

NOW!

Select your
favorite model of
America's favorite
TRUCK

* official registration
figures, year after year,
show "More Ford Trucks on
the Road...on More Jobs
for More Good Reasons."

You'll Find the right Ford Truck
to match **YOUR** requirements

Today

**CHOOSE FROM
MORE THAN**

**FORTY
FORD UNITS**

NEARLY ALL of the more popular units in the big Ford Truck line are in production right now, or will be placed in production just as quickly as materials and facilities become available.

Important engineering advancements throughout engines and chassis not only save you money in operating and maintenance costs, but make every Ford Truck model more versatile and longer lived.

By all means, **SEE YOUR FORD DEALER NOW** and place your order for the Ford Truck of your choice. It will serve you faithfully, efficiently and economically for a long time.



DMV—Note that coolant is led to both of cylinders and valve guides. The aluminum alloy, cast-iron, four ring anti-scoring lower end and latest heat dispersion. Hard ball seats for all valve seats minimize wear. Choose alloy and are processed, need no adjustment.



RANCES—New steel-cased LM connecting rod bearings with lighter temperature and bearing loads, up to 5 times the life of former types.

ALPH—New steel-cry. Now first use of electric insulation. Stronger high-tensile loads protected by heavy sockets. Water-sealed, short-proof.



INCREASED PRODUCTION COMING!
Place Your Order with your
Ford Dealer *Today!*

All the famous **FORD** economy, reliability, endurance—plus many important new engineering advancements



A STILL MORE ECONOMICAL, LONGER-LIVED

Ford V-8 Engine

100 H.P.

There is no other truck engine like the Ford V-8

... for in there a truck engine of any description with such a background of service.

In hundreds of thousands of rugged Ford Trucks this engine has carried freight many millions of ton-miles under every kind of operating condition. Year after year, new betterments have been engineered into it, to provide new economy, reliability, power and smoothness. Operators of single Ford Trucks and big fleets alike know from their own experience how well the power, endurance, economy, simplicity and reliability of the Ford V-8 measure up to the toughest truck jobs.

V-8 ENGINE SPECIFICATIONS

Lifted type. Bore 3.937 in., stroke 5.75 in. piston displacement 239 cu. in. Maximum brake horsepower 100 at 3600 rpm. Maximum torque 180 lbs. ft. at 2000 rpm., torque horsepower rating 32.5. Engine block Ford cast alloy iron. Precision micro-finish cylinders. Heads inter-changeable, right and left. CRANKSHAFT—Cast alloy steel. Fully counter-balanced. Main bearing pins 30.003 in. in diameter. CONROD—RODS mounted in pairs on new Ford patented Nickeloy bearings. PISTONS lightweight cast-grund aluminum alloy with four rings each. CAMSHAFT—Wear resisting, special cast alloy steel. Valve adjustments, valve springs dust shielded, dust-proofed. VALVE SEAT INSERTS of hard alloy steel for all intake and exhaust valves. Two centrifugal water pumps, self-lubricating, with thermostat temperature control. Dual carburetors with automatic manifold temperature control. Oil bath air cleaner. Fully automatic spark of vacuum. Oil filter.

THE 100 H.P. MODEL 99 V-8 ENGINE

1. New aluminum alloy cast-piston pistons with 4 rings each—for improved economy.
2. New steel-cored SILVALLOY connecting rod bearings—provide 2½ to 3 times longer life.
3. Larger capacity oil pump—for improved lubrication and longer life.
4. Improved rod main bearing of oil—for added economy.
5. Oil filter, removable cartridge type—for long oil clean and motor engine wear.
6. Removable plate at bottom of oil pan—for easy access to clean of pump screen. Standard on Transit and Heavy Duty units. Optional at extra cost on lighter units.
7. Balanced carburetors—for increased economy and efficiency.
8. Latest type self-welding oil bath air cleaner—keeps out dirt, dust, dirt, preventing engine wear.
9. Thermodynamically controlled exhaust bypass valve regulates intake manifold temperature—for better fuel vaporization and economy.
10. New auxiliary, Vaneless distributor—wear-resistant, dust-proof, air cooled. Stainless-steel of durable bakelite.
11. New improved high-tension spark plug leads protected by cast-in-resistant plastic jackets.
12. New improved timing gear—for longer life and silent operation.
13. New valve springs shielded and run-proofed—for longer life.
14. New stronger piston pins—for longer life.
15. New design inter-changeable cylinder heads—for simpler servicing.
16. More efficient exhaust valve cooling—for longer valve and cylinder life.

