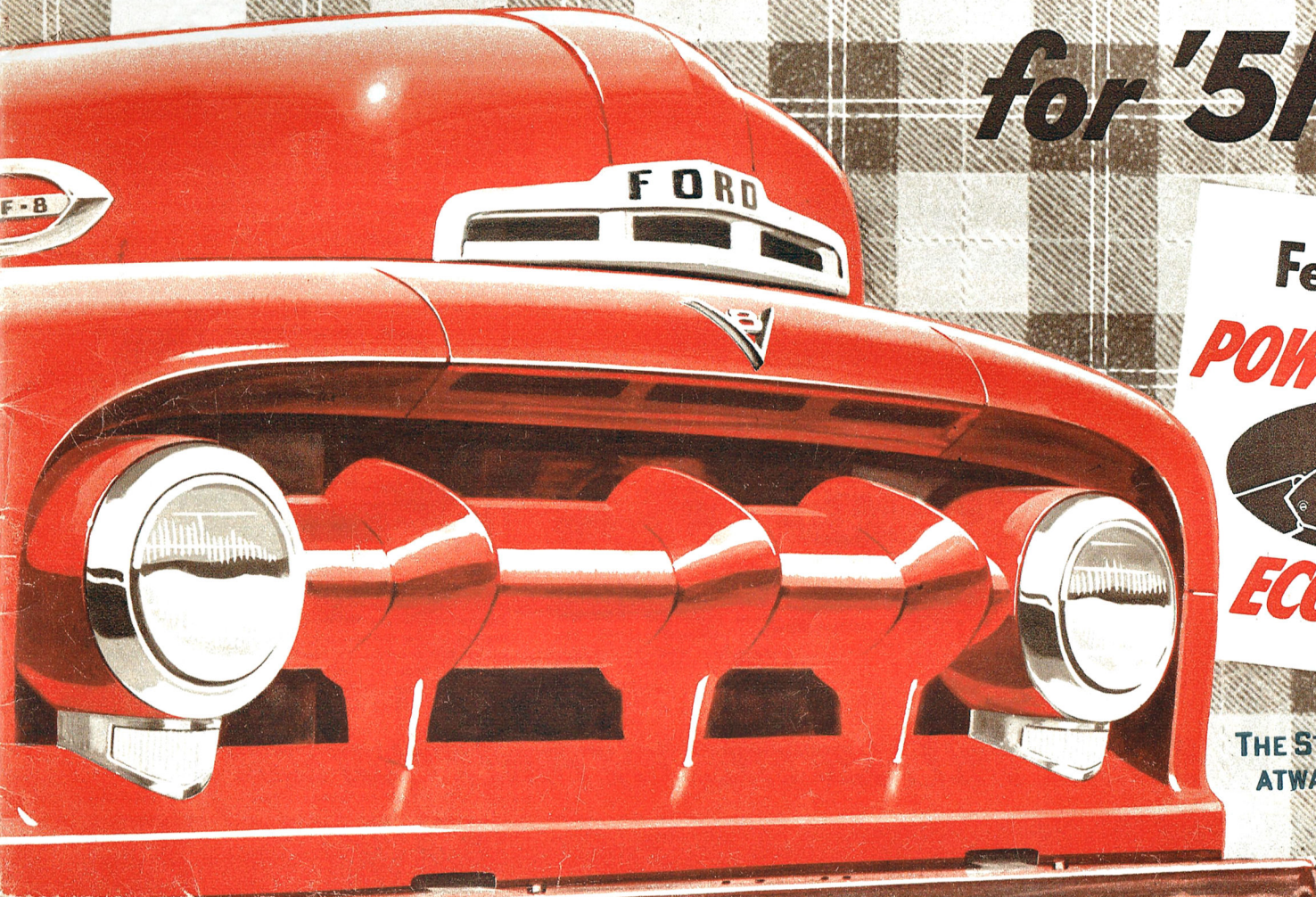
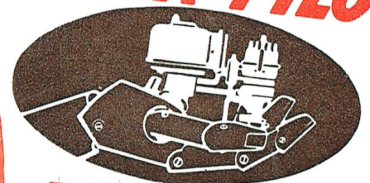


FORD'S STEP-AHEAD ENGINEERING  
ACHIEVES NEW TRUCK ECONOMY

# *New* **FORD TRUCKS** *for '51*



Featuring  
**POWER PILOT**

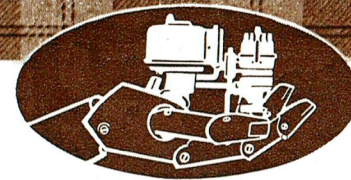
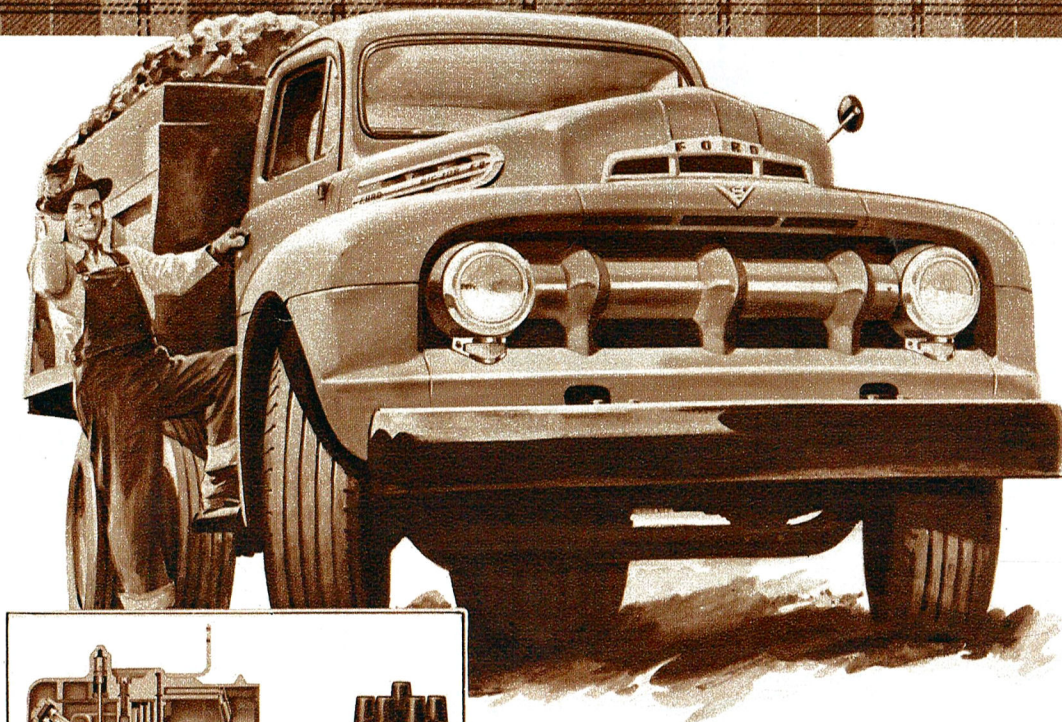


**ECONOMY**

THE STRONG MOTOR CO.  
ATWATER, MINNESOTA



# NOW! THE FORD "POWER PILOT"

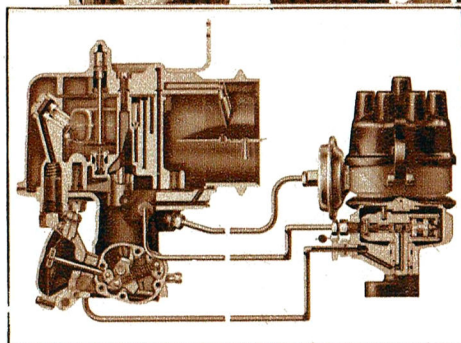


**THE "POWER PILOT" IS A SIMPLER, FULLY-PROVEN WAY OF GETTING THE MOST POWER FROM THE LEAST GAS!**

The Ford Truck "Power Pilot" *automatically* meters and fires the right *amount* of gas, at precisely the right *instant*, to match constantly changing speed, load and power requirements.

Unlike conventional systems, the "Power Pilot" uses only one control instead of two, yet is designed to synchronize firing *twice* as accurately.

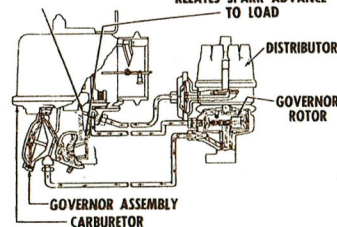
You can use regular gas . . . you get no-knock performance. Only Ford in the low-price field gives you Power Pilot Economy.



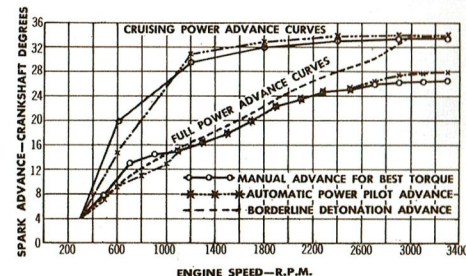
**BETTER SYNCHRONIZED** action of a better carburetor and a better distributor is the Power Pilot idea. It does a complicated job with simpler design requiring 25% to 50% fewer parts than other systems.

VENTURI SUCTION—  
RELATES SPARK  
ADVANCE TO SPEED

PART THROTTLE HOLE  
RELATES SPARK ADVANCE  
TO LOAD



**FULL RANGE ECONOMY** in the Power Pilot results from full firing-control accuracy at all speeds, under all loads, in all driving conditions. Power Pilot spark advance continually crowds the spark-knock point, without getting spark-knock, to achieve better engine performance with less fuel.



**ABOVE CURVES SHOW** the operation of automatic Power Pilot spark advance, as compared to ideal manual advance and borderline detonation advance for a typical engine. High power output is assured by the closeness with which Power Pilot follows the ideal setting that provides the *best* torque for cruising and full-power conditions. Note how close the Power Pilot full-power curve also approaches the borderline detonation curve, where maximum power with economy is obtained without getting any harmful spark-knock.

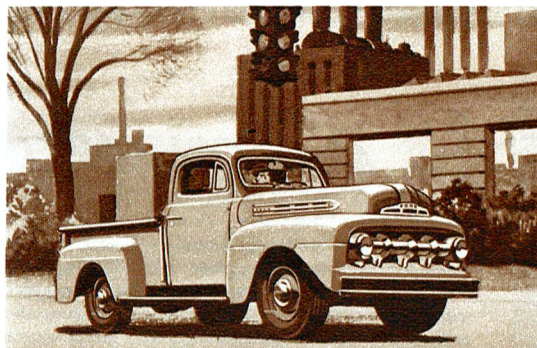
## IN THE LOW-PRICE FIELD ONLY FORD GIVES YOU POWER PILOT ECONOMY

Copyright, 1950, Ford Motor Company, Dearborn, Michigan All Rights Reserved

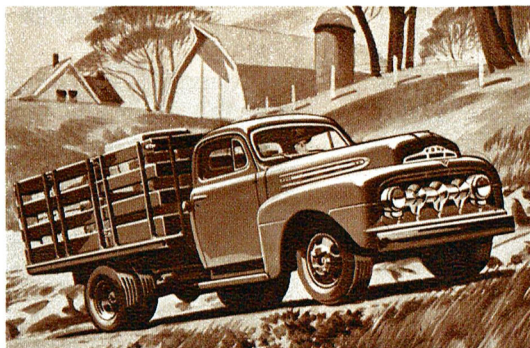


# Another example of how Ford's step-ahead engineering achieves better performance and economy

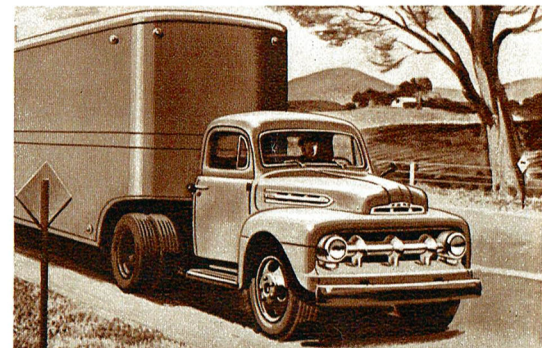
## THE "POWER PILOT" WORKS AND SAVES AUTOMATICALLY ALL THE TIME



In quick getaways from a light, in stop-go city traffic, the Power Pilot works with perfect control. It gives the *most* power from the *least* gasoline. The Power Pilot is an automatic fuel-feeding and completely interlocked firing system, fully synchronized at all speeds!



Push it fast uphill, and you hear proof that this is something different. With gas pedal pushing the floor, *there's no spark-knock!* No other fuel-feeding and firing system gives as good economy under all operating conditions, because no other system is so responsive, so accurate, so trouble-free.



Highball down the highway, swing off on a rough road . . . the Power Pilot works every second to give you top performance while it puts gas dollars in your pocket. Using only *one* control, instead of *two* like other systems, it never gets its signals crossed, always has the right answer!

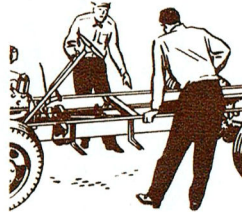
## FORD'S STEP-AHEAD ENGINEERING PAYS FOUR WAYS



1. Cuts operating costs with "Power Pilot," and other economy features that save you money on gas, on oil, on maintenance.



2. Improves performance with the industry's only power choice of V-8 or 6-cylinder engines, for time-saving trucking.



3. Prolongs truck life with features like the rugged Double Channel frame which give you big built-in strength reserves.



4. Improves driver comfort with the quieter, safer 5-STAR and 5-STAR EXTRA Cabs; encourages driver pride, care, economy.

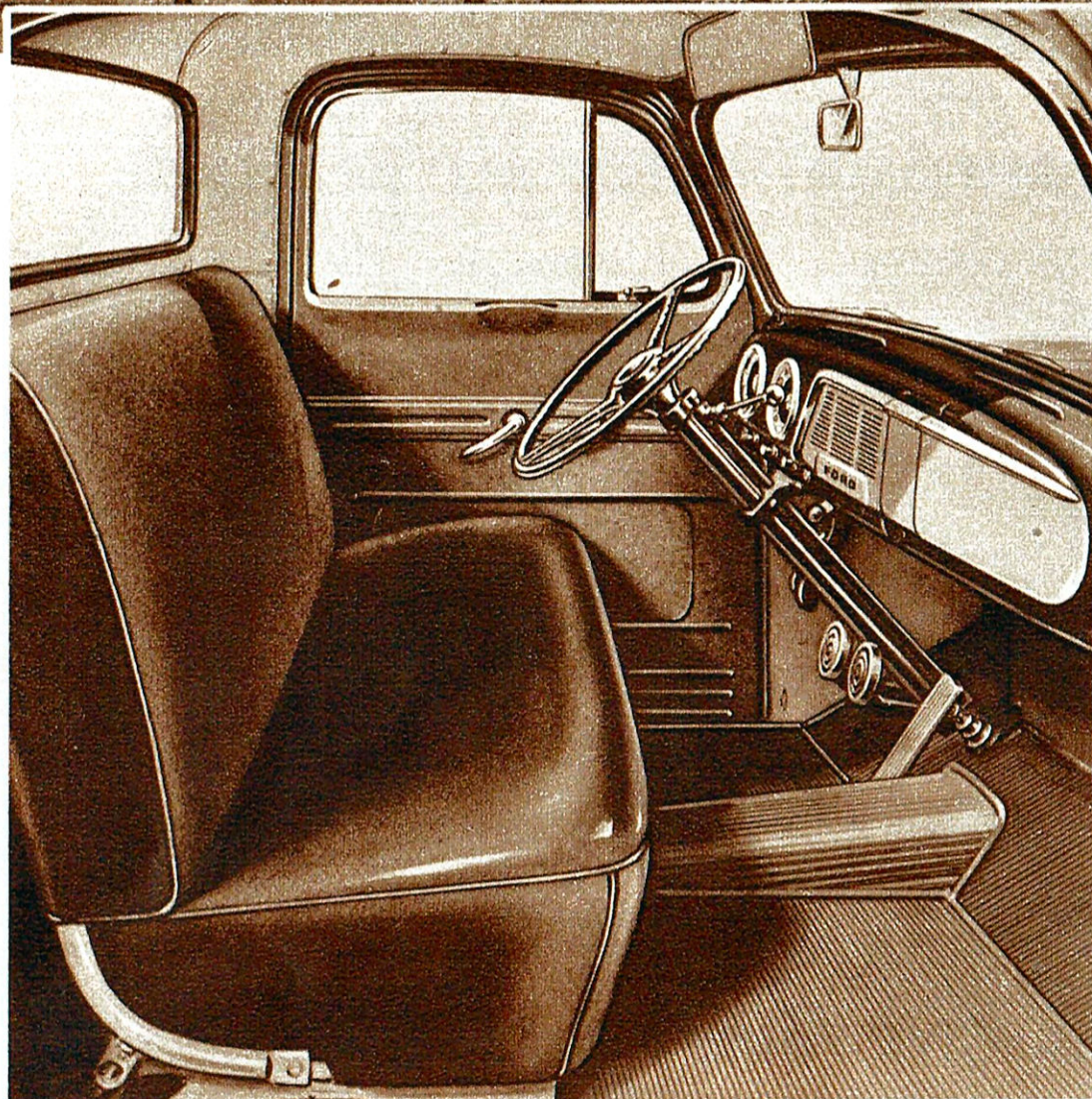
FORD TRUCKING COSTS LESS BECAUSE—

# FORD TRUCKS LAST LONGER

Using latest registration data on 6,592,000 trucks, life insurance experts prove Ford Trucks last longer!



# Now! YOUR CHOICE OF NEW 5-STAR



**THE NEW FORD 5-STAR CAB** is designed and built to reduce driver fatigue . . . to make the driver's job easier, more comfortable and safer.

You get more **COMFORT** with such features as 65-coil passenger-car-comfort seat with 2-way adjustment, Air Wing ventilators, Level Action suspension, fume-tight, dust-tight design!

More **VISIBILITY** with new, 50% bigger rear window, Full-Vision one-piece windshield, large area door glass!

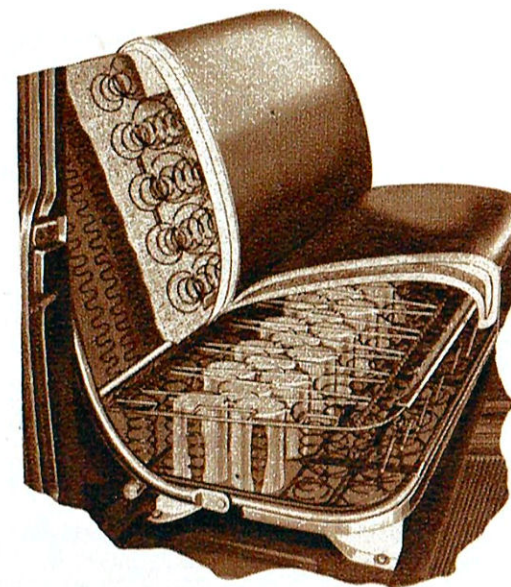
More **SAFETY** with Ford's all-welded

steel cab, double-panel all-steel doors, easy-to-read instruments, 2 windshield wipers, easy-to-reach controls!

More **CONVENIENCE** with wide doors for easy entrance and exit, handy back-of-seat storage, new steering column gearshift (F-1), two windshield wipers, grip-type arm rest, man-sized ash tray, handy dispatch box!

More **STYLE** with handsome new instrument panel, smart new-styled, relaxing interiors, new radio grille, distinctive hood ornamentation (F-5 C.O.E., F-6 C.O.E., F-7, F-8), twin, matched-tone horns (F-7, F-8)!

## MORE PERSONAL CONSIDERATION IN With All These "5-Star" Features



### More **COMFORT!**

65-coil spring Coach seat—as many springs per sq. in. as the most expensive cars! Both seat and seat back are adjustable for more relaxed riding comfort! Air Wing ventilators scoop in fresh air, sweep out stale air! Level Action suspension reduces jars and jolts from the roughest roads, insulates cab from vibration and frame weave! Weather stripping throughout, for fume-tight dust-tight design!

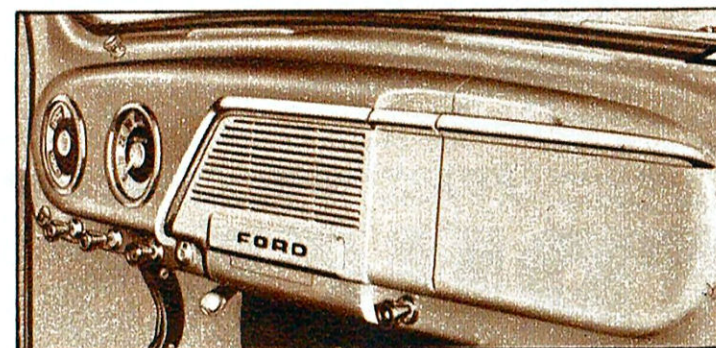
### More **VISIBILITY!**

New 50% bigger rear window gives full rear visibility! Flat, one-piece windshield for wide-angle distortion-free visibility with no center obstruction! Narrow corner posts! Large area door glass!



### More **STYLE!**

Beautiful new exteriors and interiors with a choice of seven attractive body colors! New harmonized interior trim and upholstery for more relaxed comfort over the miles! Handsome new instrument panel! New radio grille!



