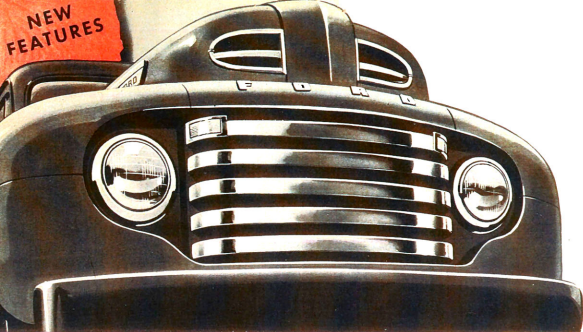


**PRE-ANNOUNCEMENT FLASH!**

*THE NEW 1948*

**FORD  
TRUCKS** *are*

\* *Bonus Built*



## **NEW! NEW! BRAND NEW!**

### **NEW MILLION DOLLAR TRUCK CAB!**

With Living Room comfort! New roominess gives plenty of leg room and elbow freedom for big drivers. New easy-chair comfort cushions the miles! New 3-way air control scoops in oceans of fresh air. New picture-window visibility makes driving safer. New cab suspension insulates cab from vibration and frame-weave.

### **NEW SERVICE ACCESSIBILITY!**

Brake drums removable from hubs simplify maintenance, permit purchase of drums and hubs separately. All axle shafts replaceable from wheel end. Brake inspection hole on heavy duty models permits feeler-gauge check of brake adjustment. Clean-out plate at bottom of oil pan for easy access to oil pump.

### **NEW ADVANCEMENTS THROUGHOUT!**

New airplane-type shock absorbers for better cushioning of road shocks. New straight-through mufflers lower back pressure, improve engine performance. Wider axle tracks. Wide base rims. Channel bumper attached directly to frame . . . AND MANY OTHER NEW FEATURES.

# \* *Bonus Built* Construction

## Assures Wider Use, Longer Life for Ford Trucks!

Ford Trucks are built not just strong enough . . . but *Bonus Built* for *extra strength* in every vital part.

This extra strength provides *work reserves* that pay off in two important ways:

First, they permit you to handle loads beyond the normal call of duty. This means Ford *Bonus Built* Trucks have a greater *range of use*. They are not confined to doing a single, specific job.

Second, those same *work reserves* permit

Ford Trucks to relax on the job . . . to do their jobs easier, with less strain and less wear. Thus, Ford Trucks *last longer* because they work *easier*.

Yes, Ford Trucks are *Bonus Built* . . . *built stronger to last longer*. See the *Bonus Built* Features of today's great new Ford Trucks. Then you'll know why Ford Trucks give their owners wider use and longer life. Proof? *There are more Ford Trucks sold in Canada than any other make!*

\*Webster's Dictionary Definition of word "Bonus": "Something given in addition to what is usual or strictly due."



### Bonus Built Frames

Ford frames are built with a sinewy extra strength that can take punishment and then come back for more. Stock thicknesses, side rail depths, and channel-type reinforcements are engineered to provide extra strength in all models . . . excess weight in none.



### Bonus Built Propeller Shafts

Ford *Bonus Built* Truck propeller shafts have extra strength. They can take a twist many times the torque-capacity needed for full-load high gear work, and as much as 50% more than needed in first gear. The result—big work reserves that mean longer life.



### Bonus Built Axles

In Ford laboratories, Ford front axles can be twisted cold, five complete turns, without evidence of fracture. Extra toughness in *all* Ford front and rear axle parts has made Ford the favourite on construction jobs, logging operations, wherever trucks must take hard abuse.



### Bonus Built Crankshafts

In torque tests, the crankshaft is given a 40,000 pounds-inch twist both ways. That's ten times more than the greatest calculated service stress it will ever have to stand. This means that the crankshaft, like all other Ford Truck working parts, has *Bonus Built* work reserves to do its rated job . . . and more!

# Ford All-Star Line-Up For 1948

SERIES	TYPE	NOMINAL RATING	MAX. GROSS VEHICLE WEIGHT	REAR TIRES FOR MAX. G.V.W.	STANDARD WHEELBASES	STANDARD CAB TO AXLE DIMENSIONS	STANDARD BODIES†
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## LIGHT DUTY

<b>F-47*</b>	Conventional	½-Ton	4700 lbs.	6.50-16 6-ply	114-in.	40.06-in.	6½ ft. Pickup 8 ft. Panel 8 ft. Deluxe Panel
<b>F-68*</b>	Conventional	1-Ton	6800 lbs.	7.50-17 8-ply	122-in.	48.06-in.	8 ft. Express

## HEAVY DUTY

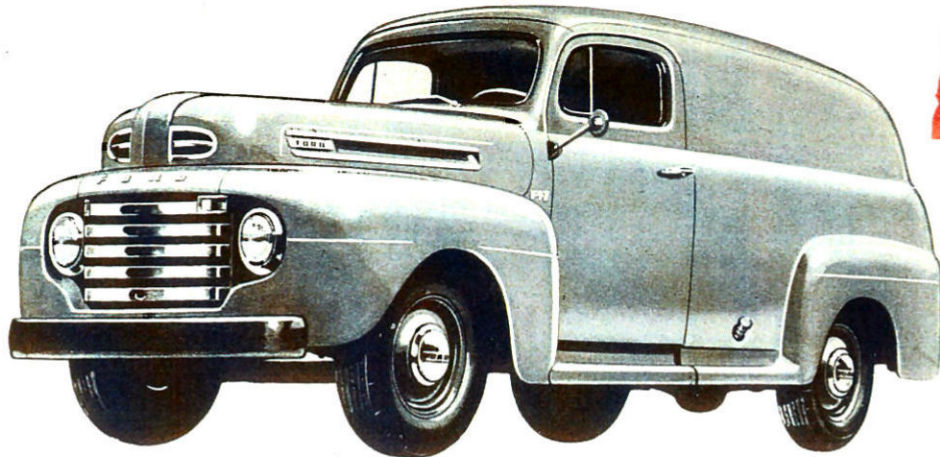
<b>F-105*</b>	Conventional	1½-Ton	10500 lbs.	7.00-20 10-ply dual	134-in.	60.06-in.	
					158-in.	84.06-in.	
<b>F-135*</b>	Cab-Over-Engine	2-Ton	13500 lbs.	7.50-20 8-ply dual	110-in.	60.06-in.	
					134-in.	84.06-in.	
					158-in.	108.06-in.	
<b>F-135*</b>	Conventional	2-Ton	13500 lbs.	7.50-20 8-ply dual	134-in.	60.06-in.	
					158-in.	84.06-in.	
					176-in.	102.06-in.	
<b>F-155*</b>	Cab-Over-Engine	3-Ton	15500 lbs.	8.25-20 10-ply dual	110-in.	60.06-in.	
					134-in.	84.06-in.	
					158-in.	108.06-in.	
<b>F-155*</b>	Conventional	3-Ton	15500 lbs.	8.25-20 10-ply dual	134-in.	60.06-in.	
					158-in.	84.06-in.	
					176-in.	102.06-in.	
<b>F-155*</b>	School Bus	42-48 pass.	15500 lbs.	8.25-20 10-ply dual	194-in.	164-in. (Cowl to Axle)	

**\*NEW SERIES DESIGNATION**—Former nominal tonnage ratings have been replaced by a series designation, the code numbers indicating the g.v.w. when equipped with tires of appropriate capacity rating. Each code number is arrived at by dividing the rated g.v.w. of the series by 100. Thus F-47 indicates a g.v.w. of 4700 lbs, F-135 indicates 13,500 lbs. etc. Each truck series is rated to its g.v.w.

