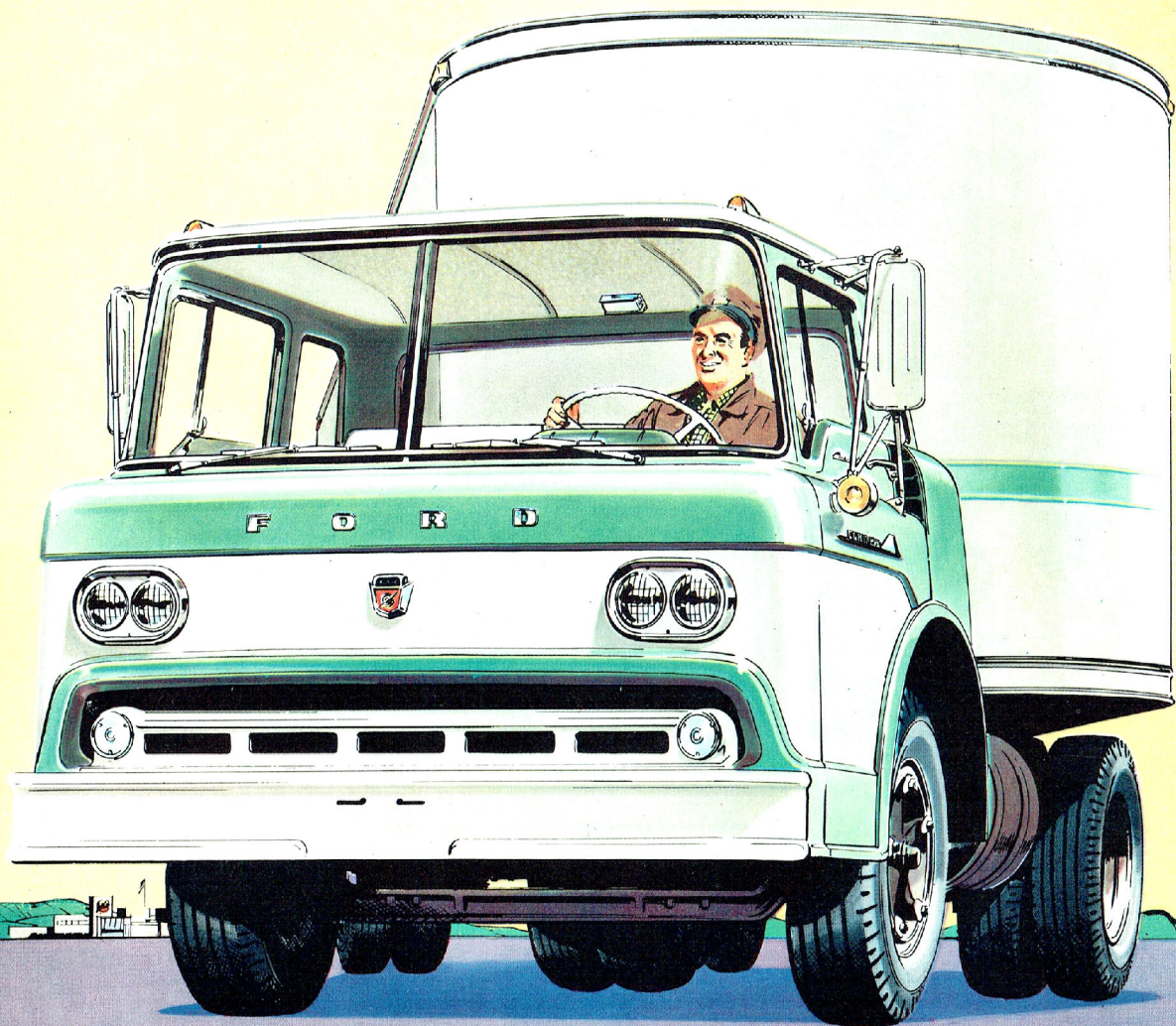


FORD

'59 MEDIUM AND HEAVY DUTY TILT CAB TRUCKS
C-550 • C-600 • C-700 • C-750 • C-800



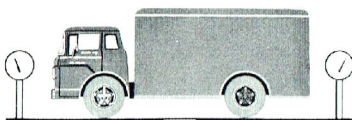
GO FORD-WARD FOR SAVINGS!

AMERICA'S MOST POPULAR MEDIUM DUTY



Highway-sure C-600 tractor with insulated van trailer . . . modern, economical and fast mover.

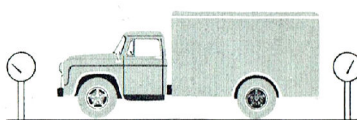
For information on Ford's new Medium and Heavy Duty conventionals, ask for the Medium and Heavy Duty F-Series Model Folder.



Ford Tilt Cab, with set-back front axle, carries a bigger percentage of chassis and body weight on the front axle, allowing more payload on the rear axle.

MORE PAYLOAD

Here's new earning ability . . . better Tilt Cab weight distribution permits as much as 1,000 pounds more load on the front axle than conventional trucks.



Conventional truck has lighter front axle loading, and carries more of the chassis and body weight on the rear axle . . . cutting down on possible payload.

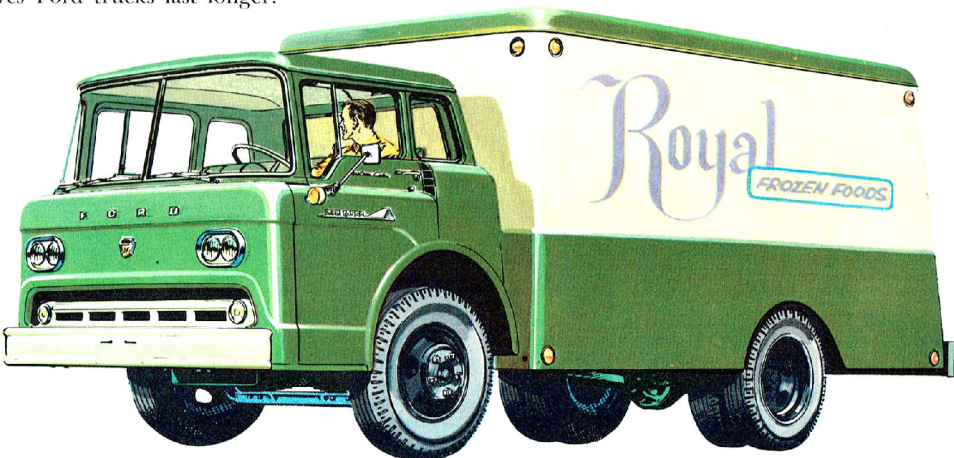
TILT CAB LINE . . . FORD FOR '59

Go Ford-ward for savings and dependability with new Ford Tilt Cab trucks! For '59 Ford again sets the pace with value-packed Tilts that offer exceptional payloads, maneuverability, service accessibility and driving ease. They're America's most popular Tilt Cab line by over two to one!

