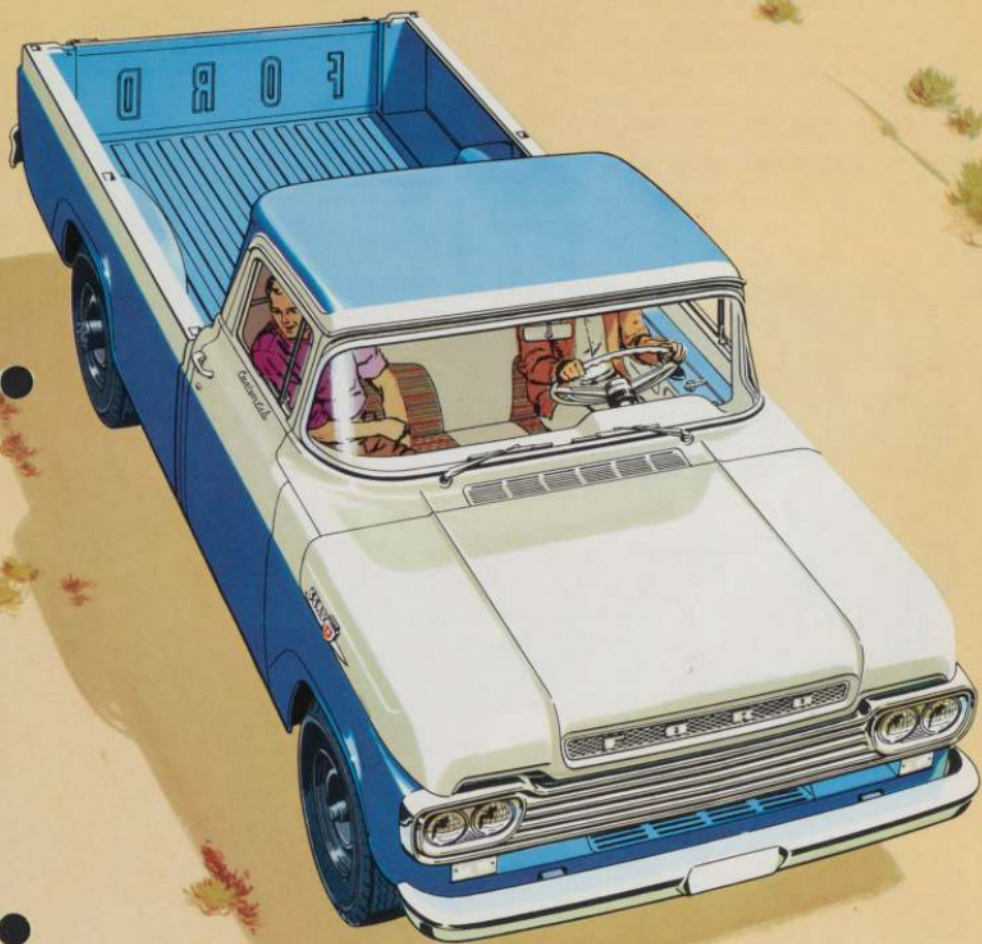


FORD

'59 LIGHT DUTY TRUCKS F-100 • F-250 • F-350



GO FORD-WARD FOR SAVINGS!

Go FORD-WARD for savings and style '59 FORD TRUCKS

Go Ford-ward for '59 with new Ford trucks. They put you 'way out front in savings, style and durability.

For instance, Ford's Light Duty trucks for '59 put you ahead in savings. Brand-spankin' new four-wheel drive chassis-cab and pickup models are the latest additions to help you cut your costs. Ford's economical 223 Short Stroke Six is the most modern truck engine in the light-duty field. And Ford has had more experience in building V-8's than any other truck manufacturer. You're ahead in attractive new styling, too, that keeps your '59 Ford new-looking mile after

mile. Stylish new grille with dual headlights, smart new hood and new contour bumper combine with Ford's sleek Styleside body to give you a truck that looks like a million, yet works for pennies!

