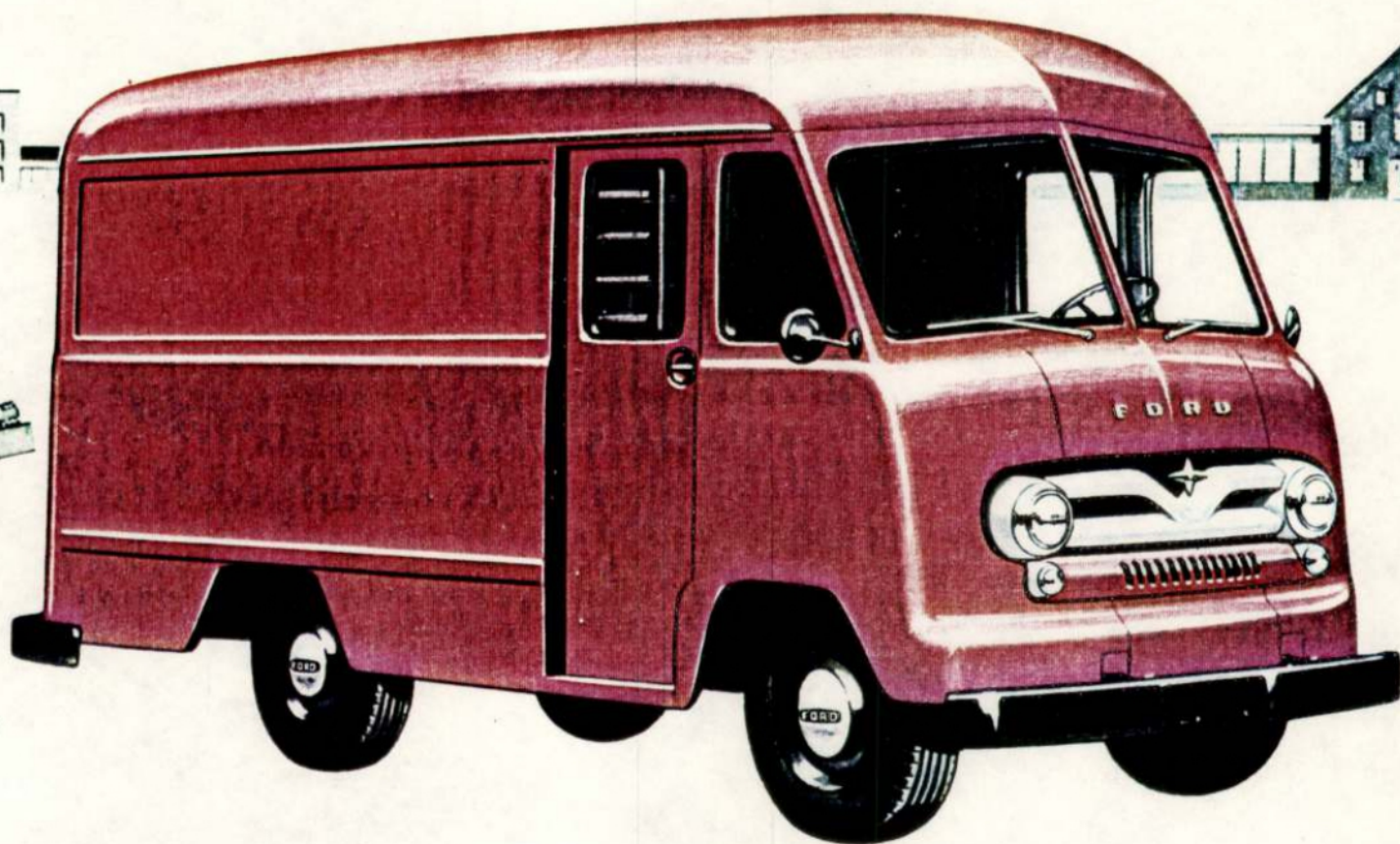


PARCEL DELIVERY CHASSIS

SERIES: { P-350, NEW GVW— 8,000 lbs.
P-500, NEW GVW—15,000 lbs.
P-600, NEW GVW—17,000 lbs.



1956 Ford Triple Economy Trucks

NEW Power! NEW Capacities! NEW Economy!

Ford Parcels—the only Parcel

New '56 FORD PARCELS offer exclusive 3-way savings that cut route time...reduce delivery costs



1 Save with faster-moving, longer-lasting power!

Ford's new 133-h.p. *Cost Cutter Six* is the only modern, Short Stroke engine available in any Parcel Delivery today! Its *Superior SHORT STROKE* design gives you more *usable* power to speed up deliveries...and new long-life economy for lower operating costs. This remarkable high-compression performer is the most *powerful*...and the most *efficient*...engine in its class!



2 Save with Driverized forward controls!

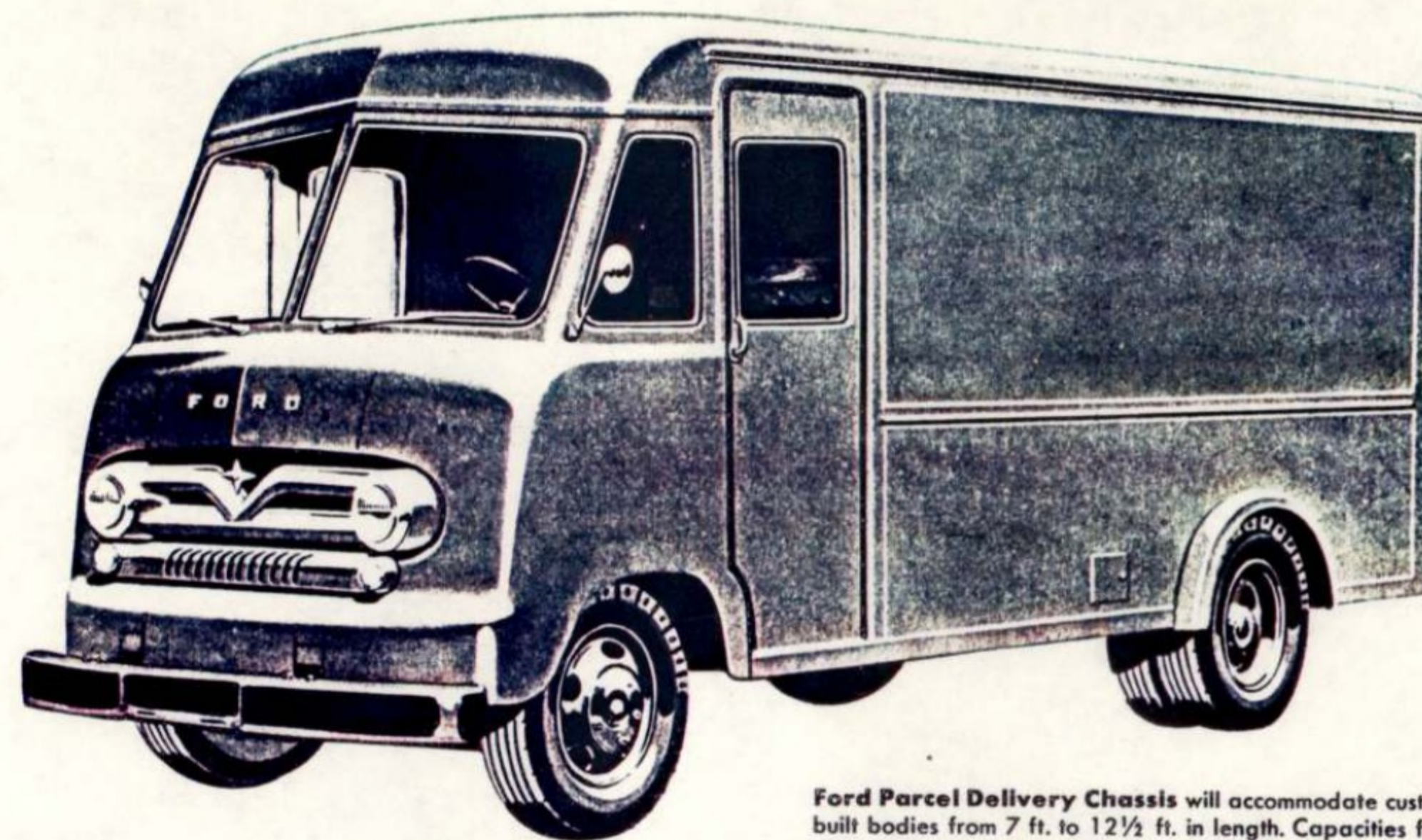
Here are stop-go facilities designed with the *driver* in mind! Everything is handy. Conveniently placed operating controls...easy-to-scan instrument panel...and bigger forward working area combine to cut driver fatigue, save valuable working time. And energy-saving Power Brakes and *Fordomatic Drive*—now offered on *both* the P-350 and P-500—are available at worth-while extra cost to make driving even easier and more productive!



