

LIGHT DUTY SERIES



PICKUP AND EXPRESS MODELS

F-100	F-250	F-350
MAX. GVW 5,000 LBS.	MAX. GVW 7,400 LBS.	MAX. GVW 8,000 LBS.



1956 Ford Triple Economy Trucks

*NEW Power! NEW Comfort! NEW Styling!
NEW Lifeguard Design!*

Let Ford put Triple Economy in your hauling job!

Only new '56 Ford Trucks offer these 3-way savings
to clip minutes off hauling time, dollars off hauling costs!

1. Save with faster-moving, longer-lasting POWER! It's yours only in new Ford Trucks for '56—your choice of *Superior SHORT STROKE* Power, Y-8 or Six! New 167-h.p. *Power King Y-8* develops more *usable, working* power than any comparable engine ever has before. New 133-h.p. *Cost Cutter Six* is the most modern, efficient truck Six ever built!

2. Save with unequalled Driverized COMFORT! Ford alone offers the car-like comfort of *Driverized Cabs* to save the driver's time and energy! New full-wrap visibility... new high-dial instrument panel... luxurious 5-inch foam-rubber seat in *Custom Cab*... *exclusive* new Lifeguard safety features! Plus new "Leadership Look" styling that will make you prouder than ever to own a FORD Truck!

3. Save with big new load CAPACITY! New GVW ratings for '56 let you carry up to 522 pounds more payload! And Ford's big, roomy bodies give you the extra space to carry it in! Starting with new, higher-capacity tubeless tires on all models—a *Ford first*—there's extra strength in every chassis part. Another reason why Ford Trucks last longer!

F-100 Now offered in two body lengths. 6½-ft. Pickup has 45-cubic foot body, the biggest standard body of any pickup. Wheelbase: 110 inches. New 8-ft. Express takes 65.4-cubic foot body on 118-inch wheelbase.

Choice of new Short Stroke 133-h.p. *Cost Cutter Six* or the new Short Stroke 167-h.p. *Power King Y-8*. 5-transmission choice includes *Fordomatic* and *Overdrive* (extra cost). Also at extra cost: *Power Braking*, side-mounted tire carrier, *I-RESR* tinted safety glass. Tubeless tires are standard. Max. GVW: 5,000 lbs.

F-250 8-ft. Express with big new 7,400-lb. GVW takes an extra 522 pounds of payload! 65.4-cubic foot body on wheelbase of 118 inches. Choice of new Short Stroke 133-h.p. *Cost Cutter Six* or new 167-h.p. *Power King Y-8*.

Transmission choice includes Medium Duty 3-speed or 4-speed* *Synchro-Silent* or *Fordomatic Drive*.* Available with *Power Brakes*,* side-mounted tire carrier,* *I-RESR* tinted safety glass.* New tubeless tires—standard. Payload (with equipment, etc.) up to 3,535 lbs.

*Extra cost.

F-350 9-ft. Express with max. GVW boosted to a new high of 8,000 lbs.! Now carries nearly 2 tons of payload in its big 74-cubic foot body.

Choice of Short Stroke 133-h.p. Six or Short Stroke 167-h.p. Y-8. Available with Heavy Duty 3-speed or 4-speed* *Synchro-Silent* transmission or *Fordomatic Drive**... also *Power Brakes*,* side-mounted tire carrier,* *I-RESR* tinted safety glass.* Wheelbase: 130 inches. New tubeless tires—standard. Payload (with equipment, etc.) up to 3,845 lbs.

*Extra cost.



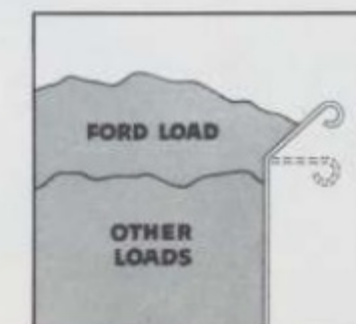
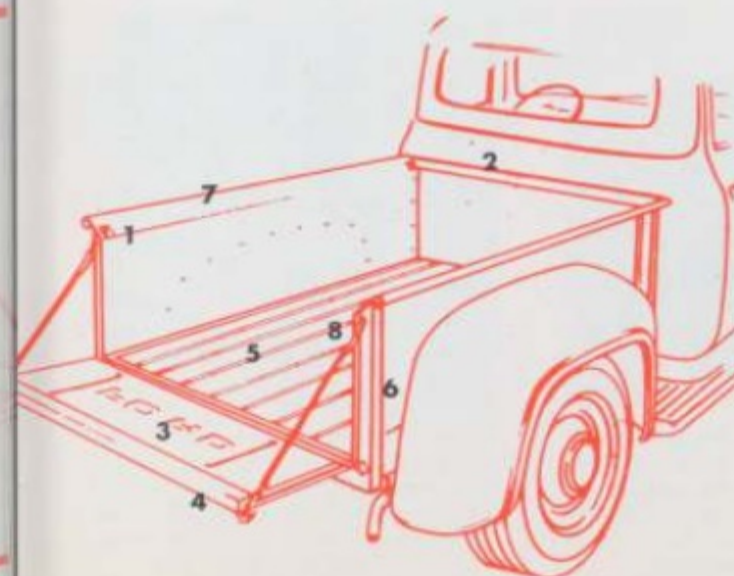
Biggest standard body of any pickup!



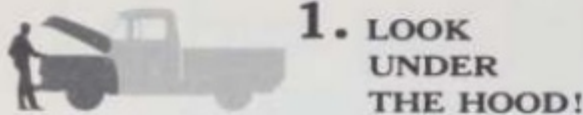
- 1. DEEP-SET SIDE POCKETS** permit convenient, sturdy mounting of uprights for special tops.
- 2. HEAVY-GAGE FRONT PANEL** is same height as side panels to give added load capacity, extra-strong body construction.
- 3. CLAMP-TIGHT TAILGATE** has two vertical reinforcing ribs for extra strength, overlaps floor for better seal. Rubber cushion strips on sides eliminate rattles when tailgate is closed... a quality detail found only in Ford bodies!
- 4. LOW LOADING HEIGHT**, a characteristic of all Ford Pickups and Express models, saves time and effort in cargo handling.



- 5. SEASONED WOOD FLOOR BOARDS** are protected by steel skid strips. Strips are level with lowered tailgate, to facilitate loading and unloading. Heavy items can be slid easily across floor.
- 6. HUSKY CORNER POSTS** of heavy steel are welded to outside of body... give body extra strength and rigidity. Posts reinforce corner stake pockets, for firm support of uprights for special sides.



