

FORD

PARCEL DELIVERY CHASSIS
SERIES P-350 • P-400 • P-500 •



**Modern style leader
in stop-and-go service!**

*For '57 and the years ahead **FORD TRUCKS COST LESS...**
less to own . . . less to run . . . last longer, too!*

NEW FORD PARCELS *help improve service . . . cut route time . . . reduce delivery costs*



New Ford P-400 available in chassis-windshield or stripped chassis models with modern Short Stroke V-8 or Six engine.



Ford Parcel Delivery Chassis will accommodate 7- to 14½-foot bodies . . . 250- to 525-cubic foot capacity. P-500 illustrated.

Ford brings deep-down modern design to the delivery field with a complete new line of specialized Parcel Delivery chassis for any multi-stop business. Ford's superior chassis design and proven Short Stroke power give greater work capacity and efficiency . . . cut body installation time and operating costs.

Heading a host of wonderful new features and options is the new 181-hp 272 V-8, now available in all Parcel

models including the new P-400. And there is a new 139-hp 223 Six, new hydraulic clutch and new wheel-bases, too. Yes, behind the wheel or working the load, your driver will find Ford Parcels provide the utmost in work-speeding convenience features. Ford's handling ease, quick maneuverability, low floor-to-ground height, and Fordomatic Drive (at modest extra cost) give you the best performance for stop-and-go service . . . add up to more work done in less time—for more profit every trip.



P-350—Designed for economical operation. Max. GVW 8,000 lb. Choice of 104-in. wb. for 7- to 9-ft. bodies . . . or 122-in. wb. for 9½- to 11½-ft. bodies with up to 400-cu. ft. capacity. New 139-hp 223 Six with 3-speed transmission standard; 181-hp 272 V-8, Heavy Duty 3- and 4-speed transmissions and Fordomatic Drive available.



P-400—Brand-new model for today's delivery needs. Max. GVW 10,000 lb; 137-in. wb. for 11- to 13-ft. bodies with up to 475-cu. ft. capacity. New 139-hp Six with Medium Duty 3-speed transmission standard; 181-hp 272 V-8, Heavy Duty 3-speed transmission, 4-speed transmission and Fordomatic Drive available.



P-500—Extra capacity for heavier loads. Max. GVW 15,000 lb. Choice of 137-in. wb. for 11- to 13-ft. bodies . . . or 154-in. wb. for 12½- to 14½-ft. bodies with up to 525-cu. ft. capacity. 139-hp Six with HD 3-speed transmission standard; 181-hp 272 V-8, 4-speed transmission, Fordomatic Drive or 2-speed axle optional.

**Modern style leader,
modern cost saver
in stop-and-go service!**

17
EXTRA-VALUE
FEATURES

Front Quarter Windows
and Door Pillars

Steering Column Gearshift*

Adjustable, Tilt-Forward
Driver's Seat with
Folding Back

New Instrument Cluster
with conveniently
located controls*

Two Fresh-Air Intakes with
Remote Regulators

New Sound and Heat
Insulated Engine Cover

New Hydraulic Clutch

Steel Toeboards with
Safety Tread

Windshield

Two Windshield Wipers

Cowl

Hinged Panel above grille

Removable
Grille and Headlights

Front Bumper

Integral Front Wheelhouses

Straight Door Pillar Posts
(above wheelhouse)

