• BOTTLERS • CONTRACTORS •

• KERS • COMMON CARRIERS • DEPARTMENT STORES • COAL •

• CONTRACT HAULERS • FURNITURE • CONSTRUCTION • PRODUCE •

• GAS AND OIL • WHOLESALE GROCERS • MILK • FARMERS •

• METAL PRODUCTS • PUBLIC UTILITIES • MOVERS • LUMBER •

• • • AND FOR PRACTICALLY EVERY HEAVY DUTY • LOGGERS

HAULING NEED

FORD HEAVY DUTY TRUCKS

Ford

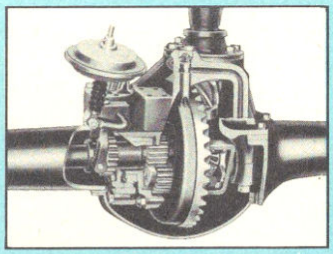
1½-TON AND 2-TON MODELS

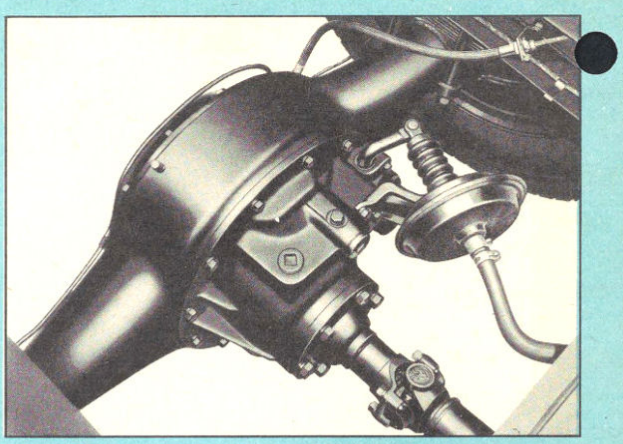
TRUCK-ENGINEERED • TRUCK-BUILT • BY TRUCK MEN

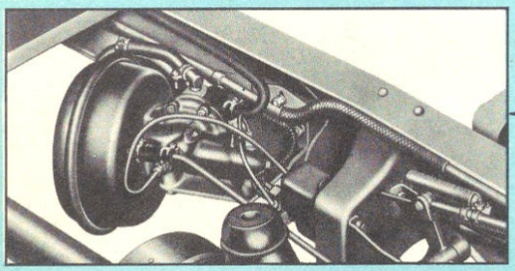
Plus-Values In Truck Equipment

2-SPEED HEAVY DUTY REAR AXLE

2-SPEED AXLE in 2-ton provides 8 speeds forward and 2 reverse. The 5.83 to 1, single reduction ratio, with no power loss in unnecessary gears, permits travel over level roads with fewer engine revolutions per mile, saves on gas, oil and engine maintenance. The 8.11 to 1 double reduction ratio gives extra pulling power, increased gradeability, faster acceleration for heavy loads, or for off-the-highway operation. Dash button controlled vacuum shift permits pre-selection of axle ratio, leaves right hand free for transmission shift. Forced flow oiling system gives positive lubrication. 2-speed axle is equipped with 8.25/20 dual tires. Available at extra cost on 1½-ton.

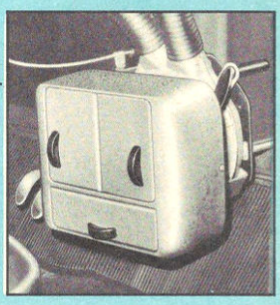




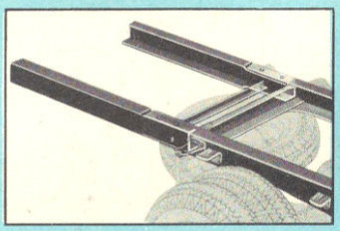


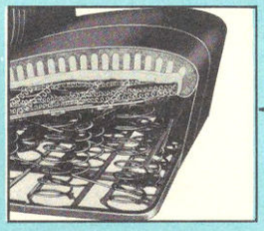
← VACUUM POWER BRAKE EQUIPMENT, requiring less "muscle-power" at the brake pedal, included on the 2-ton, can be factory installed at extra cost on the 1½-ton. The vacuum chamber supplies braking power to the integral hydraulic slave cylinder in proportion to pedal pressure. Mechanical linkage to booster is eliminated.

