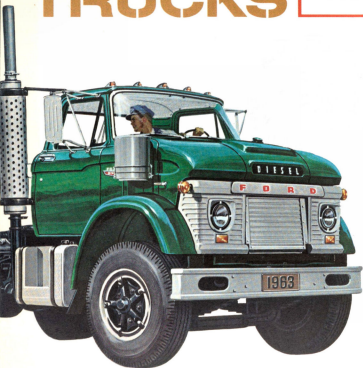


FORD TRUCKS

1963 FULL LINE CATALOG
NOW OVER 1,000 MODELS

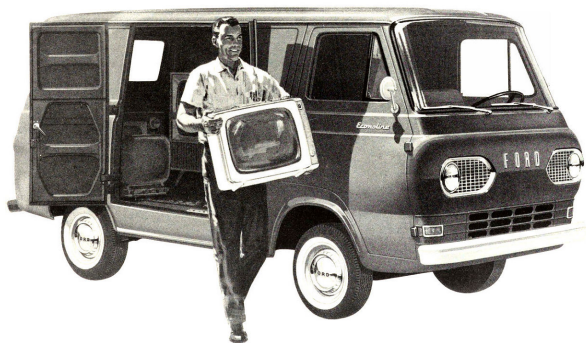


QUALITY-BUILT FOR RELIABILITY AND DURABILITY



FORD ECONOLINE SERIES

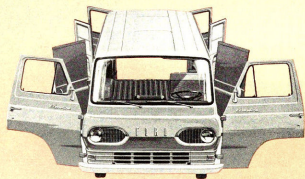
Here are Ford Econolines for '63—with even more of the money-saving advantages that made them America's biggest selling compact truck! They offer new ways to save you time and money, including a new 3-speed fully synchronized transmission that lets you downshift into low without gear clash while moving forward, new long-life speedometer cables, new stronger steering gear sector shafts! Together they cut truck costs and provide greater savings than ever before.



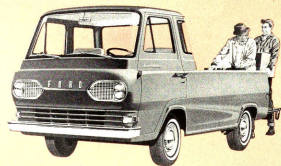
Ford's Econoline van offers 204 cu. ft. of covered, lockable loadspace . . . more than most conventional $\frac{1}{2}$ -ton panels. Now Econoline's gas-saving 144-cu. in. six goes 6,000 miles between oil changes; so does the optional 170-cu. in. six. And because Econoline's engine is in the front, the load floor is flat clear back—7 $\frac{1}{2}$ feet long with no rear-engine hump. You can even haul 12-ft. pipe *inside* if placed beside the engine. And Ford's new left-hand cargo door option

lets you unload from any side. Easy 8-door load accessibility saves time because every load is "up front," and every inch of loadspace is within arm's reach!

Want this kind of thrift and efficiency in a pickup? If so, the Econoline pickup is the one to look over. It has the shortest turning diameter of any comparable pickup—up to 6.5 feet less than conventional $\frac{1}{2}$ -tonners. This pickup's 7-ft. box has a big 73-cu. ft. capacity, and can haul a $\frac{3}{4}$ -ton payload.



ECONOLINE VAN



ECONOLINE PICKUP

FALCON RANCHERO / SEDAN DELIVERY

Do you use a pickup a great deal for personal transportation . . . haul only moderate loads? If so, the Falcon Ranchero is probably just the pickup for you. The Ranchero combines 800-lb. capacity with the comfort, performance and looks that made the Falcon car tops among America's compact cars. Driving a Ranchero makes any business more of a

pleasure . . . and for pure pleasure, the Ranchero fits right in with fishing, hunting and camping. Falcon economy starts with its low price and continues with low running costs day in and year out. You go 36,000 miles between major chassis lubrication, 6,000 miles between oil changes and minor lubrications . . . brakes are self-adjusting. And the



FALCON RANCHERO has a sturdy 6-ft. box that provides over 31 cu. ft. of usable loadspace. Tailgate has a single-latch handle for easy one-hand operation.



FALCON SEDAN DELIVERY is styled for beauty, and designed to haul small prestige loads which require protection from the weather. A sleek Falcon sedan delivery will reflect credit on your business—and do it economically, too!

Ranchero is as pleasant to work from as it is to drive. Side loading height is about 39 inches, and level tailgate height is 27 inches. If you need a truck just like the Ranchero, but with covered, lockable loadspace, then a Falcon sedan delivery is for you. Both Ranchero and sedan delivery are powered with thrifty 85-hp, or optional 101-hp overhead-valve Falcon sixes.

SERIES	ECONO-LINE	RANCHERO SEDAN DELVY
MAX. GVW RATING (lb.)	4,250	3,240
AXLE, FRONT—CAPY (lb.)	Std. 2,050	1,402*
AXLE, REAR—Std.: Cap'y—Model Opt. Models (Std. capacity unless noted)	2,300 lb.	1,870 lb.
BRAKES, SERVICE	Std. ← Hydraulic →	
BRAKES, PARKING	Std. ← Rear Wheels →	
ENGINES AVAILABLE	Std. ← 85-hp Six 101-hp Six	
CLUTCH (Dia. in.)	Std. 8.5 Opt. HD 8.5	8.5
TRANSMISSIONS	Std. 2-Speed Opt. 4-Speed Fordomatic	3-Speed Single-unit Fordomatic
FRAME Wheelbases (in.) Section Modulus: Std.	90 Single-unit	109.5 Single-unit
SPRINGS, FRONT—CAPY (lb.)	Std. 855 Opt.	1,140†
SPRINGS, REAR—CAPY (lb.)	Std. 1,025 Opt.	880
POWER STEERING	← Not Available →	
WHEELS	Std. ← Disc →	
TIRES (Tubeless**)	Std. 6.50-13—4 PR Max. Rear, Opt. 7.00-14—6 PR	6.50-13—4 PR 6.50-13—6 PR

*Rating for front suspension †Coil springs **Comparable tube-type available

FORD LIGHT DUTY SERIES

F-100 THRU F-350/F-100 AND F-250 4 x 4's

Ford's '63 light duty trucks offer you more comfort, reliability and long-term durability than ever before. Their comfort-conditioned cabs nearly match big passenger cars for riding comfort, driving ease and roominess. Yet, beneath all this comfort is a really rugged truck—built like the big trucks in axles, springs, and frame—to provide more reliable, economical truck operation year after year. Look over Ford's F-100 engineering pluses, such as sturdy I-beam front axles; SAE standard parallel-rail frames; heavy two-stage leaf-type rear springs; new smoother shifting, fully synchronized 3-speed transmissions; short-stroke engines; extra corrosion protection in critical areas.



F-100 STYLESIDE PICKUP

Ford's F-100 Styleside pickups are available with integral (illustrated above) or separate cab and body construction. The integral (one-piece) cab and body design offers a solid car-like feel unmatched by any other pickup. Both body designs come with 6½-ft. or 8-ft. boxes, 114- or 122-in. wheelbases.



F-250 STYLESIDE

Ford's F-250 Styleside pickups offer integral, as illustrated, and separate cab and body construction, 8-ft. pickup boxes with capacities up to 79.7 cubic feet. Flareside pickups with wood floors also are available. Running boards between cab and rear fenders make side loading and unloading easier.



FOUR-WHEEL DRIVE

Rugged "go-anywhere" 4-wheel drive models are available as F-100 Series, with 8-ft. separate Styleside or Flareside pickup boxes and chassis-cab; F-250 Series are available with 8-ft. separate Styleside (as illustrated), Flareside box, 7½-ft. stakes or platforms, and as chassis-cabs suitable for special-body applications.



F-350 STAKE

The F-350 Series stake with dual rear wheels, as illustrated, has 9,800-lb. max. GVW. Maximum GVW for pickup models (single tires) is 7,800 pounds. Other models for this series are separate 9-ft. Styleside and Flareside pickups, chassis-cab, platform, chassis-cowl and chassis-windshield models.

New Ford F-100, F-250 and F-350 Series give you a wide choice of models and equipment. Ford's modern short-stroke high-torque engines make trips faster, keep costs lower. Choice of five rugged transmissions, including heavy-duty Cruise-O-Matic and overdrive, matches performance to your requirements. The F-100 Series is available in 114-inch and 122-inch wheelbases

and 6¼- or 8-ft. body lengths. Ford's F-250 Series pickups offer big 8-ft. boxes and GVW's up to 7,400 pounds. The F-350 Series provides 9-ft. boxes and GVW's up to 7,800 pounds on single tires and 9,800 pounds on dual tire models. All three series offer Styleside and Flareside pickups, stake, platform, chassis-cab, chassis-cowl, and chassis-windshield models.

SERIES	F-100	F-100 (4 x 4)	F-250	F-250 (4 x 4)	F-350
MAX. GVW RATING (lb.)	5,000	5,600	7,400	7,400	9,800
AXLE, FRONT—CAP'Y (lb.)	Std. Opt.	2,600 3,000	2,600	3,000 3,500	3,800
AXLE, REAR—	Std.: Cap'Y—Model Opt. Models (Std. capacity unless noted)	3,300 lb. 3,300 lb. Power-Lok	5,000 lb. 5,000 lb. Power-Lok		7,000 lb.
BRAKES, SERVICE	Std. Opt.		Hydraulic		Var. Hyd.
BRAKES, PARKING	Std.		Rear Wheels		External Band
ENGINES AVAILABLE	Std. Opt.		135-hp Six 160-hp V-8		
CLUTCH (Dia. in.)	Std. Opt.	10 HD 11	10 HD 11		HD 11
TRANSMISSIONS	Std. Opt.	3-Speed 3-Speed T-90 3-Speed T-98C 4-Speed T-98A HD Cruise-O-Matic	3-Speed 4-Speed T-98A	3-Speed 3-Speed T-98C 4-Speed T-98A HD Cruise-O-Matic	4-Speed T-98A 3-Speed T-97E HD Cruise-O-Matic
FRAME	Wheelbases (in.) Section Modulus: Std.	114 2.65	122 3.34	122 3.34	126 4.74
SPRINGS, FRONT—CAP'Y (lb.)	Std. Opt.	1,800 1,100	1,280	1,300 1,280	1,350 1,350
SPRINGS, REAR—CAP'Y (lb.)	Std. Opt.	1,825 1,350, 1,650	1,450 1,350	1,450 1,950, 2,400 2,850, 3,300	1,950 2,400, 2,850 3,300
POWER STEERING			Not Available		
WHEELS	Std.		Disc		6-Hole Disc
TIRES (Tubeless**)	Std. Max. Rear, Opt.	6.70-15-4 PR (2 ply) 7-17.5-6 PR	6.70-15-4 PR 7-17.5-6 PR	6.50-16-6 PR 8-19.5-8 PR	6.50-16-6 PR 8-19.5-8 PR

**Comparable tube-type available

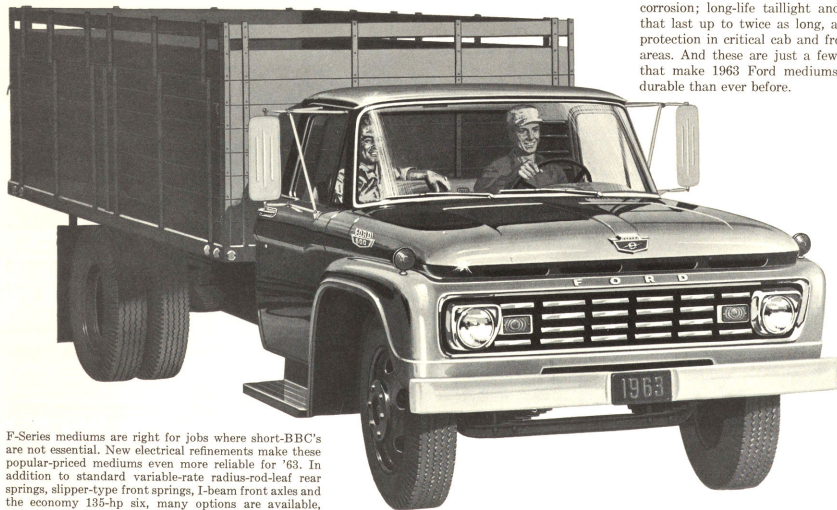
* Capacity of main and auxiliary also shown whenever auxiliary springs are standard or optional

FORD

MEDIUM DUTY SERIES

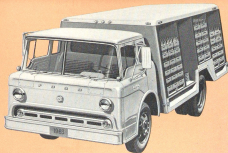
GASOLINE
POWERED

F-500 AND F-600 / C-550 AND C-600 / N-500 AND N-600
105" BBC / 83" BBC / 89" BBC

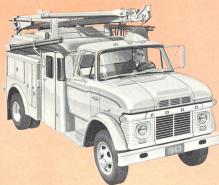


F-Series mediums are right for jobs where short-BBC's are not essential. New electrical refinements make these popular-priced mediums even more reliable for '63. In addition to standard variable-rate radius-rod-leaf rear springs, slipper-type front springs, I-beam front axles and the economy 135-hp six, many options are available, including: 5-speed transmissions, single- and two-speed axles, auxiliary springs, 12-in. diameter clutches, 42-ampere alternators, power steering, and 152-hp six, 160-hp and 171-hp V-8 engines.