(G.V.W.—Gross Vehicle Weight—Weight of chassis, cab and body, plus payload)

†Ford Trucks are also available as chassis-cowl and chassis-cowl with windshield (except C.O.E. models) for mounting of custom-built and special purpose bodies.





**SERIES  
F-47**

**8 FT. PANEL 114-INCH WHEELBASE**

## SERIES F-47 FORD *Bonus Built* TRUCKS

**114-INCH WHEELBASE—MAX. G.V.W. 4700 LBS.—NOMINAL RATING ½-TON**

**Powered**—by the 239 cu. in. Ford V-8 engine, with 175 lbs.-ft. torque.

**Tires**—available for maximum gross weight—6.50-16 6-ply front, rear and spare.

**Feather-Foot brakes**—new 11 in. dia. self-energizing type front and rear for greater effectiveness, faster deceleration, reduced pedal effort. Easy adjustment.

**Brake drums**—new demountable type easily removed from hub, for faster, lower cost servicing. Composite design—cast iron ring fused steel back—high strength, minimum weight, long lived.

**Hand brake**—rear wheel brakes mechanically operated for emergency by new lever providing more cable travel, extending periods between adjustments. Cable control with equalizer.

**Front axle**—re-designed for new truck-type steering and direct-acting shock absorbers. Rugged, I-beam forging. Tapered roller wheel bearings. Tapered roller or ball type king pin thrust bearings.

**Steering**—new heavy duty fore and aft truck-type, providing greater stability and better steering geometry.

**Drag link**—short, direct-acting, solid type attached to new U-type steering arm.

**Tie rod ends**—spring loaded ball-socket type, for automatic take-up of wear, provided with rubber dust shields for long life.

**Steering gear**—new worm and needle bearing roller truck type.

**Steering wheel**—new 18 in. diam., 3-spoke type for maximum instrument visibility. Serrated hub for positioning. Heavy truck dash bracket.

**Rear axle**—new semi-floating integral type, with hypoid drive, offering much greater service facility because of large rear plate in axle housing, which fully exposes differential for easy maintenance. Differential pinion and side gears backed up with lubricized steel thrust washers. Axle shafts removable at wheel end. Breather in housing prevents air pressure building up and grease leaking on brakes.

**Universal joints**—long wearing, needle bearing type with large diameter, non-whipping tubular propeller shaft.

**Front bumper**—new heavy curved channel type. Matching rear channel bumper on Panel.

**Frame**—longer, with front extended for direct attachment of channel bumper—greater frame rigidity. Frame 34 in. wide, back of transmission.

**Tire carrier**—under-frame on all models at rear.

**Running board and body brackets**—extended and made heavier for wider running boards and bigger cab.

**Fuel tank**—14 gal. in-frame on panel trucks and chassis without cab. New 16½-gal. back-of-seat tank on chassis with cab. All fuel lines ½-inch tubing designed to prevent vapour lock.

**Muffler**—straight-through design offering less restriction and back pressure—improves engine performance and reduces fuel consumption.

**Front springs**—shackled at front end, for improved steering geometry with new steering control.

**Rear springs**—alloy steel, shackled at rear, provide ample strength for full capacity loads, safe handling of fragile loads. Heavy spring brackets, all six shackle pins have large bearing surface and are interchangeable.

**Synchro-Silent transmission**—of all-helical gear, 3-speed type with new synchronizing mechanism of spring loaded plate type using two concentric springs for smoother, more uniform action. Thrust washers between countershaft cluster gear and case—for longer life. Gear ratios new (see specifications). Improved lubrication of slip joint at rear of transmission.

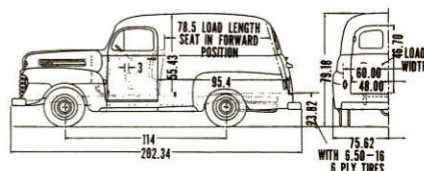
**Gyro-Grip clutch**—long-lived, 10-inch, semi-centrifugal type with 85.5 sq. in. frictional area—low pedal pressures—high spring and plate pressures.

**Radiator**—flat tube and fin type, mounted flexibly in U-type support relieving radiator of road strains.

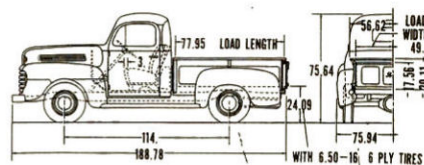
**Shock absorbers**—direct double-acting telescopic design, front and rear, with rubber insulated attachments—completely sealed requiring no maintenance.

**Wheels**—sturdy 16" disc steel with wide, drop center 4½K rims for long tire life. 5° tapered bead seat.

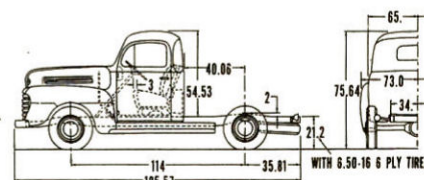
**Rubber axle bumpers**—mounted on frame designed to minimize shock of spring bottoming by progressive rate change.



**8 FT. PANEL  
8 FT. DELUXE PANEL  
114-INCH WHEELBASE**



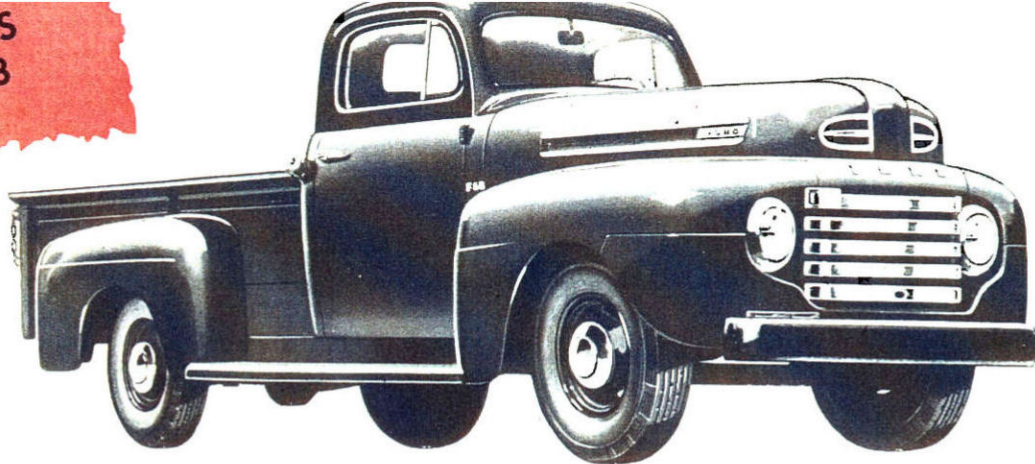
**6½ FT. PICKUP  
114-INCH WHEELBASE**



**CHASSIS WITH CAB  
114-INCH WHEELBASE**



**SERIES  
F-68**



**8 FT. EXPRESS**

**122-INCH WHEELBASE**

## SERIES F-68 FORD *Bonus Built* TRUCKS

**122-Inch Wheelbase — Max. G.V.W. 6800 lbs. — Nominal Rating 1-Ton**

**Powered** by the 239 cu. in. Ford V-8 engine, with 175 lbs.-ft. torque.

**Tires**—available for maximum gross weight—7.50-17 8-ply front, 7.50-17 8-ply rear and spare.

**Wheels**—heavy steel disc, 17", 8-stud, with new 2-piece, full advance, wide base 5.5 rims providing 5° tapered bead seats—longer tire life and better stability because of straighter side walls, increased compression of bead to seat, and greater tire contact to road. Cooler running.

