

SERIES

**F-600**

Max. G. V. W. - 16,000 lbs.  
Max. G. C. W. - 28,000 lbs.



# FORD *TRIPLE ECONOMY* TRUCKS

**FOR 1954**

**give you more truck for your money!**



## What Ford Truck

# TRIPLE ECONOMY

## Means to You



### New Gas-saving POWER

Ford's new, Low-FRICTION engines give you greater horsepower and more flashing performance with Ford's traditional operating economy! Modern overhead-valve, short-stroke design in the all-new 130-h.p. or the all-new 138-h.p. Power King V-8's deliver more usable hauling power. That's Big Economy Item No. 1!



### New Driver-saving EFFICIENCY

Ford's Driverized Cabs, the most comfortable cabs in trucking, reduce driver fatigue, save time and conserve energy in the costly human element of truck operation. And that's Big Economy Item No. 2.



### New Money-saving CAPACITIES

Whatever your hauling requirements are, you'll find the right load-carrying capacity to fit your job in the new, 1954 Ford Triple Economy Truck line. And profitable payload capacity is your Big Economy Item No. 3.

*Thus* Ford Trucks for '54  
give you  
**MORE TRUCK FOR YOUR MONEY!**

#### NEW F-600

9- and 12-ft.

#### PLATFORM-STAKE

Payload (equipment, etc.)  
up to 10,129 lbs.  
Wheelbases: 130, 154 in.



Wherever you haul, whatever your load you'll find a truckful of big economy features in Ford's new F-600's . . . features that help save time, labor and money in your business!

New, high-compression performance in the all-new 130-h.p. or the all-new 138-h.p. Power King V-8's—of overhead-valve Low-FRICTION design—gives you big power reserves for fast load-hustling, with top operating economy! Ford's 3-man Driverized Cabs are designed to reduce fatigue,



#### BIG, RUGGED BODY

Haul over 5-ton payloads on these spacious 9 or 12 platforms! Stake racks may be removed easily in sections, for convenient loading from sides or rear. Steel skid strips protect sturdy wood floor. Platform protected by steel rub rail and steel caps on body ends.

## Peak Performer in Heavy Duty Service

#### NEW F-600 CHASSIS-CAB

Wheelbases:  
130, 154, 172 in.  
Payload (body, etc.)  
up to 11,089 lbs.

**Versatile F-600**  
fits any special body  
from 7½ to 16 ft.

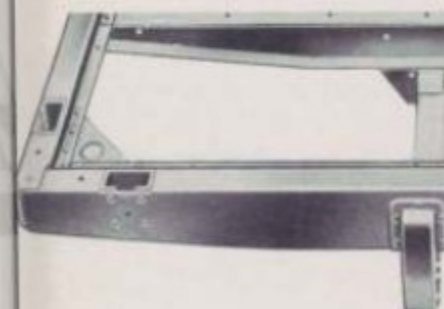
Body and equipment manufacturers offer a wide range of special bodies to fit F-600 chassis-cab, chassis-cowl and chassis-windshield models. Clean, 34-in. wide frame design keeps body-mounting costs at a minimum.

Choose from 3 wheelbase lengths! The F-600 with 130-in. wheelbase accommodates custom-built bodies from 7½ to 9 ft.; the 154-in. wheelbase takes 10- to 13-ft. bodies; and the 172-in. wheelbase handles bodies from 13 to 16 ft. long. Body, payload (equipment, etc.) capacity goes over 5½ tons!

Your Ford Dealer will assist you in selecting the exact special-purpose body for your needs.

Save time, help keep the driver alert, more efficient all day long!

The 9- and 12-ft. Platform-Stake models—in fact, all new F-600's—are available with a wide choice of equipment: single-speed or two-speed rear axles, tire options up to 8.25-20, heavy duty clutch, choice of 4-speed, or 5-speed direct or overdrive Synchro-Silent transmissions. You can easily select the one new Ford F-600 that will handle your job most efficiently, most profitably . . . for on- or off-the-road duty!



#### BRIDGE-TYPE FRAME

Steel cross girders are riveted to heavy-gage side rails for extra strength. Heavy steel angle brackets are riveted to girders, bolted to sills for maximum rigidity.



#### RUGGED STEEL STAKES AND REAR STAKE LOCK

Straight-grained stake boards are riveted to sturdy U-type steel stakes for extra strength. Sliding bolt type lock holds rear stakes firmly in place . . . keeps racks from jarring loose.



LIVESTOCK HIGH RACK  
154- and 172-in. wbs.



GAS (OIL, MILK) TANK  
154- and 172-in. wbs.



FREIGHT VAN  
130-, 154- and 172-in. wbs.



