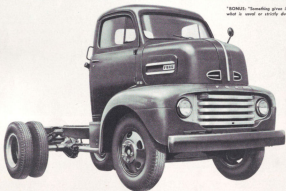


Series F-6 C.O.E.

MAX. G.V.W. 16,000 lbs.
MAX. G.T.W. 28,000 lbs.



Bonus
Built*



*BONUS: "Something gives in addition to what is usual or strictly due"—Webster

KING OF CAB-OVER-ENGINE TRUCKS!

To get the most modern Cab-Over-Engine truck on the road today, choose Bonus Built Ford COE Series F-6

IN FORD COE SERIES F-6 YOU GET the biggest cab-over-engine truck Ford builds.

You get a chassis that is ruggedly engineered for more ton-miles and cheaper ton-miles in tough truck service.

It is the only COE on the road that gives you a choice of two cab interior designs. In the Million Dollar Cab with the 95-h.p. Ford Six, the engine sits low, requiring little elevation in the cab floor. With the 100-h.p. Ford V-8, engine accessories ride slightly higher, permitting easier accessibility for maintenance.

The COE F-6 features a lift-up hood for fast access to forward portion of either engine. Spiralounge hydraulic seat for the driver. Huskier, COE-type front axle and steering assembly. Battery mounted on the running board. Double channel frame. Power braking. Single-speed or two-speed rear axle. Roll Action needle-bearing steering. Removable brake drums. And it's Bonus Built! Ford COE F-6 is built extra strong to last longer.

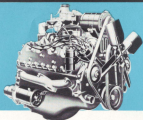
Heavy duty 9-Ft. and 12-Ft. steel-framed Platform or Stake bodies available.

USING LATEST REGISTRATION DATA ON 4,106,000 TRUCKS, LIFE INSURANCE EXPERTS, WOLFE, COECHAN AND LINDER OF NEW YORK CITY, PROVE FORD TRUCKS LAST LONGER!

FORD Division of FORD MOTOR COMPANY

BUILT STRONGER TO LAST LONGER

YOUR CHOICE OF 2 GREAT FORD BONUS BUILT TRUCK ENGINES

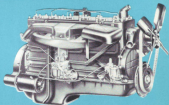
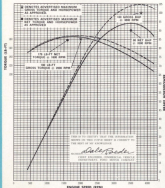


ROUGE 239 TRUCK V-8

CERTIFIED ENGINE POWER CURVES

Name and Model—Ford EEC, No. of Cyls.—8, Bore—3 1/2", Stroke—3 1/4", Displacement—329, Compression Ratio—6.5 to 1, Type of Carburetion—Down-Drift, Fuel—M51448, Octane No. 72-74, Connected to 23.00" Dia. @ 800 P. and 23" Dia. Water Vapor.

--- = Gross Output—Bare Engine Without Fan.
 - - - = Net Output—Engine With Generator, 743.9400-C Air Cleaner, 397.8400-A (4 Blade) Fan and 887.4200-C Muffler with 4 in. Tailpipe (as installed).

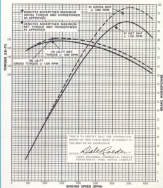


ROUGE 226 TRUCK V-6

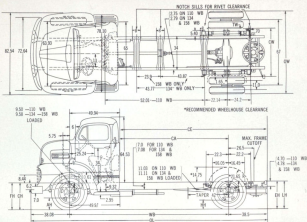
CERTIFIED ENGINE POWER CURVES

Name and Model—Ford EEC, No. of Cyls.—6, Bore—3 1/2", Stroke—4 1/4", Displacement—226, Compression Ratio—6.5 to 1, Type of Carburetion—Down-Drift, Fuel—M51448, Octane No. 72-74, Connected to 20.00" Dia. @ 800 P.

--- = Gross Output—Bare Engine Without Fan.
 - - - = Net Output—Engine With Generator, 743.9400-C Air Cleaner, 327.8400-C (17") Fan, 749.4200 Muffler And 4 in. Tailpipe (as installed).



