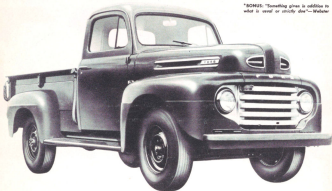


Series F-2

MAX. G.V.W.
5,700 lbs.



*Bonus
Built*



*BONUS: "Something gives is addition to what is used or strictly done"—Webster

EXTRA THRIFT! EXTRA RELIABILITY! EXTRA DURABILITY!

**For a thrifty answer to fast delivery of light, bulky loads,
choose the Bonus Built Ford Series F-2**

IN THE SERIES F-2 YOU GET the lowest-priced 122-inch wheelbase truck in the Ford line.

You get a truck that handles a big 8-ft. Express body or a large 7½-ft. Platform or Stake. Costs are low, in the Ford tradition. This begins with low first-cost and carries on through exceptional gas, oil and maintenance economy for which Ford has always been noted.

Thrifty with costs, the F-2 gives outstanding performance. Loaded to rated capacity, it pulls up to a 9.5% smooth concrete grade in high gear.

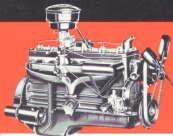
The Ford F-2 offers a choice of either the 100-h.p. Ford V-8 or the 95-h.p. Ford Six. It features the Million Dollar Cab with Full Vision windshield, Air Wing door-glass ventilators, easy-to-read instruments, relaxing lounge-chair comfort and Level Action suspension. Full-floating rear axle with straddle-mounted pinion. 4-speed transmission. Heavy Duty 3-speed transmission also available. Airplane-type shock absorbers. And it's Bonus Built! Ford Series F-2 is built extra strong to last longer.

USING LATEST REGISTRATION DATA ON 6,392,000 TRUCKS, LIFE INSURANCE EXPERTS,
WOLFE, COCORAN 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

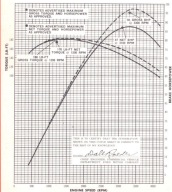


ROUGE 226 TRUCK SIX

CERTIFIED ENGINE POWER CURVES

Name and Model — Ford 7HT, No. of Cyls. — 6, Bore — 3.0", Stroke — 4.4", Displacement — 226, Comp. Ratio — 6.8 to 1, Type of Carburetor — Dura-draft, Fuel — M534B, Octane No. 73-74, Connected to 28.5" HIG, @ 90° F. and 28" HIG, Water Vapor.

- - - Gross Output—Base Engine Without Fan
- Net Output—Engine with Generator, 7HT-N600 Air Cleaner, 30T-8480-C (17") Fan and 7HC-2230-C Muffler with 6 H. Tailpipe (as installed).

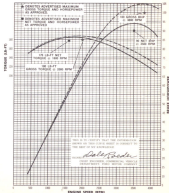


ROUGE 239 TRUCK V-8

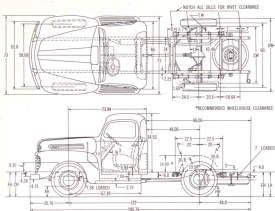
CERTIFIED ENGINE POWER CURVES

Name and Model — Ford 8HT, No. of Cyls. — 8, Bore — 2 1/2", Stroke — 3 1/4", Displacement — 239, Comp. Ratio — 6.8 to 1, Type of Carburetor — Dura-draft, Fuel — M534B, Octane No. 73-74, Connected to 28.5" HIG, @ 90° F. and 28" HIG, Water Vapor.

- - - Gross Output—Base Engine Without Fan
- Net Output—Engine with Generator, 7HT-N600-C Air Cleaner, 30T-8480-A (18" Blade) Fan and 8HT-2320-C Muffler with 6 H. Tailpipe (as installed).



SERIES F-2 CHASSIS WITH CAB



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

FRONT VARIABLE DIMENSIONS

Front Tire Size	WIDTH		HEIGHT			
	Wb	Wheel Offset	FR Frame Height Light	FR Frame Height Loaded	LR Aisle Clearance	LR
6.00-16 6-p.s.	6L	8.58	21.39	20.88	8.27	
7.00-16 6-p.s.	6L	8.58	22.29	21.88	8.27	
7.50-16 6-p.s.	6L	8.58	22.89	22.38	8.27	

P.S. denotes "ply rating." Front Spring Centers—29.8

GROSS VEHICLE WEIGHT RATINGS AND CHASSIS WITH CAB WEIGHTS

G.V.W.	CURB WEIGHT WITH TIRES SHOWN BELOW—FRONT, REAR AND SPRING			
	Size	Front	Rear	Total
		6.00-16 6-p.s.	7.00-16 6-p.s.	7.50-16 6-p.s.
4800 lbs.	6.00-16 6-p.s.	2028	1218	3246
5200 lbs.	7.00-16 6-p.s.	2050	1257	3307
5700 lbs.	7.50-16 6-p.s.	2068	1280	3348

Curb weight is weight of empty vehicle ready to drive with fuel tank, cooling system and minimum fluid levels, spare wheel, spare tire and all other equipment specified as standard. P.S. dry weight—without fuel and water—includes 100 lbs. from "load" weight.

REAR VARIABLE DIMENSIONS

Rear Tire Size	WIDTH						HEIGHT			
	Wb	Wheel Offset	Tire Section Dia.	Width Between Rear Tires	Width Over Rear Tires	TR Clearance Between Tire and Spring	Rear Loaded Tire Radius	FR Frame Height Light	FR Frame Height Loaded	LR Aisle Clearance
6.00-16 6-p.s.	6L	8.58	7.51	22.49	47.57	5.9	15.4	23.86	20.4	7.27
7.00-16 6-p.s.	6L	8.58	7.89	22.81	47.69	4.90	14.5	24.75	21.3	8.17
7.50-16 6-p.s.	6L	8.58	8.14	21.86	48.14	4.89	14.7	25.11	21.7	8.27

P.S. denotes "ply rating." Rear Spring Centers—40.80

Recommended Body Length (inches)

Neutral (Flat)	Range (Load)
71 1/2	7—8

SERIES F-2 CHASSIS SPECIFICATIONS

MAXIMUM GROSS VEHICLE WEIGHT 5,700 POUNDS

AXLE, FRONT

Capacity—lbs.....	2600
Type.....	Remco-Elliott Modified I-Beam
Material.....	Steel-Treated Alloy Steel Forging
Steering.....	Steering Knuckle and Tie Rod
Shock Absorbers.....	Coil Spring and Shock Absorber
Brake.....	High Capacity, Dual Opposed, 4-Wheel Disc Brake
Steering.....	Steering Knuckle and Tie Rod
Brake.....	High Capacity, Dual Opposed, 4-Wheel Disc Brake

AXLE, REAR

Capacity—lbs.....	4000
Type.....	Spinal Beam—Full Floating
Material.....	Steel
Steering.....	Steering Knuckle and Tie Rod
Shock Absorbers.....	Coil Spring and Shock Absorber
Brake.....	High Capacity, Dual Opposed, 4-Wheel Disc Brake
Steering.....	Steering Knuckle and Tie Rod
Brake.....	High Capacity, Dual Opposed, 4-Wheel Disc Brake

CHASSIS, SERVICE

Type.....	Hydraulic, Two-Wheel, Double Action, Self-Centering
Front Brake (Disc Drum, etc.).....	Disc, 10 in. x 1 1/2 in.
Rear Brake (Disc Drum, etc.).....	Disc, 10 in. x 1 1/2 in.
Brake Drum Area—sq. in.....	12.8 x 14.6
Brake Disc Area—sq. in.....	14.6 x 14.6
Brake Shoe Area—sq. in.....	14.6 x 14.6
Brake Shoe Area—sq. in.....	14.6 x 14.6
Brake Shoe Area—sq. in.....	14.6 x 14.6
Brake Shoe Area—sq. in.....	14.6 x 14.6

CHASSIS, HAND

Type.....	Cable with Equalizer Applying Rear Wheel Brakes
-----------	-------------------------------------------------

CHASSIS, MOUNTING

Type.....	Curved, Truck-Type Channel
-----------	----------------------------

CHASSIS, CLAYTON

Type.....	Grp-Grp, Semi-Centeral Single Plate
Capacity.....	12.7
Total Friction Area—sq. in.....	12.7
Center Plate.....	Center Plate
Clutch Disc.....	Clutch Disc
Clutch Disc.....	Clutch Disc
Clutch Disc.....	Clutch Disc
Clutch Disc.....	Clutch Disc
Clutch Disc.....	Clutch Disc

COUPLING SYSTEM

Capacity—sq. ft.....	17
Type.....	Flat Tube and Pin—Pressure Cup
Material.....	Steel
Capacity.....	17
Type.....	Flat Tube and Pin—Pressure Cup
Material.....	Steel

DRIVE LINE

Type.....	Hutchinson, Straight-Line Drive
Propeller Shaft.....	Two, Tubular, Forged Steel Ends
Universal Joint.....	Universal Joint
Universal Joint.....	Universal Joint
Universal Joint.....	Universal Joint

ELECTRICAL SYSTEM

Battery—200 V.....	6-Volt, 17-Plate, 100-Amp. Hr. Capacity
Battery—200 V.....	6-Volt, 15-Plate, 80-Amp. Hr. Capacity
Generator.....	20 Amp., 200 Watts, Air Cooled, Silent Mount
Ignition.....	Electronic Voltage and Current Regulator
Head Light.....	Headlight, Metal-Grid Coil, Open Wiring in Rubber Grommets
Head Light.....	Headlight, Metal-Grid Coil, Open Wiring in Rubber Grommets
Head Light.....	Headlight, Metal-Grid Coil, Open Wiring in Rubber Grommets

ENGINE

No. Cylinders—Displacement, in.....	2-2.2 x 4.4
Cylinders—Displacement, in.....	2-2.2 x 4.4
Displacement—cu. in.....	230
Displacement—cu. in.....	230
Displacement—cu. in.....	230
Displacement—cu. in.....	230
Displacement—cu. in.....	230

FRAME

Side Rail—Type.....	Typical Channel Section
Side Rail—Type.....	Typical Channel Section
Side Rail—Type.....	Typical Channel Section
Side Rail—Type.....	Typical Channel Section
Side Rail—Type.....	Typical Channel Section