By adding the new short-BBC N-Series to tilt cabs and 105" BBC conventionals, Ford gives you the widest choice of medium duty trucks in Ford history. N-Series trucks provide maneuverability and visibility approaching that of tilt cabs, but at a lower price. And the N-Series gives you the many reliability and durability improvements made in the entire '63 Ford medium duty line, such as weather-sealed connectors that guard against taillight wire connection corrosion; long-life taillight and turn signal bulbs that last up to twice as long, and added corrosion protection in critical cab and front-end sheet metal areas. And these are just a few of the refinements that make 1963 Ford mediums more reliable and durable than ever before.



In addition to tilt-cab maneuverability and payload advantages, C-550 and C-600 Series mediums provide 152-hp 262 sixes, wide-track 6,000-lb. front axles and auxiliary rear springs as standard equipment.



New N-500 and N-600 Series provide such proven features as more service-free slipper-type front and rear springs, wide-track I-beam front axle, and variable-rate radius-rod-leaf rear springs as standard equipment; plus much of the maneuverability and payload advantages you once expected only in tilts.

SERIES		F-500	F-600	C-550	C-600	N-500	N-600
MAX. GVW RATING (lb.)		18,000	23,000	19,000	23,000	18,000	23,000
MAX. GCW RATING (lb.)		25,000	32,000	25,000	32,000	25,000	32,000
AXLE, FRONT—CAP'Y (lb.)	Std. Opt.	4,000 5,000	5,000 6,000	6,000	6,000 7,000	4,000 5,000	5,000 6,000
AXLE, REAR—Std.: Cap'ly—Model Opt. Models (Std. capacity unless noted)		11,000 lb. C-100 12,000 lb. D-100, 1350	15,000 lb. F-106 13802, 13800 17,000 lb. 1614-5, 16802-3	13,000 lb. D-100 1350	14,000 lb. F-104 15,000 lb. 13802, F-106, 13800 17,000 lb. 1614-5 16802-3	11,000 lb. C-100 13,000 lb. D-100, 1350	15,000 lb. F-106 13800-2 17,000 lb. 1614-15, 16802-3
BRAKES, SERVICE	Std. Opt.	Hydraulic Vac. Hyd.	Vac. Hyd. HD Vac. Hyd. Rear Air-Over-Hyd. Full Air	Hydraulic Vac. Hyd.	Vac. Hyd. Air-Over-Hyd. Full Air	Hydraulic Vac. Hyd.	Vac. Hyd. HD Vac. Hyd. Rear Air-Over-Hyd. Full Air
BRAKES, PARKING	Std.	Internal Shoe					
ENGINES AVAILABLE	Std. Opt.	135-hp Six 360-hp V-8 171-hp HD V-8	135-hp Six 152-hp Six 160-hp V-8 171-hp HD V-8	152-hp Six 160-hp V-8 171-hp HD V-8		135-hp Six 160-hp V-8 171-hp HD V-8	135-hp Six 152-hp Six 160-hp V-8 171-hp HD V-8
CLUTCH (Dia. in.)	Std. Opt.	11 HD 12					
TRANSMISSIONS	Std. Opt.	4-Speed T-98A 5-Speed 250-V, 251-VB					
FRAME Wheelbases (in.)		132, 195	132, 144, 156, 174 9,45 HD 18.00	99, 111, 135, 153		121, 132, 144	121, 132, 144, 163, 181 8,45 HD 18.00
Section Modules:	Std. Opt.	7.96	9.45 HD 18.00	9.95		7.96	
SPRINGS, FRONT—CAP'Y (lb.)	Std. Opt.	1,750 2,500	2,200 2,500 3,500	2,500	2,500 2,800 3,500	1,750 2,500	2,200 2,500, 3,500
SPRINGS, REAR—CAP'Y (lb.) * Std. * Opt.		4,500 6,700 #6,750, 8,950	6,700 8,100, 9,300, 16,400, #8,950, 10,350, 11,500, 12,650	#6,200	#6,200 #7,250 #10,000	4,500 6,700, #6,750 #8,950	6,700 8,100, 9,300, 10,400, #8,950, #10,350, #11,500, #12,650
POWER STEERING		Optional					
WHEELS	Std. Opt.	5-Hole Disc	6-Hole Disc Cast Spoke	5-Hole Disc	6-Hole Disc Cast Spoke	5-Hole Disc	6-Hole Disc Cast Spoke
TIRES (Tubeless**)	Std. Max. Rear, Opt.	7-22.5—8 PR 9-22.5—10 PR	8-22.5—8 PR 10-22.5—10 PR	7-22.5—8 PR 9-22.5—10 PR	8-22.5—8 PR 10-22.5—10 PR	7-22.5—8 PR 9-22.5—10 PR	8-22.5—8 PR 10-22.5—10 PR

**Comparable tube-type available

*Capacity of main and auxiliary also shown wherever auxiliary springs are standard or optional

FORD

PARCEL DELIVERY SERIES

GASOLINE/DIESEL
POWERED
P-100 THRU P-500 / P-3500 THRU P-5000

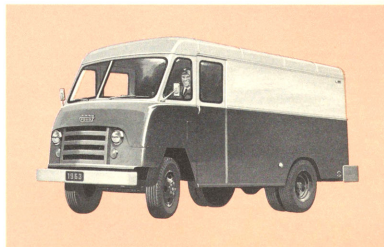


P-350 Series is available with 104- and 122-in. wheelbase for 7- to 11½-ft. bodies. Available as windshield-front-end or stripped-chassis.

Ford parcel delivery chassis for '63 are now available with Ford Diesel engines to bring new economy and durability to door-to-door deliveries. Seven series including the new Diesel-powered series (P-3500, P-4000, P-5000) are available with GVW's from 4,300 to 15,000 pounds to fit any multi-stop delivery need. Ford parcels come in six wheelbases to accommodate a wide variety of special bodies. Your Ford Dealer can arrange to secure the installation of any body you need. Ford parcel windshield and front-end sheet metal assemblies offer convenient controls and body attachment. Parallel-rail frames permit body mounting at minimum cost. All these advantages make Ford your best door-to-door delivery truck buy for '63!

SERIES

	P-100	P-350	P-400	P-500	P-3500	P-4000	P-5000
MAX. GVW RATING (lb.)	5,000	8,000	10,000	15,000	8,000	10,000	15,000
AXLE, FRONT—CAP'Y (lb.)	Std., 2,600	3,800	4,700	3,800	3,800	4,700	
AXLE, REAR—Std.: Cap'Y—Model Opt. Models (Std. capacity unless noted)	3,300 lb.	5,000 lb. 60 5,000 lb. Powr-Lok 7,200 lb. 70	7,200 lb. 70	11,000 lb. C-100 13,000 lb. D-100, 1350	5,000 lb. 60	7,200 lb. 70	11,000 lb. C-100
BRAKES, SERVICE	Std. Opt. Hydraulic		Hydraulic Vac.-Hyd.		Hydraulic	Hydraulic Vac.-Hyd.	
BRAKES, PARKING	Std.	Rear Wheels	External Band		External Band		
ENGINES AVAILABLE	Std. Opt. 85-hp Six 135-hp Six		135-hp Six 160-hp V-8			70-hp Diesel	
CLUTCH (Dia. in.)	Std. Opt. 10	HD 11	HD 11 HD 12		HD 11		12
TRANSMISSIONS	Std. Opt. 3-Speed 3-Speed T-89C	3-Speed 4-Speed T-89A HD Cruise- O-Matic	3-Speed T-89C 3-Speed T-87E HD Cruise- O-Matic	3-Speed T-87E HD Cruise- O-Matic		3-Speed T-87E 4-Speed T-98A	



P-5000 Series is powered by Ford's new 70-hp Diesel. This 4-cylinder Diesel can provide up to three times the fuel economy of a gasoline engine in door-to-door deliveries, where a considerable amount of engine idling and part-throttle driving prevails. Available as stripped-chassis only.

FRAME Wheelbase (in.)		96, 102	104	127	137	154	164	187	194
Section Modules:		Std.	2.85	3.34	6.24	6.24	9.45	6.24	9.45
SPRINGS, FRONT—CAPY (lb.)	Std.	1,070	1,250	1,750	1,750	1,750	1,750	1,750	1,750
	Opt.	1,060	1,250	1,750	2,300	2,300	2,300	2,300	2,300
SPRINGS, REAR—CAPY (lb.)	Std.	1,825	1,950	2,200	3,800	1,950	2,200	3,800	3,800
	Opt.	1,350, 1,650	2,400, 2,750	3,200 * 3,800	4,500	2,400, 2,750	3,200 * 3,800	4,500 * 5,300	* 6,200
WHEELS		Std.	Disc	Disc	8-Hole Disc	6-Hole Disc	5-Hole Disc		
TIRES (Tubeless**)	Std.	6-7.0-15—4 PR	7-12.5-6 PR	8-12.5-6 PR	8-19.5-8 PR	7-17.5-6 PR	8-17.5-6 PR	8-19.5-8 PR	8-22.5-8 PR
	Max. Rear, Out.	7-17.5-6 PR	8-17.5-6 PR	8-17.5-8 PR	8-22.5-8 PR	8-19.5-8 PR	8-17.5-8 PR	8-22.5-8 PR	8-22.5-8 PR
***Comparable tube-type available		*Capacity of main and auxiliary also shown whenever auxiliary springs are standard or optional							



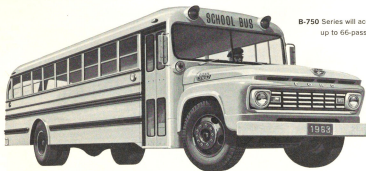
P-100 Series is available as stripped-chassis, powered by Ford's economy 85-hp 144-cu. in. six or optional 135-hp 223-cu. in. six, it offers excellent, thrifty performance on lightweight, stop-go runs.

FORD SCHOOL BUS SERIES

B-500 / B-600

B-700 / B-750

B-750 Series will accommodate up to 66-passenger body.