SERIES F-6 C.O.E. CHASSIS WITH CAB



All dimensions given in inches (unless marked) and all weights are in pounds

FRONT VARIABLE DIMENSIONS

Front Trac. Size and Ply Rating	WIDTH		WEIGHT				
	Wd	Wheel Dia.	FR		CA	AR	
			Space Height Light	Space Height Loaded	Space Height Loaded	Acft Clear- ance	
1.50-20 8	6.0	5.50	26.27	28.35	27.8	27.08	13.20
8.25-20 14	6.0	5.50	26.97	29.00	27.7	27.78	13.00

Front Spring Centers—29.0

CHASSIS AND BODY LENGTH DIMENSIONS

WB	CA	CE	CL	Recommended Body Lengths (Inch)		
Wheel Size	Cab W/ C.L. Rear Axle	End of Frame	Overall Length	Medium (7.50)	Long (7.50)	Extra (7.50)
11.0	60.00	90.00	140.00	9	7 1/2	9 1/2
13.0	64.00	122.00	230.00	12	10 1/2	13 1/2
15.0	109.00	140.00	224.00	15	14 1/2	17 1/2

*For Tractor

CHASSIS WITH CAB WEIGHTS

Curb Weight with Dry Goods Motor— Front and Rear Axle	WHEELBASE			
	70"	101"	140"	
1.50-20	Front	2600	2640	2680
8-ply	Rear	1900	1910	1920
rolling	Total	4500	4550	4600
8.25-20	Front	2720	2870	2920
10-ply	Rear	2000	2040	2080
rolling	Total	4720	4910	5000

WITH 7.50 engine, for dry wt. engine optional, all lbs. from forward end. "Total" weights for loaded axle add 44 lbs. for "medium" and "long" weights. "Curb" weight is weight of empty vehicle ready to drive with fuel tank, cooling system and engine. "Rolling" weight is weight of all other equipment retained, as stated, and for dry weight—without fuel and water—subtract this lbs. from "Total" weights.

REAR VARIABLE DIMENSIONS

Rear Trac. Size and Ply Rating	WIDTH				WEIGHT							
	Wd	Wheel Dia.	Tire Sec. Dia.	Width Between Rear Tires	Width Overall Rear Tire	Clear- ance for Tires & Springs	Dish Loaded Tire Radius	FRONT SHAFT LIGHT		FRONT SHAFT HEIGHT LOADED	Acft Clear- ance*	
								10"	12"			
1.50-20 8	6.0	5.50	6.50	47.45	56.00	2.30	17.5	22.2	22.50	28.60	28.61	9.24
8.25-20 14	6.0	5.50	6.50	47.85	56.85	2.14	18.2	22.9	23.50	29.20	29.21	14.20

Rear Spring Centers—63.20

*Clearance 0.20 for 2-Speed Axle

SERIES F-6 C.O.E. CHASSIS SPECIFICATIONS

RAITINGS: TRUCK—MAX. G.V.W. 16,000 LBS.; TRACTOR-TRAILER—MAX. G.T.W. 28,000 LBS.

AXLE FRONT

Capacity—lb.	4000
Type	Swanne-Elliott, Modified 1/2-Ton
Wheel	Heat-Treated Alloy Steel, Spacing
Rise (Height x Width x Width—In.)	2.67 x 2.66 x 3.41
Shock Absorbers	Tapered Roller on 2-1/2" Spacing
Wheel Bearings	High Capacity, Dual Opposed, Adjustable Tapered Roller
On Road	Large Size Ball and Socket, Spring Loaded for Automatic Take-up of Wear, Equipped with Rubber Drive Shafts

AXLE REAR

Capacity	10000
Type—Standard	Single Reduction—Hypoid—Full-Floating
Mounting—Center Type	Sub
Pinion—Magnesium Drive End Type	Spindle, 15-Spline
Gear—Cast Iron	Cast Iron
Oil Seal	4-Prong
Shaft and Pinion Gear Thrust Washers	Steel
Pinion Shaft Front Bearing	Dual Opposed Tapered Roller
Pinion Shaft Rear Bearing	Spindle (Sub)
Shaft Front Bearing	Tapered Roller
Shaft Material	Forged, Special Manufacturing Steel
Shaft Diameter at Splines—In.	3.75
Shaft Bearings	High Capacity, Dual Opposed, Adjustable Tapered Roller
Shaft Washer/Type Clutch Thrust Ball Bush	Steel
Leafspring Capacity—plate	20 to 19
Leaf Ratio	2.50 to 1
Optional Air-Type	Two-Speed Planer, Full-Floating
Leafing	5.63 to 1 (Single—3.25 to 1 Low)