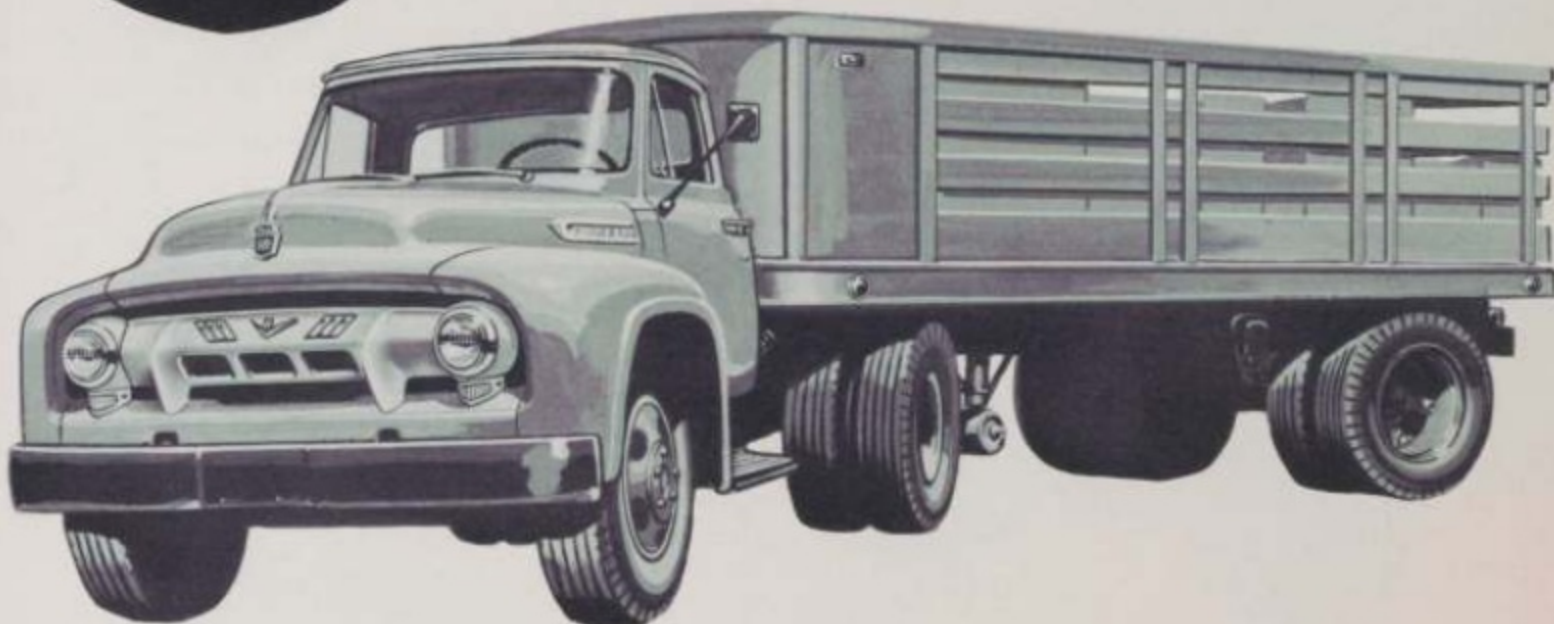
CONTRACTOR'S DUMP  
130- and 154-in. wbs.



## NEW F-600 TRACTOR

G.C.W. 28,000 lbs.  
Wheelbase:  
130 in.

# Heavy duty hauling on light duty costs



## BIG POWER RESERVES

On hills, on straightaways, Ford's all-new V-8 power with high compression provides instant response and flexibility at all speeds! New LOW-FRICTION overhead-valve design converts more power into usable power—yet retains traditional Ford economy.

## FLEXIBLE PERFORMANCE

Ford F-600 tractors give you a wide choice of—two rear axles with four gear ratios . . . three Synchro-Silent Transmissions . . . tires up to 8.25-20 . . . and other equipment for flexibility needed to meet your exact hauling conditions! It's still another way in which Ford gives you more truck for your money!

## TIME-SAVING MANEUVERABILITY

Every easy-handling control, every DRIVERIZED Cab feature, has been designed-in to make it easier on the driver by reducing fatigue, conserving energy, saving time and keeping him happy on the job! Quick-action steering, responsive brakes, and visibility unlimited, are just a few of these features.

In tractor-trailer combination, Ford's new F-600's are built to hustle big cargoes cross-country or through congested city traffic. Time-saving short-wheelbase maneuverability is a big advantage, moving in and out of loading docks or restricted areas especially.