Our most precious cargos—school children—will enjoy greater safety with '63 Ford school buses. New Ford school bus chassis have available dash-mounted vacuum brake booster, low effort power steering, high-strength double-channel frames (B-700 and B-750 Series). Also available (except B-500 Series) are air-over-hydraulic and full air brakes. New for '63, the B-600 Series offers a 242.5-inch wheelbase chassis to accommodate 60-passenger capacity bodies. The 242.5-inch wheelbase B-600 Series includes the 262-cu. in. six engine and is equipped with double channel frame and dash-mounted brake booster. Whatever your seating capacity, body style, seating preferences, state and local requirements may be, your Ford Dealer will be glad to recommend the school bus chassis for the body of your choice, or supply the complete unit to serve you and your community best.

SERIES	B-500	B-600	B-700	B-750
MAX. GVW RATING (lb.)	12,000	22,000	22,000	22,000
AXLE, FRONT—CAPY (lb.)	Std. 4,000 Opt. 5,000	5,000 6,000	5,500 6,000, 7,000	
AXLE, REAR—Std.: Cap'y—Model Opt. Models (Std. capacity unless noted)	11,000 lb. C-100 13,000 lb. D-100, 1350	15,000 lb. F-100 18,000 17,000 lb. 1614-15, 16802-3	15,000 lb. F-300 18,000 17,000 lb. 1614-15, 16802-3 18,500 lb. 1790A-91A, 17899-1	17,000 lb. B-140 16602-3 18,500 lb. 1790A-91A 17899-1
BRAKES, SERVICE	Std. Hydraulic Opt. Vac.-Hyd.	Vac. Hyd. HD Vac.-Hyd. Rear Air-Over-Hyd. Full Air	Vac. Hyd. Air-Over-Hyd. Full Air	Vac. Hyd. Air-Over-Hyd. Full Air
BRAKES, PARKING	Std. Internal Shoe			
ENGINES AVAILABLE	Std. Opt. 125-hp Six 180-hp V-8 171-hp HD V-8	Std. Opt. 135-hp Six 160-hp V-8 171-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 181-hp HD V-8	Std. Opt. 200-hp HD V-8 230-hp HD V-8
CLUTCH (Dia. in.)	Std. Opt. 11 HD 12			12

*Standard on 242.5" wheelbase model

SERIES	B-500	B-600	B-700	B-750
TRANSMISSIONS	Std. 4-Speed T-68A Opt. 5-Speed 250-V, 251-V	4-Speed T-68A 5-Speed 250-V, 251-V	5-Speed 250-V 251-V, 264-V 252-V, 253-V	5-Speed 250-V 251-V, 264-V 252-V, 253-V
FRAME Wheelbases (in.)	156 222.5 10.64	198.5 222.5 10.64	242.5 242.5 13.22	242.5, 264.5 13.22
Section Modules:	Std.	Std.	Std.	Std.
SPRINGS, FRONT—CAPY (lb.)	Std. 1,750 Opt. 2,300	2,300 2,300	2,200 2,500, 3,500	2,300 3,500
SPRINGS, REAR—CAPY (lb.)	Std. 6,700 Opt. 8,100, 9,300	6,700 8,100, 9,300	8,100 9,300	
POWER STEERING	Std. 4-Hole Disc Opt. 6-Hole Disc	6-Hole Disc Opt. 6-Hole Disc	Opt. 6-Hole Disc	Opt. 6-Hole Disc
WHEELS	Std. 8-Hole Disc Opt. 6-Hole Disc	6-Hole Disc Opt. 6-Hole Disc	Opt. 6-Hole Disc	Opt. 6-Hole Disc
TIRES (Tubeless**)	Std. 7-22.5-6 PR Max. Rear, Out. 9-22.5-10 PR	8-22.5-8 PR 10-22.5-10 PR	8-22.5-8 PR 11-22.5-12 PR	8-22.5-10 PR 11-22.5-12 PR

**Comparable tube-type available

*Capacity of main and auxiliary also shown whenever auxiliary springs are available

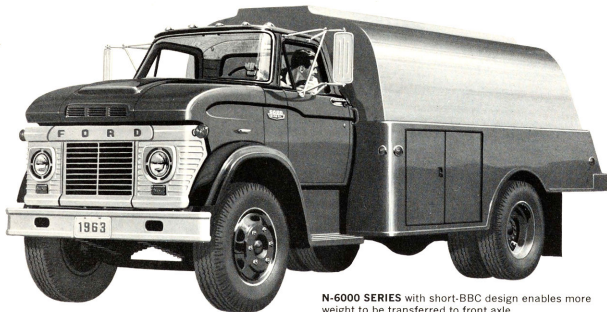
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FORD

HEAVY DUTY SERIES

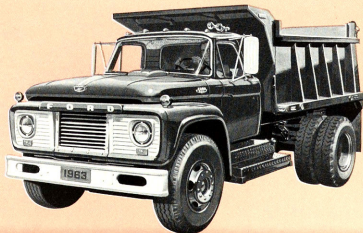
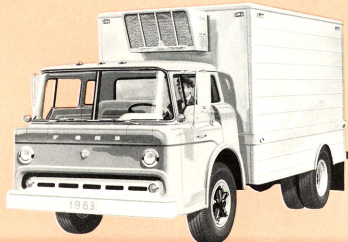
GASOLINE AND
DIESEL POWERED

C-6000, 7000/N-6000, 7000/C-700,750,800/N-700, 750/F-700,750,800



N-6000 SERIES with short-BBC design enables more weight to be transferred to front axle.

Now! New N-Series short-BBC conventionals join Ford's popular tilts and conventionals to give you the widest choice of heavies in Ford history. New power is available, too! Diesel economy is offered to city pickup and delivery truck operations in C- and N-Series trucks. These new C- and N-6000 and 7000 Series trucks, powered with Ford-built 6-cyl., 330-cu. in., 112-hp Diesels, combine short-truck maneuverability with Diesel economy. This new 330 Diesel has remarkable fuel-saving efficiency . . . in typical city pickup and delivery work, you can expect twice the economy of comparable gasoline engines. New reliability and durability improvements have been made throughout Ford's '63 line, including protective plastic or plastic-coated clips to support wiring; weather-sealed wire connectors; extruded vinyl taillight harness covering that resists mud, ice, snow and water; extra durable molded neoprene tractor-trailer light plugs (with tractor package option); and added corrosion protection for cab sheet metal in critical areas. Your Ford Dealer can show you plenty of other ways '63 Fords give you more dependability and durability than ever before.



C-SERIES—Heavy duty C-700, C-750 and C-800 Series offer exceptional maneuverability, maintenance ease and payload advantages. More payload, because the set-back front axle provides better weight distribution, permitting as much as 1,000 lb. more load on the front axle than some conventionals. Greater maneuverability and easier handling, because compact design reduces wheel bases and overall lengths. Longer bodies or trailers, because of short 82.5" BBC. Less downtime, because cab tilts in seconds for quick engine accessibility. Superior driver visibility and less fatigue with virtually all-around glass area and high, unobstructed view of the road.

F-SERIES—Ford's new F-700, 750 and 800 Series conventionals provide scores of proven big truck features to make them exceptional values. F-700 and F-750 Series offer standard wide-track front axles that increase maneuverability, slipper-type front springs with fewer parts and grease points for reduced maintenance costs, and slipper-type, variable-rate radius-rod-leaf rear springs for high load capacity and smooth ride. The F-800 Series features new full-depth frame rails with increased rigidity, and an independent mounting system for cab, radiator and fender front-end sheet metal that effectively separates each from adjacent sheet metal to provide longer radiator, cab and sheet metal life.

SERIES	F-700	F-750	F-800	C-700	C-750	C-800	N-700	N-750	N-6000	N-7000	C-6000	C-7000
MAX. GVW RATING (lb.)	25,000	25,000	27,000	25,000	25,000	27,000	25,000	25,000	23,000	25,000	22,800	25,000
MAX. GCW RATING (lb.)	42,800	50,800	50,000	42,800	50,800	58,000	42,800	58,000	—	—	—	—
AXLE, FRONT—CAP'Y (lb.)	5,900 Std. 5,500, 6,000 7,800	5,500 6,800, 7,000	6,000 7,000, 9,000 11,000	7,000	7,000	9,000 11,000	5,900 5,500	5,500 6,800, 7,000	5,000 4,800	5,000 5,500 6,800, 7,000	4,800 7,000	7,000
AXLE, REAR—Std., Cap'Y—Model Cst. Models (Std. capacity unless noted)	15,000 lb. F-350 13,800-1 17,000 lb. F-350 15,000 lb. F-350 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	17,000 lb. H-140 13,800-1 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	17,000 lb. H-140 13,800-1 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	15,000 lb. F-106 13,800-1 17,000 lb. F-350 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	17,000 lb. H-140 13,800-1 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	17,000 lb. H-140 13,800-1 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	17,000 lb. H-140 13,800-1 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	17,000 lb. H-140 13,800-1 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	17,000 lb. H-140 13,800-1 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	17,000 lb. H-140 13,800-1 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	17,000 lb. H-140 13,800-1 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350	17,000 lb. H-140 13,800-1 15,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350 17,000 lb. F-350
BRAKES, SERVICE	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air	Std. Opt. Vac.-Hyd. Air-Over-Hyd. Full Air
BRAKES, PARKING	Std. 112-hp V-8	Std. 112-hp V-8	Std. 112-hp V-8	Std. 112-hp V-8	Std. 112-hp V-8	Std. 112-hp V-8	Std. 112-hp V-8	Std. 112-hp V-8	Std. 112-hp V-8	Std. 112-hp V-8	Std. 112-hp V-8	Std. 112-hp V-8
ENGINES AVAILABLE	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8	Std. Opt. 160-hp V-8 180-hp HD V-8 207-hp HD V-8
CLUTCH (Dis. in.)	Std. Opt. 11 12	Std. Opt. 11 12	Std. Opt. 11 12	Std. Opt. 11 12	Std. Opt. 11 12	Std. Opt. 11 12	Std. Opt. 11 12	Std. Opt. 11 12	Std. Opt. 11 12	Std. Opt. 11 12	Std. Opt. 11 12	Std. Opt. 11 12
TRANSMISSIONS	Std. Opt. 4-Speed T-350 5-Speed 250-V 250-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 4-Speed T-350 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 4-Speed T-350 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V 251-V, 251-V	Std. Opt. 5-Speed 250-V 251-V, 251-V 251-V, 251-V 251-V, 251-V 251-V, 251-V
FRAME	Std. Wheelbases (in.) Section Modules: 132, 144, 156 10,64	Std. Wheelbases (in.) Section Modules: 174, 184, 212 10,64	Std. Wheelbases (in.) Section Modules: 134, 148, 158, 176, 144, 212 10,64	Std. Wheelbases (in.) Section Modules: 99, 111, 135, 153, 175 14,93	Std. Wheelbases (in.) Section Modules: 99, 111, 135, 153, 175 14,93	Std. Wheelbases (in.) Section Modules: 99, 111, 135, 153, 175 14,93	Std. Wheelbases (in.) Section Modules: 121, 132, 144 10,64	Std. Wheelbases (in.) Section Modules: 163, 181, 212 10,64	Std. Wheelbases (in.) Section Modules: 121, 132, 144 143, 181 9,43	Std. Wheelbases (in.) Section Modules: 121, 132, 144 143, 181 9,43	Std. Wheelbases (in.) Section Modules: 99, 111, 135, 153 14,93	Std. Wheelbases (in.) Section Modules: 99, 111, 135 14,93
SPRINGS, FRONT—CAP'Y (lb.)	Std. Opt. 2,200 2,500 2,500	Std. Opt. 2,500 3,500 5,000	Std. Opt. 3,000 4,000 5,000	Std. Opt. 3,000 4,000 5,000	Std. Opt. 3,000 4,000 5,000	Std. Opt. 4,000 5,000	Std. Opt. 2,200 2,500, 2,580	Std. Opt. 2,500 3,500	Std. Opt. 2,500 3,500	Std. Opt. 2,500 3,500	Std. Opt. 2,500 3,500	Std. Opt. 3,000
SPRINGS, REAR—CAP'Y (lb.)	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650	Std. Opt. 8,100 9,300, 10,400 10,350, 11,550, 12,650
POWER STEERING	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc
WHEELS	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc	Std. Opt. 6- or 10-Hole Disc
TIRES (Fahrenheit)	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR	Std. Opt. 8-22.5-8 PR 11-22.5-12 PR

High torque frame * Capacity of main and auxiliary also shown wherever auxiliary springs are standard or optional

** Comparable tube-type available

FORD

SINGLE AXLE SERIES

SUPER-DUTY
POWERED

F-850 THRU 1100 / C-850 THRU 1100 / N-850 THRU 1100 / H-1000

This year Ford offers you a wider selection of Super Duty powered models than ever before. Ford's newest line, the 89" short-BBC N-Series conventionals, provides exceptional maneuverability, visibility and load-carrying advantages, but at a lower cost than you would pay for these superiorities in tilt-cab models.