- 7. SLANTING FLARE BOARDS** make for extra loadspace, and more load protection than flat-top side boards used on some trucks. Rolled edge gives greater strength, supports heavy cargo being loaded or unloaded from side.
- 8. EXCLUSIVE TOGGLE-TYPE LATCHES** can be quickly, easily operated... hold tailgate tightly clamped and sealed to body sides. Toggle-type latches are far superior to other types in use. And you get them only on Ford Trucks!



Save with superior Short Stroke power — **Y8 or SIX!**

Ford Stretches Engine Life with SHORT STROKE POWER!

The most efficient power in trucks today is *short-stroke* power. Without working nearly as hard, a short-stroke engine produces more power than an outdated long-stroke engine. Ford Short Stroke engines do just this. They reduce internal friction . . . they save moving parts wear . . . they save gas . . . they give you more usable power. And most important of all, *THEY LAST LONGER!*



LONG-STROKE ENGINE
Piston of long-stroke engine travels greater distance and at much higher speed.

SUPERIOR SHORT-STROKE ENGINE
Ford Short Stroke design cuts piston travel, reduces frictional power waste!

LESS POWER WASTE. Because pistons travel a shorter distance and at slower speed, less power is lost to friction within the engine . . . and more power is delivered to the rear wheels.

LONGER RING LIFE. There's far less "ring rub" in a Ford Short Stroke engine . . . and this means that rings, ordinarily one of the first parts that need replacing, stay on the job much longer.

GREATER GAS SAVINGS. Since Ford's Short Stroke engines lose less power to friction, they make more efficient use of fuel . . . give you greater gas savings every mile.

FEWER REPAIR BILLS. Ford Short Stroke engines not only cost less to operate, but cost less to *maintain*, too. Longer-wearing parts help keep your truck out of the repair shop, and out on the road.

NOW! A combination of advancements found in no other truck engines!

You get up to 26% more power in '56 Ford Trucks . . . to cut any job down to size, help you handle more work in less time. And, thanks to *Superior SHORT STROKE* design, you get outstanding new efficiency and economy, too! New, higher 8-to-1 compression, new 12-volt ignition system, new extra-tough deep-block construction and other superiorities mean sustained "new engine" performance . . . more power from every gallon of regular gas . . . lower costs every mile you drive!

Only Ford offers you a choice of Short Stroke Y-8 or Short Stroke Six for light duty hauling. And what a choice it is! New 167-h.p. *Power King Y-8* delivers more *usable, working* power than any truck engine of comparable size! New 133-h.p. *Cost Cutter Six* is the most powerful . . . and the most *efficient* . . . Six in its class! Both engines have such heavy-duty features as free-turn valves, copper-lead con rod bearings and chrome-plated top piston rings . . . for longer, lower-cost engine life.



New Higher 8-to-1 Compression—highest in trucks today—puts more "thrust" on piston heads, adds snap to performance. New freer breathing and high-turbulence combustion boost power output with greater economy.



New 12-Volt Ignition System keeps more energy "on top" for faster, more dependable starting, better ignition under all conditions. Results in greater generator output, more positive spark action, livelier performance.



New, More Rigid, Deep Y-Block construction maintains precise bearing alignment, provides solid support for crankshaft, and added smoothness. Deep-block construction is found only in much bigger engines of other trucks!

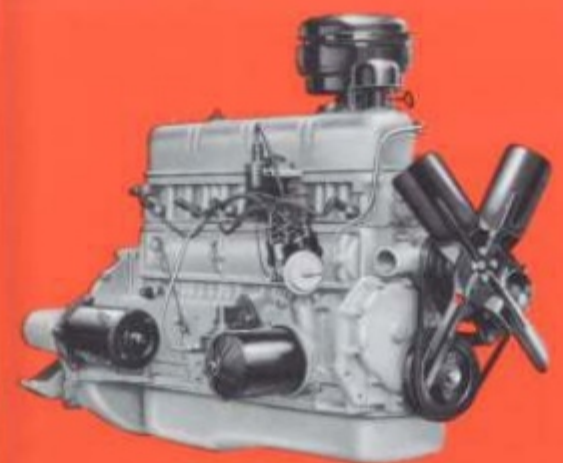
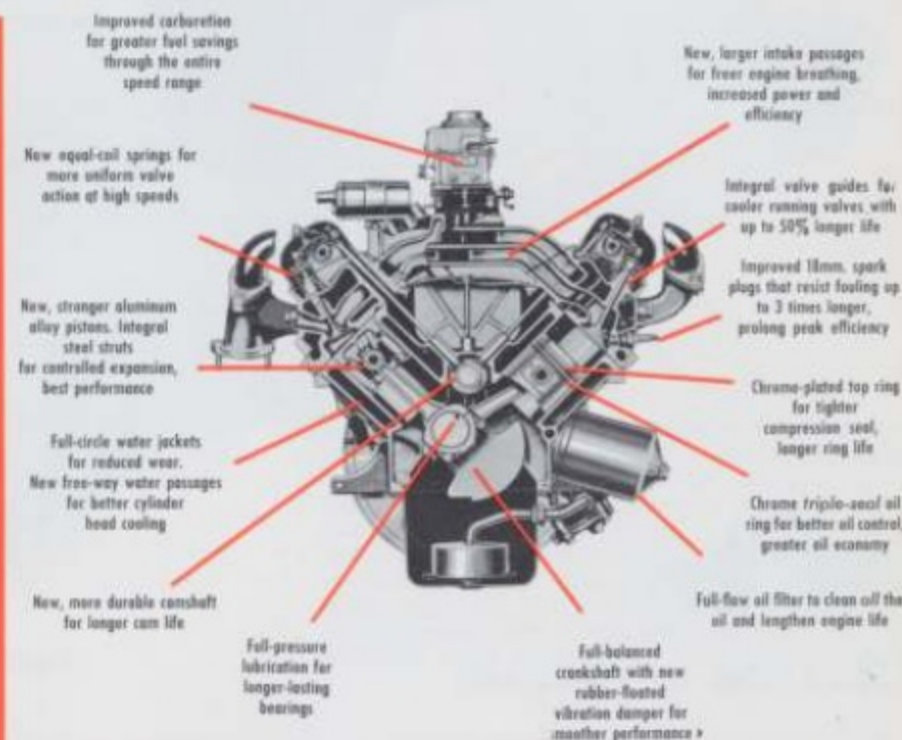


Valve Improvements include new springs for smoother valve action, wider valve openings for better engine breathing, more efficient use of fuel. All valves, intake and exhaust, are free-turning type—for tighter seal, longer life.



