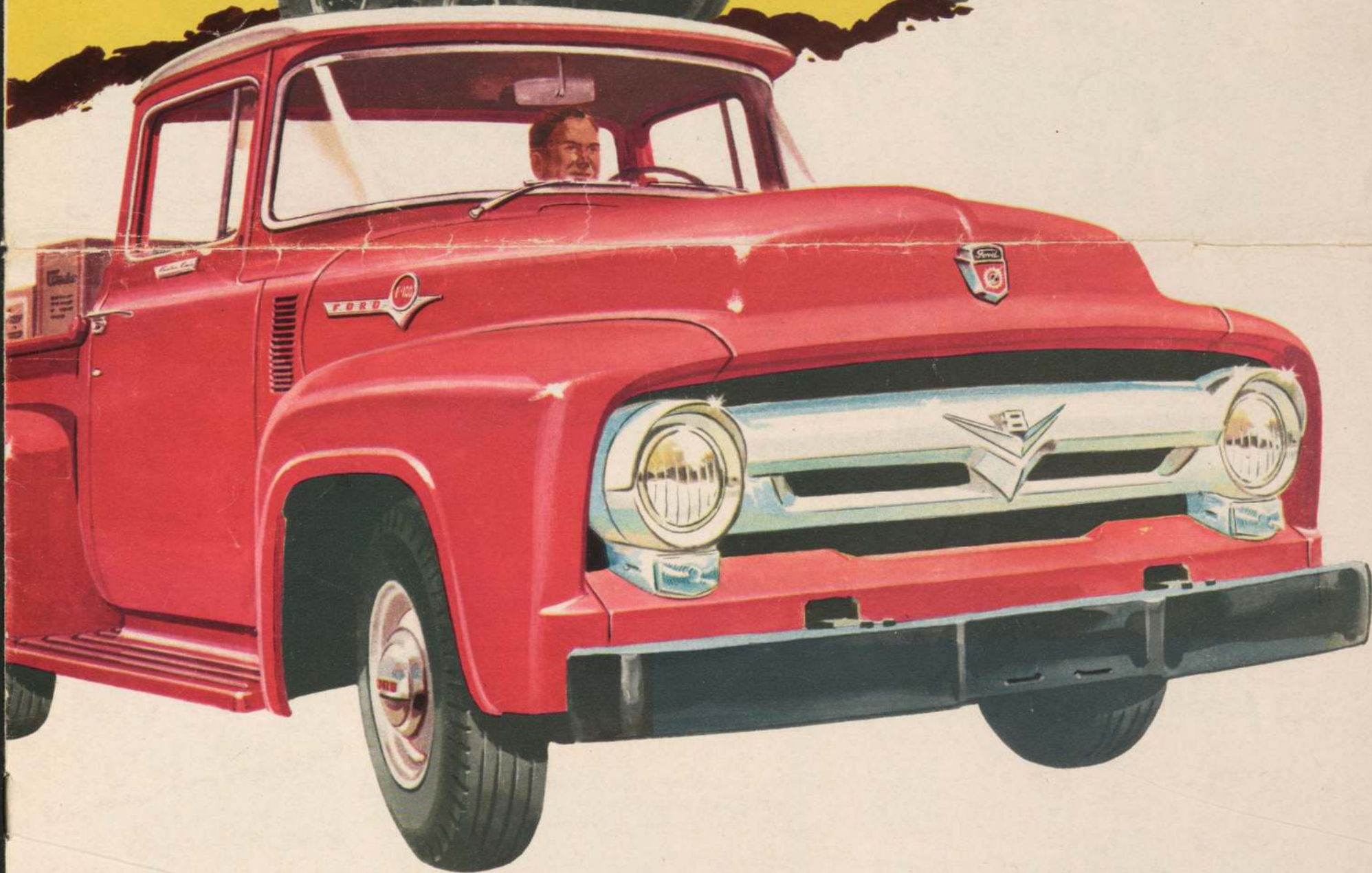


# **NEW** '56 Ford Triple Economy Trucks



**NEW** Lifeguard  
Design!

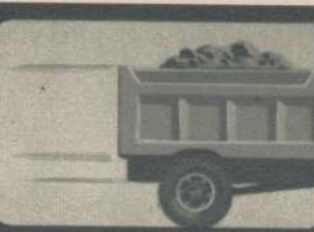
**NEW** Leadership  
Styling!

**NEW** Short Stroke  
Power!

More horsepower per dollar... more payload per dollar!



## MORE HORSEPOWER PER DOLLAR!

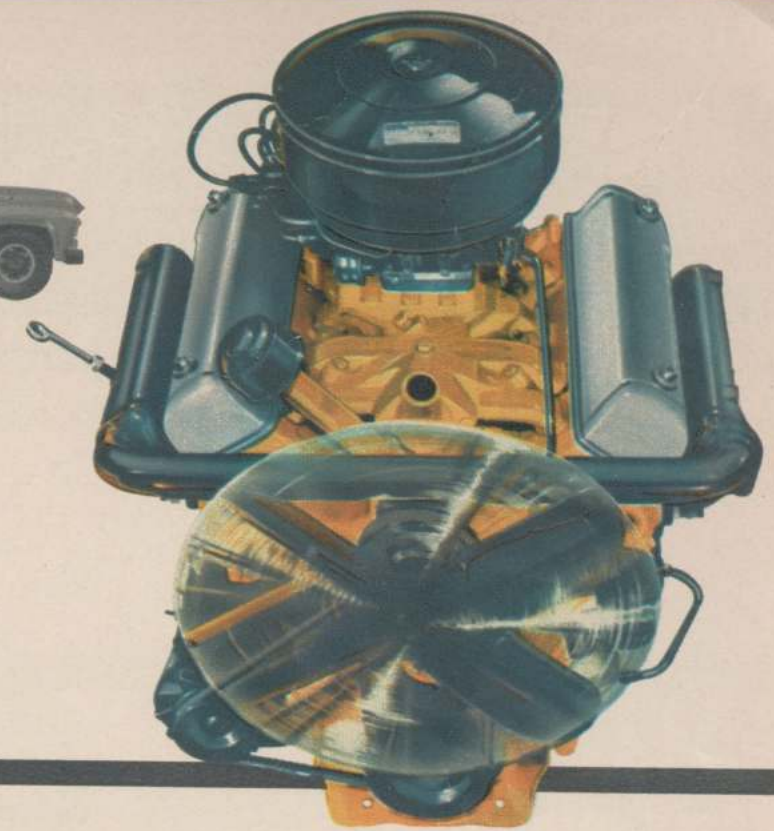


*Superior SHORT STROKE Power to... get rolling fast... handle tough pulls... step out in traffic... take hills in stride... cruise at sustained highway speeds...*