All Ford Super Duties are backed by Ford's exclusive 100,000-mile or 24-month Super Duty engine warranty;** and all provide such out-

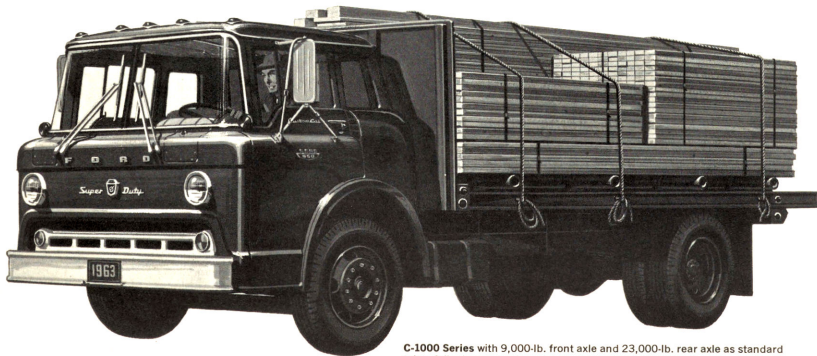
***See warranty on page 18*

standing reliability and durability refinements as Perma-Tuned transistorized ignition option that eliminates 3 out of 4 ignition tune-ups; Hypalon* synthetic rubber electrical insulation that prevents one overheated wire from shorting out all the wires in a harness; long-life light bulbs that last more than twice as long; extradurable molded neoprene tractor-trailer light plugs that resist damage caused by moisture and corrosive elements (with tractor package

option); added corrosion protection for cab sheet metal in critical areas.

You'll find that Ford's '63 Super Duties offer new ways to cut weight, increase strength and payload-carrying abilities, too! Ford's popular-priced 102" BBC Super Duties provide new hi-tensile, single-channel frames for greater strength and rigidity, less weight. New '63 Ford lo-tilts and hi-tilts have available such weight-saving advantages as Stopmaster air brakes that save up to 140 pounds; variable-rate radius-rod-leaf rear springs that save up to 170 pounds; 4-speed Spicer auxiliary transmission that saves up to 120 pounds. So again for '63, your best and most versatile heavy truck choice is a Ford Super Duty.

**Du Pont's Registered Trademark*



C-1000 Series with 9,000-lb. front axle and 23,000-lb. rear axle as standard takes full advantage of greater payload weight distribution on the front axle with set-back front axle location. Optional 11,000-lb. and 15,000-lb. front axles available.



F-950 Series



H-1000 Series



N-1000 Series

SERIES	F-850	F-950	F-1000	F-1100	C-850	C-950	C-1000	C-1100	N-850	N-950	N-1000	N-1100	H-1000	
MAX. GVW RATING	27,000	34,000	36,000	38,000	27,000	34,000	38,000	38,000	27,000	34,000	36,000	38,000	—	
MAX. GCW RATING	50,000	55,000	65,000	—	50,000	55,000	65,000	—	50,000	55,000	65,000	—	75,000	
AXLE, FRONT—CAP'Y (lb.)	Std. Opt. 7,000 9,000, 11,000	7,000 9,000, 11,000	9,000 11,000, 15,000	9,000 11,000, 15,000	9,000 11,000, 15,000	9,000 11,000, 15,000	9,000 11,000, 15,000	9,000 11,000, 15,000	7,000 9,000 11,000	7,000 9,000 11,000	9,000 11,000, 15,000	9,000 11,000, 15,000	—	
AXLE, REAR—Std. Cap'Y—Model Opt. Models (Std. capacity unless noted)	18,500 lb. 1790A 1790A, 1790B-1 22,000 lb. 1882-3, 1882-3, 1882-3 Q-246-P, Q-346-P 1882-3, 23,000 lb. Q-246-P, Q-346-P	22,000 lb. 1882 1882, 1882-3, 1882-3, 1882-3 Q-246-P, Q-346-P 1882-3, 23,000 lb. Q-246-P, Q-346-P	23,000 lb. 1911 1911, 1911-P, 1911-P RT-341-P RT-341-P 1950-3	29,000 lb. U-200 U-300 27,000 lb. 1790A 1790A, 1790B-1 22,000 lb. 1882-3, 1882-3, 1882-3 3882-3, Q-246-P Q-346-P	38,500 lb. 1790A 1790A, 1790B-1 22,000 lb. 1882-3, 1882-3, 1882-3 3882-3, Q-246-P Q-346-P	22,000 lb. 1882 1882, 1882-3, 1882-3, 1882-3 Q-246-P, Q-346-P RT-341-P RT-341-P	23,000 lb. 1911 1911, 1911-P, 1911-P RT-341-P RT-341-P	29,000 lb. U-200 U-300 27,000 lb. 1790A 1790A, 1790B-1 22,000 lb. 1882-3, 1882-3, 1882-3 Q-246-P, Q-346-P RT-341-P RT-341-P	22,000 lb. 1882 1882, 1882-3, 1882-3, 1882-3 Q-246-P, Q-346-P RT-341-P RT-341-P	23,000 lb. 1911 1911, 1911-P, 1911-P RT-341-P RT-341-P	23,000 lb. 1911 1911, 1911-P, 1911-P RT-341-P RT-341-P	29,000 lb. U-200 U-300 27,000 lb. 1790A 1790A, 1790B-1 22,000 lb. 1882-3, 1882-3, 1882-3 Q-246-P, Q-346-P RT-341-P RT-341-P	22,000 lb. 1882 1882, 1882-3, 1882-3, 1882-3 Q-246-P, Q-346-P RT-341-P RT-341-P	—
BRAKES, SERVICE	Std. Opt. Vac. Hyd. Air-Over-Hyd. Full Air	Vac. Hyd. Air-Over-Hyd. Full Air	Full Air	Full Air	Vac. Hyd. Air-Over-Hyd. Full Air	Vac. Hyd. Air-Over-Hyd. Full Air	Full Air	Full Air	Vac. Hyd. Air-Over-Hyd. Full Air	Vac. Hyd. Air-Over-Hyd. Full Air	Full Air	Full Air	Full Air	
BRAKES, PARKING	Std. Opt. Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe	Rear Wheel	
ENGINES AVAILABLE	Std. Opt. 226-hp SD V-8 251-hp SD V-8 253-hp SD V-8	226-hp SD V-8 251-hp SD V-8 253-hp SD V-8	253-hp SD V-8 286-hp SD V-8	253-hp SD V-8 286-hp SD V-8	226-hp SD V-8 251-hp SD V-8 253-hp SD V-8	226-hp SD V-8 251-hp SD V-8 253-hp SD V-8	253-hp SD V-8 286-hp SD V-8	253-hp SD V-8 286-hp SD V-8	226-hp SD V-8 251-hp SD V-8 253-hp SD V-8	226-hp SD V-8 251-hp SD V-8 253-hp SD V-8	253-hp SD V-8 286-hp SD V-8	253-hp SD V-8 286-hp SD V-8	226-hp SD V-8 251-hp SD V-8 253-hp SD V-8 286-hp SD V-8	
CLUTCH (Dia. in.)	Std. Opt. 13-2 Plate	13-2 Plate	13-2 Plate	13-2 Plate	13-2 Plate	13-2 Plate	13-2 Plate	13-2 Plate	13-2 Plate	13-2 Plate	13-2 Plate	13-2 Plate	13-2 Plate	
TRANSMISSIONS	Std. Opt. 5S62 5756B, 6352 6453A, 6852A, E-46 Transomatic	5S62 5756B, 6352 6453A, 6852A, E-46 Transomatic	6352 6352B, 6453A, 6852B, E-46 RA-96, RA-960 Transomatic	6352 6352B, 6453A, 6852B, E-46 RA-96, RA-960 Transomatic	5S62 5756B, 6352 6453A, 6852A, E-46 Transomatic	5S62 5756B, 6352 6453A, 6852A, E-46 Transomatic	6352 6352B, 6453A, 6852B, E-46 RA-96, RA-960 Transomatic	6352 6352B, 6453A, 6852B, E-46 RA-96, RA-960 Transomatic	5S62 5756B, 6352 6453A, 6852A, E-46 Transomatic	5S62 5756B, 6352 6453A, 6852A, E-46 Transomatic	6352 6352B, 6453A, 6852B, E-46 RA-96, RA-960 Transomatic	6352 6352B, 6453A, 6852B, E-46 RA-96, RA-960 Transomatic	5S62 5756B, 6352 6453A, 6852A, E-46 Transomatic	
Optional Auxiliaries	—	—	704L, 7231B or D 8031C or G, 8341A	—	—	—	—	—	—	—	704L, 7231B or D 8031C or G, 8341A	—	—	
FRAME Wheelbases (in.)	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	146, 156, 174, 182	
Section Modules	Std. Opt. 9.951	9.951	9.951	9.951	9.951	9.951	9.951	9.951	9.951	9.951	9.951	9.951	9.951	
SPRINGS, FRONT—CAP'Y (lb.)	Std. Opt. 3,000 4,000, 5,000	3,000 4,000, 5,000	4,000 5,000	4,000 5,000	3,000 4,000, 5,000	3,000 4,000, 5,000	4,000 5,000	4,000 5,000	3,000 4,000, 5,000	3,000 4,000, 5,000	4,000 5,000	4,000 5,000	4,000 5,000	
SPRINGS, REAR—CAP'Y (lb.)	Std. Opt. 8,100 9,300, 10,400 11,500, 12,600 13,700	8,100 9,300, 10,400 11,500, 12,600 13,700	10,400 11,500, 12,600 13,700	11,500 12,600, 13,700	8,100 9,300, 10,400 11,500, 12,600 13,700	8,100 9,300, 10,400 11,500, 12,600 13,700	10,400 11,500, 12,600 13,700	10,400 11,500, 12,600 13,700	8,100 9,300, 10,400 11,500, 12,600 13,700	8,100 9,300, 10,400 11,500, 12,600 13,700	10,400 11,500, 12,600 13,700	10,400 11,500, 12,600 13,700	8,100 9,300, 10,400 11,500, 12,600 13,700	
POWER STEERING	Std. Opt. Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	
WHEELS	Std. Opt. Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	
TIRES (Tubeless**)	Std. Max. Rear, Opt. 10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	10-22.5—10 PR 10-22.5—12 PR	