Low In-frame Mounted
Fuel Tank*

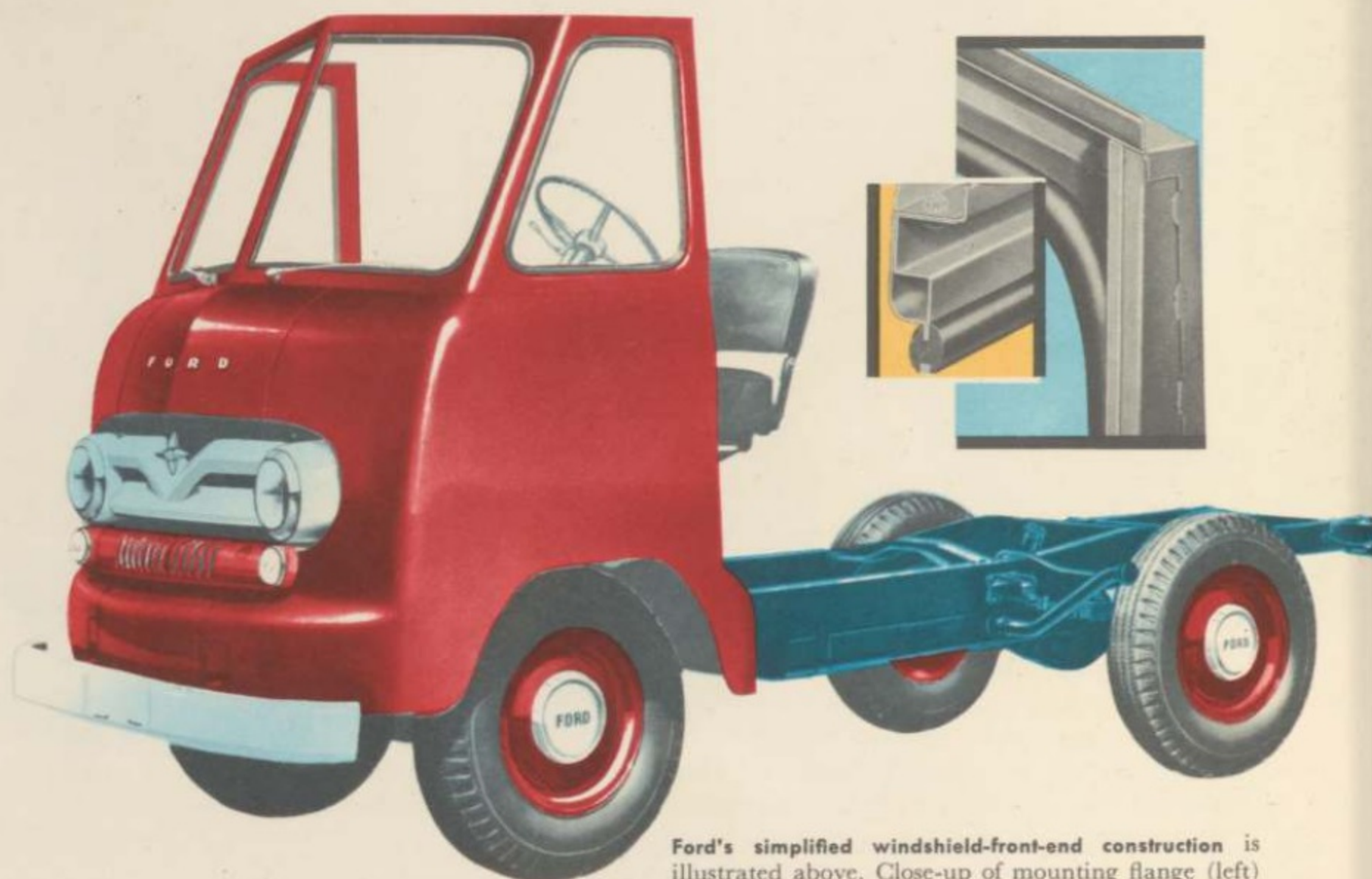
*Also included with stripped-chassis models



Install any body style from
250- to 525-cubic foot capacity

You get a complete body choice with Ford's chassis with windshield-front-end and you can save on installation, too! The most difficult part of the body work is already done, thus cutting body fabrication and installation costs.

Every major delivery body builder makes bodies to suit Ford P-Series chassis-windshield models, so you can easily get the exact body needed . . . right down to loadspace, door location, shelving and other details.