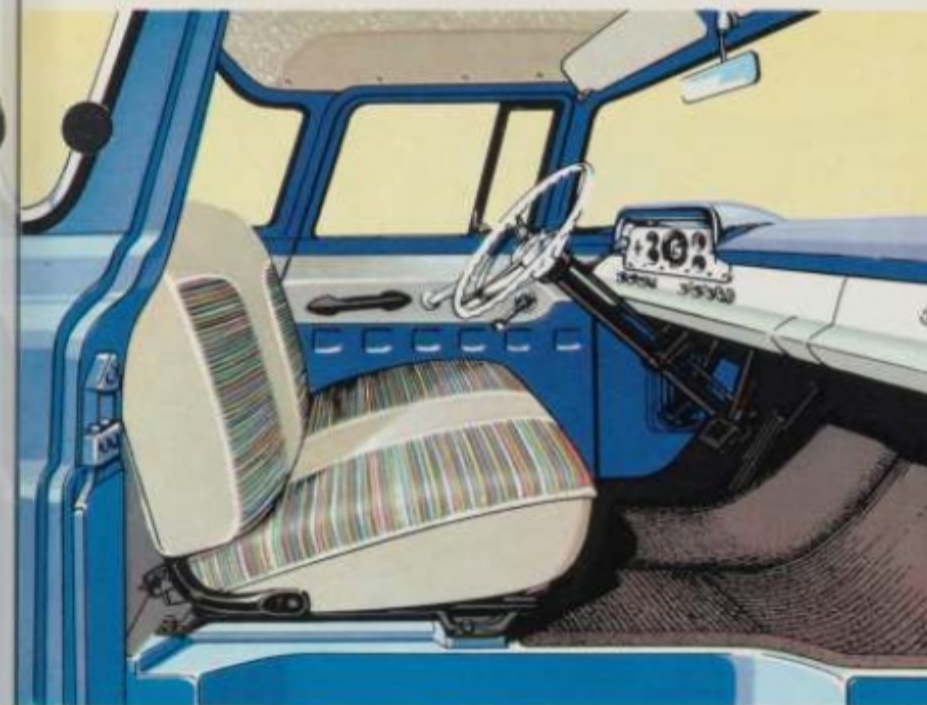
Whatever your job . . . whatever your needs . . . there's a new 1959 Ford truck for you. Ford offers a host of light-duty models with built-in savings and durability that prove you're really ahead when you go Ford-ward. And for the 13th straight year a study of ten million trucks by independent insurance experts proves Ford trucks last longer!

From pickups to extra heavies, Ford offers over 370 models for 1959 that put you Ford-ward in savings, style and durability



F-100 STYLESIDE 8' BOX

1959 Ford pickup is available with Styleside body for easier side loading.



'59 CABS—big, roomy, built to last

Ford's Driverized Cabs for '59 are "big"—and comfortable, too! Three husky men can ride comfortably in this cab because there's over 59 inches of big-shoulder room. Hi-Dri ventilation provides a constant supply of fresh, outside air. Ford's suspended pedals eliminate toe-board holes for a tighter cab seal. Also, the new nylon-polyethylene-saran seat upholstery is more comfortable and durable.

In addition, the many "extras" of Ford's 1959 Custom Cab (left) make the small additional cost well worth while. For instance, there's five full inches of foam rubber in the seat and two inches in the seat back covered by long-wearing nylon-saran fabric. Sound-deadener on floor and rear cab panel reduces noise. Doors and instrument panel are finished in an attractive two-tone design and chrome-trimmed instrument cluster adds to the pleasing appearance. Horn ring and white steering wheel are also included.



NEW FORD COURIER

All-new Ford Courier for '59! Entirely new design for America's most stylish and distinctive sedan delivery. Ask for the Courier folder.



NEW PARCEL DELIVERY MODELS

Available in windshield-front-end or stripped-chassis models. Bodies from 250- to 525-cu. ft. capacity can be mounted quickly and economically. Ask for Parcel Delivery folder.



NEW CUSTOM RANCHERO

1959 version of Ford's revolutionary work-or-play truck. Looks, rides, handles like a car—yet packs more payload than many standard pickups! Ask for Ranchero folder.

NEW FOUR-WHEEL DRIVE

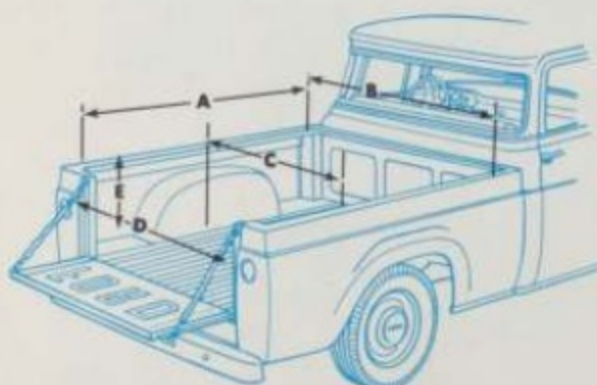
Newest of the new Ford trucks for '59! Four-wheel drive pickup—goes anywhere, even climbs grades up to 60%! Available in F-100 (118" wb.) and F-250 models with V-8 or Six. Ask for Four-wheel Drive folder.





F-250 STYLESIDE 8' BOX

8-foot box provides 70-cu. ft. load capacity on 118-inch wheelbase. Maximum GVW is 7,400 pounds.