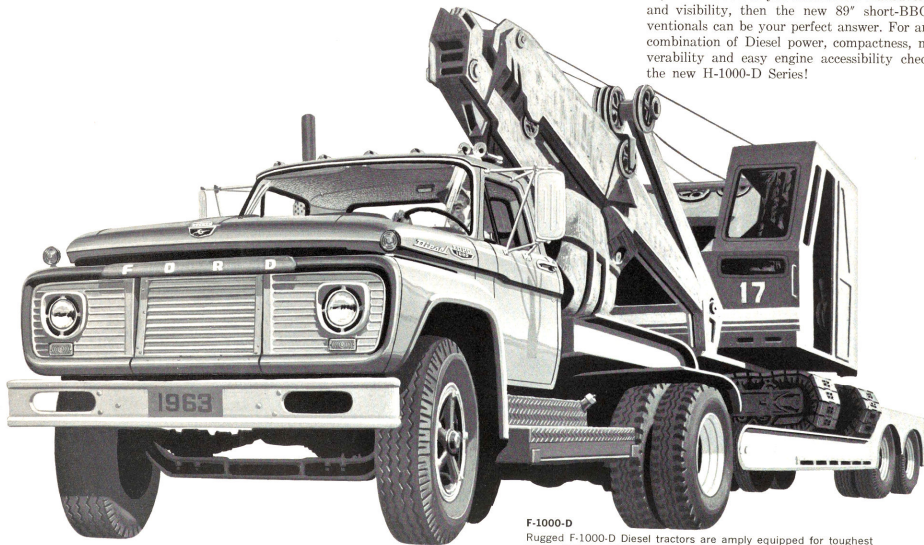
*Extra-high tensile frame †High tensile frame **Capacity of main and auxiliary also shown wherever auxiliary springs are standard or optional ***Comparable tube-type available

FORD

SINGLE AXLE SERIES DIESEL POWERED

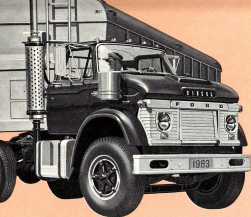
F-950-D THRU 1100-D / N-950-D THRU 1100-D / H-1000-D

The best truck news in years is Ford's F-950-D, 1000-D and 1100-D Series conventional heavies powered with new Cummins compact V-6 economy Diesels. This means you can now have Diesel fuel economy in a Ford heavy conventional chassis at traditionally low Ford prices! These Fords are *right* for straight truck applications ranging from 28,000-lb. to 38,000-lb. GVW, and for tractor applications to 65,000-lb. GCW. If you need better maneuverability and visibility, then the new 89" short-BBC conventionals can be your perfect answer. For an ideal combination of Diesel power, compactness, maneuverability and easy engine accessibility check out the new H-1000-D Series!



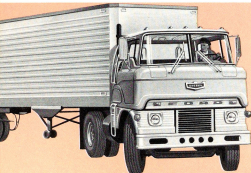
F-1000-D

Rugged F-1000-D Diesel tractors are amply equipped for toughest on-or-off highway jobs... new weight-saving, extra-strong hi-tensile steel frames and durable new V-6 Diesels make them ideal for such severe applications as the lowboy job shown here.



N-1000-D

New 89" short-BBC N-1000-D Diesel tractor provides good maneuverability and added payload advantages. Set-forward front axle design permits greater payload weight in "bridge formula" states.



H-1000-D

New H-1000-D Diesel tractor with short 28-in. BA and 82" BBC dimensions allow maximum legal gross loads with long, high-cube trailers in most "bridge formula" states.

Ford's N-950-D and N-1100-D Series offer the V-6 Cummins Diesel as standard; it's optional on the N-1000-D Series along with four straight-six Diesels. The NH-180 Diesel is standard on the N-1000-D Series. Both F- and N-Series with Cummins Diesels provide such standard equipment as 60-ampere alternator, full air brakes, 14-inch diameter (2-plate) clutch, variable rate, radius-rod-leaf rear springs, 5-speed transmissions and single-speed rear axles in a wide choice of ratios. The H-1000-D Series offer a choice of seven Diesels; the Cummins NH-180 is standard, four straight-six Diesels and new V-6 and V-8 Diesels are optional. The new Cummins 265-hp V-8 Diesel provides weight-saving advantages up to 800 pounds. You can trim weight by nearly 1,000 pounds with the new V-6 Diesel, compared to other equivalent straight-six Diesels. So from popular-priced conventionals to length-saving hi-tits, Ford has a Diesel to fit your design and power requirements.

SERIES

	F-950-D	F-1000-D	F-1100-D	N-950-D	N-1000-D	N-1100-D	H-1000-D
MAX. GVW RATING (lb.)	34,000	36,000	38,000	34,000	36,000	38,000	—
MAX. GCW RATING (lb.)	55,000	65,000	—	55,000	76,800	—	76,800
AXLE, FRONT—CAP'Y (lb.)	Std. 7,000 Opt. 9,000, 11,000	← 9,000 11,000, 15,000 →	7,000 9,000, 11,000	← 9,000 11,000, 15,000 →	9,000 11,000, 15,000	—	—
AXLE, REAR—Std.; Cap'Y—Model Out. Models (Std. capacity unless noted)	22,000 lb. 1893 8833, 18933 Q-246-P, Q-246-P 23,000 lb. 1911, 19503 19503, R-141-P RT-241-P RT-341-P	23,000 lb. 1911 9503, 19503 R-141-P, R-302-P R-302-P RT-241-P RT-341-P	29,000 lb. U-200 U-300 3352, 38902-3 Q-246-P, Q-246-P 23,000 lb. 1911, 19503 19503, R-141-P RT-241-P RT-341-P	22,000 lb. 1893 8833, 18933-3 Q-246-P, Q-246-P 23,000 lb. 1911, 19503 19503, R-141-P RT-241-P RT-341-P	23,000 lb. 1911 9503, 19503 R-141-P, R-302-P R-302-P RT-241-P RT-341-P	29,000 lb. U-200 U-300 3352, 38902-3 Q-246-P, Q-246-P 23,000 lb. 1911, 19503 19503, R-141-P RT-241-P RT-341-P	23,000 lb. 1911 9503, 19503 R-141-P, R-302-P R-302-P RT-241-P RT-341-P
BRAKES, SERVICE	Std. Full Air Opt. —	← Full Air →	Full Air	← Full Air →	Full Air	← Full Air →	Full Air
BRAKES, PARKING	Std. Internal Shoe	← Internal Shoe →	Internal Shoe	← Internal Shoe →	Internal Shoe	← Internal Shoe →	Internal Shoe
ENGINES AVAILABLE	Std. VS-200	← VS-200 →	VS-200	← VS-200 →	VS-200	← VS-200 →	VS-200
CLUTCH (Dia. in.)	Std. 14" 2-Plate	← 14" 2-Plate →	14" 2-Plate	← 14" 2-Plate →	14" 2-Plate	← 14" 2-Plate →	14" 2-Plate
TRANSMISSIONS	Std. 6352 Opt. 6352B, 6354, 6354B 6452A, 6453A, 6454A 6455A, 6505C, 6505E 8125, 8W74, R-96, R-96B RA-96, RA-96B	← 6352 6352B, 6354, 6354B 6452A, 6453A, 6454A 6455A, 6505C, 6505E 8125, 8W74, R-96, R-96B RA-96, RA-96B →	6352 6352B, 6354, 6354B 8125, R-96 R-96B, RA-96 RA-96B	← 6352 6352B, 6354, 6354B 6452A, 6453A, 6454A 6455A, 6505C, 6505E 8125, R-96 8151A, 8052, 8054 8055A, 8125, 8W74 RA-96B →	6352 6352B, 6354, 6354B 8125, R-96 8151A, 8052, 8054 8055A, 8125, 8W74 RA-96B	← 6352 6352B, 6354, 6354B 8125, R-96 8151A, 8052, 8054 8055A, 8125, 8W74 RA-96B →	6352 6352B, 6354, 6354B 8125, R-96 8151A, 8052, 8054 8055A, 8125, 8W74 RA-96B
Optional Auxiliaries	← 7041, 8031C or G, 8341A →	7041, 8031C or G, 8341A	7041, 8031C or G, 8341A	← 7041, 8031C or G, 8341A →	7041, 8031C or G, 8341A	← 7041, 8031C or G, 8341A →	7041, 8031C or G, 8341A
FRAME	Std. Wheelbases (in.) 146, 158 Section Modules: Std. 11,051 Opt. 9,951 HD 21,331	← 176, 194, 212 11,051 HD 21,331 →	146, 158, 176 194, 212 21,331	← 134, 146 11,051 9,951 →	146, 158, 181, 212 21,331 HD 21,331	← 146, 158, 212 21,331 →	126, 134 146 9,951, 11,051
SPRINGS, FRONT—CAP'Y (lb.)	Std. 3,000 Opt. 4,000, 5,000	← 3,000 5,000 →	4,000	← 3,000 5,000 →	4,000	← 3,000 5,000 →	4,000
SPRINGS, REAR—CAP'Y (lb.)	Std. 9,300 Opt. 10,400, 13,000 11,550, 12,650 15,250	← 9,300 10,400 13,000 12,650 15,250 →	13,000 15,250	← 9,300 10,400, 13,000 11,550, 12,650 15,250 →	9,300 10,400 13,000 12,650 15,250	← 9,300 10,400 13,000 12,650 15,250 →	9,300 10,400, 13,000 11,550, 12,650 15,250
POWER STEERING	Std. Optional	← Optional →	Optional	← Optional →	Optional	← Optional →	Optional
WHEELS	Std. Cast Spike Opt. 10-Hole Disc	← Cast Spike 10-Hole Disc →	Cast Spike 10-Hole Disc	← Cast Spike 10-Hole Disc →	Cast Spike 10-Hole Disc	← Cast Spike 10-Hole Disc →	Cast Spike 10-Hole Disc
TIRES (Tubeless)**	Std. 11-22.5—12 PR Max. Rear, Opt. 12-22.5—12 PR	← 11-22.5—12 PR 12-22.5—12 PR →	11-22.5—12 PR 12-22.5—12 PR	← 11-22.5—12 PR 12-22.5—12 PR →	11-22.5—12 PR 12-22.5—12 PR	← 11-22.5—12 PR 12-22.5—12 PR →	11-22.5—12 PR 12-22.5—12 PR

† Extra-high tensile frame ‡ High tensile frame * Capacity of main and auxiliary also shown wherever auxiliary springs are standard or optional ** Comparable tube-type available

FORD

TANDEM AXLE SERIES

GASOLINE &
DIESEL POWERED

T-700 THRU 950 / CT-750 THRU 950 / NT-850, NT-950
T-850-D, T-950-D / NT-850-D, NT-950-D / HT-950-D



HT-950 DIESEL

Ford tandems for '63 offer you a wide choice of equipment to make your on- or off-highway jobs go faster and more economically than ever. Ford's new T-850 Series come with strong, weight-saving components, such as extra hi-tensile steel single-channel frames; optional aluminum disc wheels and front hubs; optional lightweight suspensions consisting of Hendrickson aluminum walking beams and rubber load cushions; optional aluminum fuel tanks. New NT-850 Series tandems are available with dual-drive single- or two-speed tandems. Both NT-850 and NT-950 Series tandems offer heavy-duty 2-plate clutches (14" diameter for Diesels, 13" diameter for Super Duty), 5-speed transmissions, full air brakes, weight-saving variable-rate radius-rod-leaf rear springs and 60-ampere alternator. Lightweight tandem suspensions are also available for both of these series. Ford HT-Series tandems offer as standard such big-truck components as 11,000-lb. wide-track front axle; 32,000-lb. Eaton single-speed dual-drive tandem axle; full air brakes and Maxibreak rear wheel service-parking brake; extra hi-tensile steel single-channel frame; 5-speed transmission; 14" diameter, 2-plate clutch; 60-ampere alternator.