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

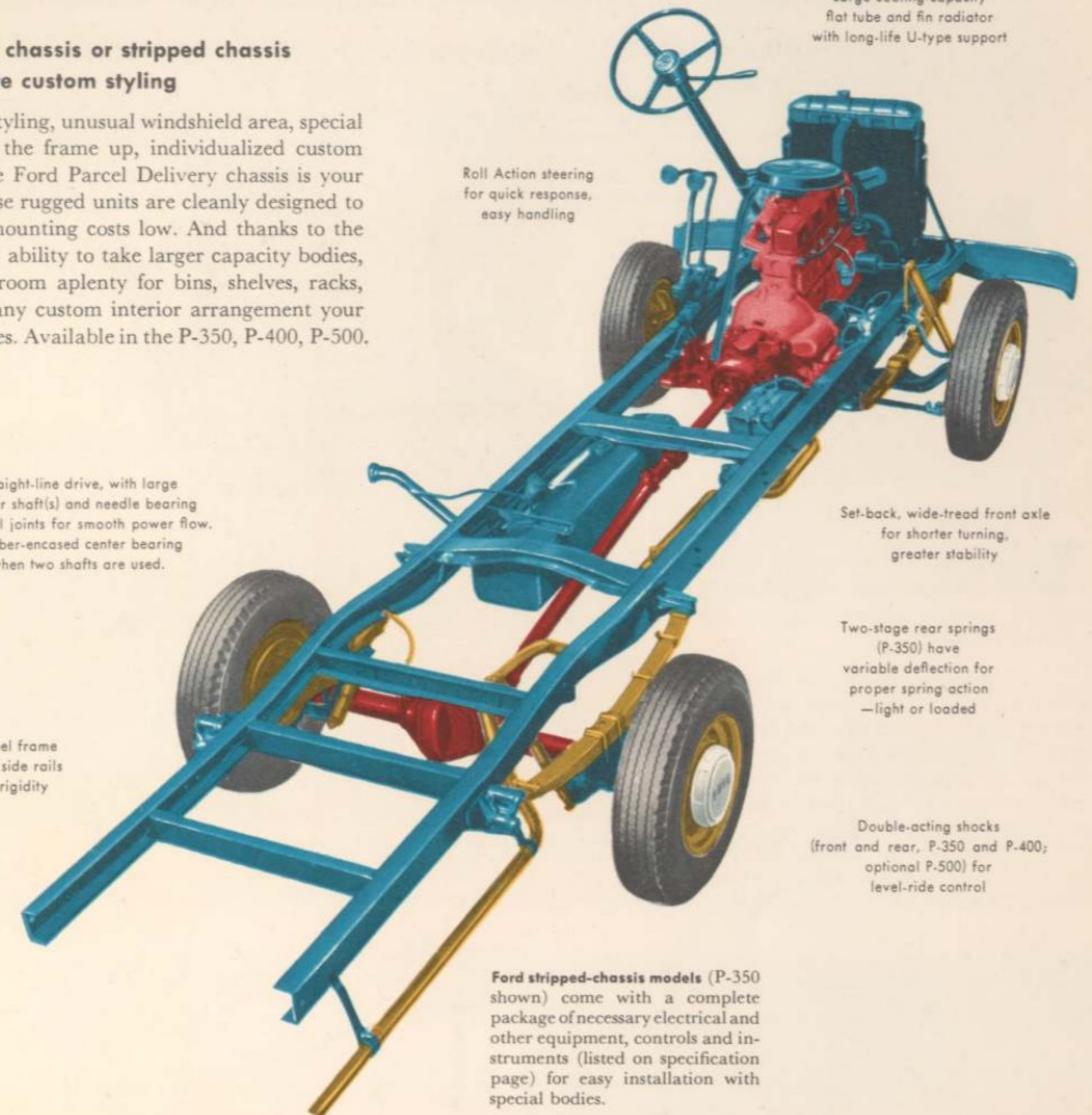


Windshield chassis or stripped chassis
for complete custom styling

For unique styling, unusual windshield area, special design from the frame up, individualized custom features—the Ford Parcel Delivery chassis is your answer. These rugged units are cleanly designed to keep body mounting costs low. And thanks to the Ford chassis' ability to take larger capacity bodies, you'll have room aplenty for bins, shelves, racks, partitions—any custom interior arrangement your cargo requires. Available in the P-350, P-400, P-500.

Straight-line drive, with large
tubular shaft(s) and needle bearing
universal joints for smooth power flow.
Rubber-encased center bearing
when two shafts are used.

Deep-channel frame
has parallel side rails
for higher rigidity



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

Roll Action steering
for quick response,
easy handling

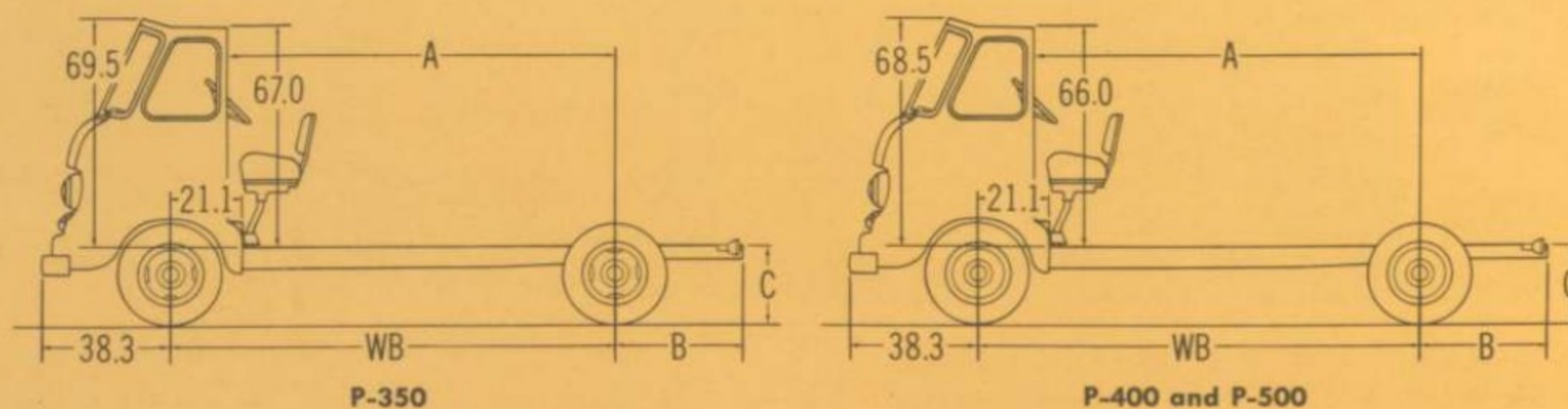
Set-back, wide-tread front axle
for shorter turning,
greater stability

Two-stage rear springs
(P-350) have
variable deflection for
proper spring action
—light or loaded

Double-acting shocks
(front and rear, P-350 and P-400;
optional P-500) for
level-ride control

Ford stripped-chassis models (P-350 shown) come with a complete package of necessary electrical and other equipment, controls and instruments (listed on specification page) for easy installation with special bodies.