And everywhere in every Ford Tilt Cab truck you'll find new features to lower your costs and increase driving comfort and safety. Modern Short Stroke V-8 power and economy . . . new interiors with longer wearing nylon-fortified upholstery. And behind every '59 Ford there's the industry's best durability record. For the thirteenth straight year, an independent study of ten million trucks proves Ford trucks last longer!



Popular bottler's unit, Ford C-600 with open pallet-type body.

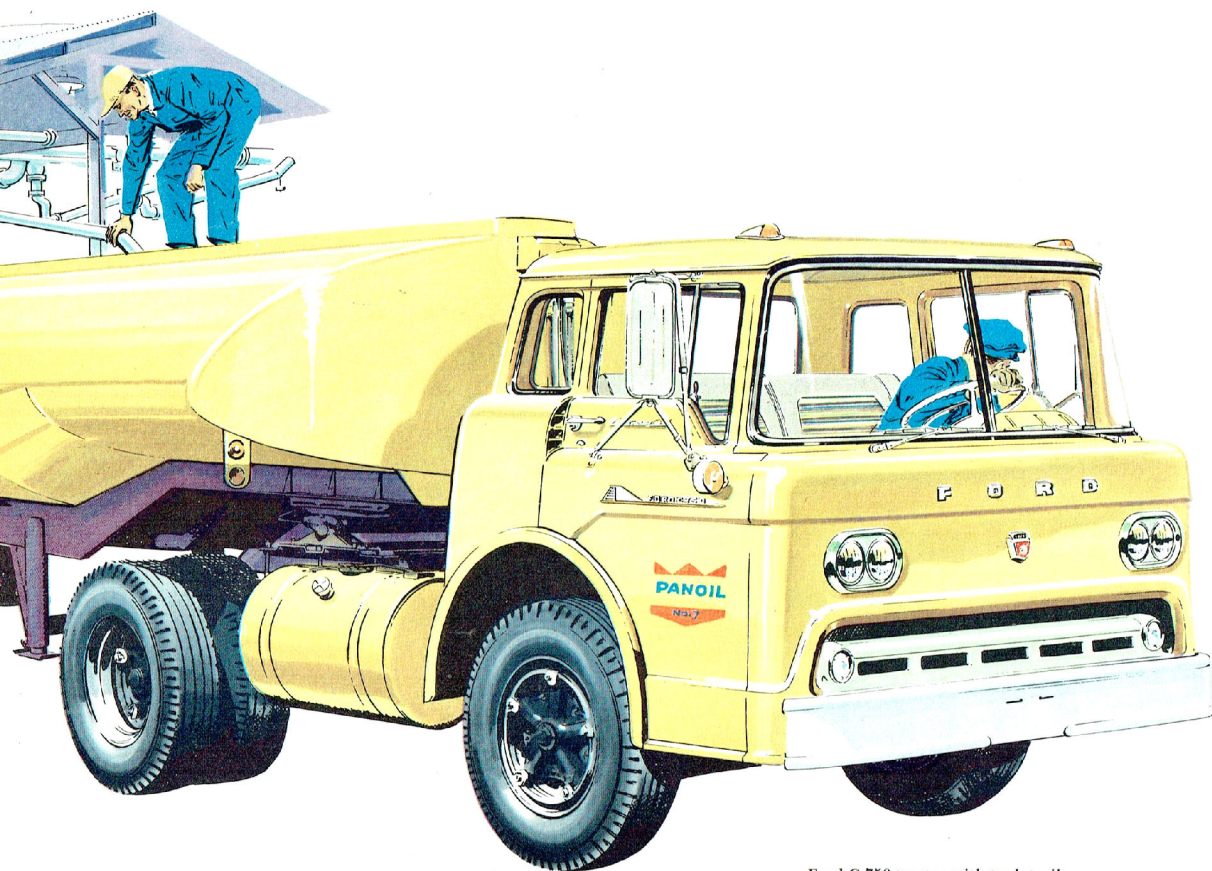


Ford C-550 with insulated body for efficient delivery service.

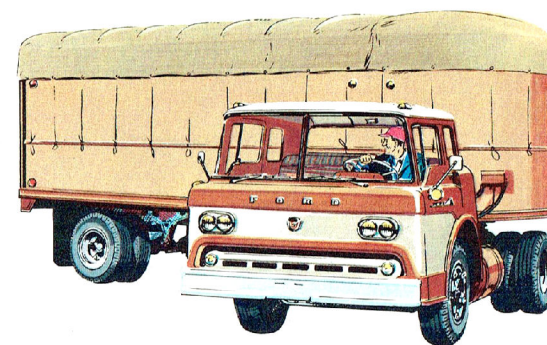
MEDIUM AND HEAVY DUTY TILT CAB QUICK FACTS

MODEL	ENGINE		REAR AXLE		MAX. TIRES	GVW (lb.)		GCW (lb.)
	Standard	Optional	Standard	Optional		Standard	Optional	
C-550	186-hp 292 V-8	187-hp 292 HD V-8	13,000 lb.	—	9-22.5 10 PR	18,000	—	25,000
C-600	186-hp 292 V-8	187-hp 292 HD V-8	14,000 lb.	15,000 lb.	10-22.5 10 PR	19,500	20,500	32,000
C-700	186-hp 292 V-8	187-hp 292 HD V-8	15,000 lb.	16,000 lb.	10-22.5 10 PR	22,000	23,000	35,000
C-750	196-hp 302 HD V-8	—	16,000 lb.	—	10-22.5 10 PR	23,000	—	42,000
C-800	212-hp 332 HD V-8	—	18,000 lb.	—	11-22.5 12 PR	26,000	—	50,000