For '63, Ford's seven powerful Cummins Diesels and nine proven V-8 gasoline engines provide Ford tandems with outstanding durability and workability. Ford's new T-Series (102" BBC) conventional Diesels are powered with compact new V-6 Diesel engines; the new NT-Series (89" BBC) conventional Diesels are available with V-6 and five straight-six Diesels ranging from 180 to 250 horsepower; and the HT-Series (82" BBC) tandem Diesels are available with V-6, V-8 and five straight-six Diesel engines. Ford's gasoline-powered 700 Series has 302 HD V-8; 750 and 800 Series tandems have 332 HD V-8 engines; five big Super Duty V-8's are available for the 850 and 950 Series tandems.

SERIES		T-700	T-750	T-800	T-850	T-950
MAX. GVW RATING		37,000	41,000	49,000	49,000	75,000
MAX. GCW RATING		50,000	50,000	50,000	70,000	75,000
AXLE, FRONT—		6,000	7,000	8,000	8,000	8,000
CAP'Y (lb.)	Std. Opt.	7,000	9,000, 11,000	11,000, 15,000	11,000, 15,000	11,000, 15,000
AXLE, REAR—		22,000 lb. 22M	30,000 lb. 30 DS	34,000 lb. 34M	32,000 lb. 30 DS	38,000 lb. 30 DP
Std. Cap'Y—Model		30,000 lb.	30 DP	34 DS, 34 DP	30 DP	38 DS, 30 DP
Opt. Models		30 DS, 30 DP	30 DP	SLDD, SLHD	34,000 lb. SQHD	34,000 lb. SQHD
(Std. capacity unless noted)					34 M, 34 DP, 34 DS, SLDD	44,000 lb. 42 DP, SRDD
					SLHD	50,000 lb. SDD
						60,000 lb. SFDD-4640
BRAKES, SERVICE	Std. Opt.	Vac.-Hyd. Air-Over-Hyd. Full Air	Vac.-Hyd. Full Air	Vac.-Hyd. Full Air	Vac.-Hyd. Full Air	Full Air
BRAKES, PARKING	Std. Opt.	Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe
ENGINES AVAILABLE	Std. Opt.	180-hp HD V-8 187-hp HD V-8	192-hp HD V-8 200-hp HD V-8	225-hp SD V-8 206-hp SD V-8 231-hp SD V-8 253-hp SD V-8 266-hp SD V-8	225-hp SD V-8 206-hp SD V-8 231-hp SD V-8 253-hp SD V-8 266-hp SD V-8	225-hp SD V-8 206-hp SD V-8 231-hp SD V-8 253-hp SD V-8 266-hp SD V-8
CLUTCH (Dia. in.)	Std. Opt.	12	12	12	12	12
TRANSMISSIONS	Std. Opt.	5-Speed 250-V 5-Speed 265I-VI Transmatic Auxiliaries 583IC, 583ID	5-Speed 265I-VI 565Z, 8-Speed R-46 Transmatic Auxiliaries 583IC, D, 7231B, D, 7041; 8031C or G, 8341A	565Z 8-Speed R-46 Transmatic 7041, 7231B or D 8031C or G, 8341A	565Z 8-Speed R-46 Transmatic 7041, 7231B or D 8031C or G, 8341A	565Z 8-Speed R-46 Transmatic 7041, 7231B or D 8031C or G, 8341A
Optional Auxiliaries						
FRAME	Wheelbases (in.)	158, 176, 194	158, 176, 194, 212	146, 158, 176, 194, 212	158, 176, 194, 212	158, 176, 194, 212
Section Modulus:	Std. Opt.	11.051 HD 19.191	11.051 HD 19.191, HD 25.801	11.051 HD 19.191, HD 25.801	11.051 HD 19.191, HD 25.801	11.051 HD 19.191, HD 25.801
SPRINGS, FRONT—	Std. Opt.	4,000 3,000	4,000 3,000, 5,000	4,000 5,000	4,000 5,000	4,000 5,000
SPRINGS, REAR—	Std. Opt.	9,500	15,500	15,500	15,500	16,600
CAP'Y (lb.)						
POWER STEERING						
WHEELS	Std. Opt.	Cast Spoke 6- or 10-Hole Disc	Cast Spoke 6- or 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc	Cast Spoke 10-Hole Disc
TIRES (Tubeless**)	Std. Max. Rear, Opt.	8-22.5-8 PR 10-22.5-10 PR 11-22.5-12 PR	9-22.5-10 PR 11-22.5-12 PR 12-22.5-12 PR	10-22.5-10 PR 11-22.5-12 PR 12-22.5-12 PR	9-22.5-10 PR 11-22.5-12 PR 12-22.5-12 PR	11-22.5-12 PR 12-22.5-12 PR 13-22.5-12 PR
		†Extra-high tensile frame	‡High tensile frame			**Comparable tube-type available



NT-950 DIESEL



T-950 DIESEL



CT-800 HEAVY DUTY

SERIES	CT-750	CT-800	CT-850	CT-950	NT-850	NT-950	HT-950	T-850-D	T-950-D	NT-850-D	NT-950-D	HT-950-D
MAX. GVW RATING	43,000	49,000	49,000	53,000	49,000	53,000	—	43,000	53,000	49,000	53,000	—
MAX. GCW RATING	50,000	50,000	76,000	75,000	70,000	75,000	76,000	65,000	—	76,000	—	—
AXLE, FRONT—CAP'Y (lb.)	Std. 9,000 Opt. 11,000	←	32,000 lb. 30 DS 34 DS, 34 M SLHD	9,000 11,000-15,000	←	32,000 lb. 38 DP 38 DS, 5QHD	11,000 15,000	←	9,000 11,000-15,000	←	11,000 15,000	←
AXLE, REAR—Std. Cap'Y—Model Opt. Models (Std. capacity unless noted)	38,000 lb. 30 DS 30 DP	34,000 lb. 34 M 34 DS, 34 DP SLHD	32,000 lb. 30 DS 30 DP 34,000 lb. 34 M, 34 DP 34 DS, SLHD	38,000 lb. 38 DP 38 DS, 5QHD	32,000 lb. 30 DS 30 DP, 30 DTA 34,000 lb. 34 M, 34 DP 34 DS, 34 DTA SLHD	38,000 lb. 38 DP 38 DS, 5QHD	32,000 lb. 34 DS 30 DTA 34,000 lb. 34 DS, 34 DTA SLHD	32,000 lb. 30 DS 34,000 lb. 34 DS, SLHD 34 DP, 30 DP	38,000 lb. 38 DS 5QHD, 38DP	32,000 lb. 30 DS 30 DTA, 38 DP 34,000 lb. 34 DS, 34 DTA 34 DP, SLHD 38,000 lb. 5QHD	38,000 lb. 38 DS 5QHD, 38 DP	32,000 lb. 34 DS 30 DTA, 30 DS 34,000 lb. 34 DS, 34 DTA SLHD
BRAKES, SERVICE	Std. Opt. ←	Full Air	←	←	Vac.-Hyd. Full Air	Full Air	Full Air	←	Full Air	←	Full Air	←
BRAKES, PARKING	Std. ←	Internal Shoe	←	←	←	←	←	←	←	←	←	←
ENGINES AVAILABLE	Std. Opt. ←	187-hp HD V-8 200-hp HD V-8	←	226-hp SD V-8 208-hp SD V-8 231-hp SD V-8 253-hp SD V-8 266-hp SD V-8	←	←	←	←	←	←	←	←
CLUTCH (Dia. in.)	Std. ←	12	←	12-2-Plate	←	←	←	←	←	←	←	←
TRANSMISSIONS	Std. Opt. ←	S-Speed 261-V1 56S2, 8-Speed R-48 Automatic	←	56S2 5750B, 6352 6857G, R-46 R-96, R-96B RA-96, RA-96B	56S2 5750B, 6352 6857G, R-46 R-96, R-96B RA-96, RA-96B	56S2 5750B, 6352 6857G, R-46 R-96, R-96B RA-96, RA-96B	56S2 5750B, 6352 6857G, R-46 R-96, R-96B RA-96, RA-96B	6352 6352B, 6354, 6354B 6451A, 6451A, 8125 R-96, R-96B, RA-96, RA-96B	6352 6352B, 6354, 6354B 6451A, 6451A, 8125 R-96, R-96B, RA-96, RA-96B	6352 6352B, 6354 6451A, 6451A 6854E, 8051A 8052, 8054 8055A, 8125 R-96, R-96B RA-96, RA-96B	6352 6352B, 6354 6451A, 6451A 6854E, 8051A 8052, 8054 8055A, 8125 R-96, R-96B RA-96, RA-96B	6352 6352B, 6354 6451A, 6451A 6854E, 8051A 8052, 8054 8055A, 8125 R-96, R-96B RA-96, RA-96B
Optional Accessories	←	←	←	←	←	←	←	←	←	←	←	←
FRAME Wheelbases (in.)	←	125, 153, 160	←	135, 153, 160	←	134, 146, 158, 176	146, 158, 176, 212	138, 146, 158	146, 158, 176, 194, 212	134, 146, 158, 176	146, 158, 176, 194, 212	138, 146, 158, 176
Section Modules	Std. ←	21.75	←	34.52	←	31.051 19.191	25.881	11.051	19.191 25.881	11.051	19.191 25.881	11.051
SPRINGS, FRONT—CAP'Y (lb.)	Std. Opt. ←	4,000 5,000	←	4,000 5,000	←	5,000	5,000	←	5,000 5,000	←	5,000	←
SPRINGS, REAR CAP'Y—(lb.)	Std. ←	15,500	←	16,600	←	15,500	15,500	←	15,500	←	15,500	←
POWER STEERING	Std. ←	Standard	←	Standard	←	Standard	Standard	←	Standard	←	Standard	←
WHEELS	Std. Opt. ←	Carl Spoke 39 Hole Disc	←	←	←	←	←	←	←	←	←	←
TIRES (Tablets**)	Std. Opt. ←	9-22.5—18 PR 11-22.5—12 PR	10-22.5—10 PR 11-22.5—12 PR	9-22.5—10 PR 11-22.5—12 PR	9-22.5—10 PR 11-22.5—12 PR	11-22.5—12 PR 12-22.5—12 PR	11-22.5—12 PR 12-22.5—12 PR	9-22.5—10 PR 12-22.5—12 PR	11-22.5—12 PR 12-22.5—12 PR	9-22.5—10 PR 12-22.5—12 PR	11-22.5—12 PR 12-22.5—12 PR	11-22.5—12 PR 12-22.5—12 PR

*Extra-high tensile frame

High tensile frame

**Comparable tube-type available

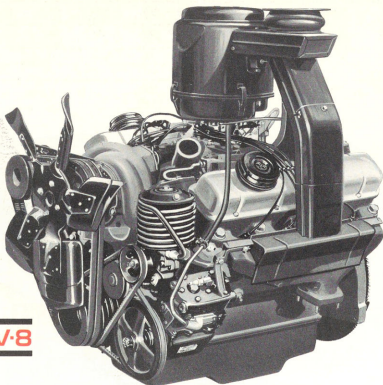
MODERN

FORD

GASOLINE ENGINES 6 OR V-8 ECONOMY & POWER

Ford trucks are powered with the finest economy-proved six or V-8 engines for '63, including four gas-saving sixes and eleven powerful V-8's—all designed for regular gasoline! Ford's big Super Duty V-8's are the only gasoline engines so reliable they're warranted for 100,000 miles. Every Ford Super Duty is backed by a 100,000-mile or 24-month warranty. (In power take-off operation, warranty is for 3,000 hours.) You get this unequalled warranty *automatically* when you buy a Ford Super Duty, regardless of whether you own one truck or one hundred!