PICKUP BODY DIMENSIONS

Model Application	STYLESIDE				FLARESIDE			
	F-100	F-100	F-250	F-350	F-100	F-100	F-250	F-350
Nominal Length (ft.)	6½	8	8	9	6½	8	8	9
Nominal Payload (lb.)	1690	1515	3495	3425	1680	1505	3495	3415
(A) Length—max. inside at floor (in.)	76.44	94.44	94.44	106.44	78.0	96.0	96.0	108.0
(B) Width—max. inside (in.)	73.04	73.04	73.04	73.04	49.0	54.0	54.0	54.0
(C) Width—between wheel-housings (in.)	49.00	49.00	49.00	49.00	None	48.4	48.4	48.4
(D) Width—tailgate opening (in.)	51.25	51.25	51.25	51.25	49.0	54.0	54.0	54.0
(E) Height—floor to top of sides (in.)	19.09	19.09	19.09	19.09	20.3	22.1	22.1	22.1
Cubic-foot capacity—allowing for wheel-housings	56.05	70.55	70.55	80.21	45.0	65.4	65.4	74.0

WHATEVER YOUR JOB . . . There's a '59 Ford Pickup for you!

This year Ford offers a wide choice of pickup models with loadspace all the way up to a whopping 80.2 cu. ft. and maximum GVW up to 7,600 lb. No matter whether you haul grain or grommets, there's a '59 Ford pickup to fit your requirements.

Ford offers rugged construction in both Flareside and Styleside models. Cross sills run full width under body and rugged box-section corner posts provide greater stability and rigidity to body. And Ford's rugged steel tailgate really holds your load in place, too. Designed to resist bending or twisting, the rigid

tailgate is level with the floor when lowered. Makes loading or unloading from the back much easier and lets you slide cargo in or out without catching or snagging. Tailgate drop chains are of forged steel, covered with rubber tubing to help eliminate annoying rattles. Ford's toggle-type latches hold the tailgate firmly in place, in either open or closed position.

In addition, Ford is the smoothest riding half-ton pickup on the American road. Ford's superior rubber-cushioned suspension system gives you an easier, more comfortable ride—empty or loaded!



F-100 STYLESIDE 6½' BOX

Gives you a full 56-cu. ft. load capacity on 110-inch wheelbase. 8' box with 70-cu. ft. load capacity available with 118-inch wheelbase. Maximum GVW 5,000 lb.



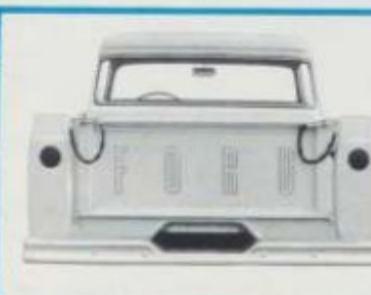
F-350 FLARESIDE 9' BOX

9-foot body provides 74-cu. ft. load capacity. All 1959 Ford pickups are available with Flareside body. Wood floors are protected by steel skid strips extending full length of floor.

AND FORD'S STYLESIDE BODIES OFFER ALL THESE EXTRA-VALUE FEATURES



Inside Spare Tire Mount . . . for speedier access to the spare tire, the optional spare tire carrier may be mounted inside at the left front of the body away from road dirt.



Box-like corner posts and rugged steel tailgate provide extra strength and rigidity. Bright-shining reflector furnished as standard equipment on right side for safer nighttime operation.



Welded All-Metal Body . . . for '59, the welded, all-metal body is built for rugged wear! Deep stake pockets are provided for easy mounting of special body sides and tops.



Easier Loading . . . side loading the 1959 Ford Styleside pickup is easy, thanks to flush rear fenders. No need to strain for cargo because you can stand up close to the body.

Heavy Duty Cruise-O-Matic . . . Now available on F-250 and F-350 models. Two driving ranges for best fuel economy and greater traction on gravel, ice or snow. Low range for heavy pulling or steep grades.



Colors . . . Academy Blue, Goldenrod Yellow, Vermilion, April Green, Meadow Green, Indian Turquoise, Wedgewood Blue, Colonial White, Raven Black or Prime. Any standard color listed above can be combined with Colonial White for a smart Two Tone effect on all cab models, panels and Styleside bodies.



'59 F-100 PANEL delivers goods in showroom condition

Here's an excellent truck for deliveries that call for "kid glove" treatment. Husky, all-steel construction protects your merchandise enroute to customers. Floor is one-piece, weather-sealed impregnated plywood, supported by steel cross sills for greater strength and protected by steel skid strips that make it easier to handle cargo. For maximum load protection sides of body from floor to top of wheelhouses are protected by steel paneling, while smooth steel slats protect load above panels. Side and top panels welded in single, rigid unit.