STEERING SERVICE

Type	Swanne Power-assisted, Hydraulic, Two-wheel
Front Drive (Drawn Chassis, a Living Width—Thickness—In.)	Double Anchor
Rear Drive (Drawn Chassis, a Living Width—Thickness—In.)	14 x 13 x 1/4
Total Draw Arm—In.	308
Ball and Socket Arm—In.	308
Draws—Type	Demountable
Mounting	Composite, One Lock Fixed to Steel Bush
Booster	Single-acting combining Power Chamber, Hydraulic Vacuum Valve and Slave Cylinder
Type	Diaphragm
Effective Diaphragm Diameter—In.	7 1/2

BRAKE, HAND

Type	Drum and Contracting Band, Spring Loaded
Location	End of Transmission, Direct Line
Line Draw Chassis, a Living Width—Thickness—In.	7.81 x 2.50 x 1/4
Total Living Area—sq. in.	61.3

SHOULDER

Type	Control, Track-Type Chassis
Mounting	Fixed Direct to Front of Frame Side Frame

GEAR

Type	Grey-Grip, Semi-Centrifugal Single Plate
Diameter, Outside—In.	14 x 14 x 1/4
Total Frictional Area—sq. in.	127.7
Pressure Plate	Vandenberg, Cast Iron
Clutch Disc	Cast Iron
Clutch Housing	Cast Iron
Pressure Plate Bearing	Cast Iron
Attachment—Levers to Pressure Plate	Copper Graphite Bearing
Clutch Plate Pressure, Lbs. at Zero Speed—at 1000 RPM	1144—1600
Field Pressure, Lbs. at Zero Speed—at 2000 RPM	341—400

COOLING SYSTEM

Capacity—gals. 50	18
Type	Flat Tube and Fin—Pressure Cap
Radiator	Flat Tube and Fin—Pressure Cap
Thermostat—In.	In Engine Water Outlet
Fan, Diameter—In.	17—4 Blade
	18 1/4—4 Blade

DRIVE LINE

Type	Slotted, Straight Line Drive
Propeller Shaft—Number	1—16-in. wh.
	2—14-in. and 15 1/2-in. wh.
Type	Universal, Forged Steel Shafts
Number	1—16-in. wh.
	2—14-in. and 15 1/2-in. wh.
Universal Joints—Number	2—3
Type	Needle Roller Bearing
Center Bearing (on 16-in. and 15 1/2-in. wh.)	Roller Mounted Ball Type

ELECTRICAL SYSTEM

Battery	Heavy Duty 6-Volt, 15-Plate, 105-Amp. H. Capacity
Generator	30 Amp., 500 Watts, Air-Cooled, Shunt Wound, External Voltage and Current Regulated
Ignition	Luminous-Vacuum Controlled System, Fully Automatic Distributor, Metal-Clad Coil, Glow Wiring to Igniter
Head Lights	Sealed Beam, Front-Beam, Central Beam
Starter	High Torque, Automatic Engagement, Redundant Luminous-Vacuum Controlled System
Parking Lights, Left-Hand Combination Brake and Tail Light, Instrument Lights, Ignition Switch with Key Lock, Circuit Breakers, Voltage Regulator	

ENGINE

No. Cylinders—Bore and Stroke, In.	6—3 1/2 x 4.4	8—3 1/2 x 3 1/4
Displacement—cu. in.	261	263
Crank Oil Sump (N.A.C.C.)	26.1	26.3
Max. Horsepower—RPM	90 @ 2000	100 @ 2000
Max. Torque—Lbs. Ft.—RPM	150 @ 2000	150 @ 2000
Compression Ratio	8.8 to 1	8.8 to 1

FRAME

Side Rail—Type	Tapered Channel Section
Max. Section (Depth x Flange x Thick.)—In.	7.8 x 2.75 x 6.25
12-in. x 12-in. Wheelbase	1.98 x 2.75 x 6.25
18-in. x 18-in. Wheelbase	3.00 x 2.75 x 6.25
Max. Section (Depth x Flange x Thick.)—In.	On All Wheelbases
Section Modulus—12-in. x 12-in. Wheelbase	4.88 x 2.21 x 0.11
Section Modulus—18-in. x 18-in. Wheelbase	7.43
Cross Members—Type	Flanged "U" Type with Alligator Jaw and Channel Section
Number	4 (110", 9 1/2", 8 1/2", 8 1/2")
*Channel reinforcements extend from rear brackets of front springs to front brackets of rear springs.	