Choose from two overhead-valve, LOW-FRICTION Power King V-8's . . . the all-new 130-h.p., or the all-new 138-h.p.—most powerful in this class! Short-stroke design reduces internal friction "power waste," liberates more working power to the clutch, saves on moving parts wear—stretches the life of your engine!

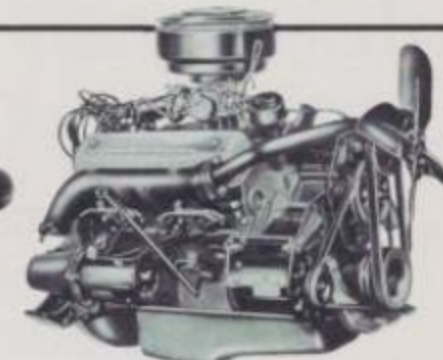
Ford F-600 tractors, with 130-in. wheelbase, will handle any type of semi-trailer you choose. With wide equipment choice for greater operating flexibility, you can get a new Triple Economy F-600 to fit your exact job requirements—for dependable, low-cost hauling operation.



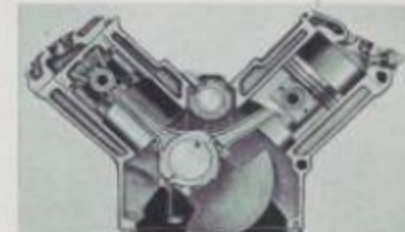
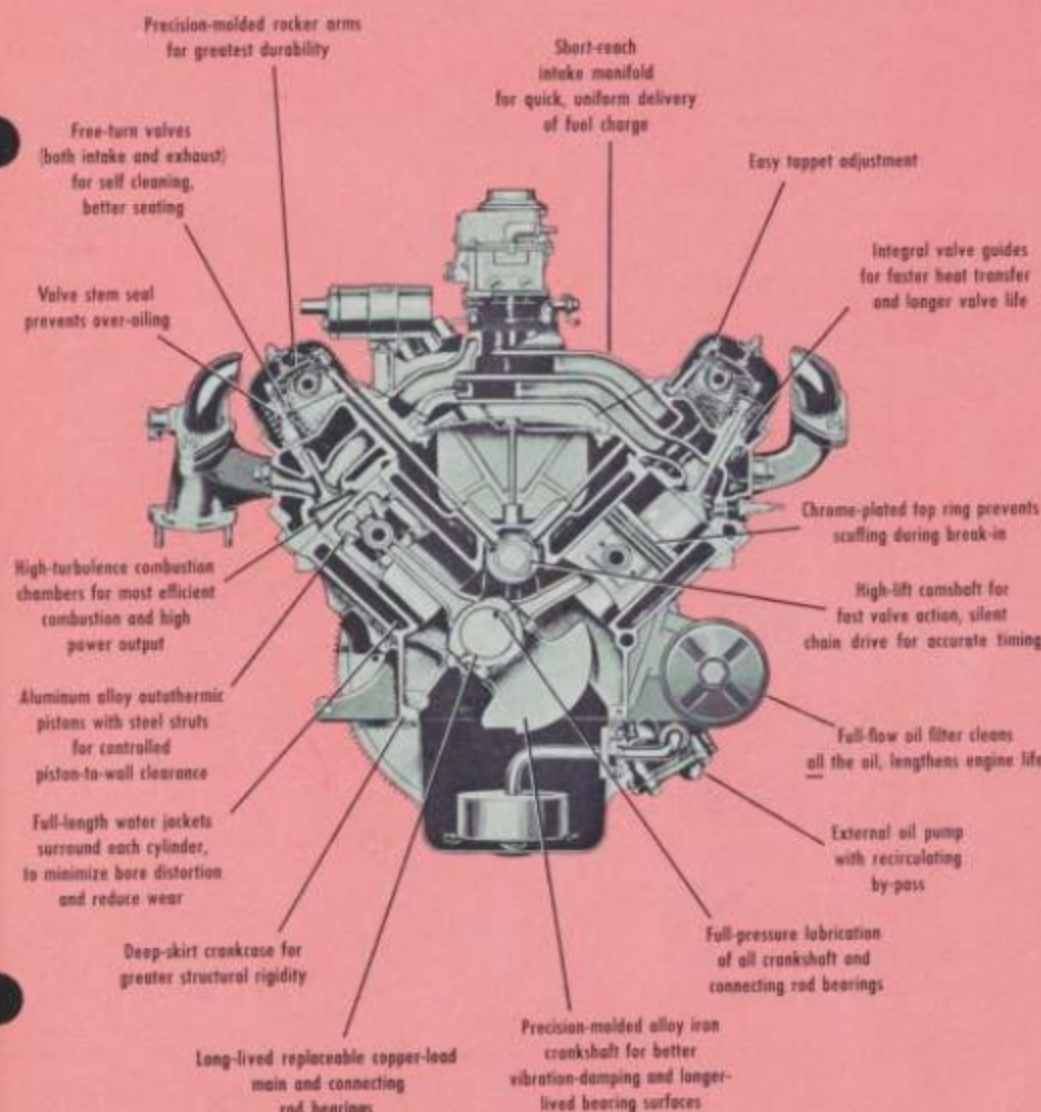
# NEW! Gas-saving LOW-FRICTION power in 2 all-new high-compression V-8's