FUEL SYSTEM

Carburetor.....	Heavy Duty Carburetor
Fuel Pump and Filter.....	Heavy Duty Carburetor
Fuel Filter.....	Heavy Duty Carburetor
Fuel Filter.....	Heavy Duty Carburetor
Fuel Filter.....	Heavy Duty Carburetor

LUBRICATION

Engine.....	Full Pressure Feed
Oil Filter.....	Oil Filter
Oil Pan.....	Oil Pan
Oil Pan.....	Oil Pan
Oil Pan.....	Oil Pan

SHOCK ABSORBERS

Front and Rear.....	Shock Absorbers
---------------------	-----------------

SPRINGS—Semi-Elliptic, Front Alloy Steel

Length x Width—In.....	36 x 1 1/2
Number of Leaves and Def. Rate, lbs. per in.....	12-14
Capacity (at Normal Deflection)—Fw Spring, lbs.....	1200

STEERING

Type.....	Worm and Single Flange Needle Bearing Steer
Steering.....	Steering
Steering.....	Steering
Steering.....	Steering

TRANSMISSION

Type.....	4-Speed, Selective Sliding Spur Gear
Capacity.....	Capacity
Capacity.....	Capacity
Capacity.....	Capacity
Capacity.....	Capacity

WHEELS AND TIRES

Wheels.....	Five—16-inch Steel Disc with 6 in. x 16-inch Offset
Tires.....	8.00 x 16, 8.00 x 16, 8.00 x 16
Tires.....	8.00 x 16, 8.00 x 16, 8.00 x 16
Tires.....	8.00 x 16, 8.00 x 16, 8.00 x 16

CRANE EQUIPMENT (Installed as standard, in addition to items specified above)

Head, Cool and Dash.....	Head, Cool and Dash
Head, Cool and Dash.....	Head, Cool and Dash
Head, Cool and Dash.....	Head, Cool and Dash
Head, Cool and Dash.....	Head, Cool and Dash
Head, Cool and Dash.....	Head, Cool and Dash

NOTE: Running boards are not standard on chassis with coal or windshield. Hub caps are available as an accessory only.

OPTIONAL EQUIPMENT (Installed in Production) Includes—

Short Running Boards for Chassis.....	Short Running Boards for Chassis
Heavy Duty Fan.....	Heavy Duty Fan
Heavy Duty Fan.....	Heavy Duty Fan
Heavy Duty Fan.....	Heavy Duty Fan
Heavy Duty Fan.....	Heavy Duty Fan

FINISH AND COLOR COMBINATIONS

(Items standard on all are not applicable to chassis with coal or windshield)	
Prime, Hammer, Wheel, Running Boards, Rear View Mirror*.....	Prime, Hammer, Wheel, Running Boards, Rear View Mirror*
Steel, Wheel, Frame, 17-gal. Frame-mounted Fuel Tank.....	Steel, Wheel, Frame, 17-gal. Frame-mounted Fuel Tank*
Black, Wheel, Frame, 17-gal. Frame-mounted Fuel Tank.....	Black, Wheel, Frame, 17-gal. Frame-mounted Fuel Tank*
Black, Wheel, Frame, 17-gal. Frame-mounted Fuel Tank.....	Black, Wheel, Frame, 17-gal. Frame-mounted Fuel Tank*

Body Color Options

Verdure.....	Verdure Green
Verdure.....	Verdure Green
Verdure.....	Verdure Green
Verdure.....	Verdure Green

*Black and Coal-Windshield models are finished in prime coat only unless other body color is specified.

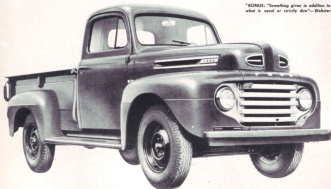
THESE SPECIFICATIONS WERE IN EFFECT AT THE TIME THIS FOLDER WAS APPROVED FOR PUBLICATION. THE FORD DIVISION OF THE FORD MOTOR COMPANY, WHOLE SALES IS ONE OF SEVERAL COMPANIES SERVING THE MARKET. HOWEVER, TO DISCONTINUE MODELS OR CHANGES AT ANY TIME, SPECIFICATIONS, DESIGN OR PRICE WITHOUT NOTICE AND WITHOUT INCURRING ANY LIABILITY.

Series F-3

MAX. G.V.W.
6,800 lbs.



*Bonus
Built*



*BONUS: "Something given in addition to what is used or strictly due"—Webster

THE LITTLE GIANT OF TRUCKING!

For profitable transportation of loads crowding the 1½-ton mark, choose Bonus Built Ford Series F-3

IN FORD SERIES F-3 YOU GET a truck with a G.V.W. rating of 6,800 lbs. When you deduct standard Ford body weights, you have left a payload capacity approaching the 1½-ton mark.

In the F-3 you get all the power and speed you'll ever need to handle loads in its weight class. First-cost is low. Gas and oil economy is high. Maintenance costs scrape rock-bottom. Service facilities are nationwide.

The F-3 gives you a choice of either the 100-h.p. Ford V-8 or the 95-h.p. Ford Six. It features the Million Dollar Cab with Full Vision

windshield, Air Wing door-glass ventilators, relaxing lounge-chair comfort and Level Action suspension. Full-floating rear axle with straddle mounted pinion, ring gear thrust plate and 4-pinion differential. Big brakes, 14" by 2" rear, with demountable drums. 4-speed transmission. Heavy Duty 3-speed transmission optional. Needle bearing roller steering. Airplane-type shock absorbers, front. And it's Bonus Built. Ford Series F-3 is built extra strong to last longer!

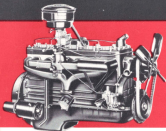
8-ft. Express; 7¾-ft. Platform and Stake bodies available.

USING LATEST REGISTRATION DATA ON 6,106,000 TRUCKS, LIFE INSURANCE EXPERTS, WOLFE, CORCORAN 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



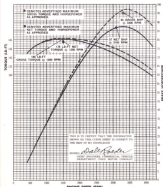
ROUGE 226 TRUCK SIX

CERTIFIED ENGINE POWER CURVES

Name and Model—Ford 226T, No. of Cyls.—6, Bore—3.2", Stroke—4.4", Displacement—226, Comp. Ratio—8.9 to 1, Type of Carburetor—Dura-Draft, Fuel—M5048, Octane No. 72-74, Corrected to 29.92" Hg, 60° F.

— Gross Output—Bare Engine Without Fan.

— Net Output—Engine with Generator, 787-8450 Air Cleaner, 207-8600-C (11") Fan and 790-4280-4 Muffler with 4 R. Tailpipe (as installed).



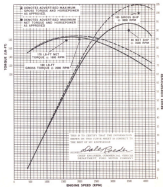
ROUGE 239 TRUCK V-8

CERTIFIED ENGINE POWER CURVES

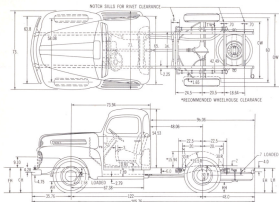
Name and Model—Ford 239T, No. of Cyls.—8, Bore—3 1/2", Stroke—3 1/2", Displacement—239, Comp. Ratio—8.5 to 1, Type of Carburetor—Dura-Draft, Fuel—M5048, Octane No. 72-74, Corrected to 29.92" Hg, 60° F. and .29" Hg. Water Vapor.

— Gross Output—Bare Engine Without Fan.

— Net Output—Engine with Generator, 787-8600-C Air Cleaner, 207-8600-A 14 Blade Fan and 887-1320-C Muffler with 4 R. Tailpipe (as installed).



SERIES F-3 CHASSIS WITH CAB



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

FRONT VARIABLE DIMENSIONS

Front Tire Size	WIDTH		HEIGHT		
	RW	Wheel Offset	TR Front Height Light	CR Front Height Loaded	LR Side Clearance
7.00-17 8-p.s.	5.5	0.56	23.54	23.88	30.27
7.00-17 8-p.s.	5.5	0.56	23.54	23.88	30.37
7.50-17 8-p.s.	5.5	0.56	23.94	23.48	30.87

F.O. denotes "ply rating." Front Spring Centers—20.8.

GROSS VEHICLE WEIGHT RATINGS AND CHASSIS WITH CAB WEIGHTS

G.V.W.	CURB WEIGHT WITH Tires SHOWN BELOW—(FRONT, REAR AND SPARE)			
	Size	Front	Rear	Total
5000 lbs.	7.00-17 8-p.s.	2100	1360	3460
6100 lbs.	7.00-17 8-p.s.	2100	1377	3477
6000 lbs.	7.50-17 8-p.s.	2120	1400	3520

Curb weight is weight of empty vehicle ready to drive with fuel tank, cooling system, and equipment listed. (Includes engine oil, spare tire and all other equipment specified as standard.) F.O. dry weight—without fuel and water—add 100 lbs. from "Curb" weight.

REAR VARIABLE DIMENSIONS

Rear Tire Size	WIDTH					HEIGHT				
	RW	Wheel Offset	TR Section Bk.	WB Width Between Rear Tires	CR Width Between Rear Tires	TR Thickness Between Tire and Spring	LR Side Loading Tire Radius	CR Rear Height Light	LR Rear Height Loaded	LR Side Clearance
7.00-17 6-p.s.	5.5	0.58	7.81	52.19	67.81	4.80	15.3	26.00	22.9	9.37
7.00-17 6-p.s.	5.5	0.58	7.81	52.19	67.81	4.80	15.3	26.00	22.9	9.37
7.50-17 6-p.s.	5.5	0.58	8.30	54.7	68.30	4.6	15.0	26.60	22.0	9.77

F.O. denotes "ply rating." Rear Spring Centers—49.35.

Recommended Body Length (Inches)

Model (FWD)

7-9

Series F-4

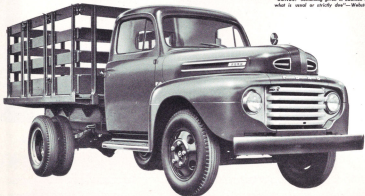
MAX. G.V.W.
10,000 lbs.