**Brakes**—large, independently anchored two-shoe hydraulic—12" x 1 3/4" front—14" x 2" rear—188 sq. in. lining area for sure, safe stops. Easy, external adjustment. Cast iron weather-seal drums fused to steel discs—308 sq. in. drum area—high strength, minimum weight, fast heat dissipation, more effective braking. New demountable drum attachment to hub—easily removed for faster, lower cost servicing.

**Hand brake**—rear wheel brakes mechanically operated for emergency by new lever providing more cable travel, extending periods between adjustments. Cable control with equalizer.

**Front axle**—rugged I-beam type forging, redesigned for new truck-type fore and aft steering and direct-acting shock absorbers. Tapered roller wheel bearings. Tapered roller or ball type king pin thrust bearings.

**Steering**—new heavy duty fore and aft truck-type—greater stability, better steering geometry.

**Drag link**—short, direct-acting, solid type attached to new U-type steering arm.

**Tie rod ends**—spring loaded ball-socket type for automatic take-up of wear, provided with rubber dust shields for long life.

**Steering gear**—new worm and needle bearing roller, truck type.

**Steering wheel**—new 18 in. diam., 3-spoke type for maximum instrument visibility. Serrated shaft and hub for wheel positioning. Heavy truck dash bracket.

**Rear axle**—full-floating—straddle-mounted driving pinion—ring gear thrust plate—four pinion differential. Thrust washers behind differential pinions and side gears prevent galling of thrust faces. Breather designed to prevent excessive internal air pressure build-up and grease seal failures.

**Universal joints**—smooth operating, long wearing needle bearing type with two non-whipping tubular propeller shafts supported by rubber encased ball type centre bearing.

**Front bumper**—new heavy curved channel type for greater impact strength.

**Frame**—longer, with front extended for direct attachment to channel bumper—greater frame rigidity. Frame 34 in. uniform width back of transmission. New front cross member—deep section of frame extended forward to accommodate new steering gear.

**Tire carrier**—under-frame on all models rear.

**Running board and body brackets**—extended and made heavier for wider running boards and bigger cab.

**Fuel tank**—14-gal. in-frame on chassis without cab. New 16 1/2-gal. back-of-seat tank on chassis with cab. All fuel lines 3/16" tubing designed to prevent vapour lock.

**Muffler**—straight through design, offering less restriction and back pressure—improves engine performance and reduces fuel consumption.

**Front springs**—shackled at front end, for improved steering geometry, with new steering control. Front springs shot peened for greater durability.

**Rear springs**—alloy steel, providing ample strength for capacity loads. Heavy, reinforced brackets; interchangeable pins.

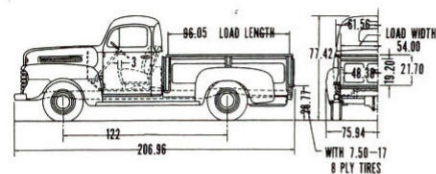
**Rubber axle bumpers**—mounted on frame, minimize shock of springs bottoming by progressive rate change.

**Transmission**—heavy duty 4-speed. All gears forged from heat-treated alloy steel, mounted on ball or roller bearings in all forward speeds.

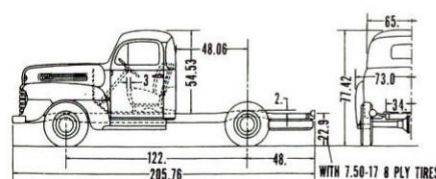
**Gyro-Grip clutch**—long-lived, 11-inch, semi-centrifugal type with 123.7 sq. in. frictional area—low pedal pressures—high spring and plate pressures. Larger friction washers and spring clamps to improve dampening at low speeds.

**Radiator**—Flat tube and fin type, mounted flexibly in U-type support relieving radiator of road strains.

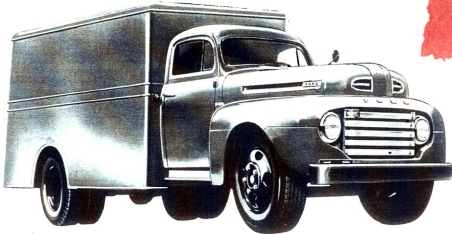
**Shock absorbers**—direct, double-acting telescopic design on front, rubber insulated attachments—completely sealed, requiring no maintenance.



**8 FT. EXPRESS  
122-INCH WHEELBASE**



**CHASSIS WITH CAB  
122-INCH WHEELBASE**



## SERIES F-105 FORD *Bonus Built* TRUCKS

Conv'l.—134- and 158-Inch Wheelbases; Max. G.V.W. 10,500 lbs.; Nom. Rating 1½-Tons

**Powered** by the 239 cu. in. Ford V-8 Engine, with 175 lbs.-ft. torque.

**Wheels**—heavy tapered steel disc with wedge-type wheel nuts. Offset.—4¾" (20 x 5.0) —5½" (20 x 6.0).

**Rims**—new, 2-piece full advance wide base, with 5" tapered bead seats, assuring longer life and better stability.

**Brakes**—powerful hydraulic—14" x 2" front, 15" x 3½" rear with 303 sq. in. lining area. Independently anchored, two-shoe type with easy, external anchor bolt and cam adjustment. Brake cylinders shielded front and rear against heat from drum.

**Brake drums**—new, demountable. Easily removed from hub. Large cast iron drums fused to steel discs—506 sq. in. drum area. Inspection hole for feeler gauge check of brake adjustment.

**Hand brake**—independent, spring-loaded drum type on propeller shaft—compact, easily adjusted.

**Front axles**—new, heavier, wider track providing shorter turning and greater stability. Equipped with large spindles and extra high capacity, wide-spaced roller wheel bearings.

**Steering control**—improved, with new, solid type drag-link equipped with dust shields.

**Tie rod ends**—new, automatic, spring loaded ball-socket type, with rubber dust shields for longer life.

**Steering gear**—new worm and dual needle bearing three-tooth roller. Ratio 20.4 to 1. Greater turning angle—permits shorter, sturdier pitman arm, reduced steering effort.

**Steering wheel**—new 18 in. diam. 3-spoke type for maximum instrument visibility. Serrated hub on wheel and shaft permits proper positioning. Heavy dash bracket for column retention.