15. High-efficiency fan—for better cooling.
16. Pressure-valve radiator cap—to prevent loss of coolant and improve engine operating efficiency.
17. Breakaway rubber engine mounts with new design three caps—for longer life.
18. Oil pan divided or check bearing—prevents sludge settling of it in checks. Standard on Transit and Heavy Duty units. Optional at extra cost on lighter units.

THE CHASSIS

19. Larger shock in Transit. 4075, more flexion also—for longer life.
20. Four-speed transmission now standard in Transit—also for lighter units.
21. Four-speed transmission, internal spring return lock—eliminates lock to shift lever.
22. New-design transmission main shaft splines—to provide positive gear mesh under load.
23. Thrust washers added at ends of four-speed transmission counter-shaft gear—for longer life.
24. Larger iron case standard on all chassis—to obtain maximum life from pressure-production time.
25. Wheel rim splines wide-base on each model—for better tire life and simplified servicing.
26. Two-piece axle vacuum shaft—for easier control and elimination of separate shaft drive.
27. Additional oil accumulator at rear of axle—for greater stability and longer oil life.
28. Cell glass mounted in metal frame—to prevent glass breakage.
29. Larger, adjustable rear seat more comfortable increased safety.



ECONOMY—New cast rollers in led to full depth of cylinders and valve guides. Pistons are aluminum alloy, cast-ground, saving four rings each—providing better oil control and longer last duration. Hard alloy steel trams for all valve seats ensure maximum maintenance costs. Chrome alloy steel valves are precision-cut, used to adjustment.

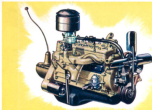


ENDURANCE—New steel-cored SILVALLOY connecting rod bearings withstand higher temperatures and bearing loads 2½ to 3 times the life of better types.

RELIABILITY—New steel-duty, V-8-type distributor of durable bakelite. Non-sensory control high-tension leads protected by heavy plastic jackets. Water-wash, dust-proof.



THE TOUGH AND THRIFTY IMPROVED 90-HORSEPOWER SIX



Lifted type. Bore 3.930 in., stroke 4.400 in., piston displacement 220 cu. in. Maximum brake hp 90 at 3,200 rpm., maximum torque 180 lbs. ft. at 2,200 rpm., torque horsepower rating 28.1. Engine block Ford cast alloy

iron. Crankshaft Ford cast alloy steel, counterbalanced, with vibration dampener, carried in 4 large main bearings. Cylinder heads micro-finished for maximum retention of lubricant. Pistons aluminum alloy,

The 90 H.P. Ford Six is available in all models of Ford Trucks and School Buses. For the operator whose loads, road surfaces, grades and desired road speeds do not call for greater horsepower, the Ford Six is recommended. In our opinion, it is the most advanced engine of its type and power obtainable. It is a rugged, simple, durable power plant, of true Ford design and precision manufacture.

counterbored, 4 rings each. Special hard steel treated exhaust valve seats. Dehydrated positive water pump. Pressure lubrication, standard installation. Shockless carburetors, cast-iron type. Exhaust manifold, automatic control of intake manifold heat loss; automatic centrifugal and vacuum-spark control.

Remember— You see more Ford Trucks because there are more Ford Trucks to see! And wherever you go • whenever you need it • there's handy, fairly priced Ford Service

CONDENSED SPECIFICATIONS—1946 FORD TRUCKS

THE LIGHT DUTY TRUCK

ENGINE—100 H. P. V-8 or 90 H. P. Six.