However, Ford's Panel story for '59 doesn't stop with the body. The driver's compartment features outstanding comfort and convenience. For instance, formed wire springs in seat help provide a smooth ride. Low inboard cab step is protected from inclement weather, makes it easier, safer for drivers to get in or out of cab. And listen to this—there's over 17 square feet of door and panel display area on each side of vehicle for your name and advertising message.



STANDARD PANEL FEATURES

- Bumper, Contour, Front and Rear—Painted White
- Door Lock—Right and Rear Door
- Dual Vacuum Booster Windshield Wipers
- Hub Caps
- Large Dome Light with Combination-Headlight Switch
- Mechanical Jack
- Mirror, Rearview—Left, Chrome
- Single Electric Horn
- Spare Tire Carrier, Under-Frame Type
- Sun Visor—Left Side
- Taillight-Stoplight-License Plate Light on Left Rear Door

CUSTOM PANEL FEATURES

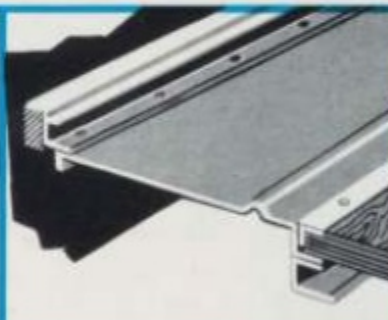
- Attractive woven HD nylon-saran, candy-striped pattern seat upholstery with vinyl bolster and seat facing
- Foam-rubber padding in driver's seat and seat back
- White fleck pattern hardboard on headlining and panel sides of load compartment
- Two sun visors
- Illuminated cigar lighter
- Sound deadener on driver's compartment floor (standard on doors)
- Glass fibre insulation on firewall
- Two-tone paint on doors and instrument panel
- Arm rest on left door
- Bright-metal grille and dual headlight assembly
- Bright-metal windshield reveal molding
- "Custom Cab" emblem on doors
- Matched locks on all doors
- Dual taillights
- White steering wheel with chrome horn ring
- Chrome-trimmed instrument cluster



Here's a real "office on wheels" for you—the 1959 Ford Custom Panel (above). There's plenty of room for your assistant, too, with the optional helper's seat illustrated. Driver's seat is padded with foam rubber to soak up jars and jolts, makes driving more comfortable. Lifeguard steering wheel and safety Double-Grip door locks standard on all Panel models. Optional equipment includes crash pad on instrument panel and padded sun visors.



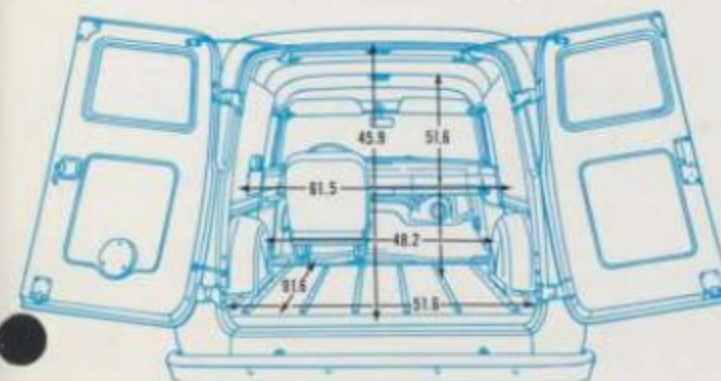
Low chassis and body design and inboard cab step cut ground-to floor height, make entering or leaving easier and save driver's energy.



Plywood floor is chemically treated for longer life and supported on steel cross sills . . . side joints are sealed for dust-tight load protection.



Rugged one-piece channel steel door frame is welded to help assure permanent alignment. Doors are hinged and fitted with soft rubber for tighter, all-weather seal. Two-position door checks make loading, unloading far easier. Combination taillight, stoplight and license plate light protected in recessed panel in left rear door.



Just look at the '59 Ford Panel's loadspace—and that's where you earn your "bread and butter"! There's over 158 cubic feet of profit-producing work-space. Two-position doors (90° or full-open) make it easy to hustle cargo in or out of Ford's new Panel. Door openings are 45.9 inches high and 51.6 inches wide at floor, offering plenty of "maneuverin' room" for bulky packages and heavy cargo. And you needn't worry about length, either—the floor is 130.6 inches long, including floor beside driver's seat. That's plenty of room for even the biggest, longest loads.