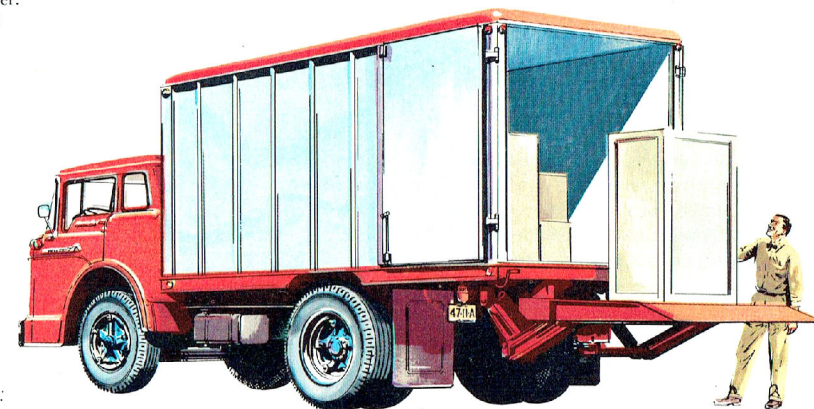
FORD HEAVY DUTY TILT CABS FOR SAVINGS AND DURABILITY



Ford C-750 tractor with tank trailer. Compact 99-inch wheelbase for longer trailers, easy handling.



Modern C-800 with open-top semi-trailer. Powerful 212-hp HD V-8 with 4-barrel carburetor is standard.



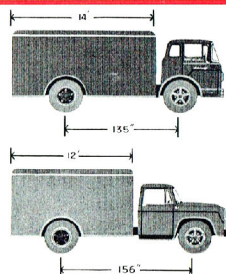
Ford C-700 with closed city delivery van body on 111-inch wheelbase model.

'59 Ford Tilt Cab Heavies are designed to put you *Ford-ward* in savings and durability. They're ready with vastly improved heavy-duty modern Short Stroke V-8 power. And ready to team with Ford's truck V-8's are a wide range of transmissions. A fully automatic Triple Drive Range Transmatic, the popular 8-Speed Roadranger, Extra Heavy Duty 5-Speeds in wide-ratio or close-ratio versions for off-road or highway service and economical overdrive.

And there are important new options, like the tractor package for short wheelbase units equipped with air brakes. This package includes air and electrical equipment for tractor service (all components comply with ICC regulations).

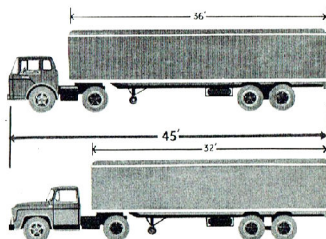
The new Ford Driverized Tilt Cabs feature a handsome, new instrument panel and attractive interior colors and trim, plus improved seat cushions and longer-wearing seat fabrics.

For information on Ford's new Extra Heavy Duty Tilt Cab models, ask for the Extra Heavy Duty Model Folder.



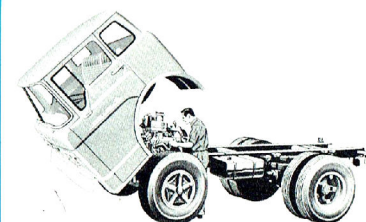
COMPACT DESIGN

Ford Tilt Cab design reduces wheelbases and over-all lengths, providing shorter turning radii for greater maneuverability and easier handling. And their short bumper-to-back-of-cab dimension allows even a square-nose 35-ft. trailer within 45-ft. over-all limits.

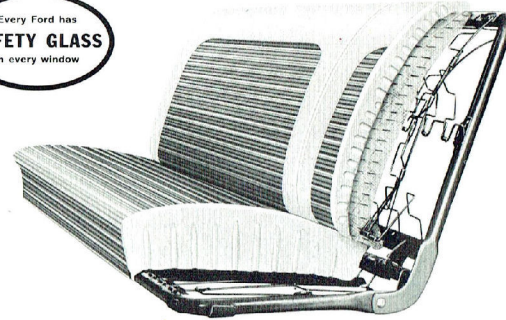
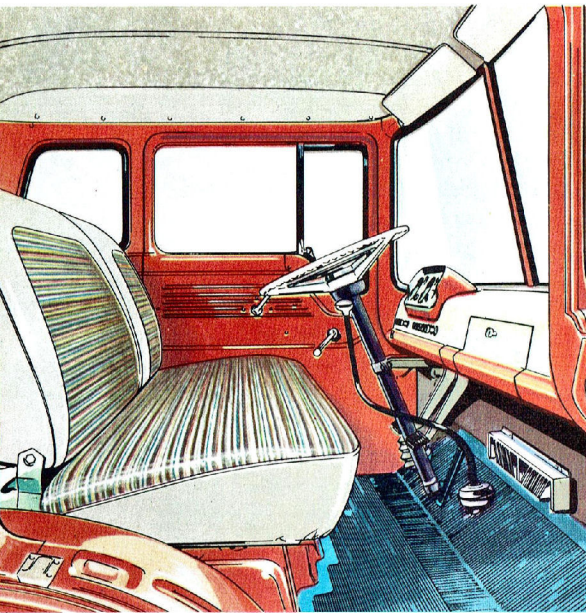


VISIBILITY AND SERVICE EASE

Huge 3,633-sq. in. total glass area gives exceptional all-round visibility. The ground-vision distance (ahead of bumper) is over 7 ft. better than that of conventional trucks. And for real service ease, the entire cab tilts in seconds for complete engine accessibility.