Hot water HEATER-DEFROSTER optional at extra cost, has direct heat flow for quick warm-up, and indirect heat flow for continuous driving. →



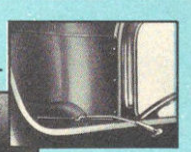
For support of long special bodies, FRAME EXTENSIONS fit into ends of frame side rails, add up to 30 in. to frame length. Optional at extra cost. →



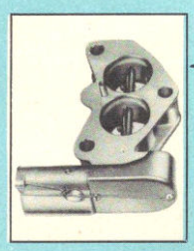


← Optional DE LUXE SEAT CUSHION has thick, specially formed, foam rubber cushion pads. Seat and back cushions are covered with durable duck.

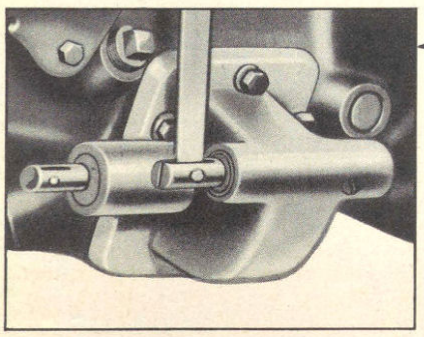
Right-hand WINDSHIELD WIPER is optional; left-hand wiper is standard. →



Right-hand and left-hand SUN VISORS are available as optional equipment for the Heavy Duty cab. →

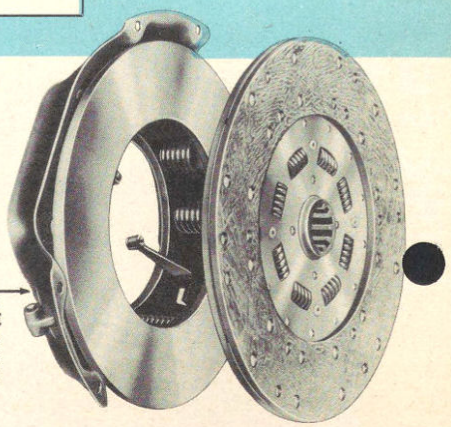


← GOVERNOR is available to guard against excessive engine and road speeds. Can be set within range of 1200 to 3000 r.p.m.



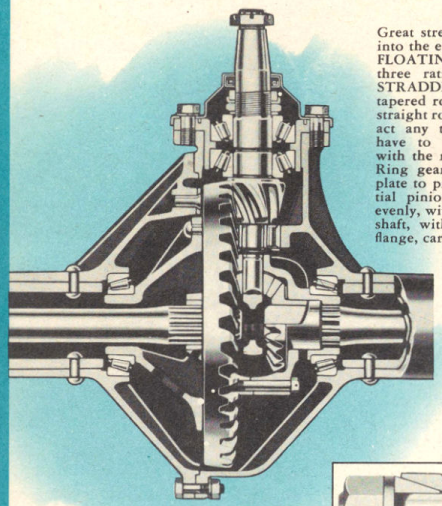
← Your Ford dealer makes available a POWER TAKE-OFF which bolts to an opening in the 4-speed transmission. Power take-off operates at 59% of engine speed.

For tough multi-stop operations, a special semi-centrifugal BUS-TYPE CLUTCH is available. Clutch has special facings, spring pressure is greater than in standard clutch; general design is the same. →

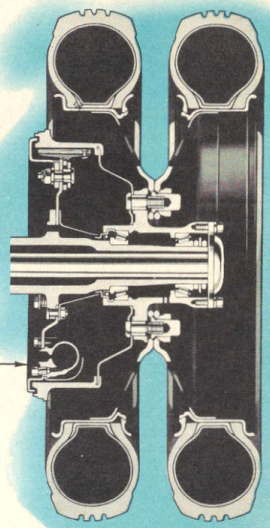


Quality Features Which Make Ford Trucks a Better Buy for Your Business

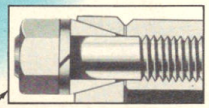
MORE FORD TRUCKS IN USE TODAY THAN ANY OTHER MAKE!



Great strength and long life are built into the easily serviced 1½-Ton FULL FLOATING REAR AXLE, available in three ratios. Large roller bearings STRADDLE the rear axle pinion, two tapered roller bearings front and one straight roller bearing rear, to counteract any tendency the pinion might have to "climb" out of alignment with the ring gear under heavy load. Ring gear also backed up by thrust plate to prevent "give." Four differential pinions spread the power load evenly, with lower tooth stresses. Axle shaft, with integrally forged driving flange, carries no weight.

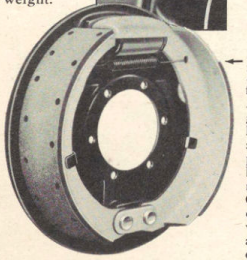


Wide, 7-inch RIMS (5.00 S) help make tires run cooler, permit interchangeability of several tire sizes on same rim.