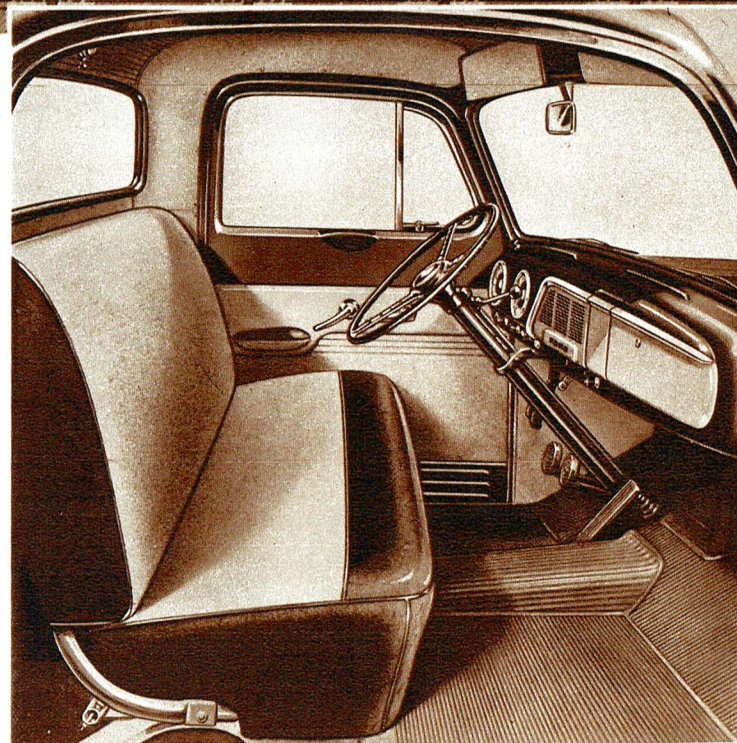
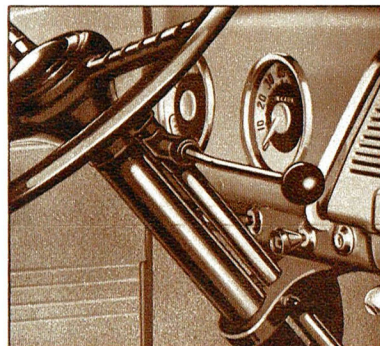


# AND NEW 5-STAR EXTRA CABS for 51!

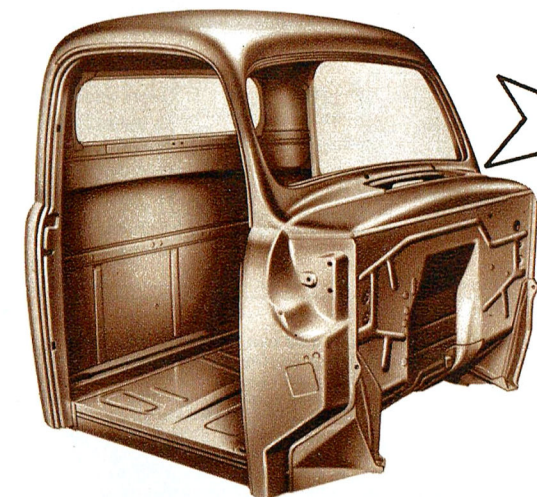
## MORE WAYS FOR TRUCK DRIVERS in 2 Great New Ford Truck Cabs!

### **More CONVENIENCE!**

New steering column gearshift (F-1) for passenger-car ease of shifting and unobstructed floor area! Wide, tall doors for easy entrance and exit! Coach seats positioned to utilize maximum cab width! Ample head room, leg room, foot room, elbow room give uncrowded riding comfort for big, tall drivers. Handy storage space behind seat back and under seat!



5-STAR EXTRA CAB AND ACCESSORIES WHEREVER SHOWN ARE OPTIONAL AT EXTRA COST



### **More SAFETY!**

Welded all-steel cab—with such features as double-panel, all-steel doors and exterior door hinges to eliminate cutouts of metal, screws, bolts, moldings and other structural weaknesses—for greater strength and longer life! Big instrument dials for split-second reading! All controls grouped within the driver's reach and vision! Two windshield wipers for improved vision during bad weather!

**THE NEW FORD 5-STAR EXTRA CAB** is the finest truck cab on the road. It gives you every feature of the 5-Star Cab plus all these extra-value features at only slight extra cost.

**EXTRA RIDING EASE**—New resilient foam rubber padding in full-width Coach seat!

**EXTRA INSULATION**—New headlining, backed by 1½-in. glass wool insulating pad! Sound deadener on door, floor and rear cab panels!

**EXTRA LOOKS**—Distinctive new hood ornamentation! Chrome windshield

molding with chrome Air Wing window frames and divider bar! New argent (silver) finish grille!

**EXTRA APPOINTMENTS**—New two-tone seat upholstery! New, customized door and body panel trim! New chrome hardware escutcheons!

**EXTRA CONVENIENCES**—2 adjustable sun visors! Grip-type arm rest on both doors! Automatic cigar lighter! Door lock on each door! Sturdy new lock on dispatch box! New dome light with automatic door switches! New twin, matched-tone, trumpet-blast, electric horns.



# SERIES F-1

Max. Gross Vehicle Weight: 4,700 lbs.

Wheelbase: 114 inches

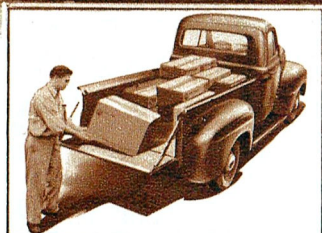
6½-FT. PICKUP

## America's No. 1 Economy Truck Value!



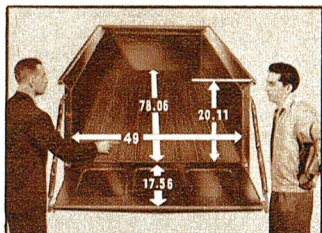
### LOW LOADING HEIGHT

Lowest loaded height of any 6½-ft. Pickup—only 2 feet, floor to ground—makes for easier handling of bulky loads. Tailgate, when lowered, is flush with floor so that heavy merchandise can be slid easily into position.



### BIG BODY LOAD SPACE

New F-1 Pickup body is one of the biggest in the half-ton field. Handles standard four-foot-wide building materials, and is long enough to carry the average door. Locking link chains hold tailgate "grain-tight" to body sides and floor.

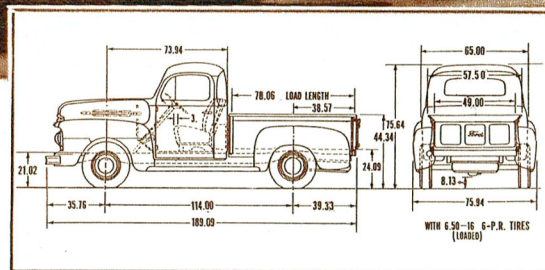


### SERIES F-1 FEATURES

Only Ford gives you an economy choice of 95-h.p. Six or 100-h.p. V-8 to fit your power needs more exactly. Ford Power Pilot carburetion-ignition for most power from the least gas. Rugged hypoid semi-floating rear axle with integral type housing and removable shafts for easier inspection, adjustment and maintenance. Big hydraulic brakes for positive stopping control with easy pedal action. Removable brake drums simplify maintenance. Roll-Action steering reduces friction at 3 points for easier steering control. New stronger channel bumper attached directly to frame for greater protection, more rigid frame support. New steering column gearshift, with standard 3-speed Synchro-Silent transmission, for passenger-car ease of shifting.

### FORD F-1 6½-FT. PICKUP

Choice of 2 smart, new Ford Truck Cabs—the 5-Star and the 5-Star Extra—with more built-in comfort, visibility, safety, convenience, and style ★ Big, new welded steel



Pickup body for a thousand and one light delivery jobs ★ New sturdy hardwood floor protected by durable skid strips for long life in severe service ★ 45 cu. ft. of unobstructed load space for bulky loads ★ Big payload capacity—up to 1,480 lbs. ★ New rigid box-type corner posts to assure distortion-free body ★ Rolled-edge flares for greater strength and better sliding surface when loading merchandise from sides ★ Four stake pockets in corner posts for easy mounting of side boards and special tops ★ Sturdy reinforced tailgate with truss-type rolled edge for greater strength ★ Anti-rattle locking link chains hold gate "grain-tight" to body sides when closed, or flush with body floor for easier loading when open.



# Handsome Panel, Rugged Stake—Twins in Thrift!

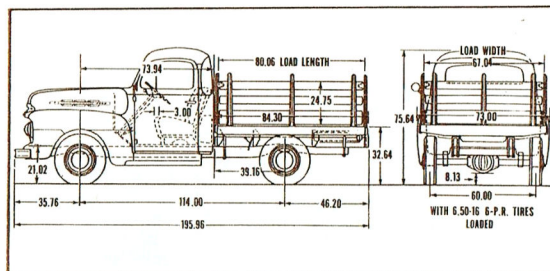
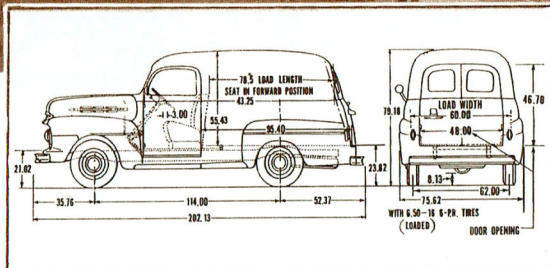
## SERIES F-1

Max. Gross Vehicle Weight: 4,700 lbs.

Wheelbase: 114 inches

**8-FT. PANEL**

**6½-FT. STAKE or PLATFORM**

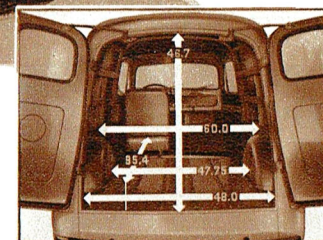


### FORD F-1 8-FT. PANEL

Reinforced steel body welded together for greater strength ★ Big 160.3 cu. ft. of load space with up to 1,330 lbs. payload capacity ★ Weather-stripping throughout for better seal against dust, fumes, and moisture ★ Solid plywood floor, protected by durable steel skid strips, is dust- and moisture-sealed at side panels ★ Spacious, weather-sealed driver's compartment with adjustable bucket-type driver's seat for more driving comfort ★ Very low loaded height—only 2 ft. ★ Extra-large opening rear doors, with two-position door checks—90° or full open—for loading ease.

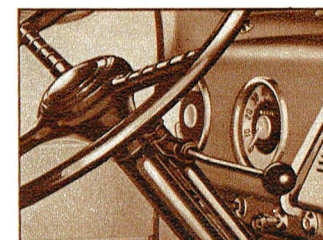
### FORD F-1 6½-FT. STAKE

Choice of 2 smart, new Ford Truck Cabs—5-Star and 5-Star Extra—with more built-in comfort, visibility, safety, convenience and style ★ Heavy bridge-type platform with steel rub rail for extra protection while parking ★ Seasoned hardwood floor is interlocked by steel skid strips ★ Removable sturdy hardwood stake racks—one-piece end and side sections facilitate loading from rear and sides ★ Steel interlocking plates hold stake sections firmly and provide easy removal and replacement ★ Payload capacity—up to 1,410 lbs.



### LONGEST, TALLEST PANEL

Handsome Ford F-1 is the longest, tallest Panel in the half-ton field! 55 in. interior height permits easier, safer handling of potted plants, and other items that need lots of "head room." 138.5 in. alongside driver accommodates rugs and articles that need lots of "leg room."



### NEW STEERING COLUMN GEARSHIFT

Truck drivers get car-like ease of shifting and roomier, unobstructed floor area with the new steering column gearshift for all Series F-1 models with standard 3-speed Synchro-Silent transmission.



# SERIES F-2

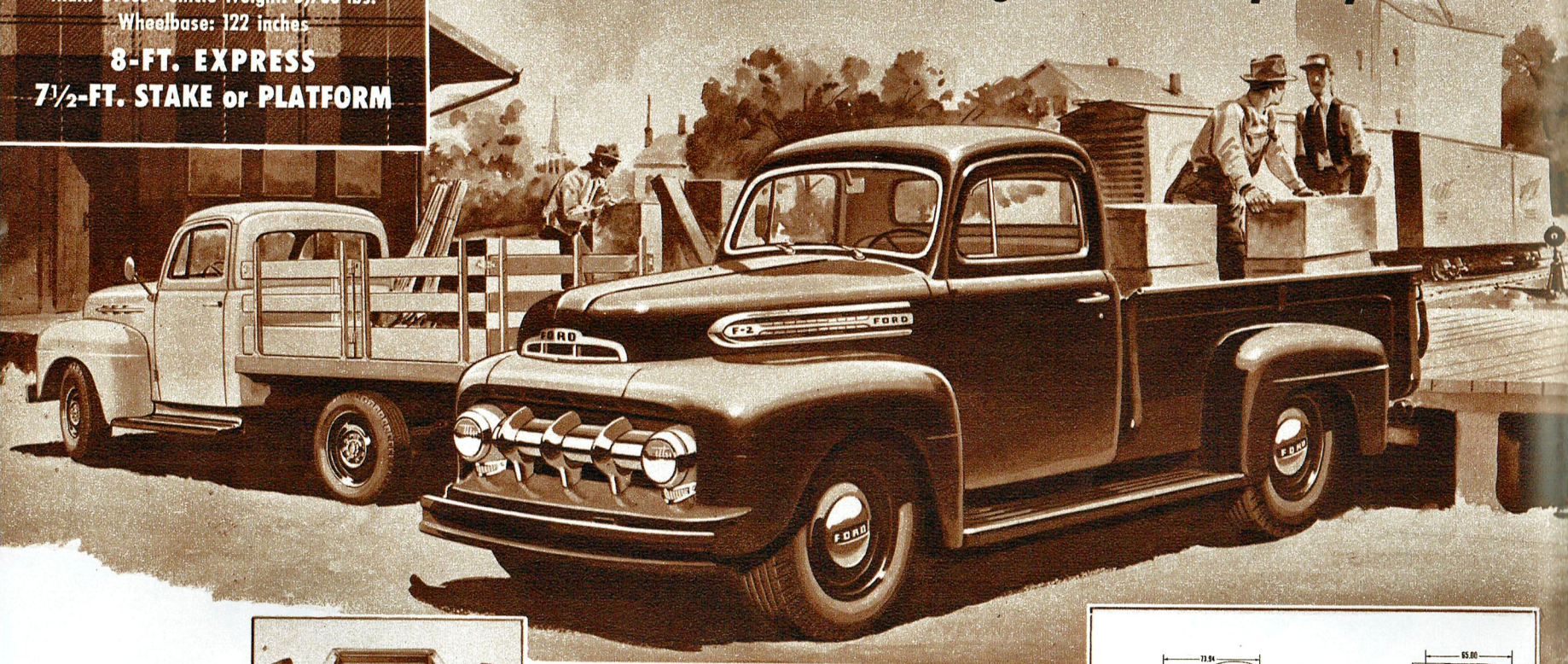
Max. Gross Vehicle Weight: 5,700 lbs.

Wheelbase: 122 inches

8-FT. EXPRESS

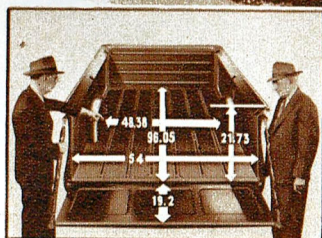
7½-FT. STAKE or PLATFORM

## Low Cost Masters of Light and Bulky Payloads!



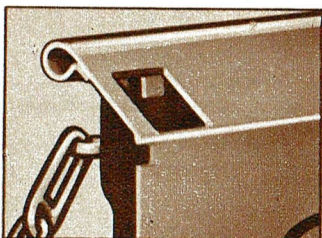
### LARGE LOADING SPACE

Capacity-plus to whisk light, bulky loads with the big 62 cu. ft. capacity F-2 Express body. Low floor to ground height, only 25.6 in., facilitates loading and unloading.



### NO-CATCH, ROLLED-TOP FLARE BOARDS

Rolled-edge flare boards strengthen F-2 Express body, offer better sliding surface for objects loaded from side. Six stake pockets, in corner posts and at center, permit mounting of uprights for special sides and tops.



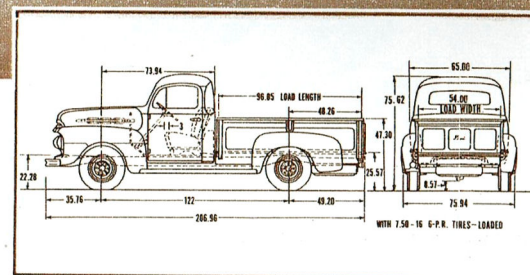
HUB CAPS AT EXTRA COST

### SERIES F-2 FEATURES

Choice of economy-proved 95-h.p. Six or 100-h.p. V-8 to fit your job and your budget. Ford's proven Power Pilot carburetion-ignition for most power from the least gasoline. Rugged frame with 6 heavy alligator jaw and channel cross members for stronger, more rigid body support—deep section, tapered side rail design engineered to provide extra strength but lighter weight. Long-lived 11" Gyro-Grip clutch with low pedal pressure for quiet operation, positive action.

### FORD F-2 8-FT. EXPRESS

Choice of two new Ford 5-Star Cabs with more driver comfort, visibility, safety, convenience, style ★ Big capacity, steel body for bulky loads ★ Reinforced side panels and heavy corner posts with rounded arch sections for greater strength and rigidity ★ Big payload capacity—up to 1,948 lbs. ★ Interlocked hardwood floor protected by steel skid strips for severe service ★ Heavy, reinforced tailgate with rolled edge ★ Anti-rattle locking chains close gate tight to sides, or hold gate flush with floor when open for easy sliding of merchandise into Express body.



### FORD F-2 7½-FT. STAKE

Choice of two new Ford Cabs—5-Star or 5-Star Extra—for less driver fatigue, more comfort and safety ★ Big platform for easy handling of big, bulky loads ★ Heavy bridge-type platform with heavy gage steel side rails riveted to steel cross girders for greater strength ★ Tightly sealed, warp-proof floor of seasoned hardwood interlocked by steel skid strips for long, hard service ★ Steel rub rail around platform gives extra protection while backing into or parking alongside loading dock ★ Sturdy, hardwood stake racks with two-piece hinged sides and one-piece end sections for fast, easy removal to facilitate loading and unloading ★ Big payload capacity—up to 1,828 lbs.



# The Light Duty Champs of Profitable Hauling!

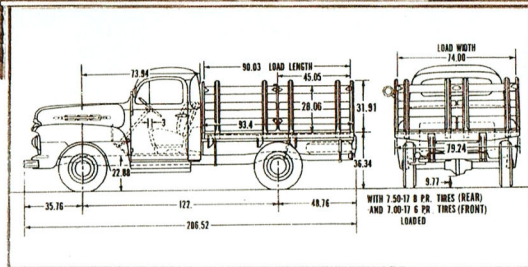
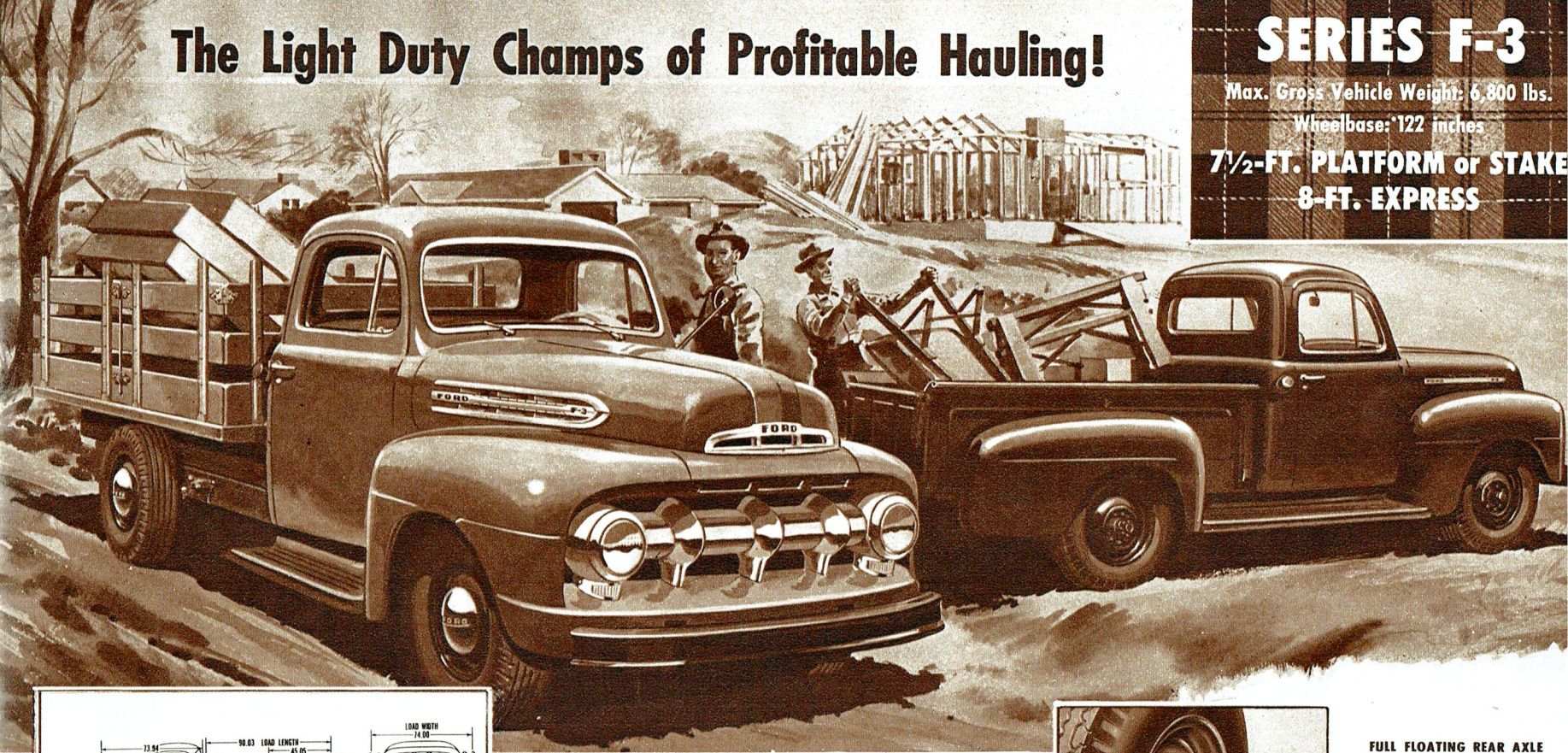
## SERIES F-3

Max. Gross Vehicle Weight: 6,800 lbs.