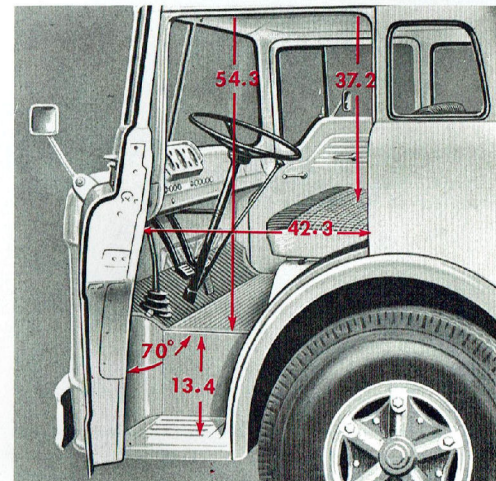


NEW FORD DRIVERIZED CAB COMFORT AND CONVENIENCE



Luxurious foam-rubber comfort! The Custom Cab's seat has five soft inches of resilient foam rubber, 1 1/4 inches in driver's seat back. Supported by non-sag springs it provides unmatched comfort.

Ford's Driverized Tilt Cabs for '59 represent the ultimate in comfort, convenience and visibility for the driver. Large, two-piece windshield wraps around at sides and has a big 1,683-square inch glass area for wide-open view. Excellent ventilation system brings in volume-controlled clean, fresh air in all kinds of weather. Safety lock on tilting section of seat holds the back in place when cab is tilted.



Inboard step and large door opening make it easy to get in and out. And with extra-generous cab dimensions . . . there's room for the huskiest drivers and helpers. Two-way seat adjustment—moves 4 inches fore and aft. Ford's new nylon-polyethylene-saran seat upholstery is more comfortable and far more durable. And formed wire springs minimize seat sagging, provide a comfortable ride.

Here's the new Ford Custom Tilt Cab for solid comfort and exceptional driving ease. The cab that gives the driver a real incentive to do his best work. There's handsome, new two-color styling on the instrument panel. New easy-to-read, chrome-trimmed instrument cluster, also convenient horn ring on the steering wheel. And a whole host of extra values listed below.

FORD STANDARD TILT CAB FEATURES

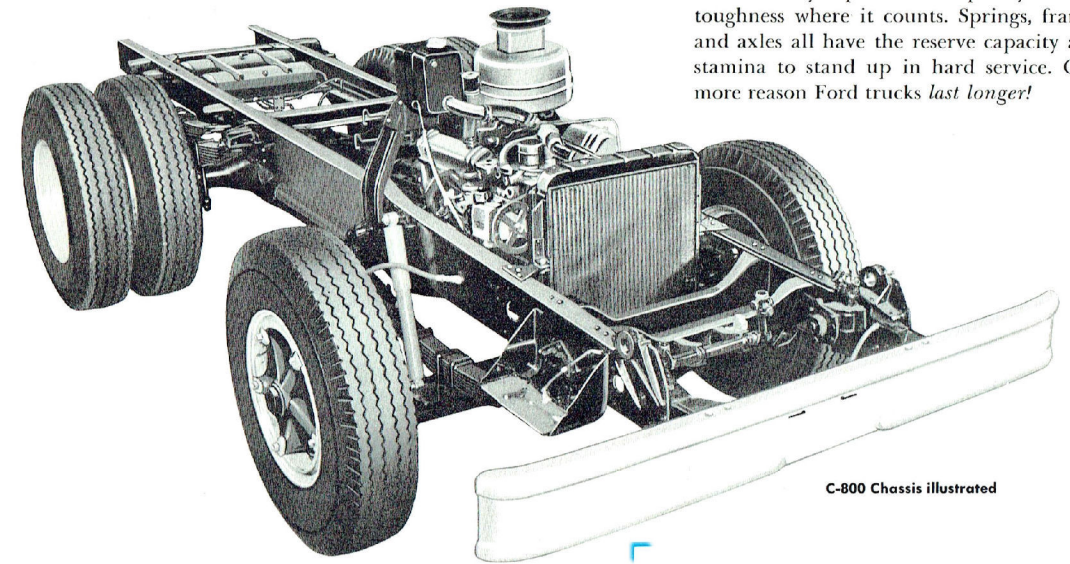
- Lifeguard steering wheel • Dome Light • Ash receptacle
- Safety Double-Grip door locks • Left sun visor • Dispatch box
- Brown plaid nylon-polyethylene-saran seat upholstery with woven-in bolster and beige vinyl side facings

GREATEST CAB VALUE — FORD'S CUSTOM CAB

Add to the standard cab features all these custom "extras," and you'll see why the Custom Cab is worth its small additional cost!

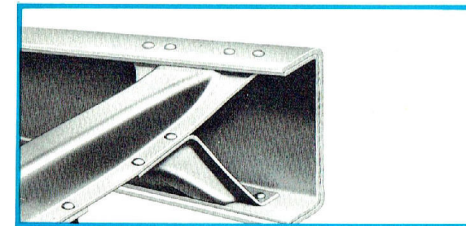
- Candy-stripe woven nylon-saran upholstery with beige vinyl bolsters and side facings
- Handsome two-tone instrument panel
- Chrome-trimmed instrument cluster with white face
- White-steering wheel with horn ring
- Foam-rubber padding in seat cushion and back
- Fold-down arm rest on driver's side
- Sound deadener on floor and rear cab panel
- Sun visor on right side
- Illuminated cigar-cigarette lighter
- Bright-metal windshield reveal molding
- "Custom Cab" emblem on each door
- Matched locks on both doors

LEAN-MUSCLED CHASSIS CONSTRUCTION FOR EXTRA PAYLOADS

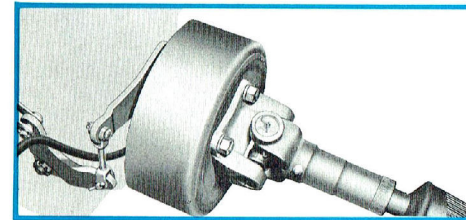


C-800 Chassis illustrated

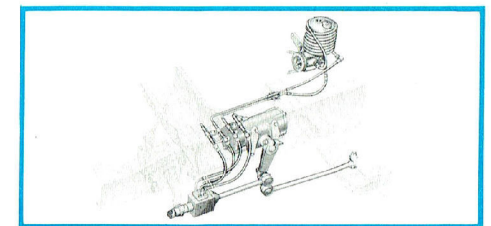
Ford Medium and Heavy Duty Tilt Cab models offer big *payload* capacities to get more work done at low cost! Ford's strong, clean-cut chassis design pares away useless, unwanted dead weight, lets you carry more load on every trip. Yet there's plenty of extra toughness where it counts. Springs, frames and axles all have the reserve capacity and stamina to stand up in hard service. One more reason Ford trucks *last longer!*



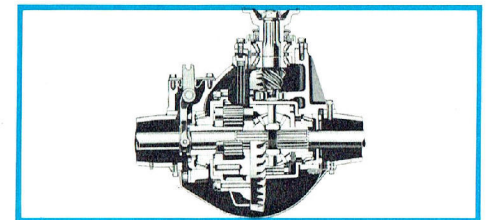
DEEP-CHANNEL FRAME RAILS are engineered for extra strength, highly resistant to twist. Side rails have channel reinforcement extended to rear hanger of the rear spring on short wheelbase models (C-750, C-800). This adds about 40% greater strength in the fifth wheel area.