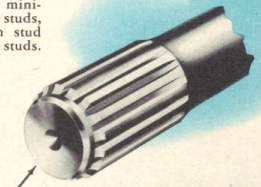


Wedge-type STUD ADAPTERS minimize shearing of rear axle hub studs, by eliminating "play" between stud and flange hole; equalize load on studs.

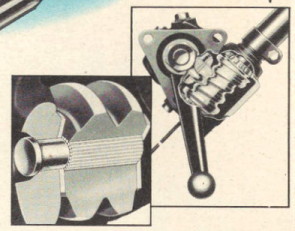
Non-warping, non-scoring, cast iron BRAKE DRUM fused to steel drum disc offers great strength, minimum weight.



Powerful HYDRAULIC BRAKES are 14-in. x 2-in. front, 15-in. x 3.5-in. rear. Action is normally energized, assuring straight-line stops. Each brake shoe is anchored independently, and actuated by its own piston for more uniform braking. Groove-sealed brake drums keep out dust and water. Easy-to-get-at adjustment provided for each shoe.

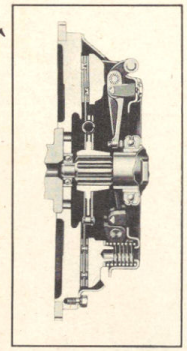


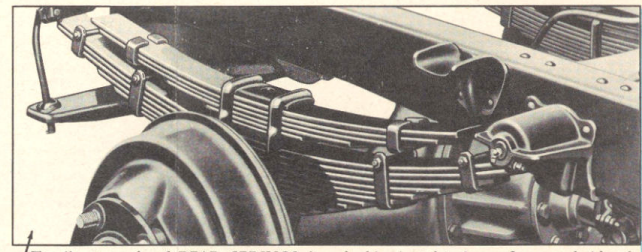
STEERING GEAR works on principle of rolling-action rather than sliding-action. Roller mounted on needle-bearings decreases friction, reduces wear, makes steering easy. Worm and sector shaft are adjustable.



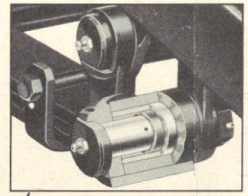
Manganese steel REAR AXLE SHAFT is large diameter: 1.75 in. over splines; 1.56 in. minimum. Replaceable without jacking truck or taking axle apart.

The 11-inch SEMI-CENTRIFUGAL CLUTCH delivers full engine power smoothly with minimum pedal pressure for throw-out. Cushion disc construction prevents grabbing. Dampener springs between hub and disc counteract chatter. Pilot and throw-out ball bearings are pre-lubricated and sealed. Flywheel lower housing separable from oil pan, facilitates clutch servicing without disturbing complete oil pan.

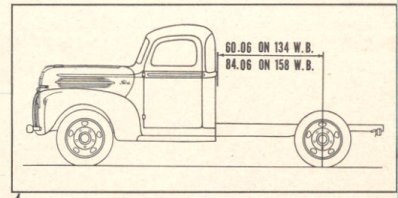




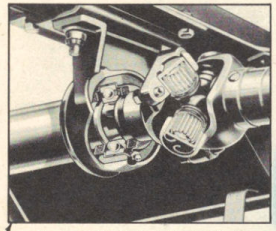
Tensile strength of REAR SPRINGS is 200,000 lbs. per sq. in. Spring eyes and shackles are steel-backed bronze-bushed; pins are interchangeable. Brackets are double riveted to lower flange and side of frame rail. 12-leaf main spring and 5-leaf auxiliary have independent center bolts to facilitate servicing of either spring.



36-in., 11-leaf FRONT SPRINGS with second leaf safety eyes are shackled at front in bronze bushings for easier, steadier steering.



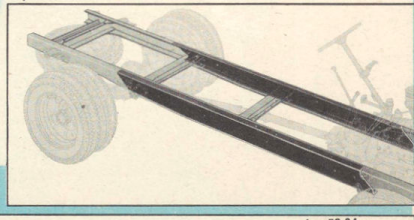
Cab to axle dimensions of 60.06 in. and 84.06 in. conform to truck standards set by Society of Automotive Engineers. Compactness of front end design brings back of cab closer to front axle, results in better weight distribution; balanced tire loading for longer tire life.



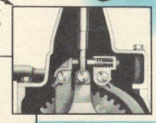
Service-free UNIVERSAL JOINTS are needle-bearing type. Lubrication and relief fittings designed to prevent damage to sealing washers while greasing.