Ford brings you new eager-to-go power to move more load in less time—at the lowest possible cost! And that's only one of the ways new Ford Trucks for '56 put you

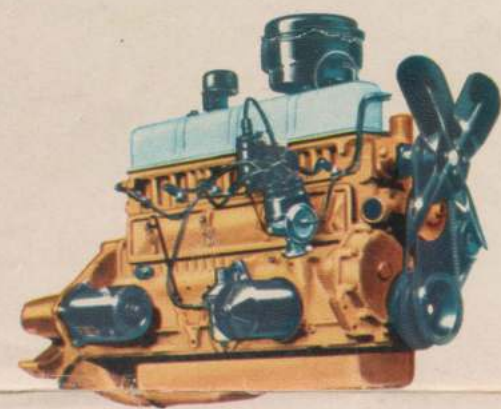
ahead. Everywhere you look, there's a saving... when you look three ways, save three ways with **FORD TRIPLE ECONOMY!**

*...you save time every mile of the way... get more work done!*



**LOOK UNDER THE HOOD!**

**Save with fast-moving**



### NEW 133-HP COST CUTTER SIX! (AVAILABLE IN PARCEL DELIVERY SERIES ONLY)

Superior Short Stroke design! The most powerful Six in its class... and the most efficient! New freer breathing and stepped-up compression for more responsive, gas-saving power. Bore: 3.62 in.; Stroke: 3.60 in.; Displacement: 223 cu. in.

Horsepower—133 at 4000 rpm  
Torque—202 lbs.-ft. at 1600-2600 rpm  
Compression Ratio—8.0 to 1  
Carburetor—Downdraft



### 3 NEW POWER KING Y-8'S—UP TO 168 HP!

Superior Short Stroke design! Up to 26% more power—plus new efficiency and durability! Two Heavy Duty engines bring new long-life features never before offered in "2-ton" truck class! Bore: 3.62 in.; Stroke: 3.30 in.; Displacement: 272 cu. in.

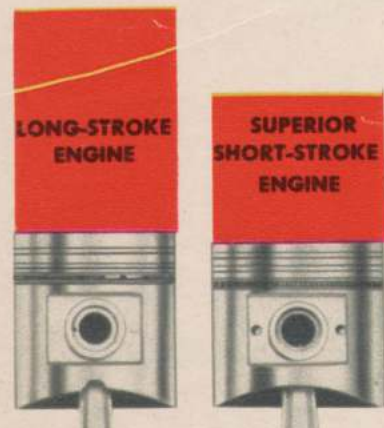
**POWER KING Y-8**  
Horsepower—167 at 4400 rpm  
Torque—260 lbs.-ft. at 2400 rpm  
Compression Ratio—8.0 to 1  
Carburetor—Dual Downdraft

**HEAVY DUTY POWER KING Y-8\***  
Horsepower—158 at 3800 rpm (governed speed)  
Torque—247 lbs.-ft. at 2000-2800 rpm  
Compression Ratio—7.6 to 1  
Carburetor—Dual Concentric

**HD POWER KING SPECIAL Y-8\***  
Horsepower—168 at 3800 rpm (governed speed)  
Torque—259 lbs.-ft. at 2100-2900 rpm  
Compression Ratio—7.6 to 1  
Carburetor—4-Barrel Concentric†

**Up to 26% more power to cut job time—plus new economy!**

**Only Superior Short Stroke engines can give you both!**

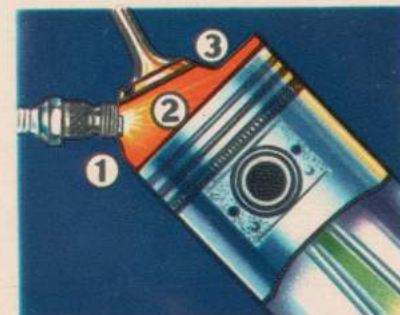


The Short Stroke piston travels inches less distance every time the engine turns over. How important is this? In a year's driving of 15,000 miles, it adds up to as much as 2,243 miles less travel per piston... and every mile saved is money saved!

How can these new deep-block engines give you more working power—plus important savings in gas and upkeep costs? The answer is **Superior SHORT STROKE** design!

Because of Short Stroke design, Ford engines develop their high power with less effort. Pistons travel a shorter distance and at slower speeds—greatly reducing internal engine friction. The result: less power waste... greater gas savings... less wear on moving parts... much longer, lower-cost engine life.

Only Ford, pioneer in modern truck engines, brings you Short Stroke design economy-proved by over 5 billion road miles! Today, Ford's eight new, **Superior SHORT STROKE** engines make up the most efficient truck engine line ever offered. With new highs in compression, with new 12-volt ignition, with new refinements throughout... these remarkable performers give you a combination of superiorities you can't beat!

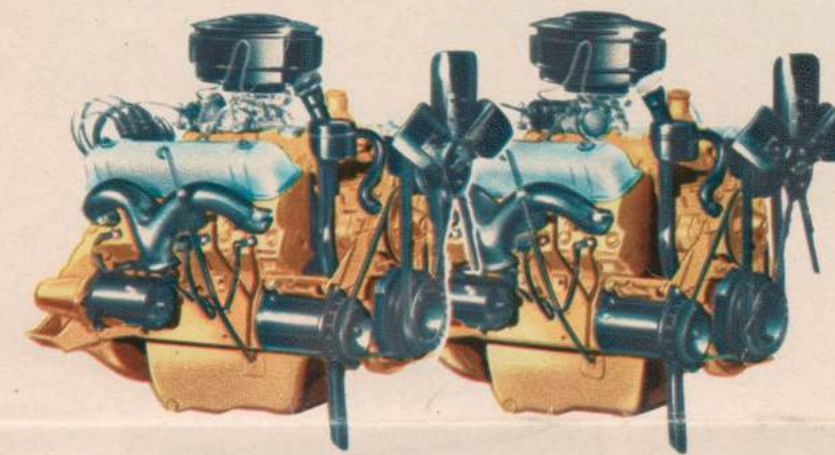


**1. NEW 12-volt Ignition** system gives more positive, efficient combustion at higher engine speeds... quicker cold-weather starts... greater reserve capacity to handle lights and other electrical loads!

**2. NEW record-high compression** wrings extra power from fuel, puts more miles in every gallon of regular gas! Ford compression ratios are the highest of any truck line!

**3. NEW easy breathing**, with larger intake passages and new, improved high-turbulence combustion chambers, provides full power at higher engine speeds... added pep and performance at all speeds!