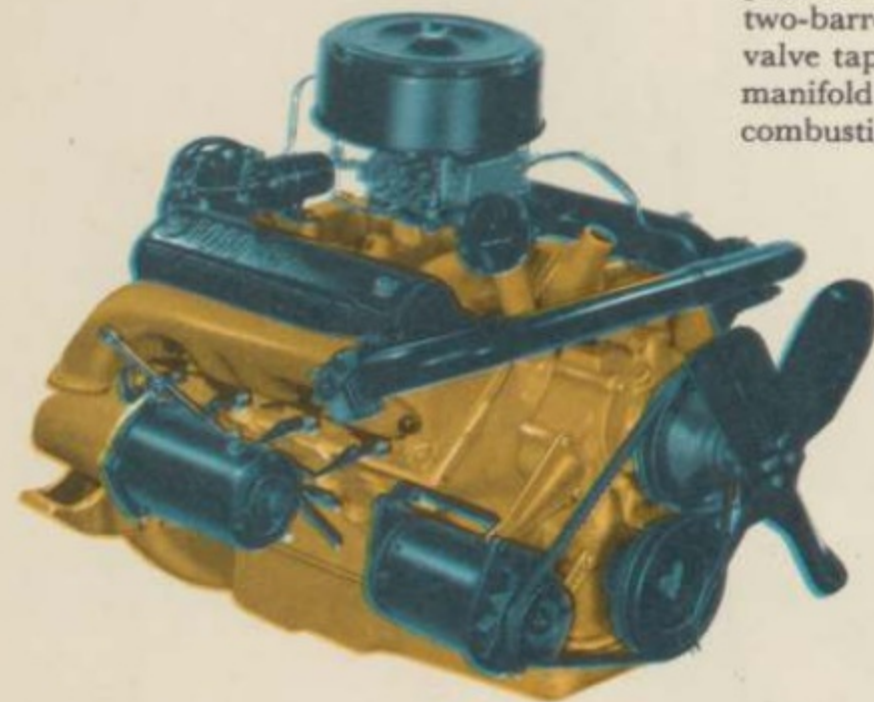
DIMENSIONAL CHART—FORD PARCEL DELIVERY CHASSIS WITH WINDSHIELD-FRONT-END



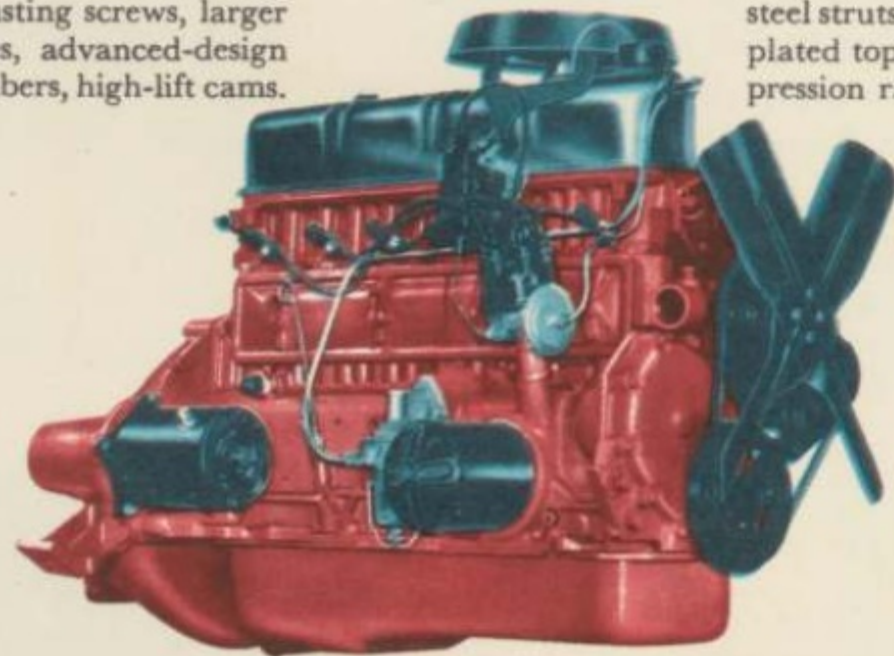
MODEL	WB (in.)	A (in.)	B (in.)	Body Lengths (ft.)	C (in.)		Tires	Curb Weights* (lb.)		
					Empty	Loaded		Front	Rear	Total
P-350	104	82.9	46	7-9	25.9	21.8	7-17.5 6 PR, F & R	2110	875	2985
	104	82.9	46	7-9	27.9	23.8	8-19.5 8 PR, F & R	2164	944	3108**
	122	100.9	59	9½-11	25.9	21.8	7-17.5 6 PR, F & R	2140	900	3040
	122	100.9	59	9½-11	27.9	23.8	8-19.5 8 PR, F & R	2194	969	3163**
P-400	137	115.9	38.5	11-13	29.6	25.7	8-17.5 6 PR, F & R	2420	1265	3685
	137	115.9	38.5	11-13	29.6	25.7	8-17.5 6 PR, F & DR	2420	1539	3959†
P-500	137	115.9	38.5	11-13	30.9	27.4	8-19.5 8 PR, F & R	2495	1450	3945
	137	115.9	38.5	11-13	32.4	28.9	8-22.5 8 PR, F & DR	2575	1763	4338††
	154	132.9	38.5	12½-14½	30.9	27.4	8-19.5 8 PR, F & R	2545	1500	4045
	154	132.9	38.5	12½-14½	32.4	28.9	8-22.5 8 PR, F & DR	2625	1813	4438††

*All weights are estimated. Curb weights include windshield-front-end, six-cylinder engine, full tank of fuel, water and lubricants. For V-8 engine add 195 lb. to "front" and "total." For stripped chassis deduct 700 lb. "front" and "total." ** Includes MD 3-speed transmission and 10-leaf HD rear springs. † Includes HD 3-speed transmission, 10-leaf main springs and 4-leaf auxiliary rear springs. †† Includes 10-leaf HD front, 10-leaf main and 6-leaf auxiliary rear springs and power brakes.