NEW INTERNAL SHOE PARKING BRAKE on all Medium and Heavy Duty Ford trucks. Large-size, efficient emergency and parking brake located on rear of transmission. 9" x 3" on C-750 and C-800, (12" x 4" with C-800 opt. transmissions), 9" x 2" on C-550, C-600 and C-700 are standard.



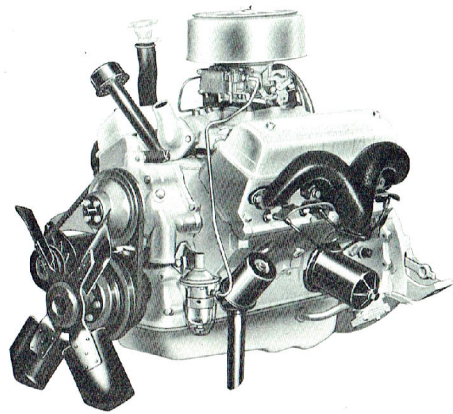
MASTER-GUIDE POWER STEERING, available on all models, provides full-time and effortless steering ease. Power steering reduces turning effort as much as 75%, makes Ford the smoothest handling line of trucks in the field and takes the work out of steering.



TWO-SPEED REAR AXLE with electric shift, optional on all models. Planetary reduction gear set between the ring gear and differential provides two-range performance for extra power and economy, plus easier shifting for outstanding performance.

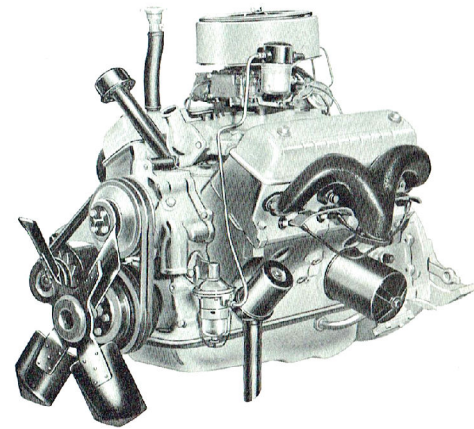
FORD'S SPIRITED SHORT STROKE POWER

New Ford engines give you the fullest benefit of modern Short Stroke design. Shorter piston travel, slower piston speeds and high compression ratios develop high horsepower and torque with less engine effort and wear. You get more usable power from every gallon of regular gasoline! And Deep-Block construction gives greater rigidity for long life and dependable performance. Ford's truly modern metallurgy, tooling and assembly methods make possible many other important



292

186-hp V-8 (Std.—C-550, C-600, C-700)
Bore—3.75 in. Stroke—3.30 in.
Brake Horsepower—186 @ 4000 rpm
Torque—269 lbs.-ft @ 2200-2700 rpm



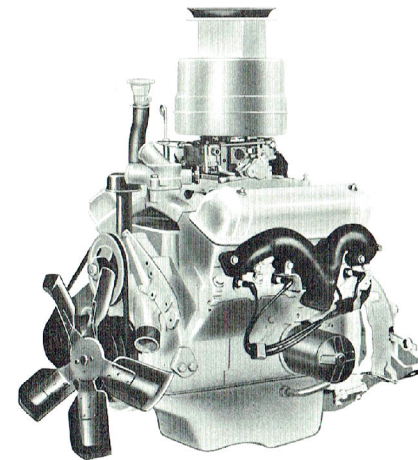
292 HD

187-hp HD V-8 (Opt.—C-550, C-600, C-700)
Bore—3.75 in. Stroke—3.30 in.
4-Barrel Carburetor
Brake Horsepower—187 @ 3800 rpm
Torque—270 lbs.-ft @ 2300-2900 rpm

FOR HUSTLING HEAVY LOADS

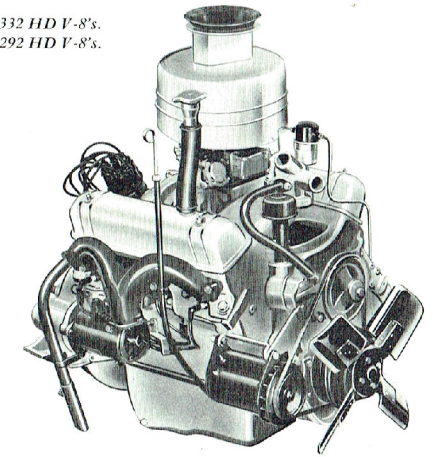
advances. The forged alloy-steel crankshaft* provides greater rigidity and stability to withstand the toughest truck operations. Cylinder heads of all the Heavy Duty engines are stress-relieved to provide even metal expansion without strain for less warpage. Integral valve guides, cast as part of the cylinder heads, provide better valve cooling. Ford offers a wide choice of engines in the medium- and heavy-duty field. You're sure to find just the right engine for your needs.