## Superior SHORT STROKE power!

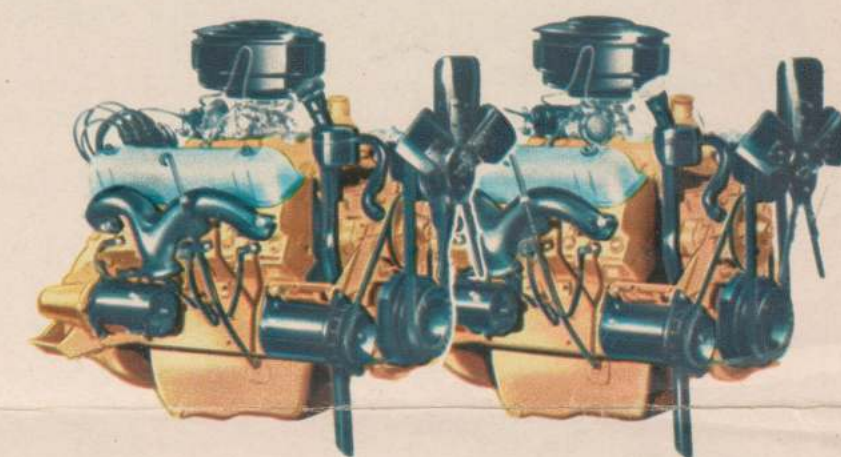


### 2 NEW CARGO KING Y-8'S—UP TO 186 HP!

Superior Short Stroke design! Modern high-performance engines that shorten trip time, put more profit in trucking! A host of engineering refinements for greater durability! Bore: 3.62 in.; Stroke: 3.66 in.; Displacement: 302 cu. in.

**CARGO KING Y-8\***  
Horsepower—175 at 3800 rpm (governed speed)  
Torque—279 lbs.-ft. at 2000-2600 rpm  
Compression Ratio—7.5 to 1  
Carburetor—Dual Concentric

**CARGO KING SPECIAL Y-8\***  
(optional in T700, C750)  
Horsepower—186 at 3800 rpm (governed speed)  
Torque—286 lbs.-ft. at 2100-2700 rpm  
Compression Ratio—7.5 to 1  
Carburetor—4-Barrel Concentric†

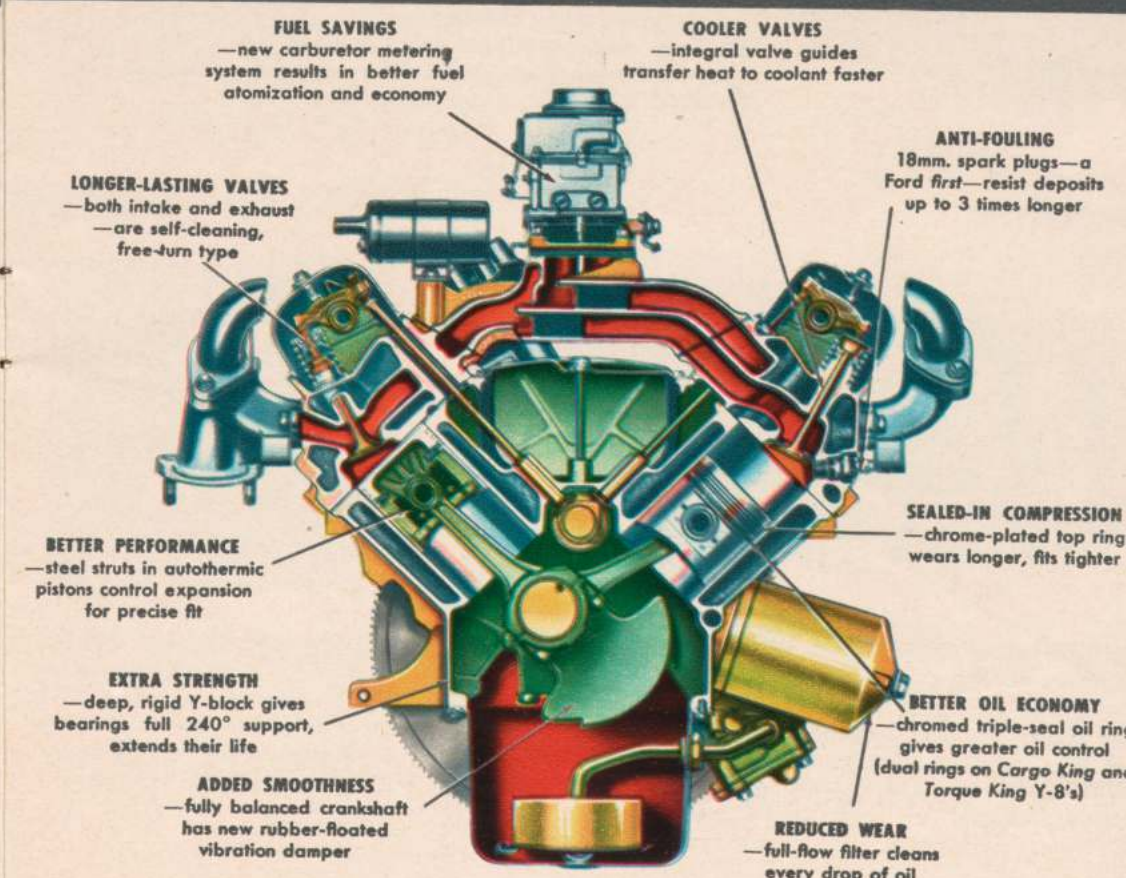


### 2 NEW TORQUE KING Y-8'S—UP TO 200 HP!

Superior Short Stroke design! Mightiest engines in Ford history! Move giant loads faster, at lower ton-mile cost than ever before! Built to keep "new engine" efficiency longer! Bore: 3.80 in.; Stroke: 3.66 in.; Displacement: 332 cu. in.