*Bonus
Built*



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



BONUS BUILT BROTHER OF FORD "HEAVIES"!

**For economical handling of loads that require dual rear tires,
choose Bonus Built Ford Series F-4**

IN FORD SERIES F-4 YOU GET the biggest truck in the Ford "Light Duty" line. You can mount 7.00-20 single tires, or larger capacity 7.00-18 duals which increase the Gross Vehicle Weight rating to 10,000 pounds.

The F-4 chassis is a full brother of Heavy Duty Fords. The front and rear axles, drive line, steering, 7-inch frame, 15-inch by 3½-inch rear brakes, 11-inch clutch, 4-speed transmission and many other specifications are identical.

You get the same power choice with either the 100-h.p. Ford V-8 or the 95-h.p. Ford Six.

And you get the same Million Dollar Cab with Full Vision windshield, Air Wing ventilators, relaxing lounge-chair comfort and Level Action suspension.

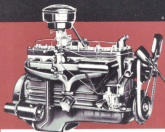
The Ford F-4 features a full-floating rear axle with straddle mounted pinion. Roll Action needle bearing steering. Removable brake drums. In short, the F-4 gives you big truck performance, with penny-pinching, light truck economy. And it's Bonus Built! Ford Series F-4 is built extra strong to last longer.

9-Ft. Platform and Stake bodies available.

USING LATEST REGISTRATION DATA ON 6,592,000 TRUCKS, LIFE INSURANCE EXPERTS,
WOLFE, CORCORAN 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

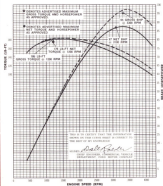


ROUGE 226 TRUCK SIX

CERTIFIED ENGINE POWER CURVES

Name and Model—Ford 226, No. of Cyls.—6, Bore—3 1/2", Stroke—4 1/4", Displacement—128, Compression Ratio—6.8 to 1, Type of Carburetor—Down-draft, Fuel—M524H, Oilpan No. 72-54, Connected to 28.32" H₂O @ 90° F.

- Gross Output—Bare Engine Without Fan
- Net Output—Engine with Generator, 775-9600 Air Cleaner, 951-8606-C (17") Fan and 775-9330-C Muffler with 6 ft. Tailpipe (as installed).

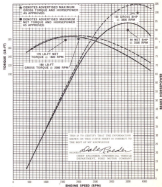


ROUGE 239 TRUCK V-8

CERTIFIED ENGINE POWER CURVES

Name and Model—Ford 239, No. of Cyls.—8, Bore—3 1/2", Stroke—3 1/4", Displacement—239, Compression Ratio—8.8 to 1, Type of Carburetor—Down-draft, Fuel—M524H, Oilpan No. 72-54, Connected to 28.32" H₂O @ 90° F. and 32" H₂O, Water Vapor.

- Gross Output—Bare Engine Without Fan
- Net Output—Engine With Generator, 787-9600-C Air Cleaner, 971-8600-A (4 Model) Fan and 887-9330-C Muffler with 6 ft. Tailpipe (as installed).



[illegible]

FRONT VARIABLE DIMENSIONS

Feed Time Size	WIDTH		WEIGHT		
	Size	Wheel Size	Engine Weight (Lbs)	Frame Weight (Lbs)	Asst. Capacity
7.000-18 8-p.s.	6.8	4.75	285.094	225.4	18.0
7.000-20 8-p.s.	6.8	4.75	285.094	265.8	11.8

W.A. denotes "ply rating." Front Spring Constant...20.6

G.M.	OVER WEIGHT WITH TOES SHOWN BELOW—			
	Size	Foot	Toe	Total
7,500 lbs.	7.00-20 8-p.c. front and single rear	2316	1604	3960
18,000 lbs.	7.00-18 8-p.c. front and dual rear	2540	1780	4020

*Dry weight is weight of empty vehicle ready to drive with full tank, cooling system and accessories filled, tires, spare wheel and all other major items operational and ready to run. For dry weight—without fuel and water—

Early weight is weight of empty vehicle ready to drive with fuel tank, cooling system and crankcase filled, hoses, spare wheel and all other equipment properly secured as required. For dry weight...without fuel and water...subtract the dry from "total" weight.

[illegible]

P.L. denotes "ply rating." Base Spring Centers—48.75.

Recommended Body Length (inches)	
Minimal (Feet)	Range (Feet)
8	7 1/2 - 10

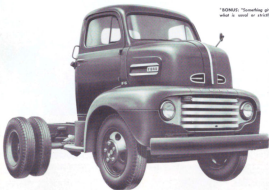
Series F-5 C.O.E.

MAX. G.V.W. 14,000 lbs.

MAX. G.T.W. 24,000 lbs.



*Bonus[®]
Built*



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

COMPACT AS A WATCH!

To pack more pay into payloads,
choose Bonus Built Ford Cab-Over-Engine Series F-5

IN FORD COE SERIES F-5 YOU GET the most popular cab-over-engine truck on the road today. With its running mate, the conventional Ford F-5, they dominate their capacity class.

It is the only COE now hauling 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-5 is packed with engineering

advancements. Lift-up hood for fast access to front of either engine. Spiralounge hydraulic seat for the driver. Huskier, COE-type front axle and steering assembly. Level Action cab suspension. Full Vision windshield and Air Wing ventilators. Single-speed or two-speed axle. Rugged, heavy duty Double Channel frames. Removable brake drums. And it's Bonus Built! Ford COE Series F-5 is built extra strong to last longer.

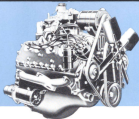
Heavy duty 9-Ft. and 12-Ft. steel-framed Platform or Stake bodies available.

USING LATEST REGISTRATION DATA ON 4,104,000 TRUCKS, LIFE INSURANCE EXPERTS, WOLFE, CORCORAN 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

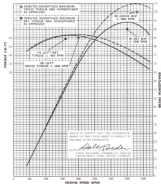


ROUGE 339 TRUCK V-8

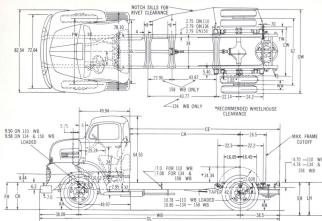
DESIGNED ENGINE POWER CURVES

Name and Model—Ford 339V, No. of Cyls.—8, Bore—3 1/2", Stroke—2 1/4", Displacement—339, Comp. Ratio—8.5:1, Type of Carburetor—Downdraft, Fuel—M3148, Octane No. 73-74, Connected to 29.92" H₂O @ 80° F. and 387 H₂O Water Vapor.

- Gross Output—Bare Engine Without Fan.
- Net Output—Engine With Generator, 747-9400-C Air Cleaner, 971-8400-A (4 Blade) Fan and 447-5330-C Muffler with 8 H. Tailpipe (as installed).



SERIES F-5 C.O.E. CHASSIS WITH CAB



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

FRONT VARIABLE DIMENSIONS

Front Tire Size and Ply Rating	WIDTH			HEIGHT			
	WB	Wheel Offset	Front Track	FW		OH Frame Height Loaded	AH Idle Clearance
				10"	12"		
6.50-20 6	5.0	4.75	50.43	27.87	27.15	25.8	18.09
7.00-20 6	5.0	4.75	50.43	27.87	27.60	26.0	16.58
7.50-20 6	6.0	5.00	53.93	28.37	28.35	27.0	15.28

Front Spring Centers—29.0

CHASSIS AND BODY LENGTH DIMENSIONS

WB	GA	EE	OL	Recommended Body Length (Inches)
Wheel Base	Chassis to C/L Rear Axle	Chassis to End of Frame	Overall Length	Range (Feet)
110	60.00	98.58	258.58	9 7 1/2-9"
134	84.00	122.56	318.56	12 10-15
158	108.00	146.56	338.56	15 14-17

For Tractor

GROSS VEHICLE WEIGHT RATINGS AND CHASSIS WITH CAB WEIGHTS

G.V.W.	Chassis Weight with One Empty Body Front and One Rear	WHEELBASE		
		110	134	158
10,000 lbs.	6,500-20 8-ply rating	Front 2513 2582 2612 Rear 1796 1776 1766 Total 4409 4358 4408		
12,500 lbs.	7.00-20 8-ply rating	Front 2608 2780 2893 Rear 2823 1813 1833 Total 4431 4593 4663		
14,000 lbs.	7.50-20 8-ply rating	Front 3076 3848 3873 Rear 1990 1890 1880 Total 5066 5738 5853		

*With auxiliary ratings: 7.00-20 7-8 ply rating for 10,000 lbs. gross vehicle weight; 7.50-20 8-9 ply rating for 12,500 lbs. gross vehicle weight; 7.50-20 9-10 ply rating for 14,000 lbs. gross vehicle weight. For 3-speed axle add to lbs. in "Rear" and "Total" weights. C.O.E. weight is weight of empty vehicle ready to drive with fuel tank, cooling system and mechanical fluid levels, empty wheel and all other equipment specified as standard. For dry weight—without fuel and water—subtract lbs. from "Total" weights.