**Forged steel crankshaft used on 302 HD and 332 HD V-8's.
Precision-molded alloy-iron crankshaft used on 292 and 292 HD V-8's.*



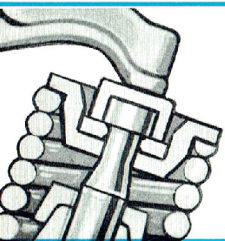
332 HD

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

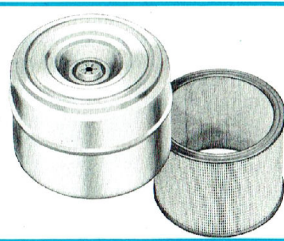


302 HD

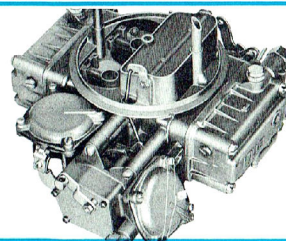
196-hp HD V-8 (Std.—C-750)
Bore—3.62 in. Stroke—3.66 in.
4-Barrel Carburetor
Brake Horsepower—196 @ 3800 rpm
Torque—299 lbs.-ft @ 2500 rpm



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



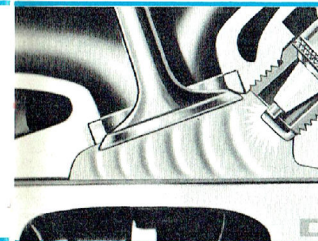
Super-Filter Air Cleaner with reusable cellulose filtering element stops 90% of the dirt that gets by ordinary cleaners. Easy to service—remove and tap dirt out.



Four-Barrel Carburetor* regulates gas consumption for top economy. Two primary barrels furnish fuel-air mixture normally required, second two provide extra power.



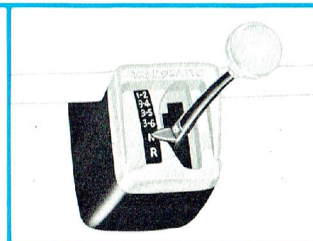
Self-Sealing Intake Valves* with dished-type heads conform to their seats under extreme heat conditions. Valve stems are selectively fitted for better oil control.



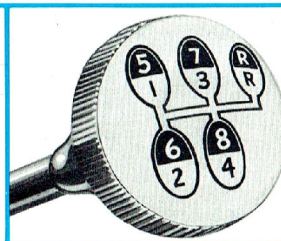
Solid Tungsten-Cobalt Alloy Exhaust Valve Seat Inserts* withstand high temperatures better and resist pitting or scoring—they're all but impervious to wear!



Sodium-Cooled Exhaust Valves* in integral valve guides run up to 225 degrees cooler, last far longer. They are faced with tungsten-cobalt to further prolong life.



Triple Drive Range Transmatic with six automatic speeds and torque converter...multiplies engine torque as much as 14 times! Built-in retarder for downgrade braking.



8-Speed Roadranger Transmission, favorite of professional truck operators. Preselect range shifting for up to 33% less shifting. Optional C-800.

FORD TRUCK OPTIONS AND ACCESSORIES

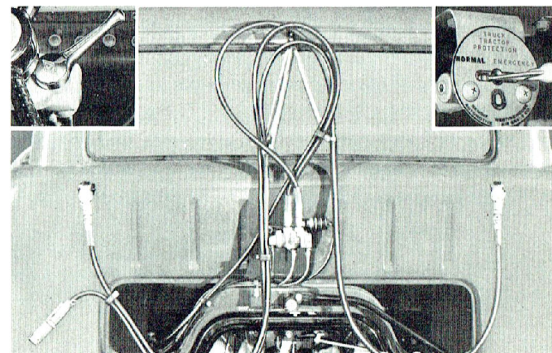
OPTIONAL EQUIPMENT AND ACCESSORIES

(in addition to those shown on specification page)

REGULAR PRODUCTION OPTIONS

Air cleaner, 2400 sq. in. for 292 and 292 HD V-8
Air cleaner, oil-bath type
Air horns (C-700, C-750, C-800)
Arm rest, left side for std. cab
Battery, 70 amp-hr (C-550, C-600, C-700)
Brakes, service—vacuum booster (C-550)
Carburetor fresh-air intake with thermostatic control (C-550, C-600, C-700)
Carrier, spare wheel (C-700; C-750, C-800, 135", 153" wb. only)
Clutch, HD (for 292 V-8)
Custom Cab
Dual exhausts (C-750, C-800)
Fan, 5-blade, 18 1/2" dia. (C-550, C-600, C-700) 20" dia. (C-750)
Fuel tanks (C-750, C-800) w/electric fuel pumps
Cylindrical—60-gal. each, right and/or left
Saddle-type—125-gal.
Governor (w/292 V-8 and Transmatic)

Heater, recirculating
Hydraulic jack, 5-ton (C-700, C-750, C-800)
Power steering—Master-Guide
Radio, 4 tubes plus transistor
Spare tire, tubeless
Springs, HD front (C-600)
Springs, HD rear (C-600 thru C-800)
Springs, HD rear, 3-2 build-up
Sun visor, right side for std. cab
Tinted glass
Tires, tubeless, maximum:
C-550—9-22.5 10 PR
C-600—10-22.5 10 PR
C-700—10-22.5 10 PR
C-750—10-22.5 10 PR
C-800—11-22.5 12 PR
Tires, tube-type (C-600, C-700, C-750, C-800)
Turn signals, front and rear
Windshield washers



NEW FACTORY INSTALLED TRACTOR PACKAGE (C-750, C-800)

To meet virtually every tractor application, Ford now offers special equipment for all short wheelbase models with air brakes. All components comply with ICC regulations. Here is the air brake and electrical equipment you get:

Hand Control Valve. A steering column-mounted hand-operated application valve that operates trailer brakes independently of tractor brakes.

Breakaway Valve with Manual Control. Tractor brake air pressure can be retained in the event of trailer breakaway, by closing brake lines leading to trailer. Also, in the event of tractor brake failure, trailer brakes can be applied. Breakaway valve gives manual and automatic protection.

Double Check Valve protects against air loss through hand valve or foot-pedal valve when one or the other is applied.

Trailer Brake Hoses, Hangers and Connections. Brake hoses are suspended by coil springs at rear of cab providing safety clearance. Brackets hold hose connections when trailer is uncoupled.

Trailer Electrical Cable and Plug are ATA 7-wire type.

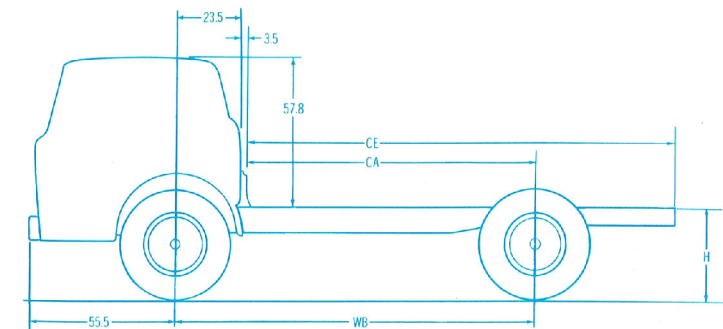
Trailer Circuit Breaker and Relay for trailer electrical loads.