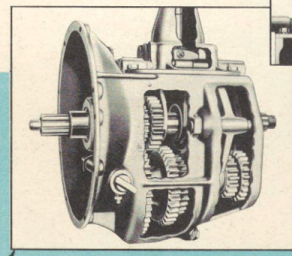
Heavy-duty, 17-plate BATTERY has 120 ampere hour capacity for longer life, is conveniently located under the hood.

The Ford heavy duty DOUBLE-CHANNEL FRAME features an extra built-in frame channel section. Extending from rear bracket of front spring to front bracket of rear spring, it provides extra support in two planes. Double-channel design has no rivet attachment along rail sides to work loose.

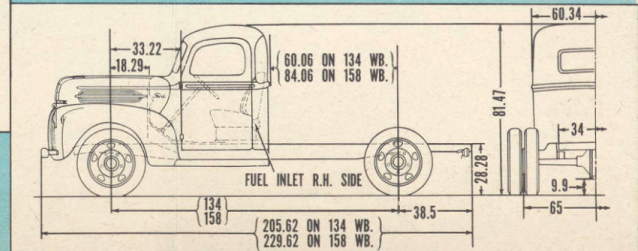


New internal spring-type REVERSE LOCK eliminates thumb latch on transmission lever.





Heavy duty 4-SPEED TRANSMISSION is engineered for endurance. All gears and sliding shaft forged from heat-treated alloy steel. Gears are wide, with strong tooth contours. Long-lived ball and roller bearings on all live shafts. Power take-off opening on right side.

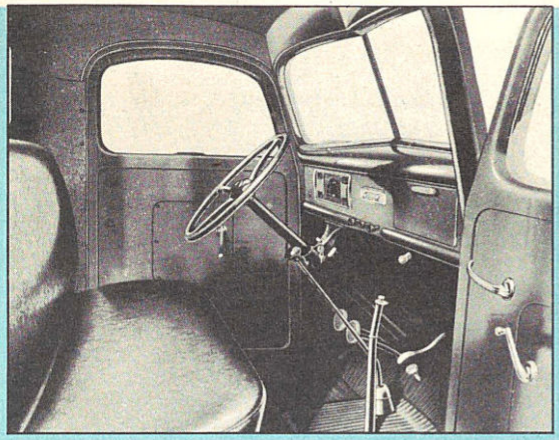


FORD V-8 AND SIX ENGINE RPM FOR VARIOUS MILES PER HOUR IN HIGH GEAR

NOT A SINGLE ENGINE IN THE TRUCK BUSINESS TODAY . . . big engine or small, old or new . . . runs slower than either the Ford V-8 or Six at any given road speed, if tire size, transmission and axle ratios are identical. Using standard axle ratios (see table), engine speed of V-8 or Six at 50 m.p.h. is conspicuously low. At lower "cruising" speeds of 30 to 40 m.p.h., the V-8 turns over within its maximum fuel economy range . . . at its maximum torque level (1800 to 2500 r.p.m.). For the Six, this level comes at 1500 to 2200 r.p.m. or road speed of 25 to 35 m.p.h.

Miles Per Hour	Tire Size—7.50-20, 8-ply with 1½-Ton Std. Axle			Tire Size—8.25-20,10-ply with 2-Ton 2-spd. Axle	
	Ratio 5.14 to 1	Ratio 5.83 to 1	Ratio 6.67 to 1	High Range 5.83 to 1	Low Range 8.11 to 1
15	730	830	950	800	1115
20	975	1105	1265	1070	1485
30	1460	1655	1895	1600	2230
40	1950	2210	2525	2135	2970
50	2435	2760	3160	2670	——

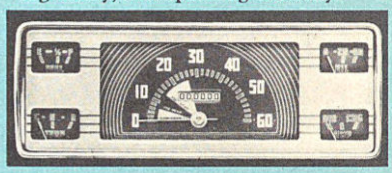
Roomy, Durable Cab for Comfortable Driving



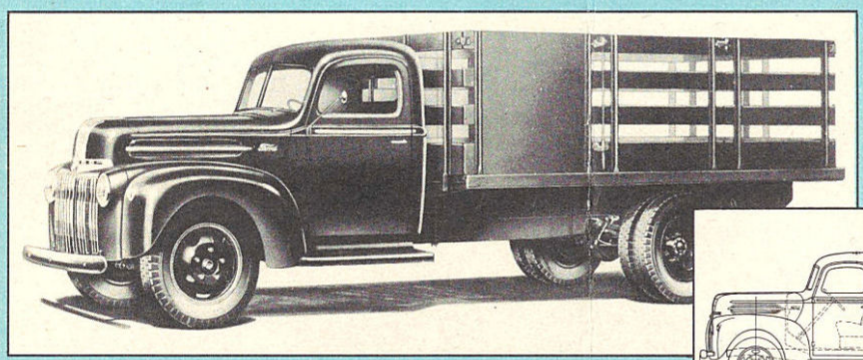
Welded, all-steel truck cab is comfortable, good-looking, solidly built. Hardware is handsome, high-quality truck-type. Instruments grouped for easy reading. Wide, full doors mounted at front on forged steel hinges. Seat back cushion hinged at top, allows two-inch adjustment at bottom. Seat cushion has mattress-type coil springs. Covering is washable, durable, coated fabric.