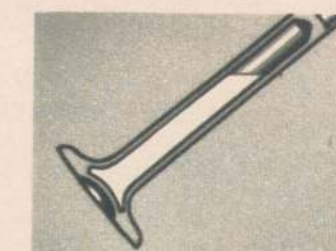
**TORQUE KING Y-8\***  
Horsepower—190 at 3800 rpm (governed speed)  
Torque—306 lbs.-ft. at 2000-2600 rpm  
Compression Ratio—7.5 to 1  
Carburetor—Dual Concentric

**TORQUE KING SPECIAL Y-8\***  
(optional in C800, C900, T750, T800)  
Horsepower—200 at 3800 rpm (governed speed)  
Torque—316 lbs.-ft. at 2100-2700 rpm  
Compression Ratio—7.5 to 1  
Carburetor—4-Barrel Concentric†



FEATURES OF ALL FORD ENGINES (Heavy Duty Power King Y-8 Shown)

### \*New Heavy-Duty Engineering



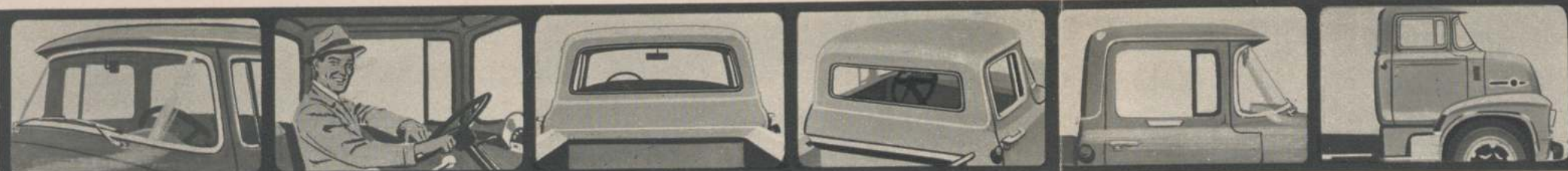
**Sodium-cooled exhaust valves** have large, hollow stems partially filled with powdered sodium which liquefies under heat. Because this carries heat away from the valve heads more rapidly, valves run up to 225° cooler than solid-stem valves, last far longer. Tungsten-cobalt valve facing and solid tungsten-cobalt alloy seat inserts defy wear and erosion, give much

greater mileage. Stress-relieved cylinder heads reduce tendency to distort under heat, provide tighter-closing valves. Self-sealing intake valves with "dished" heads conform to their seats under all operating temperatures, seal in compression. Heavy-duty copper-lead bearings stand up longer in hard service, cut maintenance costs.

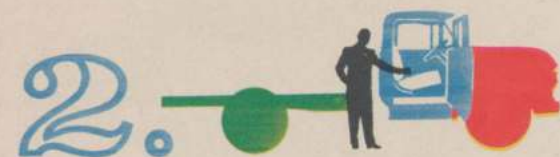
†New 4-Barrel Carburetor on "Special" Y-8's boosts power output when it's needed. Pays off in faster acceleration, extra pull for hills and hard going, safer passing of slow-moving vehicles. Second 2 barrels come in only when extra power is required, for top economy. On many Big Job models, 4-barrel carburetor is integrated with an exclusive hood air scoop and complete dual exhaust system for still easier engine breathing and higher all-around performance. The most superior combination of power-packed advancements ever offered.



**MORE COMFORT  
PER DOLLAR!**



And you get new passenger-car styling... new Lifeguard features... new see-ability in every cab: Standard, Custom or Cab Forward!



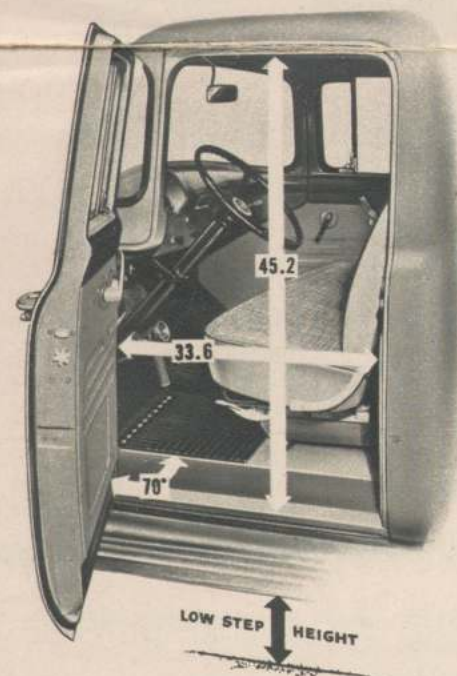
**LOOK IN THE CAB!**

## Save with work-cutting DRIVERIZED cab comfort!

Plus new Lifeguard design

Here's THE cab scientifically designed around the driver to make every driving operation simpler and easier. Its car-like comfort cuts fatigue, helps you get more done with less effort!

And, with new Lifeguard features, it provides you with extra protection!



### UNMATCHED EASE OF ENTRY

Ford's roomy, 3-man cab is the easiest cab to get in and out of there is today!

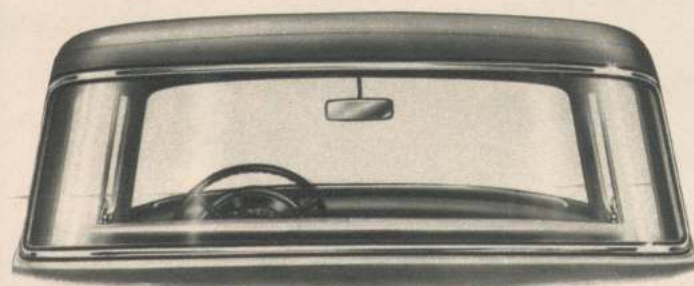
Big doors, almost a yard wide, let the huskiest man step inside without a squeeze. What's more, doors open a full 70°—up to 25° wider than the doors of other trucks! And there's ample clearance between seat and door post to swing your feet through.

For one of the most important driver-savers of all, check Ford's low step height. Instead of moving the running board up inside the door, Ford keeps it *low*—an easy intermediate step from ground to cab.

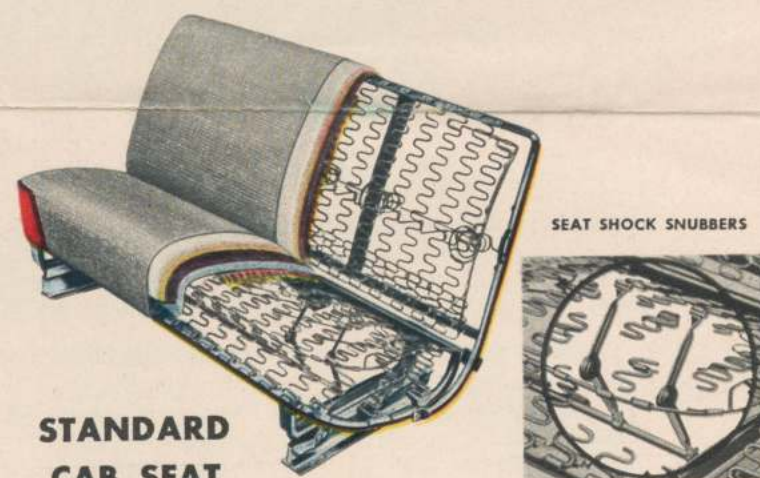
### NEW VISIBILITY UNLIMITED



**NEW FULL-WRAP WINDSHIELD**, almost 1,000 square inches BIG, affords a commanding view of road and traffic. You get a new feeling of assurance at the wheel that greatly reduces the strain of driving. Deep side windows further add to "wide open" visibility. Note smart windshield visor effect—a keynote of Ford's "Leadership Look" styling.