3 Save with big new load capacity!

Ford Parcel Chassis offer twice as much loadspace as a conventional panel truck of the same over-all length! Any custom body you choose—with capacities all the way up to 450 cu. ft.—can be installed quickly, easily, and at lowest cost. And, with new high-capacity tubeless tires plus new higher GVW ratings, Ford Parcels can carry heavier loads than ever. Thus you can plan longer, more economical routes—cut per-unit delivery costs to a new low!

Delivery vehicles with Triple Economy



Ford Parcel Delivery Chassis will accommodate custom-built bodies from 7 ft. to 12½ ft. in length. Capacities from 250 cu. ft. to 450 cu. ft. P-500 illustrated.

Ford brings new earning power to the delivery field!

For door-to-door delivery service, no other vehicles match the new '56 Ford Parcels for getting work done! *New* bigger capacities enable you to cover more territory each trip. The new 133-h.p. *Cost Cutter Six* puts an additional 15 horsepower to work to move *big* loads faster. And with *Fordomatic Drive* (at low extra cost) you get the most powerful, time-cutting stop-go performance money can buy!

Behind the wheel or handling merchandise, the driver will find Ford Parcel Delivery units offer a host of conveniences and work-saving features. Ford's handling ease and quick maneuverability...low floor-to-ground height...exceptional loading ease and other "driver savers" add up to more work done in less time—more profit every trip!

For money-making stop-and-go work, it's the Ford Parcel Delivery...any way you look at it!



Ford Parcel Trucks give prompt, profitable



P-350 The Parcel Delivery unit where speedy light-duty delivery is required . . . where traffic is heavy . . . where quick maneuverability means money saved—money earned!

New maximum GVW of 8,000 lbs! Offered in chassis-windshield or stripped chassis models. 104-in. wb. for 7- to 9-ft. custom bodies with up to 250 cu. ft. load capacity . . . or 122-in. wb. for 9½- 11½-ft. custom bodies with up to 400 cu. ft. capacities. New tubeless tires. Heavy-duty 3-speed transmission standard, *Fordomatic* and 4-speed available. Power Braking and Orscheln hand brake available.



LAUNDRIES AND CLEANERS profit by large loadspace—3 garment racks wide—which Ford Parcel Delivery Chassis can accommodate. Some establishments report double productivity per delivery unit.



DAIRIES capitalize on man-high working room and low-to-ground floor height for time-saving milk deliveries. Easy maneuverability—104-in. wb. unit can U-turn in 37.1 ft. Bodies may be insulated and refrigerated.



CATERING SERVICES find that the large working area of Ford Parcels can be easily divided into the exact arrangement of shelves, partitions, etc., to suit the job. There's ample room for all required facilities.



NURSERY MEN transport shrubbery in Ford Parcels because they offer protection from harmful wind and sun. Even tall shrubs can be accommodated. With removable shelves, smaller plants can be double-decked.

FORD PARCELS ARE SUITED TO EVERY STOP-GO DELIVERY NEED

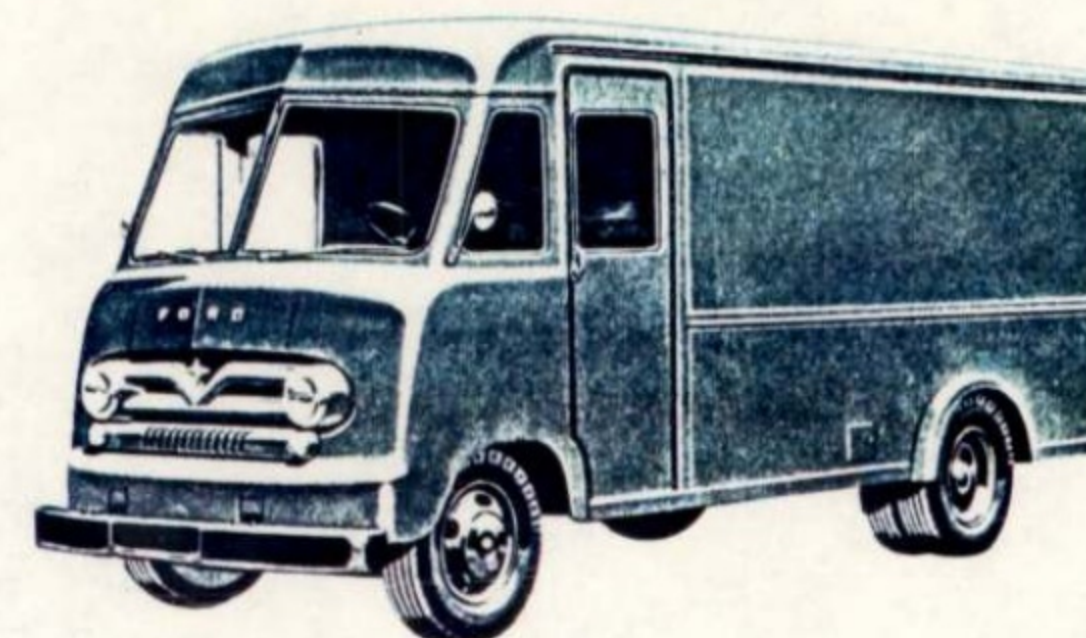
Other successful users of Ford Parcel Delivery units include: Wholesalers • Printers • Police departments • Photographers • Newspapers • Ambulance and hospital services • Movie distributors • Groceries • Florists • Drug companies • Beverage distributors • Chain stores • Building tradesmen, and many others!



service on all types of delivery routes

P-500 All the convenience and economy of the P-350 *plus* extra muscle and capacity for heavier loads and longer trips—that's the P-500! There are new tubeless tires for higher capacity . . . *Fordomatic* Drive (optional) to cut stop-go driving effort . . . and driver-adjustable Orscheln hand brake standard for greater safety! *Electric-shift* 2-speed axle available for added operating flexibility and economy.

New maximum GVW of 15,000 lbs.! Available in chassis-windshield or stripped chassis models. 130-in. wb. for 10½- to 12½-ft. custom bodies with up to 450 cu. ft. load capacity!



STATE AND COUNTY LIBRARIES favor the Ford Parcel for its outstanding economy and adaptability. Any number of shelving arrangements can be made—along with special floor plans, door locations, etc.



PARCEL DELIVERY SERVICES depend not only on large loadspace, but on time-saving maneuverability in dense city traffic. They find both in the new Ford Parcel Delivery Chassis. Plus more power than any comparable units!



FOOD DISTRIBUTORS featuring a variety of items report increased payloads and lower delivery cost per dollar of goods sold. Delivery time savings allow more stops, bigger territories, more time for sales.