'59 STAKES for loads that need head room

Do your loads call for plenty of "breathin' room"? Ford's '59 Stakes let you stack big, bulky cargo high and wide. Removable rack sections make loading from rear or sides easier. Steel skid strips protect seasoned floor boards and make it easier to slide heavy cargo in or out. Side boards and stakes are made of strong, straight-grained wood, 9-foot bodies have rugged steel channel stakes for greater rigidity. Bolted steel plates hold side boards firmly together at top yet permit quick, easy removal of stake sections. Heavy-gauge steel stake pockets are set flush with the floor, can't catch or snag cargo. Body sills are protected by steel end caps while an all-steel rub rail protects body.

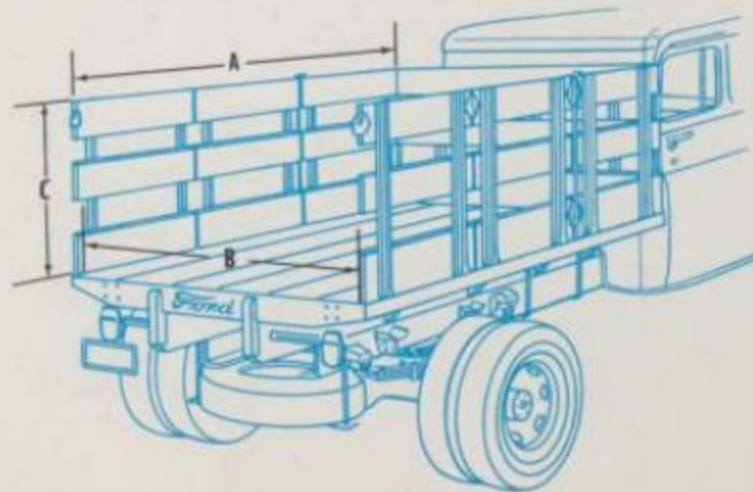
F-100 STAKE

New '59 Ford F-100 Stake with 6½-foot body. Available with 110-inch wheelbase. Maximum GVW is 5,000 pounds. Platform model available.



F-350 STAKE

New '59 Ford F-350 Stake with big 9-foot body. Available with 130-inch wheelbase. Maximum GVW is a whopping 9,800 pounds. Platform model available.



FORD STAKE BODY DIMENSIONS

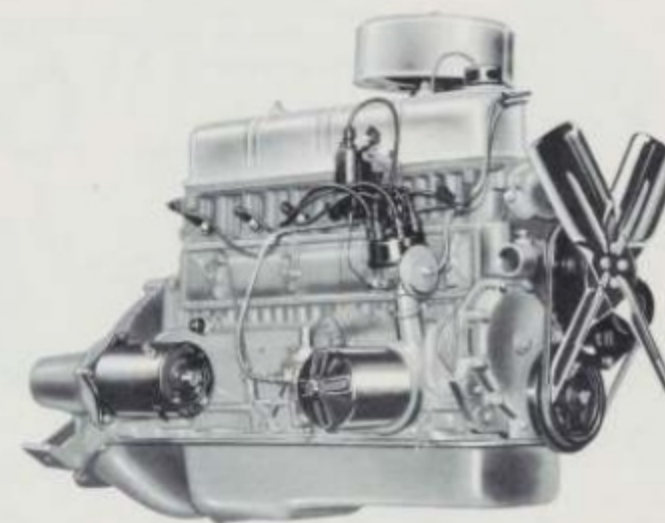
Model Application	F-100	F-250	F-350
Nominal Length (ft.)	6½	7½	9
Stake Loadspace			
(A) Length—max. inside at floor (in.)	80.0	90.0	106.0
(B) Width—max. inside at floor (in.)	67.0	74.0	82.0
(C) Height—to top of racks (in.)	24.8	28.3	31.2
Nominal Payload (lb.)	1600	3380	5185
Platform Loadspace			
Length—to outer edge of platform (in.)	84.3	93.4	109.4
Width—to outer edge of platform (in.)	71.3	79.3	87.3
Nominal Payload (lb.)	1735	3550	5545

'59 ENGINES offer low-cost power with long-life performance

Only Ford offers you the greater economy and durability of Short Stroke design in *every* engine—V-8 and Six. Ford's Short Stroke engines are long-lived because the shorter piston travel reduces internal friction and prolongs engine life. Short Stroke design means you get all the power from every drop of gasoline, too, even regular grade. And Ford's rigid Deep-Block construction provides greater strength for years of dependable operation.