**Rear axle**—heavy, full-floating with 67" track—for greater chain clearance and tire spacing with wider base rims and greater wheel offset. Extra high capacity wheel bearings—straddle-mounted pinion.

**Universal joints**—smooth operating, long wearing needle bearing type with two tubular propeller shafts supported by rubber encased ball type centre bearing.

**Front bumper**—new heavy channel type bolted directly to frame for greater impact strength.

**Frames**—longer, on all chassis. Side rails extended for direct bolted-on attachment of channel bumper—greater frame rigidity. Frame 34 in. uniform width back of transmission.

**Muffler**—straight through design offering less restriction and back pressure—improves engine performance and reduces fuel consumption.

**Front springs**—with safety leaf, steel backed bronze bushed spring eyes and hardened steel shackle pins for long life—36" x 2".

**Rear springs**—heavy duty—12-leaf main with ample capacity for full loads.

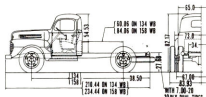
**Rubber axle bumpers**—mounted on frame minimize shock of springs bottoming.

**Transmission**—heavy duty 4-speed.

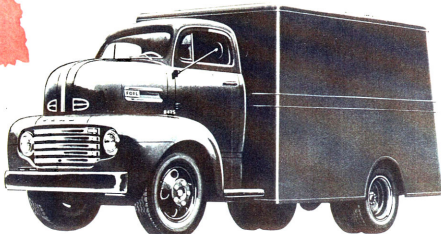
**Gyro-Grip clutch**—long-lived, 11-inch, semi-centrifugal with 123.7 sq. in. area—low pedal pressures—high spring and plate pressures.

**Radiator**—flat tube and fin type mounted in a U-type flexible support.

**Fuel tank**—new 21-gal. frame-mounted on left side rail on chassis without cab. New 16½-gal. tank back-of-seat on chassis with cab.



CHASSIS WITH CAB  
134-IN. AND 158-IN. CONV'L.  
WHEELBASES



## SERIES F-135 FORD *Bonus Built* TRUCKS

Conv'L.—134-, 158- & 176-Inch Wheelbases; Max. G.V.W. 13,500 Lbs.; Nom. Rating 2-Tons

C.O.E.—110-, 134- & 158-Inch Wheelbases; Max. G.V.W. 13,500 Lbs.; Nom. Rating 2-Tons

**Powered** by the 239 cu. in. Ford V-8 Truck Engine, with 183 lbs.-ft. torque.

**Wheels**—heavy tapered steel disc with wedge-type wheel nuts. New 5½" wheel offset.

**Rims**—new, 2-piece full advance wide base, 20 x 5.0 size with 5" tapered bead seats, assuring longer tire life and better stability.

**Brakes**—powerful hydraulic—14" x 2" front, 15" x 3½" rear with 305 sq. in. lining area. Independently anchored, two-shoe type with easy, external anchor bolt and cam adjustment. Brake cylinders shielded front and rear against heat from drum.

**Brake drums**—new, demountable. Easily removed from hub. Large cast iron drums fused to steel discs—506 sq. in. drum area. Inspection hole for feeler gauge check of brake adjustment.

**Hand brake**—independent, spring-loaded drum type on propeller shaft—compact, easily adjusted.

**Front axles**—new, heavier, wider track providing shorter turning and greater stability. Equipped with large spindles and extra high capacity, wide-spaced roller wheel bearings.

**Steering control**—improved, with new, solid type drag-link equipped with dust shields.

**Tie rod ends**—new, automatic, spring loaded ball-socket type, with rubber dust shields for longer life.

**Steering gear**—new worm and dual needle bearing *three-tooth* roller. Ratio 20.4 to 1. Greater turning angle—permits shorter, sturdier pitman arm, reduced steering effort.

**Steering wheel**—new 18 in. diam. 3-spoke type for maximum instrument visibility. Serrated hole on wheel and shaft permits proper positioning. Heavy dash bracket for column retention.

**Rear axle**—heavy, full-floating with 67" track—for greater chain clearance and tire spacing with wider base rims and greater wheel offset. Extra high capacity wheel bearings—straddle-mounted pinion.

**Universal joints**—smooth operating, long wearing needle bearing type with two tubular propeller shafts supported by rubber encased ball type centre bearing. One shaft with two joints on 110" C.O.E.

**Front bumper**—new heavy channel type bolted directly to frame for greater impact strength.

**Frames**—longer, double channel type, providing great strength and stiffness. Side rail extended for direct bolted-on attachment of channel bumper—greater frame rigidity. Frame 34 in. uniform width back of transmission.

**Muffler**—straight through design offering less restriction and back pressure—improves engine performance and reduces fuel consumption.

**Front springs**—with safety leaf, steel-backed bronze bushed spring eyes and hardened steel shackles for long life. Conventional 36" x 2", cab-over-engine 38" x 2.25".

**Rear springs**—heavy duty, with 5-leaf auxiliary standard—providing easy riding for light loads—ample capacity for full loads.

**Rubber axle bumpers**—mounted on frame—minimize shock of springs bottoming.

**Transmission**—heavy duty 4-speed.

**Gyro-Grip clutch**—long-lived, 11-inch, semi-centrifugal Bus type, with 123.7 sq. in. area—low pedal pressures—high spring and plate pressures.

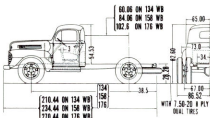
**Radiator**—flat tube and fin type, mounted in a U-type flexible support.

**Fuel tank**—new 21-gal. frame-mounted on left side rail on chassis without cab. New 16½-gal. tank back-of-seat on chassis with cab.

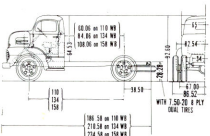
**Cab-over-engine chassis**, in addition to above, feature—

**Spiralounge floating driver's seat.**  
**Cab support**—new rigid sub-frame type.  
**Engine cover**—in cab floor.

**Lift-up hood**—and new location of dash provide easier serviceability.

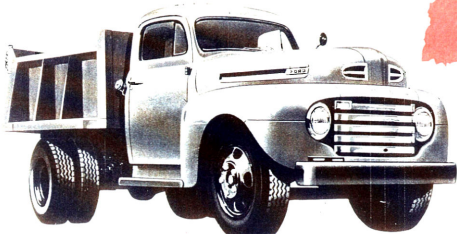


**CHASSIS WITH CAB**  
134-IN., 158-IN. AND 176-IN. CONV'L.  
WHEELBASES



**CHASSIS WITH CAB**  
110-IN., 134-IN. AND 158-IN. C.O.E.  
WHEELBASES





## SERIES F-155 FORD *Bonus Built* TRUCKS

**Conv'l.**—134-, 158- and 176-Inch Wheelbases; **Max. G.V.W. 15,500 lbs.; Nom. Rating 3-Tons**  
**C.O.E.**—110-, 134- and 158-Inch Wheelbases; **Max. G.V.W. 15,500 lbs.; Nom. Rating 3-Tons**  
**School Bus**—194-Inch Wheelbase; **Max. G.V.W. 15,500 lbs.**

**Powered** by the 239 cu. in. Ford V-8 Truck Engine, with 183 lbs.-ft. torque.

**Wheels**—heavy tapered steel disc with wedge-type wheel nuts. New 5½" wheel offset.

**Rims**—new, 2-piece full advance wide base, 20 x 6.0 size with 5" tapered head seats, assuring longer tire life and better stability.