**NEW FULL-WRAP REAR WINDOW** gives Ford one of the largest all-around vision areas in trucks today! Over 823 square inches in size, it's available for all Cab Forward and Tandem cabs, and includes bright metal moldings around all windows. Even the *standard* rear window is more than 4 feet wide... up to 1½ feet wider than windows of other leading makes!



### STANDARD CAB SEAT

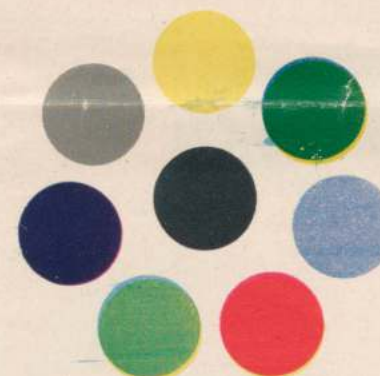
Built-in shock snubbers absorb road jounce, smooth out the ride. Seat-back angle adjusts independently. Upholstery is free-breathing woven plastic. Other Standard Cab features: dual windshield wipers, Air Wing vents and full-scoop cowl ventilator, left-hand sun visor, rear view mirror, ash receptacle, key lock on right door and Ford-pioneered level-action cab suspension.

### CUSTOM DRIVERIZED CAB

Ford again brings you extra luxury and comfort... 14 "customized" extras at modest added cost! In addition to standard features, interior extras include: Colour-keyed two-tone upholstery with bolster on seat back • Full foam-rubber cushioning—5-inch deep seat, plus 3-inch seat back • Customized door trim and hardware • Perforated thermacoustic headlining backed by 1-inch glass-wool insulation • Sound deadener on floor and rear cab panels (standard on doors) • Grip-type arm rest, left door • Large dome light • Two adjustable sun visors • Illuminated cigar lighter • Glass-fibre insulation on forward wall of cab.

Custom Cab exterior is distinguished by: Custom identification plate • Bright metal grille • Bright metal molding around windshield • Matched key locks on both doors.

### SPARKLING NEW COLOURS



New colours accent Ford's "Leadership Look" styling to give you a truck you'll be proud to drive any place, any time! Your choice of Carousel Red, Diamond Blue, Nocturne Blue, Platinum Gray, Meadowmist Green, Saffron Yellow, Meadow Green, Killarney Green or Raven Black. Attractive two-tone, Colonial White on roof and upper back panel, plus any of above colours, is available on Custom Cab.



New high-dial instrument panel can be read at a glance, night or day. Placed high for quick viewing, instruments are indirectly lighted and shielded against reflection.

Rich-looking vinyl bolster is colour-keyed, coppertone or red, to harmonize with cab interior.



Long-wearing woven plastic upholstery "breathes" to give cool comfort in hot weather. Easy to clean, too!

### CUSTOM CAB SEAT

Five inches of foam rubber! Here's the most comfortable, restful "ride" in any truck! Resilient foam rubber—five soft inches deep in seat, three inches in seat back—cradles the driver's weight, soaks up jar and bounce. And it *retains* its buoyancy and shape. A full foam-rubber seat is only one of the Custom Cab's 14 luxury features!

### NEW LIFEGUARD DESIGN SAFETY FEATURES



**LIFEGUARD STEERING WHEEL**—a Ford first. Deep-centre design resists impact, acts to cushion the driver from the steering column in the event of a collision.



**NEW LIFEGUARD DOOR LATCHES** have a double grip. They're designed to provide added protection against the possibility of doors springing open in accidents.



**NEW LIFEGUARD SEAT BELTS** help hold you securely on the seat in an accident. Quick one-hand adjustment and release. Available for both driver and helper.

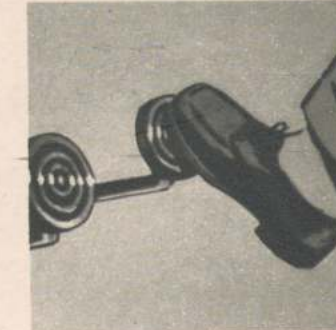
### MODERN POWER CONTROLS



**AUTOMATIC DRIVE**—smoothest, most versatile of all automatics—takes the work out of driving, steps up truck performance! Now available on all light-duty models.



**POWER STEERING** cuts turning effort as much as 75%, virtually frees wheel of road shock. A boon to drivers! Standard on some Big Jobs, available on many others!



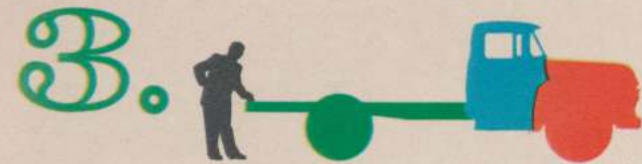
**POWER BRAKING** makes stopping up to 50% easier, provides an added margin of safety. Standard on Series 500 and all larger models, available on all others.



**MORE PAYLOAD  
PER DOLLAR!**



Top load carriers on any job... heavy construction... farming... highway hauling... stop-go delivery... off-the-road... light building... local trucking



**Save with big, new load carrying capacity!**

**LOOK AT THE CHASSIS!**

**New! Higher-capacity Tubeless Tires standard on every model!**

## F-SERIES-CONVENTIONAL LINE

9 Series—new GVW ratings to 29,000 lbs., new GCW's to 55,000 lbs. . . . 5 Superior **SHORT STROKE** engines, to 190 h.p. . . . in addition to Pickup, Panel and Express models (shown), all series offered as Chassis-Cab or Chassis-Cowl, and F-100 thru F-600 as Chassis-Windshield. **Electric-shift** 2-speed axles available on Series F-500 and up. New tubeless tires **standard** on all models.



**SERIES F-300** for 7½ to 13-ft. bodies. New 15,000-lb. GVW. Improved transmission. Max. load cap. 10,495 lbs.\* 130", 154-in., 172 in. wbs.



**SERIES F-600** for 7½ to 16-ft. bodies. New heavy-duty rear axles. New 18,000-lb. max. GVW for load cap. of 12,980 lbs.\* 130", 154, 172-in. wbs.



**SERIES F-700 BIG JOB** for 7½ to 19-ft. bodies. New 21,000-lb. GVW, new stronger axles, new longer-l. 1 q brake linings. Max. load cap. 15,330 lbs.\* 132", 144", 156, 175, 192-in. wbs.