Wheelbase: 122 inches

7½-FT. PLATFORM or STAKE

8-FT. EXPRESS

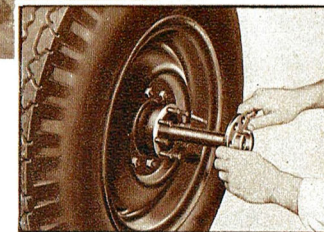


HUB CAPS AT EXTRA COST

space for handling big, bulky loads ★ Sturdy, bridge-type platform with steel rub rail and steel caps on ends of body sills for protection while parking ★ Removable hardwood stake racks in 2-piece hinged side sections and one-piece end section facilitate loading from rear and sides ★ Steel interlocks at top corners hold stake sections firmly.

### FORD F-3 8-FT. EXPRESS

Choice of 2 smart, new Ford Truck Cabs—5-Star and 5-Star Extra—for greater driving comfort and safety ★ Big load capacity—up to 2,840 lbs. ★ Body is strong welded-steel construction with reinforced side panels ★ Rigid tailgate supports keep body distortion-free under severe usage ★ Anti-rattle locking chain holds tailgate flush with body floor when lowered for easier loading of heavy merchandise ★ Secure tailgate fit to side panels and floor keeps body “grain-tight” when gate is closed ★ Reinforced rolled-top flares for more strength and better sliding surface when loading from sides ★ Six stake pockets in corner posts and at center for easy mounting of side boards and special tops ★ Long-lasting, interlocked hardwood floor protected by steel skid strips for severe service.



### FULL FLOATING REAR AXLE

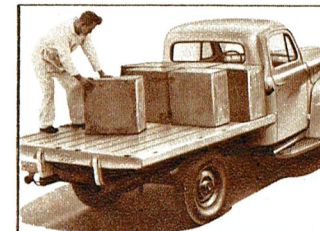
As in the heaviest trucks, axle shafts are relieved of bending stresses. It's the axle housing that carries the load. Axle shafts, which transmit power to wheels, are removable from wheel end for quicker, easier maintenance.

### SERIES F-3 FEATURES

Exclusive choice of 95-h.p. Six or 100-h.p. V-8. Ford Power Pilot carburetion-ignition system for the most power from the least gas. Full floating axle with removable shafts for easier maintenance. Roll-Action needle bearing steering for improved handling ease. Big hydraulic brakes for sure stopping control with easy pedal action. Removable brake drums facilitate servicing.

### FORD F-3 7½-FT. STAKE

Choice of 2 smart, new Ford Truck 5-Star Cabs for safer, easier, more comfortable driving ★ Extra large load



### BIG TRUCK LOAD CAPACITY

Series F-3 gives you big truck load capacity at light duty cost. Actual payload capacity is nearly 1½ tons—up to 2,930 lbs. on the F-3 Platform. Over 50 sq. ft. of load area. With stake racks loads can be piled high.



# SERIES F-3

## PARCEL DELIVERY

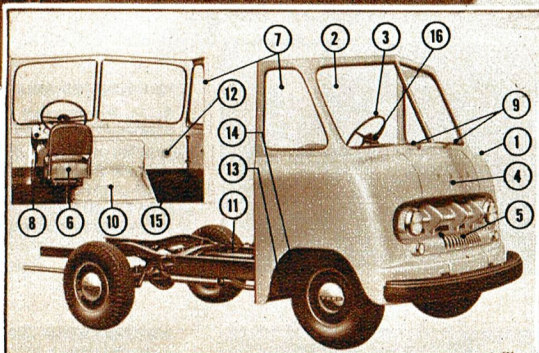
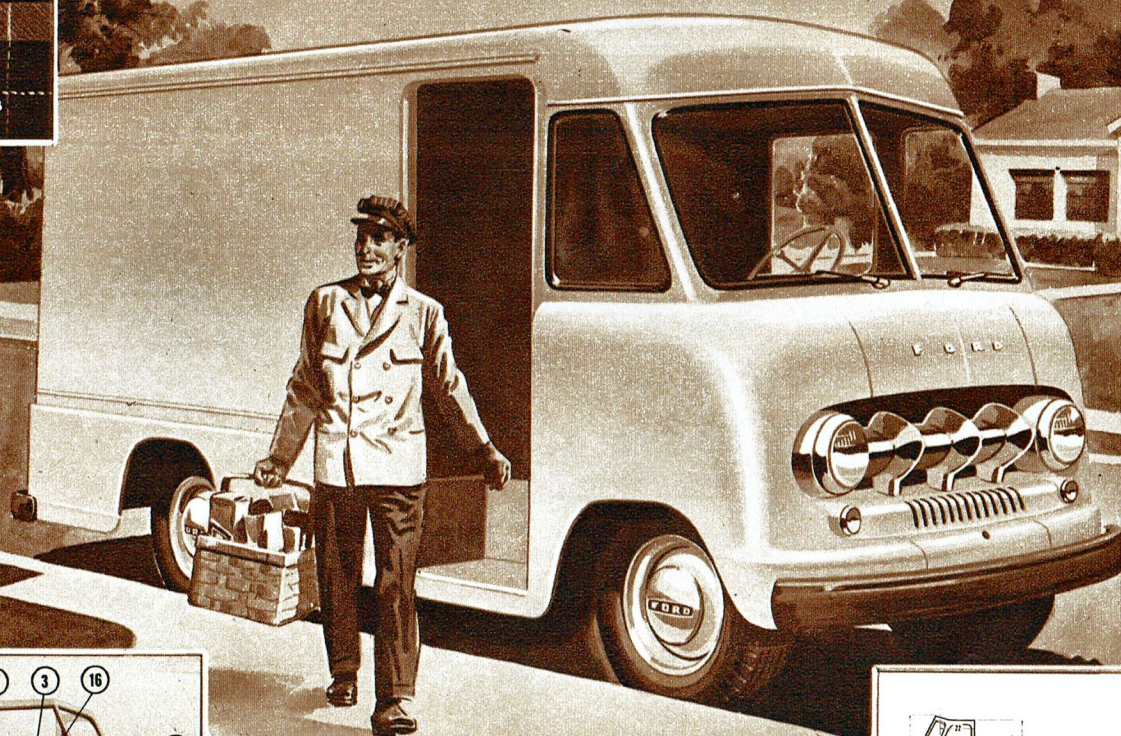
Max. Gross Vehicle Weight: 7,800 lbs.

Wheelbases: 104 in. and 122 in.

### MODELS AVAILABLE:

Forward control chassis with grille, windshield and front quarter windows

# Built to Double Earnings by Doubling Load Space!

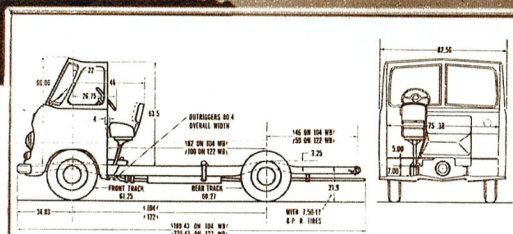


### FORD F-3 PARCEL DELIVERY FEATURES

Beautifully new-styled Ford F-3 Parcel Delivery chassis accommodate 7- to 11½-ft. bodies up to 400 cu. ft. capacity—more than double the load space of conventional light duty panels. Forward located controls increase load space without increasing over-all length.

You get unlimited body choice with the Parcel Delivery. Scores of body builders stand ready to add the exact type of body you need. And your body costs you less because no alterations are needed to the controls or chassis, which comes with complete front end and many other features that reduce body building costs.

Bus-type Visibility makes driving easier and safer ★ Steering column gearshift gives passenger-car ease of shifting ★ Short turning circle gives better maneuverability, especially in congested areas ★ Low floor-to-ground height makes loading quicker and easier ★ Tilt-forward driver's seat to clear aisle, saves loading time ★ Easily detachable grille and hinged engine cover expose engine for quick, easy service ★ Large cubic capacity, 6-ft. body height and ease of entrance and exit boost driver's deliveries per day, let him handle larger routes.



F-3 PARCEL DELIVERY DIMENSIONAL DRAWING

### 16 PLUS FEATURES MAKE BODY BUILDING EASIER

1. Cowl 2. Windshield 3. Forward Located Steering and Clutch and Brake Pedals 4. Hinged Panel above Grille 5. Removable Grille and Headlamps 6. Adjustable, Tilt-forward Driver's Seat with Folding Back 7. Front Quarter Windows with Straight Door Pillars 8. Instrument Panel 9. Two Extra-large Windshield Wipers 10. Heavily Insulated Engine Cover, Hinged at Right 11. Big-capacity Fuel Tank 12. Two Fresh Air Intakes with Remote Regulators 13. Full-width Outriggers 14. Integral Front Wheelhouses 15. Steel Toe Boards with Safety Tread 16. Steering Column Gearshift

## F-5 PARCEL DELIVERY

For larger, heavier loads choose the Ford F-5 Parcel Delivery chassis, available on special order. Max. Gross Vehicle Weight—14,000 lbs. Wheelbases—134 and 158 in. Body length ranges from 10½ to 14½ ft. Load space from 350 to 550 cu. ft.



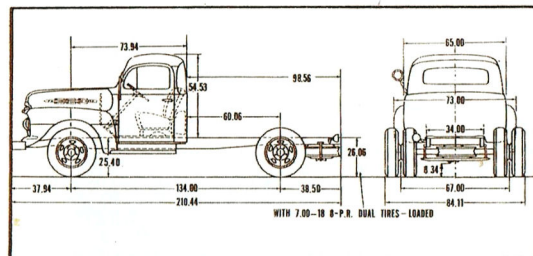
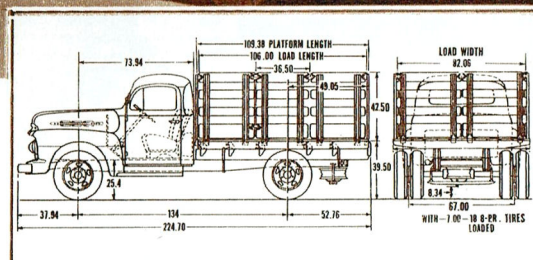
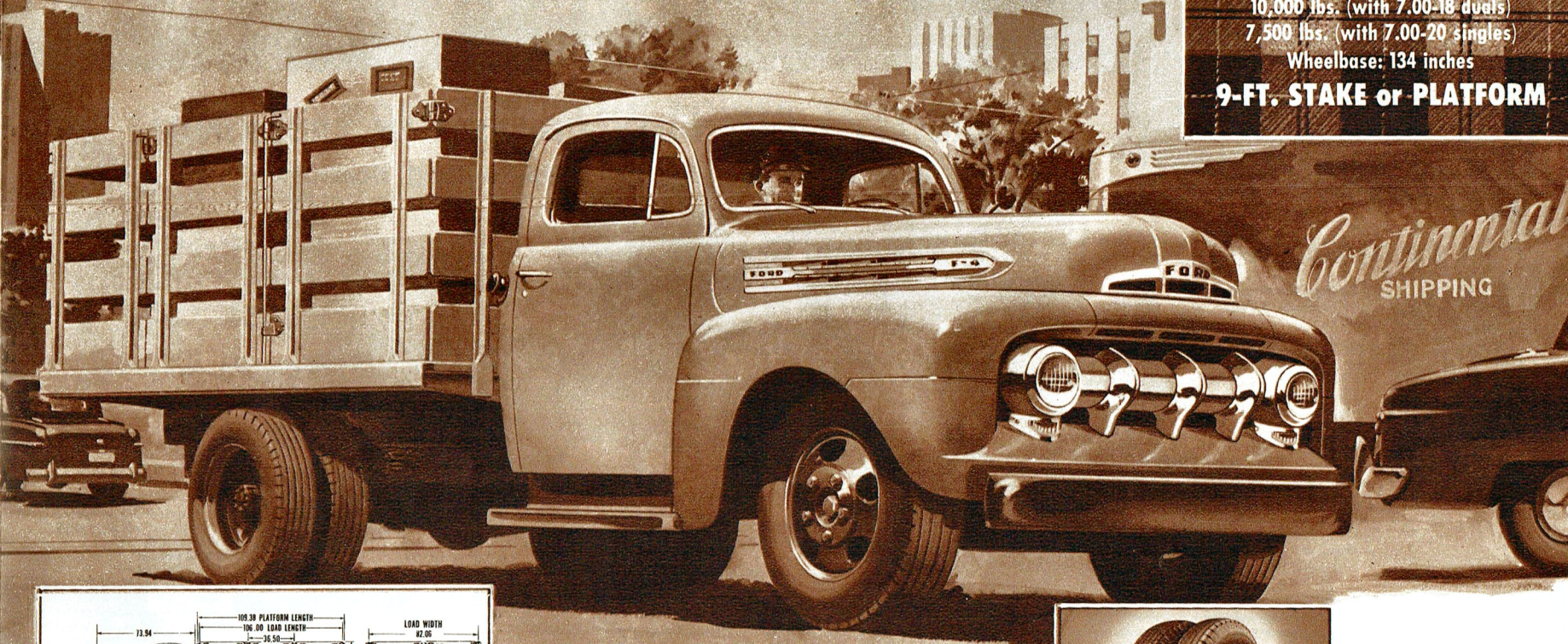
# The Big Duty Hauler of the Light Duty Line!

## SERIES F-4

Max. Gross Vehicle Weight:  
10,000 lbs. (with 7.00-18 duals)  
7,500 lbs. (with 7.00-20 singles)

Wheelbase: 134 inches

**9-FT. STAKE or PLATFORM**

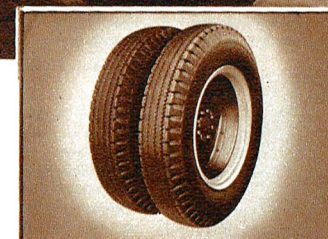


### SERIES F-4 FEATURES

The F-4 is a big truck in every sense. 5,980-lb. body and payload capacity on 7,00-18 dual rear tires. Choice of 95-h.p. Six or 100-h.p. V-8 with Ford's proven Power Pilot Economy for more power and economy. Long-lived Gyro-Grip clutch with low pedal pressure, positive action. Rugged 7-in. frame for big loads. Powerful hydraulic brakes for safe, sure stops. Heavy duty 4-speed spur gear transmission for easy shifting and long life.

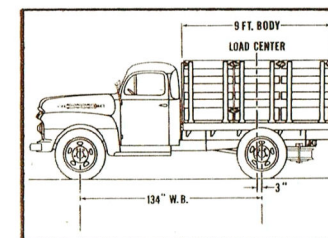
### FORD F-4 9-FT. STAKE

Choice of new 5-Star and 5-Star Extra Cabs featuring more driver comfort, visibility, safety, convenience and style ★ Big payload capacity—almost 2½ tons ★ Heavy bridge-type platform with warp-proof hardwood planking, protected by durable steel skid strips ★ U-shaped steel stakes for maximum durability with minimum weight ★ Sturdy removable hardwood stake racks facilitate loading from side or rear—one-piece front, two-piece rear and three-piece side sections with hinged center rack ★ Steel interlocks at top hold sections firmly, but provide for easy removal and replacement.



### DUAL REAR TIRES

18-in. dual rear wheels add carrying capacity, bring gross vehicle weight rating up to 10,000 lbs. with 7,00-18 tires. Advance design 2-piece wide base rims with tapered bead seat help prolong tire life.



### IDEAL WEIGHT DISTRIBUTION

Ford chassis and body design let you carry maximum tonnage with proper load distribution. The "load center" on F-4 Stake, for example, is well forward of the rear axle, distributing load space properly so that the front axle and tires can carry their share of the weight.



# LIGHT DUTY CHASSIS

SERIES F-1 through F-4

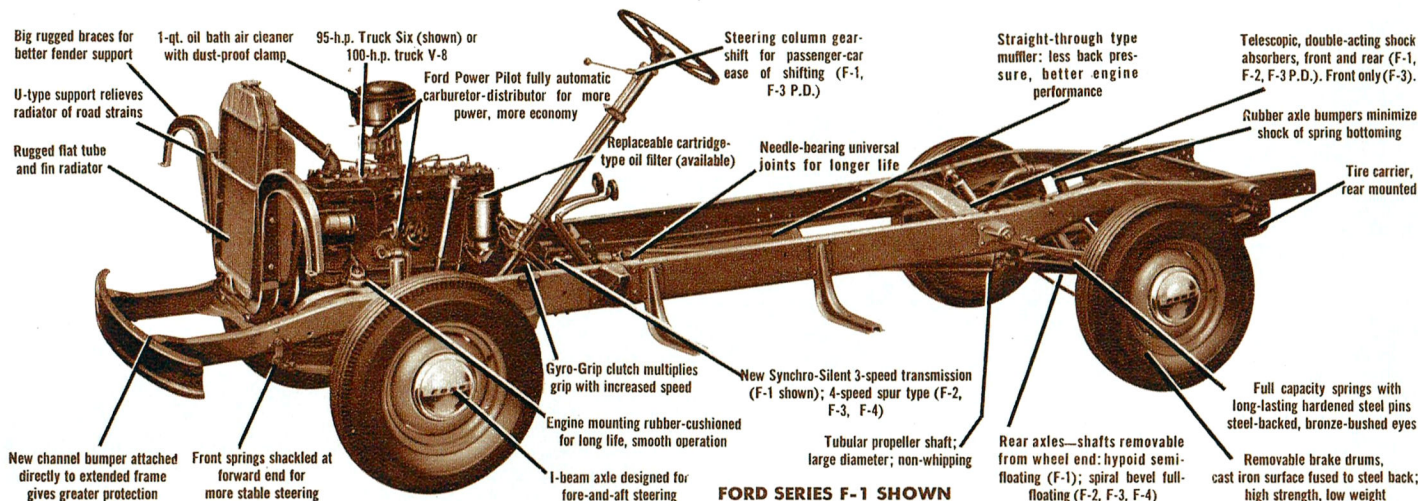
CHASSIS MODELS AVAILABLE:

Chassis with Cab,  
with windshield, with cowl

# Here's quality that means

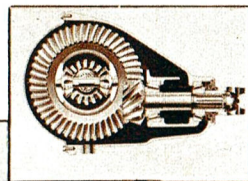
## STURDIEST LIGHT DUTY CHASSIS IN TRUCKING!

Built truck-strong for long-lasting economy



FORD SERIES F-1 SHOWN

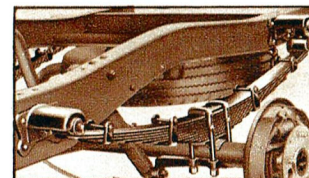
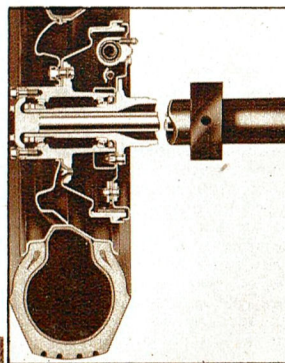
## GREATER CARRYING CAPACITY!



◀ **HYPOID** rear axle design (F-1) allows use of bigger drive pinion, held firmly by two tapered roller bearings. Thus torque is spread over greater tooth area for quiet operation, longer life.

◀ **HYPOID REAR AXLE** (F-1), semi-floating design, features integral type housing. Maintenance is quick and easy because inspection and adjustments can be made without removing housing or disturbing brake line connections; axle shafts are removable from wheel end.

▶ **SPIRAL BEVEL REAR AXLES** for F-2, F-3, F-3 Parcel Delivery and F-4 are full-floating type with axle housing carrying the load. Load stresses centered between dual roller bearings for uniform support of hub on axle housing. Axle shafts are removable from wheel end for easy servicing.

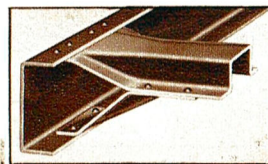


▶ **REAR SPRINGS** (F-1 shown) are built to handle full capacity loads, yet offer safe, soft handling of fragile loads. Spring material has tensile strength of 200,000 lbs. per sq. in. Shackle pins, front and rear, are interchangeable for easier maintenance.

▶ **TUBULAR SHOCK ABSORBERS.** Direct, double-acting, completely sealed front and rear, F-1, F-2, F-3 P.D. Front only F-3.



▶ **RUGGED CHANNEL FRAME** side rails are engineered to provide great strength without excess weight. Alligator jaw type cross member makes frame highly resistant to twisting.

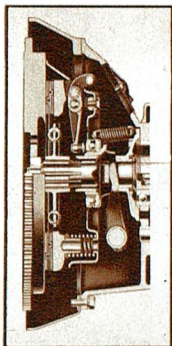




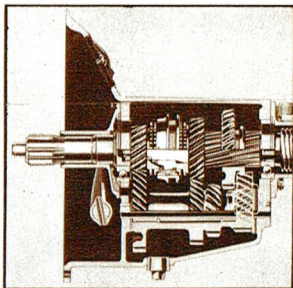
# a long lifetime of economy!

## LIGHT DUTY CHASSIS FEATURES SERIES F-1 through F-4

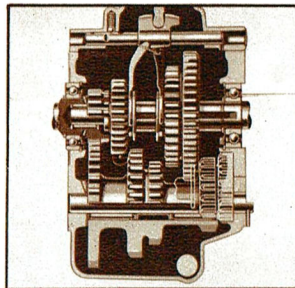
### MORE EFFICIENT POWER FLOW!



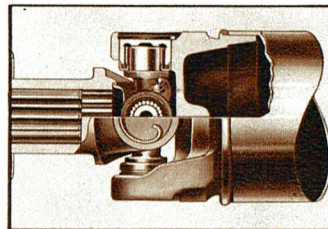
**GYRO-GRIP CLUTCH** multiplies grip as speed increases, prevents grabbing. High plate pressures, low pedal pressures. Quiet operation, positive action.