REAR VARIABLE DIMENSIONS

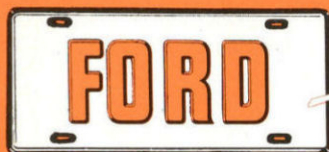
Rear Tire Size and Ply Rating	WIDTH						HEIGHT				
	WB	Wheel Offset	Tire Loc. Dist.	Width Between Rear Tires	Width Between Tire & Spring	Clearance Between Tire & Spring	OH Frame Height Loaded		LR Idle Clearance*		
							10"	12"	10"	12"	
6.50-20 6	5.0	4.75	7.24	50.95	53.74	5.75	16.3	30.75	27.68	27.16	8.74
7.00-20 6	5.0	4.75	7.40	49.89	54.11	5.36	16.8	31.35	27.88	27.68	9.24
7.50-20 6	6.0	5.00	8.52	47.48	58.52	5.36	17.5	31.95	28.00	28.36	9.84

Rear Spring Centers—48.25

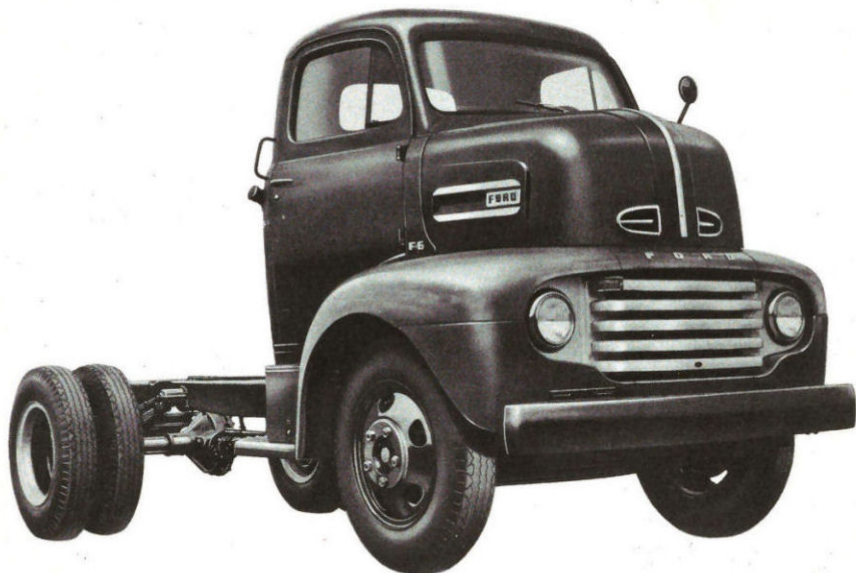
*Deduct 0.60 for 3-speed Axle.

Series F-6 C.O.E.

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



*Bonus
Built*



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.

The F-6 COE gives you a choice of 3 great engines—95-h.p. and 106-h.p. Six and 100-h.p. V-8. With the 106-h.p. Six you get an extra heavy duty clutch and driveshaft, plus a 4-speed Synchro-Silent transmission, which gives the F-6 COE outstanding superiority in its class. It is the only COE that gives you a choice of two cab interior designs—one for the six-cylinder engines, another for the V-8. Both are Ford Million Dollar Cabs with relaxing, easy-chair comfort.

The COE F-6 features a lift-up hood for fast access to forward portion of the engine. Spiralounge hydraulic seat for the driver; folding seat for helper clearing right side for easy entrance or exit. Huskier, COE type front axle, front springs and steering assembly. Battery mounted on the running board. Heavy duty 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.

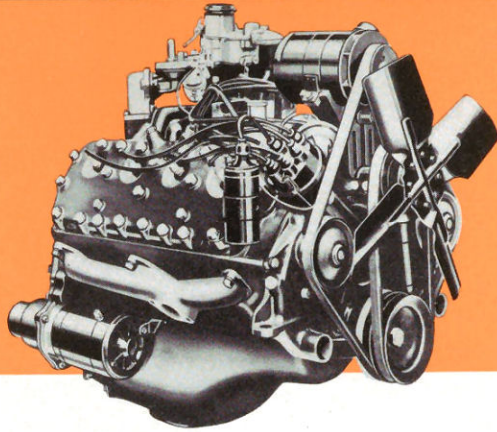
Heavy duty 9-ft. and 12-ft. steel-framed Platform or Stake bodies available.

USING LATEST REGISTRATION DATA ON 6,106,000 TRUCKS, LIFE INSURANCE EXPERTS, WOLFE, CORCORAN AND LINDER OF NEW YORK CITY, PROVE FORD TRUCKS LAST LONGER!

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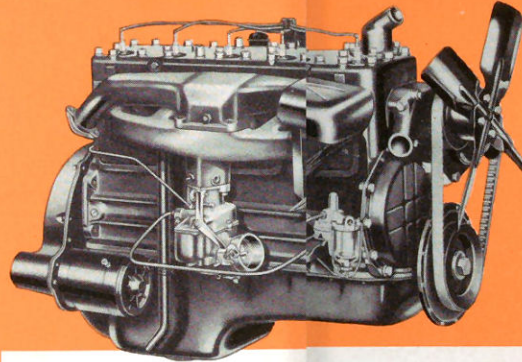
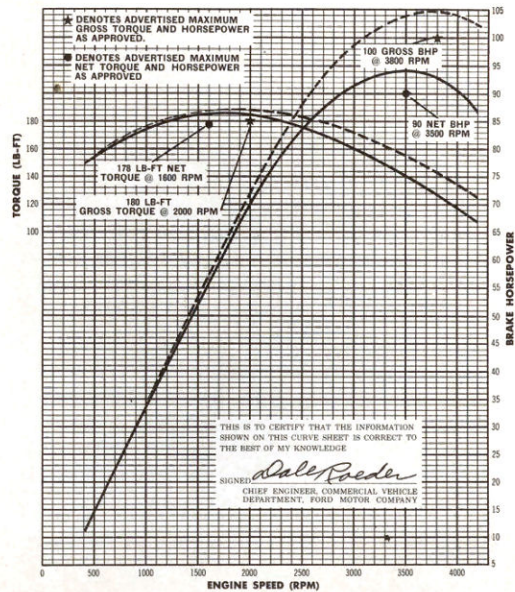


ROUGE 239 TRUCK V-8

CERTIFIED ENGINE POWER CURVES

Name and Model—Ford 8RT. No. of Cyls.—8. Bore— $3\frac{1}{4}$ ". Stroke— $3\frac{3}{4}$ ". Displacement—239. Compr. Ratio—6.8 to 1. Type of Carburetion—Down-draft. Fuel—M534B. Octane No. 72-74. Corrected to 29.92" HG. @ 60° F. and .39" HG. Water Vapor.

--- = Gross Output—Bare Engine Without Fan.
 — = Net Output—Engine With Generator, 7RT-9600-C Air Cleaner, 59T-8600-A (4 Blade) Fan and 8RT-5230-C Muffler with 6 ft. Tailpipe (as installed).

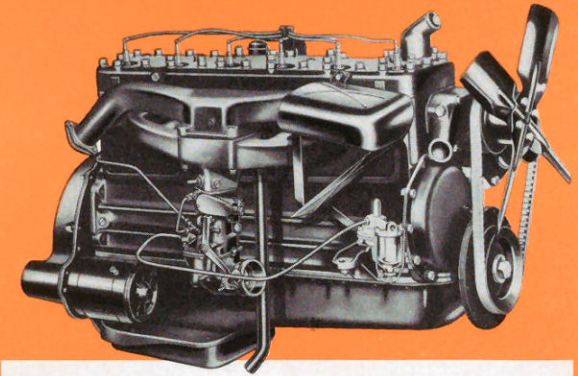
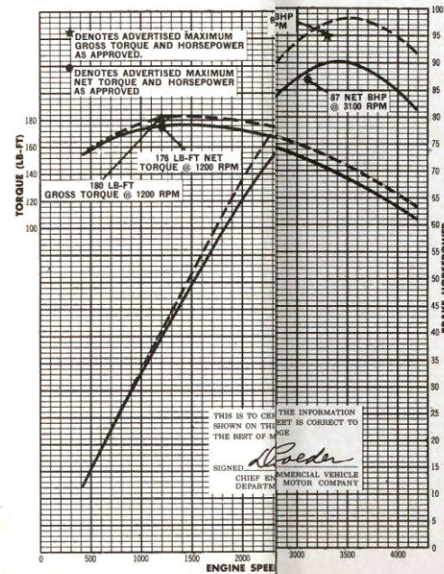


ROUGE 226 CK SIX

CERTIFIED ENGINE POWER CURVES

Name and Model—Ford 8HW. No. of Cyls.—6. Bore—3.3". Stroke—4.4". Displacement—226. Compr. Ratio—6. Type of Carburetion—Up-draft. Fuel—M534B. Octane No. 72-74. Corrected to 29.92" HG. @ 60° F.

--- = Gross Output—Bare Engine Without Fan.
 — = Net Output—Engine With Generator, 9600 Air Cleaner, 2GT-8600-C (17") Fan, 7HW-5230 Muffler and 8RT-5255-A (36") Tailpipe.

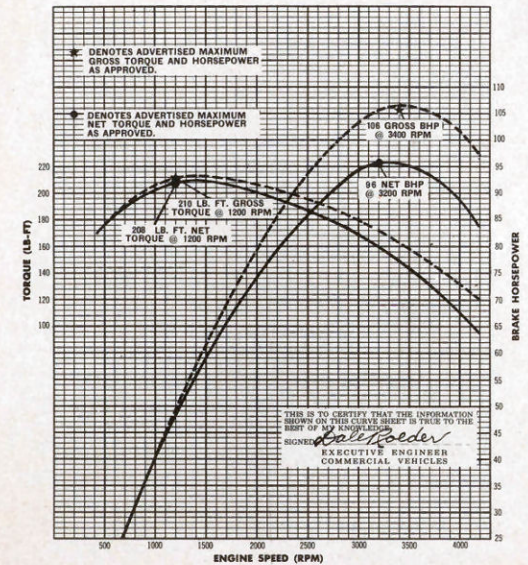


ROUGE 254 TRUCK SIX

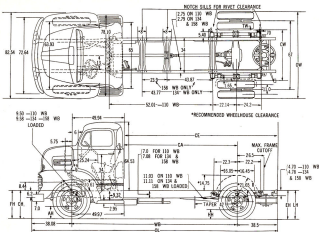
CERTIFIED ENGINE POWER CURVES

Name and Model—Ford 8MWH. No. of Cyls.—6. Bore—3.5". Stroke—4.4". Displacement—254. Compr. Ratio—6.8 to 1. Type of Carburetion—Up-draft. Fuel—M534B. Octane No. 72-74. Corrected to 29.92" HG. @ 60° F.

--- = Gross Output—Bare Engine with Air Cleaner.
 — = Net Output—Engine with Air Cleaner, Generator, Fan and Muffler.