Edge of door glass is encased in a metal reinforcing frame.

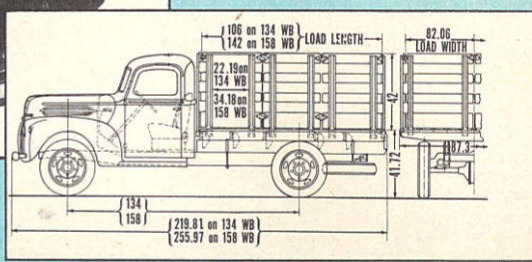
Shiftoguide speedometer shows driver when to shift gears to get greatest pulling ability, best operating economy.



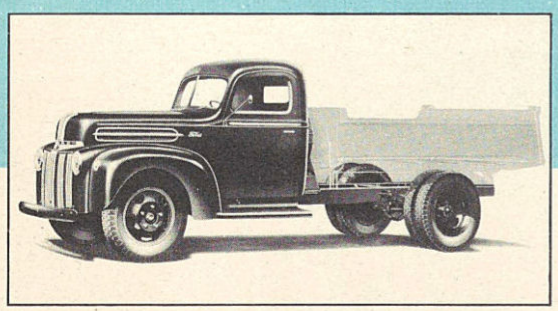
STANDARD FORD-BUILT HEAVY DUTY STAKE BODIES



Ford-built stake bodies are available in 9 ft. and 12 ft. lengths. Bodies feature bridge-type platform frame construction. Hardwood floor has steel skid strips. Rack boards are riveted to "U"-shaped steel stakes. Center stake section swings on hinge pin. All sections demountable.

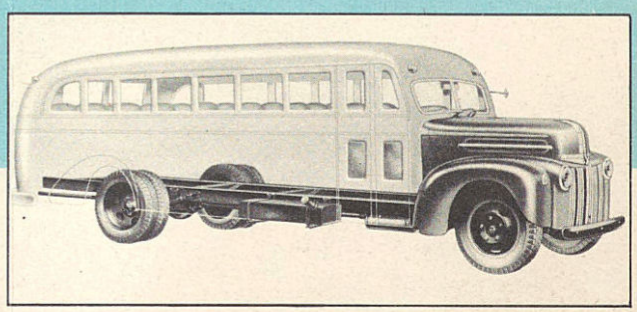


FORD TRUCK-TRACTOR OR DUMP TRUCK CHASSIS



This special 134-inch chassis is designed for service as a dump truck, or as a truck-tractor. It is equipped with auxiliary rear springs, heavy duty double-channel frame, oil bath air cleaner and oil filter, and the frame is shortened 10 inches at the rear. For dump truck service, a spare wheel carrier is mounted behind the cab, and a S.A.E. 6-bolt opening is provided on the right side of the transmission for a power take-off.

SCHOOL BUS CHASSIS



158-in. and 194-in. wheelbases for 14-ft. to 22-ft. bodies. Chassis design conforms with safety standards published by National Education Association for loads up to 48 pupils. Frame side rails are one-piece—channel reinforced on 194-in. w.b. Propeller shafts and parking brake have guards. 25-gallon fuel tank on right side rail. Shock absorbers, front and rear. Muffler tailpipe extends beyond frame. Bus-type clutch has special facings.