**NEW 3-SPEED SYNCHRO-SILENT TRANSMISSION**, standard with steering column gearshift (F-1) is engineered for quiet operation, easy shifting, longer life. Helical gears throughout with synchronizers in second and high speeds.

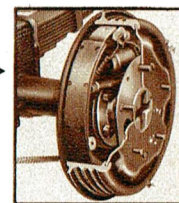


**4-SPEED TRANSMISSION** for greater operating flexibility on Series F-2, F-3, F-4. Spur gears mounted on ball or roller bearings to reduce friction for more efficient operation, reliability and longer life. Separate clutch housing for easy maintenance.

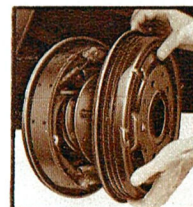


**UNIVERSAL JOINTS** of needle bearing design deliver full torque with minimum friction. Lubrication and relief fittings are designed to prevent damage to sealing washers while greasing.

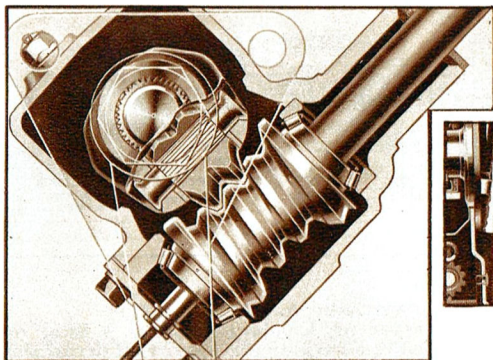
### SAFER STOPPING!



**CAST IRON BRAKE DRUM** minimizes scoring and warping; is fused to a steel back; adds strength, saves weight (F-1 shown).

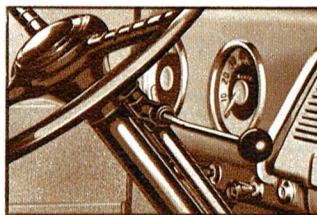
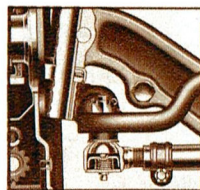


**REMOVABLE BRAKE DRUMS** simplify maintenance. Drums can be bought separately for replacement, being detachable from front hubs, rear shaft flange (F-1) or rear hubs (other models).



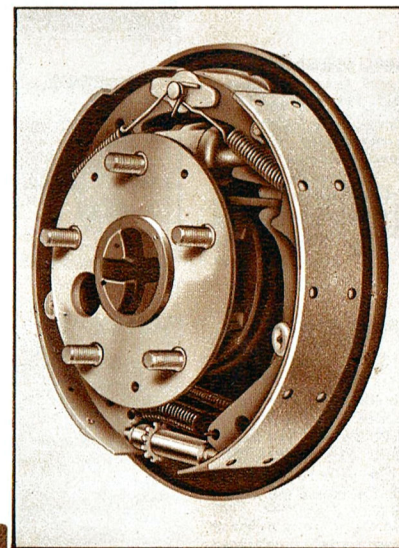
**ROLL-ACTION STEERING** gives quicker response to the wheel, improved handling ease. "Roll Action" takes friction out of truck steering at 3 key points. The roller is designed to "roll" rather than slide over the worm threads. The steering worm is mounted on two opposed tapered roller bearings. Needle bearings support the steering roller. Roller shaft and worm are adjustable.

**TIE ROD ENDS** are spring-loaded, ball-socket type providing automatic take-up of wear. Rubber dust shields keep out grit, prolong life.



**NEW STEERING COLUMN GEARSHIFT.** Truck drivers get car-like ease of shifting with the new remote control steering column gearshift (F-1) with the new standard 3-speed Synchro-Silent transmission. Elimination of floor gearshift provides roomier, unobstructed floor area.

**POWERFUL HYDRAULIC BRAKES** (F-1 shown) provide safe, sure stopping control for rated loads. Self-energizing action builds up brake shoe pressure within the brake itself, eases foot pedal pressure requirements. Large cast iron drums fused to steel discs dissipate heat faster, last longer, provide more effective braking. Total lining area ranges from 178 sq. in. (F-1) to 302 sq. in. (F-4). Inspection hole at edge of drum simplifies brake adjustment.





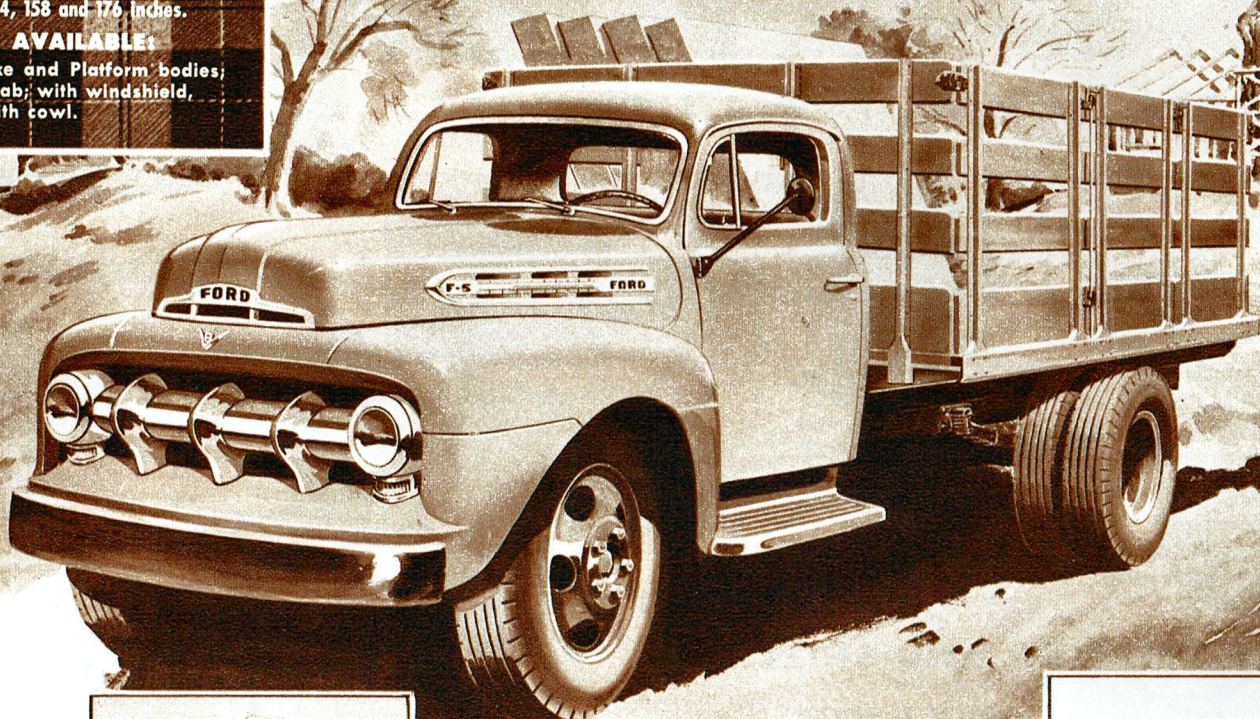
# SERIES F-5

Max. Gross Vehicle Weight: 14,000 lbs.  
Max. Gross Train Weight: 24,000 lbs.  
Wheelbases: 134, 158 and 176 inches.

## MODELS AVAILABLE:

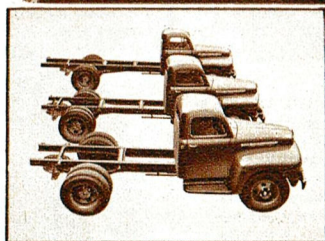
9- and 12-ft. Stake and Platform bodies;  
Chassis with cab; with windshield,  
with cowl.

# The Most Popular Heavy Duty Truck in Its Class!



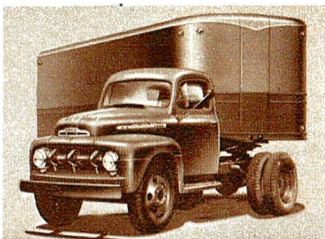
## THREE WHEELBASES

Choice of three wheelbase lengths—134, 158 and 176 inches—in Ford Series F-5 gives you a wide selection for special purpose bodies to fit your specific hauling requirements better. Accommodates custom-built bodies with load spaces from 7½ ft. to 16 ft.



## 24,000 LBS. GROSS TRAIN WEIGHT

With G.T.W. up to 24,000 lbs., the Ford F-5 134-in. chassis-cab is ideal for tractor service. The F-5 tractor with 100-h.p. V-8 and 6.67 standard axle ratio, pulls its G.T.W. up a 18% grade in first. Calculated top road speed is 47 m.p.h.

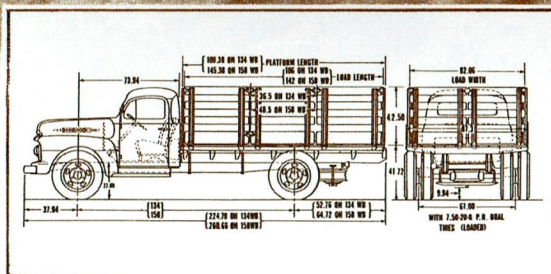


## FORD SERIES F-5 FEATURES

Only Ford gives you a choice of 95-h.p. Six or 100-h.p. V-8. Ford Power Pilot carburetion-ignition for most power from the least gas. Choice of smart, new 5-Star and 5-Star Extra Cabs for extra driving comfort, safety and convenience. Sturdy chassis with distinctive new front end styling is designed to harmonize with streamlined bodies. Body and payload capacity goes up to 9,990 lbs.—almost five tons—chassis-cowl with 7.50-20 duals. Calculated top road speed with 6.67 rear axle and pulling 14,000 lbs. gross load, is 55 m.p.h.

## FORD F-5 9- AND 12-FT. STAKES

Big platform—over 6¾ ft. wide with stakes 3½ ft. high—lets you carry big, bulky loads with ease ★ Heavy duty bridge-type platform construction with steel framing riveted to steel cross girders for greater strength ★ Sturdy seasoned hardwood floor—tightly sealed and warp-proof—is protected and interlocked by durable steel skid strips



bolted to girders for long-lasting service ★ Steel rub rail around platform and steel sill caps riveted to rear platform rail give full protection while backing into or parking alongside loading dock ★ Sturdy, straight-grained hardwood stake rack boards, riveted to rigid "U" shaped steel stakes, in one-piece front, two-piece rear and three-piece side sections with hinged center rack for easy removal to facilitate loading from side and rear ★ Steel interlocking plates hold stake sections firmly together but provide quick, easy removal and replacement.



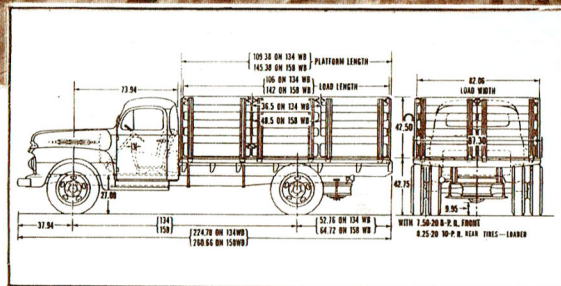
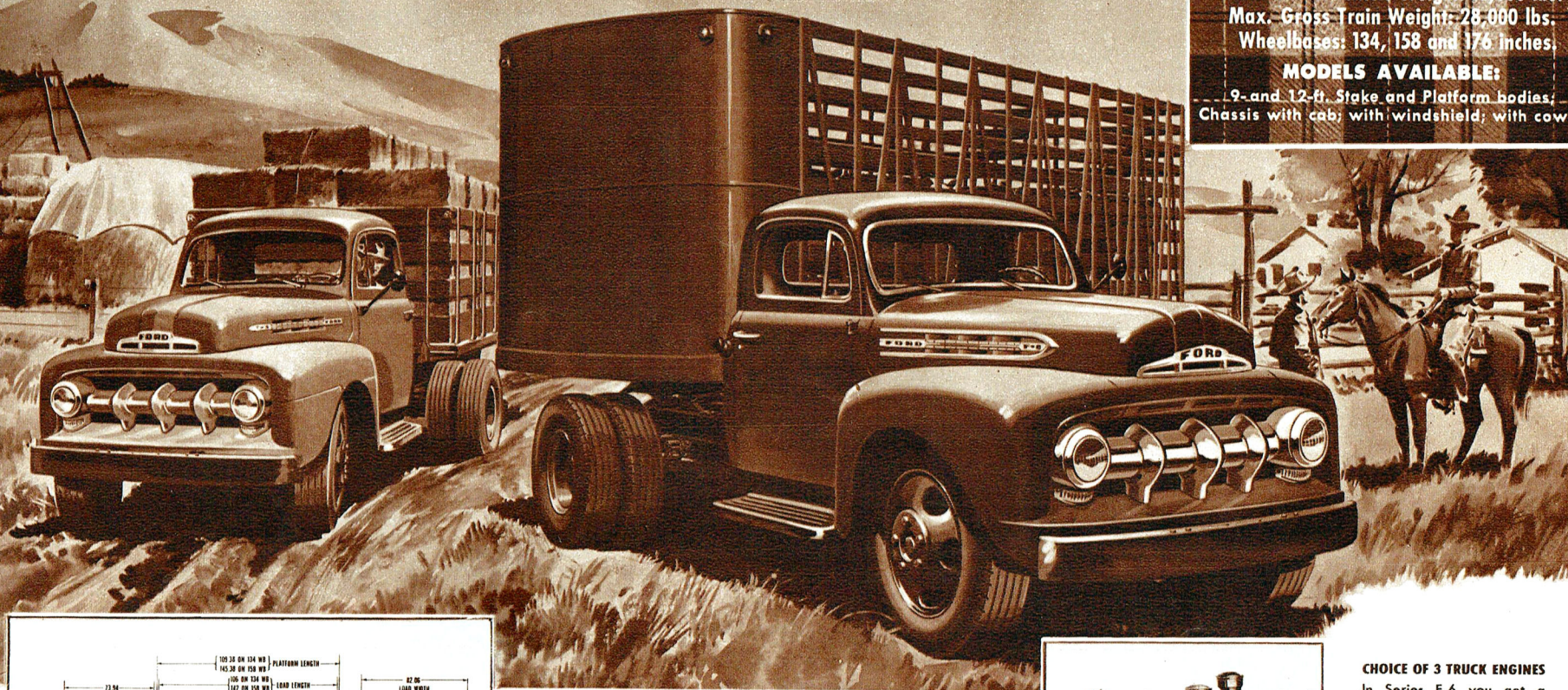
# A Ton-Mile Champion with Top Performance!

## SERIES F-6

Max. Gross Vehicle Weight: 16,000 lbs.  
Max. Gross Train Weight: 28,000 lbs.  
Wheelbases: 134, 158 and 176 inches.

### MODELS AVAILABLE:

9- and 12-ft. Stake and Platform bodies;  
Chassis with cab; with windshield; with cow



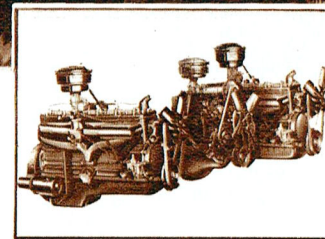
### FORD SERIES F-6 FEATURES

Choice of 2 new Ford Truck cabs—5-Star or 5-Star Extra—for more built-in comfort, visibility, safety and convenience. Choice of 95-h.p. Six, 100-h.p. V-8, or 110-h.p. Big Six to fit your power requirements more exactly. Only Ford in the low-price field gives you Power Pilot carburetion-ignition for most power from the least gas. Three wheelbases—134, 158 and 176 in.—give a wide chassis length range for selection of special-purpose bodies to fit your specific load requirements.

Curb weight of the 134-in. wb. chassis-cab is 4,700 lbs., leaving a body and payload capacity of 11,300 lbs. on max. tires. The Ford F-6 with the 110-horsepower Big Six and 2-speed rear axle pulls its 16,000 lbs. gross up a 5.2% grade in high. Top road speed is over 54 m.p.h. The Ford F-6 tractor pulls its 28,000 lbs. train gross at a calculated top speed of 47 m.p.h.

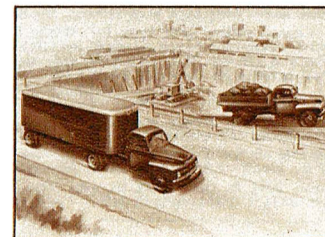
### FORD F-6 9- AND 12-FT. STAKES

Big, sturdy platform—more than 6¾ ft. wide—carries big, bulky loads with ease ★ Payload capacity goes up to 10,285 lbs. ★ Seasoned hardwood floor boards are rabbeted and interlocked with steel skid strips, bolted to cross girders of platform frame, for long life in severe service ★ “U” shaped steel stakes offer maximum durability with minimum weight ★ Sturdy hardwood racks, in one-piece front, two-piece rear and three-piece side sections, are quickly demountable for easy loading ★ Steel rub rail around platform gives protection when parking.



### CHOICE OF 3 TRUCK ENGINES

In Series F-6 you get a choice of V-8 or Six with three economy-proved truck engines—95-h.p. Six, 100-h.p. V-8 and 110-h.p. Big Six. The 110-h.p. Big Six brings new power, new performance with lasting economy of operation to the heavy duty field.



### OPERATING FLEXIBILITY

The 2-speed rear axles (available at extra cost) pay off in a big way. The high speed or economy range, ideal for open-country work, saves on gas and oil. But for moving heavy loads, for off-the-road operation, the low speed or power range gives exceptional performance. **15**



# HEAVY DUTY CHASSIS

## SERIES F-5 and F-6

### CHASSIS MODELS AVAILABLE:

Chassis with cab; with windshield; with cowl.

# WORLD'S HEAVY DUTY TRUCK CHAMPION!

*Engineered to do more per dollar for you*

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

100-h.p. Truck V-8; or 95-h.p. Truck Six. 110-h.p. Truck Big Six available in F-6

Engine mounting 3-point, rubber-cushioned, for long life, smoother operation

Rugged flat tube and fin radiator  
U-type support relieves radiator of road strains

Wide tread, I-beam front axle, short turning radius

1-qt. oil-bath air cleaner

18-inch diameter steering wheel; 3-spokes spaced for best view of instruments

Needle bearing universal joints for longer life

Straight through muffler; less back pressure, better engine performance

45 x 2 1/2 inch, 12-leaf springs with hardened steel pins, bronze-bushed eyes. 5-leaf auxiliary available on F-5, standard on F-6

Big brakes, 15-inch by 3 1/2-inch rear; power operated on F-6 (available F-5)

Replaceable cartridge-type oil filter (available)

11-inch Gyro-Grip clutch, low pedal pressure—high plate pressure

Roll Action needle bearing steering gear; 3 teeth in mesh

Solid drag link, automatic tie rod ends—with dust shields

Removable brake drums, cast iron surface fused to steel back

Tubular propeller shafts, large diameter, non-whipping

Heavy duty frame; Double Channel type (except 134" wb. F-5) with reinforcing liner from front to rear springs for increased stiffness

Heavy duty, wide tread, full-floating rear axle

20-inch dual wheels; advanced 2-piece wide base rims; 5° tapered bead seat for longer tire life

### SERIES F-5, F-6 CHASSIS—134-, 158-, and 176-IN. WHEELBASES—F-5 14,000 LBS. G.V.W., F-6 16,000 LBS. G.V.W.

#### CONDENSED SPECIFICATIONS:

**ENGINE.** 100-h.p. V-8 or 95-h.p. Six. 110-h.p. Big Six also available for Series F-6.

**CLUTCH.** Semi-centrifugal. Dia. 11 in. Total frictional area 123.7 sq. in. Heavy duty type available. Extra heavy duty type with 110-h.p. Big Six.

**TRANSMISSION.** Heavy duty, 4-speed sliding gear type for 95-h.p. Six and 100-h.p. V-8. 4-speed helical Synchro-Silent type standard for 110-h.p. Big Six, available for 95-h.p. Six and 100-h.p. V-8. Two-piece case, separate clutch housing. S.A.E. 6-bolt opening on right side for P.T.O.

#### SERIES F-5—14,000 LBS. G.V.W.

**REAR AXLE.** Full-floating, spiral bevel gear. Ratios: standard 6.67 to 1—optional 5.14 to 1; 5.83 to 1. Two-speed axle available.

**BRAKES.** Service—Hydraulic, double anchor. Front: 14 in. x 2 in.; rear 15 in. x 3.5 in. Lining area 302 sq. in. Hand—7.81 in. x 2.5 in. on driveshaft.

**TURNING RADIUS.** 26 1/4 ft. (right); 26 3/4 ft. (left)—134 in. wb.; 30 1/2 ft. (right); 30 3/4 ft. (left)—158 in. wb.; 33 1/2 ft. (right); 33 3/4 ft. (left)—176 in. wb.

**WHEELS AND TIRES.** Seven wheels—six tires. Wheels: 5-stud type, with 2-piece, advanced rims, 5° tapered seat. Tires (front and dual rear): Std. 6.50-20 6-p.r. (5.0 rims); available: 7.00-20 8-p.r. (5.0 rims)—7.50-20 8-p.r. front and 7.50-20 8- or 10-p.r. dual rear (6.0 rims).

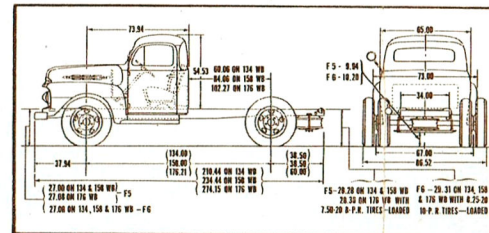
#### SERIES F-6—16,000 LBS. G.V.W.

**REAR AXLE.** Standard—Hypoid, full-floating type. Ratio 7.20 to 1—optional 6.20 to 1, 6.80 to 1. Two-speed planet available.