534 SD V-8



- Large, dished-type valves with positive rotators are self-cleaning, seat tighter, last longer. Valve seat inserts and sodium-cooled exhaust valves with tungsten-cobalt alloy facings extend valve and seat life. Integral valve guides permit cooler operation, give increased valve durability
- Externally balanced, forged steel crankshaft equalizes bearing loads for greater durability and longer life
- Water-jacketed intake manifold and induction passages stabilize fuel-air mixture temperature from carburetor to cylinders for better economy
- Chrome-plated top two compression rings and oil ring provide tighter compression and oil seal, resist wear
- Four-ring, machined-head, Turbulence Top pistons have cast-iron insert in top ring groove for long life. Integral steel struts control expansion
- Full-circle water jackets around cylinder walls provide fast warm-up, even expansion and better combustion heat transfer for longer engine life
- Block-mounted internal rotor-type oil pump for fast, full delivery to integral oil passages. Big 2-quart capacity Full-Flow oil filter with two-stage action gives higher filtering efficiency
- New exhaust durability refinements include aluminized muffler that lasts 50% longer, and new inlet pipe-to-manifold mount that improves sealing and is flexible to avoid breakage
- New Perma-Tuned transistorized ignition relieves points of heavy current, keeps plug voltage high at all speeds . . . eliminates 3 out of 4 ignition tune-ups. Optional on all Super Duties

100,000-MILE WARRANTY

Ford Motor Company warrants to its dealers, who in turn, warrant to their customers each 401-, 477- and 534-cu. in Super Duty engine for 100,000 miles. Ford Dealers will replace all major engine parts (including block, heads, crankshaft, valves, rings, pistons) found defective in material or

workmanship. Warranty covers the full cost of replacement parts for 100,000 miles or 24 months (or 3,000 hours of operation as a power source other than propelling the truck), whichever occurs first; plus full labor costs for 50,000 miles, 12 months, or 1,500 hours, sliding scales thereafter.

durability

- Crankcase extends below center of crankshaft for greater rigidity and better oil pan seal
- I-beam design, forged-steel connecting rods are extra strong in stress areas
- Heat-treated aluminum-alloy pistons have four rings. Top ring groove steel insert is cast integrally to reduce groove wear
- Sodium-cooled, tungsten-cobalt faced exhaust valves; hard-alloy intake and exhaust valve seat inserts
- Full-length water jackets surround each cylinder for efficient cooling . . . cut cylinder wear and prolong engine life
- Positive crankcase ventilation, standard on all Ford truck engines, cuts crankcase dilution, sludge formation; complies with anti-smog legislation



302 HD V-8

332 HD V-8



292 V-8

292 HD V-8

- Short-stroke assures low piston speeds, fuel economy, long ring and bore life
- Efficient combustion chambers, deep-block design, 5-bearing crankshaft make 292 V-8's durable and top performing
- High-lift camshaft, big intake and exhaust passages provide better engine breathing and increased power
- Full-circle water jackets and free-way water passages improve cooling, reduce cylinder wear, prolong life
- Improved oil-bath air cleaner absorbs most air intake noises
- Stress-relieved heads reduce the possibility of warpage for longer engine life

- Deep-block design provides strength and durability
- Overhead-valve design with wedge-type combustion chambers permits high-compression economy with regular gasoline
- Free-turning intake valves, plus free turning (223 six) and positive rotating (262 six) exhaust valves, aluminum-alloy pistons, and full-pressure lubrication give Ford sixes long life with minimum maintenance
- Improved oil-bath air cleaner absorbs air intake noises
- Full-length water jackets surround each cylinder for uniform cooling and reduced wear



223 SIX

262 SIX



144 SIX

170 SIX

- Cast-iron cylinder block, head and manifold provide high wear resistance and contribute to quietness of operation
- Intake manifold is cast as integral part of head, eliminates gaskets, studs and leakage. Equalizes fuel-air mixture delivery to all cylinders
- Tin-plate aluminum pistons resist scuffing. Cast-in steel struts maintain piston concentricity and increase bore life
- Precision-molded alloy iron crankshaft has five integrally cast counterweights. The 2-piece main bearings can be replaced without removing crankshaft
- New pivotless distributor breaker points assure positive contact point alignment

ECONOMY SIXES

SPECIFICATIONS	144 SIX		170 SIX		223 SIX		262 SIX	
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)
Displacement (cu. in.)	144		170		223		262	
Compression Ratio (to 1)	8.4	8.7	8.4	8.7	8.1	8.5	8.0	8.0
Max. Gross HP @ rpm	85 @ 4200	71 @ 4000	85 @ 3600	84 @ 3500	135 @ 4100	152 @ 4000	163 @ 4000	171 @ 3800
Max. Net HP @ rpm	79 @ 4000	71 @ 4000	85 @ 3600	84 @ 3500	134 @ 3600	152 @ 3600	163 @ 3600	171 @ 3800
Max. Gross Torque (lb.-ft. @ rpm)	134 @ 2000	132 @ 18-2000	156 @ 2400	156 @ 2400	208 @ 18-2400	227 @ 1800	270 @ 18-2000	274 @ 20-2600
Max. Net Torque (lb.-ft. @ rpm)	125 @ 18-2200	118 @ 2000	141 @ 25-2200	141 @ 2600	198 @ 16-2000	224 @ 13-1800	245 @ 18-2000	262 @ 18-2200
Air Cleaner: Capacity Type	540 sq. in. Dry Type*				1 pint Oil Bath		1 pint Oil Bath	

6 PROVEN V-8's

SPECIFICATIONS	292 V-8		292 HD V-8		302 HD V-8		332 HD V-8		401 SD V-8		477 SD V-8		504 SD V-8 (4V)	
	(2V)	(4V)	(2V)	(4V)	(2V)	(4V)	(2V)	(4V)	(2V)	(4V)	(2V)	(4V)	(2V)	(4V)
Displacement (cu. in.)	292	292	302	302	332	332	401	401	477	477	504	504	504	504
Compression Ratio (to 1)	8.0	8.0	7.3	7.1	7.1	7.3	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Max. Gross HP @ rpm	163 @ 4000	171 @ 3800	187 @ 4000	187 @ 3800	187 @ 4000	187 @ 3800	206 @ 3600	225 @ 3600	231 @ 3400	253 @ 3400	266 @ 3200	266 @ 3200	266 @ 3200	266 @ 3200
Max. Net HP @ rpm	159 @ 3800	163 @ 3600	183 @ 3800	183 @ 3600	183 @ 3800	183 @ 3600	198 @ 3400	214 @ 3400	224 @ 3200	242 @ 3200	253 @ 3000	253 @ 3000	253 @ 3000	253 @ 3000
Max. Gross Torque (lb.-ft. @ rpm)	270 @ 18-2000	274 @ 20-2600	278 @ 2600	280 @ 26-2800	302 @ 24-2600	302 @ 26-2800	341 @ 15-1800	341 @ 20-2600	412 @ 14-1800	415 @ 20-2600	481 @ 16-1800	481 @ 16-1800	481 @ 16-1800	481 @ 16-1800
Max. Net Torque (lb.-ft. @ rpm)	245 @ 18-2000	262 @ 2200	260 @ 2600	260 @ 2600	280 @ 2000	285 @ 2600	314 @ 15-1800	334 @ 2000	379 @ 1800	395 @ 18-2400	455 @ 18-2200	455 @ 18-2200	455 @ 18-2200	455 @ 18-2200
Air Cleaner: Capacity Type	1 pint Oil Bath		1 pint Oil Bath		1 pint Oil Bath		7 1/2 pint Oil Bath							

(A) Econoline & P-100

(B) Ranchero & Sedan Delivery

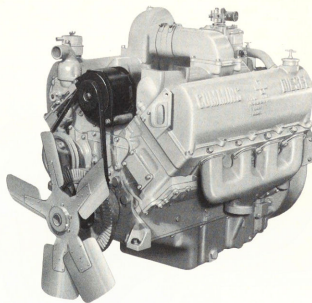
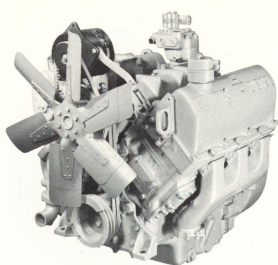
* 1-pint oil bath Econoline & P-100

FORD

DIESEL ENGINES

**FOR OUTSTANDING ECONOMY
PERFORMANCE & DURABILITY!**

Ford's new compact, high-speed and light-weight Cummins V-6 and V-8 Diesels provide superior performance with important weight-saving advantages of up to 1,000 pounds. The compact 200-hp V-6 Diesel is available in conventional heavy trucks, tandems, and hi-tilts, while the powerful 265-hp V-8 Diesel is available in Ford hi-tilt series. Both of these Cummins Diesels are naturally aspirated, 4-cycle, 90° V-block engines. They are designed to give exceptional power-to-weight performance. Their other advantages over comparable Diesels include higher rpm characteristics that reduce drive train loads; *over-square* short-stroke design that permits lower cylinder pressures, exhaust temperatures and piston speeds for less engine stress and longer life.

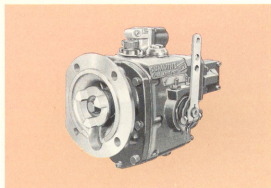


V-6 AND V-8 CUMMINS DIESELS

- **Bearings:** Main and connecting rod—precision type, steel-backed inserts
- **Camshaft:** Single camshaft controls all valve and injector movements, both banks
- **Camshaft followers:** Roller type for long cam and follower life
- **Combustion chamber:** Cummins open type
- **Connecting rods:** Taper piston pin end reduces unit pressures by offering increased bearing area
- **Crankshaft:** All journals induction-hardened with sufficient material for multiple regrinds. Fully counterweighted
- **Cylinder block:** Alloy cast iron. Cummins wet liner construction. Cross bolt support to main bearing cap for maximum rigidity
- **Cylinder heads:** Two, one each bank. All fuel lines are

drilled passages. Six hold-down cap screws per cylinder provide even pressure on gasket

- **Cylinder liners:** Wet-type liners effectively dissipate cylinder heat to coolant. Easy to replace during overhaul
- **Fuel system:** Cummins PT (pressure-time) wear-compensating system with integral flyweight-type governor. Internal fuel lines, PTB-type (pressure-time barrel) injectors
- **Lubrication:** Full pressure to all bearings, gear-type pump
- **Pistons:** Aluminum, cam ground with two compression and one oil ring. Full-floating bearings
- **Piston pins:** 1 3/4" diameter, full floating
- **Valves:** Dual intake and exhaust each cylinder. Each valve 1 7/8" diameter. Actuated through solid push rods and roller-type cam followers, 5.52 sq. in. of both intake and exhaust valve area per cylinder permits easy breathing

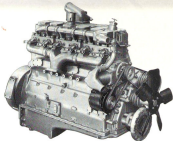


Cummins PT (Pressure-Time) fuel pump supplies a variable fuel pressure (volume) to injectors, according to throttle position and governor setting. This fuel pump has but one simple adjusting for calibration, and does not require timing adjustments. Like the entire PT fuel injection system, it is simple with fewer parts for long, dependable life and less maintenance.