Ford's all-new LOW-FRICTION Power King V-8's, the 130-h.p., or the 138-h.p.—most powerful in this class—have deep-skirt, integral crankcases and wide base flywheel housings for higher structural rigidity and smoother performance! Short piston stroke design reduces internal friction waste, liberating more power to the clutch, with good gas economy. Whichever engine you choose, you can depend on the new Power King V-8 for instant response and flexibility at all speeds—a big safety factor. And low operating and maintenance costs are easy on your pocketbook.

Displacement—256 cu. in. Bore—3.62 in.  
Brake Horsepower—138 at 3900 r.p.m. Stroke—3.10 in.  
Torque—226 lbs.-ft. at 1900-2400 r.p.m. Compression Ratio—7.2 to 1



Displacement—239 cu. in. Bore—3.50 in.  
Brake Horsepower—130 at 4200 r.p.m. Stroke—3.10 in.  
Torque—214 lbs.-ft. at 1800-2200 r.p.m. Compression Ratio—7.2:1



## NEW SHORT-STROKE POWER

. . . provides higher efficiency, longer engine life. Piston travel reduced up to 35% over other engines of comparable displacement, saves on gas, parts wear.



## SHORT-REACH MANIFOLDS

. . . deliver fuel vapor quickly, uniformly on intake (illustrated). . . remove burned gases rapidly, relieve back pressure, on exhaust.



## DEEP-BLOCK DESIGN

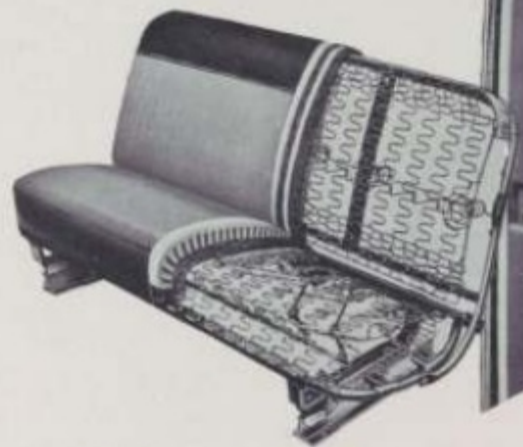
. . . with reinforced, deep-skirt crankcase, provides solid foundation for support of crankshaft and greater rigidity to assure maintenance of bearing alignment and smoother engine performance.



## FORD'S 3-man

# DRIVERIZED CABS

## for greater driver-saving efficiency



New **UPHOLSTERY** of full-breathing, woven vinyl feels better, looks better, lasts longer, is easier to clean. Wide seat has non-sag springs, exclusive shock snubbers. Seat and seat back adjust independently.

Available with I-REST tinted safety glass!



Big, one-piece curved **WINDSHIELD** with swept-back pillars offers over 938 sq. in. of glass area for eye-saving visibility. Arm-rest-deep side windows. Glare-reducing I-REST tinted safety glass at extra cost.



Full-width, 4-ft.-wide **REAR WINDOW** has 444 sq. in. of glass area, for "no-strain" backing and parking. Ford Triple Economy Trucks offer an all-around total of 294.4 degrees of clear-angle visibility.



Wide **DOOR OPENING**... almost a full-yard wide... lets the biggest drivers slip in and out easily. Leg and foot room to spare between seat corner and door pillar. Weather-sealing around doors and body joints to keep out dust, fumes, moisture.

Every detail of Ford's *Driverized Cab* is designed to keep driver efficiency at its peak! Unlimited visibility for safer, more alert driving with big one-piece curved windshield, 4-ft.-wide rear window and arm-rest deep side windows. New woven vinyl upholstery, exclusive *seat shock snubbers*, spacious door openings, loads of room in every direction, conveniently located controls... in fact, *every* feature to keep a driver happy! A happy driver is more efficient... and that means greater savings in the human element of truck operation!

### DELUXE DRIVERIZED CAB SHOWN OFFERS

#### 16 "CUSTOMIZED" EXTRAS

... It's the Handsomest Cab on the Road!