**BRAKES.** Service—Vacuum power-operated, hydraulic, double anchor. Front: 14 in. x 2 in., rear 15 in. x 3.5 in. Lining area 302 sq. in. Booster is single-unit type. Hand brake—7.81 in. x 2.5 in. on driveshaft.

**TURNING RADIUS.** 27 3/4 ft. (right); 28 ft. (left)—134 in. wb.; 32 ft. (right); 32 1/2 ft. (left)—158 in. wb.; 35 1/4 ft. (right); 35 1/2 ft. (left)—176 in. wb.

**WHEELS AND TIRES.** Seven wheels—six tires. Wheels: 5-stud type, with 2-piece, advanced 6.0 rims, 5° tapered seat. Tires: standard 7.50-20 8-p.r. front and dual rear; available: 7.50-20 8-p.r. front and 10-p.r. dual rear; 7.50-20 8-p.r. front and 8.25-20 10-p.r. dual rear; 8.25-20 10-p.r. front and dual rear.





# Leading Load Haulers in C.O.E. Service!

**SERIES F-5, F-6**

**CAB-OVER-ENGINE**

Max. G.V.W.: 14,000 lbs. (F-5); 16,000 lbs. (F-6)

Max. G.T.W.: 24,000 lbs. (F-5); 28,000 lbs. (F-6)

Wheelbases: 110, 134 and 158 inches

**MODELS AVAILABLE:**

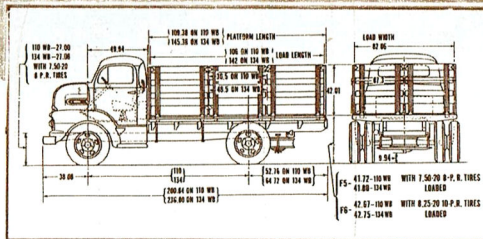
9- and 12-ft. Platform and Stake bodies; Chassis with cab.

Model	Platform Length	Stake Bed Length	Load Width
F-5	110 IN TO 134 IN	110 IN TO 134 IN	67 IN
F-6	134 IN TO 158 IN	134 IN TO 158 IN	67 IN

STAKE BEDS AVAILABLE ON ALL MODELS

GIVES 3 FT. LONGER

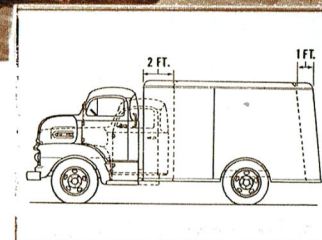
**9- and 12-ft. Platform and Stake bodies; Chassis with cab.**



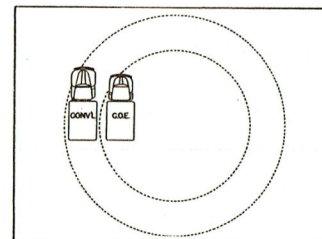
Choice of 2 new C.O.E. cab designs embodying the extra comfort, safety and convenience features of the *5-Star* and *5-Star Extra* cabs. Your choice of 95-h.p. Six or 100-h.p. V-8 engines. In Series F-6 C.O.E., the availability of the 106-h.p. Big Six gives you a power choice of 3 economy-proved engines. 110-in. chassis-cab with up to 28,000 lbs. G.T.W. on F-6 is ideal for tractor service—shorter wheel-base helps keep tractor-trailer length within legal limitations. Distinctive new chassis-cab design harmonizes with two-unit streamline bodies. Choice of 3 wheelbases—110.

134 and 158 in.—gives generous dimensions for mounting a wide selection of special-purpose bodies with load spaces ranging from 7½ to 17 ft. Big payload and body capacity—over 4½ tons for F-5 C.O.E., over 5½ tons for F-6 C.O.E. The F-6 with 106-h.p. Big Six and two-speed axle pulls 16,000 lbs. gross up a 5.2% grade in high—23,000 lbs. train gross up a 2.5% grade. Calculated top speed on level is 55.6 m.p.h. for truck and 46 m.p.h. for tractor.

Big, sturdy bodies—more than 6¾ ft. wide—for swift, easy handling of big, bulky loads ★ Heavy duty bridge-type platform construction with steel framing riveted to steel cross girders for greater strength ★ Big payload capacity—up to 8,330 lbs. (F-5), up to 10,195 lbs. (F-6) with maximum tires ★ Tightly sealed, warp-proof floors of seasoned hardwood protected and interlocked by durable steel skid strips for long, hard service ★ “U” shaped steel stakes for maximum durability with minimum weight ★ Sturdy hardwood racks—in one-piece front, two-piece rear and three-piece side sections—quickly demountable for easy loading.



Comparing Ford C.O.E. models with conventional models of the same wheel-base shows that the body on C.O.E. designs can be 2 ft. longer ahead of the rear axle and 1 ft. longer behind rear axle and still maintain proper weight distribution.



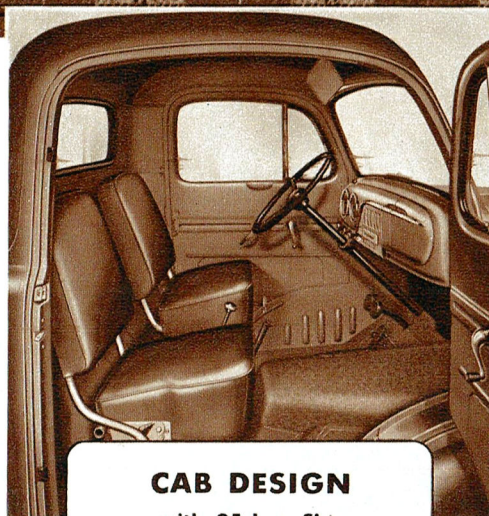
Up to 8-ft. smaller turning circle of the short-coupled C.O.E.'s saves time, fuel and effort by reducing backing to a minimum. Shorter turning makes parking easier, simplifies getting in and out of narrow streets and alleys, provides easier handling in congested areas.



# Designed and built to meet every C.O.E. requirement!

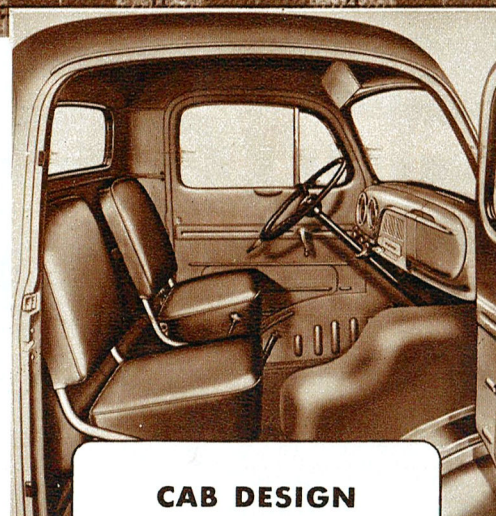
## NOW! YOUR CHOICE OF 2 DESIGNS

Beautiful, new Cab-Over-Engine designs give you the Spiralounge hydraulic driver's seat, Ford Level Action cab suspension, new 50% bigger rear window, new interior trim, Air Wing ventilators. In the two cab designs with the 6-cylinder engines, the engine sits so low that there is little elevation in the cab floor. In the cab design with V-8 engines, top-mounted accessories offer maximum exposure for ease-of-maintenance, after removal of the insulated cover. With either Six or V-8 engine, you have a choice of the new 5-Star Cab or the new 5-Star Extra Cab. The 5-Star Extra C.O.E. Cab gives you all the added comfort, convenience and styling features of the 5-Star Extra Cab on conventional models, except that the foam rubber seat padding in the Spiralounge seat and the distinctive hood ornamentation is standard on all C.O.E. models. Both cabs offer ample foot, leg, head and elbow room, and easy service accessibility.



### CAB DESIGN

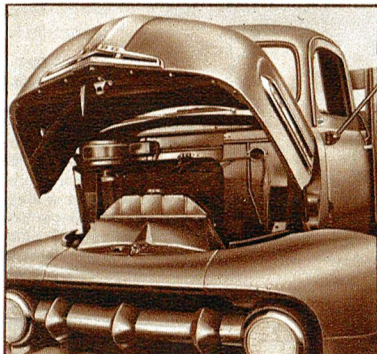
with 95-h.p. Six,  
106-h.p. Big Six



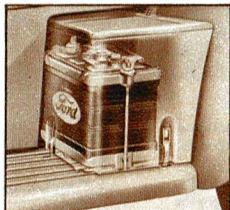
### CAB DESIGN

with 100-h.p. V-8

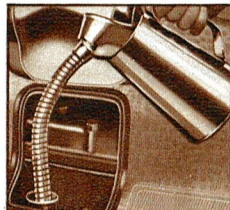
## ONLY FORD HAS ALL THESE CAB-OVER-ENGINE FEATURES!



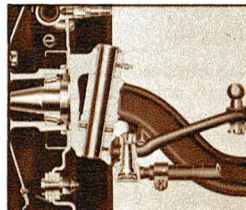
**LIFT-UP HOOD**, with new latch mechanism, provides easy access to many engine accessories. In the V-8 C.O.E. for example, radiator cap, generator, fan, distributor, oil filler tube, oil filter, thermostats, air cleaner, voltage regulator and ignition coil can be reached under the upraised hood.



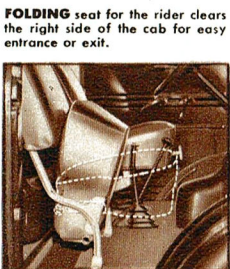
**BATTERY** is securely mounted in a special carrier on the running board for easy servicing.



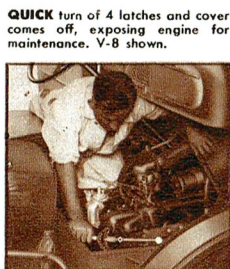
**OIL** filler easily accessible in Ford C.O.E. trucks. Under hood for V-8, inside cab for Six.



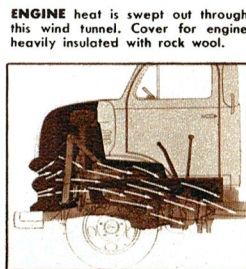
**HUSKIER** front end. Big I-beam axle. Wide-tread. Big spindles. Tie rod ends spring-loaded to take up wear.



**FOLDING** seat for the rider clears the right side of the cab for easy entrance or exit.

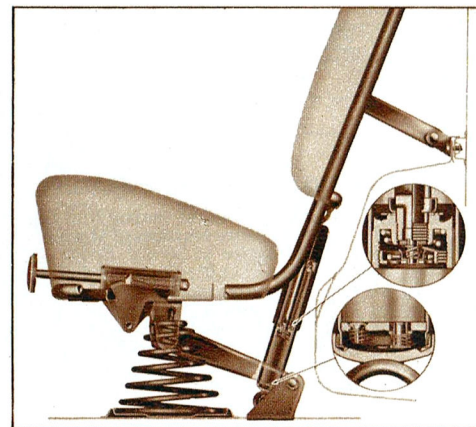


**QUICK** turn of 4 latches and cover comes off, exposing engine for maintenance. V-8 shown.



**ENGINE** heat is swept out through this wind tunnel. Cover for engine heavily insulated with rock wool.

**SPIRALOUNGE DRIVER'S SEAT** with foam rubber seat padding is standard in all Ford Cab-Over-Engine trucks. Controlled by a hydraulic shock absorber, the Spiralounge seat rides on a variable-rate coil spring adjustable for driver's weight.





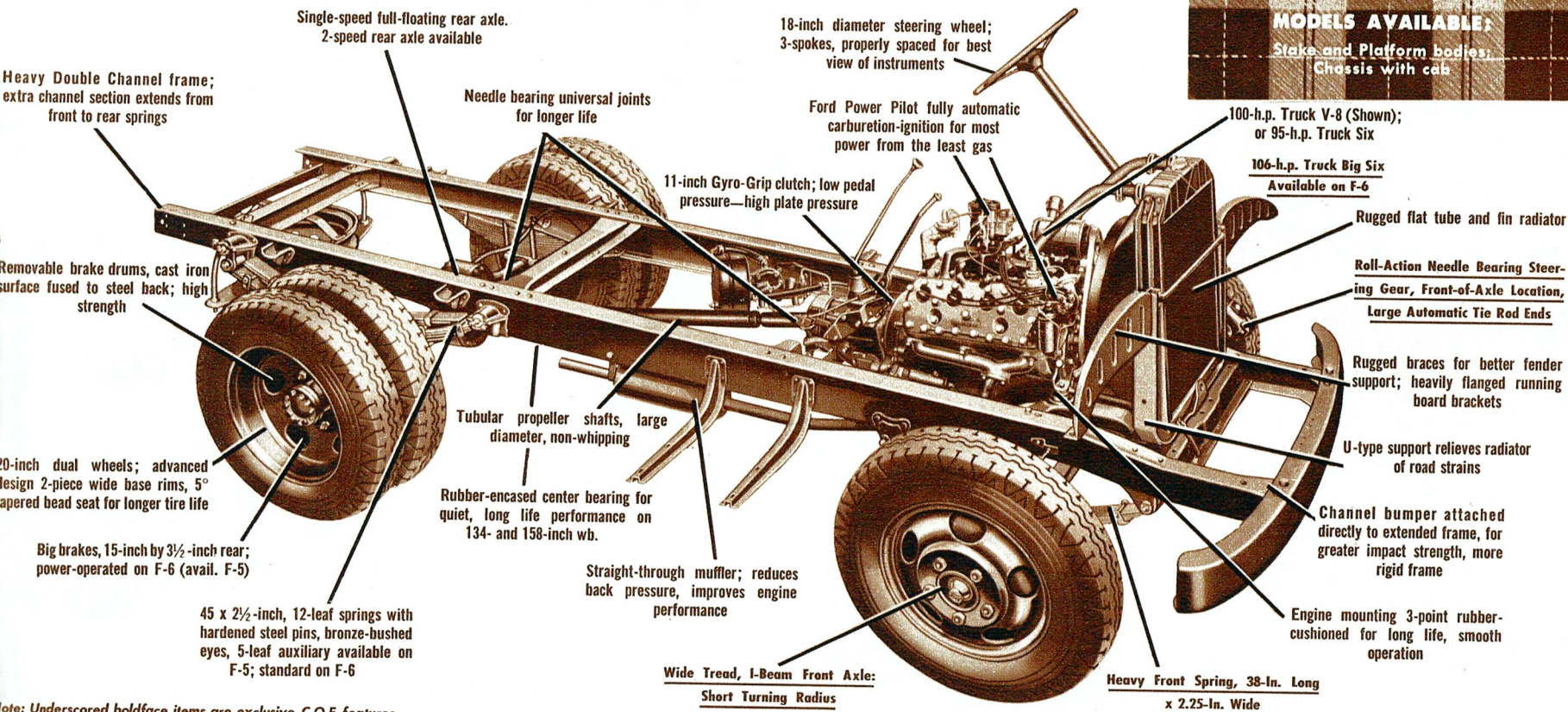
# CAB-OVER-ENGINE DESIGN AT ITS BEST!

**A snub-nosed Champion for performance and economy!**

## SERIES F-5, F-6 CAB-OVER-ENGINE HEAVY DUTY CHASSIS

### MODELS AVAILABLE:

Stake and Platform bodies;  
Chassis with cab



Note: Underscored boldface items are exclusive C.O.E. features.

**SERIES F-5, F-6 C.O.E. CHASSIS—110-, 134- and 158-IN. WHEELBASES—F-5 14,000 LBS. G.V.W., F-6 16,000 LBS. G.V.W.**

### CONDENSED SPECIFICATIONS:

**ENGINE.** 100-h.p. V-8 or 95-h.p. Six. 106-h.p. Big Six also available for Series F-6 C.O.E.

**CLUTCH.** Semi-centrifugal type, 11 in. dia. Total frictional area 123.7 sq. in. Heavy duty type available. Extra heavy duty type with 106-h.p. Big Six.

**TRANSMISSION.** Heavy duty, 4-speed sliding gear type for 95-h.p. Six and 100-h.p. V-8. 4-speed helical Synchro-Silent type standard for 106-h.p. Big Six, available with 95-h.p. Six and 100-h.p. V-8. Two piece case design—with separate clutch housing.

**TURNING RADIUS.** 20 ft. for 110' wb.; 23 1/4 ft. for 134' wb.; 26 1/2 ft. for 158' wb.

### SERIES F-5—14,000 LBS. G.V.W.

**REAR AXLE.** Full-floating, spiral bevel gear type. Ratios: std. 6.67 to 1—opt. 5.14 to 1; 5.83 to 1. Two-speed axle available.

**BRAKES.** Service—Hydraulic, independently anchored two-shoe type. Front: 14 in. x 2 in.; rear 15 in. x 3.5 in. Lining area 302 sq. in. Cast iron brake drums fused to steel drum discs, demountable from hubs. Hand

brake—7.81 in. x 2.5 in. on driveshaft.

**WHEELS AND TIRES.** Seven wheels—six tires. Wheels: 5-stud type, with 2-piece, advanced rims, 5° tapered seat. Tires (front and dual rear): standard—6.50-20 6-p.r. (5.0 rims); available: 7.00-20 8-p.r. (5.0 rims)—7.50-20 8-p.r. front and 7.50-20 8-p.r. or 10-p.r. dual rear (6.0 rims).

### SERIES F-6—16,000 LBS. G.V.W.

**REAR AXLE.** Standard—Heavy duty, hypoid, full-floating type. Ratio std. 7.20 to 1—opt. 6.20 to 1, 6.80 to 1. Two-speed planet axles available.

**BRAKES.** Service—Vacuum power-operated, hydraulic, double anchor, two-shoe type. Front: 14 in. x 2 in., rear 15 in. x 3.5 in. Lining area 302 sq. in. Cast iron brake drums fused to steel drum discs. Booster is single unit type. Hand brake—7.81 in. x 2.5 in. on driveshaft.

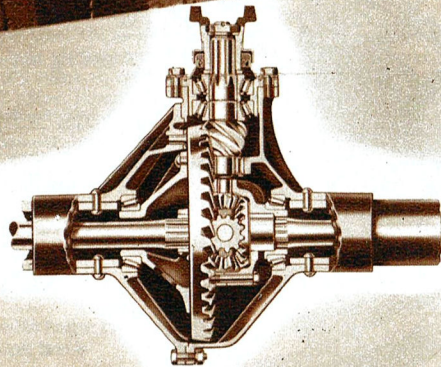
**WHEELS AND TIRES.** Seven wheels—six tires. Wheels: 5-stud type, with 2-piece, advanced 6.0 rims, 5° tapered seat. Tires: standard 7.50-20 8-p.r. front and dual rear; available: 7.50-20 8-p.r. front and 10-p.r. dual rear; 7.50-20 8-p.r. front and 8.25-20 10-p.r. dual rear; 8.25-20 10-p.r. front and dual rear.



## HEAVY DUTY CHASSIS FEATURES SERIES F-5 AND F-6

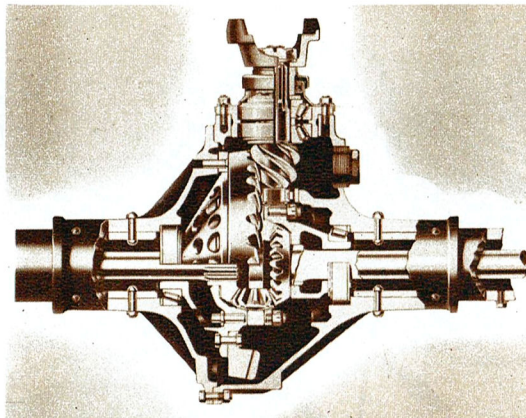
# Built-in strength reserves

## BUILT-IN STRENGTH RESERVES!



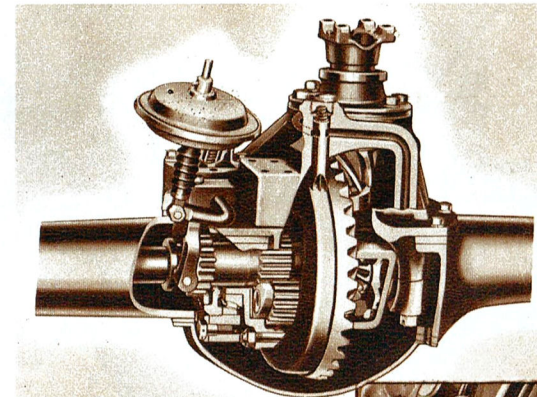
Single-Speed Spiral Bevel Rear Axle for Series F-5

**THE SINGLE-SPEED FULL-FLOATING** rear axle for Series F-5 is precision-built throughout. The straddle-mounted pinion rides between roller bearings which retain the pinion in alignment with the ring gear, resulting in better gear contact, longer gear life. A special thrust-plate, with an extra large bearing surface backs up the ring gear, prevents it from springing under a heavy pull. Tough, manganese steel axle shafts are 1.75 inches in diameter over the splines. The axle driving flange is forged, not welded, on the end of the shaft for greater strength. Axle ratios available: 5.14 or 5.83 or 6.67 to 1.



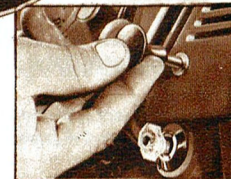
Single-Speed Hypoid Rear Axle for Series F-6

**THE HYPOID** rear axle, standard for Series F-6, is one of the most rugged full-floating axles in the 16,000 lb. G.V.W. range. The amazingly big, sturdy hypoid pinion permits the pinion-ring-gear load to be spread over a greater tooth area, resulting in quieter running, longer life. What's more, the pinion is firmly straddle-mounted on roller bearings for long lasting gear contact. A fixed-shoe thrust plate, with large bearing surface, retains the ring gear against the pinion for true-running contact. Differential is of rugged 4-pinion type for lower tooth stresses, greater reliability and endurance. Axle ratios available: 6.20 or 6.80 or 7.20 to 1.