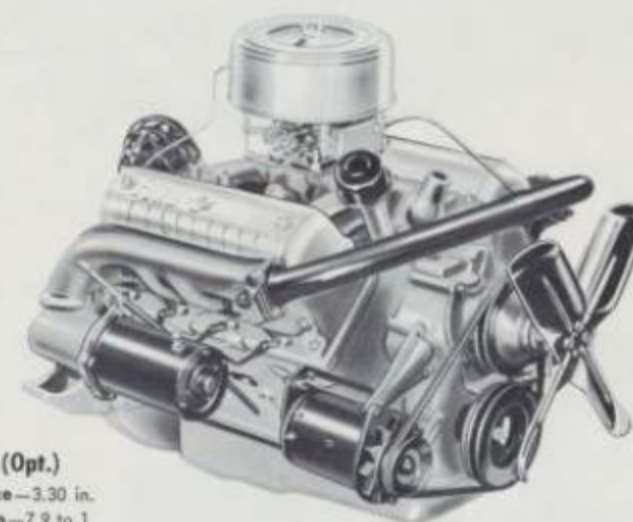
Here's the '59 version of Ford's 223 Six—the only modern Short Stroke Six in its class. Acclaimed by truckers everywhere for its greater economy. Improved carburetor for '59 gives better fuel metering for increased economy. For greater durability the 223 Six has heavy-duty features like free-turn valves, chrome-plated top piston rings and aluminum-alloy pistons with integral steel struts.

If your job calls for outstanding power, durability and economy, check the features offered by Ford's new 292 V-8 engine. For instance, a mighty 186 horsepower stands ready to wrestle rugged loads for you. Integral valve guides are cast as part of cylinder head for better heat transfer, longer life. Forged steel connecting rods provide greater strength and last longer. High-alloy intake and exhaust valves have dished-type heads for better seating. Aluminum-alloy pistons with integral steel struts have chrome-plated top piston rings for long life. Advanced-design combustion chambers provide a more complete, efficient combustion for top performance with regular fuel.



139-hp 223 SIX (Std.)

Bore—3.62 in. Stroke—3.60 in.
Compression Ratio—8.3 to 1
Brake Horsepower—139 @ 4200 rpm
Torque—207 lbs.-ft. @ 1800-2700 rpm



186-hp 292 V-8 (Opt.)

Bore—3.75 in. Stroke—3.30 in.
Compression Ratio—7.9 to 1
Brake Horsepower—186 @ 4000 rpm
Torque—269 lbs.-ft. @ 2200-2700 rpm



Super-Filter air cleaner. Reusable dry element stops up to 90% more dirt than other types.



Ford's Short Stroke design means less engine wear, longer engine life—more power from every drop of gasoline.



Intake and exhaust valves are the free-turn type—provide a tighter seal. Maintain higher compression—last much longer.



Ford's rigid Deep-Block construction reduces vibration and provides a more precise bearing alignment for longer life.



Both front and rear engine mounts are insulated to cut vibration and permit smoother engine operation.

RUGGED '59 CHASSIS lets you carry your loads at lower cost

Roll-Action steering for smooth, easy handling. Provides immediate response to driver's slightest touch

Straight-line drive combined with large tubular shaft and needle bearing universal joints provide smooth power flow. When two shafts are used the center bearing is rubber-encased

Double-acting shock absorbers provide for smoother, more level ride control—better snubbing action (Front and rear, F-100 and F-250; front, F-350)

Extra strength, extra-rigid deep-channel frame has parallel side rails

F-100 chassis (110" wb.) shown

Flat tube-and-fin radiator has extra cooling capacity. Rubber mounts cushion radiator from road shocks

Wide-tread front axle permits shorter turning, easier maneuverability and greater stability

Ford's long two-stage rear springs (F-100 and F-250) are strong, but extremely resilient . . . provide a smoother ride—light or loaded



Angle of approach for all '59 Light Duty models has been increased by raising Ford's new contour bumper. Means greater operational freedom on sharp grades, steep ramps.

Ford's new contour bumper is heavier, stronger—adds distinctive new style to front end of truck. Attached directly to frame for added strength. Chrome-plated finish is optional.

Long front springs are tapered for smoother riding qualities. Rubber-bushed eyes reduce noise. Low deflection rate helps provide better ride and contributes to longer truck life.

Heavy-duty, two-stage rear springs available for F-100, F-250 (F-250 shown). They provide the correct spring action to meet light and heavy load conditions for a smooth ride.

