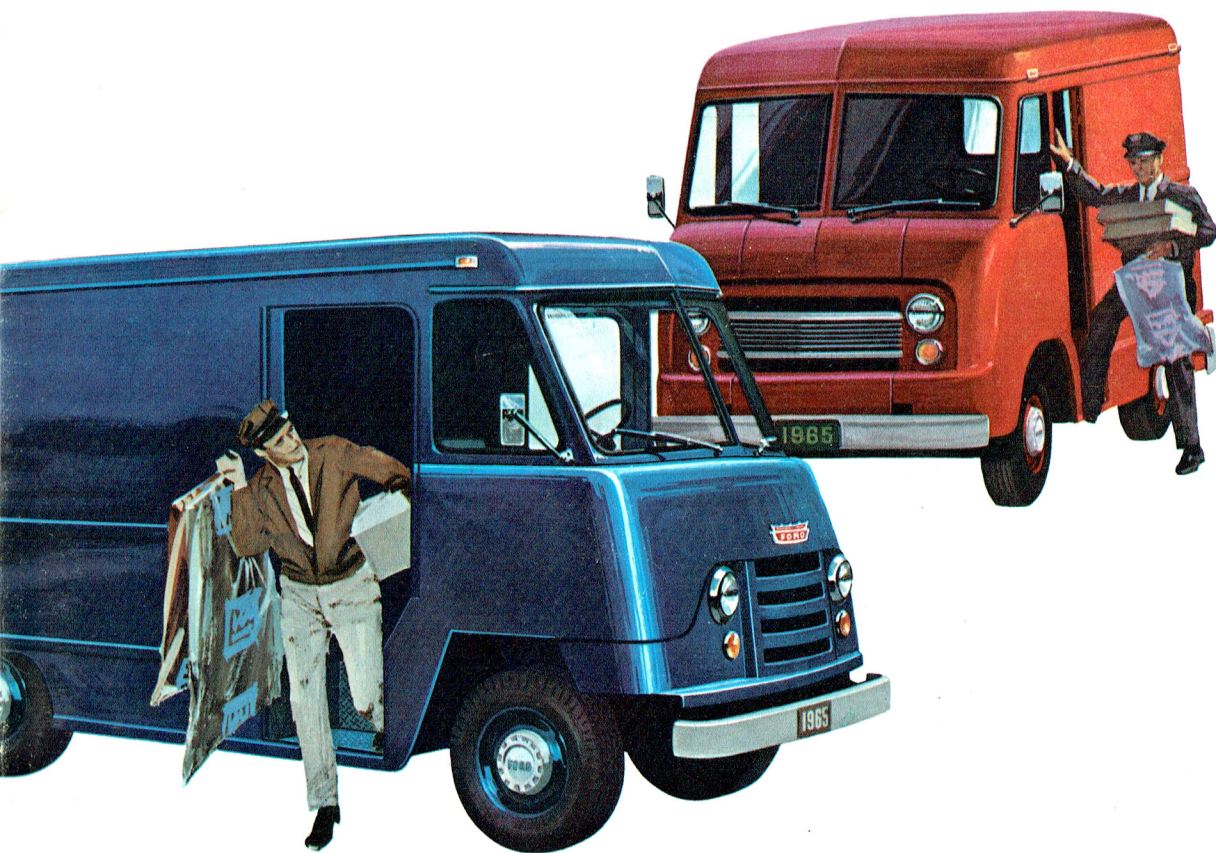


PARCEL DELIVERY SERIES P-100·P-350·P-400·P-500
P-3500·P-4000·P-5000

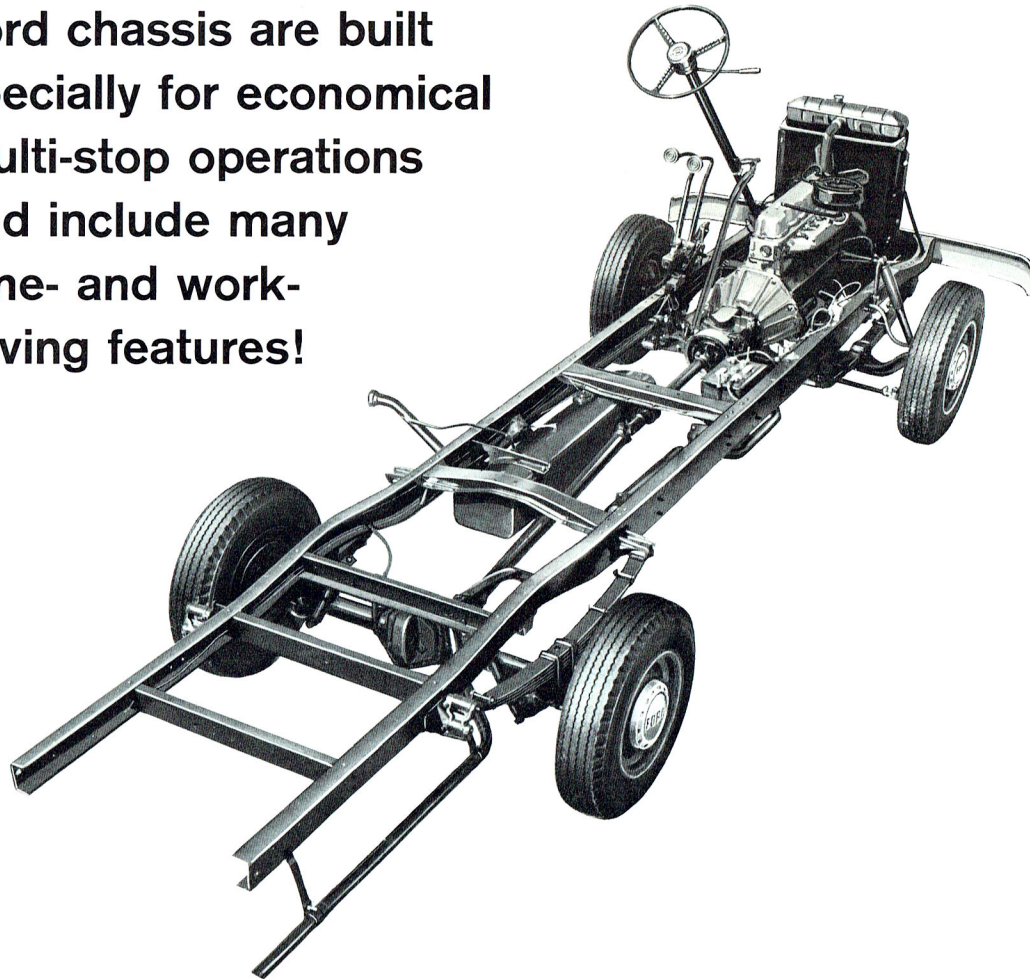
1965 FORD TRUCKS



AVAILABLE WITH FORD DIESEL ENGINES!

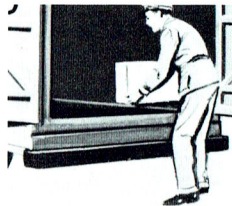
LOWER YOUR DELIVERY COSTS WITH

Ford chassis are built specially for economical multi-stop operations and include many time- and work-saving features!



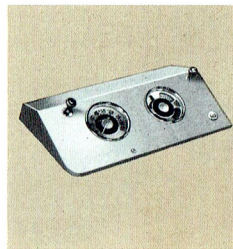
LOW STEP HEIGHT

Ford's low-slung parcel delivery chassis design makes possible lower floor-to-ground step height. Entering and leaving truck is easier . . . conserves driver energy and reduces fatigue.



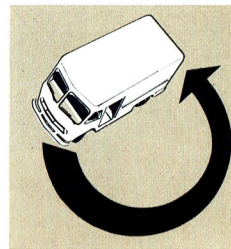
EASY LOADING AND UNLOADING

Low floor-to-ground height, made possible by Ford's skillful engineering, keeps cargo within natural reach . . . reduces driver fatigue . . . speeds up delivery time.