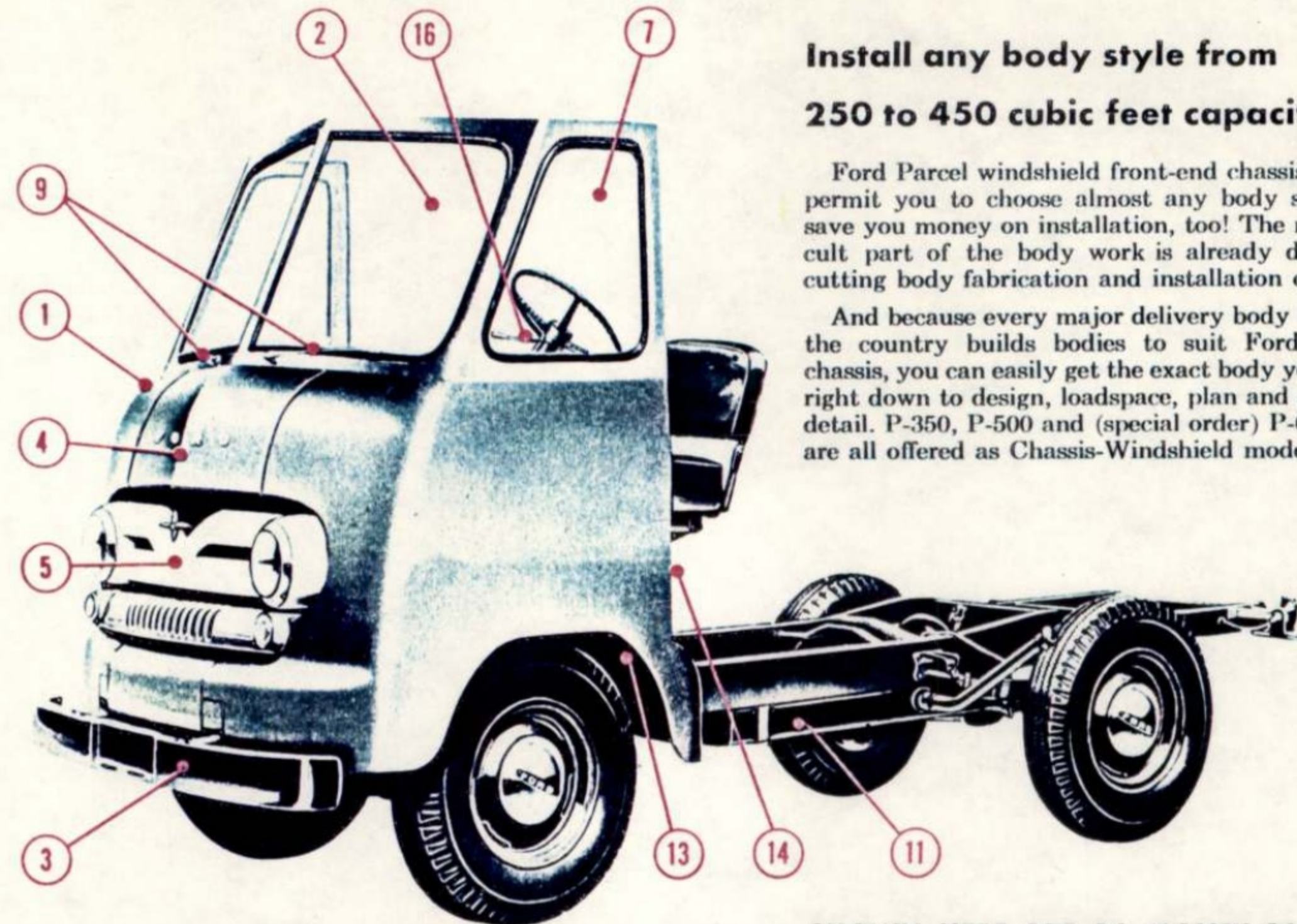
RADIO AND TV STATIONS call for swift, dependable transportation—high capacity to carry heavy equipment—interior roominess for efficient broadcasting operation. The Ford Parcel meets their every requirement.

P-600

For bigger, heavier loads, Series P-600 Parcel Delivery Chassis are available on special order through your Ford Dealer. Either chassis-windshield or stripped chassis models. 130-in. wheelbase accommodates 10½- to 12½-ft. custom bodies with load volume up to 450 cu. ft. New max. GVW of 17,000 lbs!



Look to Ford for extra value Superior Chassis Design permits



Install any body style from 250 to 450 cubic feet capacity

Ford Parcel windshield front-end chassis not only permit you to choose almost any body style—but save you money on installation, too! The most difficult part of the body work is already done, thus cutting body fabrication and installation costs.

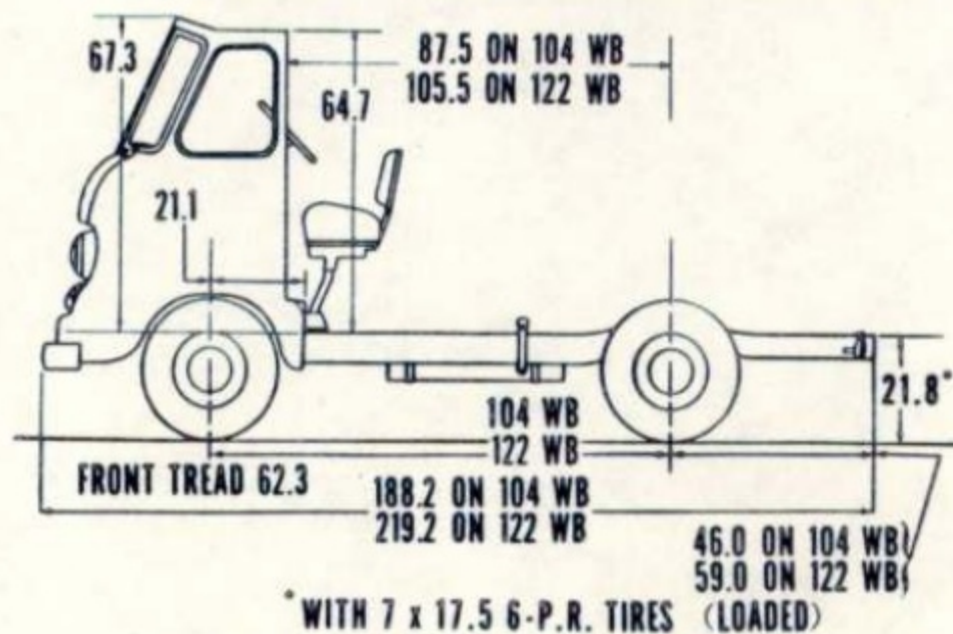
And because every major delivery body builder in the country builds bodies to suit Ford P-Series chassis, you can easily get the exact body you need—right down to design, loadspace, plan and any other detail. P-350, P-500 and (special order) P-600 Series are all offered as Chassis-Windshield models.

SHOWN HERE ARE 16 MONEY-SAVING FEATURES THAT ARE INCLUDED WITH THE CHASSIS-WINDSHIELD

1. Cowl
2. Windshield
3. Front Bumper
4. Hinged Panel above grille
5. Removable Grille and Headlamps
6. Adjustable, Tilt-Forward Driver's Seat with Folding Back
7. Front Quarter Windows with Door Pillars
8. Instrument Panel with conveniently located controls
9. Two Windshield Wipers
10. Heavily Insulated Engine Cover
11. Low In-frame Mounted Fuel Tank*
12. Two Fresh-Air Intakes with Remote Regulators
13. Integral Front Wheelhouses
14. Straight Door Pillar Posts (above wheelhouse)
15. Steel Toe Boards with Safety Tread
16. Steering Column Gearshift*

*Also included with stripped chassis models

FORD P-350 PARCEL DELIVERY CHASSIS WITH WINDSHIELD FRONT END

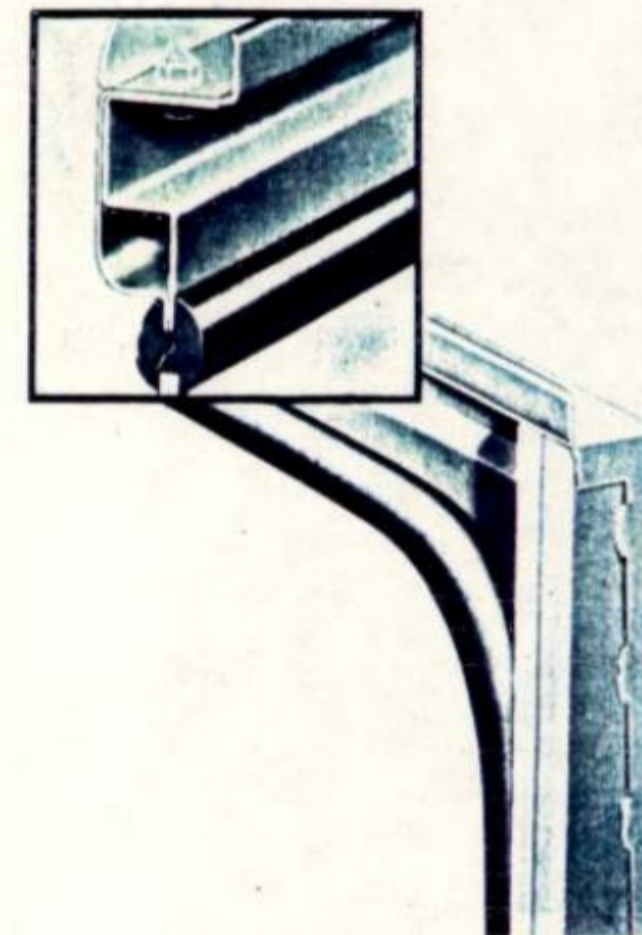


WHEELBASE	104 INCH		
TIRES—4, SIZE—front and rear.....	7-17.5 6-p.r.	8-17.5 6-p.r.	8-19.5 8-p.r.†
CURB WEIGHT (with fuel and water)			
(est.)—front.....	2170 lbs.	2180 lbs.	2225 lbs.
—rear.....	870 lbs.	880 lbs.	945 lbs.
—total.....	3040 lbs.	3060 lbs.	3170 lbs.
PAYLOAD, BODY, EQUIPMENT, etc.			
(approx.).....	2860 lbs.	3440 lbs.	4830 lbs.
WHEELBASE	122 INCH		
TIRES—4, SIZE—front and rear.....	7-17.5 6-p.r.	8-17.5 6-p.r.	8-19.5 8-p.r.†
CURB WEIGHT (with fuel and water)			
(est.)—front.....	2200 lbs.	2210 lbs.	2255 lbs.
—rear.....	895 lbs.	905 lbs.	970 lbs.
—total.....	3095 lbs.	3115 lbs.	3225 lbs.
PAYLOAD, BODY, EQUIPMENT, etc.			
(approx.).....	2805 lbs.	3385 lbs.	4775 lbs.