CHASSIS-CAB DIMENSIONS and WEIGHTS

	Tires F & SR	WB (in.)	HEIGHT (A) Empty Loaded (in.) (in.)	CA (in.)	CE (in.)	Nominal Body Lengths	CURB Front (lb.)	WEIGHTS* Rear Total (lb.) (lb.)
F-100	6.70-15-4	110	22.8	20.0	40.5	76.8	5½-6½ ft.	2010 895 2905
	6.70-15-4	118	22.9	20.0	48.5	94.9	7-8 ft.	2060 935 2995
	†6.50-16-6	110	23.2	20.4	40.5	76.8	5½-6½ ft.	2030 925 2955
	†6.50-16-6	118	23.3	20.4	48.5	94.9	7-8 ft.	2080 965 3045
F-250	6.50-16-6	118	24.6	20.8	48.5	94.9	7-8 ft.	2100 1140 3240
	*8-19.5-8	118	27.6	23.8	48.5	94.9	7-8 ft.	2220 1250 3470
F-350	8-17.5-6	130	28.2	24.7	60.5	99.0	7½-9 ft.	2270 1345 3615
	*	130	28.2	24.7	60.5	99.0	7½-9 ft.	2270 1495 3765

*All weights are estimated. Curb weights include six-cylinder engine, standard cab and equipment, full tank of fuel, water and lubricants. For V-8 engine add 130 lb. to front and total weights. Deduct 560 lb. for chassis-cowl and 520 lb. for chassis-windshield models.

†Heavy Duty Rear Springs Required.

*Includes Medium Duty 3-speed Transmission and Heavy Duty Rear Springs.

*8-17.5-6 PR Front and Dual Rears with HD Rear Main and Auxiliary Springs.

Optional equipment and accessories

(in addition to those shown on specification page)

REGULAR PRODUCTION OPTIONS

Arm rest, left side for std. cab and Panel
Battery, 70 amp-hr
Bumper, contour, front and rear—chrome
for Styleside pickups and Panels
Bumper, rear—painted for pickups
(Contour for Styleside; channel for
Flareside)
Custom Equipment (Cab or Panel)
Fan, 5-blade for F-350 with/DR tires
Heater and defroster, recirculating-type
Hubcaps (F-250)
Oil filter for 223 Six
Radiator, HD cooling (included with
/DR tires F-350)

Safety package "A", padded instrument
panel and cushioned sun visors
Seat, Auxiliary for standard or Custom
Panel
Spare tire, tubeless (F-250 and F-350)
Sun visor, right side for std. cab or Panel
Taillight, right side (std. Panel)
Tinted glass
Tire carrier, side-mounted for pickup
Turn signals, front and rear—parking
lights or fender-mounted and taillights
(except cowl)
Window, rear—full-wrap type
Windshield washers (except cowl)
Windshield wipers, dual electric for 223
Six engine (except cowl)



Ford truck radio, transistor-type offers "pleasant company" while driving. Large tuning knob, variable tone control, off-on switch and volume control—all in one cluster.



MagicAir system provides heating, ventilating and defrosting all in one. Helps you feel better, drive better. Pressurized fresh air with handy selective temperature control.



Optional Master-Guide power steering reduces steering effort—makes turning and parking easier.

SPECIAL EQUIPMENT AVAILABLE AS PRE-APPROVED OPTIONS

Air cleaner, 1 qt. oil-bath
Alternator, 50 amp., 750 watt
Arm rest, right side for all cabs and Panels
Brakes, vacuum booster (except F-100
Panel, cowl, windshield models)—re-
quires electric wipers
Bumper, front—chrome for all models
Cigar lighter for std. cab or Panel
Generator, low cut-in; 30 amp., 450 watt,
40 amp., 600 watt, 50 amp., 750 watt
Governor, velocity-controlled (except
w/Fordomatic or HD Cruise-O-Matic)
ICC clearance lights, front—2 corner
lights or 3-light cluster and 2 corner
lights

ICC clearance lights, rear for stake or
platform bodies (F-350)
ICC reflectors—rear for Panel, pickups,
stake or platform
Lock and chain for spare tire
Mirror—inside safety (except pickups)
outside, chrome, right for Panel
outside, chrome, left or right for pickups
outside, right, non-telescopic for cabs
outside, left, non-telescopic for pickups
outside, left or right, telescopic for cabs
Shock absorbers, rear F-350
Taillight (except Panel), right side
Turn signals, front only—parking lights
or fender-mounted
Wheels, 16 x 5K HD (F-100)

ACCESSORIES—DEALER INSTALLED

Fire extinguisher (1-½ qt.)
Fire extinguisher (4-lb., dry chemical)
Gas tank cap, locking-type
Reflector flares, 3 in kit with flags

Seat belts
Seat cushion, ventilated-type
Splash guards and brackets
Spotlight, sealed-beam type



Truck seat covers are made of heavy-duty, waterproofed fiber with double-stitched seams for added strength. Long-wearing, soil and stain resistant.



Sealed-beam spotlight has a big six-inch face. Bidirectional handle makes it easy to aim powerful beam. Control switch located on handle.