Your Choice of **TWO NEW ENGINES...V-8 or SIX**
both with Superior Short Stroke design... new record-high
compression... new economy... greater durability



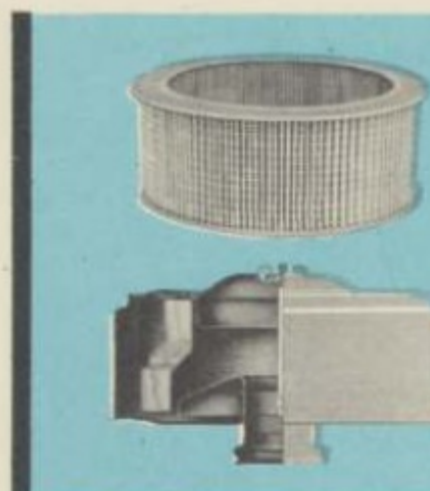
Ford 181-hp 272 V-8—8.3 to 1 compression ratio, deep-block design, two-barrel carburetor, self-locking valve tappet adjusting screws, larger manifold passages, advanced-design combustion chambers, high-lift cams.



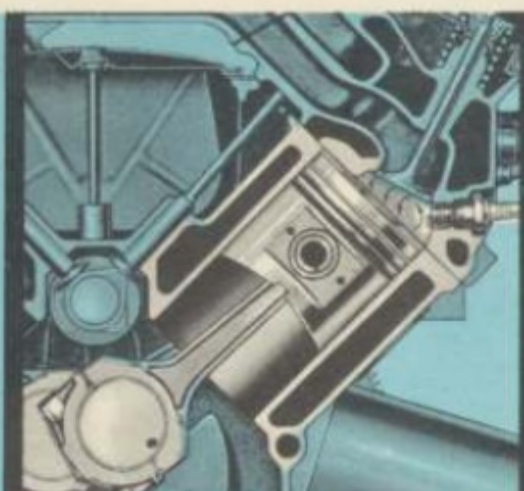
Ford 139-hp 223 Six—longer-lasting free-turn valves (intake and exhaust), aluminum-alloy pistons with integral steel struts and long-wearing chrome-plated top ring, higher 8.3 to 1 compression ratio, high-lift cams.

Now, a new 181-hp V-8 is available in all P-series as well as a new 139-hp Six for quick response, smooth performance, top durability and economy.

Ford's *Superior Short Stroke* design cuts friction, releases more *usable* power from every gallon of regular gas. And deep-block construction provides greater structural strength for extended engine life. These truly modern engines are just right for stop-and-go delivery service—designed to save you money every mile of the way and at the same time help in getting more work done!



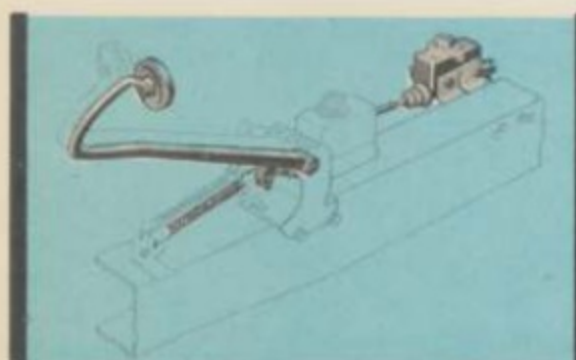
Super-filter air cleaner—New reusable dry element stops 90% of dirt that would get through ordinary cleaners. Quick, easy servicing.



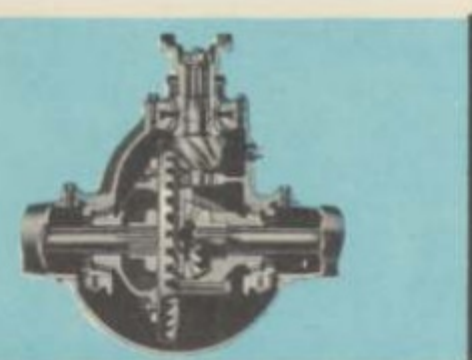
Combustion chamber—New high-turbulence combustion chamber, high 8.3 to 1 compression ratio, for peak power and outstanding gas economy.



New front engine mountings—Two insulated, angled front mounting points provide greater stability for longer, smoother, quieter engine life.



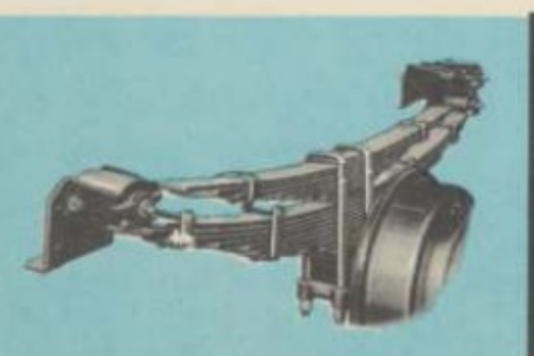
Hydraulic clutch—New hydraulic clutch—works like hydraulic brakes to reduce foot pressure—minimizes clutch chatter, makes shifting and maintenance simpler.