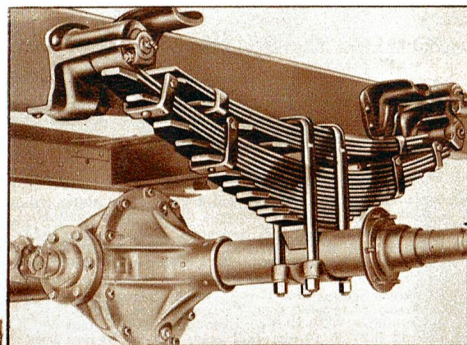


Available 2-Speed Axles

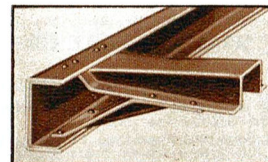
**THE 2-SPEED** rear axles, available on Series F-5 and F-6, pay a big dividend in flexible operation. The spiral bevel single reduction high speed or economy range is ideal for open-country or light-load work. With fewer engine revolutions per mile, it saves on gas, oil, and engine maintenance. But, when extra pulling ability is needed for faster acceleration of heavy loads, for hill climbing, or for off-the-road operation, the double reduction low speed or power range comes into its own. Axle ratios are 5.83/8.11 and 6.33/8.81 to 1. The 2-speed axle plus the 4-speed transmission provides 8 forward speeds and 2 reverse. A dash button controlled range pre-selector is used to change speed "ranges," and synchronize truck performance with driving conditions.



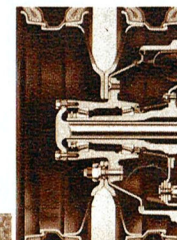
Range shift pre-selected by dash button control



◀ **REAR SPRINGS** are 45-in. long, 2½-in. wide, 12-leaf in F-5 and F-6. When 5-leaf auxiliary springs (std. on F-6, available on F-5 except School Bus) come into action, combined deflection rate is 2,305 lbs. per inch. Brackets riveted to both lower flange and side of frame member for greater strength. Spring eyes and shackles have bronze bushings. Hardened steel pins are interchangeable. Main and auxiliary springs have independent center bolts.



▲ **DOUBLE CHANNEL FRAMES** (except 134" wb. F-5) have extra built-in frame channel-section reinforcements extending past front and rear spring hangers for greater strength with minimum weight.



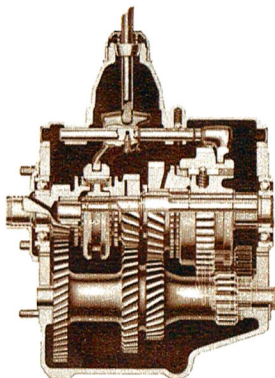
◀ Ford Heavy Duty Trucks have wide spaced tapered roller **WHEEL BEARINGS** to support the load. Their **FULL-FLOATING AXLE SHAFTS** are relieved of bending stresses caused by load weight, serve only to propel load. **DRIVING FLANGE** is forged integral with shaft for greater strength and longer life.



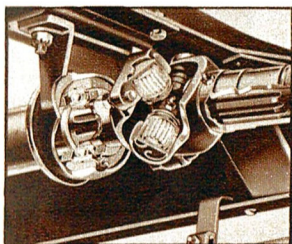
# that pay off in reliability and long life!

## BUILT-IN POWER FLOW EFFICIENCY!

◀ **11-INCH GYRO-GRIP CLUTCH** multiplies grip as speed increases. Cushion disc construction reduces tendency to grab. Heavy springs provide high plate pressures, low pedal pressures. Quiet operation, positive action, long lasting facing. Flywheel lower housing separable from oil pan for easier maintenance. Extra heavy duty type for 110-h.p. Big Six.



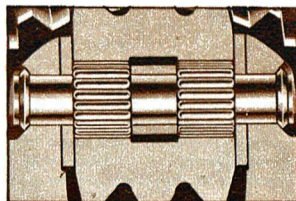
◀ **4-SPEED SYNCHRO-SILENT TRANSMISSION** with high torque capacity rating is engineered for quiet operation, easy shifting, longer life. Constant mesh helical gears with synchronizers in second, third and fourth speeds give long life in heavy service with passenger-car ease of shifting. Standard with 110-h.p. Big Six, available with 95-h.p. Six and 100-h.p. V-8. 4-speed spur type standard with 95-h.p. Six and 100-h.p. V-8.



◀ **UNIVERSAL JOINTS** are needle bearing type. Ball-type **CENTER BEARING** is rubber encased, self-aligning, leak-proof, dust and water tight. **PROPELLER SHAFTS** are built with big strength reserves to far exceed the torque capacity developed by the engines in low gear. Heavy duty type with 110-h.p. Big Six.

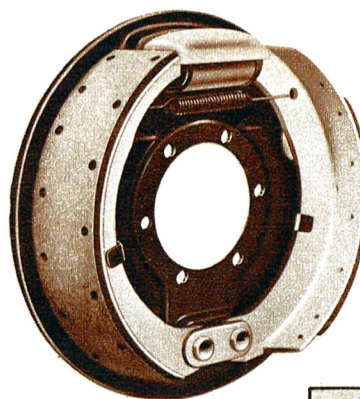
## BUILT-IN STEERING EASE!

◀ **ROLL-ACTION STEERING GEAR** gives quicker response to the wheel, improves handling ease. Reduces friction at three points, featuring rolling rather than sliding action over worm threads; two roller bearings support the worm; roller mounted on double row of needle bearings. 3 teeth in constant mesh for long wear.



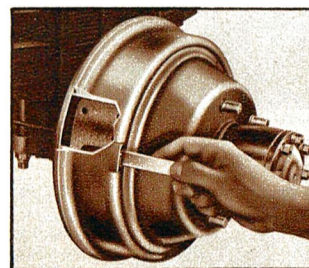
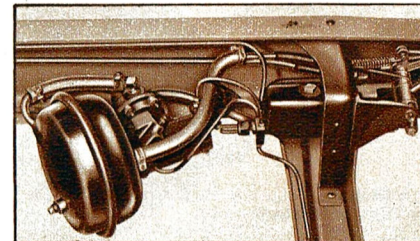
◀ **NEEDLE BEARINGS** support the steering roller, make steering easier, reduce wear.

## BUILT-IN SAFETY!



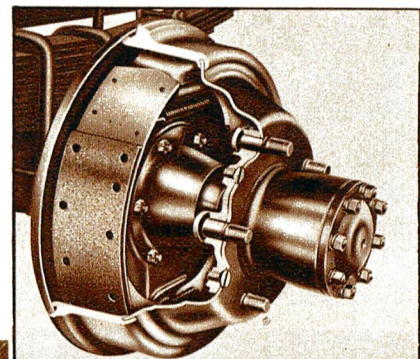
◀ **POWERFUL HYDRAULIC BRAKES** are 14 in. x 2 in. front, 15 in. x 3.5 in. rear. Each brake shoe is anchored independently and actuated by its own piston for more uniform braking. Brake cylinder shielded against drum heat. Lining area 302 sq. in. Drum area 506 sq. in. with braking distribution 40% front and 60% rear.

**POWER BRAKING.** Vacuum actuation relieves the muscle-power needed at the brake pedal—multiplies braking power obtained at the shoes over 100%. Normal brake feel is retained for reliable control. Available on F-5; standard on F-6.



▲ **BRAKE INSPECTION HOLE** permits easy feeler-gage check of brake adjustment, visual inspection of brake lining.

▶ **REAR BRAKE DRUMS**, non-warping, non-scoring cast iron fused to steel drum disc. Demountable, for easy servicing, can be quickly removed from hub with ordinary screwdriver.

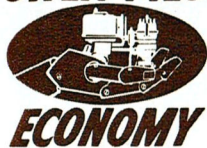




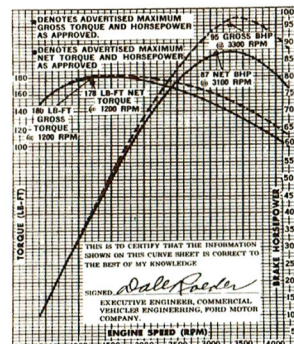
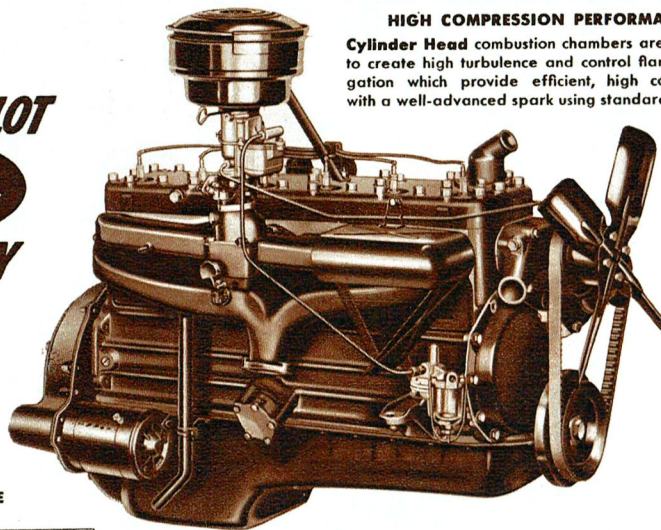
# FORD 95-H.P. TRUCK SIX FOR SERIES F-1 THROUGH F-6 C.O.E.

# Two great economy-proved Sixes to

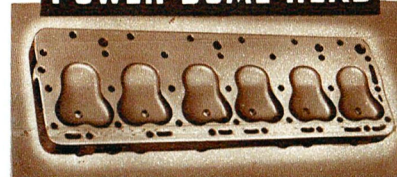
Featuring  
**POWER PILOT**



**95 H.P.  
180 LBS.-FT. TORQUE**



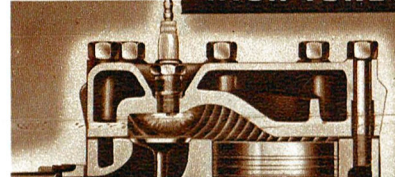
## POWER DOME HEAD



## HIGH COMPRESSION PERFORMANCE

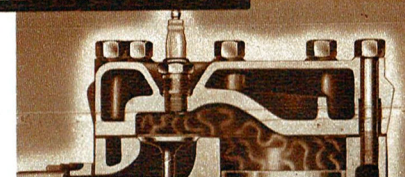
**Cylinder Head** combustion chambers are designed to create high turbulence and control flame propagation which provide efficient, high compression with a well-advanced spark using standard gasoline.

## HIGH TURBULENCE DESIGN



## POWER DOME DESIGNED TO SAVE GAS

**Power Dome** combustion chamber is designed to save gas. Chamber contour concentrates fuel around spark plug, narrows the pre-ignition pocket, creates an even, steady rate of combustion.



## SPEEDS CIRCULATION TO SAVE GAS

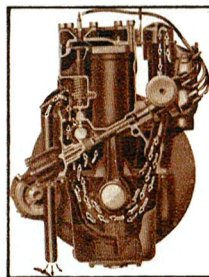
**Power Dome** design saves gas by speeding circulation of the gas mixture. Chamber design gives a "tempest-whirl" to incoming gas and sweeps out exhaust for topnotch combustion.

## Most Modern 6-cylinder Engine in Trucking—Power-Packed with Today's Ideas in Economy Engineering!

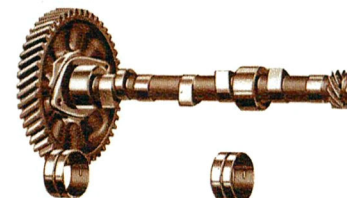
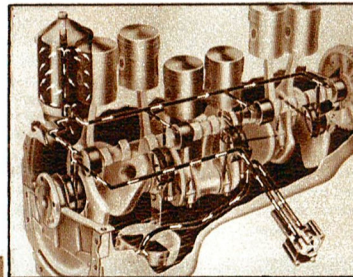
The thrifty 95-h.p. Ford Truck Six brings you an unmatched combination of low-cost operation with top performance and reliability. 226 cu. in. displacement. 180 lbs.-ft. torque at 1,200 r.p.m. 6.8 to 1 compression ratio. New autothermic pistons with integral steel struts for controlled clearance, quieter operation, more power. New chrome-plated top piston ring for better performance, improved lubrication. Easily replaceable main bearings with heavier walls for longer life—selected-fit for closer tolerance. Stronger connecting rods. Sealed clutch housing. Rugged crankshaft with 7 counterweights for better balance. Molybdenum chrome alloy steel exhaust valve seat inserts reduce power loss, need fewer regrinds. Efficient "Deep Breath" manifold reduces condensation, improves starting. Suction-type crankcase ventilation reduces oil dilution, prolongs engine life.

## SUCTION-TYPE CRANKCASE VENTILATION

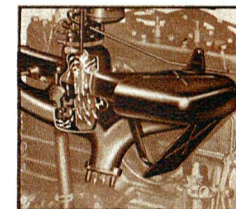
reduces sludge formation, prolongs engine life by assuring cleaner oil. **CLEAN-OUT PLATE** is removable for easy cleaning of screen and oil pan.



**FULL PRESSURE LUBRICATION** of all main, connecting rod and camshaft bearings, through cored passageways in block and drilled holes in crankshaft and connecting rods for long life.



**HIGH-LIFT CAMSHAFT** of Ford cast iron alloy with large easily replaceable bearings and high-lift cams for better performance. Improved design gives quieter operation, more accurate valve timing, increased engine torque. Precision machined aluminum alloy timing gear.



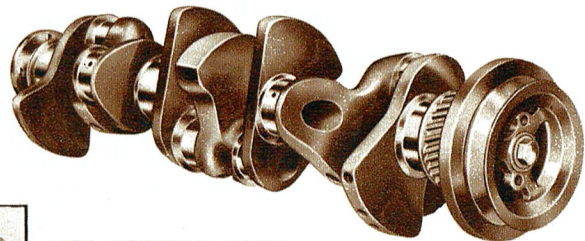
**"DEEP BREATH" INTAKE MANIFOLD**, with large intake riser, provides uniform fuel distribution, reduces condensation, improves starting.



# fit your power needs more exactly!

## Proved by 1/4 Billion Miles of Truck and Bus Service, the New Big Six Gives You a 3-Engine Choice in Series F-6!

Developing 110-horsepower and 212 lbs.-ft. torque, this powerful new Ford Truck engine, of 254 cu. in. displacement, widens the range of power coverage in the heavy duty field, provides big reserves of power for tough truck assignments. The 4-speed Synchro-Silent transmission, extra heavy duty 11-in. clutch and bigger driveshaft—all standard with the 110-h.p. Big Six—make the Ford F-6 the outstanding performer in the heavy duty field! High Turbulence combustion chambers for more power, more economy. High-lift camshaft for quieter operation, increased torque. Heavy walled, replaceable main bearings with selected fit for closer tolerance.

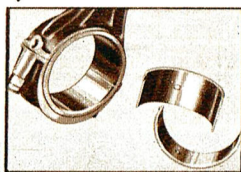


▲ **NEW AUTOTHERMIC PISTONS** are aluminum alloy, cam-ground with integral steel struts for controlled piston-to-wall clearance at all operating temperatures, quieter operation. **TOP RING** is chrome-plated for better lubrication, less cylinder bore wear, longer piston ring life.

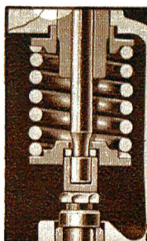


**SERIES-FLOW WATER COOLING** is more efficient, offers increased water velocity, directed flow, closer temperature control, prevents "hot spots." High capacity pump is especially effective with hot water.

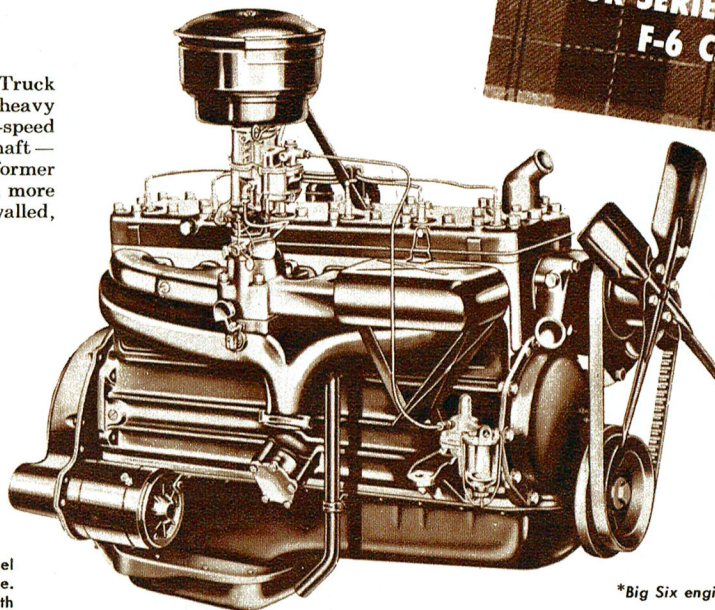
**CONNECTING ROD BEARINGS** are easily replaceable. Precision thin shell type with cap accurately aligned by two heavy studs and retained by self-locking nuts. Hard, steel-backed, copper-lead alloy for long wear. Pressure lubricated.




▲ **RUGGED CRANKSHAFT**, cast alloy steel with 7 counterweights for better balance. Crankpins are tubular design for strength with minimum weight. Crankshaft damper neutralizes torsional vibration.



▼ **FREE-TURN EXHAUST VALVES**—Special valve retainer design on exhaust valve stem permits free rotation during engine operation for self-cleaning, better seating, longer valve life. Cobalt-chrome alloy facing on exhaust valve heads gives longer life under high temperature conditions.

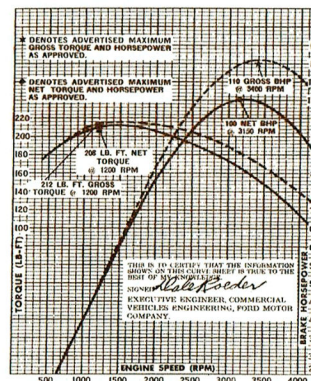


**FORD 110-H.P.\*  
TRUCK BIG SIX  
FOR SERIES F-6 AND  
F-6 C.O.E.**

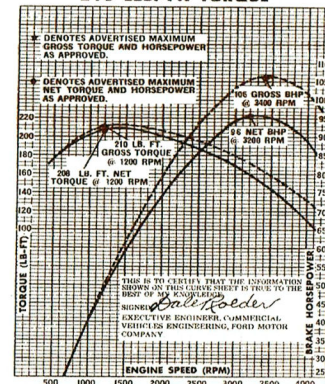
Featuring  
**POWER PILOT**  
  
**ECONOMY**

\*Big Six engine for F-6 C.O.E. develops 106 h.p.

### SERIES F-6—110 H.P. 212 LBS.-FT. TORQUE




### SERIES F-6 C.O.E.—106 H.P. 210 LBS.-FT. TORQUE



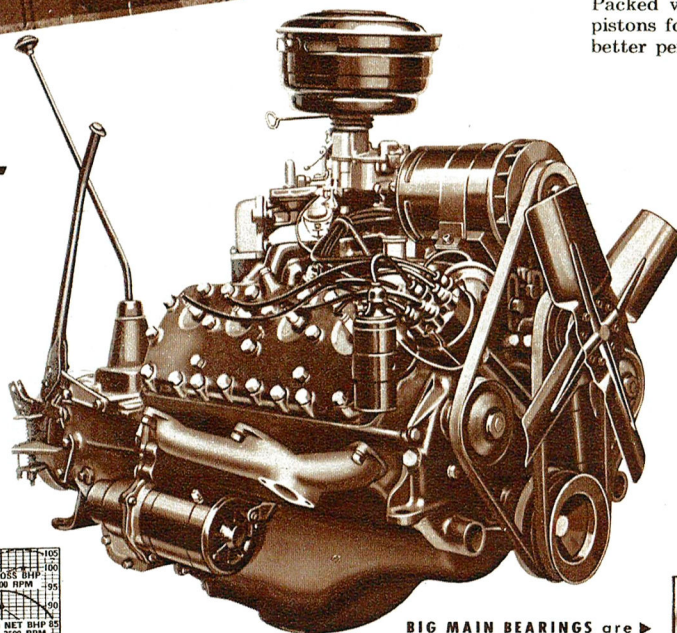
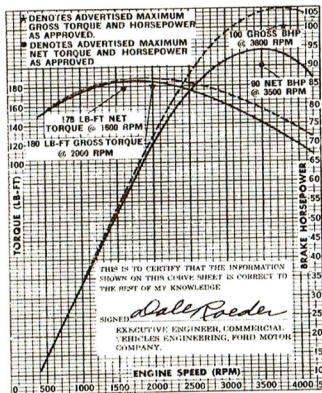


# FORD 100-H.P. TRUCK V-8

FOR SERIES F-1  
THROUGH F-6 C.O.E.  
except Parcel Delivery

Featuring  
**POWER PILOT**  
  
**ECONOMY**

100 H.P.  
180 LBS.-FT. TORQUE



**EXHAUST VALVE SEAT INSERTS** are long-lived molychrome alloy steel. Resist destructive pitting, need fewer regrinds. Maintain gas seal longer, reduce power loss.



**BIG MAIN BEARINGS** are easily replaceable. Precision, thin shell, steel-backed, anti-friction alloy for longer wearing. Exceptionally wide, locked-in design for better oil retention and control.



Shorter **V-8 BLOCK** is more rigid. Less subject to distortion, it retains main bearings and cylinders in positive alignment, for longer life of vital parts.