##### EXTERIOR

1. Streamlined spear ornament on sides.
2. Bright metal chevrons on grille.
3. Bright metal frames around Air Wing vents.
4. Bright finish drip molding cap.
5. Twin matched tone electric horns.
6. Matched door locks on both doors.

##### INTERIOR

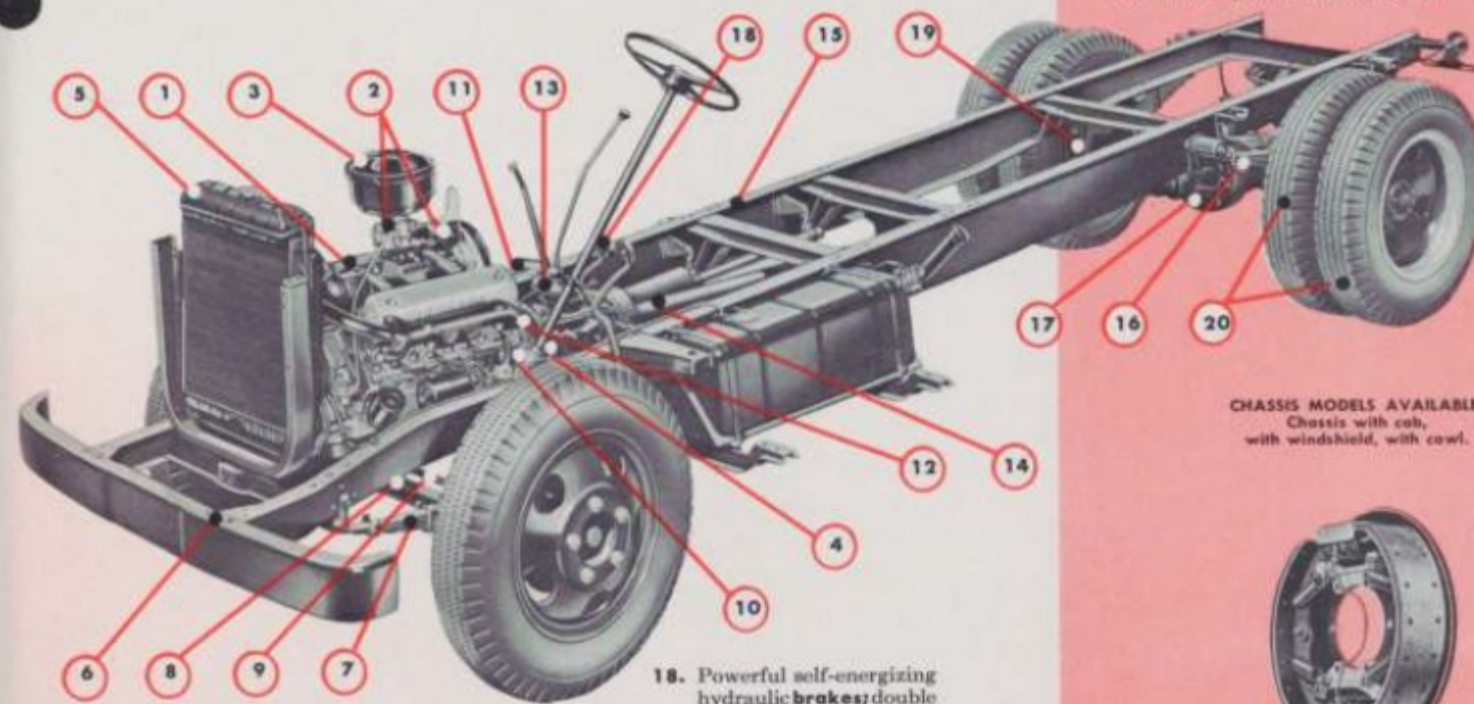
7. Two-tone seat upholstery.

##### EXTERIOR

8. Foam-rubber seat padding.
9. Customized door and body trim.
10. Perforated thermacoustic headlining, backed by glass wool insulation.
11. Sound deadener on floor and rear cab panels (Standard on doors).
12. Grip-type arm rest on both doors.
13. Large dome light with automatic door switches.
14. Two adjustable sun visors.
15. Illuminated cigar lighter.
16. Sturdy lock on dispatch box.