FUEL SYSTEM

Capacity—Gals.	Derivahatch
Construction—St.	Derivahatch
Air Cleaner	Heavy Duty Oil Bath, One Qt. Capacity
Fuel Pump and Filter	Diaphragm Type, Driven from Camshaft
Fuel Tank—Chassis with Cab	20-Gal., Back of Seat
Fuel Filter	Valve Extension to Outside Cab—Right Side, Easy-On Cap

LUBRICATION

System	Full Pressure Feed to All Main, Crankshaft and Camshaft Bearings
Oil Filter	Replaceable Cartridge Type
Oil Pan	Chase-Out Type, Section of Type
Crashbox Capacity	4 Gals. (110", 9 1/2", 8 1/2", 8 1/2")
Chassis	Fittings for Pressure Lubrication

SPRINGS

Length x Width—In.	38 x 2.25	48 x 2.5	55 x 2.5
Wheelbase—In.	237	126 1/2"	Ad. wh.
Number of Leaves	11	12	12
Deflection Rate—Lbs. per in.	410	600	1075
Capacity—20,000 Lbs.	1825	2650	5620 (comb.)
(—Per Spring, Lbs.)			

STEERING

Type	Worm and Dual Row Needle Bearing Ball
Wheel	20.4 to 1
Wheelbase	35.6-in. Dia.
Wheelbase—In. Right or Left	210" 134" 204"
	19 1/4" 22" 20 1/4"

TRANSMISSION

Capacity—gals.	41-gal., Selection Sliding Spur Gear
Lubrication	Full Pressure Feed to All Main, Crankshaft and Camshaft Bearings
Reverse	First Second Third Fourth Reverse
Ratio—In.	6.48 3.88 2.40 1.60 1.00 7.00
Power-Take-Off Opening	S.A.E. 6-Bolt, on Right Side

WHEELS AND TIRES

Wheel	7-30-Inch Tapered Steel Disc with 5.5-Inch Duty
	1-Hole, and 2-Hole, Bolt Circle
Hub	3.00 x 3.00 x 1.00
Tire—Standard Size—Front and Dual Row	7.00-20 6.75-20 6.75-20

CHASSIS EQUIPMENT

Complete set, including—	
Control Coil Ventilation	Tandem Type Accelerator Pedal
Air Wing Ventilator	Front Fenders
One-Piece Safety Valves Windshield	Seat Retaining Bands
Spunchings Driver's Seat	Left Hand Side
Throttle-Cover Hooper's Seat	Rotary on Hoop Cover on R.H. Handing
Leather Disc	Spare Wheel
Left-hand Side View	Spay-Type Center under Floor
Left-hand Lower Arm Mirror	Single Electric Horn
Left-hand Windshield Wiper	Front and Rear License Brackets
Gear Lock and Key for SH Drive	Mechanical Jack (2-Ton Capacity)
Standard Instrument Cluster	Standard Tools, Tire Plug, Jacking
Station Light	—plate, screw drive; (one wheel bearing not service; rim not used in front, shock plug and rubber head bolt wrench; steel stud not service; 1/2" nut, 1/2" nut, 1/2" nut and tire iron; tire center wrench.
Defogger Valve	
Thick Rubber Floor Mat	
Clutch Pedal	
Light Switch	

OPTIONAL EQUIPMENT

2-Speed Rear Axle	Hubcap and Defogger
11-in. Chalk, Heavy Duty	Decorating Type
11-in. Chalk, Front View	Front Air Intake Type
8.25-20 (R-2) Dual Row Tire	Right-hand Tail Light
Heavy Duty Fan	High-back Windshield Wiper
Heavy Duty Radiator (V-8 only)	7 1/2 screen required for V-8 only.

FINISH AND COLOR COMBINATIONS

Front, Bumper, Wheels, Running Boards, Mfg. on	
Frontal Sheet and Battery Cover, Rear View Mirror and	
Arm, Van Window Frame, Fuel Filler Cap, Tail Lamp	Black
Grill, Instrument Panel, Instrument Panel	M720 Aluminum
Head Mounting, Windshield Wiper, Door Handles, Hood	
and Parking Lamp Covers, Name and Identification Plates	Bright Finish
Parachute, Head, Grub Handles, Frontal Sheet and Battery	
Cover, Cab (including all service metal surfaces)	Body Color
Influor coating and bodies	

Body Color Options

M722	Vermilion	M1450	Maroon Green
M728	Medium Amber Black	M1452	Bark Grey
	M1455	Chrome Yellow	

THE FIRM MAKES NO WARRANTY, EXPRESS OR IMPLIED, IN CONNECTION WITH THE SALE OF THIS EQUIPMENT, NOR DOES IT WARRANT THAT THE EQUIPMENT IS FREE FROM DEFECTS OR THAT IT WILL BE FREE FROM DEFECTS.