†Progressive-type rear springs required.

†Progressive-type rear springs required.

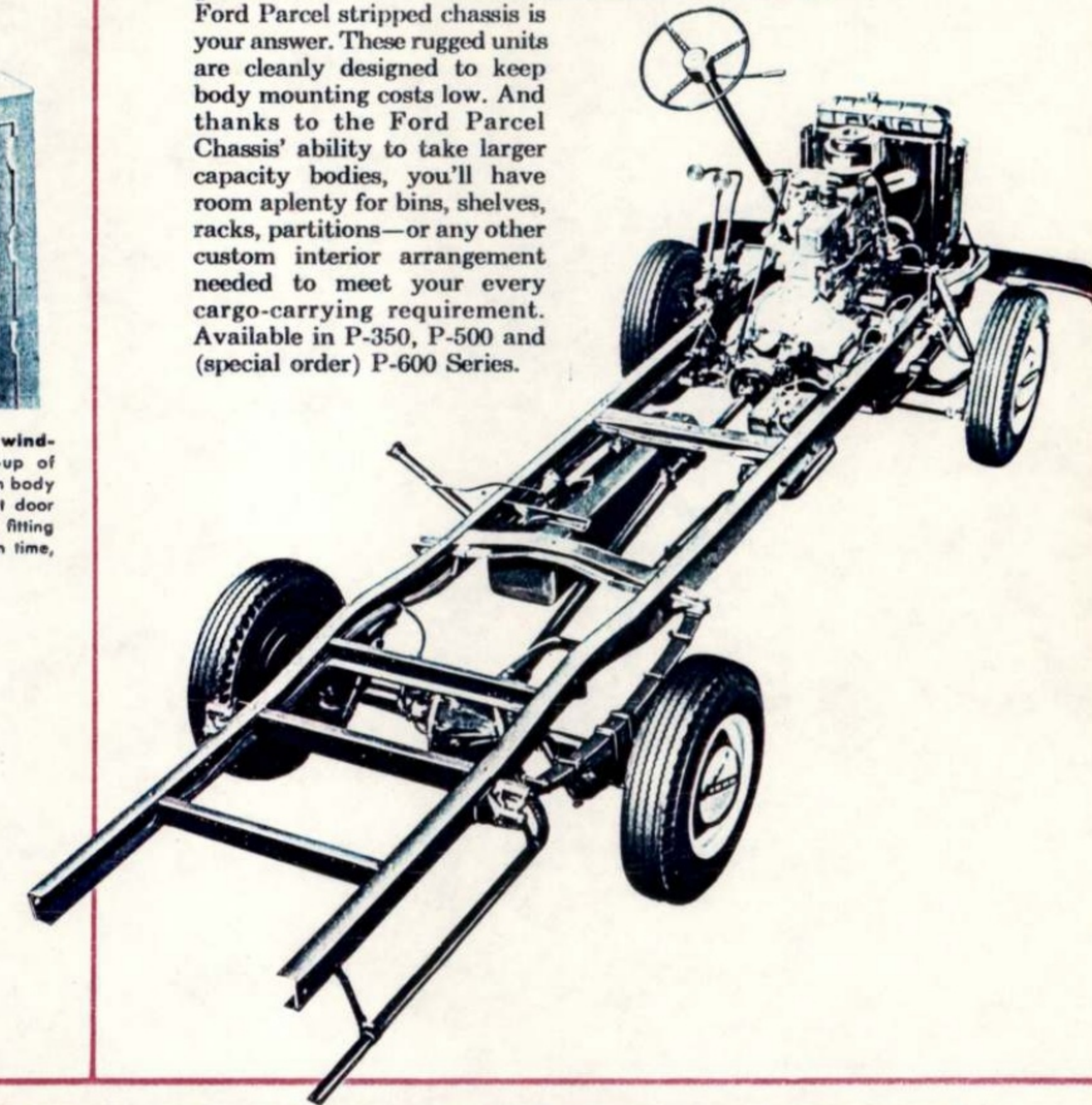
low-cost installation of any body style!



Illustrated above is Ford's simplified windshield front-end construction. Close-up of mounting flange shows how easily a custom body roof can be bolted to it (above). Straight door pillar, above wheelhouse, facilitates door fitting (below). Features like these cut installation time, keep costs at a minimum.

Stripped chassis for complete custom styling

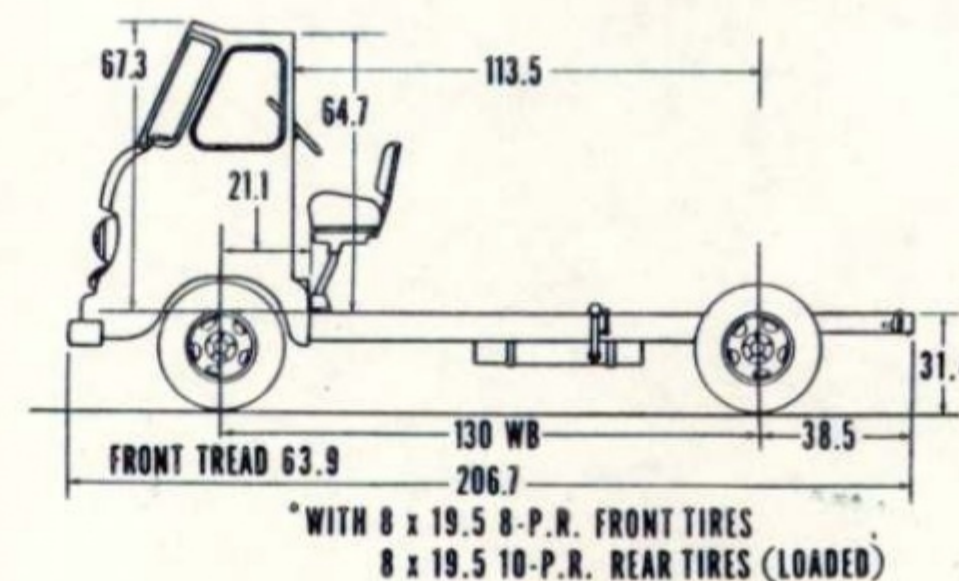
If your business requires a delivery unit with special design from the frame up... unique styling... unusual glass area or other individualized custom features—the Ford Parcel stripped chassis is your answer. These rugged units are cleanly designed to keep body mounting costs low. And thanks to the Ford Parcel Chassis' ability to take larger capacity bodies, you'll have room aplenty for bins, shelves, racks, partitions—or any other custom interior arrangement needed to meet your every cargo-carrying requirement. Available in P-350, P-500 and (special order) P-600 Series.



MODELS.