INSTRUMENT PANEL

An instrument panel with switches and controls is included with Ford's stripped-chassis models. All instruments are grouped on one panel for good visibility and quick reading.



COMPACT STEERING

Ford parcel delivery trucks turn in a tighter circle than conventional trucks with van bodies of the same capacity . . . a real advantage when maneuvering in tight, congested areas.

GAS- OR DIESEL-POWERED FORD CHASSIS!

Ford parcel chassis have long been the favorites of many of the largest city delivery fleets. Ford parcel delivery chassis are designed to take the constant punishment of severe stop-go city delivery work.

Seven Ford parcel series are available with GVW's ranging from 4,300 to 15,000 pounds. By special order, larger models in the P-600 Series are available with GVW's up to 17,000 pounds. P-100, P-350, P-400 and P-500 Series are gasoline engine powered, and P-3500, P-4000 and P-5000 Series are Ford Diesel engine

powered for outstanding economy in delivery work.

Ford parcels come in stripped-chassis models in six wheelbases ranging from 96 to 154 inches to accommodate a wide variety of bodies built by major body manufacturers.

Ford parcels feature high strength steel parallel-rail frames to provide solid support for all kinds of custom-made delivery bodies. Short turning diameters provide good maneuverability in congested delivery areas.

RADIATOR is flat tube-and-fin type with generous cooling capacity, using a cushioned U-type support to absorb road shock. Radiator shutters with automatic control are available for Diesel engine chassis.

STEERING is engineered for maximum control and handling ease. The steering gear features quick response to the wheel. Tie rod and drag links compensate automatically for wear, providing long life.

FRONT SPRINGS are long, wide-span, low-deflection, leaf-type units and provide greater stability. Shackle eyes are rubber bushed for quietness and increased durability and to eliminate the need for lubrication.

FRONT AXLE is wide and rugged, permits sharp front wheel turning angle and a short turning diameter for good maneuverability. Kingpins are heat treated to improve resistance to wear.

SHOCK ABSORBERS (front and rear) are standard on P-100, P-350, P-3500, P-400, P-4000; optional on P-500 and P-5000. They reduce spring "bounce" in both directions for a smoother, more stable ride.

BATTERY A new improved battery, standard on 1965 parcel delivery chassis, features solid premolded leak-resistant cover and greater electrolyte reservoir, requiring less service.

FRAME is a deep-channel, parallel-rail, ladder type. It has 34-inch SAE standard width for its full length to permit low-cost mounting of bodies.

FUEL TANK with capacity for 17 gallons is only about 9 x 11 in. in cross section for compact installation. The tank is mounted along the inside of the left frame rail for maximum protection and safety.

STRAIGHT-LINE DRIVE has large tubular shaft(s) and needle bearing universal joints for smooth power flow. In

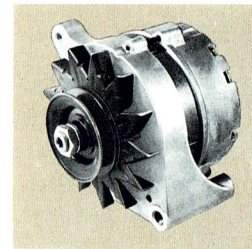
models using two shafts, the rear end of the front shaft is supported by a rubber-encased center bearing with neoprene seals.

REAR SPRINGS on P-100's and P-350's are progressive-type for a soft ride when empty and the necessary stiffness when loaded. Larger series are available with or without auxiliary springs to meet a wide range of load and road conditions.

REAR AXLE Hotchkiss drive, semi-floating rear axles are used on P-100's. Other series are equipped with heavy-duty full-floating rear axles. A limited-slip differential is optional for P-350's.

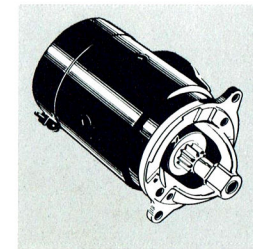
TRANSMISSIONS A new 3-speed dual-range automatic transmission is available for P-350 through P-500 parcel delivery series. In addition, these series and the P-3500 through P-5000 series may be equipped with a heavy-duty 4-speed manual transmission.