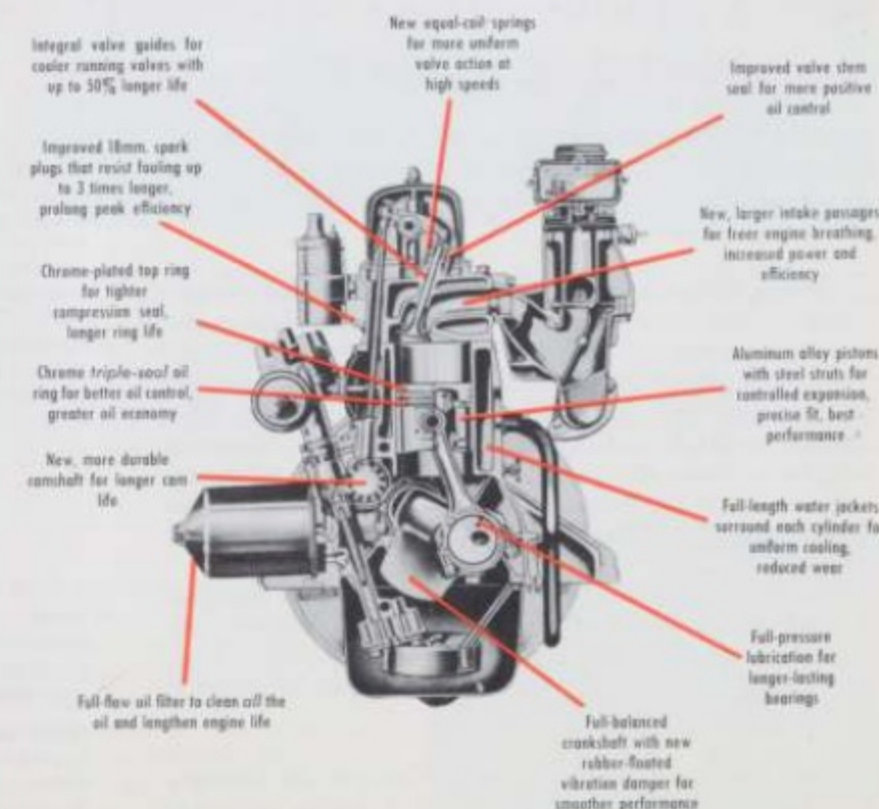
New SUPERIOR SHORT STROKE 167 H.P. POWER KING Y-8

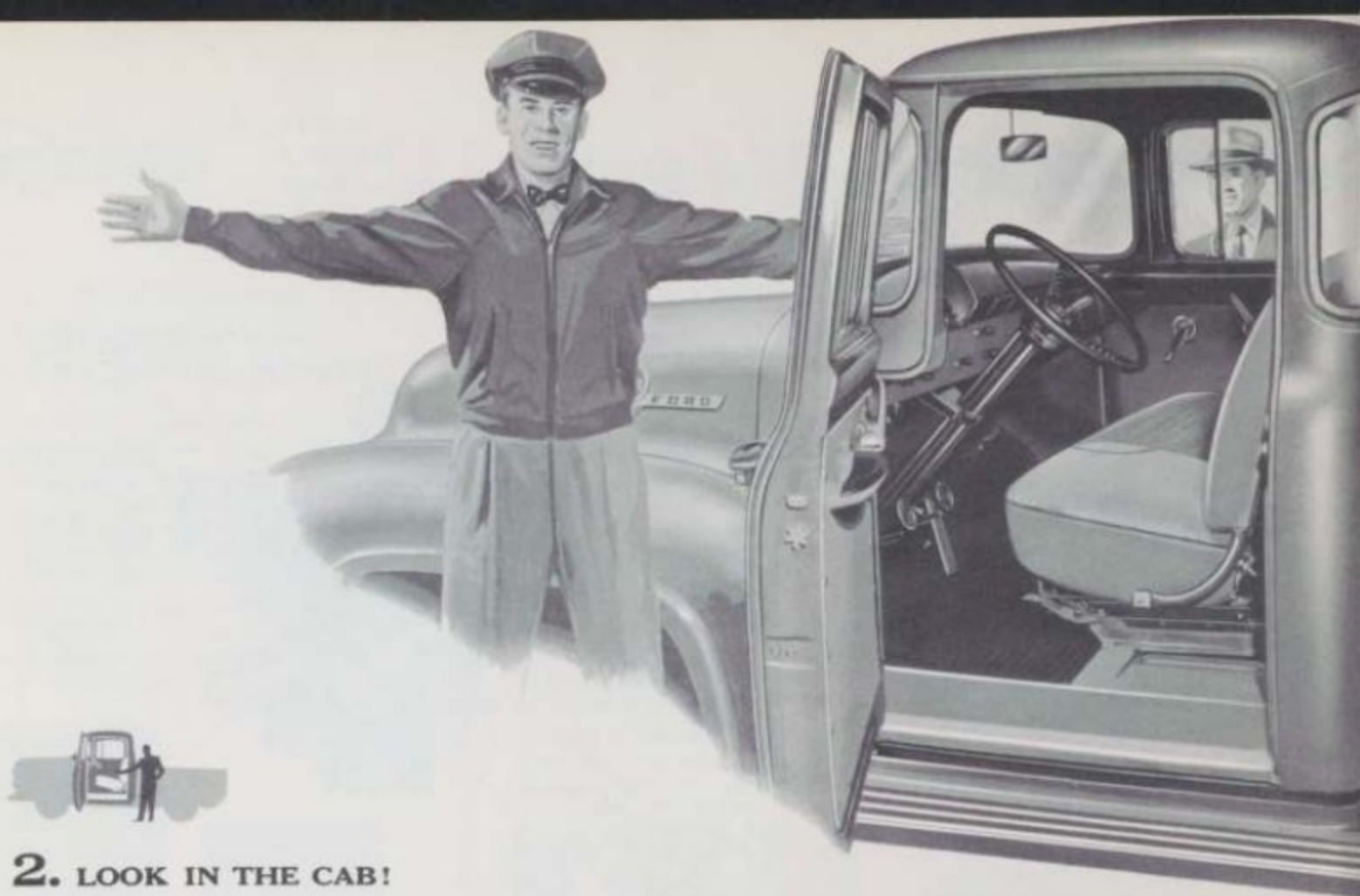
Displacement—272 cu. in.
Brake Horsepower—167 at 4400 r.p.m.
Torque—260 lbs.-ft. at 2400 r.p.m.
Bore—3.62 in.
Stroke—3.30 in.
Compression Ratio—8.0 to 1



New SUPERIOR SHORT STROKE 133 H.P. COST CUTTER SIX

Displacement—223 cu. in.
Brake Horsepower—133 at 4000 r.p.m.
Torque—202 lbs.-ft. at 1600-2600 r.p.m.
Bore—3.62 in.
Stroke—3.60 in.
Compression Ratio—8.0 to 1





2. LOOK IN THE CAB!

Custom Cab Shown.

Save with new work-cutting Driverized Comfort!

New, exclusive Lifeguard features! New styling! New visibility!
Only Ford gives the driver so much to make his job easier, safer!