**SERIES F-750 BIG JOB** for 7½ to 19-ft. bodies. Big new 21,000-lb. GVW, huskier front and rear axles, long-life brakes. Power Steering available. 132", 144", 156, 175, 192-in. wbs.



**SERIES F-100**, 6½-ft. Pickup. Big 45-cu. ft. box with clamp-tight tailgate. 110-in. wb. Also, new low-cost 8-ft. Express with 65.4-cu. ft. capacity, 118-in. wb.



**SERIES F-100 Custom Panel**. New style leader with fully lined interior, other custom features. Also, Standard Panel, 110 in. wb.



**SERIES F-250**. New 7,400-lb. GVW. New brake linings with 33% longer life. Also, 8-ft. Express with roomy 65.4-cu. ft. body. 118-in. wb.



**SERIES F-350**, 9-ft. Express. New 8,000-lb. GVW. Big 74-cu. ft. body. Up to 33% longer brake lining life. Also, chassis and cab (new 9,800-lb. GVW). 130-in. wb.



**SERIES F-800 BIG JOB** for 7½ to 19-ft. bodies. Increased GVW, now 24,000 lbs., for load capacity to 17,445 lbs.\* Stronger clutch, new long brake life. 132", 144", 156, 175, 192-in. wbs.



**SERIES F-900 BIG JOB** for 7½ to 19-ft. bodies. New 29,000-lb. GVW boosts load capacity to 22,180 lbs.\* New, more durable clutch and brakes. 132", 144", 156, 175, 192-in. wbs.

\*Load capacity includes payload, body and equipment allowance.

## C-SERIES-CAB FORWARD LINE

6 Series—new GVW ratings to 29,000 lbs., new GCW's to 55,000 lbs. . . . 7 Superior **SHORT STROKE** Y-8 engines . . . Chassis-Cab on all series . . . new tubeless tires on all models . . . same **Driverized** Cab roominess and features as Conventional models. **Power Steering** now available on C-750 and larger models. **Electric-shift** 2-speed axles available on all series.



**SERIES C-700 BIG JOB** for 8 to 16½-ft. bodies. New 21,000-lb. GVW boosts load capacity to 15,030 lbs.\* New stronger rear axle, longer-lasting brakes. 116", 132, 156-in. wbs.

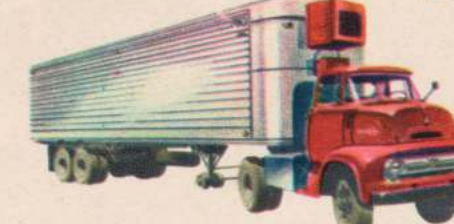


**SERIES C-750 BIG JOB** for 8 to 16½-ft. bodies. Increased GVW, now 21,000 lbs. New long-life brakes, sturdier rear axle. Power Steering available. 116", 132, 156-in. wbs.

**SERIES C-500** for 7½ to 17-ft. bodies. New 15,000-lb. GVW. New, stronger 4-speed transmission. Max. load capacity 10,155 lbs.\* 110", 134, 158-in. wbs.



**SERIES C-600** for 7½ to 17-ft. bodies. New 18,000-lb. max. GVW, load cap. to 12,935 lbs.\* New heavy-duty rear axles. 110", 134, 158-in. wbs.



**SERIES C-800 BIG JOB** for 8 to 16½-ft. bodies. New 24,000-lb. GVW for max. load cap. of 17,390 lbs.\* Stronger clutch, longer-lasting brakes. 116", 132, 156-in. wbs.



**SERIES C-900 BIG JOB** for 8 to 16½-ft. bodies. Big new 29,000-lb. GVW increases max. load cap. to 21,965 lbs.\* New clutch and brake life. 116", 132, 156-in. wbs.

†Wheelbases also for tractor.  
\*Load capacity includes payload, body and equipment allowance.

## T-SERIES-TANDEM AXLE LINE

3 Series, including all-new T-750—new GVW ratings to 42,000 lbs., new GCW's to 65,000 lbs. . . . 6 Superior **SHORT STROKE** Y-8 engines . . . new tubeless tires . . . power divider, 3rd differential lockout and rubber-bushed tandem suspension . . . **Power Steering** standard on many models . . . choice of two auxiliary transmissions.



**SERIES T-700 BIG JOB** for 10 to 19-ft. bodies. New 28,000-lb. GVW. New 5-speed MD transmission. Power Steering standard with Cargo King Y-8's. Max. load cap. 20,150 lbs.\* 144", 156, 175, 192-in. wbs.



**NEW SERIES T-750 BIG JOB** for 10 to 19-ft. bodies. Max. GVW of 36,000 lbs. for load capacity to 26,865 lbs.\* Power Steering standard. Vacuum-powered or air-over-hydraulic brakes. 144", 156, 175, 192-in. wbs.

**SERIES T-800 BIG JOB** for 10 to 19-ft. bodies. New 42,000-lb. GVW for load capacity to 32,160 lbs.\* Power Steering standard. Longer clutch and brake life. 144", 156, 175, 192-in. wbs.



†Wheelbases also for tractor.  
\*Load capacity includes payload, body and equipment allowance.

## B-SERIES-SCHOOL BUS SAFETY CHASSIS

4 Series, **Chassis-Cowl**, for bus bodies to 66-passenger capacity . . . 5 Superior **SHORT STROKE** engines. Meet or exceed N.E.A. safety standards: drive shaft guards, 25-gal. safety fuel tank, safety-wrapped front springs, extended tail pipe, independent hand brake. New blowout-resistant tubeless tires **standard**.



**SERIES B-600** for 48-passenger bodies on 192-in. wb.; 55-passenger bodies on 220-in. wb. New 18,000-lb. max. GVW.



**SERIES B-500** for up to 36-passenger bodies. New 15,000-lb. GVW. New, stronger 4-speed transmission. 154-in. wb.

**SERIES B-700** for up to 66-passenger bodies. New 21,000-lb. GVW. New 245-in. wb. New sturdier axles, longer-lasting brakes.



**SERIES B-750** for up to 66-passenger bodies. New 21,000-lb. GVW. New 245-in. wb. New sturdier axles, longer-lasting brakes.

## P-SERIES-PARCEL DELIVERY CHASSIS

2 Series, for bodies to 450-cu. ft. capacity . . . forward control chassis with windshield front end or as stripped chassis . . . Superior **SHORT STROKE** 133-h.p. Six . . . Orscheln parking brake lever standard on P-500, available on P-350. New tubeless tires.



**SERIES P-350 Chassis**. 104-in. wb. for 7 to 9-ft. bodies. 122-in. wb. for 9½ to 11½-ft. bodies. New 8,000-lb. GVW. Automatic Drive available.