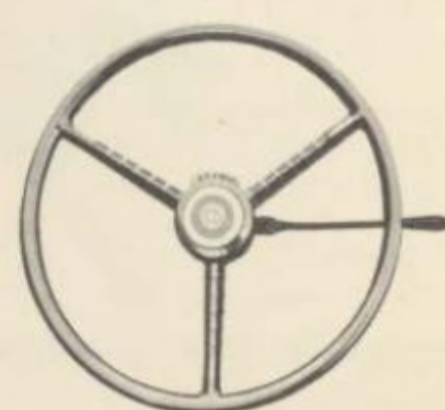
Hypoid rear axle—Rugged Single-Speed, full-floating type axle built for dependable service in stop-and-go work. Gear ratios tailored to engine for best performance.



P-350 rear springs—New, longer 52-in. two-stage rear springs are standard for smooth, easy riding, light or with normal loads. Heavier capacity two-stage springs optional.



Auxiliary rear springs—P-400 and P-500 have 37-in. auxiliary springs available with main springs to give proper ride and load carrying capacity under heavier variable loads.

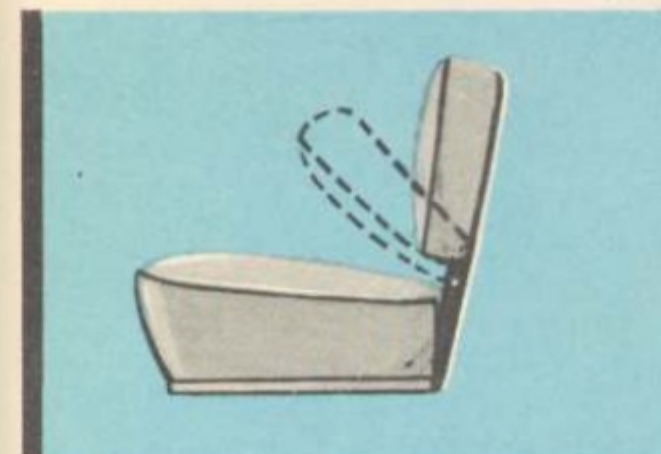


Lifeguard steering wheel—provides the driver new security. Deep-dish design gives added protection against contact with the steering column in case of accident.

FORDOMATIC DRIVE

The smoothest, most versatile automatic drive—saves 16 hand-and-foot operations every traffic stop—as many as 2,000 operations in a typical day of city driving. Available on P-350, P-400 and P-500 at modest extra cost. Fordomatic gets the truck under way fast, saves time in traffic! The automatically correct application of power under all driving conditions puts an end to needless engine gunning and fuel waste, prolongs drive-line life. Effortless automatic shifting conserves the driver's effort and helps him concentrate on the road. More territory can be covered and extra deliveries made because his energy is saved for useful, more profitable work.

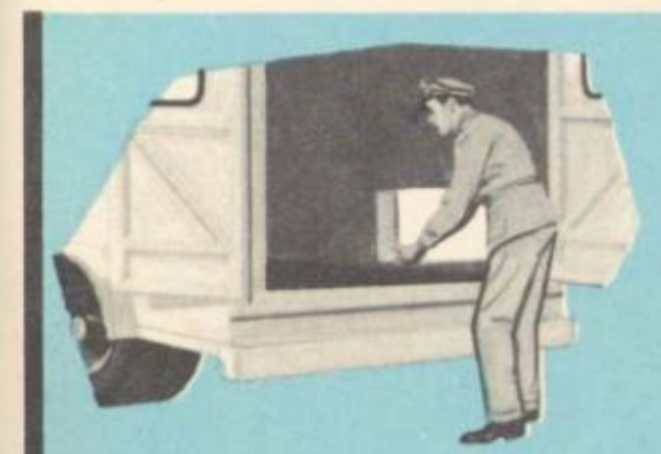
Parcel Delivery CONVENIENCES that save time and work for drivers



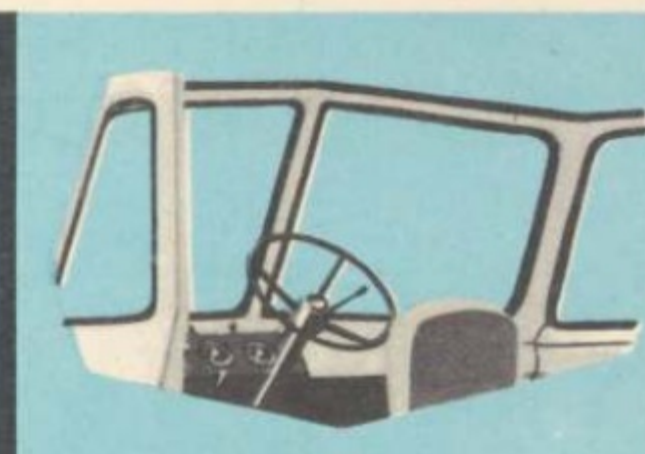
Tilt-forward seat—Driver's seat tilts forward providing generous aisle space. This additional working area adds greatly to driver efficiency!



Low step height—Ford's low chassis design cuts ground-to-floor height. Driver's energy is conserved when entering or leaving.



Easy loading—Low floor-to-ground height makes load-handling easier. Cargo is carried within natural reach—thus reducing tiring strain!



Large glass area—Unusually large forward glass area gives full-range visibility for safer, easier driving. I-REST tinted glass available.

Add to the comfort, safety and value of your Ford
Parcel Delivery with these accessories and optional equipment



Directional turn signal control includes self-cancelling lever and arrow flasher in instrument cluster. Works with either parking lights or external signal lights.