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



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

FRONT VARIABLE DIMENSION

Test Time Size and Poly Rating	WORTH		MODBIT				
	Risk	Worst Case	F8		E8		Risk Class Size
			Average Height Light		Average Height Labeled		
			10°	15°	10°	15°	
7.0-8.0 8	6.0	5.0	38.37	38.35	37.0	37.06	51.39
8.0-9.0 10	6.0	5.0	38.67	38.65	37.7	37.78	51.69

Front Spring Camera—29.0

CHASSIS AND BODY LENGTH DIMENSIONS

Wheat Size	GA Girth to 2nd Rear Rib	CE Girth to End of Chest	SE Overall Length	Recommended Body Length (inches)	
				Shoulder (1st rib)	Hangs (2nd rib)
110	60.0-6	80.0-6	180.0-8	9	7-14-9*
124	84.0-6	122.0-6	210.0-8	12	10-13
138	108.0-6	140.0-6	224.0-8	15	14-17

Age Titration

REAR VARIABLE DIMENSIONS

Crawl Rate Tests and Grip Rating	WIDTH					HEIGHT						
	Size	Wheel Dish	Toe Loc. Dist. RA	Width Between Feet Time	SW Width Crawl Time	SW Crawl Rate Time to Locate	SW Crawl Rate Time to Locate	EH Frame Height Time	EH Frame Height Time	EH Frame Height Time	EH Frame Height Time	
7.50-20-8	6.0	6.50	8.52	47.48	66.52	2.30	17.5	32.2	32.20	28.58	28.61	9.50
8.25-20-10	6.0	6.50	8.50	47.00	66.00	2.54	18.2	32.2	32.50	29.25	29.31	10.00

How Spring Comes—48, 20

*Deduct \$1.25 for 2-Speed Axle

GROSS VEHICLE WEIGHT RATINGS
AND CHASSIS WITH CAB WEIGHTS

Wt. of 14.000000	Curb Weight with Tires, Steers, Batteries and Cool Box	WHEELBASE			
		750	124	144	164
14.000000	5.50-20	Front	2090	2040	2000
	8.00-20	Rear	1890	1870	1840
	Total	4080	4010	4040	4040
8.00-20	5.50-20	Front	2720	2670	2620
	8.00-20	Rear	2080	2040	2000
	Total	4800	4710	4620	4620

From V-6 engines, for 1991, the Saturn 40 has the most "light" and "Tofu" weights, for 1991 only and it is the only car in the "light" and "Tofu" weight class. For 1991, the Saturn 40 is the only car in the "light" and "Tofu" weight class. For 1991, the Saturn 40 is the only car in the "light" and "Tofu" weight class.

SPECIFICATIONS

RATINGS: TRUCK—MAX. G.V.W. 16,000 LBS.;
TRACTOR-TRAILER—MAX. G.T.W. 38,000 LBS.

SERIES F-6 C. O. E. CHASSIS

AXLE, FRONT

Capacity—lbs.	4500
Type	Reverse Kludge Modified I-Beam
Material	Heat-Treated Alloy Steel Forging
Size (Height x Width x Web)—in.	3.67 x 3.06 x 0.41
Thrust Bearings	Tapered Roller or Anti-Friction Ball
Wheel Bearings	High Capacity, Dual Opposed, Adjustable Tapered Roller
The Hub	Large Size Ball Steel and Socket, Spring Loaded for Automatic Take-up of Wear, Equipped with Rubber Dust Shields

AXLE, REAR

Capacity	10000
Type—Standard	Single Reduction—Hypoid—Full-Floating
Housing—Center-Type	Split
Pinion—Mounting—Drive End Type	With 226 and 228 Engines: Sprocket—18-Spline With 254 Engine: Sprocket—16-Spline (Heavy Yoke)
Ring Gear Thrust Plate	Fixed Shoe
Differential	4-Pinion
Side and Pinion Gear Thrust Washers	Steel
Pinion Shaft Front Bearing	Ball
Pinion Shaft Rear Bearing	Bright Roller
Differential Side Bearings	Tapered Roller
Axle Shaft Material	Forged, Special Manganese Steel
Axle Shaft Diameter at Spline—in.	1.75
Wheel Bearings	High Capacity, Dual Opposed, Adjustable Tapered Roller
Nasher Weld-type Driving Discs—Each Hub	8
Lubricant Capacity—pints	18
Axle Ratio—Standard	7.30 to 1
Optional	6.59 to 1 or 4.90 to 1
Optional Axle—Type	Two-Speed Planar, Full-Floating
Ratio	5.59 to 1 (High)—6.11 to 1 (Low)

BRAKES, SERVICE

Type	Vacuum Power-operated, Hydraulic, Two-shoe Double Anchor
Front Brakes (Drum Diam. x Lining Width—Thickness)—in.	14 x 2-1/4
Rear Brakes (Drum Diam. x Lining Width—Thickness)—in.	15 x 2-1/4
Total Drum Area—sq. in.	580
Total Lining Area—sq. in.	362
Drums—Type	Demountable
Material	Composite—Cast Iron Fused to Steel Back
Booster	Single-unit combining Power Chamber, Hydraulic Vacuum Valve and Slave Cylinder
Type	Diaphragm
Effective Diaphragm Diameter—in.	7 1/4

BRAKE, HAND

Type	Drum and Contracting Band, Spring Loaded
Location	Rear of Transmission on Drive Line
Size (Drum Diam. x Lining Width—Thickness)—in.	7.50 x 2-1/4
Total Lining Area—sq. in.	81.3

BUMPER

Type	Carved, Truck-Type Channel
Mounting	Bolts Direct to Front of Frame Side Rails

CLUTCH

Type	Gyro-Grip, Semi-Centrifugal Single Plate
Cover Plate	Ventilated Type
Pressure Plate	Cast Iron
Clutch Disc	Dish-shaped Hub with Vibration Damper
Release Bearing	Sealed Ball, Pre-Lubricated
Flat Bearing	Copper Diaphragm Pushing
Attachment—Lenses to Pressure Plate	Needle Roller Bearings
For Engine	226 Sbc or 239 V-8 254 Sbc
Size	11-in. 11-in. Extra Heavy Duty
Diameter—Outside—in.	11 11
Inside—in.	4.5 4.5
Total Frictional Area—sq. in.	123.7 123.7
Lining Material	Molded Woven
Plate Pressure, Lbs.: at Zero Speed—	
at 2000 RPM	1044—1430 1404—1790
Plate Pressure, Lbs.: at Zero Speed—	
at 2000 RPM	24—45 36—60

THESE SPECIFICATIONS WERE IN EFFECT AT THE TIME OF THIS PRINTING. HOWEVER, THE FORD MOTOR COMPANY, WHOSE POLICY IS ONE OF CONTINUOUS IMPROVEMENT, RESERVES THE RIGHT TO CHANGE AT ANY TIME, SPECIFICATIONS, DESIGN, OR PRICES WITHOUT INCURRING OBLIGATION WITH RESPECT TO ANY OF ITS PRODUCTS.

SPECIFICATIONS—Continued

COOLING SYSTEM

Capacity—cu. ft. 220 or 224 Std.	18
220 V-8.	22
Radiator..... Flat Plate and Fan—Pressure Cap	Thermastatic
Thermastatic..... In Engine Water Outlets	
Fan, Diameter—in. 220 or 224 Std.	17—4 Blade
220 V-8.	19—4 Blade

DRIVE LINE

Type..... Hatchback, Straight Line Drive	
Propeller Shaft—Number—130 in. wh.	One
134 in. and 138 in. wh.	Two
Type..... Tubular, Foamed Steel Ends	
Diameter, in.—220 Std. or 220 V-8.	2.2
224 Std.	3.0
Universal Joints—Number—118 in. wh.	Two
134 in. and 138 in. wh.	Three
Type..... Needle Roller Bearing	
Center Bearing (on 134 in. and 138 in. wh.)	Roller Forward Ball Type

ELECTRICAL SYSTEM

Battery..... Heavy Duty 6-Val. 12-Plate, 130 Amp. Hb. Capacity	
General..... 30 Amp., 254 Watts, Air Cooled, Shunt Wound	
External Voltage and Current Regulated	
Igition..... Roadmaster Vacuum Controlled System, Fully Automatic Dis	
Ignition..... Metal-Cased Coil; Open Wiring in Rubber Grommets	
Head Lights..... Sealed Beams, Foot-Switch Beam Control	
Starter..... High Torque, Automatic Engagement, Reduced	
Switch, Push Button Control	
Parking Lights..... Left-hand Combination Stop and Tail Light; Instrument	
Lights; Ignition Switch with Key Lock; Choke Breakers; Voltage Regulator.	

ENGINES

	220 Truck Six	228 Truck V-8	224 Truck Six
No. Cylinders.....	6	8	6
Bore and Stroke, in.....	8-3/8 x 4.4	8-3/8 x 3 3/4	6-3/8 x 4.4
Displacement—cu. in.....	220	228	224
Truck HP Rating (N.A.C.C.).....	36.5	32.5	39.4
Governed Speed— (Rtary setting).....	3000	3000	3000
Max. Brake HP—(RPM).....	95 @ 2200	100 @ 2800	116 @ 2600
Max. Torque—Lbs.-Ft.— RPM.....	280 @ 1200	180 @ 2000	210 @ 1200
Compression Ratio.....	6.8 to 1	6.8 to 1	6.8 to 1

FRAME

Side Rail—Type..... Channel Reinforced Section	
Max. Section (Depth x Flange x Thick.)—in.	11-1/2 x 3-1/2 x 0.21
11-1/2 inch and 11-1/2 inch Wheelbases.....	7.8 x 2.75 x 0.21
Channel Reinforcement.....	On All Wheelbases
Max. Section (Depth x Flange x Thick.)—in.	6-5/8 x 2.1 x 0.125
Section Modules—11-1/2 inch Wheelbases.....	7.62
220 inch and 228 inch Wheelbases.....	8.62
Cross Members—Type..... Flange "U" Type with Aligner Jaw	
and Channel Section	
Number.....	4 (118") 3 (124") 6 (224")
*Channel reinforcement extends from rear brackets of front springs to front	
brackets of rear springs.	