**Vacuum power actuation** of service brakes standard, using a sealed assembly that provides more braking power with less "muscle power", fully compensating design giving normal "brake feel"—for smooth, positive stopping.

**Brakes**—powerful hydraulic—14" x 2" front, 15" x 3½" rear with 303 sq. in. lining area. Independently anchored, two-shoe type with easy, external anchor bolt and cam adjustment. Brake cylinders shielded front and rear against heat from drum.

**Brake drums**—new, demountable. Easily removed from hub. Large cast iron drums fused to steel discs—506 sq. in. drum area. Inspection hole for feeler gauge check of brake adjustment.

**Hand brake**—independent, spring-loaded drum type on propeller shaft—compact, easily adjusted.

**Front axles**—new, heavier, wider track providing shorter turning and greater stability. Equipped with large spindles and extra high capacity, wide-spaced roller wheel bearings.

**Steering control**—improved, with new, solid type drag link equipped with dust shields.

**Tie rod ends**—new, automatic, spring loaded ball-socket type, with rubber dust shields for longer life.

**Steering gear**—new worm and dual needle bearing three-tooth roller. Ratio 20:1 to 1. Greater turning angle—permits shorter, sturdier pitman arm, reduced steering effort.

**Steering wheel**—new 18 in. diam. 3-spoke type for maximum instrument visibility. Seriated hub on wheel and shaft permits proper positioning. Heavy dash bracket for column retention.

**Two-speed rear axle**—of heavy duty construction providing 2-range performance. Cum shift permitting gear pre-selection—reduced flow lubrication. Breather in housing.

**Universal joints**—smooth operating, long wearing needle bearing type with two tubular propeller shafts supported by rubber encased ball type center bearing. One shaft with two joints on 110" C.O.E.

**Front bumper**—new heavy channel type bolted directly to frame for greater impact strength.

**Frames**—longer, double channel type, providing great strength and stiffness. Side rails extended for direct bolted-on attachment of channel bumper—greater frame rigidity. Frame 54 in. uniform width back of transmission.

**Muffler**—straight through design offering less restriction and back pressure—improves engine performance and reduces fuel consumption.

**Front springs**—with safety leaf, steel-backed bronze bush spring eyes and hardened steel shackle pins for long life. Conventional 36" x 2", cab-over-engine 38" x 2.25".

**Rear springs**—heavy duty, with 7-leaf auxiliary standard—providing easy riding for light loads—ample capacity for full loads. School bus chassis, heavy duty, single 21-leaf, progressive type.

**Rubber axle bumpers**—mounted on frame minimize shock of springs bottoming.

**Transmission**—heavy duty 4-speed.

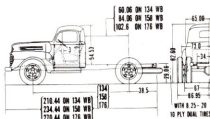
**Gyro-Grip clutch**—long-lived, 11-inch, semi-centrifugal Bus type with 123.7 sq. in. area—low pedal pressures—high spring and plate pressures.

**Radiator**—flat tube and fin type mounted in a U-type flexible support.

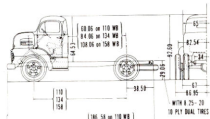
**Fuel tank**—new 21-gal. frame-mounted on left side rail on chassis without cab. New 16½-gal. tank back-of-seat on chassis with cab.

**Cab-over-engine chassis**, in addition to above feature—

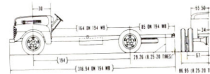
- **Sprialongue floating driver's seat.**
- **Cab support**—new rigid sub-frame type.
- **Engine cover**—in cab floor.
- **Lift-up hood**—and new location of dash provide easier serviceability.



**CHASSIS WITH CAB**  
**134-IN., 158-IN. AND 176-IN. CONV'L**  
**WHEELBASES**



**CHASSIS WITH CAB**  
**110-IN., 134-IN. AND 158-IN. C.O.E.**  
**WHEELBASES**



**SCHOOL BUS CHASSIS**  
**194-IN. WHEELBASE**

**NOW!**  
**New Ford**

**NEW**

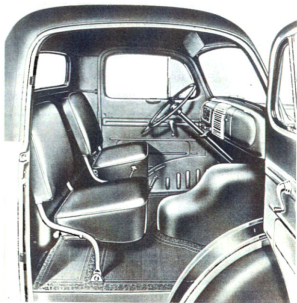
**IN EVERY WAY!**

- ✓ STRUCTURE
- ✓ ROOMINESS
- ✓ SEATING
- ✓ VISIBILITY
- ✓ VENTILATION
- ✓ SUSPENSION
- ✓ HARDWARE

**NEW**

**CAB-OVER-ENGINE  
DESIGN**

- ✓ ACCESSIBILITY
- ✓ SPIRALOUNGE DRIVER'S SEAT
- ✓ LOW ENGINE COVER
- ✓ STRUCTURE
- ✓ ROOMINESS
- ✓ VISIBILITY
- ✓ VENTILATION
- ✓ SUSPENSION
- ✓ HARDWARE



**NEW  
CABS**

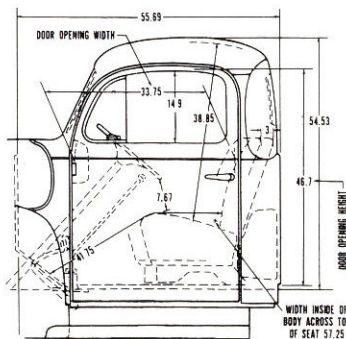
# Living Room Comfort in the MILLION DOLLAR Truck Cab

## **NEW** COMFORT AND ROOMINESS GIVE BIG DRIVERS PLENTY OF HEAD ROOM AND LEG ROOM

Ford invested over one million dollars in tools to give drivers new spacious comfort and roominess. The new Ford MILLION DOLLAR truck cab is bigger in every way. Wider! Longer! Taller!

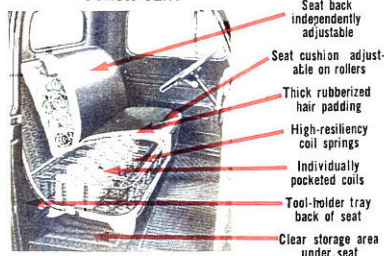
There's little of that squeezing-into and squeezing-out of constricted doorways. The new Ford cab doors are wider. Foot-room between the seat riser and pillar has been increased to permit even "size 13's" to get through without stumbling. There's headroom, too, and plenty of it in the new Ford cab . . . one of the biggest in its class.

There's comfort and neatness, too, in the full interior trim and handsome upholstery. Other appreciated comforts include a sun-visor, ash tray, easily read instruments and husky hardware. All these features are encased in a weatherproof, all-steel structure designed to perpetuate the proved long-life superiority of Ford Trucks.



## **NEW** EASY-CHAIR COMFORT CUSHIONS THE MILES!

**COACH SEAT**



**SPIRALOUNGE SEAT**



Spiralounge easy chair, floated on a variable-rate spiral coil spring adjustable to driver's weight. Hydraulic shock absorber controls movement of seat and back. Standard on all C.O.E. models. Optional on conventional models.