FORD HEAVY DUTY TRUCK SPECIFICATIONS

1½-TON AND 2-TON MODELS

ENGINE	100 H.P. V-8	90 H.P. SIX
Bore	3.187 in.	3.300 in.
Stroke	3.75 in.	4.400 in.
Displacement	239 cu. in.	226 cu. in.
Brake Horsepower	100 @ 3800 rpm.	90 @ 3300 rpm.
Max. Torque	180 lbs.-ft. @ 2000 rpm.	180 lbs.-ft. @ 1200 rpm.
Comp. Ratio	6.75 to 1	6.70 to 1
Block	One-piece casting of Ford alloy iron.	
Cylinders	Precision micro-finish.	
Heads	Turbo-type high compression, interchangeable on V-8.	
Crankshaft	Counterbalanced, Ford cast alloy steel.	
Main Bearings	3	4
—type	Steel-backed, alloy-lined, removable, precision-type.	
—area	38.955 sq. in.	38.349 sq. in.
Con. Rods	Steel forgings with replaceable bearings.	
—bearings	Floating, steel-cored Silvaloy	Locked-in, steel-backed alloy
Pistons	Cam-ground aluminum alloy, 4 rings.	
—rings	Two compression, two oil control.	
—pins	Floating in rod and piston.	
Camshaft	Special Ford cast alloy iron.	
Timing Gear	Precision-machined aluminum.	
Valves	Unit assembly, precision-set clearance.	
—springs	Shot-blasted and rust-proofed.	
Seat Inserts	Intake and Exhaust	Exhaust
Carburetor	Dual downdraft	Downdraft
Air Cleaner	Oil bath.*	
Ignition	Vacuum controlled centrifugal spark advance.	
—distributor	Direct-driven, sealed-dry design; Neoprene-coated leads.	
—battery	Heavy duty, 17 plate, 120 ampere hour capacity.	
Lubrication	Full pressure to main, camshaft and connecting rod bearings. Oil filter*.	
—crankcase capacity	5 quarts	5 quarts
Cooling	Full-length water jackets, thermostatic temperature control, tubular radiator, pressure-valve cap, self-sealing pump(s).	
—water pumps	Two	One
Mounting	3-point, cushion-type synthetic rubber suspension.	

CLUTCH—Semi-centrifugal, 11-in. diameter. Total frictional area 123.7 sq. in.

TRANSMISSION—Four speeds. Roller and ball bearings. New internal spring-type reverse lock. S.A.E. 6-bolt opening on right side for power take-off.

DRIVE LINE—Two tubular propeller shafts and three needle bearing universal joints, with rubber encased center bearing.

FRONT AXLE—Drop-forged, heat-treated alloy steel. Large, wide-spaced, tapered roller wheel bearings. Anti-friction ball thrust bearings on spindle pins.

REAR AXLE—1½-TON—Full-floating, spiral bevel, with straddle-mounted pinion. Forged, special manganese steel axle shafts, 1.75 in. diameter over splines. Hub stud adapters. Gear ratio: st'd. 6.67 to 1 —opt. 5.14 to 1; 5.83 to 1. Two-speed axle optional at extra cost. 2-TON—Two-speed, full-floating type. Primary (high range) reduction by spiral bevel gear with straddle-mounted pinion; supplementary (low range) reduction by planetary spur gears. Forged, alloy steel axle shafts, 1.75 in. diameter over splines. Hub stud adapters. Vacuum operated shift. Gear ratios 5.83 to 1 and 8.11 to 1.

FRAME—Heavy duty, double-channel type, included on 2-ton, available* on 1½-ton. Width, 34 inches. Side members: 7 in. x 2.75 in. x 0.21 in. Special reinforcing channels fitted inside regular side members, affording extra strength in zone of greatest stress.

SPRINGS—Special alloy steel. Front: 36 in. x 2 in., forward shackled with safety eyes. Rear: 45 in. x 2.5 in. Five-leaf auxiliary springs included on 2-ton, available* on 1½-ton.

STEERING—Worm and needle bearing roller. Ratio 18.4 to 1. Diameter of steering wheel 18 in.

BRAKES—1½-TON—Service: Hydraulic, independently anchored, two-shoe type. Front: 14 in. x 2 in. Rear: 15 in. x 3.5 in. Lining area 303 sq. in. Cast iron brake drums fused to steel drum discs. Hand brake: 7.81 in. x 2.5 in. spring-loaded type on drive shaft. Vacuum power braking optional at extra cost. 2-TON—Same as 1½-ton, and includes vacuum power braking.

WHEELS AND TIRES—1½-TON—Seven tapered disc steel wheels, 20-inch diameter with 5.00S rims.* Six tires, 7.50-20 8-ply front and dual rear.* (8.25-20 10-ply dual rear furnished with 2-speed axle option.) 2-TON—Seven tapered disc steel wheels, 20-inch diameter with 5.00S rims. Six tires, 7.50-20 8-ply front—8.25-20 10-ply dual rear.

TREAD—Front 56.66 in. Rear 65 in.

TURNING RADIUS—27.5 ft. for 134 in. wb.; 32 ft. for 158 in. wb.

WHEELBASES—134 and 158 inches.

TYPICAL EQUIPMENT—Includes front fenders and short running boards; cowl ventilator; 19-gallon fuel tank; spare wheel carrier; front bumper; jack and tool kit.

IMPORTANT DATA—	134" wb.	158" wb.
Back of cab to c/l rear axle	60.06 in.	84.06 in.
Back of cab to end of frame	98.56 in.	122.56 in.
Max. Gross Weight—1½-Ton (Single Red. Axle)	12,500 lbs.	
—2-Ton (2-Speed Axle)	14,500 lbs.	