CLUTCH—Semi-centrifugal, 10-in.

TRANSMISSION—Three speeds, Roller and ball bearings. Blocker-type synchronizers.

UNIVERSAL JOINTS—Needle bearing—for long life.

FRAME—Truck-type, Width 34 in. Side members: 5.92 in. x 2.25 in. x 0.15 in.

REAR AXLE—Three-quarter-floating, with straddle-mounted pinion and four-pinion differential. Gear ratio: (with V-8) st'd. 3.54 to 1—opt. 3.78 to 1, 4.11 to 1; (with Six) st'd. 3.78 to 1—opt. 3.54 to 1, 4.11 to 1.

SPRINGS—Semi-elliptic. Front: 36 in. x 1.75 in. Rear: 45 in. x 2.00 in.

SHOCK ABSORBERS—Four. Double-acting, adjustable hydraulic.

STEERING—Worm-and-roller type. Ratio 18.2 to 1.

BRAKES—Hydraulic. Independently anchored two-shoe type. 12 in. x 1.75 in. Lining area 162 sq. in. Cast iron braking surfaces fused to steel drum rings. Hand lever operates rear wheel brakes.

WHEELS—Five, 16-in. disc type. 4.50-in. rims. Four 6.50-16, 6-ply tires.

TREAD—Front 58 inches. Rear 60 inches.

TURNING RADIUS—21.25 feet.

WHEELBASE—114 inches.

TYPICAL EQUIPMENT—Includes front fenders and running boards on chassis with cab; rear fenders on Pickup; shock absorbers; cowl ventilator; 19-gallon fuel tank; spare wheel carrier; spare wheel and tire lock; front bumper; jack and tool kit.

THE TONNER

ENGINE—100 H. P. V-8 or 90 H. P. Six.

CLUTCH—Semi-centrifugal, 11-in.

TRANSMISSION—Four speeds. Roller and ball bearings. Spring-loaded internal reverse lock.

UNIVERSAL JOINTS—Needle bearing—for long life.

FRAME—Truck-type, Width 34 in. Side members: 6.0 in. x 2.25 in. x 0.19 in.

REAR AXLE—Full-floating, spiral bevel, with straddle-mounted pinion. Ring gear thrust plate. Four-pinion differential. Gear ratio: St'd. 4.86 to 1—optional 4.11 to 1.

SPRINGS—Semi-elliptic. Front: 36 in. x 1.75 in. Rear: 45 in. x 2.25 in.

SHOCK ABSORBERS—Double-acting, adjustable hydraulic on front.

STEERING—Worm-and-roller type. Ratio 18.2 to 1.

BRAKES—Hydraulic. Independently anchored two-shoe type. Front 12 in. x 1.75 in., rear 14 in. x 2 in. Lining area 186.8 sq. in. Brake drums cast iron fused to pressed steel drum discs. Hand lever operates rear wheel brakes.

WHEELS—Five 17-in. disc type. 4.33 R (6 in.) rims. Four tires—front 7.00-17, 6-ply; rear 7.50-17, 8-ply.

TREAD—Front 58 inches. Rear 60 inches.

TURNING RADIUS—22.0 feet.

WHEELBASE—122 inches.

TYPICAL EQUIPMENT—Includes front fenders and running boards on chassis with cab; rear fenders on Express; double-acting shock absorbers on front; cowl ventilator; 19-gallon fuel tank; spare wheel carrier; front bumper; jack and tool kit.

THE HEAVY DUTY UNITS

ENGINE—100 H. P. V-8 or 90 H. P. Six.

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

TRANSMISSION—Four speeds. Roller and ball bearings. Spring-loaded internal reverse lock. Splines designed to hold 2nd and 3rd gears in positive mesh under load. Provision for mounting S.A.E. 6-bolt power-take-off.