Never has there been so safe a cab! Ford's new Driverized Cab introduces exclusive Lifeguard features that give the driver greater protection and peace of mind than he's ever known before!

There's Driverized comfort and convenience, too—unexcelled by any other truck! Big, wide-opening doors make Ford the easiest of all trucks to get in and out of. Level-action cab suspension—pioneered by Ford and found on no other light duty trucks—cuts vibration, gentles the ride. Seating comfort? Just bounce-test the Standard Cab seat with its exclusive built-in shock snubbers . . . or the luxurious comfort of full foam rubber, cushion and back, in the Custom Cab.

Visibility unlimited! New full-wrap windshield provides a "wide-screen" view ahead. Behind, the standard rear window is over four feet wide—up to 18 inches wider than on other trucks. And a new full-wrap rear window is available on every cab!

What's more, Ford's '56 Driverized Cab with its "Leadership Look" is so handsomely styled it makes you want to get in and drive!

New Lifeguard Steering Wheel has exclusive deep-center design to give the driver added protection against contact with the steering column in case of accident. This priceless protective feature, standard on all Ford Trucks, is not even offered on other makes! Repositioned spokes make wheel easier to handle on turns, also permit easy viewing of instruments.



New, Lifeguard Door Latches have exclusive double grip. They're designed to provide extra protection against doors springing open in an accident.

New Lifeguard Seat Belts help hold you securely on the seat in an accident. Quick one-hand adjustment and release. Available at extra cost for driver and helper.



GREATEST CAB LUXURY AND VALUE AVAILABLE ANYWHERE— FORD'S CUSTOM DRIVERIZED CAB

The small added cost of Ford's Custom Driverized Cab includes not only all the comforts and conveniences of the Standard Cab, but these worth-while "extras" as well:

INTERIOR

1. Color-keyed, two-tone upholstery with bolster on seat back.
2. Full-foam-rubber cushioning—5-in. deep seat, 3-in. deep seat back.
3. Customized door trim and hardware.
4. Perforated thermacoustic headlining backed by 1-in. glass-wool insulation.
5. Sound deadener on floor and rear cab panels (standard on doors).
6. Grip-type arm rest on left-hand door.
7. Large dome light with manual switch.
8. Two adjustable sun visors.
9. Illuminated cigar lighter.
10. Glass-fibre insulation on forward wall of cab.

EXTERIOR

11. Custom cab identification plate.
12. Bright metal grille.
13. Bright-finish reveal molding around windshield.
14. Matched key locks on both doors.



The seat in Ford's Custom Driverized Cab has five soft inches of full-foam rubber in the cushion, three inches in seat back. Comfort even passenger cars don't offer! Custom Cab has upholstery of woven plastic with rich-looking, color-keyed vinyl bolster and facings. Fabric "breathes" for all-weather comfort, is easy to clean, and remarkably durable. Standard Cab seat has non-sag spring construction with exclusive shock snubbers, woven plastic upholstery. Both Standard and Custom cab seat and seat back adjust independently for maximum comfort.

The wide door opening of Ford's Driverized Cab makes getting in and out an easy matter for even the biggest driver. Door is almost a yard wide, swings open to a full 70 degrees—as much as 25 degrees more than doors of other trucks! Big, spacious interior gives driver plenty of room to stretch his legs! Door and body joints are tightly weather-sealed against dust, fumes and moisture.



Ford's new full-wrap windshield gives the driver wide-angle visibility he's never had before! Windshield has almost 1,000 square inches of glass. Newly positioned vertical posts afford a much wider, unobstructed view . . . an important safety factor at intersections, and while maneuvering. And Ford makes looking behind easy for the driver, too. Ford's standard rear window is over four feet wide . . . up to 18 inches wider than the standard window of other trucks . . . and a new full-wrap rear window is available for still greater vision. Side windows are generous in size . . . cut deep enough that driver can comfortably rest his arm on the window sill.

Easy to read during the day, the instruments on Ford's completely redesigned dash panel are just as easy to read at night. New high dials, shielded by dash flange, remain clearly readable even against the glare of oncoming head lights. Ford's new dash panel is as functional as it is smart in appearance.





3. LOOK AT THE CAPACITY!

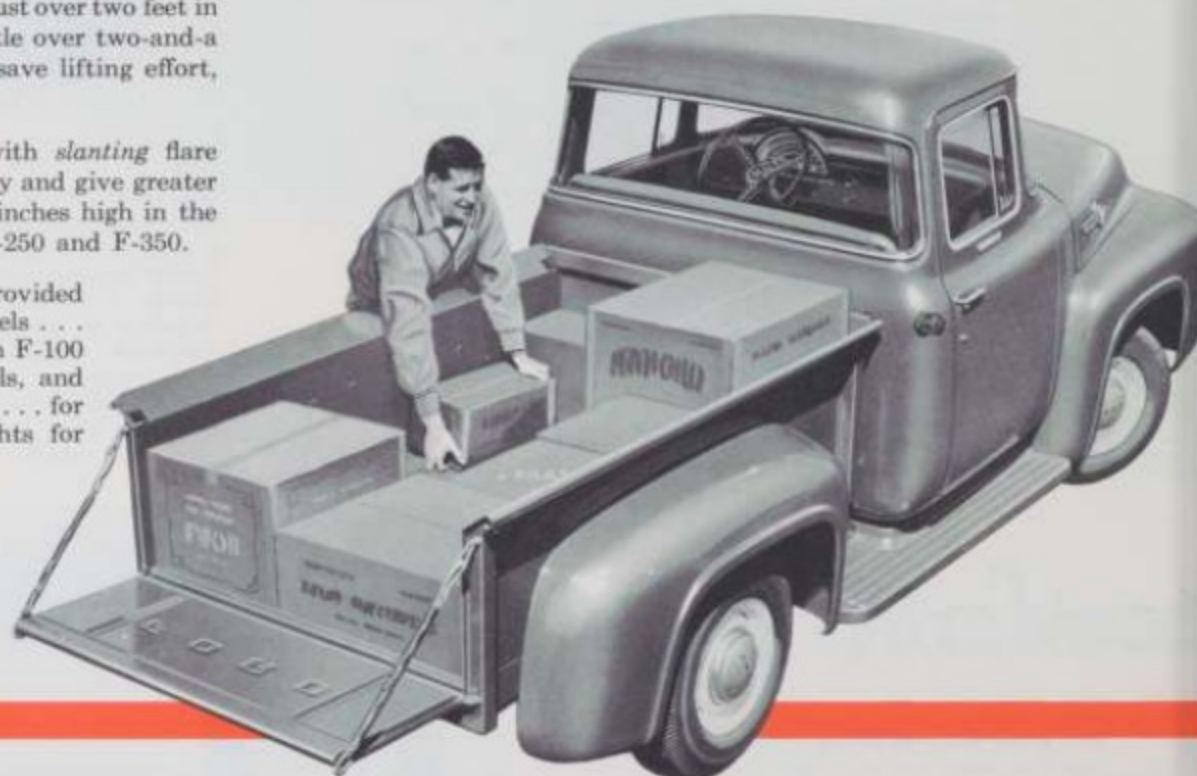
Save with big new load-carrying ability!