See-clear windshield washer sprays two jets so wipers remove dirt and traffic film for safe, clear vision.



Economy carburetor is of unit design for 223 Six with specially designed jets for best gas mileage.



High-capacity generators include a 30-amp. low-cut-in 450-watt model (shown); 40-amp., 600-watt; 50-amp., 750-watt or 60-amp., 900-watt generators.



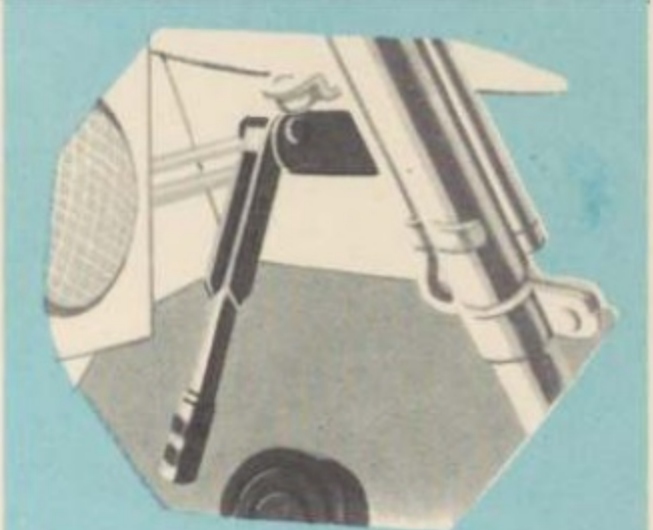
Recirculating heater for all Parcel Delivery models is a compact unit with high heat capacity.



Sealed-beam spotlight has big 6-inch face. Located to throw powerful beam in almost any direction.



Power brakes—Power braking (optional at extra cost) makes stopping up to 50% easier! Boosts line pressure for smooth, fast stops.



Orscheln brake—Knob on brake lever permits driver to adjust parking brake linkage as necessary. Standard on P-500, available on P-350 and P-400.

ADDITIONAL EQUIPMENT AND ACCESSORIES

- Battery, 70 amp-hr
- Brakes, Vacuum Booster
- Electro-Vac Booster—for positive-action wiper control
- Fan, Heavy-Duty 5-blade, 18-in. dia. (except P-350 with single rear tires)
- Fire Extinguisher (1½ qt.)
- Governor, Velocity-Controlled
- Grille Guard
- Jack—Hydraulic, 5-ton
- Lock and Chain, Spare Tire
- Locking Gas Tank Cap
- Oil Filter (223 Six)
- Radiator, Heavy-Duty (incl. with dual rear tires for P-350)
- Rearview Mirror
- Reflector Flares (3 in kit) with flags
- Shock Absorbers, Front and Rear for P-500 (Std. on P-350 and P-400)
- Springs, Heavy-Duty (see specifications)
- Taillight (right side)
- Transmission Options (see specifications)
- Wheel and Tire Options (see specifications)

Stripped Chassis Only—

- Front Bumper—Grille—Driver's Seat

Parcel Delivery Chassis SPECIFICATIONS

MAXIMUM GVW: P-350—8,000 LB., P-400—10,000 LB., P-500—15,000 LB.,

ENGINE—Ford 272 V-8. Bore 3.62 in. Stroke 3.30 in. Piston displacement 272 cu. in. Brake horsepower 181 at 4400 rpm. Max. Torque 262 lbs-ft at 2200-2700 rpm. Compression ratio 8.3 to 1.

ENGINE—Ford 223 Six. Bore 3.62 in. Stroke 3.60 in. Piston displacement 223 cu. in. Brake horsepower 139 at 4200 rpm. Max. Torque 207 lbs-ft at 1800-2700 rpm. Compression ratio 8.3 to 1. Oil filter optional.

COOLING—Series-Flow system with positive-action thermostat in engine water outlet. Fan, 4-blade, 18-in. diameter. Optional—5-blade, 18-in. diameter.

LUBRICATION—Full pressure to main, lower connecting rod and camshaft bearings. Large capacity gear-type oil pump on Six, rotor-type oil pump on V-8.

FUEL SYSTEM—Six—Unit-design downdraft carburetor. 272 V-8—2-barrel carburetor. Super-Filter air cleaner. 13.6-gallon fuel tank.

ELECTRICAL—12-volt generator, 450 watts, 30 amperes. Battery—12-volt, 66-plate, 55-ampere-hour. Six—Full vacuum advance-type distributor. V-8's—Vacuum-centrifugal advance type.

CLUTCH—Hydraulic Gyro-Grip semi-centrifugal type. Diameter 11 in. Total frictional area 123.7 sq. in. HD 11-in. clutch available.

TRANSMISSION—P-350—3-speed standard. Optional—MD 3-speed, HD 3-speed, 4-speed or Fordomatic. P-400—MD 3-speed standard. Opt.—HD 3-speed, 4-speed or Fordomatic. P-500—HD 3-speed standard. Optional—4-speed or Fordomatic.

DRIVE LINE—Hotchkiss. Straight-line drive. Tubular propeller shaft(s). Highly efficient, long-wearing needle-bearing type universal joints. Rubber-encased ball type center bearing (with two shafts).