13. Integral Front Wheelhouses
14. Straight Door Pillar Posts (above wheelhouse)
15. Steel Toe Boards with Safety Tread
16. Steering Column Gearshift*

FORD P-500 PARCEL DELIVERY CHASSIS WITH WINDSHIELD FRONT END

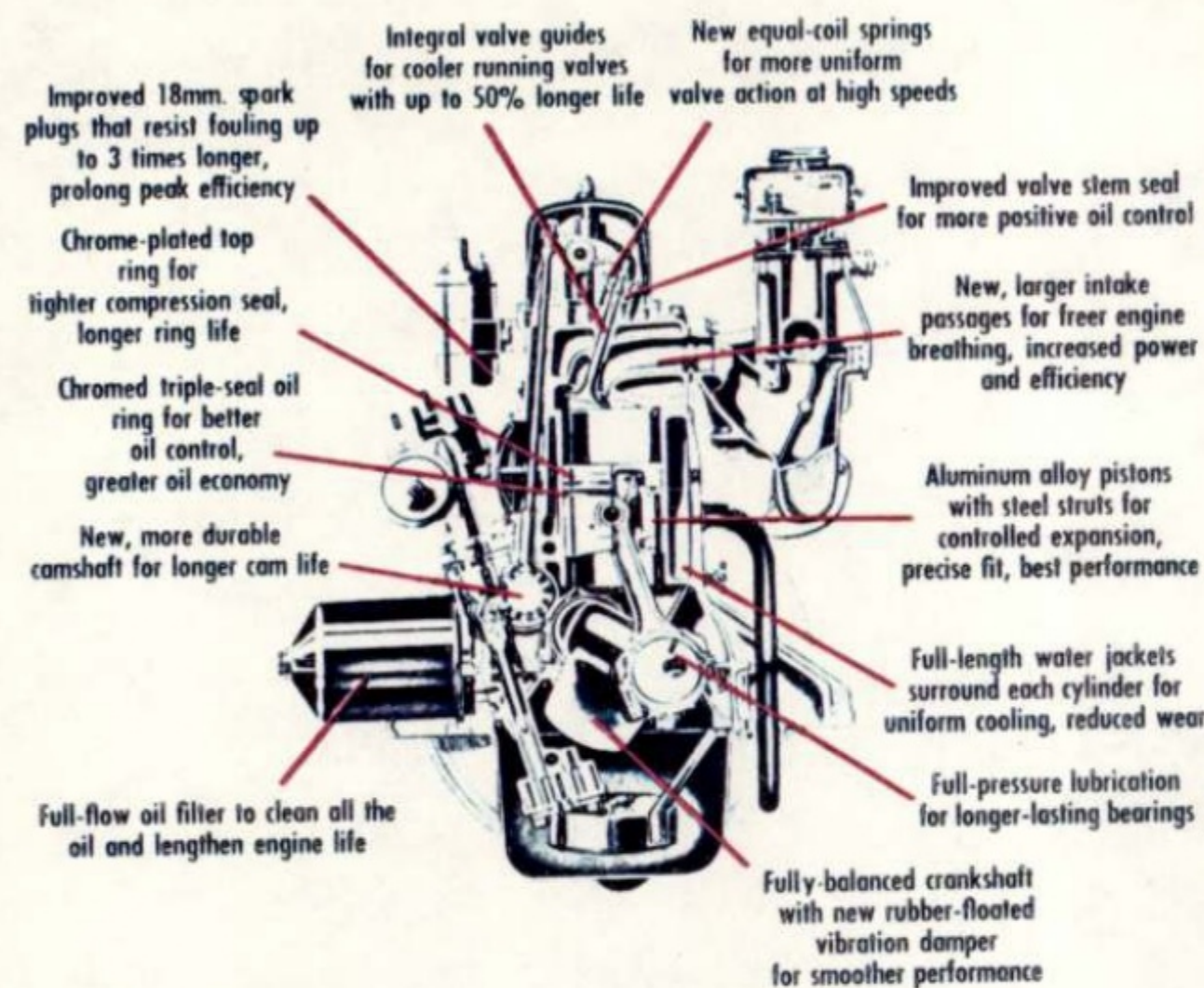


WHEELBASE	130 INCH		
TIRES—No. SIZE—front.....	8-19.5 8-p.r.	8-19.5 8-p.r.	8-22.5 8-p.r.
—rear.....	8-19.5 8-p.r. S	8-19.5 8-p.r. D.R.*	8-22.5 8-p.r. D.R.†
CURB WEIGHT (with fuel and water) (est.)—front.....	2540 lbs.	2540 lbs.	2577 lbs.
—rear.....	1470 lbs.	1610 lbs.	1845 lbs.
—total.....	4010 lbs.	4150 lbs.	4420 lbs.
PAYLOAD, BODY, EQUIP., (approx.).....	3990 lbs.	7850 lbs.	10,580 lbs.

For 2-speed axle add 85 lbs. to "rear" and "total" and deduct like amount from "payload." *With heavy rear springs. †Auxiliary rear springs required. S—Single rear tires. D.R.—Dual rear tires.

The most Modern, Economical Engine in the

For '56, Superior **SHORT STROKE** design... new record-high
new sustained efficiency



Ford's new 133-h.p. *Cost Cutter Six* is the only Short Stroke engine in the Parcel Delivery field! It's the most *powerful*. And it's the most *efficient*... develops more horsepower per cu. in. displacement than any other engine in its class—by as much as 33%!

Superior **SHORT STROKE** design cuts friction, releases more *usable* power from every gallon of regular gas. Ford's rigid deep-block construction provides greater structural strength for smoother performance and extended engine life.

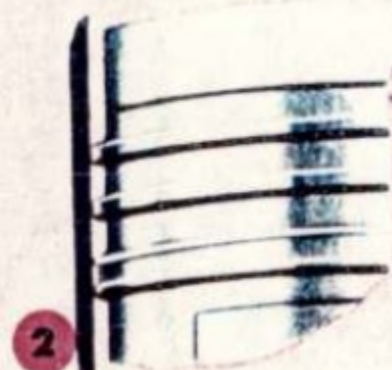
And for longer "new engine" efficiency and added durability, Ford offers you a combination of heavy-duty features not available on any other Parcel Delivery engine at *any* price! For example, there are longer-lasting free-turn valves, both intake and exhaust... aluminum-alloy pistons with integral steel struts and long-wearing chrome-plated top ring... copper-lead connecting rod bearings—all *standard* on the *Cost Cutter Six*!

This truly modern, heavy-duty engine will save you money every mile of the way, every day—at the same time it helps *get more work done*!

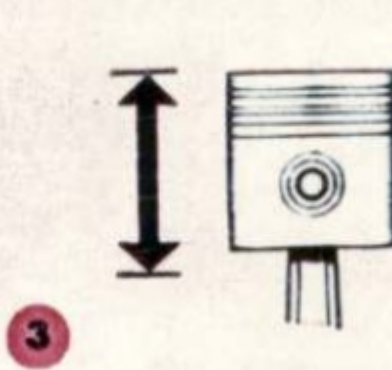
SUPERIOR SHORT STROKE DESIGN SAVES GAS, SAVES WEAR, STRETCHES ENGINE LIFE



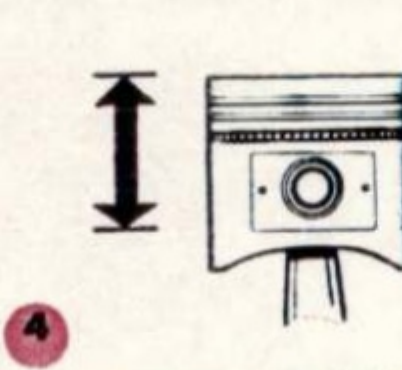
1 In any truck engine, power is produced when a fuel-and-air mixture is ignited above each piston.