There's new haul-ability in every Ford F-250 and F-350 Express . . . with payloads increased as much as 522 pounds! Starting right with the F-100, each Ford model has one of the roomiest bodies and biggest payload capacities in its class. Each model has new higher-capacity tubeless tires, too!

Loading heights are low . . . just over two feet in the F-100 and F-250, and a little over two-and-a-half feet in the F-350 . . . to save lifting effort, loading and unloading time.

Side panels are equipped with *slanting* flare boards to increase body capacity and give greater load protection. Panels are 20 inches high in the F-100, 22 inches high in the F-250 and F-350.

Deep-set stake pockets are provided in all Pickup and Express models . . . four in the F-100 Pickup, six in F-100 and F-250 8-ft. Express models, and eight in the F-350 9-ft. Express . . . for easy, firm mounting of uprights for special sides and tops.



New higher GVW ratings boost Express payloads as much as 522 pounds!

F-100 6½-FT. PICKUP gives you big 45-cubic foot capacity, largest of any standard 6½-footer! New 8-foot F-100 Express has same spacious 65.4-cubic foot body as F-250 Express . . . to handle light, bulky loads easily and quickly. Max. GVW: 5,000 lbs.

TIRE SIZE (front, rear and spare)	*PAYLOAD ALLOWANCE (approx.)	LOADING HEIGHT (loaded)
6.70-15 4-p.r.	770 lbs.†	23.9"
6.70-15 6-p.r.	1,155 lbs.†	23.9"
6.50-16 6-p.r.	1,700 lbs.†	24.3"

*With Six engine. For Y-8 engine, deduct 100 lbs.
†With 6½-ft. body. For 8-ft. body, deduct 145 lbs.

F-250 8-FT. EXPRESS, a top load carrier, now packs up to 522 pounds more payload in its roomy 65.4-cubic foot body. Higher side panels give added load protection. Toggle-type latches keep tailgate tightly clamped. Max. GVW: 7,400 lbs.

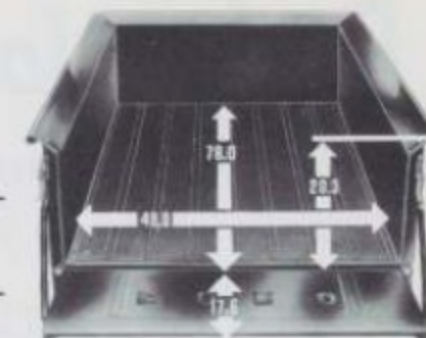
TIRE SIZE (front and rear)	*PAYLOAD ALLOWANCE (approx.)	LOADING HEIGHT (loaded)
6.50-16 6-p.r.	1,235 lbs.	24.9"
8-17.5 8-p.r.	2,235 lbs.	26.1"
8-19.5 8-p.r.	3,535 lbs.	27.7"

*With Six engine. For Y-8 engine, deduct 100 lbs.

F-350 9-FT. EXPRESS features 74-cubic foot cargo space, new payloads as high as 3,845 lbs. Eight stake pockets in body sides permit mounting of uprights for special tops. Platform is only 2½ feet off ground for easy loading. Max. GVW: 8,000 lbs.

TIRE SIZE (front and rear)	*PAYLOAD ALLOWANCE (approx.)	LOADING HEIGHT (loaded)
8-17.5 6-p.r.	1,930 lbs.	30.0"
8-17.5 8-p.r.	2,330 lbs.	30.0"
8-19.5 8-p.r.	3,845 lbs.	31.6"

*With Six engine. For Y-8 engine, deduct 100 lbs.



FORD TRUCKS CAN BE EQUIPPED EXACTLY AS YOU WANT THEM—EASILY, ECONOMICALLY!



Utility compartments, for tools, parts, and so forth, can be conveniently installed on any Ford Pickup or Express model . . . and leave generous cargo area in the center. Shown here: a Ford F-250.



With the addition of a hydraulic hoist, this F-350 becomes a handy dump truck. Standard bodies on all Pickup and Express models make sturdy dump bodies . . . for long service in any dumping operation.



Stake extensions with side boards, combined with Ford's big-capacity components, give added cubage for bulky loads. Ford's F-250 (shown) features six deep-set pockets for sturdy stake support.



A canopy top, shown on this F-100, provides the all-weather protection your loads may require. Special adaptations can turn a Ford Truck into a personnel carrier, mobile camping unit, anything you need!

Built to last longer—and they do!

There's tough muscle in every part
of these Ford chassis, to work harder, longer!