RELIABILITY IS STANDARD EQUIPMENT ON '65 FORDS!



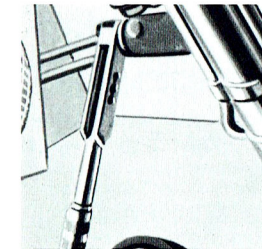
ALTERNATOR

Alternators replace generators as standard charging equipment for 1965. They provide an increased rate of charge when the engine is idling for improved starting reliability and increased battery life.



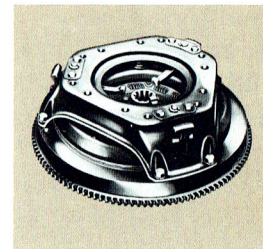
POSITIVE ENGAGEMENT STARTER

Standard in 1965, positive engagement starters protect gear teeth against chipping . . . reduce wear. Positive engagement starters also provide increased engine cranking speeds.



ORSCHELN PARKING BRAKE

Conveniently knurled handle on brake lever permits driver to adjust parking brake linkage quickly and easily. This reduces maintenance costs. Orscheln parking brake lever is standard on all P-Series for '65.



LONG-LIFE CLUTCHES

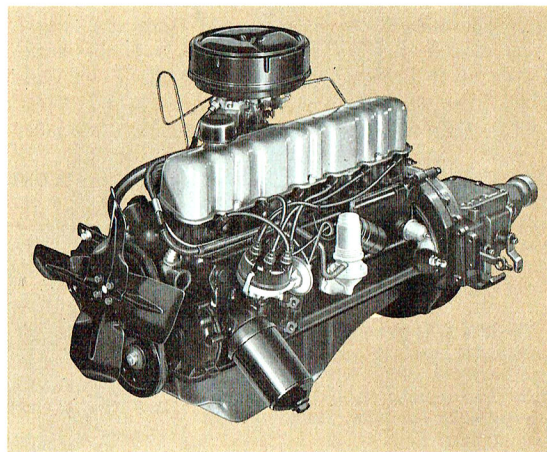
1965 Ford clutches feature an improved new asbestos composition facing that is designed to increase clutch life. Longer clutch life means less downtime and lower maintenance costs for Ford owners.

NEW AND MORE POWERFUL HIGH-

Three new, more powerful six-cylinder gas engines are available in 1965 Ford parcels to give you more power than previous Ford Sixes, yet maintain 6-cylinder economy. The popular 170-cu. in. Six, standard in P-100, has been redesigned for increased performance. An all-new, high-performance 240-cu. in. Six is standard in P-350, P-400 and P-500 Series. Optional for these same series chassis is the new high-displacement 300-cu. in. Six, built to meet extreme load or speed requirements. The 300 Six works easier at lower rpm's than our previous heavy-duty Six, resulting in longer engine life. These new high-performance engines provide complete versatility in selecting power for every operation. Coupled to 3- or 4-speed synchronized manual transmissions or a 3-speed automatic, they cover the whole range of delivery service power requirements. These new 170, 240 and 300 cubic inch engines are all designed to provide maximum reliability, economy and durability with a minimum of maintenance.

105 HP 170 ^{CU.} in. SIX

BORE AND STROKE: 3.50" x 2.94"
MAX. GROSS HP: 105 @ 4400 rpm
MAX. GROSS TORQUE: 158 lbs-ft @ 2400 rpm