2 But all the power isn't turned into work. Much is lost to the friction of constant "ring rub."



3 The longer the stroke (distance the pistons travel up and down), the more friction loss there is.



4 Ford's Short Stroke design greatly reduces internal engine friction by shortening piston travel.



5 More of the engine's power is put to work to move your load, because less is lost to friction.



6 In a year's driving of 15,000 miles, Ford engines save up to 1,620 miles of travel per piston!



7 With less power waste, gas mileage goes UP. You save money every mile your truck is on the road.



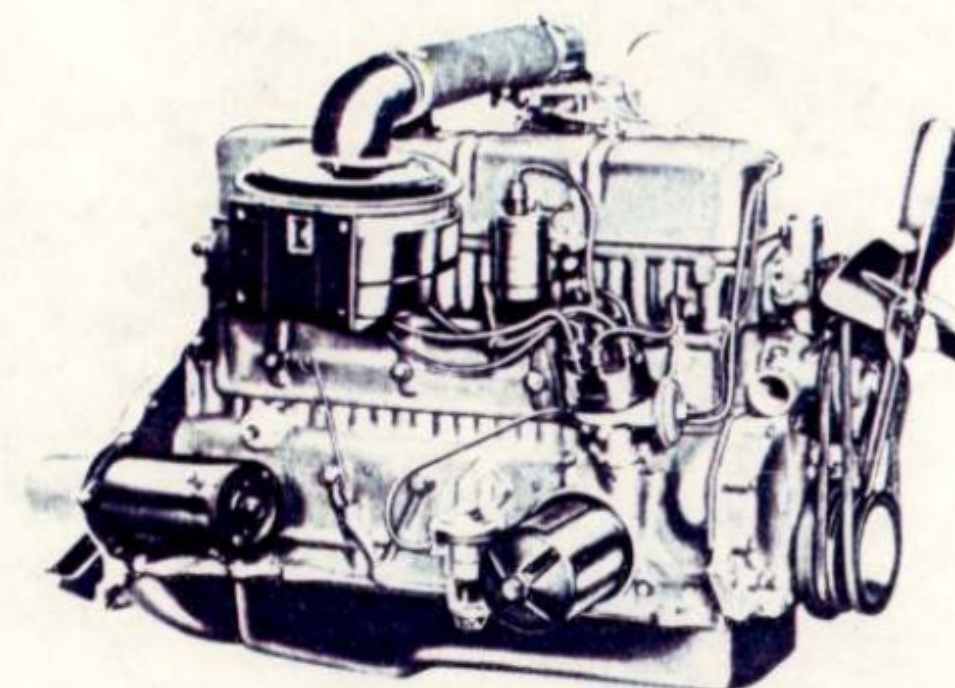
8 Friction wear is cut, moving parts last longer — piston rings, for example, up to 28% longer!

parcel field!

compression...

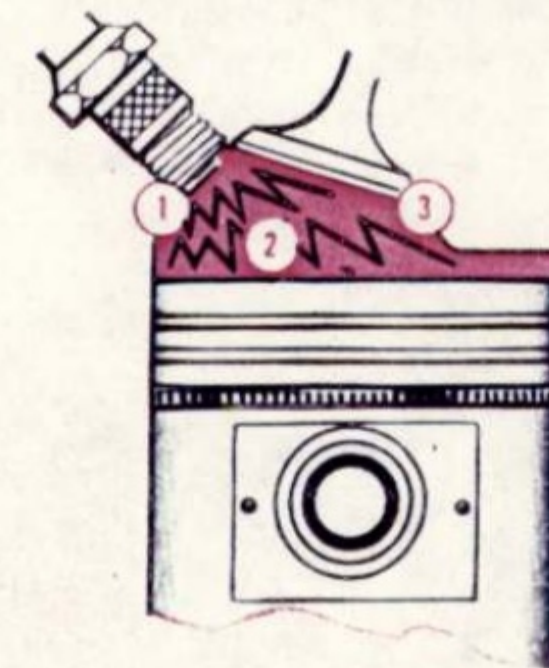
... new durability

133-h.p. COST CUTTER SIX



Displacement—223 cu. in. Bore—3.62 in.
Brake Horsepower—133 at 4000 r.p.m. Stroke—3.60 in.
Torque—202 lbs.-ft. at 1600-2600 r.p.m. Compression Ratio—7.8 to 1

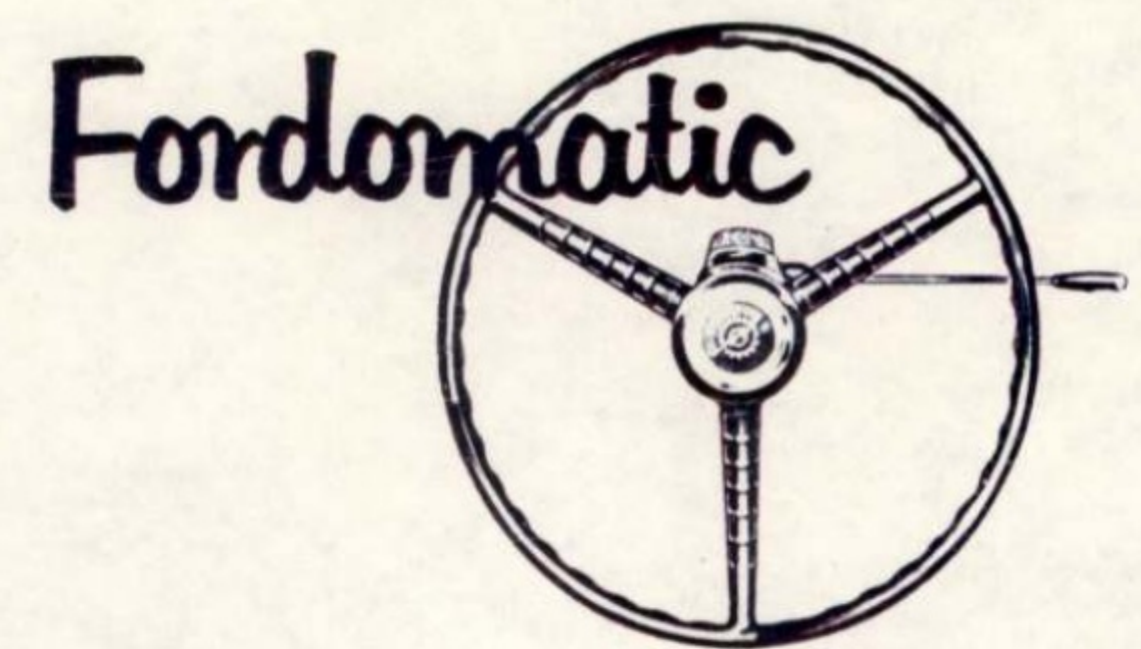
New Efficiency Features Give You More Responsive Power... Unmatched Engine Performance!



1. NEW 12-volt ignition system gives more positive, efficient combustion at higher speeds... quicker starts... greater electrical capacity!

2. NEW record-high 7.8-to-1 compression wrings extra power from the fuel, puts more miles in every gallon of regular gas!

3. NEW easy breathing, with larger intake passages and new high-turbulence combustion chambers, boosts performance and efficiency!



The smoothest, most versatile
automatic drive... now
available on P-350 and P-500

For increased truck performance... for easier, safer driving... for greater all-around operating economy, it's *Fordomatic Drive*! Now yours on *both* the P-350 and P-500 at worth-while extra cost!

With no shifting lag or loss of momentum, *Fordomatic* gets you under way *fast*—saves time in traffic! Smooth, effortless automatic shifting conserves the driver's energy and helps him concentrate on the road! And the *automatically correct* application of power under all driving conditions puts an end to needless engine gunning and fuel waste!

MAKES DRIVING FAR EASIER. Fordomatic Drive saves 16 hand-and-foot operations every traffic stop—over 2,000 in a typical day of city driving! Little wonder even a good driver becomes a better driver with Fordomatic!

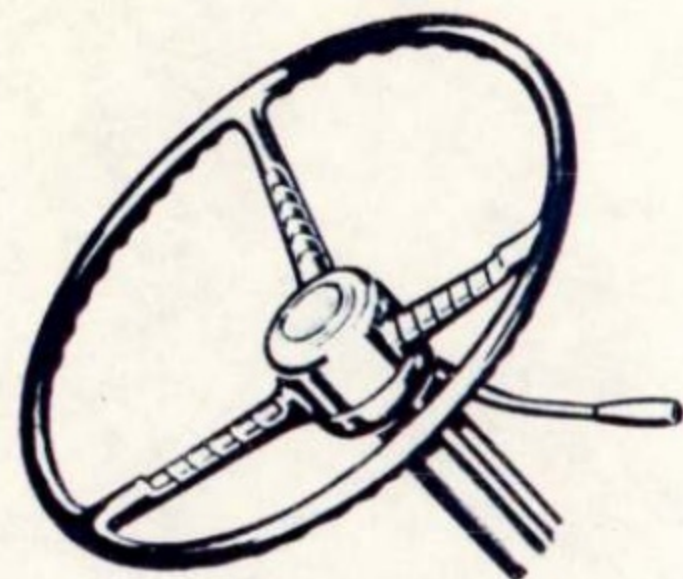


CUTS MAINTENANCE COSTS. Fordomatic's oil-filled torque converter acts as a "shock absorber" in the power train... extends transmission, rear axle and engine life! Since there's no conventional clutch, there are no clutch repairs.

SHORTENS TRIP TIME. When driving effort goes down—driver efficiency goes up! With Fordomatic Drive, more territory can be covered and additional deliveries can be made because the driver's energy is saved for useful, profitable work!