1. Choice of Superior Short Stroke power—167-h.p. Y-8 or 133-h.p. Six.

2. Ford Power Pilot fully automatic carburetor-distributor, accurate spark plug firing.

3. Large cooling-capacity flat tube and fin radiator with long-life U-type support.

4. Double-acting shock absorbers (front and rear, F-100 and F-250; front, F-350) for level-ride control.

5. Long, easy-action front springs—double wrapped rear eyes for safety, shackled at front for stable steering.

6. Set-back, wide-tread front axle for shorter turning, more stability.

7. New, 12-volt, 55-amp.-hour battery has greater capacity for quicker, more positive starts, better ignition.

8. Roll Action steering for quick response, easy handling.

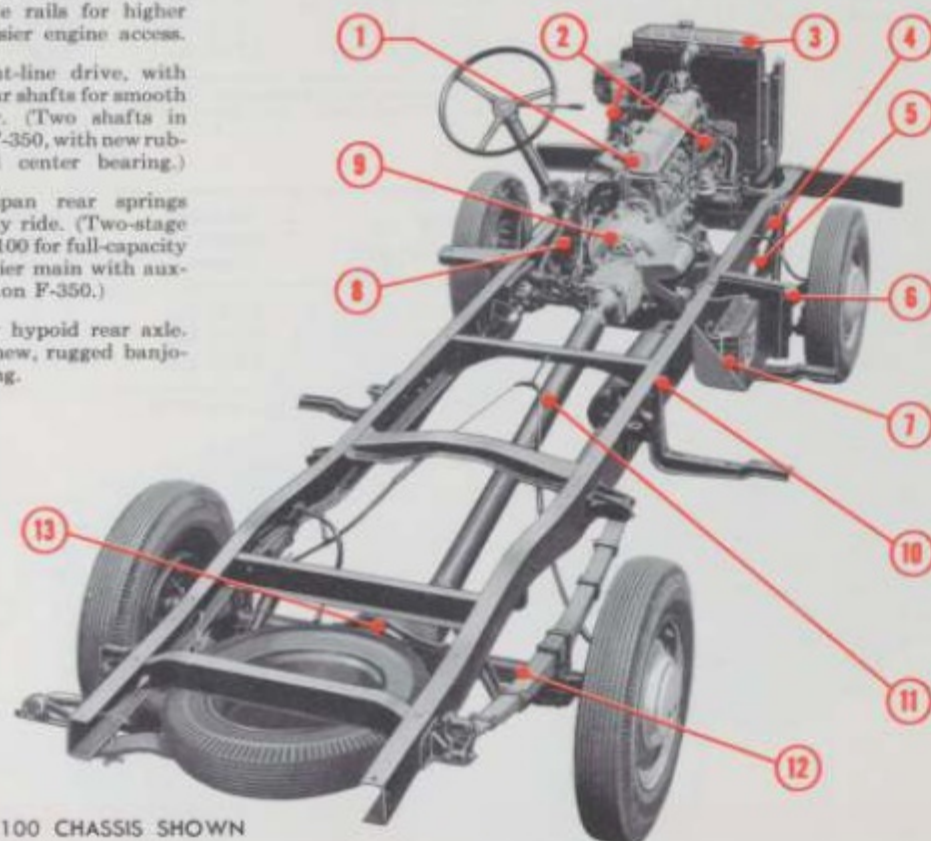
9. Gyro-Grip clutch uses centrifugal force to multiply pressure. New 10½-in. clutch standard in F-100 and F-250 with Y-8 engine.

10. Deep channel frame has parallel side rails for higher rigidity, easier engine access.

11. Straight-line drive, with large tubular shafts for smooth power flow. (Two shafts in F-250 and F-350, with new rubber-encased center bearing.)

12. Wide-span rear springs provide easy ride. (Two-stage avail. on F-100 for full-capacity loads; heavier main with auxiliary avail. on F-350.)

13. Sturdy hypoid rear axle. F-350 has new, rugged banjo-type housing.



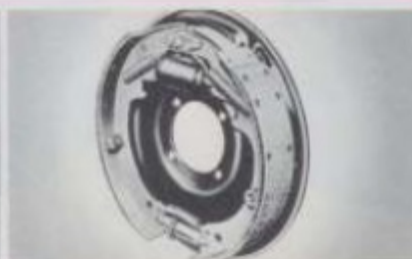
F-100 CHASSIS SHOWN

SMOOTHEST, MOST VERSATILE AUTOMATIC DRIVE!

Fully automatic Fordomatic Drive gives smooth, powerful acceleration, saves time in traffic. Available in all Pickup and Express models at worthwhile extra cost. Regular transmissions are all Synchro-Silent. F-100 has 3-speed standard, with Medium Duty 3-speed, 3-speed with Overdrive and 4-speed available at extra cost. F-250 has Medium Duty 3-speed standard, 4-speed at added cost. F-350 includes Heavy Duty 3-speed as standard, with 4-speed available at extra cost.



POWER BRAKING takes as much as 25% of the foot pedal effort out of stopping, gives the driver added confidence under all operating conditions. Boosts regular hydraulic actuation for smooth, fast stops. Available at added cost in all light duty models.



UP TO 33% LONGER BRAKE LIFE! New Ford light duty models have new, thicker linings on key brake shoes . . . for more positive braking action, longer brake life. Both front and rear brakes are self-energizing type . . . for easy, dependable stopping.



NEW TUBELESS TIRES ON EVERY MODEL—another Ford first! Higher in capacity than tube-type tires of comparable size, they run up to 25% cooler and have a longer life. More resistant to punctures and blowouts, too, tubeless tires cut road failures and lost time.

ALL LIGHT DUTY SPECIFICATIONS

ENGINE

133-H.P. Cost Cutter Six: Modern Short Stroke, overhead-valve, deep-block design. 3.62 in. bore x 3.60 in. stroke; 223 cu. in. displacement; max. gross horsepower: 133 @ 4000 rpm.; max. gross torque: 202 lbs.-ft. @ 1600-2600 rpm.; compression ratio: 8.0 to 1.

167-H.P. Power King Y-8: Modern Short Stroke, overhead-valve, deep-block design. 3.62 in. bore x 3.30 in. stroke; 272 cu. in. displacement; max. gross horsepower: 167 @ 4400 rpm.; max. gross torque: 260 lbs.-ft. @ 2400 rpm.; compression ratio: 8.0 to 1.

COOLING

Series-Flow System providing uniform coolant flow for increased velocity and closer temperature control. Positive-action thermostat in engine water outlet. Fan: 4-blade, 18" diameter. Flat tube and fin radiator with spherical top tank and pressure cap. Capacity of system: 18½ quarts (Six), 22 quarts (Y-8).

ELECTRICAL SYSTEM

12-volt system with high-capacity 66-plate, 55-amp. hr. battery and air-cooled 30-amp. generator. Circuit breakers, voltage regulator. Weatherproof ignition with fully automatic all-vacuum-controlled Power Pilot distributor, metal-clad coil and moistureproof boots over spark plugs. High torque starter, automatic engagement, solenoid switch, ignition key starter control. Sealed beam head lights with foot-switch beam control. Left-hand combination stop and tail light.

FUEL SYSTEM

Efficient downdraft carburetion. Automatic riser heat control. Heavy-duty one-quart capacity oil bath air cleaner std. on Y-8, oil-wetted type std. on Six. Diaphragm type fuel pump. Fuel tank 18-gallon capacity, inside cab behind seat back.

LUBRICATION

Positive full-pressure to all main, crankpin and camshaft bearings. Capacity: 6 quarts dry—5 quarts refill. Large-capacity gear-type pump. Directed-flow crankcase ventilation. Chassis fittings for pressure lubrication.

AXLE, FRONT

Wide-track, heat-treated alloy steel forging with set-back design for shorter turning, better maneuverability. Capacity: 2600 lbs.

AXLE, REAR

Hypoid, semi-floating design with rigid integral-type housing; large diameter forged axle shafts with integral flanges. Capacity: 3300 lbs.

Ratios: 3 or 4-spd. trans.—Y-8:	3.92 to 1
Y-8:	3.73 to 1
Overdrive trans.—Six:	4.09 to 1
Y-8:	3.92 to 1
Fordomatic trans.—Six:	3.92 to 1
Y-8:	3.73 to 1

BRAKES

Hydraulic, two-shoe, single anchor, powerful self-energizing type, double-sealed front and rear brakes. Composite steel and cast iron drums, 11" diameter. Molded linings: width 2" front, 1½" rear x ¼" thick (all shoes except ¼" thick, secondary with Y-8 models), with large 179 sq. in. area for long lining life. Hand brake is grip handle on dash for actuation of rear brakes.