UNIVERSAL JOINTS—Needle bearing, with rubber encased center bearing for long life in severe service.

FRAME—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 zones of greatest stress.

REAR AXLE—Full-floating, spiral bevel, with straddle-mounted pinion. Ring gear thrust plate. Gear ratio: St'd. 6.67 to 1—optional 5.14 to 1; 5.83 to 1. Two-speed axle, providing gear ratios of 5.83 to 1 and 8.11 to 1, at added cost.

SPRINGS—Special alloy steel. Front: 36 in. x 2 in. Rear: 45 in. x 2.5 in. Five-leaf auxiliary springs provided.

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

BRAKES—Service: Hydraulic, independently anchored, two-shoe type. Front: 14" x 2". Rear: 15" x 3.5". Lining area 305 sq. in. Cast iron brake drums fused to steel drum discs. Hand: 7.81" x 2.5" on drive shaft.

WHEELS—Seven 20-inch tapered-disc type, 7-inch rims, duals rear. Six 7.50-20 tires, 8-ply all around. 8.25-20, 10-ply duals rear included with two-speed rear axle option.

TREAD—Front 56.66 in. Rear 65 in.

TURNING RADIUS—27.5' for 134" wb.; 32' or 158" wb.

WHEELBASES—134 and 158 inches.

TYPICAL EQUIPMENT—Includes front fenders and short running boards; channel reinforced frame; auxiliary rear springs; cowl ventilator; 19-gallon fuel tank; spare 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 Truck chassis, except for the frame, the addition of shock absorbers, front and rear, propeller shaft and parking brake guards and extended tail pipe, bus-type clutch and 25-gallon frame-mounted fuel tank. Distance, back of cowl to rear end of frame: on 194-inch wheelbase, 243.78 in.; on 158-inch wheelbase, 197.78 in.

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

THE FORD MOTOR COMPANY, WHOSE POLICY IS ONE OF CONTINUOUS IMPROVEMENT, RESERVES THE RIGHT TO CHANGE SPECIFICATIONS, DESIGN OR PRICES WITHOUT INCURRING OBLIGATION.

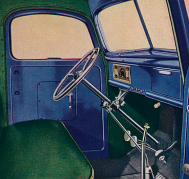
Choose the right Ford Truck for Your Job

The Ford Truck Fits 95% of all Hauling Jobs!

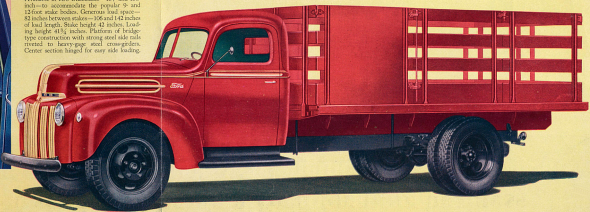
Illustrated and described are the Ford Trucks now being produced. In choosing your truck from among these units, you derive many important advantages in the way of chassis and equipment specifications. A number of heavier-service features are provided which may not be essential to your hauling needs. Certain of these you may wish to have omitted, thereby effecting an appreciable saving in your truck investment. Additional models will be placed in production as



materials and facilities become available. If your particular hauling needs are for a unit not illustrated and described here, then by all means consult your Ford Dealer . . . it is quite possible that the model or type of Ford Truck you desire may then be in production and available, even though it is not included here. In quality of materials, precision workmanship and advanced engineering, these are, unquestionably, the best trucks in Ford history.



Available in two wheelbases—134 and 138 inches—to accommodate the regular 30 and 32 four-cylinder bodies. Grosses load capacity—82 inches between axles—106 and 141 inches of load length. Stake height 41 inches, leading height 41 1/2 inches. Platform of bridge-type construction with strong steel side rails riveted to heavy gage steel crossmembers. Corner section hinges for easy side loading.