## Here's more for your money in a rugged, heavy duty chassis!

1. All-new 130-h.p. or 138-h.p. (shown) **Power King V-8**.
2. Ford **Power Pilot** fully automatic carburetor-distributor for most power from least gas.
3. 1-qt. oil bath **air cleaner** with dust-proof clamp for longer engine life.
4. Rubber cushioned **engine mounting**, for smooth, quiet operation; location facilitates engine servicing.
5. Large capacity flat tube and fin **radiator** with U-type support.
6. Channel **bumper** attached directly to extended frame gives greater protection and rigidity.
7. Long, easy-action **front springs**—double-wrapped rear eyes for safety, shackled at front for stable steering.
8. Wide-tread, set-back **front axle** for more stability, shorter turning, easier handling.
9. **Tie rod ends** are spring-loaded, ball-socket type, with dust shields, for automatic wear take-up.
10. Roll Action **steering** for quicker response, easier turning.
11. **Battery** safely located away from engine heat.
12. Gyro-Grip **clutch** multiplies grip with increased speed; low-pedal pressure—high plate pressure; 11-inch. (130-h.p. V-8); 11-inch. (138-h.p. V-8).
13. Synchro-Silent **transmissions** eliminate "double clutching;" 4-speed std., 5-speed overdrive and direct drive available.
14. Tubular **propeller shafts**, large diameter, non-whipping.
15. Heavy-duty deep channel **frame** with parallel side rails—high strength without excess weight, better engine accessibility.
16. Wide-span 52" x 2½", 10-leaf **rear springs**—with 6-leaf auxiliary for balanced load support.
17. Heavy-duty hypoid full-floating **rear axle** with rugged banjo housing, large drive pinion. 2-speed axle with electric shift available.



| WHEEL-BASE | DIAM. IN FEET |       |
|------------|---------------|-------|
|            | LEFT          | RIGHT |
| 130"       | 45.3          | 44.5  |
| 154"       | 52.1          | 50.0  |
| 172"       | 57.2          | 56.0  |

### WIDE-TRACK, SET-BACK FRONT AXLE

... for short turning diameter! Wide tread gives greater stability, set-back front axle offers better distribution of load weight.



### SYNCHRO-SILENT TRANSMISSIONS!

Engineered for quiet operation, easy shifting, longer life. Eliminate "double clutching," provide more safety in "down shifting." 4-speed Synchro-Silent standard; 5-speed Synchro-Silent with overdrive or direct drive available at extra cost.



### CHOICE OF REAR AXLES

Single-speed hypoid, full-floating rear axle features one-piece banjo housing for extra rigidity. Torque stresses are evenly distributed over large tooth surfaces for smoother, dependable operation. 6.2 and 6.8 to 1 ratios. 2-speed planet-type axle with electric shift, optional at extra cost.

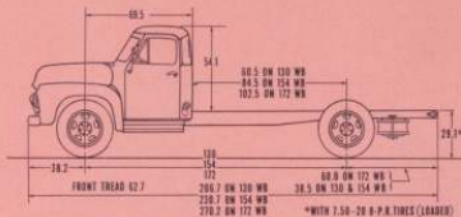
CHASSIS MODELS AVAILABLE:  
Chassis with cab,  
with windshield, with cowl.



### POWERFUL VACUUM-BOOSTED BRAKES

Big, self-energizing brakes, vacuum power-operated, reduce foot pedal pressure requirements for smooth, safe stopping. Double cylinder, rear, with self-centering brake shoes to maintain alignment, reduce lining and drum wear, prolong brake life.





## CAPACITY CHART—SERIES F-600 CHASSIS WITH CAB

| GROSS VEHICLE WEIGHT RATING<br>(Severe Service Rating) | 14,000 lbs.<br>7,500-10,000 8-p.r. | 16,000 lbs.<br>8,250-10,000 10-p.r. |
|--|------------------------------------|-------------------------------------|
| TIRES—6, SIZE—front and dual rear                      | 130 154 172                        | 130 154 172                         |
| WHEELBASE (in.)  | front 130 rear 172                 | front 130 rear 172                  |
| *CURB WEIGHT (lbs.)                                    | 2700 2700 2825                     | 2700 2825 2867                      |
| (with fuel and water) (est.)                           | 2085 2070 2115                     | 2169 2154 2199                      |
| *PAYLOAD, BODY, EQUIPMENT, ETC. (lbs.) (approx.)       | 4785 4850 4920                     | 4911 4976 5066                      |
|  | 9215 9150 9060                     | 11089 11024 10934                   |

\*With 130-in. V-8 engine. For 138-in. V-8, add 20 lbs. to "front" and "total" weights and deduct 20 lbs. from "payload." For 2-speed axle add 20 lbs. to "rear" and "total" weights and deduct from "payload."