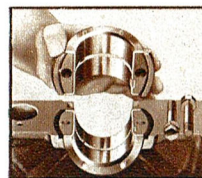
High Turbulence combustion chambers for greater economy

Chrome-plated top ring for longer life of all piston rings

Full length water jackets for more uniform cooling

Full pressure lubrication of each connecting rod bearing through drilled crankpins

Suction-type crankcase ventilation reduces oil dilution



Shot-blasted rust-proofed valve springs

Horizontal plane intake manifold for more uniform delivery of fuel mixture

New autothermic pistons with steel struts for controlled piston-to-wall clearance

Series-Flow cooling prevents hot spots

Full-floating tubular type piston pins

Extended water jackets help control temperature of crankcase oil

High-capacity oil pump for better lubrication

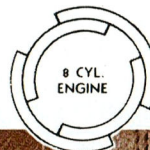
Oil pan clean-out plate

## Proved for Power, Long-life Smoothness and Economy

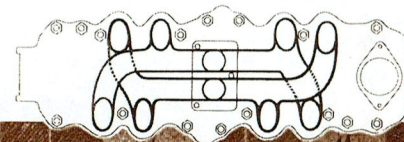
For smooth 8-cylinder power that hustles big loads through on schedule and gives more thrifty work-hours of reliable transportation, choose Ford's famous 100-h.p. Truck V-8. 239 cu. in. displacement. 180 lbs.-ft. torque at 2,000 r.p.m. 6.8 to 1 compression ratio. Packed with Ford "Step-Ahead" engineering advancements, such as new autothermic pistons for controlled clearance, more power . . . new chrome-plated top piston ring for better performance, improved lubrication . . . new water pump for more efficient cooling.

## EXCLUSIVE ADVANTAGES OF V-8 TRUCK ENGINE DESIGN

**POWER IMPULSES OVERLAP** for greater smoothness. Crankshaft gets 4 power impulses per revolution, compared to 3 in a six-cylinder gasoline engine.



**SHORT-REACH** manifolds, assure uniform, "fresh from the carburetor" delivery of fuel-air mixture to all cylinders.





# Truck Leader Among the "Extra Heavies"!

## SERIES F-7

### BIG JOB

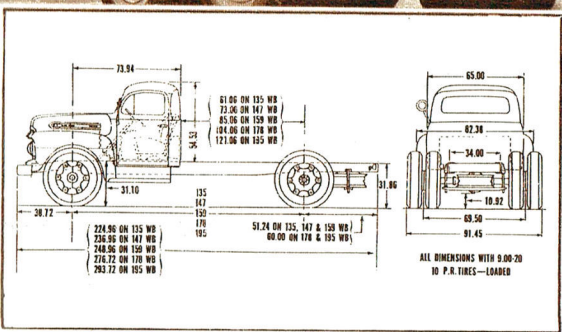
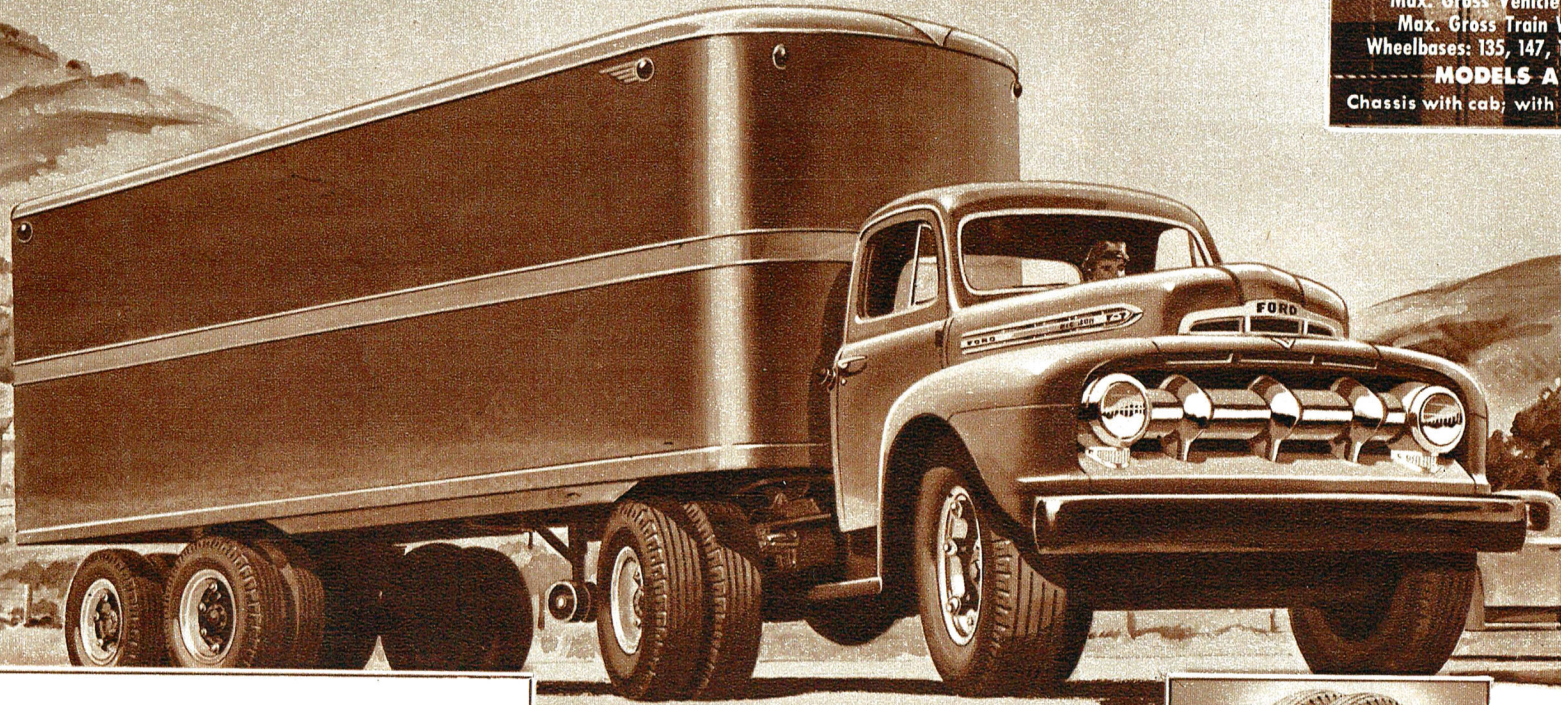
Max. Gross Vehicle Weight: 19,000 lbs.

Max. Gross Train Weight: 35,000 lbs.

Wheelbases: 135, 147, 159, 178 and 195 inches

**MODELS AVAILABLE:**

Chassis with cab; with windshield; with cowl



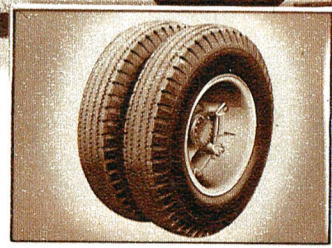
## FORD SERIES F-7 BIG JOB FEATURES

Big 145-h.p. Truck V-8 with big reserves of power for faster, low-cost handling of extra heavy loads. Ford Power Pilot carburetion-ignition system for most power from the least gas. Choice of new 5-Star or 5-Star Extra Cabs for more driving comfort and safety, less driver fatigue. Choice of five wheelbases gives wide chassis selection for special purpose bodies to fit your specific load

requirements. Body length range for mounting custom-built bodies—7½ to 9 ft., 135-in. wb.; 9 to 11 ft., 147-in. wb.; 10 to 13 ft., 159-in. wb.; 13 to 16 ft., 178-in. wb.; 16 to 19 ft., 195-in. wb. Chassis-cabs on 135-in. and 147-in. wbs., with 35,000 lbs. gross train rating, are ideal for tractor-trailer service. In direct gear the F-7 pulls its 19,000 lbs. maximum gross vehicle weight up a 3.5% grade at over 27 m.p.h., up a 27.7% grade in first gear. With a semi-trailer, direct gear gradeability for 35,000 lbs. gross is 1.3% at more than 27 m.p.h., 14.6% in first gear.

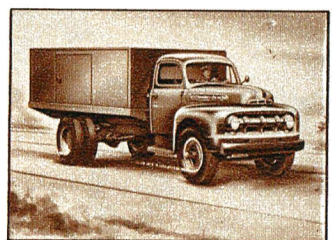
## SERIES F-7 CHASSIS FEATURES

Big extra-heavy hypoid, full-floating rear axle with straddle mounted pinion for long life and easy handling of the rated load ★ 5-speed helical overdrive transmission for high gear economy ★ Powerful double-cylinder hydraulic brakes, 15-in. x 5-in. rear, for safe, sure stopping control ★ Heavy duty 9-in. Double Channel frame for greater carrying capacity ★ Roll-Action needle bearing steering for easier steering control, improved handling ease ★ Big capacity springs, with auxiliary, for smooth cushioning of heavy loads.



## BIG TIRES—UP TO 9.00-20's

On 9.00-20 10-ply rating tires, front and dual rear, the F-7 has a G.V.W. rating of 19,000 lbs. Deducting 6,500 lbs. curb weight of 195-in. chassis and cab leaves 12,500 lbs. for body, payload and equipment.



## 60 M.P.H. WITH FULL LOAD

The F-7 with standard over-drive transmission pulls its 19,000 lbs. gross at a calculated top speed of over 60 m.p.h. With tractor gross of 35,000 lbs., calculated top road speed is 51 m.p.h. with direct drive transmission. The 145-h.p. Big Job really highballs, cuts trip time, speeds up deliveries.



# SERIES F-8 BIG JOB

Max. Gross Vehicle Weight: 22,000 lbs.

Max. Gross Train Weight: 39,000 lbs.

Wheelbases: 135, 147, 159, 178 and 195 inches

## MODELS AVAILABLE:

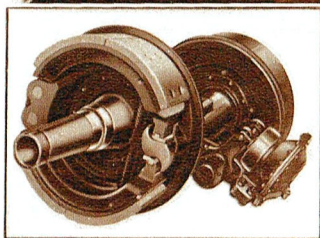
Chassis with cab; with windshield; with cowl

# The Ton-Mile Master of the Ford Truck Line!



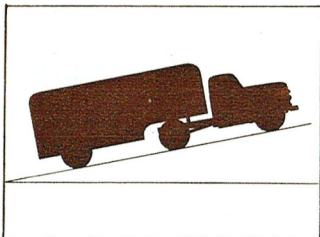
## FULL AIR BRAKES

Complete truck air brake actuation system of latest design, available on Series F-8, combines smooth flexibility with instant, positive action. Heavy two-shoe type with slack adjusters, rear 16½" x 5½". Trailer connections can be made easily.



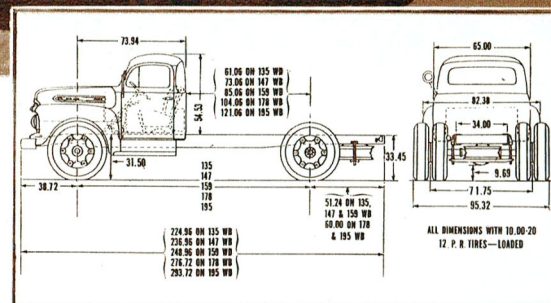
## 21% GRADEABILITY WITH 39,000 LBS. G.T.W.

The F-8 is a natural for pit work, for rolling heavy loads faster, wherever grade-climbing ability in low gear is a must. In the low speed range of the 2-speed axle, the F-8 pulls its 22,000 lbs. gross up a 30+ % grade in first, its 39,000 lbs. tractor gross up a 21% grade.



## FORD SERIES F-8 BIG JOB FEATURES

Big 145-h.p. Truck V-8 with power reserves to make the toughest jobs in trucking easier. Ford Power Pilot carburetion-ignition system for more power, more economy. Choice of new 5-Star or 5-Star Extra Cab for more driving comfort, safety and convenience. Choice of five wheelbases—135, 147, 159, 178 and 195 inches—gives wide chassis selection for special purpose custom-built bodies. Body length range from 7½ ft. to 19 ft. to fit your specific load requirements better. Big tires—up to 10.00-20 12-ply rating front and dual rear for 22,000 lbs. maximum G.V.W. Big body and payload capacity of 15,000 lbs. for the 195-in. chassis-cab. With 39,000 lbs. gross train rating, the 135-in. and 147-in. chassis-cabs are ideal for tractor-trailer service. The F-8 with 2-speed axle pulls its 22,000 lbs. gross at a calculated top road speed of 60 m.p.h. Gradeability fully loaded is 4.3 % in high gear, 30+ % in low gear. With trailer gross of 39,000 lbs., calculated top speed is over 48 m.p.h. Gradeability is 1.9 % in high gear, over 21 % in low.



## SERIES F-8 CHASSIS FEATURES

Rugged single-speed spiral bevel axle; 2-speed planet type available for greater operating flexibility ★ 5-speed direct drive transmission, with high engine torque capacity, for easy shifting, greater power in all speeds ★ 5-speed over-drive transmission optional for greater economy ★ Powerful, double-cylinder hydraulic brakes, rear 16 in. x 5 in., for positive stopping control with easy pedal action ★ Long-lived 12-in. Gyro-Grip clutch for low pedal pressures and quiet, positive action, longer-lasting facing.

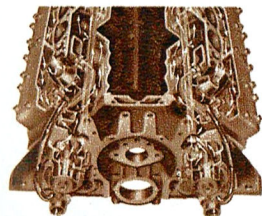


# Powered by the mightiest Ford Truck engine ever built!

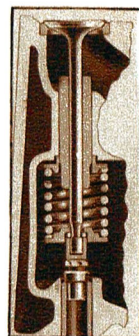
**FORD 145-H.P.  
TRUCK V-8  
FOR SERIES F-7 AND  
F-8 BIG JOBS**

## With Big Reserves of Power to Get Big Jobs Done Easily

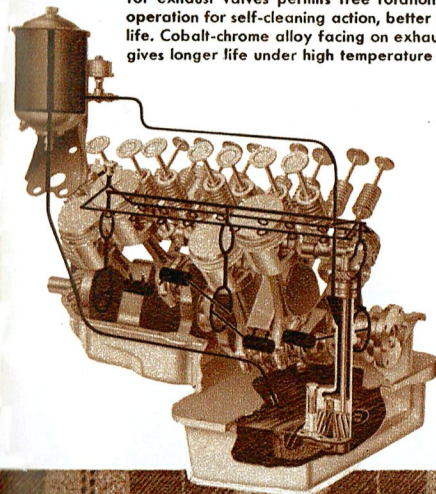
Developing 145 horsepower at 3,600 r.p.m. and high sustained torque throughout the entire speed range, the great Ford 337 cu. in. Truck V-8 is setting new performance records on some of the toughest truck runs in the country. Ford "Step-Ahead" engineering advancements provide the technical excellence that gives you more gas and oil economy than many engines of less power output. New high-lift camshaft for increased engine torque, quieter operation. Reinforced cylinder heads. 90-lb. fully counterbalanced crankshaft with 6 integral counterweights for smoother operation and longer bearing life. Engine-top setting of accessories for easier maintenance.



◀ **SERIES-FLOW COOLING** is positive, efficient. New Vernatherm cooling thermostats for better temperature control and coolant flow. New increased-capacity radiator. New external by-pass tubes improve circulation, eliminate hot spots.

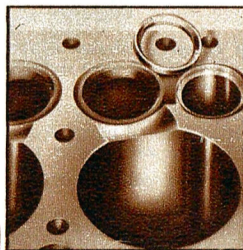


**FREE-TURN EXHAUST VALVES**—Special retainer design for exhaust valves permits free rotation during engine operation for self-cleaning action, better seating, longer life. Cobalt-chrome alloy facing on exhaust valve heads gives longer life under high temperature conditions.

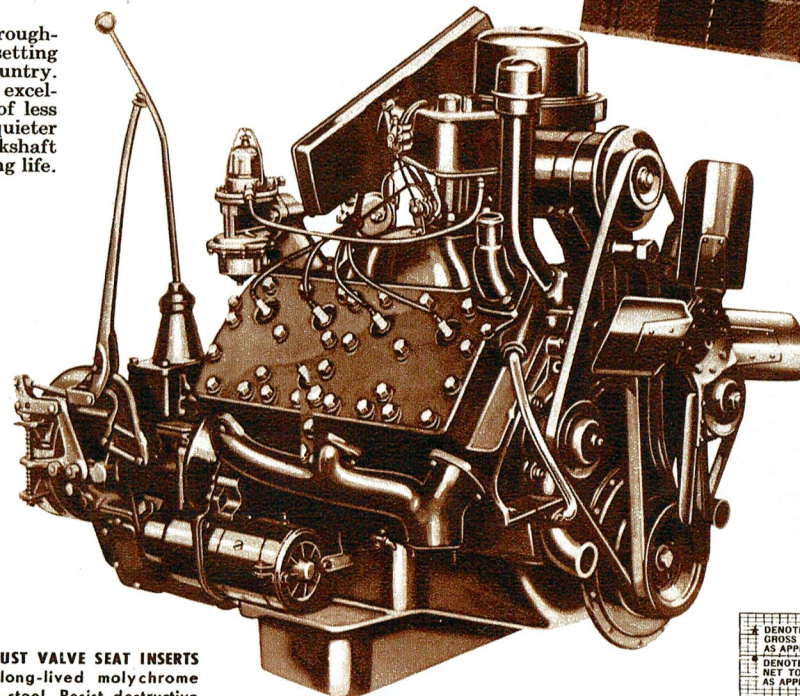


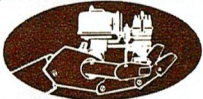
◀ **FULL PRESSURE LUBRICATION** of all main bearings, connecting rod bearings, camshaft bearings and valve lifters, for smooth operation and longer engine life. Large, removable **OIL PAN SUMP** provides easy access to oil pan and oil pump, for cleanup and maintenance.

**EXHAUST VALVE SEAT INSERTS** are long-lived molychrome alloy steel. Resist destructive pitting, need fewer regrinds. Maintain gas seal longer, reduce power loss.

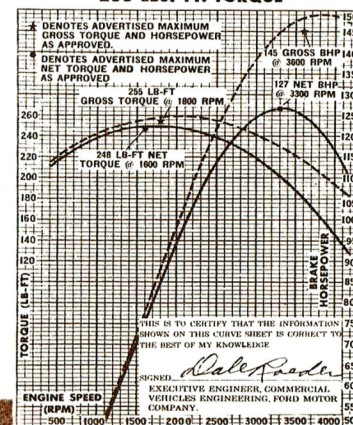


▶ **NEW AUTOTHERMIC PISTONS** for controlled clearance at all operating temperatures, quieter operation, more power, lower maintenance costs. **CHROME-PLATED TOP RING** for better lubrication, less cylinder bore wear. **CONNECTING ROD BEARINGS** for each cylinder are easily replaceable, long wearing, precision locked-in type.



Featuring  
**POWER PILOT**  
  
**ECONOMY**

**145 H.P.  
255 LBS.-FT. TORQUE**





# BIG JOB CHASSIS

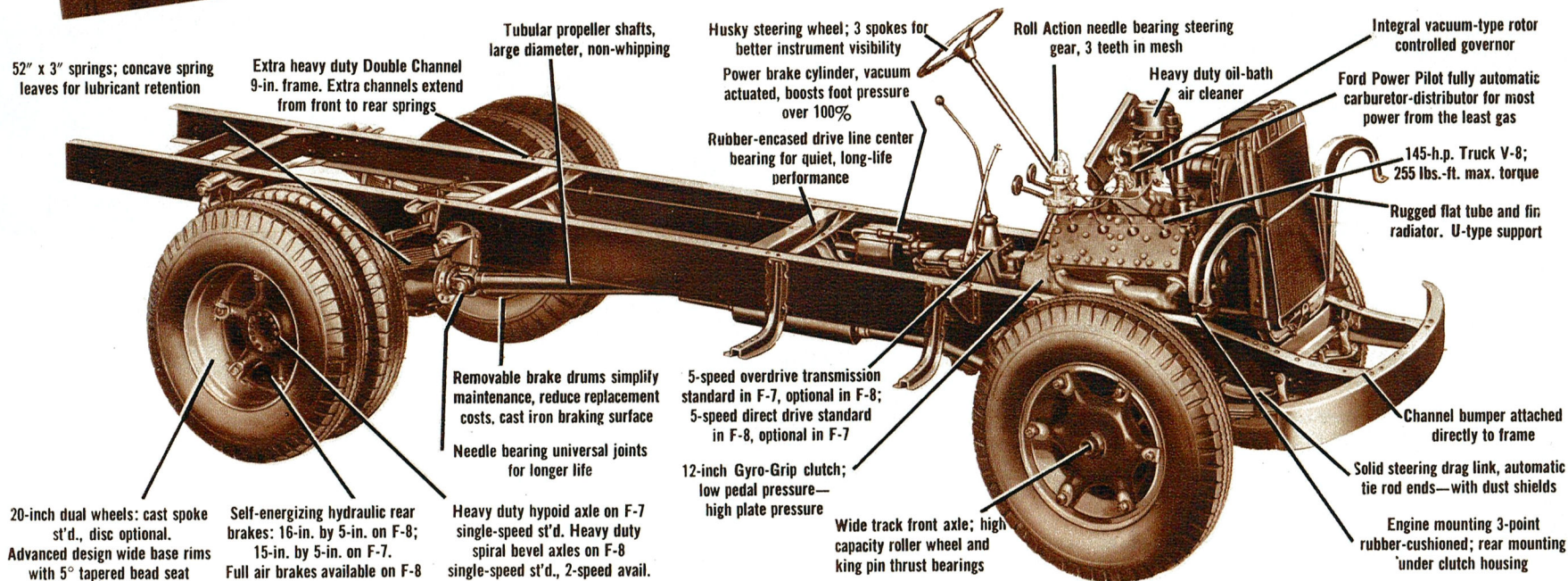
## SERIES F-7 AND F-8

### CHASSIS MODELS AVAILABLE:

Chassis with cab; with windshield;  
with cowl

# Ford step-ahead engineering brings

**Ford F-7 and F-8 Big Jobs! Big! Powerfully Big in Every Way!**



**BIG CAPACITY**—Max. G.V.W. ratings are 19,000 lbs. (F-7) and 22,000 lbs. (F-8). Max. G.T.W. tractor-trailer ratings are 35,000 lbs. and 39,000 lbs.