Turn Signals, front fender-mounted.

Emergency Stoplight Switch, air pressure controlled.

Two Cab Corner Clearance Lights with blinker switch.

TILT CAB DIMENSIONS AND CHASSIS-CAB WEIGHTS



DIMENSIONS AND CHASSIS-CAB WEIGHTS

MODEL	WB (in.)	CA* (in.)	CE (in.)	Nom. Body Lengths (ft.)	H (in.) Empty	Loaded	Curb Weights* (lb.)		
							Front	Rear	Total
C-550	99	72	123.2	9-11	32.3	28.8	3780	1550	5330
	111	84	135.2	10-13	32.3	28.8	3790	1575	5365
	135	108	168.0	13-17	32.3	28.8	3820	1620	5440
	153	126	186.0	16-20	32.3	28.8	3850	1670	5520
C-600	99	72	123.2	9-11	33.5	30.0	3835	1685	5520
	111	84	135.2	10-13	33.5	30.0	3845	1710	5555
	135	108	168.0	13-17	33.5	30.0	3875	1755	5630
	153	126	186.0	16-20	33.5	30.0	3895	1795	5690
C-700	99	72	123.2	9-11	32.8	30.9	4070	1895	5965
	111	84	135.2	10-13	32.8	30.9	4080	1920	6000
	135	108	168.0	13-17	32.8	30.9	4110	1965	6075
	153	126	186.0	16-20	32.8	30.9	4130	2005	6135
C-750	99	72	123.2	9-11	33.3	31.5	4490	2220	6710
	111	84	135.2	10-13	33.3	31.5	4495	2235	6730
	135	108	168.0	13-17	33.3	31.5	4590	2250	6840
	153	126	186.0	16-20	33.3	31.5	4620	2295	6915
C-800	99	72	123.2	9-11	36.1	32.9	4675	2335	7010
	111	84	135.2	10-13	36.1	32.9	4685	2355	7040
	135	108	168.0	13-17	36.1	32.9	4770	2370	7140
	153	126	186.0	16-20	36.1	32.9	4810	2410	7220

* CA dimensions are from back of saddle at rear of cab to centerline of rear axle.

*All weights are estimated. Curb weights include standard cab and equipment, full tank of fuel, oil and lubricants.

STANDARD CAB EQUIPMENT AND COLORS

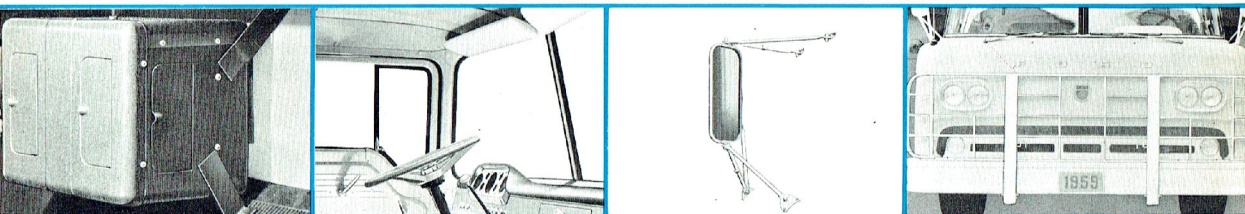
STANDARD EQUIPMENT, Chassis-Cab, in addition to items listed on specification page.

Air Wing Ventilators in Doors
Ammeter (C-700, C-750, C-800; C-550, C-600 have warning lights)
Ash Receptacle
Battery, 50 amp-hr (C-550, C-600, C-700); 70 amp-hr (C-750, C-800)
Channel Front Bumper
Choke Control
Dispatch Box
Dome Light
Door Lock, Right Side
Fuel Gauge
Generator, 30 amp., 450 watt (C-550, C-600, C-700); 40 amp., 600 watt (C-750, C-800)
Governor (HD V-8's)

Hand Throttle
Horn, Single Electric (C-550, C-600)
Dual Electric (C-700, C-750, C-800)
Inboard Cab Step
Light Switch w/dome light control
Mechanical Jack (C-550, C-600)
Mirror, Rearview, Outside Left
Oil Pressure Gauge (C-700, C-750, C-800; C-550, C-600 have warning lights)
Shock Absorbers, Front
Spare Tire Carrier (C-550, C-600)
Speedometer
Sun Visor, Left Side
Tachometer (302 and 332 HD V-8's)
Water Temperature Gauge
Windshield Wipers, Dual Electric

STANDARD COLORS

Choice of Vermilion, Wedgewood Blue, Academy Blue, Indian Turquoise, Raven Black, Colonial White, Meadow Green, April Green, Goldenrod Yellow or Prime (on cab, interior metal, inboard cab step, and stake body). Any of the standard body colors listed above can be combined with Colonial White for smart 'Two Tone' effect on the cab. Painted Colonial White are grille and parking light housing, outside rearview mirror, arm and bracket and front bumper. Parking light rims and dual headlight assemblies are bright-metal.



New Heavy-Duty Heater—provides 100% greater capacity for comfortable heating, ventilating and efficient defrosting. This single-unit heater incorporates both fresh air and recirculating features.

Ford Safety Package "A"—In addition to Ford's standard safety features, special Super-Chushion padded instrument panel and sun visors are optional. And Ford seat belts are available, dealer installed.

Full-View Mirror—"Western type" mirror has 6 x 16-in. reflecting surface! The mirror swings in an arc for easy adjustment, provides maximum side and rear visibility. Fits either side of the truck.