**SERIES P-500 Chassis**. 130-in. wb. for 10½ to 12½-ft. bodies. New 15,000-lb. GVW. Orscheln hand brake lever standard. Automatic now available.



## SEDAN DELIVERY

All the smartness and prestige of the '56 Ford passenger car—in an efficient sedan delivery. Lifeguard design gives greater driving protection. Angle-Poised Front Suspension and soft rear springing cradle fragile loads. Full interior lining protects valuable merchandise.

New GVW ratings for all series from F-250 up boost payload capacities to an all-time high! New GCW's, too! Ford's ability to carry more load starts from the ground up—with new higher-capacity tubeless tires on **EVERY** model, another Ford first. Lean, rugged chassis design pares away dead weight, cuts ton-mile hauling costs!

SERIES			ENGINES								TRANSMISSIONS								
SERIES NUMBER	GVW RATING (LBS.)	GCW RATING (LBS.)	Cast Cutter Six	Power King Y-8	HD Power King Y-8	HD Power King Special Y-8	Cargo King Y-8	Cargo King Special Y-8	Torque King Y-8	Torque King Special Y-8	3-Speed	3-Speed Med. Duty	3-Speed HD	Overdrive	Automatic	4-Speed	DIRECT OR OVERDRIVE		
																	5-Speed	5-Speed MD	5-Speed HD
F-100	5,000	—		•							•		•	•	•	•			
F-250	7,400	—		•									•		•	•			
F-350	9,800	—		•									•			•			
F-500	15,000	25,000		•													•		
F-600	18,000 <sup>A</sup>	32,000 <sup>A</sup>		•	•	•										•	• <sub>1</sub>	• <sub>1</sub>	
F-700	21,000	35,000 <sup>B</sup>			•	•*										• <sup>4</sup>	• <sub>1</sub>	• <sub>1</sub>	• <sub>1</sub>
F-750	21,000	42,000					•											• <sub>1</sub>	• <sub>1</sub>
F-800	24,000	48,000							•										• <sub>1</sub>
F-900	29,000	55,000							•										• <sub>1</sub>
C-500	15,000	25,000		•													•		
C-600	18,000 <sup>A</sup>	32,000 <sup>A</sup>		•	•	•											•	•	•
C-700	21,000	35,000 <sup>B</sup>			•	•*											• <sup>4</sup>	•	•
C-750	21,000	42,000					•	•											•
C-800	24,000	48,000							•	•									•
C-900	29,000	55,000							•	•									•
T-700	28,000	45,000			•	•	•	•											• <sub>1</sub> • <sub>1</sub>
T-750	36,000	55,000							•	•									• <sub>1</sub>
T-800	42,000	65,000							•	•									• <sub>2</sub>
B-500	13,000	—		•													•		
B-600	18,000 <sup>A</sup>	—		•	•	•											•	•	•
B-700	21,000	—			•	•*											• <sup>4</sup>	•	•
B-750	21,000	—					•											•	•
P-350	8,000	—	•											•		•	•		
P-500	15,000	—	•											•		•	•		
Sedan Delivery	4,600	—	Y-8									•			•	•			

<sup>A</sup>With HD Y-8 engines only (17,000 lbs. max. GVW, 29,000 lbs. max. GCW with Power King Y-8).  
<sup>B</sup>Special Y-8 required for tractor-trailer service. \*5-speed MD transmission required with Special Y-8. <sup>A</sup>Available with HD Power King Y-8 only. <sup>†</sup>Direct drive only.



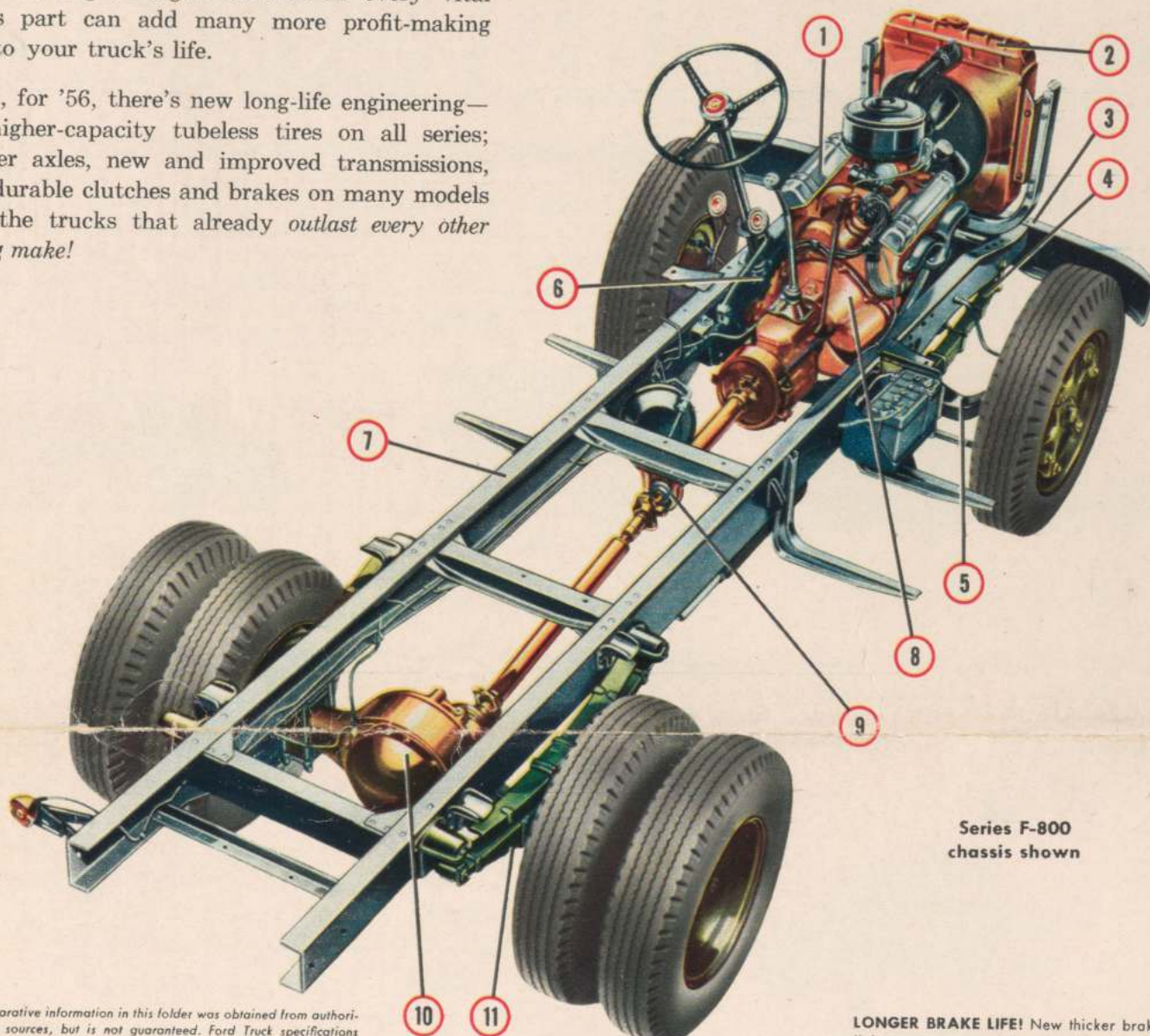
# FORD TRUCKS

## are built to last longer... and they do!

You get more miles out of a Ford Triple Economy Truck for the simple reason that *there are more miles built into it!*