FUEL SYSTEM

Carburetor—220 V-8..... Downdraft	
220 or 224 Std.	Updraft
Air Cleaner..... Heavy Duty Oil Bath, One Qt. Capacity	
Fuel Pump and Filter..... Dispensing Type, Driven From Camshaft	
Fuel Tank—Capacity with Carb..... 28 Gal. Back of Seat	
Fuel Filter..... Tube Extension to Outside Cab—Right Side, Easy-On Clip	

GOVERNOR (224 Engine Only)

Type..... Velocity, Integral with Carburetor	
Setting..... 2200 RPM (Std.)—2200 RPM (see load)	

LUBRICATION

Engine..... Full Pressure Feed to All Main, Crankpin	
and Camshaft Bearings	
Oil Filter..... Replaceable Cartridge Type	
Oil Pan—120 Std. and 220 V-8..... Clean-Out Plate in Portion of Pan	
224 Std..... Drainable Ramp in Bottom of Pan	
Crankcase Capacity—220 Std. and 220 V-8..... 4 Qts. (Std.) 5 Qts. (Std.)	
224 Std..... 8 Qts. (Std.) 8 Qts. (Std.)	
Chassis..... Fittings for Pressure Lubrication	

SPRINGS—Rear-Kliplex, Front-Alloy Steel	Front	Rear Main	Auxiliary
Leaflets & Width—	28 x 22 1/2	30 x 2 1/2	22 x 2 1/2
Wheelbase.....	118"	134"-154"	All std., 3-Spoke
Number of Leaves.....	12	12	5
Deflection Rate—Lbs. per in.....	600	640	1075
Capacity (at Normal Load).....			
(—Per Spring, Lbs.).....	1825	2058	5450 (max.)

STEERING

Type.....	Worm and Dual Small Needle Bearing Roller		
Ratio.....	20.8 to 1		
Wheel.....	18 in. Dia., 3-Spoke		
Wheelbase.....	118"	134"	138"
Turning Radius—R., Right or Left.....	30	30 1/4	35 1/4

TRANSMISSION

For 220 Six and 220 V-8 Engines:

Type..... 4-Speed, Selective Sliding Spur Gear	
Lubricant Capacity—Pints.....	5
Gear Positions..... Four Second Third High Reverse	
Ratio (to 1).....	6.40 2.80 1.40 1.00 1.82
Power Take-Off Opening..... S.A.E. 6-Bolt, on Right Side	

For 224 Six Engines:

Type..... 4-Speed Synchromesh	
Gears Second, Third, High..... Constant Mesh Meshed with Synchronizer	
First and Reverse..... Selective Sliding Spur	
Lubricant Capacity—pints.....	5
Gear Positions..... First Second Third High Reverse	
Ratio (to 1).....	6.40 3.00 1.60 1.00 1.82
Power Take-Off Opening..... S.A.E. 6-Bolt, on Right Side	

WHEELS AND TIRES

Wheels..... 7-28 Inch Tapered Steel Disc with 5.5-Inch Disk	
	5 Hole, 8-Inch Dia. Bolt Circle
Rims—Size and Type..... 20 x 6.0, HH 5" x 5-Piece Aluminum	
Type—Standard Size—Front and Dual Rear.....	7.50-20 9-Ply Rating

CHASSIS EQUIPMENT, included standard, in addition to items specified above:

Complete axle assembly, with—	Traverse Type Assemblies
Coil Over Venturiator	Front Fenders
Air Wing Ventilators	Short Running Boards
One-Piece Safety Vision Windshield	Left Fender Step
Rechargeable Driver's Seat	Bulldozers in Step Covers on R.H. Running Board
Theater-Type Driver's Seat	Spare Wheel
Dashboard Box	Spare Tire Carrier under Front
Left-hand Sun Visor	Single Electric Horn
Left-hand Long Arm Mirror	Front and Rear Window Crankers
Left-hand Windshield Wiper	Mechanical Dash (2-Ton Capacity)
Grub Handles	Standard Tools, in Tool Bag, including—
Lock and Key for RH Door	pliers, screw driver, nut and
Standard Instrument Cluster	bearing nut wrench, rim tool and
Radio Grille	tire iron; shock plug and cylinder
Defroster Vents	head bolt wrench, wheel stud nut
Thick Rubber Floor Mat	wrench and handle; jack handle
Choke Button	and tire iron; tire carrier wrench.
Light Switch	

OPTIONAL EQUIPMENT (Installed in Production) include:

6.20 to 1 or 6.80 to 5.5 Aile Ratio	Heavy Duty Radiator (V-8 only)
5-Speed Rear Axle	Honey and Delco—
11-in. Clutch, Heavy Duty (for	Revolving Type
220 Six and 220 V-8 engine only)	Front Air Intake Type
8.20-20 10-Ply. Front Tire	Right-hand Tail Light
8.20-20 10-Ply. Dual Rear Tire	Right-hand Windshield Wiper*
Heavy Duty Pan	*As used required by law only.

FINISH AND COLOR COMBINATIONS

Frame, Hopper, Wheels, Running Boards, Mat on	
Fender Step and Battery Cover, Rear View Mirror and	
Arm, Rear Window Frame, Fuel Filter Cap, Tail Lamp	Black
Grille Enclosure and Grille Bars.....	Aluminum
Head Moldings, Windshield Wiper, Door Handles, Head	
and Parking Lamp Doors, Name and Identification Plates.....	Bright Finish
Fenders, Hood, Grub Handles, Fender Step and Battery	
Cover, Cab (including all interior metal surfaces	Body Color
before trimming and bolting).....	

Body Color Options

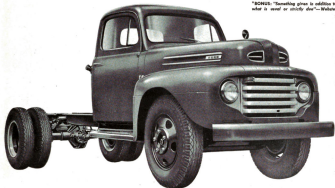
Vandalism	Gray	Shades Blue
Maroon Green	Patrol Green	Standard Blue
		Price

Series F-6

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



Bonus
Built*



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

BIGNESS YOU CAN BANK ON!

**For an extra big truck chassis, Bonus Built
to haul extra big loads, choose Ford Series F-6**

IN FORD SERIES F-6 YOU GET a chassis ruggedly engineered for *more* ton-miles and *cheaper* ton-miles in tough truck service. You get a truck that gives outstanding performance on a long hill-climb, the true test of truck performance.

The F-6 is an outstanding performer in cost records, too—low first-cost, unusual fuel economy, very low maintenance and repair costs.

The Ford F-6 gives you a choice of 3 great engines—95-h.p. and 110-h.p. Six and 100-h.p. V-8. With the 110-h.p. Six you get an extra heavy duty

clutch and driveshaft, plus a 4-speed Synchro-Silent transmission which makes the Ford F-6 the most powerful 6-cylinder Ford Truck ever built.

The F-6 features the Million Dollar Cab with relaxing, easy-chair comfort; double channel frame, power braking, choice of single-speed or two-speed rear axle, Roll Action needle bearing steering, removable brake drums. And it's Bonus Built! Ford Series F-6 is built extra strong to last longer.

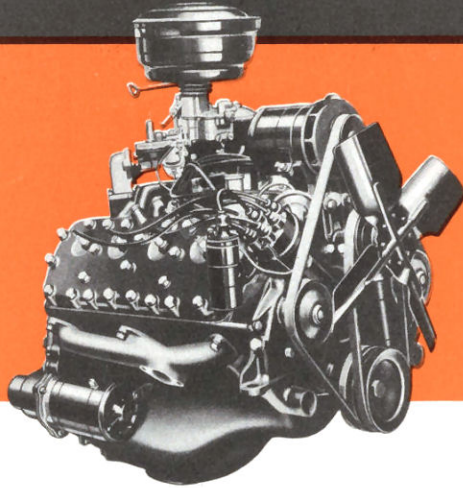
Heavy duty 9-ft. and 12-ft. steel-framed Platform or Stake bodies available.

USING LATEST REGISTRATION DATA ON 4,164,900 TRUCKS, LIFE INSURANCE EXPERTS,
WOLFE, CORCORAN 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 3 GREAT FORD BONUS BUILT TRUCK ENGINES

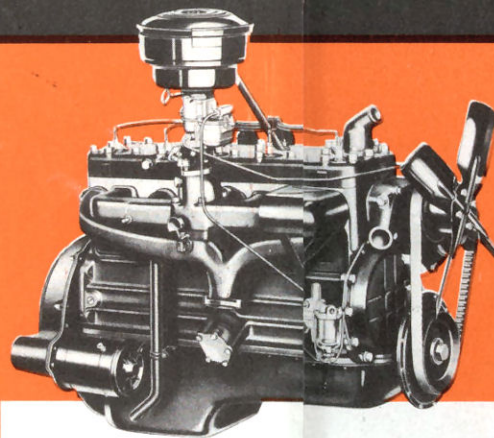
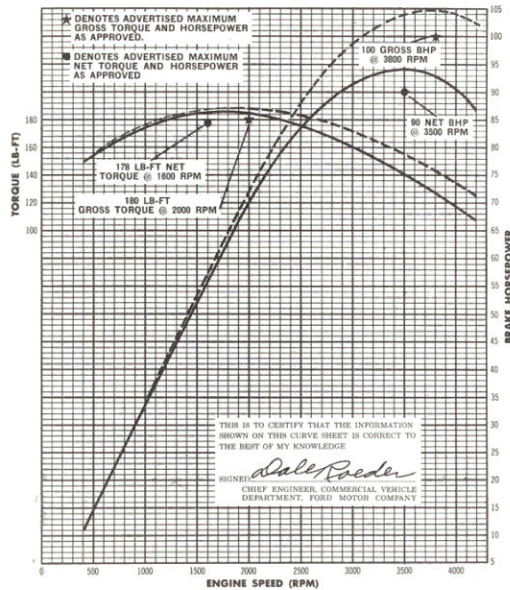


ROUGE 239 TRUCK V-8

CERTIFIED ENGINE POWER CURVES

Name and Model—Ford 8RT. No. of Cyls.—8. Bore—3 $\frac{3}{4}$ ". Stroke—4.4". Displacement—239. Compr. Ratio—6.8 to 1. Type of Carburetion—Down-draft. Fuel—M534B. Octane No. 72-74. Corrected to 29.92" HG. @ 60° F. and .39" H.G. Water Vapor.

--- = Gross Output—Bare Engine Without Fan.
 — = Net Output—Engine With Generator, 7RT-9600-C Air Cleaner, 59T-8600-A (4 Blade) Fan and 8RT-5230-C Muffler with 6 ft. Tailpipe (as installed).