**BIG SPRINGS**—46" x 2½" front, 52" by 3" rear with 7-leaf auxiliaries.

**BIG TIRES**—up to 9.00-20 10-ply rating (F-7) and 10.00-20 12-ply rating (F-8), front and dual rear.

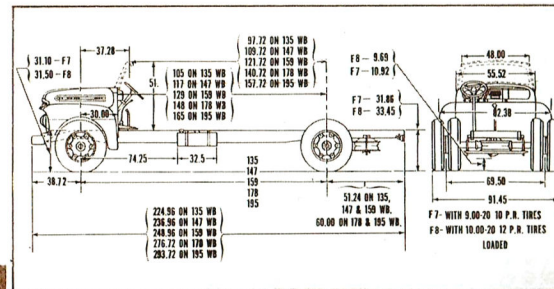
**BIG FRAME**—Rugged Double Channel type, 9 inches deep, with massive alligator jaw cross members.

**BIG CLUTCH**—12" diameter Gyro-Grip clutch with 149.2 sq. in. of frictional area.

**BIG WHEELS**—Cast steel with integral tubular spokes—20" x 6.5" (F-7), 20" by 7.0" (F-8), front and dual rear. Disc wheels optional at no extra cost.

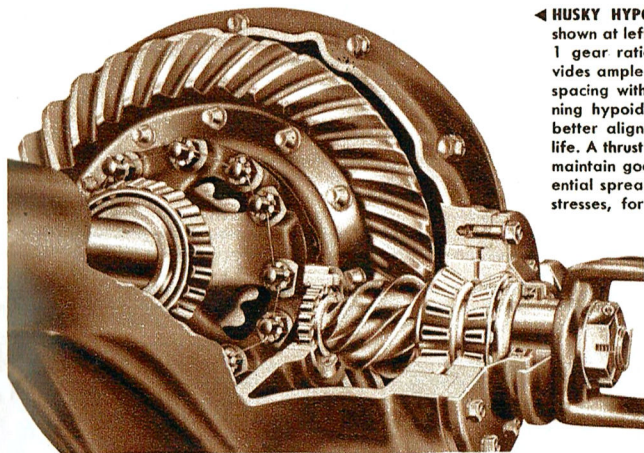
**BIG BRAKES**—front—16" by 2¼", rear—15" by 5" (F-7), 16" by 5" (F-8) double-cylinder type. Lining area 485 sq. in. on F-8. Vacuum power booster with 9½-in. piston.

**BIG DRIVE LINE**—Extra heavy duty propeller shaft, 3.5 in. diameter front and rear on 195-in. wb.



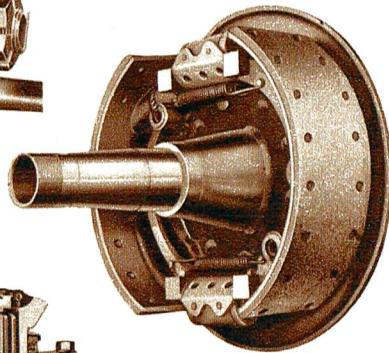
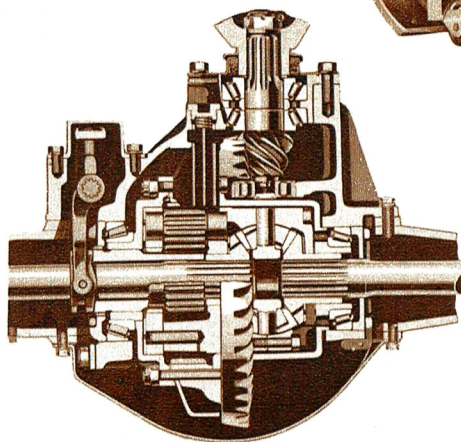


# new economy to the biggest, toughest jobs in trucking!

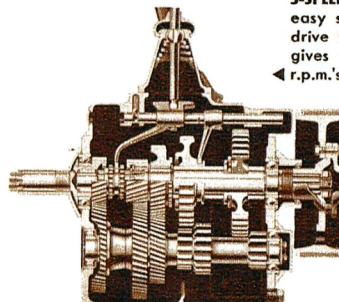


◀ **HUSKY HYPOID REAR AXLE** for Series F-7, shown at left, is full floating type with 6.80 to 1 gear ratio. Wide dual wheel track provides ample chain clearance and proper tire spacing with wide base rims. Big, quiet running hypoid pinion is straddle-mounted for better alignment, longer bearing and gear life. A thrust block backs up the ring gear to maintain good gear contact. 4-pin differential spreads power load, with lower tooth stresses, for greater reliability and endurance. Special breather in the housing prevents a build-up of air pressure.

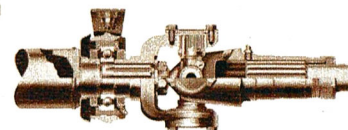
**2-SPEED SPIRAL BEVEL** planet-type rear axle, available on F-8, is full floating with 6.50 and 8.87 to 1 ratio for greater operating flexibility, greater economy and long life. 6.50 to 1 single reduction High Speed Range saves on gas and oil during open-country work. 8.87 to 1 double reduction Low Speed Range excels when lots of power is required for fast acceleration of heavy loads, for hill climbing or off the road work. Provides 10 speeds forward and 2 reverse with 5-speed transmission. Vacuum shift has push button control on dash. Forced flow oiling system assures positive lubrication even at low speeds. Single-speed rear axle, standard on F-8, has 7.17 to 1 ratio.



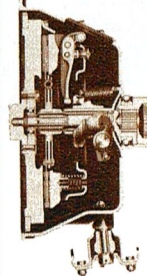
▶ **POWERFUL HYDRAULIC BRAKES** are vacuum power operated for safe, sure stopping control. Rear brakes, 16 in. by 5 in. on F-8 (shown), are double-cylinder type with high torque self-centering action, both forward and reverse for lighter pedal pressure, equalized long-lasting lining wear.



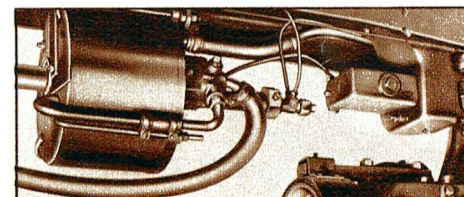
**5-SPEED HELICAL TRANSMISSIONS** are engineered for easy shifting, quiet operation, and endurance. Over-drive transmission shown—std. on F-7, opt. on F-8—gives greater operating economy by cutting engine r.p.m.'s about 20%. Direct drive—std. on F-8, opt. on F-7



▶ **12-INCH GYRO-GRIP CLUTCH** gives positive action, quiet operation. 12 heavy springs provide high spring and plate pressures—low pedal pressure.

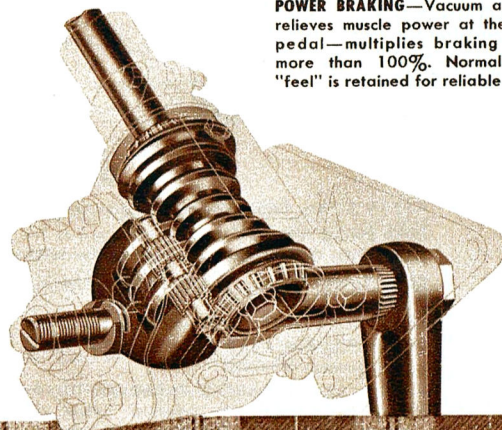


◀ **Rubber encased, ball-type CENTER BEARING** is of self-aligning design unaffected by frame flexing. **UNIVERSAL JOINTS** are of highly efficient needle bearing type for heavy service.



▲ **POWER BRAKING**—Vacuum actuation relieves muscle power at the brake pedal—multiplies braking power more than 100%. Normal brake "feel" is retained for reliable control.

▶ **ROLL-ACTION STEERING** gives easier response to the wheel, improved handling ease. "Roll Action" takes friction out of truck steering at 3 key points. The roller is designed to "roll" rather than slide over the worm threads. Needle bearings support the steering roller. Two sets of roller bearings support steering worm, take thrust in either direction. Roller shaft and worm are adjustable.





# FORD CHASSIS SPECIFICATIONS

SERIES	LIGHT DUTY MODELS				
	F-1	F-2	F-3	F-3 PARCEL DELIVERY	F-4
<b>RATING</b> Max. G.V.W.—(Max. G.T.W.) lbs.	4700	5700	6800	7800	10000
<b>REAR TIRE SIZE FOR MAX. G.V.W.</b> p.r. = Ply Rating	6.50-16 6-p.r.	7.50-16 6-p.r.	7.50-17 8-p.r.	7.50-17 8-p.r.	7.00-18 8-p.r. Dual
<b>AXLE, FRONT</b> Capacity (Modified I-Beam) Size (Height x Width x Web)	2500 lbs. 2.29" x 1.6" x 0.25"	2500 lbs. 2.29" x 1.6" x 0.25"	2500 lbs. 2.29" x 1.6" x 0.25"	2900 lbs. 2.38" x 2.0" x 0.25"	3900 lbs. 2.50" x 1.83" x 0.33"
<b>AXLE, REAR</b> Capacity STANDARD Type Full Fl. = Full Floating Sp. Bev. = Spiral Bevel	3000 lbs. Hypoid— $\frac{1}{2}$ Fl. 1.25" Axle Shaft Diam. at Spline Axle Ratios (to 1) 3.92 or 4.27	4000 lbs. Sp. Bev.—Full Fl. 1.37" 4.86	5000 lbs. Sp. Bev.—Full Fl. 1.37" 4.86	5000 lbs. Sp. Bev.—Full Fl. 1.75" 4.86	10800 lbs. Sp. Bev.—Full Fl. 1.75" 5.14 or 5.83
<b>OPTIONAL</b> Type Size—Front Rear F = Front R = Rear Total Area (Sq. In.) Lining—Drum Single Unit Vacuum Booster—Type—Size	11" x 2" 11" x 1 $\frac{3}{4}$ " 178—259	12" x 1.75" 12" x 1.75" 167—264	12" x 1.75" 14" x 2" 188—308	13 $\frac{1}{8}$ " x 2" 13 $\frac{1}{8}$ " x 2" 215—330	14" x 2" 15" x 3.5" 302—506
<b>BRAKES, SERVICE</b> Type	Cable—Rear Wheels	Cable—Rear Wheels	Cable—Rear Wheels	Drum—Driveshaft	Drum—Driveshaft
<b>ENGINES AVAILABLE</b>	95-h.p. Six or 100-h.p. V-8	95-h.p. Six or 100-h.p. V-8	95-h.p. Six or 100-h.p. V-8	95-h.p. Six	95-h.p. Six or 100-h.p. V-8
<b>CLUTCH</b> (Gyro-Grip) Diam.—Frictional Area (Sq. In.)	10"—85.5	11"—123.7	11"—123.7	11"—123.7	11"—123.7
<b>TRANSMISSION</b> STANDARD Type Hel. Syn. = Helical Synchro-Silent Dr. = Drive OPTIONAL Type	3-Speed Helical Syn. H.D. 3-Speed; 4-Speed	4-Speed Spur H.D. 3-Speed Hel. Syn.	4-Speed Spur H.D. 3-Speed Hel. Syn.	H.D. 3-Speed Helical Syn.	4-Speed Spur 4-Spd. Hel. Syn.
<b>DRIVE LINE</b>	Straight-Line Drive, Open Tubular Propeller Shaft(s) and Needle Bearing Joints. Ball Center Bearing on all but 104" and 114" wheelbases				
<b>FRAME</b> (Tapered—Front and Rear) Wheelbases Max. Side Rail Dimensions—In.—Depth x Flange x Thick. Channel Reinforcement Size Reinforcement—In. Section Modulus	114" 5.92 x 2.25 x 0.15 No 2.65	122" 6.0 x 2.25 x 0.19 No 3.34	122" 6.0 x 2.25 x 0.19 No 3.34	104" 122" 6.0 x 2.25 x 0.19 No 3.34	134" 7.0 x 2.75 x 0.21 No 5.23
<b>FUEL TANK</b> Gals. Capacity—Chassis † Also Panel Cab	17—Inside Left Rail† 20—Back of Seat	17—Inside Left Rail 20—Back of Seat	17—Inside Left Rail 20—Back of Seat	17—Inside Left Rail	25—Outside Left Rail 20—Back of Seat
<b>SPRINGS, FRONT</b> Size (Length x Width)—No. Leaves	36" x 1.75"—8	36" x 1.75"—8	36" x 1.75"—8	36" x 1.75"—10	36" x 2"—11
<b>SPRINGS, REAR</b> Type MAIN—Standard Size (Length x Width)—No. Leaves AUXILIARY Size (Length x Width)—No. Leaves Aux. = Auxiliary	Single Stage 45" x 2"—10, (9 Panel)	Single Stage 45" x 2.25"—12	Single Stage 45" x 2.25"—13	Single Stage 45" x 2.25"—12	Single Stage 45" x 2.5"—10
<b>WHEELS AND RIMS</b> Number—Size: Standard d. = disc c.s. = 4 cast spoke wheels and 7 rims Optional	5—16 x 4 $\frac{1}{2}$ K	5—16 x 6L	5—17 x 5.5, RH 5° 2-pe.	4—16 x 5.50F 4—17 x 5.5, RH5° 2-pe.	5—20 x 5.0, RH5° 2-pe. 7—18 x 5.0, RH5° 2-pe.
<b>TIRES</b> Size: Standard Optional	6.00-16 4-p.r. F. R. & S. 6.00-16 6-p.r. F. R. & S. 6.50-16 6-p.r. F. R. & S.	6.50-16 6-p.r. F. R. & S. 7.00-16 6-p.r. F. R. & S. 7.50-16 6-p.r. F. R. & S.	7.00-17 6-p.r. F. R. & S. 7.00-17 8-p.r. F. R. & S. 7.50-17 8-p.r. F. R. & S.	7.00-16 6-p.r. F. & R. 7.50-16 6-p.r. F. & R. 7.50-17 8-p.r. F. & R.	7.00-20 8-p.r. F. & R. 7.00-18 8-p.r. F. & D. R.

Optional equipment, shown in bold face italics, is available at extra cost.

## FORD TRUCK EQUIPMENT AVAILABLE

**5-STAR EXTRA CAB**, including distinctive Chassis trim.

**SEAT**, Auxiliary for F-1 Panel.

**TAIL LIGHT**, right-hand, for extra protection. Left-hand light std.

**REAR BUMPER**—F-1, F-2 and F-3 (all models except Stakes and Panel).

**HEAVY DUTY FAN** for better cooling, in extra tough truck service.

**4-SPEED SLIDING GEAR TRANSMISSION**, heavy duty, in F-1 for performance flexibility.

**3-SPEED SYNCHRO-SILENT TRANSMISSION**, heavy duty, in Series F-1, F-2, and F-3.

**4-SPEED SYNCHRO-SILENT TRANSMISSION**, for Series F-4, F-5, F-6 with 95-h.p. Six and 100-h.p. V-8.

**CLUTCH**, 11" diameter with standard 3-speed transmission F-1.

**CLUTCH**, 11" heavy duty, F-5, F-5 C.O.E., F-6, F-6 C.O.E. with 95-h.p. Six and 100-h.p. V-8.

**HEAVY DUTY RADIATOR**, for F-1, F-2 and F-3; for V-8 only in F-4, F-5, F-6.

**2-SPEED REAR AXLES**, vacuum-actuated pre-selector; Series F-5, F-5 C.O.E., F-5 School Bus chassis, F-6, F-6 C.O.E. and F-8.

**AUXILIARY REAR SPRINGS**, 5-leaves, for F-5, F-5 C.O.E., standard on F-6, F-7 and F-8.

**BRAKE BOOSTER**, vacuum-actuated, multiplies foot pressure; Series F-5, F-5 C.O.E., and 158-in. wb. F-5 School Bus chassis. Std. on 194-in. wb. School Bus chassis, F-6, F-7 and F-8.

**FULL AIR BRAKES**, for Series F-8.

**HEAVY DUTY BATTERY** for better protection when there is heavy drain on battery current. 120-ampere-hour and 135-ampere-hour batteries available. (120-ampere-hour battery is standard on F-5 School Bus chassis, F-7 and F-8.)

**HEAVY DUTY GENERATOR**. 40-ampere, air-cooled, shunt wound. (Standard on F-7 and F-8) 60-ampere generator also available.

**WINDSHIELD WIPER OPERATION AIDS**. Electric windshield wipers (Six). Combination Fuel Pump and Vacuum Booster Pump (V-8, Series F-1 through F-6 C.O.E.—Std. on F-7 and F-8). Electro-vac Kit (Parcel Delivery and School Bus).



# THE ONE ECONOMICAL TRUCK FOR YOU

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### FORD ALL-STAR LINEUP ★ OVER 180 MODELS

#### ★ LIGHT DUTY MODELS

SERIES	MAX. G.V.W. (LBS.)	REAR TIRES FOR MAX. G.V.W.	ENGINES AVAILABLE	WHEEL- BASES	PICKUP EXPRESSION	PANEL	STAKE	PLATFORM	CH-CAB (CA)	CH-WDSH'D. (WDA)	CH-COWL (CLA)	UNITS	TOTAL
F-1	4700	6.50 x 16-6	95-H.P. SIX 100-H.P. V-8	114	6½'	8'	8½'	6½'	40"	76.7"	84"	7	14
F-2	5700	7.50 x 16-6	95-H.P. SIX 100-H.P. V-8	122	8'		7½'	7½'	48"	84.7"	92"	6	12
F-3	6800	7.50 x 17-8	95-H.P. SIX 100-H.P. V-8	122	8'		7½'	7½'	48"	84.7"	92"	6	12
F-3 Par. Del.	7800	7.50 x 17-8	95-H.P. SIX	104 122						82" 100"		1 1	2
F-4	10000	7.00 x 18-8 F. & D.R.	95-H.P. SIX 100-H.P. V-8	134			9'	9'	60"	96.7"	104"	5 5	10

TOTAL 50

#### ★ HEAVY DUTY MODELS

SERIES	MAX. G.V.W. (LBS.)	MAX. G.T.W. (LBS.)	REAR TIRES FOR MAX. G.V.W.	ENGINES AVAILABLE	WHEEL- BASES	STAKE	PLATFORM	CH-CAB (CA)	CH-WDSH'D. (WDA)	CH-COWL (CLA)	UNITS	TOTAL
F-5	14000	24000	7.50 x 20-8 F. & D.R.	100-H.P. V-8 or 95-H.P. SIX	134 158 176	9' 12'	9' 12'	60" (TR.) 84" 102.2"	96.7" 120.7" 138.9"	104" 128" 146.2"	10 10 6	26
F-6	16000	28000	8.25 x 20-10 F. & D.R.	100-H.P. V-8 95-H.P. SIX 110-H.P. BIG SIX	134 158 176	9' 12'	9' 12'	60" (TR.) 84" 102.2"	96.7" 120.7" 138.9"	104" 128" 146.2"	15 15 9	39

TOTAL 65

#### ★ SCHOOL BUS MODELS

SERIES	CAPACITY RANGE	MAX. G.V.W. (LBS.)	REAR TIRES FOR MAX. G.V.W.	ENGINES AVAILABLE	WHEEL- BASES	CH-COWL (CLA)	UNITS	TOTAL
F-5 Sch. Bus	30-36 Pass. 42-48 Pass.	12000 15000	7.00 x 20-8 F. & D.R. 7.50 x 20-8 F., 8.25 x 20-10 D.R.	95-H.P. SIX or 100-H.P. V-8 95-H.P. SIX or 100-H.P. V-8	158 194	128" 164"	2 2	4

TOTAL 4

#### ★ HEAVY DUTY CAB-OVER-ENGINE MODELS

SERIES	MAX. G.V.W. (LBS.)	MAX. G.T.W. (LBS.)	REAR TIRES FOR MAX. G.V.W.	ENGINES AVAILABLE	WHEEL- BASES	STAKE	PLATFORM	CHASSIS-CAB (CA)	CHASSIS-COWL (CLA)	UNITS	TOTAL
F-5 C.O.E.	14000	24000	7.50 x 20-8 F. & D.R.	95-H.P. SIX 100-H.P. V-8	110 134 158	9' 12'	9' 12'	60" (TR.) 84" 108"		6 2 2	14
F-6 C.O.E.	16000	28000	8.25 x 20-10 F. & D.R.	95-H.P. SIX 100-H.P. V-8 106-H.P. BIG SIX	110 134 158	9' 12'	9' 12'	60" (TR.) 84" 108"		9 9 3	21

TOTAL 35

#### ★ EXTRA HEAVY DUTY MODELS

SERIES	MAX. G.V.W. (LBS.)	MAX. G.T.W. (LBS.)	REAR TIRES FOR MAX. G.V.W.	ENGINE	WHEEL- BASES	CHASSIS-CAB (CA)	CHASSIS-WINDSHIELD (WDA)	CHASSIS-COWL (CLA)	UNITS	TOTAL
F-7	19000	35000	9.00 x 20-10 F. & D.R.	145-H.P. V-8	135 147 159 178 195	61" (TR.) 73" (TR.) 85" 104" 121"	97.7" 109.7" 121.7" 140.7" 157.7"	105" 117" 129" 148" 165"	3 3 3 3 3	15
F-8	22000	39000	10.00 x 20-12 F. & D.R.	145-H.P. V-8	135 147 159 178 195	61" (TR.) 73" (TR.) 85" 104" 121"	97.7" 109.7" 121.7" 140.7" 157.7"	105" 117" 129" 148" 165"	3 3 3 3 3	15

TOTAL 30

(CA)—Back of Cab to ♀ Rear Axle. (WDA)—Windshield to ♀ Rear Axle. \*Chassis and Windshield Front End with Quarter Windows; Dimensions—Door Pillar to ♀ Rear Axle. (CLA)—Back of Cowl to ♀ Rear Axle. (TR)—Or Tractor. F.—Front D.R.—Dual Rear.