CLUTCH

Gyro-Grip, easy-action, semi-centrifugal design increases clutch plate pressure with engine speed. 10" diameter, 85.5 sq. in. frictional area with Six. 10.5" diameter, 96.2 sq. in. frictional area with Y-8. Opt. 11" dia. clutch available.

DRIVE LINE

Hotchkiss, straight-line drive. Tubular propeller shaft with forged steel ends and two highly-efficient, long-wearing needle roller bearing universal joints for 110" wb. With 118" wb. 8-ft. express. Hotchkiss straight-line drive, two tubular propeller shafts, with rubber-encased center bearing and three needle bearing universal joints.

STANDARD EQUIPMENT: In addition to items specified below:

Center Cowl Ventilator	Dual Windshield Wipers
Curved Instrument Panel	Air Wing Ventilating Windows in Doors
Speedometer	Door Lock—Right Door
Water Temperature Gage	Sun Visor—Left Side
Fuel Gage	Mirror, Rear View—Inside Cab
Oil Pressure Warning Light	Generator charge Indicator Warning Light
Generator charge Indicator Warning Light	Ash Receptacle
Dispatch Box	Running Boards—Long
Choke Button	Diagonal Type Spare Tire
Light Switch	Carrier Under Frame
Single Electric Horn	Mechanical Jack and Tools
	Full-Wrap Windshield

STANDARD COLORS

Choice of Raven Black, Vermilion, Diamond Blue, Nocturne Blue, Meadowmist Green, Platinum Gray, Goldenglow Yellow or Meadow Green (on hood, fenders, cowl, bodies, running boards, fuel filler cap, and interior metal). Painted Black: Frame, tail lamp, springs, axle, door divider bar, vent window, frames, fuel tank, bumpers, and wheels (except Colonial White wheels on F-100). Colonial White is also available on Custom Cab roof and rear upper panel as a two-tone color combination with Standard body colors.

AVAILABLE EQUIPMENT AND ACCESSORIES: (at extra cost)

Battery—70 amp. hr.	Radiator Grille Guard—Heavy-duty
Brakes—Vacuum Booster	Radio—5 tubes plus rectifier, single knob control
Bumper, Rear	Rear Window, Full-wrap
Cab, Custom	Reflector Flares (3 in Kit) with flags
Directional Turn Signal and Class A Lights	Seat Cover
Fire Extinguisher (1½ qt.)	Splash Shields and Brackets
Governors	Spotlight with Bracket
Heater and Defroster—MagicAir	Tail Light—Right Hand
System or Recirculating	Tinted Glass
Hood Ornament	Tire Lock, Side mounted carriers
Lifeguard Seat Belts	Visor—outside
Locking Gas Tank Cap	Windshield Washer
Mirror, Outside Rear View, Right or Left, 6" adjustment	Windshield Wipers—positive-action, dual electric
Mirror Arm Braces	Winter Windshield Wiper Blades
Oil Filter	
Radiator, Heavy-duty	

Note: For optional clutches, transmissions, wheels and tires, see Series Specifications

F-100 SPECIFICATIONS

AXLE, FRONT

Wide-track, heat-treated alloy steel forging with set-back design for shorter turning, better maneuverability. Capacity: 2600 lbs.

AXLE, REAR

Hypoid, semi-floating design with rigid integral-type housing; large diameter forged axle shafts with integral flanges. Capacity: 3300 lbs.

Ratios: 3 or 4-spd. trans.—Y-8:	3.92 to 1
Y-8:	3.73 to 1
Overdrive trans.—Six:	4.09 to 1
Y-8:	3.92 to 1
Fordomatic trans.—Six:	3.92 to 1
Y-8:	3.73 to 1

BRAKES

Hydraulic, two-shoe, single anchor, powerful self-energizing type, double-sealed front and rear brakes. Composite steel and cast iron drums, 11" diameter. Molded linings: width 2" front, 1½" rear x ¼" thick (all shoes except ¼" thick, secondary with Y-8 models), with large 179 sq. in. area for long lining life. Hand brake is grip handle on dash for actuation of rear brakes.

CLUTCH

Gyro-Grip, easy-action, semi-centrifugal design increases clutch plate pressure with engine speed. 10" diameter, 85.5 sq. in. frictional area with Six. 10.5" diameter, 96.2 sq. in. frictional area with Y-8. Opt. 11" dia. clutch available.

DRIVE LINE

Hotchkiss, straight-line drive. Tubular propeller shaft with forged steel ends and two highly-efficient, long-wearing needle roller bearing universal joints for 110" wb. With 118" wb. 8-ft. express. Hotchkiss straight-line drive, two tubular propeller shafts, with rubber-encased center bearing and three needle bearing universal joints.

FRAME

Truck-type with kick-up over rear axle for low loading height. 34" parallel channel side rails; depth 5.92", flange 2.25", thickness 0.15". Section Modulus 2.65. 4-Flanged "U" type cross members for 6½ ft. pickup and 110" wb. With 8-ft Express and 118" wb. depth 6", flange 2.25", thickness 0.19". Section Modulus 3.34. 6-flanged "U" type cross members.

SHOCK ABSORBERS

Direct, double-acting telescopic design, front and rear, with rubber grommets at mountings.

SPRINGS

Wide-Span, semi-elliptic, Ford alloy steel. Front: 42" by 1½", 8 leaves, deflection rate: 238 lbs. per inch. Capacity at pad (normal def.): 950 lbs. each. Rear: 52" by 2", 6 leaves, with low deflection rate of 166 lbs. per inch for soft ride. Capacity at pad (normal def.): 1025 lbs. each. Note: With 6.50-16 6-p.r. tires optional H.I. 9-leaf, 2-stage rear springs are required. Deflection rate: 172 and 258 lbs. per inch, capacity at pad (normal def.): 1350 lbs. each.

STEERING

Worm and dual row needle bearing roller type with 18.2 to 1 ratio. 3-Spoke, 18" diameter steering wheel. Short-turning circle diameter (left or right) 37.1 ft. Tie rod ball stud and socket type with spring-loaded ends for automatic take-up of wear, equipped with rubber dust shields.

TRANSMISSIONS

Standard: Easy-Shifting 3-speed, all helical Synchro-Silent with steering column shift.

Optional (extra cost): 3-Speed M.D. Synchro-Silent or 3-Speed Synchro-Silent with Overdrive and steering column shift. Fordomatic with selector lever on steering column. 4-Speed Synchro-Silent with center shift.

WHEELS AND TIRES

Five 15-inch steel disc with 5K drop center rims. Five tubeless 6.70-15 4-p.r. tires standard.