## F-600 SPECIFICATIONS

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

### AXLE, FRONT

Capacity—lbs. 4600  
Rise (Height x Width x Web)—in. Modified I-beam 2.37 x 2.0 x 0.41

### AXLE, REAR

Capacity—lbs. 13000  
Type—Standard, Single Reduction—Hypoid—Full-floating  
Axle Ratio—Standard, 5.28 to 1  
Optional, 6.20 to 1  
Opt. Axle (extra cost)—Type Two-Speed Planet, Full-floating  
Ratio 5.53 to 1 or 6.33 to 1

### BRAKES, SERVICE

Type—Vacuum Power-operated, Hydraulic, Two-shoe  
Front—Single Anchor, Self-Energizing, Rear—Double Cylinder, Self-Energizing  
Rear Brake (Drum, Beam, x Lining Width—Thickness)—in. 15 x 4-1/2  
Rear Brake (Drum, Beam, x Lining Width—Thickness)—in. 15 x 4-1/2  
Total Area: Drum—Lining—sq. in. 561—360  
Booster—Single-unit combining Power Chamber, Hydraulic Vacuum Valve and Slave Cylinder  
Effective Diaphragm Diameter—in. 8 1/4

### BRAKE, HAND

Type—Drum and Contracting Band at Rear of Transmission on Drive Line  
Size (Drum Dia. x Lining Width—Thickness)—in. 7-1/2 x 3-1/2 x 1/4  
Total Lining Area—sq. in. 61.5

### BUMPER

Type—Curved, Truck-type Channel Bolted Direct to Front of Frame Side Rails

### CLUTCH

Type: Size: Diameter—Outside: 130-h.p. V-8 11-in.  
138-h.p. V-8 11-in. Heavy Duty  
Total Frictional Area—sq. in. 123.7

### COOLING SYSTEM

Capacity—qt. 130-h.p. V-8—22; 138-h.p. V-8—22 1/2  
Radiator—Flat Tube and Fin—Pressure Cap. In Engine Water Out  
Fan, Diameter—in. 18, Std. 4-blade Opt. 5-blade (130-h.p. V-8)  
H.D. 5-blade (138-h.p. V-8)

### DRIVE LINE

Type—Hotchkiss, Straight Line Drive  
Propeller shafts—Two, Tubular, Forged Steel Ends  
Diameter—in. 1 1/8 and 1 1/4  
Universal Joints—Number, Type 3.0 (front) and rear  
Center Bearing—Three, Needle Roller Bearing  
Rear End—Rubber Mounted Ball Type

### ELECTRICAL SYSTEM

Battery—Heavy Duty 6-Volt, 19-Plate, 100-Amp. Hr. Capacity  
Generator—35 Amp. 230 Watts  
Ignition—Full Vacuum Controlled System; Fully Automatic Distributor;  
Metal-Clad Coil; Open Wire in Rubber Grommets  
with Moisture-Proof Boots over Spark Plugs  
Head Lights—Sealed Beam, Four-Berths, Beam Control  
Starter—High Torque, Automatic Engagement, Solenoid Switch, Push Button Control  
Parking Lights—Left-Hand Combination Stop and Tail Light; Instrument Light; Ignition  
Switch with Key Lock; Circuit Breakers; Voltage Regulator.

### ENGINES

Bore and Stroke—in. 130-H.P. V-8 138-H.P. V-8  
Displacement—cu. in. 3160 x 3.10 3.62 x 3.10  
Governed Speed—rpm (factory setting) 2300 3600 (load)  
Max. Brake Horsepower—HPM 130 138 @ 2400 138 @ 2600  
Max. Torque—Lbs.-ft.—RPM 214 @ 1800-2000 226 @ 1800-2000  
Compression Ratio 7.2 to 1 7.2 to 1

### FRAME

Side Rails—Type—Parallel, Channel Section—Tapered Front and Rear  
Max. Section (Depth x Flange x Thick), in.—Section Modulus, S 5.8 x 2.50 x 0.25—8.50  
Cross Members—Type—Flanged "U"-type with Alligator Jaw and Channel Sections  
Number—5—180° w.b. 6-154° and 172° w.b.

These specifications were in effect at the time this folder was approved for printing. The Ford Division of the Ford Motor Co., whose policy is one of continuous improvement, reserves the right, however, to discontinue models or change at any time, specifications, design or price without notice and without incurring any obligation. Availability of equipment, accessories and trim is dependent on material supply conditions.