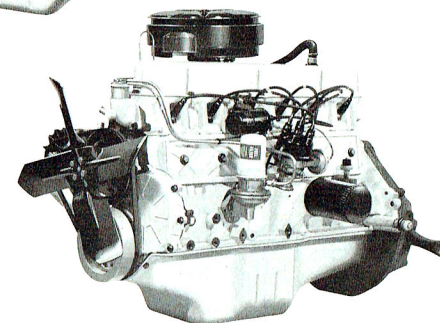
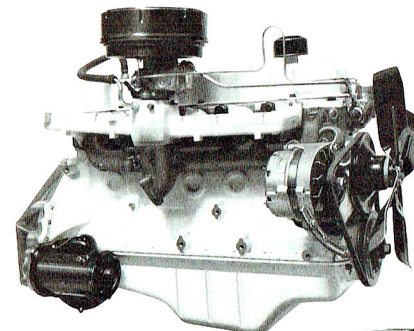
- Increased compression ratio results in a better performing engine, still uses regular gas.
- Improved fuel intake system provides more complete mixture of fuel and air and improved engine breathing for better economy.
- Large diameter valves and new high-lift camshaft increase power and performance.

- New pistons feature integral steel strut construction to provide better control of piston expansion and longer life.
- New exhaust manifold features larger outlets. This reduces combustion chamber back pressure, minimizes carbon deposits, increases power.

PERFORMANCE SIXES...

150HP 240 ^{CU.} in. SIX

BORE AND STROKE: 4.0" x 3.18"
MAX. GROSS HP: 150 @ 4000 rpm
MAX. GROSS TORQUE: 234 lbs-ft @ 2200 rpm



170 HP 300 ^{CU.} in. SIX

BORE AND STROKE: 4.0" x 3.98"
MAX. GROSS HP: 170 @ 3600 rpm
MAX. GR. TORQUE: 283 lbs-ft @ 14-2400 rpm

240 ENGINE

- Seven-main-bearing crankshaft provides long life and smooth operation because of better distribution of bearing loads
- Hydraulic valve lifters result in a quieter running engine and reduce the frequency of valve adjustments
- Chrome-plated top compression rings reduce ring wear, scuffing and engine break-in time, retain compression longer
- Four crankshaft counterweights eliminate virtually all lateral vibrations, increase shaft life and minimize engine vibration
- Austenitic steel exhaust valves resist high exhaust gas temperatures and increase valve life

300 ENGINE

- Seven-main-bearing crankshaft provides long life and smooth operation because of better distribution of bearing loads
- Hydraulic valve lifters result in a quieter running engine and reduce the frequency of valve adjustments
- Induction-hardened camshaft lobes prolong camshaft life
- Rotor-type oil pump is more effective at idling speeds, is 30% more durable than gear-type pumps
- Maximum horsepower and torque are developed at lower engine speeds, resulting in longer engine life

...AND A PROVEN FORD DIESEL

A four-cycle, 4-cylinder, 220-cu. in. 70-hp Ford Diesel engine with fourteen years of proven reliability and superior performance is the standard engine in the Ford P-3500, P-4000 and P-5000 Series parcel chassis.

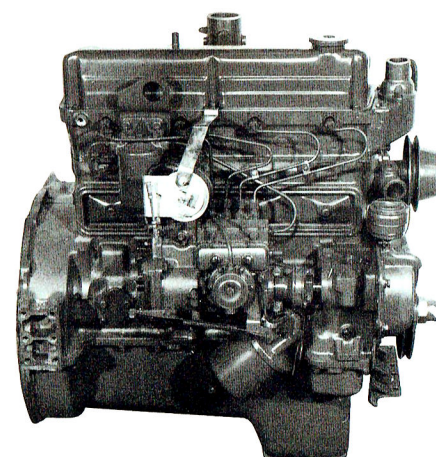
The Ford Diesel provides superior fuel economy in city delivery applications where a great deal of idling and considerable part throttle driving prevails.

But fuel savings are only the beginning! You can also look forward to low maintenance costs and minimum downtime. The Diesel has no coil,

distributor, spark plugs or carburetor to require service or maintenance. Low maintenance also results from the Ford 220 Diesel's rugged design and its low engine operating speeds. It was designed exclusively for Diesel operation. With the Diesel, less fuel dilution of the lubricating oil occurs than with a gasoline engine, permitting the oil to retain its lubricating qualities longer, thus providing better lubrication.

High torque and outstanding dependability, economy and durability make the Ford Diesel a natural for any stop-go city delivery operation.