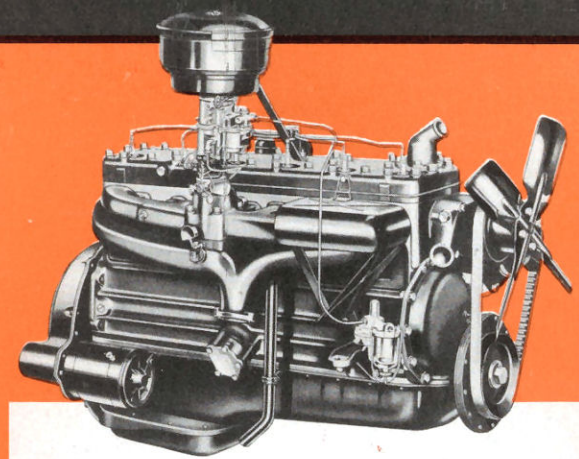
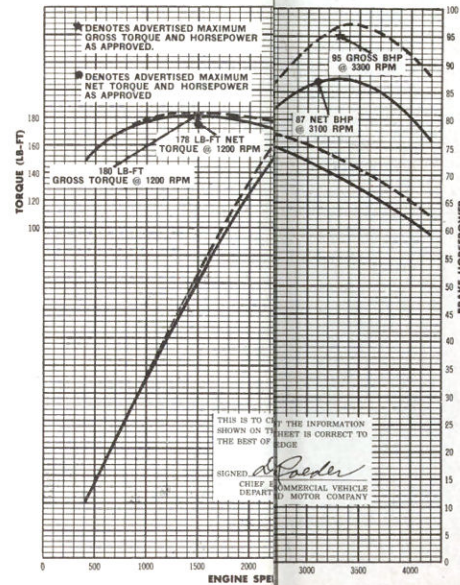


ROUGE 226 CK SIX

CERTIFIED ENGINE POWER CURVES

Name and Model—Ford 7HT. No. of Cyls.—6. Bore—3.3". Stroke—4.4". Displacement—226. Compr. Ratio—6.8 to 1. Type of Carburetion—Down-draft. Fuel—M534B. Octane No. 72-74. Corrected to 29.92" HG. @ 60° F.

--- = Gross Output—Bare Engine With
 — = Net Output—Engine with Generator, 9600 Air Cleaner, 2GT-8600-C (17") Fan and 7HC-5230-C Muffler, ft. Tailpipe (as installed).

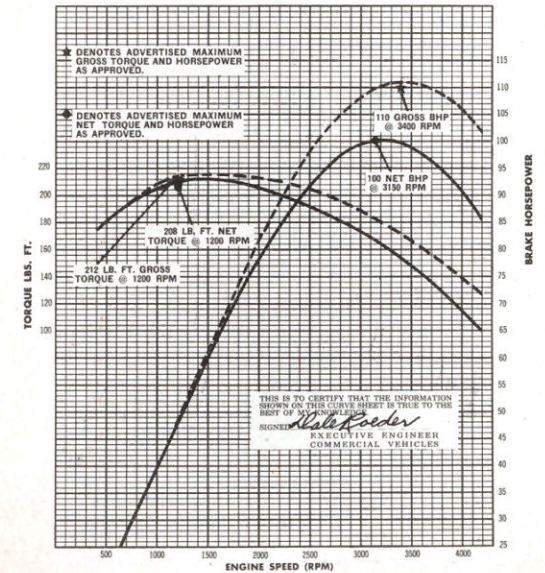


ROUGE 254 TRUCK SIX

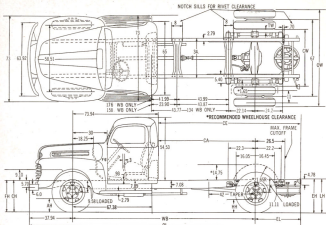
CERTIFIED ENGINE POWER CURVES

Name and Model—Ford 8MTH. No. of Cyls.—6. Bore—3.5". Stroke—4.4". Displacement—254. Compr. Ratio—6.8 to 1. Type of Carburetion—Down-draft. Fuel—M534B. Octane No. 73-75. Corrected to 29.92" HG @ 60° F.

--- = Gross Output—Bare Engine with Air Cleaner
 — = Net Output—Engine with Air Cleaner, Generator, Fan and Muffler



SERIES F-6 CHASSIS WITH CAB



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

FRONT VARIABLE DIMENSIONS

Front Tire Size and Ply Rating	WIDTH		HEIGHT		
	RW	Wheel Dia	From Hub to Light	From Hub to Center	Air Clearance
7.50-20 8	6.0	5.50	27.57	27.08	22.44
8.25-20 10	6.0	5.50	28.27	27.78	22.54

Front Spring Centers—29.8

CHASSIS AND BODY LENGTH DIMENSIONS

WB	SE	EE	EL	OL	Recommended Body Length (inches)	
Wheel Base	Col-in C.L. to End of Axle	Col-in End of Frame	C.L. Axle to End of Frame	Overall Length	Normal (3-in)	Range (3-in)
124	66.06	98.56	38.5	218.44	9	716-9 1/4
158	64.06	123.56	38.5	226.44	12	750-12
176.5	158.27	142.27	68.0	274.13	15	713-15

*For tractor

GROSS VEHICLE WEIGHT RATINGS AND CHASSIS WITH CAB WEIGHTS

TIRE SIZE	TIRE TYPE	TIRE RATING	WHEELBASE		
			124	158	176
7.50-20	8-ply rating	Front	2450	2650	2820
		Rear	2110	2190	2130
8.25-20	10-ply rating	Front	2515	2695	2845
		Rear	2180	2170	2280
10.00-20	14-ply rating	Front	3000	3190	3400
		Rear	2600	2600	2600

*With 5/8" engine for 124 lbs. chassis 40 lbs. from "Front" and "Rear" weights for this size and 15 lbs. for "Total" weight. For 158 lbs. and 176 lbs. "Total" weights for 2-speed chassis add 10 lbs. for "Rear" and "Total" weights. Each weight is weight of empty vehicle ready to drive with fuel tank, cooling system, with maximum fluid, tools, spare wheel and all other equipment specified as standard. For dry weight—without fuel and water—subtract 140 lbs. from "Total" weights.

REAR VARIABLE DIMENSIONS

Rear Tire Size and Ply Rating	WIDTH			HEIGHT					
	RW	Wheel Dia	Tire Section Dia.	Wheel Offset	Wheel Offset from Tire	Wheel Offset from Tire to Spring	Wheel Offset from Tire to Spring	Wheel Offset from Tire to Spring	Air Clearance
7.50-20 8	6.0	5.50	8.62	47.48	46.52	2.56	17.5	32.30	28.63
8.25-20 10	6.0	5.50	8.80	47.68	46.80	2.14	18.2	32.80	29.31

Rear Spring Centers—68.25 *Deduct 0.25 for 20-speed Axle.

SPECIFICATIONS

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

SERIES F-6 CHASSIS

AXLE, FRONT

Capacity—lb.	4500
Type	Reverse Elliott Modified I-Beam
Material	Heat-Treated Alloy Steel Pumping
Size (Height x Width x Web)—in.	2.50 x 2.0 x 0.30
Thrust Bearings	Tapered Roller or Anti-Friction Ball
Wheel Bearings	High Capacity, Dual Opposed, Adjustable Tapered Roller
Tie Rod	Ball Stud and Socket, Spring Loaded for Automatic Take-up of Wear, Equipped with Rubber Dust Shields

AXLE, REAR

Capacity—lb.	52000
Type—Standard	Single Reduction—Hypoid—Full Floating
Housing—Center—Type	Rigid
Pinion—Mounting—Drive End Type	Standard—20-Spline
With 225 and 230 Engines	Standard—10-Spline (Heavy Duty)
With 254 Engine	Standard—10-Spline (Heavy Duty)
Ring Gear Thrust Plate	Fixed Shoe
Differential	4-Pinion
Side and Pinion Gear Thrust Washers	Steel
Pinion Shaft Front Bearing	Dual Opposed Tapered Roller
Pinion Shaft Rear Bearing	Straight Roller
Differential Side Bearings	Tapered Roller
Axle Shaft Material	Forged, Special Manganese Steel
Axle Shaft Diameter at Spline—in.	1.75
Wheel Bearings	High Capacity, Dual Opposed, Adjustable Tapered Roller
Number Wedge-type Lining Dowels—Each Side	8
Lubricant Capacity—qt.	10
Axle Ratio—Standard	7.20 to 1
Optional	6.20 to 1 or 6.40 to 1
Optional Axle—Type	Two-Speed Planar, Full-Floating
Ratio	5.45 to 1 (High)—8.11 to 1 (Low)

BRAKES, SERVICE

Type	Vacuum Power-operated, Hydraulic, Two-shoe Double Anchor
Front Brake (Drum Diam. x Lining Width—Thickness)—in.	14 x 2-1/2 x 1/2
Rear Brake (Drum Diam. x Lining Width—Thickness)—in.	25 x 3-1/2 x 1/2
Total Drum Area—sq. in.	266
Total Lining Area—sq. in.	282
Drums—Type	Disintegratable
Material	Composite—Cast Iron Fused to Steel Back
Booster	Single-unit combining Power Chamber, Hydraulic Vacuum Valve and Slave Cylinder
Type	Diaphragm
Effective Diaphragm Diameter—in.	7 3/4

BRAKE, HAND

Type	Drum and Contracting Band, Spring Loaded
Location	Rear of Transmission on Drive Line
Size (Drum Diam. x Lining Width—Thickness)—in.	7.81 x 2.5 x 1/2
Total Lining Area—sq. in.	81.5

BUMPER

Type	Curved, Truck-Type Channel
Mounting	Bolts Direct to Front of Frame Side Rails

CLUTCH

Type	Open Grip, Semi-Centrifugal Single Plate
Cover Plate	Ventilated Type
Pressure Plate	Cast Iron
Clutch Disc	Combustion Hub with Vibration Damper
Release Bearing	Sealed Ball, Pre-Lubricated
Pinion Bearing	Copper Graphite Bushing
Attachment—Levers to Pressure Plate	Needle Roller Bearings
For Engine	228 Six or 230 V-8 234 Six
Size	21-in. 11-in. Extra Heavy Duty
Diameter—Outside—in.	11 11
Inside—in.	6.5 6.5
Total Frictional Area—sq. in.	320.7 320.7
Lining Material	Molded Woven
Plate Pressure, Lbs.: at Zero Speed—	
at 2000 RPM	1048—1439 1004—1799
Plate Pressure, Lbs.: at Zero Speed—	
at 2000 RPM	34—45 28—40

COOLING SYSTEM

Capacity—qts.: 228 or 234 Six	28
230 V-8	28
Radiator	Flat Tube and Fan—Pressure Cap
Thermostat(s)	In Engine Water Outlet(s)
Fan, Diameter—in.: 228 or 234 Six	17—4 Blade
230 V-8	18 1/2—4 Blade

THESE SPECIFICATIONS WERE IN EFFECT AT THE TIME OF THIS PRINTING. HOWEVER, THE FORD MOTOR COMPANY, WHOSE POLICY IS ONE OF CONTINUOUS IMPROVEMENT, RESERVES THE RIGHT TO CHANGE AT ANY TIME SPECIFICATIONS, DESIGN, OR PRICES WITHOUT INCURRING OBLIGATION WITH RESPECT TO ANY OF ITS PRODUCTS.