FORD DIVISION OF FORD MOTOR COMPANY • DEARBORN, MICHIGAN

### FUEL SYSTEM

Carburetor—Air Cleaned, Heavy Duty Oil Bath, One Carb. Capacity  
Fuel Pump and Filter—Diaphragm Type, Drive from Camshaft  
Air Tank—30-Gal. Outside Left Frame Rail Below Cab  
Fuel Filter—Tube Extension to Outside Cab—Left Side, Easy-On Cap

### LUBRICATION

Engine—Full Pressure Feed to all Main, Crankpin and Camshaft Bearings  
Crankcase Capacity 130-h.p. V-8 (with opt. oil filter) 6 qts. (dry); 5 qts. (filled)  
138-h.p. V-8 (with std. oil filter) 7 qts. (dry); 6 qts. (filled)  
Chassis—Equipped for Pressure Lubrication

|   | Front  | Main            | Rear     | Auxiliary |
|---|--------|-----------------|----------|-----------|
| SPRINGS—Semi-Elliptic, Ford Alloy Steel |        |                 |          |           |
| Length x width—in.                      | 48 x 3 | 52 x 2.5        | 37 x 2.5 |           |
| Leaves and Leaf Holes—lbs. per in.      | 8-32/4 | 10-12/2.5       | 6-14/60  |           |
| Capacity 28 lbs. Pad (Norm. Incl.)—Pw   |        |                 |          |           |
| Spring, Lbs.                            | 1600   | 6200 (combined) |          |           |

### STEERING

Type—Worm and Dual Row Needle Bearing Roller  
Ratio—20.4 to 1  
Wheel—18-in. Dia. 4-spoke  
Whorlcase—18" x 14" x 1/2"  
Turning Circle Diameter, Left—ft. 44.3  
Right—ft. 44.3  
The Rod—Ball Stud and Socket, Spring Loaded for Automatic Take-up of Wear, Equipped with Rubber Dust Shields

### TRANSMISSION

Standard—4-Speed, Synchro-Silent  
Optional (extra cost)—5-Speed Synchro-Silent Overdrive  
Optional (extra cost)—5-Speed Synchro-Silent, Direct-on-Flywheel  
Gear Positions—First Second Third Fourth Reverse  
Ratio (to 1) Std. 4-Speed 6.40 3.69 1.89 1.00 0.788  
Opt. 5-Speed 6.247 3.69 1.89 1.00 0.788  
Power Take-off Output—Opt. 5-Speed, Direct 7.41 4.315 2.39 1.52 1.00 7.32  
S.A.E. 6-Bolt, on Right Side

### WHEELS AND TIRES

Wheels—Seven—20-Inch Tapered Steel Disc with 5.44-Inch Disc  
Rims—Size and Type 20 x 6.0, RH 2 x 6-Inch Advance  
Tires—Standard—Front and Dual Rear—8-32/4-20-8-ply Rating  
Rear—7-50-20-8-ply Rating

### STANDARD EQUIPMENT

Center Cool Ventilator—Choice Cab, in addition to Items specified above  
Curved Instrument Panel—Light Switch  
Speedometer—Hand Throttle  
Water Temperature Gage—Governor (138-h.p. V-8)  
Oil Pressure Gage—Oil Filter (138-h.p. V-8)  
Fuel Gage—Single Electric Horn  
Charge Indicator—Curved Windshield  
Ash Receptacle—Dual Windshield Wipers  
Dustpan Horn—Vane, Left Side

### STANDARD COLORS

Choice of: Raven Black, Sheridan Blue, Meadow Green, Vermilion, Dovestone Gray, Glauk Blue or Light Green on hood, fenders, roof, cab, interior metal and bodies of  
Bake Modals. Painted black are frame, running boards, outside mirror, door divider  
bar, vent window frame, fuel tank cap, tail, fenders, springs, axle, wheels and bumper. Cowl  
moldings are coloration color. Color is specified.

### AVAILABLE EQUIPMENT AND ACCESSORIES at extra cost:

Air, Rear—2-Speed Planet  
Battery—120 amp. hr.  
Cab, Deluxe  
Clutch—H.D. 11-in. for 130-h.p. V-8  
Directional Turn Signals  
Engine Compartment Light  
Fuel, Heavy Duty Cooling  
Fuel Extinction (1 1/2 qt.)  
Governor (for 138-h.p. V-8)  
Heater and Defroster  
Hood Ornament  
Locking Gas Tank Cap  
Mirror, Outside Rear View  
—R. or L. 6" Adjustment  
Mirror, Arm Brakes  
Oil Filter (for 130-h.p. V-8)  
Radiator—Grille Guard,  
Heavy Duty  
Radio  
Refrigerator Vans (3 in. R30)  
With Flaps  
Seat Cover  
Splash Guards (3 sizes) with  
Mudflaps  
Spotlight with Bracket  
Stop Lamp  
Tail Light—Night Hand  
Tinted Glass  
Tow Hooks  
—4-Speed Direct-in-Fifth  
—5-Speed Overdrive  
Windshield Washer  
Wipers—Wipers—Pneumatic Action Dual Electric  
Wipers—Standard—Two 7-50-20-8-ply front  
Mudflaps—Two 25-20-10-ply  
rear tires  
8.25-20 10-ply tire



**FORD TRIPLE ECONOMY TRUCKS** give you MORE truck for your money!