ENGINE!



FORD 220 DIESEL

BORE AND STROKE: 3.94" x 4.52"
MAX. GROSS HP: 70 @ 2500 rpm
MAX. GROSS TORQUE: 160 lbs-ft @ 1600 rpm
COMPRESSION RATIO: 16 to 1

- 4-cycle OHV heavy-duty design results in a smooth running, high torque, low RPM, long-life engine
- Statically and dynamically balanced crankshaft assures smooth operation. Five main bearings mean reduced load and less wear on each bearing for longer life
- Replaceable wet cylinder liners are used to dissipate combustion chamber heat to coolant and are easy to replace
- Free-turning exhaust and intake valves assure better valve seating, prolong life of valve and valve seat inserts
- Precision-made four-way fuel injector nozzles disperse fuel evenly into cylinders for efficient and economical combustion
- Standard full-flow oil filter, replaceable fuel filters, and efficient oil-bath air cleaner provide effective filtering for reliable engine operation

FORD P-SERIES CHASSIS ACCOMMODATE ANY CUSTOM BODY THAT YOU REQUIRE . . . EASILY, ECONOMICALLY



The firms listed here are among the many that offer parcel delivery bodies for Ford Trucks; however, this listing does not constitute an endorsement by Ford Motor Company of these firms or their products. Your Ford Dealer will gladly work with any body manufacturer to help you meet your delivery truck needs.

BOYERTOWN AUTO BODY WORKS, INC.
Boyertown, Pa.

DEKALB COMMERCIAL BODY CORP.
DeKalb, Illinois

FLXIBLE SOUTHERN COMPANY
Evergreen, Alabama

GENERAL BODY MFG. CO.
Kansas City 8, Mo. and Houston 16, Texas

GERSTENSLAGER CO.
Wooster, Ohio

LYNCOACH & TRUCK CO., INC.
Oneonta, N. Y. and Troy, Ala.

MARK BODY CORP.
Detroit 9, Mich.

MONTPELIER MFG. CO.
Montpelier, Ohio

MURPHY BODY WORKS, INC.
Wilson, N. C.

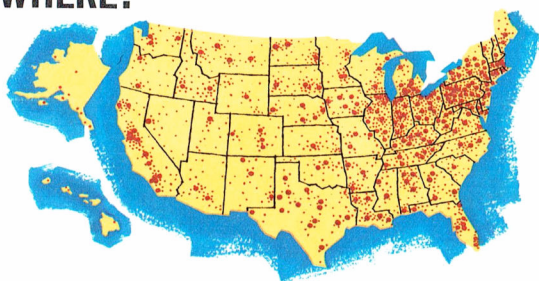
J. B. E. OLSON CORP.
Garden City, N. Y.

THEURER WAGON WORKS, INC.
New York 19, N. Y.

UNIVERSAL BODY SALES INC.
Delaware, Ohio

FORD DEALER SERVICE IS EVERYWHERE!

Whatever your route, whatever your location, you'll always find a Ford Dealer nearby to give quick assistance in solving any service problem. He offers prompt parts delivery to your location to keep your downtime costs to a minimum. And, because Ford Dealers carry a complete stock of normal replacement parts, you need not invest in a large parts inventory of your own.



The specifications contained herein were in effect at the time this catalog was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time or change specifications or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this catalog are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

24,000-MILE (OR 24-MONTHS) WARRANTY—Ford Motor Company warrants to truck owners as follows: That for 24,000 miles or for 24 months, whichever comes first, free replacement, including related labor, will be made by Ford Dealers of any part with a defect in workmanship or material. Tires are not covered by the warranty; appropriate adjustments will be made by tire companies. Owners will remain responsible for normal maintenance services; routine replacement of parts such as filters, spark plugs, ignition points, wiper blades, brake or clutch linings, and for normal deterioration of soft trim and appearance items. The warranty referred to herein is applicable to products sold in U.S.A. and certain neighboring areas.

'65 FORD TRUCKS... BUILT TO LAST LONGER!