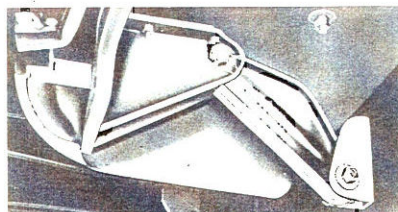
## **NEW** PICTURE-WINDOW VISIBILITY MAKES

### DRIVING SAFER



One-piece Safety Vision Windshield, plus narrow corner pillars, makes for wide-range visibility. Windshield has no centre-line blind spot. Height increased for tall drivers. Extra large rear cab window offers great convenience by improving rearward visibility.

## **NEW** LEVEL ACTION SUSPENSION INSULATES ALL CABS FROM FRAME WEAVE



In this new, exclusive, Ford cab suspension, rubber pads and rubber insulated bolts at each front corner and level action links in torsion type rubber bushings at each rear corner provide a 4-point stability with amazing flexibility which insulates the cab from vibration, noise and frame weave, thus prolonging cab life.

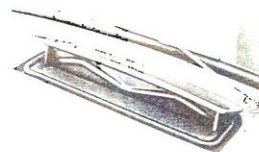
## **NEW** 3-WAY AIR CONTROL SCOOPS IN OCEANS OF FRESH AIR



Air Wing Ventilators scoop in fresh air, sweep out stale. Standard equipment for maximum comfort in all Ford cabs.



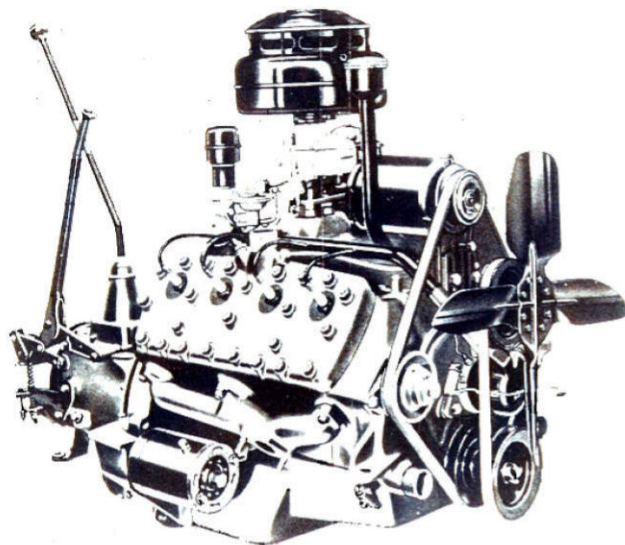
Fresh Air Intake Heater and Defroster. For cold weather an efficient heater. In mild weather helps defog windshield. At all times an extra source of fresh air. Available at slight extra cost.



Cowl Ventilator Extra large size with anti-bug screen, rubber weather-seal and water drain.



**TWO  
GREAT  
ENGINES**



### **239 CU. IN. FORD V-8 ENGINE**

**97 HORSEPOWER @ 3600 R.P.M.  
175 LBS.-FT. TORQUE @ 1850 R.P.M.  
USED IN  
SERIES F-47, F-68 and F-105**

Turbulent-type combustion chambers with 6.8 compression ratio.

Pistons of aluminum alloy, cam ground, plated finish with 4 rings, assuring complete oil control.

Exclusive Ford one-piece engine casting of cylinders and upper crankcase.

Individual locked-in, precision-type, replaceable, steel-backed copper lead connecting rod bearings.

Connecting rod forgings reinforced for greatest strength.

Ford cast alloy iron camshaft with aluminum timing gear, driven direct from crankshaft.

Ford cast alloy steel crankshaft with 6 integral counterweights—only 26.03 inches long

but weighs 69.2 pounds and balanced within 0.3 ounce-inch.

Precision replaceable type main bearings.

Exhaust valve seat inserts of carbon, chrome tungsten steel.

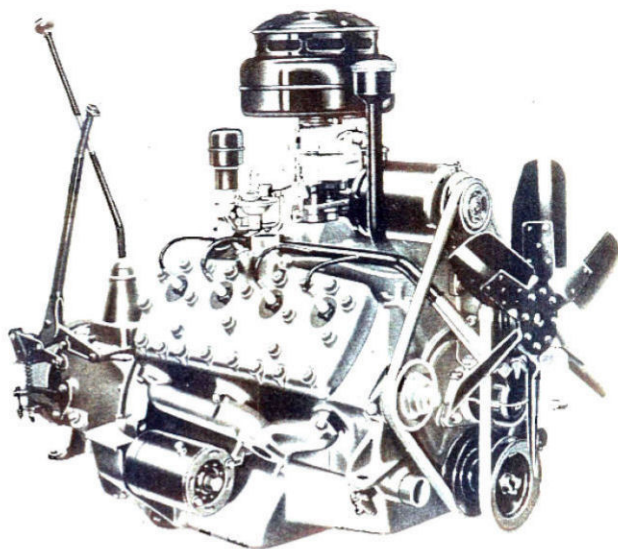
Shot-blasted, rust-proofed valve springs.

Accessible location of engine accessories—fuel pump, oil filter, coil wiring, carburetor, generator—on top of engine within quick, easy reach—low maintenance time.

Oil filler pipe at right front of valve chamber cover for easy servicing.

Oil pump with pressure relief valve in pump body—positive gear type, high capacity.

Pressure lubrication of all main, connecting rod and camshaft bearings.



### **239 CU. IN. FORD V-8 TRUCK ENGINE**

**88 HORSEPOWER @ 3600 R.P.M.  
183 LBS.-FT. TORQUE @ 1600 R.P.M.  
USED IN  
SERIES F-135 and F-155**

Replaceable element type oil filter.

Suction type crankcase ventilation, with draft tube at front of engine.

Truck type oil pan with detachable plate, for oil pump screen removal and pan clean-out.

Thermostat located in each water outlet in cylinder heads—for rapid warm-up.

Full-length plus water jackets, completely surrounding each cylinder.

Fuel pump with filter to facilitate cleaning.

Large capacity oil bath air cleaner.

Ignition—sealed dry—direct driven distributor—fully automatic spark advance.

Rubber engine mountings for longer life.