FRAME—Truck-type steel channel. P-350—Depth 6.0 in., flange width 2.25 in., thickness 0.19 in. max. section. 2-in. pickup over rear axle for low loading. P-400, P-500 (137-in. wb.)—Depth 7.08 in., flange width 2.77 in., thickness 0.25 in. max. section. P-500 (154-in. wb.)—Depth 9.25 in., flange width 2.94 in., thickness 0.25 in. max. section.

FRONT AXLE—Wide-track, heat-treated alloy steel forging. P-350, P-400—Capacity 3,800 lb. P-500—Capacity 4,700 lb.

REAR AXLE—Hypoid, full-floating type. P-350—Capacity 5,000 lb. Gear ratio: Six—4.88 to 1, V-8—4.56 to 1. P-400—Capacity 7,200 lb. Gear ratio: Six—5.14 to 1, V-8—4.86 to 1. P-500—Capacity 11,000 lb. Gear ratios: Six—6.20 to 1, Opt. 6.8 to 1. Optional—single-speed, 13,000 lb. capacity. Ratio: Six or V-8—6.8 to 1; V-8—5.83 to 1. 2-speed planet with electric shift. Ratio: 5.83/8.11 to 1 (with 4-speed transmission only).

SPRINGS—P-350—Front: 45 in. x 2 in., 7-leaf. Capacity @ pad 1350 lb. each. Rear: two-stage, 52 in. x 2 1/4 in., 10-leaf. Capacity @ pad 1950 lb. each. Optional: 2400 lb., two-stage. P-400—Front: 45 in. x 2 in., 7-leaf. Capacity @ pad 1350 lb. each. Rear: single-stage, 52 in. x 2 1/4 in., 6-leaf. Capacity @ pad 2000 lb. each. Optional: 2850 lb., single-stage, 7-leaf, and 600 lb., 4-leaf auxiliary, 37 in. x 2 1/4 in. Combined capacity @ pad 3450 lb. each.

P-500—Front: 45 in. x 2 in., 8-leaf. Capacity @ pad 1600 lb. each. Rear: single-stage, 52 in. x 2 1/4 in., 8-leaf. Capacity @ pad 3600 lb. each. Optional: 4500 lb., single-stage, 10-leaf main and 1700 lb., 6-leaf auxiliary, 37 in. x 2 1/4 in. Combined capacity @ pad 6200 lb. each.

SHOCK ABSORBERS—P-350, P-400—Direct, double-acting telescopic design front and rear.

STEERING—Worm and dual row needle-bearing roller gear mounted ahead of front axle. Ratio 20.4 to 1. Wheel 3-spoke, 18-in. dia.

BRAKES—Service. Hydraulic, two-shoe, self-energizing type. P-350—Front and Rear: 12 1/2 in. x 2 in. Total lining area 195 sq. in. P-400—Front: 12 1/2 in. x 2 in. Rear: 13 in. x 2 1/4 in. Total lining area 228 sq. in. P-500—Front: 13 in. x 2 1/4 in. Rear: 14 1/2 in. x 3 1/2 in. Total lining area 321 sq. in.

HAND BRAKE—P-350—Cable actuation of rear brakes with std. and MD transmission. 7.81 in. x 2.5 in. drum-type with HD 3-speed, 4-speed and Fordomatic, 57.7 sq. in. P-400, P-500—7.81 in. x 2.5 in. drum-type, 57.7 sq. in. Orscheln adjusting brake lever—P-350, P-400—Optional. P-500—Standard.

WHEELS—P-350—Four 17.5 x 5.25. Hub caps standard. Optional—Six 17.5 x 5.25; four 19.5 x 5.25. P-400—Four 17.5 x 5.25. Optional—six 17.5 x 5.25; four 19.5 x 5.25. P-500—Two 19.5 x 5.25 front and two 19.5 x 6.0 rear. Optional—Six 19.5 x 5.25; six 22.5 x 6.0.

TIRES—P-350—Five 7-17.5 6 PR (5.25). Optional—five 8-17.5 6 PR (5.25). Five 8-19.5 8 PR (5.25), seven 7-17.5 6 PR, seven 8-17.5 6 PR requiring optional rear springs and transmission. P-400—Five 8-17.5 6 PR (5.25). Optional—five 8-17.5 8 PR (5.25). Five 8-19.5 8 PR (5.25); seven 7-17.5 6 PR (5.25), seven 8-17.5 6 PR (5.25), seven 8-17.5 8 PR (5.25) requiring optional rear springs and transmission. P-500—Two 8-19.5 8 PR (5.25) front and three 8-19.5 8 PR (6.0) rear. Optional—seven 8-19.5 8 PR (5.25) requiring heavy main springs; seven 8-22.5 8 PR (6.0) requiring optional heavy front and rear springs with vacuum booster.

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 toeboards 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.; headlight and wiring assy.; headlight foot dimmer switch assy.; light switch; taillight; parking lights; horn assembly; instrument cluster and wiring, speedometer and cable assy.; rating plate.

FINISH—Frame, bumper, wheels, fuel tank, filler neck and cap, taillight in black. Windshield wiper blades and arms, headlight doors and name plate in bright finish. Grille and parking light frame in Colonial White. Cowl, windshield and quarter window pillars, windshield divider strip, engine cover and toeboards in prime coat.



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FORD-MONARCH SALES DIVISION

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