Optional (extra cost): (5) 6.70-15 6-p.r. or (5) 7.10-15 6-p.r. with standard wheels; (5) 6.50-16 6-p.r. with 16 x 4½K wheels (two-stage rear springs required).

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F-250 SPECIFICATIONS

AXLE, FRONT

Wide track, heat treated alloy steel forging with set-back design for shorter turning, better maneuverability. Capacity: 2600 lbs.

AXLE, REAR

Hypoid, full-floating design with rigid integral type housing; sturdy manganese steel axle shafts. Capacity: 5000 lbs.

Ratio:—Six Std. 4.88 to 1

Y-8 Std. 4.56 to 1

BRAKES

Hydraulic, two-shoe, single anchor, powerful self-energizing type, single-sealed front and double-sealed rear brake. Composite steel and cast iron drums: 12 1/4" diam. Molded linings: width 2" front and rear x 0.25" thick, with large 198 sq. in. area for long lining life. Hand brake: 8" x 2" spring-loaded drum type mounted on drive line back of transmission. Grip handle on dash.

CLUTCH

Gyro-Grip, easy-action, semi-centrifugal design increases clutch plate pressure with engine speed. 10" diameter, 83.5 sq. in. frictional area with Six. 10.5" diameter, 96.2 sq. in. frictional area with Y-8. Opt. 11" diameter clutch available.

DRIVE LINE

Hotchkiss, straight-line drive. Two tubular propeller shafts with forged steel ends and three highly efficient, long-wearing needle roller bearing universal joints with rubber-encased ball type center bearing.

FRAME

Truck-type with kick-up over rear axle for low loading height. 34" parallel channel side rails: depth 6", flange 3.25", thickness 0.19". Section Modulus 3.34. 6-Flanged "U" type channel section cross members.

F-350 SPECIFICATIONS

AXLE, FRONT

Wide-track, heat-treated alloy steel forging with set-back design for shorter turning, better maneuverability. Capacity: 3200 lbs.

AXLE, REAR

Hypoid, full-floating design with rigid banjo-type housing; large diameter forged axle shafts with integral flanges. Capacity: 7200 lbs.

Ratio:—Six Std. 5.14 to 1

Opt. 5.83 to 1

Y-8 Std. 4.86 to 1

Opt. 5.14 to 1

BRAKES

Hydraulic, two-shoe, single anchor, powerful self-energizing type, double-sealed front and rear brakes. Composite steel and cast iron drums, 12 1/4" diam. front and 13" diam. rear. Molded linings: width 2" front, 2 1/4" rear x 1/4" thick, with large 231 sq. in. area for long lining life. Hand brake: 8" x 2" spring-loaded drum type mounted on drive line back of transmission. Grip handle on dash.

CLUTCH

Gyro-Grip, easy-action, semi-centrifugal design increases clutch plate pressure with engine speed. 11" diameter 123.7 sq. in. frictional area. Optional: H.D. 11" diameter, 123.7 sq. in. frictional area.

DRIVE LINE

Hotchkiss, straight-line drive. Two tubular propeller shafts with forged steel ends and three highly efficient, long-wearing needle roller bearing universal joints with rubber-encased ball type center bearing.

Comparative information in this folder was obtained from authoritative sources, but is not guaranteed. Ford Truck specifications shown were in effect at time of printing. The Ford Division of 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 prices without notice and without incurring any obligation. Special equipment, wherever shown, such as special-purpose bodies, is typical of the full range of equipment built by body and equipment manufacturers for use on Ford Trucks. For further information, see your Ford Dealer.

SHOCK ABSORBERS

Direct, double-acting telescopic design, front and rear, with rubber grommets at mountings.

SPRINGS

Wide-Span, semi-elliptic, Ford alloy steel. Front: 42" by 1 1/4", 7 leaves, deflection rate: 358 lbs. per inch. Capacity at pad (normal def.): 1050 lbs. each. Rear: 48" by 2 1/4", 9 leaves, deflection rate: 446 lbs. per inch. Capacity at pad (normal def.): 1950 lbs. each. Note: With 8-19.5 8-p.r. tires, optional heavy duty rear springs are required. Def. rate: 549 lbs. per in.; capacity at spring pad (normal def.): 2400 lbs. per spring.

STEERING

Worm and dual row needle bearing roller type with 18.2 to 1 ratio. 3-Spoke, 18" diameter steering wheel. Short turning circle diameter (left or right): 40.7 ft. Tie rod ball stud and socket type with spring-loaded ends for automatic take-up of wear, equipped with rubber dust shields.

TRANSMISSIONS

Standard: Easy-Shifting Medium-Duty 3-Speed, Synchro-Silent with steering column shift.

Optional (extra cost): Fordomatic Drive with selector lever on steering column or 4-Speed Synchro-Silent with center shift.

WHEELS AND TIRES

Five 16-inch steel disc, with 6L drop center rims. Four tubeless 6.50-16 6-p.r. tires standard.

Optional (extra cost): (A) 7.00-16 6-p.r. with standard wheels, (B) 8-17.5 6-p.r. tires with (B) 17.5 x 5.25 wheels, or (C) 8-19.5 8-p.r. tires* with (B) 19.5 x 5.25 wheels.

* H.D. rear springs required.

FRAME

Truck-type with kick-up over rear axle for low loading height. 34" parallel channel side rails: depth 7.5", flange 2.75", thickness 0.21". Section Modulus 5.27. 5-Flanged "U" type cross members.

SHOCK ABSORBERS

Direct, double-acting telescopic design on front, with rubber grommets at mountings.

SPRINGS

Wide-Span, semi-elliptic, Ford alloy steel. Front: 45" by 2", 7 leaves, deflection rate: 358 lbs. per inch. Capacity at pad (normal def.): 1150 lbs. each. Rear: 52" by 2 1/4", 8 leaves, deflection rate of 591 lbs. per inch. Capacity at pad (normal def.): 2400 lbs. each.

STEERING

Worm and dual row needle bearing roller type with 20.4 to 1 ratio. 3-Spoke, 18" diameter steering wheel. Short-turning circle diameter (left or right): 44.2 ft. Tie rod ball stud and socket type with spring-loaded ends for automatic take-up of wear, equipped with rubber dust shields.

TRANSMISSION

Standard: Easy-Shifting H.D. 3-Speed Synchro-Silent with steering column shift.

Optional (extra cost): Fordomatic with selector lever on steering column or 4-Speed Synchro-Silent with center shift.

WHEELS AND TIRES

Five 17.5-inch steel disc with 5.25 rims. Four 8-17.5 6-p.r. tires standard.

Optional: (A) 8-17.5 8-p.r. tires on Std. wheels, (B) 8-19.5 8-p.r. tires on 19.5 x 5.25 wheels.

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