## 1948 FORD *Bonus Built* TRUCK ENGINE SPECIFICATION TABLE

	ENGINE F-47, F-68 and F-105	ENGINE F-135 and F-155
Type	V-8, 90° L-head	V-8, 90° L-head
Bore	3.1875 in.	3.1875 in.
Stroke	3.75 in.	3.75 in.
Displacement	239 cu. in.	239 cu. in.
Max. Brake Horsepower	97 @ 3600 r.p.m.	88 @ 3600 r.p.m.
Max. Torque	175 lbs.-ft. @ 1850 r.p.m.	183 lbs.-ft. @ 1600 r.p.m.
Compression Ratio	6.8 to 1	6.8 to 1
Cylinder Heads	Turbulent type high compression, Ford cast alloy iron	
Block	Cylinders and upper crankcase one piece, alloy iron casting	
Cylinders	Controlled quality micro-finish for uniform oil film	
Crankshaft	3 Bearing, fully-counter-balanced, 2 plane 90° throws	
Material	Special Ford Cast Alloy Steel	Special Ford Cast Alloy Steel
Main Bearings	3	3
Type	Large diameter, steel-backed, locked-in, precision, replaceable	
Area	38.955 sq. in.	38.955 sq. in.
Connecting Rods	Heat-treated steel forgings with locked-in replaceable bearings	
Bearings	Precision, steel-backed, copper lead	Precision, steel-backed, copper lead
Pistons	Aluminum alloy cam ground oval type	Aluminum alloy cam ground oval type
Finish	Tin plated	Tin plated
Rings	Two compression, two oil control	Two compression, two oil control
Pins	Floating in rod and piston with retainer rings	Floating in rod and piston with retainer rings
Camshaft	Special Ford cast alloy iron driven direct from crankshaft	
Type	Standard	Truck design—higher torque at lower engine speeds
Timing Gear	Precision—machined aluminum	Precision—machined aluminum
Valves—		
Intake	High chrome nickel alloy	High chrome nickel alloy
Exhaust	High chrome nickel alloy	High chrome nickel alloy
Lifters	Pre-set hollow steel	Pre-set hollow steel
Seat Inserts—Exhaust	Carbon, chrome tungsten steel	Carbon, chrome tungsten steel
Intake Manifold	8 Port duplex design	8 Port duplex design
Carburetor	Dual downdraft	Dual downdraft
Air Cleaner	Heavy duty oil bath—one quart capacity (one-pint capacity in F-47)	Heavy duty oil bath—one quart capacity
Fuel Pump	Diaphragm type with integral glass-settling bowl and strainer	
Ignition	Sealed-dry, direct driven distributor, fully automatic spark advance	
Distributor	Fully-automatic type	Fully-automatic type
Battery—Trucks	17 plate, 100 ampere hour	17 plate, 100 ampere hour
School Bus only	—	17 plate, 120 ampere hour
Generator	30-33 amp.—230 watts	30-33 amp.—230 watts
Starter	High torque, automatic engagement, solenoid switch, push button control	
Lubrication	Full pressure to main, camshaft and connecting rod bearings	
Oil Pump	Gear type	Gear type
Normal Oil Pressure	60 lbs. @ 2000 r.p.m.	60 lbs. @ 2000 r.p.m.
Crankcase Capacity	4 quarts (5 quarts if oil filter cartridge changed)	4 quarts (5 quarts if oil filter cartridge changed)
Oil-Filter	Replaceable cartridge type	Replaceable cartridge type
Oil Pan Clean-out	Large removable plate	Large removable plate
Cooling	Full-length water jackets, thermostatic temperature control, tubular radiator, self-sealing pumps	
Fan	4 blade, 18 1/2"	6 blade, 18 1/2"
Water Pumps	2	2
Engine Mountings	3 point, cushion-type rubber suspension	3 point, cushion-type rubber suspension

## 1948 FORD

## Bonus Built

## TRUCK CHASSIS SPECIFICATIONS

SERIES	F-47	F-68	F-105	F-135	F-135 C.O.E.	F-155	F-155 C.O.E.	F-155 School Bus
NOMINAL RATING	1½-Ton	1-Ton	1½-Ton	2-Ton	2-Ton	3-Ton	3-Ton	
GROSS VEHICLE WEIGHT (MAX.) (obtainable with required line equipment)	4700 lbs.	6800 lbs.	10500 lbs.	13500 lbs.	13500 lbs.	15500 lbs.	15500 lbs.	15500 lbs.
REAR TIRE SIZE FOR MAX. G.V.W.	6.50 x 16 6-ply	7.80 x 17 8-ply	7.00 x 20 10-ply Dual	7.50 x 20 8-ply Dual	7.50 x 20 8-ply Dual	8.25 x 20 10-ply Dual	8.25 x 20 10-ply Dual	8.25 x 20 10-ply Dual
ENGINES	239 cu. in. V-8	289 cu. in. V-8	239 cu. in. V-8	239 cu. in. V-8 Truck Type	239 cu. in. V-8 Truck Type	239 cu. in. V-8 Truck Type	239 cu. in. V-8 Truck Type	239 cu. in. V-8 Truck Type
WHEELBASE (inches)	114	122	134, 158	134, 158, 176	110, 134, 158	134, 158, 176	110, 134, 158	194
Dimensions (inches)								
"C.A."—Back of Cab to C/L Rear Axle	40.06	48.06	60.06, 84.06	60.06, 84.06, 102.06	60.06, 84.06, 108.06	60.06, 84.06, 102.06	60.06, 84.06, 108.06	
"C.E."—Back of Cab to End of Frame	75.87	96.06	98.56, 122.56	98.56, 122.56, 158.56	98.56, 122.56, 146.56	98.56, 122.56, 158.56	98.56, 122.56, 146.56	
"C.L.A."—Back of Cowl to C/L Rear Axle	84.0	92.0	104.0, 128.0	104.0, 128.0, 142.77		104.0, 128.0, 142.77		164.0
"C.L.E."—Back of Cowl to End of Frame	119.81	140.0	142.5, 166.5	142.5, 166.5, 199.27		142.5, 166.5, 199.27		249.0
AXLE, FRONT	Capacity (Modified I-Beam) Size (Height x Width x Web)	2500 lbs. 2.29" x 1.6" x 0.25"	2500 lbs. 2.29" x 1.4" x 0.25"	4400 lbs. 2.50" x 2.0" x 0.33" 176" W.B. 2.62" x 2.0" x 0.38"	4400 lbs. 2.50" x 2.0" x 0.33" 176" W.B. 2.62" x 2.0" x 0.38"	4400 lbs. 2.50" x 2.0" x 0.33" 176" W.B. 2.62" x 2.0" x 0.38"	4400 lbs. 2.62" x 2.0" x 0.38"	4400 lbs. 2.62" x 2.0" x 0.38"
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							
Thrust Bearing	Tapered Roller or Anti-Friction Ball							
AXLE, REAR	Type	Hypoid Semi-Floating	Spiral Bevel Full Floating	Spiral Bevel Full Floating	Spiral Bevel Full Floating	Spiral Bevel Full Floating	3-Speed Spiral Bevel Full Floating	3-Speed Spiral Bevel Full Floating
Capacity	9000 lbs.	5000 lbs.	10800 lbs.	10800 lbs.	10800 lbs.	12000 lbs.	12000 lbs.	12000 lbs.
Pinion Mounting	Overhung	Straddle- Mounted	Straddle- Mounted	Straddle- Mounted	Straddle- Mounted	Straddle- Mounted	Straddle- Mounted	Straddle- Mounted
Differential	2-Pinion	4-Pinion	4-Pinion	4-Pinion	4-Pinion	4-Pinion	4-Pinion	4-Pinion
Axle Shaft Dia. at Spline	1.25"	1.37"	1.75"	1.75"	1.75"	1.75"	1.75"	1.75"
Pinion and Differential Bearings	Tapered Roller							
Wheel Bearings	Dual Opposed Tapered Roller (pinion inboard and differential case)							
Axle Ratio (to 1)	3.73 or 4.27	4.86 or 4.11	5.83 or 6.67	6.67 or 5.83	6.67 or 5.83	6.33-8.81 or 5.83-8.11	6.33-8.81 or 5.83-8.11	6.33-8.81 or 5.83-8.11
BRAKES, SERVICE (Hydraulic)	Size—Front	11" x 2"	12" x 1½"	14" x 2"	14" x 2"	14" x 2"	14" x 2"	14" x 2"
Rear	11" x 1½"	14" x 2"	15" x 3½"	15" x 3½"	15" x 3½"	15" x 3½"	15" x 3½"	15" x 3½"
Total Lining Area, Sq. In.	178.5	188	303	303	303	303	303	303
Total Drum Area, Sq. In.	259	308	506	506	506	506	506	506
Vacuum Booster—Type						Diaphragm Type	Diaphragm Type	Diaphragm Type
Size						7½"	7½"	7½"
BRAKES, HAND	Type	Cable with Equalizer Applying Rear Wheel Brakes		Drum and Contracting Band, Spring-Loaded, Back of Transmission on Drive Line				
Size				7.81" x 2.5"	7.81" x 2.5"	7.81" x 2.5"	7.81" x 2.5"	7.81" x 2.5"
CLUTCH (Gyro-Grip)	Diameter	10"	11"	11"	11"	11"	11"	11"
Friction Area (Sq. In.)		85.5	123.7	123.7	123.7	123.7	123.7	123.7
Plate Pressure, Lbs.: Zero Speed vs. 3000 RPM		1089-1669	1044-1439	1044-1439	1224-1619	1224-1619	1224-1619	1224-1619
Pedal Pressure, Lbs.: Zero Speed vs. 3000 RPM		31-45	34-45	34-45	36-45	36-45	36-45	36-45