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

MEDIUM AND HEAVY DUTY TILT CAB SPECIFICATIONS

SERIES		C-550	C-600	C-700	C-750	C-800
GVW RATINGS	Standard, lb. (Optional)	18000	19500 (20500)	22000 (23000)	23000	26000
MAXIMUM REAR TIRE SIZE AVAILABLE	PR=Ply Rating	9-22.5 10 PR	10-22.5 10 PR	10-22.5 10 PR	10-22.5 10 PR	11-22.5 12 PR
AXLE, FRONT	Capacity, lb. (Optional) ‡=Requires Power Steering, Full-Air Brakes and c.s. or 10-Hole Disc Wheels; Includes HD Springs	6000	6000	7000	7000	9000 (11000)‡
AXLE, REAR	SINGLE-SPEED—Capacity, lb. (Optional) OPTIONAL TWO-SPEED—Capacity, lb.	13000 13000	14000 (15000) 14-15000	15000 (16000) 15-16000	16000 16000	18000 18000
BRAKES, SERVICE	Type Total Lining Area (sq. in.) ‡=w/HD V-8 and 16000-lb. axle only *=w/HD V-8 Optional Air-Over-Hydraulic Actuation of Std. Brakes	Hydraulic 388.4 Diaphragm, 8½"	Vac. Hydraulic 388.4 Diaphragm, 8½"	Vac. Hydraulic Full-Air† 435.9 476.0 Diaphragm, 10¼"	Vac. Hydraulic Full-Air 484.4 476.0 Diaphragm, 10¼"	Vac. Hydraulic Full-Air 488.6 579.3 Diaphragm, 10¼"
BRAKE, PARKING	Type Size (In.)—Lining Area (Sq. In.) ‡=Incl. w/Transmatic Drive †=Incl. w/HD and Transmatic transmissions ‡=Incl. EHD 5-spd. and Roadranger transmissions	Internal Shoe 9 x 2—42.3 9 x 3—63.4*	Internal Shoe 9 x 2—42.3 9 x 3—63.4*	Internal Shoe 9 x 2—42.3 9 x 3—63.4†	Internal Shoe 9 x 3—63.4	Internal Shoe 9 x 3—63.4 12 x 4—111.6‡
ENGINES AVAILABLE		186-hp V-8 187-hp HD V-8	186-hp V-8 187-hp HD V-8	186-hp V-8 187-hp HD V-8	196-hp HD V-8	212-hp HD V-8
CLUTCH (Hydraulic Actuation) ‡=Incl. with 187-hp HD V-8	Diameter, In.—Frictional Area (Sq. In.)	11—123.7 11 Heavy Duty—123.7*	11—123.7 11 Heavy Duty—123.7*	11 Heavy Duty—123.7	12—149.2	12—149.2
TRANSMISSION (Synchro-Silent) HD=Heavy Duty EHD=Extra Heavy Duty ‡=Requires HD Clutch †=Requires Governed V-8 Engine ‡=Requires Air Brakes *=Requires 15000-lb. rear axle	Type—Standard Power Take-off Locations Type-Optional HD 5-Speed Overdrive# HD 5-Speed Direct# Transmatic Drive†	4-Speed Right Side HD 5-Speed Overdrive# HD 5-Speed Direct# Transmatic Drive†	4-Speed Right Side HD 5-Speed Overdrive# HD 5-Speed Direct# Transmatic Drive†	4-Speed Right Side HD 5-Speed Overdrive HD 5-Speed Direct Transmatic Drive†	HD 5-Speed Direct Both Sides HD 5-Speed O.D. Transmatic Drive	HD 5-Speed Direct Both Sides HD 5-Speed O.D. EHD 5-Speed Direct Transmatic Drive 8-Speed Roadranger†
FRAME (Parallel Channel) *=Double-channel	Wheelbases, In. Section Modulus	99, 111, 135, 153 9.95	99, 111, 135, 153 9.95	99, 111, 135, 153 9.95	99, 111, 135, 153 14.93*	99, 111, 135, 153 14.93*
FUEL TANK (Frame-Mounted) ‡=Includes Submerged Electric Fuel Pump	Cab	18—Left Side	18—Left Side	18—Left Side	18—Left Side	18—Left Side
STEERING GEAR	Ratio (to 1)	20.5	20.5	20.5	24.4	24.4
Power Steering Available All Models	Steering Wheel—Diameter, In.	20	20	20	20	20
SPRINGS, FRONT	Capacity (At Spg. Pad)—per Spg.	2500 lb.	2500 lb. 2800 lb., 3900 lb.	3000 lb.	3000 lb.	4000 lb.
SPRINGS, REAR	Type *=Incl. in 3-2 Build-up Capacity (At Spg. Pad)—per Main Spg. Optional Capacity (At Spg. Pad)—per Spg. Auxiliary Capacity (At Spg. Pad)—per Spg. Combined Capacity (Main and Aux.)	Main and Aux. 4500 lb. 6200 lb.* 1700 lb. 6200 lb.	Main and Aux. 4500 lb. 6200 lb.* 1700 lb. 2750 lb., 3800 lb.* 6200 lb. 7250 lb. 10000 lb.*	Main and Aux. 4750 lb. 5750 lb. 2050 lb. 6800 lb. 7800 lb.	Main and Aux. 4750 lb. 5750 lb. 2050 lb. 6800 lb. 7800 lb.	Main and Aux. 5750 lb. 6650 lb. 2050 lb. 7800 lb. 8700 lb.
WHEELS AND RIMS	Number—Size: Standard d.=Disc wheels with integral rims c.s.=4 cast spoke wheels and 7 demountable rims *=Disc wheels available Number—Size: Max.	7d.—22.5 x 5.25 7d.—22.5 x 6.0	7d.—22.5 x 6.0 7d.—22.5 x 6.75	c.s.—22.5 x 6.0 c.s.—22.5 x 7.5 7d.—22.5 x 6.75	c.s.—22.5 x 6.75 7d.—22.5 x 7.5 7d.—22.5 x 6.75	c.s.—22.5 x 6.75 7d.—22.5 x 8.25
TIRES (Tubeless) F=Front DR=Dual Rear	Size—Ply Rating: Standard Size—Ply Rating: Max.	7-22.5 8 F & DR 9-22.5 10 F & DR	8-22.5 8 F & DR 10-22.5 10 F & DR	8-22.5 8 F & DR 10-22.5 10 F & DR	9-22.5 10 F & DR 10-22.5 10 F & DR	10-22.5 10 F & DR 11-22.5 12 F & DR

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

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