The clean-cut design of Ford Trucks keeps over-all weight *low*. But there's extra toughness where it counts. Big strength reserves in every vital chassis part can add many more profit-making trips to your truck's life.

And, for '56, there's new long-life engineering—new higher-capacity tubeless tires on all series; stronger axles, new and improved transmissions, more durable clutches and brakes on many models—for the trucks that already *outlast every other leading make!*



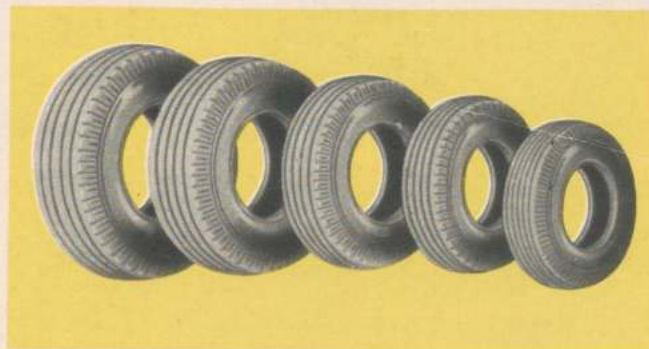
Series F-800 chassis shown

1. **Every engine** is Superior SHORT STROKE design for longer life, more usable power, greater gas savings. New durability features cut maintenance costs even more!
2. **Radiator** of flat tube and fin type with spherical top tank furnishes high cooling capacity for more dependable operation.
3. **Channel bumper** attaches directly to extended frame on all models to increase rigidity of both frame and bumper.
4. **Front springs**, long and easy-riding, have double-wrapped eyes at fixed end for greater safety and endurance.
5. **Front axle**, strengthened on many models, is set well back for short-turn handling ease.
6. **Roll Action steering** with worm and needle-bearing roller gives quick response to the wheel, easy turning. Master-Guide Power Steering standard or available on many BIG JOBS, now including Cab Forwards.
7. **Deep-channel frame** has side rails parallel their full length for easier access to engine, maximum stability and strength.
8. **Gyro-Grip clutch** multiplies grip as speed increases; provides high plate pressures yet allows low pedal pressure for easy operation. New 10½-in., stronger 12-in. clutch.
9. **New centre bearing** with thick, soft-rubber cushion slashes vibration transmitted from the drive shaft to the frame as much as 80%, quiets the ride.
10. **Husky rear axles** afford wide choice of ratios to fit your job exactly. Electric-shift 2-speed axles (available on many models) have faster, more positive shift action than vacuum type. All 350 and larger series now have one-piece banjo-type housings for extra strength, easier inspection and servicing.
11. **Rear springs** are wide-span to provide balanced load support. Low deflection rates and high capacity contribute to longer spring life, greater dependability.

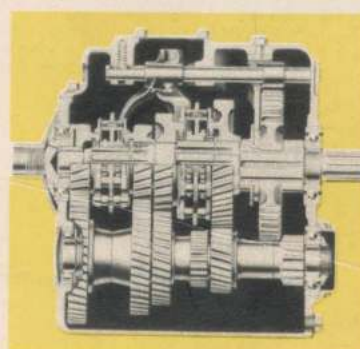
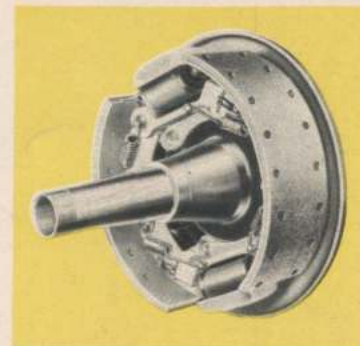
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**LONGER BRAKE LIFE!** New thicker brake linings on many models extend service life up to 33%, reduce maintenance costs. All Ford rear brakes have self-energizing action to build high braking pressure at the shoes and reduce pressure required at foot pedal—giving easier, faster stops.

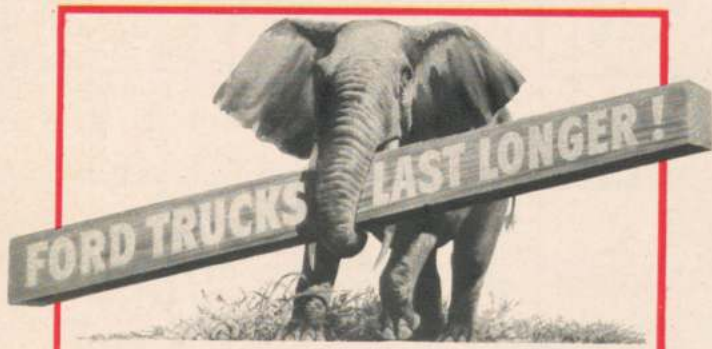
**NOW! TUBELESS TIRES ON EVERY MODEL.**



**NEW TUBELESS TIRES THROUGHOUT!** Ford is first with another "more for your money" feature—new tubeless tires on every truck model! These new tires run up to 25° cooler and, compared with tube-type tires of equivalent size, have greater load-carrying capacity. Because tubeless tires build up less internal heat, they give more miles of service. Their resistance to punctures and blowouts helps ward off truck down time. And when repairs are required, they can be made in about one-fourth the time needed for tube-type tires!



**SMOOTH, EASY SHIFTING!** All main transmissions are Synchro-Silent type for greatest shifting ease, quietest operation. Re-designed 4-speed transmission is stronger, more durable. New 5-speed Medium Duty transmissions, Direct and Overdrive, are offered on many '56 models.



**AFTER ACTUARIAL STUDIES** of over 10,068,600 current license registrations of the 5 leading-make trucks, independent insurance experts have certified for the ninth consecutive year that Ford Trucks Last Longer!

FORD-MONARCH DIVISION—FORD MOTOR COMPANY OF CANADA, LIMITED