THE DUMP TRUCK CHASSIS

Chassis, especially designed for dump truck service, has the same specifications as given above for the 134-inch wheelbase Heavy Duty 1½ and 2-Ton Truck chassis except rear of frame is cut off 10 inches, giving dimension of 28.5 inches from c/l rear axle to end of frame, to easily accommodate all dump body types. Back-of-cab spare wheel carrier is included, in place of rear-of-frame type, enabling spare to be rolled off or on, to right or left, in the channel of the split-type carrier. Available as chassis with Ford all-steel cab, chassis and cowl or chassis and windshield.

TYPICAL EQUIPMENT—Includes front fenders and running boards; 19-gallon fuel tank; back-of-cab wheel carrier; front bumper; jack and tool kit.

THE SCHOOL BUS CHASSIS

All mechanical specifications same as listed above for the 158-inch wheelbase Heavy Duty 1½ and 2-Ton Truck chassis, except for longer one-piece frames, with frame reinforcement only on 194-inch wheelbase; the addition of front and rear shock absorbers*, propeller shaft and parking brake guards* and extended tailpipe, bus-type clutch and 25-gallon frame-mounted fuel tank.

TYPICAL EQUIPMENT—Includes open drive-away front end with cowl, front bumper, instrument panel with standard instruments, electrical system with headlamps, horn, combination stop and tail lamp, coincidental steering and ignition lock, front fenders, jack and tool kit.

IMPORTANT DATA—	158 in. wb.	194 in. wb.
Length of one-piece side rails	250.56 in.	298.56 in.
Back of cowl to end of frame	197.78 in.	245.78 in.
Back of cowl to c/l rear axle	124.78 in.	160.78 in.

Equipment starred (*) are items at extra cost. These items are currently contained on Heavy Duty chassis in production and included in the 1946 retail list price, although allowances for omission of any of this equipment will be quoted on request. (The Ford Motor Company, whose policy is one of continuous improvement, reserves the right to change specifications, design or prices without incurring obligation.)

FORD MOTOR COMPANY

DEARBORN, MICHIGAN

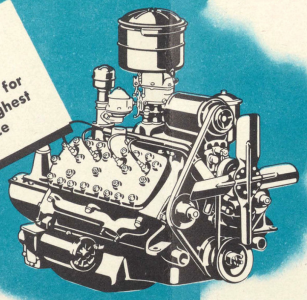
FORD TRUCKS

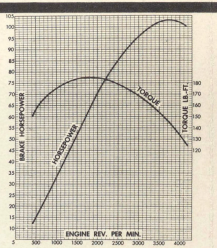
FORM NO. 7060

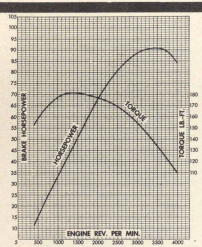
LITHO IN U.S.A. 7-46

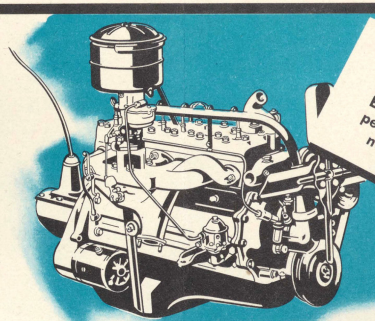
Two Great Economy-proved Engines to Choose from

100 H.P. FORD V-8
Power and speed for operation in toughest truck service







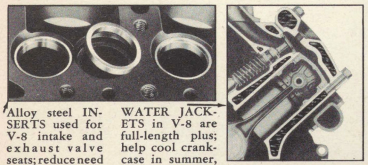


90 H.P. FORD SIX
Economy with fine performance in all normal service

Ford makes available . . . TWO kinds of engine performance, ONE high standard of quality . . . in offering a choice of two truck engines. The 100 H.P. Ford V-8 has plenty of the right kind of power for the very toughest truck assignments. The 90 H.P. Ford Six, with ample power for most truck work, is excellent in stop-go service and in idling operation. Features (not illustrated on this page) common to both engines are: micro-finish cylinder walls, removable precision-type main bearings, aluminum timing gear, crankcase ventilation, synthetic rubber engine mounts, self-sealing-type water pumps.

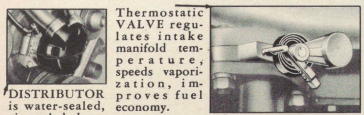
DOUBLE-DUTY SILVALOY CONNECTING ROD BEARINGS

Last 2½ to 3 times longer because of Silvaloy material. Replace easily because design is precision-type. "Float" because both sides of shell act as a bearing.