# BUILT STRONGER TO LAST LONGER

CHASSIS  
SUMMARY  
TABLE

SERIES	F-47	F-68	F-105	F-135	F-135 C.O.E.	F-155	F-155 C.O.E.	F-155 School Bus
NOMINAL RATING	3/4-Ton	1-Ton	1 1/2-Ton	2-Ton	2-Ton	3-Ton	3-Ton	
DRIVE LINE	Hotchkiss, Straight-line Drive, Open Tubular Propeller Shaft(s) and Needle Bearing Universal Joints, Ball Centre Bearing on all but 110" and 134" wbs.							
FRAME	Size (Depth x Flange x Thickness)	5.92 x 2.25 x 0.15	6.0 x 2.25 x 0.19	7.0 x 2.75 x 0.19	7.0 x 2.75 x 0.21 170" W.B. 7.08 x 2.79 x 0.25	7.0 x 2.75 x 0.21 170" W.B. 7.08 x 2.79 x 0.25	7.0 x 2.75 x 0.21	7.08 x 2.79 x 0.25
	Channel Reinforcement—				STD.	STD.	STD.	STD.
	6.58" x 2.21" x 0.125" Section Modulus	2.65	3.34	5.23	7.97 176" W.B. 9.19	7.97 176" W.B. 9.19	7.97	9.19
FUEL TANK	Gals. Capacity—Chassis	14	14	21	21	21		25
	Cab	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2		
STEERING GEAR	Ratio	18.2 to 1	18.2 to 1	20.4 to 1	20.4 to 1	20.4 to 1	20.4 to 1	20.4 to 1
	Steering Wheel Diam.	18 Inch, 3-Spoke Type (Spacing 102", 104", 104"), Serrated Hub for Positioning on Shaft						
SPRINGS, FRONT	Size (Length x Width)	36.0" x 1.75"	36.0" x 1.75"	36.0" x 2.0"	36.0" x 2.0"	38.0" x 2.25"	36.0" x 2.0"	38.0" x 2.25"
	No. of Leaves	8	8	11	11	13	11	13
	Deflection Rate, Lbs. per In.	295	423	872	176" W.B. 1090	685	176" W.B. 1090 Dump & Tractor	685
	Capacity (At Normal Deflection)—per Spring	825 lbs.	1025 lbs.	1375 lbs.	1375 lbs. 176" W.B. 2000 lbs.	2050 lbs.	1375 lbs. 176" W.B. 2000 lbs. Dump & Tractor	2050 lbs.
SPRINGS, REAR	Type	Single Stage	Single Stage	Single Stage	Main and Auxiliary	Main and Auxiliary	Main and Auxiliary	Progressive
	Main—Size (Length x Width)	45.0" x 2.0"	45.0" x 2.25"	45.0" x 2.50"	45.0" x 2.50"	45.0" x 2.50"	45.0" x 2.50"	59.0" x 2.50"
	No. of Leaves	10 Panel 9	14	12	12	12	12	21
	Deflection Rate, Lbs. per In.	375 Panel 230	640	1075	1075	1075	1075	1500
	Auxiliary—Size (Length x Width)				32.5" x 2.5"	31.5" x 2.5"	32.5" x 2.5"	32.5" x 2.5"
	No. of Leaves				5	5	7	7
	Capacity (At Normal Deflection)—per Spring	1350 lbs. Panel 1050 lbs.	3000 lbs.	4300 lbs.	4300 lbs.	4300 lbs.	4300 lbs.	6000 lbs.
	Capacity Auxiliary (At Normal Deflection) per Spring				1350 lbs.	1350 lbs.	2700 lbs.	2700 lbs.
SHOCK ABSORBERS	Front	Direct Double Acting—Telescopic	Direct Double Acting—Telescopic					
	Rear	Direct Double Acting—Telescopic						
TRANSMISSION	Type	3-Speed Helical Synchromesh	4-Speed Sliding Gear	4-Speed Sliding Gear	4-Speed Sliding Gear	4-Speed Sliding Gear	4-Speed Sliding Gear	4-Speed Sliding Gear
	Gear Ratio (to 1)—First	2.819	6.40	6.40	6.40	6.40	6.40	6.40
	Second	1.604	3.09	3.09	3.09	3.09	3.09	3.09
	Third	Direct	1.685	1.685	1.685	1.685	1.685	1.685
	Fourth		Direct	Direct	Direct	Direct	Direct	Direct
	Reverse	3.625	7.825	7.825	7.825	7.825	7.825	7.825
	S.A.E. 6-Bolt P.T.O. Opening		Right Side	Right Side	Right Side	Right Side	Right Side	Right Side
	Optional	4-Speed						
WHEELS AND RIMS	Number—Size: Standard	5-16 x 4 1/2K	5-17 x 5.5	Front 2—20x5.0 Rear 3—20x5.0	7-20 x 5.0	7-20 x 5.0	7-20 x 6.0	7-20 x 6.0
	Optional	None	None	None	7-20 x 6.0	7-20 x 6.0	7-20 x 5.0	None
	Studs	5	8	5	5	5	5	5
	Type	Drop Centre	Wide Base	Wide Base	Wide Base	Wide Base	Wide Base	Wide Base



TRUCKS

*Built stronger  
to last longer*



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**FORD AND MONARCH DIVISION**  
**FORD MOTOR COMPANY OF CANADA, LIMITED**