The 158-inch Heavy Duty Chassis with Standard Ford Stake or Platform Body

42 different Ford Truck units now available...for light, average, and heavier service...There's a Ford for your business

(Open this cover equipment at additional cost)



THE 114-INCH LIGHT DUTY TRUCK WITH PICKUP BODY



THE 114-INCH LIGHT DUTY TRUCK WITH STAKE BODY

THE LIGHT DUTY UNITS

These light duty Ford units are true trucks in every sense of the word, truck-powered, through and through, for the fast and efficient transportation of bulk materials. All Light Duty Trucks have the Ford 3 1/2 bearing rear axle, in which the axle shafts carry no load. Piston in "straddle-mount" on these long order bearings—a long-life feature found elsewhere only in larger, costlier models. Four differential pins, instead of the customary two, distribute driving stress better. The hydraulic brakes are the independently actuated two-shoe type. Front and rear brakes are 12 inches in diameter.

Brake lining area is 162 square inches for safe, outright stops. The 10-inch eccentric clutch is of generous capacity to transmit full engine torque in shortest service, yet operates with low pedal pressure. Hydraulic, adjustable, self-aligning, double-acting shock absorbers are standard equipment, front and rear. The track-type 3-speed transmission is long-lived, and rugged in design, with bicycle-type synchroizers for easy, silent shifting.

The Light Duty Trucks are currently available with pickup and platform stake bodies, or stake boxes, or as chassis and cab.

THE TONNERS

Available with bodies shown below, or as chassis with cab, with coal, or with coal and windshield. The Tonnez has a sturdy full-bearing rear axle, 4-speed transmission, 15-inch clutch and lag hydraulic brakes. Frisco is constructed with deep, heavy-gauge side members and aluminum-jaw cross members. Very few trucks of its kind today can match it in actual haulage capacity. It makes a splendid general service unit, for delivery or farm use.



THE 122-INCH TONNER WITH OPEN EXPRESS BODY



THE 122-INCH TONNER WITH STAKE BODY

THE POPULAR FORD SCHOOL BUS CHASSIS—194- AND 158-INCH WHEELBASES



Always a popular choice with citizens who appreciate the high value of Ford Safety for their school children, these units are available as chassis and cabs only. Special propeller shaft and parking brake gears are provided, as well as bus-type clutch. 25 gallon gas tank mounted on right rear side and double-acting shock absorbers all around. 104-inch wheel side rails strongly reinforced between rear of front spring and level of rear spring. Either the 30 H.P. V-8 or the 30 H.P. Six engine may be specified.



THE 134-INCH HEAVY DUTY DUMP TRUCK CHASSIS AND CAB



THE 158-INCH HEAVY DUTY TRUCK CHASSIS WITH CAB

THE HEAVY DUTY UNITS

Ford Heavy Duty truck chassis, currently available in 134 and 158-inch wheelbases, are engineered for service of the heaviest kind. Frisco is heavy-gauge, deep in section, and reinforced with heavy channel between front and rear springs. For service demanding maximum pulling power and speed is a single track, a full-bearing 2-speed axle is optional. Two-tone rear springing is provided. Main springs are 12-hole, modulus 4-kil. Front springing is 11-hole, five-dual-hole modulus.

Great strength and long life are built into the Ford full-bearing Heavy Duty truck axle. The drive piston is double-mounted on 3

large roller bearings—no springing under load. No load is carried by the axle shafts. Powerful hydraulic brakes are 14 inch front, 15 inch rear. Action is normally engaged, avoiding wheel lock and assuring easy, smooth, straight line stops.

The big, sturdy and long-lived semi-confined clutch delivers full engine power smoothly and operates with minimum pedal pressure. The enhanced hub carries on effective vibration dampener. The Ford Heavy Duty 4-speed transmission is engineered for endurance. New internal spring-type reverse lock eliminates clutch-lock.

(Open this cover equipment at additional cost)

Remember— You see more Ford Trucks because there are more Ford Trucks to see!
And wherever you go • whenever you need it • there's handy, fairly priced Ford Service