SPECIFICATIONS—Continued

DRIVE LINE

Type.....	Hatchback, Straight Line Drive
Number—Propeller Shafts.....	Two
Universal Joints.....	Three
Center Bearing.....	Rubber Encased Ball Type

For 226 Six or 229 V-8 Engines:

Propeller Shafts—Type.....	Tubular, Forged Steel Ends
Diameter, in.—(226" and 198" wh.).....	2.5 (front and rear)
178" wh.....	2.5 (front)—2.5 (rear)
Universal Joints—Type.....	Needle Roller Bearing

For 254 Six Engine:

Propeller Shafts—Type.....	Heavy Tubular, Forged Steel Ends
Diameter, in.—(254" and 198" wh.).....	3.0 (front and rear)
198" wh.....	3.5 (front)—3.0 (rear)
Universal Joints—Type.....	Heavy Needle Roller Bearing

ELECTRICAL SYSTEM

Battery.....	Heavy Duty 6-Volt, 17-Plate, 128-Amp. Hr. Capacity
Generator.....	28 Amp., 250 Watts, Air Cooled, Shunt Wound, External Voltage and Current Regulated
Ignition.....	Loadmaster Vacuum Controlled System, Fully Automatic Dis- tributor; Metal-Clad Coil; Open Wiring in Rubber Grommets
Head Lights.....	Shield Beam, Four-Wheel Beam Control
Starter.....	High Torque, Automatic Engagement, Remote Switch, Park Button Control
Parking Light, Left-hand Combination Stop and Tail Light; Instrument Light; Ignition Switch with Key Lock; Choke Switches, Voltage Regulator.	

ENGINES

	226 Truck Six	229 Truck V-8	254 Truck Six
No. Cylinders—Bore and	6—3.3 x 4.4	8—3.3 x 3.5	6—3.3 x 4.4
Stroke, in.....	328	329	324
Displacement—cu. in.....	262	323	284
Truck HP Rating			
(SAE-C.E.C.).....			
Governed Speed—rpm			
(factory setting).....	—	2200 (max.)—	2200 (max.)
Max. Torque—Horsepower.....			
RPM.....	90 @ 2000	108 @ 2000	110 @ 2400
Max. Torque—Lbs.-Ft.....			
RPM.....	180 @ 1200	108 @ 2000	112 @ 2200
Compression Ratio.....	8.0 to 1	8.0 to 1	8.0 to 1

FRAME

Type.....	Heavy Duty Double Channel
Side Rail.....	Tapered Channel Section
Max. Section (Depth x Flange x Thickness)—in.....	7.08 x 2.79 x 0.25
Reinforcement.....	Specialty Formed Channel, Inside Side Rail*
Max. Section (Depth x Flange x Thickness)—in.....	6.08 x 2.21 x 0.125
Section Modulus.....	8.45
Cross Members, Flanged "U" type with flanges and Channel Sections	
Number.....	5 (184" wh.)—6 (204" and 178" wh.)

*Channel reinforcements extend from rear brackets of front springs to front brackets of rear springs.

FUEL SYSTEM

Carburetor.....	Downdraft
Air Cleaner.....	Heavy Duty Oil Bath, One Qt. Capacity
Fuel Pump and Filter.....	Diaphragm Type, Driven From Camshaft
Fuel Tank—Chassis without Cab.....	25-Gal. Outside Flat Frame Rail
Chassis with Cab.....	30-Gal. Body of Rear
Fuel Filter—25-Gal. Tank.....	Easy-On Cap on Top of Tank
30-Gal. Tank.....	Tube Extension to Outside Cab
	—Right Side, Easy-On Cap

GOVERNOR (254 Engine Only)

Type.....	Velocity, Integral with Carburetor
Setting.....	2200 RPM (std.)—2200 RPM (max.)

LUBRICATION

Engine.....	Full Pressure Feed to all Main, Crankpin and Camshaft Bearings
Oil Filter.....	By-passable Cartridge Type
Oil Pan—226 Six and 229 V-8.....	Clear-Out Plate in Bottom of Pan
254 Six.....	Detachable Sump in Bottom of Pan
Crankcase Capacity—226 Six and 229 V-8.....	6 Qu. (std.)—5 Qu. (std.)
254 Six.....	7 Qu. (std.)—6 Qu. (std.)
Chassis.....	Fittings for Pressure Lubrication

SPRINGS—Semi-Elliptic, Ford Alloy Steel	Front	Rear Main Auxiliary
Length x Width, in.....	30 x 2	45 x 1.5, 30.5 x 2.5
Number of Leaves and Defl. Rate—Lbs. per in.....	11—473	12—1875
Capacity (at Normal Deflection)—Per Spring, Lbs.....	1273	2650 (combined)

STEERING

Type.....	Worm and Dual Row Needle Bearing Hopper
Ratio.....	29.4 to 1
Wheel, Std. and Heavy.....	18" Dia., 3-Spoke
Wheelbase.....	154" 156" 158" 159"
Turning Radius—Ft., Right.....	27 1/2 28 1/2 29 1/2 30 1/2
Left.....	28 32 1/2 33 1/2

TRANSMISSION

For 226 Six and 229 V-8 Engines:	4-Speed, Selective Sliding Spur Gear
Lubricant Capacity—quarts.....	5
Gear Positions.....	First Second Third High Reverse
Ratio (to 1).....	6.43 3.09 2.09 1.00 1.81
Power Take-Off Opening.....	5.4 x 5.6-Inch, on Right Side

For 254 Six Engine:

Type.....	4-Speed Synchromesh
Gears: Second, Third, High.....	Constant Mesh Helical with Synchromesh
First Gear.....	Selective Sliding Spur
Lubricant Capacity—quarts.....	5
Gear Positions.....	First Second Third High Reverse
Ratio (to 1).....	6.43 3.09 2.09 1.00 1.81
Power Take-Off Opening.....	5.4 x 5.6-Inch, on Right Side

WHEELS AND TIRES

Wheels.....	7-30-Inch Tapered Steel Disc with 5.5-Inch Disk 5 Hole, 8-Inch Dia. Bolt Circle
Rims—Size and Type.....	20 x 6.0, 18" 5-2-Piece Advanced
Tire—Standard Size—Front and Dual Rear.....	7.50-20 4-ply rating

CHASSIS EQUIPMENT, included as standard, in addition to items specified above:	
Hood, Cowl and Dash Assembly	Left-hand Windshield Wiper
Front Fenders	(except chassis-only)
Center Cool Ventilator	Trunkette Type Accelerator Pedal
Steel Toe Boards	Extended Tail Pipe on chassis with
Instrument Panel	cool or windshield
Speedometer with Odometer	Square Wheel
Water Temperature Gage	Square Tire Carrier under Frame
Fuel Gage	Mechanical Tank (Chassis Capacity)
Oil Pressure Gage	Standard Tools, in Trunk Box,
Choke Indicator	including: pliers, screw driver,
Ash Receptacle	rear wheel bearing nut wrench,
Diagnosic Box	rim tool and tire iron; spark plug
Choke Button	and cylinder head bolt wrench;
Light Switch	wheel nut wrench and tire iron;
Single Electric Horn	handing jack handle and tire iron;
Front and Rear License Brackets	the carrier wrench.

NOTE: Running boards are not standard on chassis with cool or windshield.

OPTIONAL EQUIPMENT (Installed in Production) includes:

6.25 to 1 or 6.50 to 1 Axle Ratio	Steering and Defroster—
2-Speed Rear Axle	(Revolving Type)
11-in. Clutch, Heavy Duty (for 226	Fresh Air Intake Type)
Six and 229 V-8 engine only)	Heavy Duty Radiator (V-8 only)
Tires: 8.25-20 16-ply rating Front	Heavy Duty Fan
8.25-20 16-ply rating Rear	Right-hand Tail Light
Spring Rubber Pad in Seat (Cab)	Right-hand Windshield Wiper*
Spoke-type Driver's Seat (Cab)	

*On units required by law only. Except Chassis-only

FRESH AIR AND COOL CONTROLS

(Items starred (*) are not applicable to chassis with cool or windshield.)	
Front, Bumper, Wheel, Running Board*, Rear View Mirror and	
Arm*, Vent Window Frame*, 30-Gal. Frame-Mounted Fuel	
Tank, Fuel Filter Cap, Tail Lamp.....	Black
Grille Bars and Grille Bars.....	Aluminum
Hood Mouldings, Windshield Wiper (except model), Door	
Handles*, Head and Parking Lamp Doors, Name and Identification	
Plates.....	Bright Finish
Fronts, Hood, Cowl, Cab (including all interior metal surfaces	
before painting) and Bolts.....	Body Color*

Body Color Options

Turquoise	Gray	Dark Blue
Meadow Green	Feldspar Green	Standard Blue
		Prime

*Cool and Cool-Windshield models are finished in prime coat only unless other body color option is specified.