New Features of Ford Parcel Trucks for added safety, long-life operation



New Lifeguard Steering Wheel

Brings the driver new security! Exclusive deep-center design of new Lifeguard Steering Wheel gives added protection against contact with the steering column in case of accident.



New 12-Volt Electrical System

Surer all-weather starting, better ignition performance, extra reserve for lights and other electrical loads! New 12-volt, 55-amp.-hr. battery has 22% greater capacity . . . new 12-volt 30-amp. generator, 80% greater! Special low cut-in generators available.



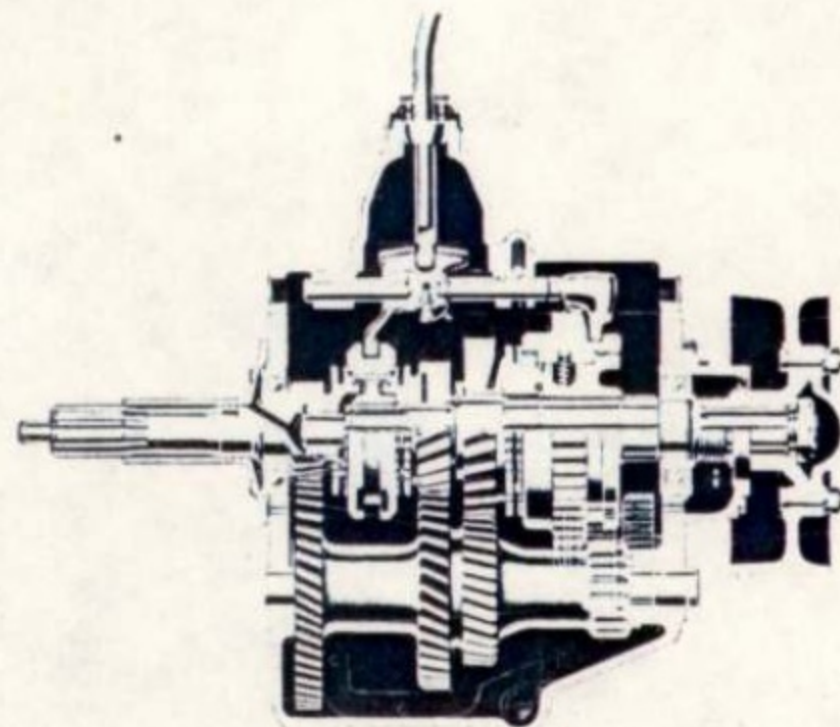
New Tubeless Tires Standard

New tubeless tires are higher in capacity than tube-type tires of comparable size. They run up to 25 degrees cooler and give more miles of service. And their resistance to punctures and blowouts helps ward off tire failures and truck down-time!



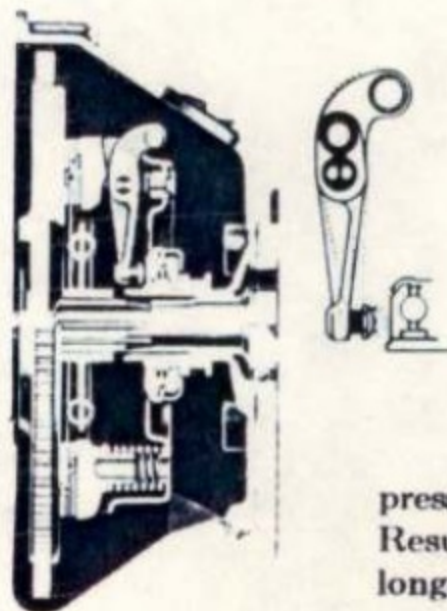
New Bigger, Longer-Lasting Brakes

New thicker linings on the P-350 give up to 33% longer life! And all P-500's now have king-size brakes with big 366 sq. in. lining area (formerly 2-speed axle models only). Result: wear is spread over a greater area, linings last longer.



New More Durable Transmission

New, more durable 4-Speed Synchro-Silent transmission is available at extra cost. New gearing increases both capacity and quietness. Standard transmission is heavy-duty 3-Speed Synchro-Silent.



New Stronger Clutch

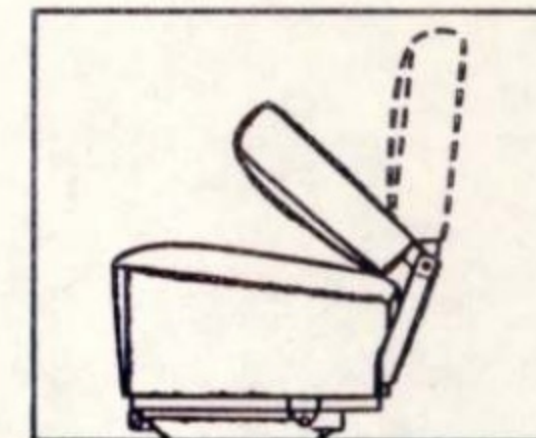
New 11-in. clutch with more positive action. With Gyro-Grip design, weighted levers (illustrated) exert stronger pressure on clutch plate as speed increases. Results in stronger clutch engagement, longer clutch life!

Parcel Delivery Conveniences that save time and work for the driver



Power Brakes

Power Braking (optional at extra cost) makes stopping up to 50% easier! Boosts regular hydraulic actuation for smooth, fast stops. Requires only finger-tip pressure!



Tilt-Forward Seat

Driver's seat tilts forward, leaving generous aisle space when working loads from side entrances. This additional working area adds greatly to driver efficiency!



Large Glass Area

Unusually large forward glass area gives wide-angle, full-range visibility for safer, easier driving. Glare-reducing I-REST tinted safety glass available at extra cost.



Low Step-Down

Ford's low chassis design cuts ground-to-floor height. Because the driver has less stepping distance when entering or leaving, his energy is conserved for more profitable work.



Easy Loading

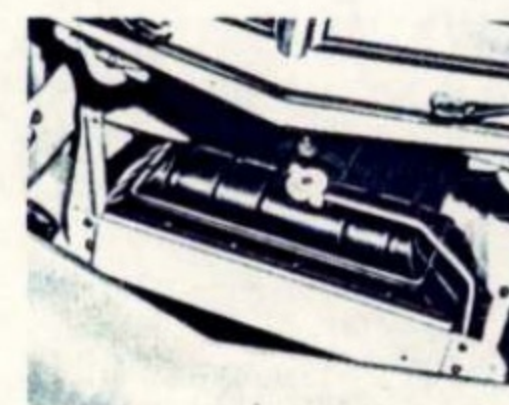
Low floor-to-ground height makes load-handling easier. Cargo is carried within the driver's natural range of reach—thus reducing tiring loading and unloading strain!



Orscheln Brake

Standard on the P-500, available on the P-350. Knob on brake lever permits driver to adjust parking brake linkage as necessary. Contributes to safer operation!

Features that save maintenance time and effort!



Hinged Panel

Panel above grille swings out for quick access to radiator hose and filler cap. Access plug beneath grille permits easy greasing of steering sector.



Engine Housing

Tips back in a second, placing most of the engine within easy reach when servicing is needed. Keeps labor time and costs at a minimum!

PARCEL DELIVERY CHASSIS SPECIFICATIONS

MAXIMUM GROSS VEHICLE WEIGHT: P-350—8,000 POUNDS... P-500—15,000 POUNDS

ENGINE Ford Cost Cutter Six of high-compression, modern, short-stroke design. Bore 3.62 in. Stroke 3.60 in. Piston displacement 223 cu. in. Brake horsepower 133 at 4,000 rpm. Max. Torque 202 lbs.-ft. at 1600-2600 rpm. Compression ratio 7.8 to 1.

COOLING Series-Flow system providing uniform coolant flow for increased water velocity and closer temperature control. Positive-action thermostat in engine water outlet. Fan 4-blade, 17 in. diam. Optional—5-blade, 17 in. diam. for P-500. Flat tube and fin radiator with new spherical top tank and pressure cap. Capacity of system, 18½ quarts. Optional—H.D. radiator for P-350.

LUBRICATION Full pressure to all main, lower connecting rod and camshaft bearings. Large capacity gear type pump. Directed-flow crankcase ventilation.

FUEL SYSTEM Unit design downdraft carburetor with four-port intake manifold. Automatic riser heat control. Diaphragm type fuel pump. Oil bath air cleaner. Fuel tank 17 gallon capacity, inside left frame rail.