Alloy steel INSERTS used for V-8 intake and exhaust valve seats; reduce need for regrinding.

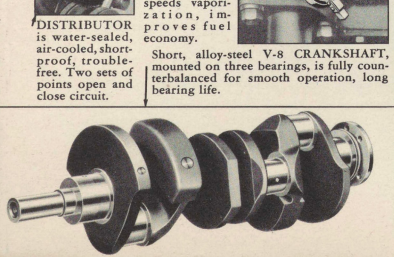
WATER JACKETS in V-8 are full-length plus; help cool crankcase in summer, warm it in winter.

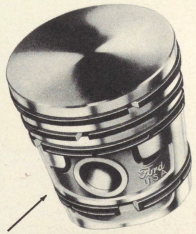


DISTRIBUTOR is water-sealed, air-cooled, short-proof, trouble-free. Two sets of points open and close circuit.

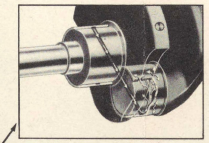
Thermostatic VALVE regulates intake manifold temperature, speeds vaporization, improves fuel economy.

Short, alloy-steel V-8 CRANKSHAFT, mounted on three bearings, is fully counterbalanced for smooth operation, long bearing life.

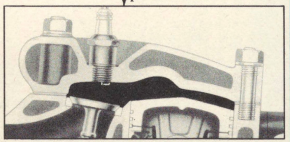




Aluminum PISTONS for V-8 and Six are cam-ground for good fit at operating temperatures. Two piston rings for compression; two for oil control.

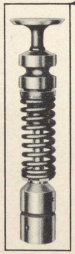


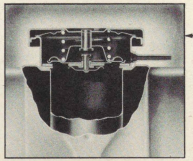
Connecting rod bearings as well as main bearings are PRESSURE lubricated through drilled holes in the crankshaft.



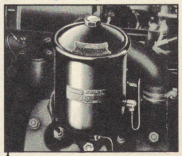
Combustion chambers for V-8 and Six are TURBO-CONTOURED to create high turbulence, promote efficient combustion at high compression levels without "spark knock" while using standard non-premium fuels.

Chrome alloy steel VALVES with shot-blasted valve springs are precision set for clearance, require no adjustment.

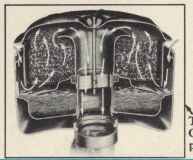




Pressure-valve RADIATOR CAP (3-4 lbs. for release), reduces coolant loss, improves operating efficiency.



Of renewable cartridge type, OIL FILTER cleans oil supply, reduces engine wear.



The V-8 and Six oil bath AIR CLEANER removes dirt, prevents undue wear.

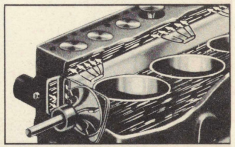
PARTS EXCHANGE PLAN

Thousands of truck operators use the Dealer Engine and Parts Exchange Plan to replace worn units with reconditioned units for less than it would cost to have them repaired or overhauled. These typical exchange items can be quickly installed:

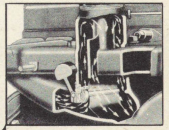
SHOCK ABSORBER • GENERATOR • GENERATOR ARMATURE • BRAKE SHOE • CLUTCH PRESSURE PLATE ASSEMBLY • CLUTCH DISC ASSEMBLY • CARBURETOR • DISTRIBUTOR • FUEL PUMP • ENGINE • CYLINDER ASSEMBLY INCLUDING HEADS

Saves You Time • Saves You Money

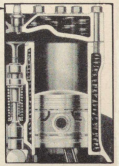
Exhaust valve seat INSERTS (Six) prevent power loss, reduce wear and need for re-grinding.



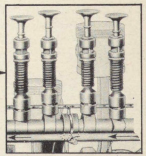
GUSHER-COOLING of exhaust valve seats is provided in Ford Six by rustless steel water distributing tube which directs coolest water against valve ports.



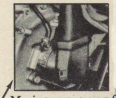
Thermostatic VALVE (Six) regulates intake manifold temperature, speeds vaporization, improves economy.



Full-length WATER JACKETS in the Six completely surround each cylinder barrel, give more uniform cooling of walls.



Valve TAPPETS in the Ford Six are individually lubricated under pressure, for more quiet operation, longer life.



Moisture-proof DISTRIBUTOR on Six drives directly off camshaft. Spark advance is fully automatic.

Counterbalanced CRANKSHAFT for the Six is mounted in four bearings, features balancer to neutralize torsional vibration.