NH CUMMINS DIESELS

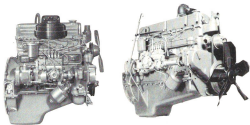
- **Large exhaust and air passages** offer minimum restriction to exhaust and air-flow. Two exhaust valves per cylinder effectively scavenge exhaust gases and two intake valves completely fill cylinder with fresh air
- **Overhead valves** are machined from high-strength alloy steel. Exhaust valves are stellite-faced and seat inserts are of stellite to give long life
- **Open-type combustion chamber** provides most efficient combustion. Thorough mixing of fuel and air in combustion chamber, combined with camshaft-controlled injection and PT-injector pump results in complete burning of low-cost diesel fuel
- **Compression rings** seal combustion chambers. Top ring is chrome-plated for long life. Oil control ring removes excess oil from cylinder wall and minimizes oil consumption

- **Replaceable wet-type cylinder liners** dissipate combustion chamber heat to coolant. Liners are alloy cast iron—honed and lubricated to give fast break-in and long life
- **Large volume water passages** provide even flow of coolant around cylinder liners, valves and injectors to draw excess heat from combustion chamber
- **Camshaft** is geared to crankshaft for positive control of all valve and injector movements. Forged camshaft is hardened for long life. Roller-type cam followers provide smooth action
- **Connecting rods** are forged from hi-tensile strength alloy steel. I-beam section provides maximum strength. Piston pins are full-floating type
- **Crankshaft** is precision-machined from hi-tensile strength steel forging. Bearing journals are induction-hardened, and main and connecting rod journals have sufficient material for several regrinds



220 FORD DIESEL

- **Wet cylinder sleeves** are positively located, yet easily replaceable to eliminate costly reboring
- **Crankshaft balanced**, both dynamically and statically for smooth operation. Five main bearings mean reduced wear and load on each bearing for longer life
- **Rotating exhaust valves** are free-turn type, designed to rotate each time valve opens and closes. Provides even seating, better compression, longer valve life
- **Aluminum pistons** are tin-plated for less cylinder wall scuffing during break-in. Aluminum alloy construction provides rapid heat conductivity and low expansion
- **Precision-made 4-way injector nozzles** disperse fuel evenly into cylinders for more power and economy
- **Dependable, high-torque, 12-volt starter** provides faster cranking for quick starts even on the coldest mornings



330 FORD DIESEL

- **Four-cycle, overhead-valve, 6-cylinder Diesel engine** design provides high torque at low engine speeds, resulting in a dependable, long-life engine
- **Forged heavy-duty induction-hardened steel crankshaft** is supported by seven main bearings
- **Replaceable wet-type cylinder liners** dissipate combustion heat to coolant uniformly, thus avoiding hot spots which tend to develop in dry-type liners. Wet-type liners also eliminate costly reboring
- **Rotating exhaust valves** rotate each time they open or close for even wear and prolonged life
- **Precision-made 4-way fuel injector nozzles** disperse fuel evenly into cylinders for economical and complete combustion
- **Dependable, high-torque, 12-volt starter** provides faster cranking speeds for quick starts even in the coldest temperatures

5 PERFORMANCE-PROVED CUMMINS DIESELS

SPECIFICATIONS	NH-180	NHE-180	NHE-195	NH-229	NH-250*
Displacement (cu. in.)	672	743	743	743	855
Compression Ratio (to 1)	15.5	15.5	15.5	15.5	14.8
Max. Gross HP @ rpm	180 @ 2100	180 @ 1950	195 @ 1950	220 @ 2100	250 @ 2100
Max. Net HP @ rpm	166 @ 2100	166 @ 1950	184 @ 1950	208 @ 2100	234 @ 2100
Max. Gross Torque lbs.-ft. @ rpm	584 @ 1500	534 @ 1300	580 @ 1300	606 @ 1600	685 @ 1500
Max. Net Torque lbs.-ft. @ rpm	482 @ 1550	501 @ 1300	558 @ 1300	579 @ 1500	655 @ 1500
Air Cleaner: Capacity Type	55 pint Oil Bath				

* 1 gallon on HT-550-D and H-1900-D

PLUS 4 NEW DIESELS

SPECIFICATIONS	FORD		CUMMINS	
	220 FOUR	330 SIX	V6-260	V8-260*
Displacement (cu. in.)	229	330	508	785
Compression Ratio (to 1)	16	16	15	15
Max. Gross HP @ rpm	70 @ 2500	112 @ 2500	290 @ 2500	265 @ 2600
Max. Net HP @ rpm	65 @ 2500	108 @ 2500	185 @ 2600	205 @ 2600
Max. Gross Torque lbs.-ft. @ rpm	160 @ 1600	285 @ 1500	444 @ 1800	588 @ 1800
Max. Net Torque lbs.-ft. @ rpm	156 @ 1550	242 @ 1500	421 @ 1800	561 @ 1800
Air Cleaner: Capacity Type	3 pint Oil Bath	3 pint Oil Bath	10 pint Oil Bath	10 pint Oil Bath

* Water filter and conditioner included

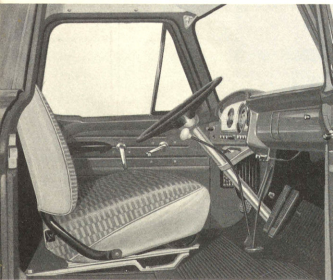
FORD COMFORT-CONDITIONED CABS

Just slip into a Ford cab and see for yourself the solid comfort and convenience everywhere. You'll notice wide, deep-cushioned seats . . . ample stretch-out spaciousness that helps combat driver fatigue. And no knee-knocking "dogleg" in the wide door opening to get in your way. A handy inboard step provides safe, easy entry and exit; a convenient zippered vinyl-covered stowage compartment in the doors is a new optional feature for '63 conventional cabs. Big windshields provide exceptional road visibility, and deep side windows and a large rear window add to your driving safety. If you're lucky enough to be in Ford's new conventional Custom Cab you're in the lap of luxury . . . thick polyurethane foam that's 5 inches deep completely covers the seat cushion offering soft, firm and even distribution of support. The seat back has 1¾ inches of foam. Other handy and handsome features that'll catch your eye in a conventional Custom Cab include: twill-stripe woven plastic seat upholstery with silver gray vinyl bolster; white instrument cluster plate with chrome-rimmed dials; cigar-cigarette lighter; sun visor on right side; white instrument cluster plate with chrome-rimmed dials; cigar-cigarette lighter; sun visor on right side; two-tone paint treatment on door interior panels and instrument panel. Of course Fords have other features you should see; your Ford Dealer will be happy to show you!

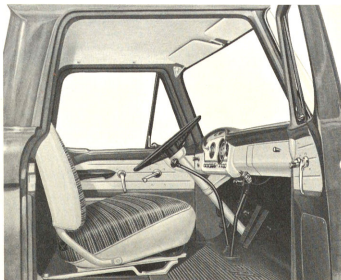
TILT CUSTOM CAB FEATURES

- White painted instrument cluster with chrome-rimmed dials
- Cigar-cigarette lighter
- Polyurethane foam pad in entire seat cushion and in driver's section of seat back
- Fold-down arm rest on driver's side
- Sun visor on right side
- Sound deadener on underside of floor and inside cab back panel
- Bright-metal windshield molding
- "Custom Cab" script on both doors
- Two-tone paint treatment on dash

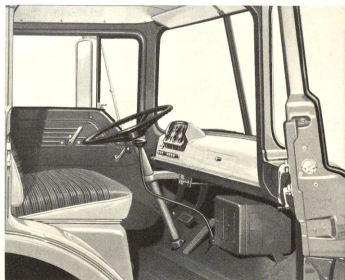
CONVENTIONAL STANDARD CAB



CONVENTIONAL CUSTOM CAB

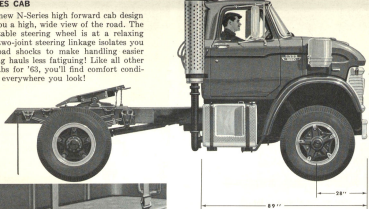


TILT CUSTOM CAB



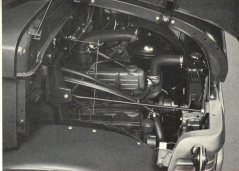
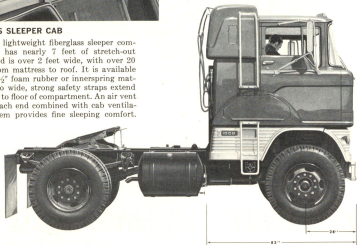
N-SERIES CAB

Ford's new N-Series high forward cab design gives you a high, wide view of the road. The comfortable steering wheel is at a relaxing angle; two-joint steering linkage isolates you from road shocks to make handling easier and long hauls less fatiguing! Like all other Ford cabs for '63, you'll find comfort conditioning everywhere you look!



H-SERIES SLEEPER CAB

Optional, lightweight fiberglass sleeper compartment has nearly 7 feet of stretch-out length and is over 2 feet wide, with over 20 inches from mattress to roof. It is available with a 4½" foam rubber or innerspring mattress. Two wide, strong safety straps extend from roof to floor of compartment. An air vent door at each end combined with cab ventilation system provides fine sleeping comfort.



N-SERIES

Simply lift the hinged outer hood panels—presto—engine access for daily servicing. Fenders and aprons are designed to provide easy removal, attach directly to the chassis at only three points . . . all attaching parts are corrosion-resistant and easy to remove.



H-SERIES

Simple tilting mechanism offers fast, easy engine access. Large coil spring and simple latch mechanism are practically maintenance-free. Stationary control tower carries positive-action transmission and parking brake levers that do not tilt with cab. Transmission shift and brake linkage are simple and easily maintained.

SEVEN REASONS WHY DOING BUSINESS WITH FORD IS GOOD

1 LOW INITIAL INVESTMENT. Ford trucks are not only priced low, but also the wide choice of options and models gives you the range you need to specify the exact truck you require for your specific operation.

2 MAXIMUM LOADS. Ford's selection of materials having high strength-to-weight ratios for major load-carrying components permits bigger payloads. Heavy-duty options provide increased capacity where needed to maximize loads and revenue.

3 LOW MAINTENANCE COSTS. Ford trucks are thoughtfully engineered and carefully assembled to give dependable, long-life performance in any kind of service. And when repairs are needed, Ford's simple-to-service design and low parts prices will keep your costs at minimum levels.

4 GREATER RELIABILITY. Ford recognizes the high cost of driver and vehicle downtime resulting from unexpected breakdowns. From distributor to taillight, every Ford component is designed to stay out of trouble and on the job. You can count on your Ford . . . every day!

5 FORD'S MODERN ENGINES—six or V-8, gasoline or Diesel—are designed to give you more usable power from every gallon of fuel. They're mighty easy on oil, too! You can choose the engine, transmission and axle ratio combination for the best economy with the performance you need.

6 12,000-MILE WARRANTY (OR 12 MONTHS). The Ford Motor Company warrants to its dealers, and its dealers, in turn, warrant to their customers as follows: That for 12 months or for 12,000 miles, whichever comes first, free replacement, including related labor,

will be made by dealers of any part with a defect in workmanship or materials. Tires are not covered by the warranty; appropriate adjustments will continue to be made by the tire companies. Owners will remain responsible for normal maintenance service and routine replacement of maintenance items such as filters, spark plugs and ignition points.

7 LOW-COST FORD DEALER SERVICE IS EVERYWHERE! Whatever your route, you'll always find one of the more than 6,500 Ford Dealers nearby to give you quick assistance in solving any service problems. This great network of specially trained truck dealers with modern facilities and know-how provides the service you need to keep your truck on the job. These strategically located specialists offer prompt parts delivery, and can arrange for on-location service to keep your trucks rolling. And, because Ford Dealers carry a complete stock of normal replacement parts, you need not invest in a large parts inventory of your own.

The specifications contained herein were in effect at the time this catalogue was approved for printing. Ford Division of Ford Motor Company reserves the right to discontinue models at any time or change specifications or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this catalogue are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer. Warranties referred to herein are applicable to products sold in North America and in certain neighboring areas.

FORD TRUCKS FOR OUTSTANDING RELIABILITY AND DURABILITY!