IGNITION Fully automatic all-vacuum controlled Power Pilot distributor, driven from camshaft. Metal-clad coil mounted adjacent to distributor. Open type wiring, secured by rubber grommets with moisture-proof boots over spark plugs.

ELECTRICAL Air-cooled, heavy-duty 12 volt generator, 450 watts, 30 amperes. Circuit breakers, voltage regulator. High torque starter with automatic engagement, solenoid switch, ignition key control. Sealed beam head lights with foot switch beam control; parking lights; left hand stop and tail light; instrument lights; single horn. Battery—12-volt, 66-plate, 55-ampere hour.

CLUTCH Gyro-Grip semi-centrifugal type. Diameter 11 in. Total frictional area 123.7 sq. in. Cushioned hub with vibration damper.

TRANSMISSION Heavy-duty three-speed, remote shift type with helical gears and synchronizers in 2nd and 3rd speeds; sliding spur gears in 1st and reverse. Gear ratios: First 3.71 to 1; second 1.87 to 1; high-direct; reverse 4.59 to 1. Optional (extra cost)—Four-speed, Synchro-Silent with center shift. Gear ratios: First 6.40 to 1; second 3.09 to 1; third 1.69 to 1; high-direct; reverse 7.82 to 1. Optional (extra cost)—Fordomatic Drive. Gear ratios: First 2.44 to 1; second 1.48 to 1; high-direct; reverse 2.00.

DRIVE LINE Hotchkiss. Straight-line drive. Tubular propeller shafts. Highly efficient, long-wearing needle bearing type universal joints. P-350—One 3.0 in. diam. shaft and two joints on 104" wh., one 2.0 in. diam. coupling and one 2.5 in. diam. drive shafts and three joints with rubber-encased ball type center bearing on 122" wh. chassis. P-500—Two 2.5 in. diameter shafts and three joints with rubber-encased ball type center bearing on 130" wh. chassis.

FRAME P-350—Truck-type steel channel. Parallel side members; depth 6.0 in., flange width 2.25 in., thickness 0.19 in. max. section, tapered front and rear. 2 in. kickup over rear axle for low loading. P-500—Heavy-duty steel channel. Parallel side members; depth 9.25 in., flange width 2.94 in., thickness 0.25 in. max. section, tapered front and rear.

FRONT AXLE P-350—Wide-track, heat-treated alloy steel forging. Capacity 3,200 lbs. P-500—Wide-track, heavy drop-forged heat-treated alloy steel modified I-beam. Capacity 4,600 lbs.

REAR AXLE Hypoid, full floating type. P-350—Capacity 5,000 lbs. Gear ratio: 4.88 to 1. P-500—Capacity 11,000 lbs. Gear ratios: std. 6.20 to 1—opt. 6.80 to 1. Optional 2-speed planet with electric shift. Ratio: 5.83/8.11 (with 4-speed transmission only).

SPRINGS P-350—Semi-elliptic, wide-span. Special alloy steel. Front: length 45 in., width 2.0 in. shackled at rear. Rear: length 48 in., width 2.25 in. Capacity at spring pad (normal deflection)—front 1350 lbs. each; rear 1950 lbs. each. Progressive type rear spring with 2400 lbs. capacity optional at extra cost (required with 8 x 19.5 8-p.r. tires). P-500—Semi-elliptic, wide-span. Special alloy steel. Front: length 45 in., width 2.25 in., 8 leaves; shackled at rear; spring capacity (at normal deflection)—1900 lbs. each. Rear: length 52 in., width 2.5 in., 8 leaves; spring capacity (at normal deflection)—3600 lbs. each. Also available, if specified, 10-leaf rear spring with 4500 lbs. capacity. Six-leaf auxiliary also available with 8- or 10-leaf main spring giving total capacity of 5300 lbs. and 6200 lbs. respectively. (8-leaf main and auxiliary spring required for 15,000 lbs. GVW).

SHOCK ABSORBERS P-350—Direct, double-acting telescopic design front and rear, rubber insulated attachments. Optional on P-500.

STEERING Worm and dual row needle bearing roller gear mounted ahead of front axle. Ratio 20.4 to 1. Short, solid type drag link. Wheel 3-spoke, 18 in. diam. Turning circle diameter, right or left (at C/L outside front tire): P-350—37.1 ft. for 104 in. wh.; 42.1 ft. for 122 in. wh. P-500—44.5 ft. for 130 in. wh.

BRAKES Service. P-350—Hydraulic, two-shoe, single anchor, self-energizing type. Size 12½ in. x 2 in. front and rear. Lining area 198 sq. in. Drum area 305 sq. in. P-500—Hydraulic, two-shoe, self-energizing type. Front—single anchor, 13 in. x 2.25 in. Rear—double cylinder, 15 in. x 4 in. Lining area 366 sq. in. Drum area 561 sq. in. Vacuum booster, piston type, 6.75 in. available on P-350 and 8.125 in. diaphragm type available on P-500.

Hand brake: 7.81 in. x 2.5 in. spring loaded drum type, mounted on drive line back of transmission. Lining area 57.7 sq. in. Orscheln adjusting brake lever standard on P-500, available on P-350.

WHEELS P-350—Standard—four 17.5 in. diam. heavy steel disc 8-stud with 5.25 drop-center rims. Optional (at extra cost)—four 19.5 in. diam. with 5.25 Drop-Center rims. Hub caps standard. P-500—Tapered steel disc, 5-stud. Drop-Center rims. Standard—Two 19.5 x 5.25 with 2-piece rims front and rear for single tires. Optional (at extra cost)—Six 22.5 x 6.0 rims for dual tires.

TIRES P-350—Standard—four 7-17.5 6-p.r. truck type. Optional (at extra cost)—8-17.5 6-p.r. on standard wheels; 8-19.5 8-p.r. on optional wheels (progressive rear springs required). P-500—Standard—Four 8-19.5 8-p.r.—Optional (at extra cost)—six 8-19.5 8-p.r. or six 8-22.5 8-p.r., front and dual rear, on optional wheels (auxiliary rear springs required).

STANDARD EQUIPMENT—Chassis-Windshield Models include cowl, windshield and front quarter windows with straight door pillars above integral front wheelhouses; hinged panel above grille; two fresh air intakes with remote regulators; two windshield wipers; adjustable tilt-forward type driver's seat with folding back; instrument panel in front of steering column; steel toe boards with safety tread; heavily insulated engine cover hinged at right. Channel front bumper. Jack and tools. **Stripped Chassis Models:** (Boxed for shipment with attaching parts): jack and tool kit; hand brake assy.; air cleaner assy.; accelerator pedal assy.; carburetor choke control assy.; voltage regulator; ignition key starter switch assy.; ignition switch and key assy.; headlamp and wiring assy.; headlamp foot dimmer switch assy.; light switch; tail light; parking lamps; horn assembly; instrument cluster and wiring, speedometer and cable assy.; rating plate; patent plate.

FINISH—Frame, bumper, wheels, fuel tank, filler neck and cap, tail light in black. Hub caps (on P-350 only), windshield wiper blades and arms, headlamp doors and name plate in bright finish. Grille and parking lamp frame in Snowshoe White. Cowl, windshield and quarter window pillars, windshield divider strip, engine cover and toe boards in prime coat.

AVAILABLE EQUIPMENT AND ACCESSORIES at extra cost:

BOTH SERIES—	Reflector Flares (3 in. Kit) with Flags	P-500 ONLY—
Battery, 70 amp. hr.	Tail Light—Right Hand	Axle, Rear—2-speed
Brakes, Vacuum Booster	Tinted Glass	Planet, ratio—5.83/8.11 to 1, 4-speed trans. only
Directional Turn Signals (Flasher Type)	Transmission—4-speed	Clutch, H.D. 11-inch
Fire Extinguisher (1½ qt.)	Synchro-Silent	Fan, Heavy Duty
Electro-Vac Booster —for positive action wiper control	Fordomatic	Springs, Rear—Auxiliary
Hand Brake Signal (3-speed transmission only)	Wheel and Tire Options (see specifications above)	Springs, Rear—Heavy Duty
Heater—Recirculating type		Shock Absorbers
Locking Gas Tank Cap	P-350 ONLY—	Stripped Chassis Only—
Oil Filter	Brake, Parking (Orscheln)	Bumper, Front
	Radiator, Heavy Duty	Grille
	Progressive Rear Springs	Seat, Driver

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