Heavy-duty grille guard braced to truck frame for grille, radiator and headlight protection. Rugged bar steel with white paint finish.

Here are a few body styles supplied by manufacturers for Ford truck chassis



SINGLE-UNIT VAN BODY



CLOSED EXPRESS BODY



WRECKER EQUIPMENT



MAINTENANCE BODY



UTILITY BODY



ALUMINUM VAN BODY

FORD LIGHT DUTY TRUCK SPECIFICATIONS

CLUTCH

Gyro-Grip, easy-action, semi-centrifugal design increases clutch plate pressure with engine speed. Hydraulic clutch control for easy disengagement. 10" diameter, 85.5-sq. in. frictional area—standard F-100 and F-250 with 223 Six, 10.5" diameter, 96.2-sq. in. frictional area—standard F-100 and F-250 with 292 V-8, 11" diameter, 123.7-sq. in. frictional area—standard F-350; optional w/std. transmission F-100 and F-250 (included with MD and 4-Speed options). HD 11" diameter, 123.7-sq. in. frictional area—optional F-350 (except Six w/SR tires).

COOLING

Series-Flow system providing uniform coolant flow with high velocity and close temperature control. Positive-action thermostat in engine water outlet. Fan, 4-blade, 18" diameter. Flat tube-and-fin radiator with cylindrical top tank and 7-lb. pressure cap. Capacity of system: 17.5 quarts (21 quarts with V-8, 22 quarts F-350 with V-8 and dual tires).

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 full-vacuum advance distributor for 139-hp Six or vacuum-centrifugal advance type on 186-hp V-8. Metal-coil. Moistureproof boots cover the spark plugs. High-torque starter has ignition-key solenoid switch. Scaled-beam dual headlight with foot-switch beam control.

FUEL SYSTEM

Efficient downdraft carburetion. Automatic riser heat control. New Super-Filter air cleaner with reusable dry element. Diaphragm-type fuel and vacuum pump (except w/Cowl). Fuel tank, 17-gallon capacity inside left frame rail on chassis-cowl models; 18-gallon inside cab.

LUBRICATION

Positive full-pressure to all main, crankpin and camshaft bearings. Capacity: 6 quarts dry—5 quarts refill (1 quart additional with oil filter). Large-capacity gear-type pump on Six. New rotor-type pump and oil filter on V-8. Directed-flow crankcase ventilation. Chassis fittings for pressure lubrication.

AXLE, FRONT:	F-100 2600	F-250 2600	F-350 3800
Capacity (lb.)	—	—	—
AXLE, REAR: Hypoid			
Capacity (lb.)	3300	5000	7200
Ratios (to 1) with Std. Trans.—Six	3.70	4.88	5.14, 5.83
V-8 (with/DR tires)	—	—	5.14
V-8 (with/SR tires)	3.70	4.56	4.86, 5.14
Ratios (to 1) with Overdrive—Six	4.11	—	—
V-8	3.89	—	—
Ratios (to 1) with MD 3-Spd., HD 3-Spd., 4-Spd., Fordomatic or HD Cruise-O-Matic (see transmissions)—Six	3.89	4.88	5.14, 5.83
V-8	3.70	4.56	4.86, 5.14
BRAKES, SERVICE: Hydraulic, self-energizing, single-anchor type.			
Size (in.)—Front	11 x 2	12½ x 2	12½ x 2
Rear	11 x 1½	12½ x 2	13 x 2½
Total lining area (sq. in.)	179.5	197.8	232.2
BRAKES, PARKING: Type	Cable, Rear Wheels	Cable, Rear Wheels	Drum and Band
Size (in.)—Lining Area (sq. in.)	11 x 1.75—83.8	12½ x 2.0—98.9	8 x 2.0—49.25
FRAMES: Strong truck-type channel.			
Maximum side rail section (in.)—110" wb.	5.92 x 2.25 x 0.15	—	—
118" wb.	6.0 x 2.25 x 0.19	6.0 x 2.25 x 0.19	—
130" wb.	—	—	7.0 x 2.75 x 0.212
SHOCK ABSORBERS: Double-acting telescopic.			
Attached to frame and axles, with rubber grommets	Front & Rear	Front & Rear	Front
SPRINGS, FRONT: Wide-span, semi-elliptic; size (in.)	45 x 2	45 x 2	45 x 2
Standard, No. leaves—Capacity @ Pad (each)	6—950 lb.	6—1050 lb.	7—1150 lb.
Optional, No. leaves—Capacity @ Pad (each)	6—1050 lb.*	7—1200 lb.*	7—1350 lb.*
SPRINGS, REAR: Wide-span, semi-elliptic; size (in.)	52 x 2¼	52 x 2¼	52 x 2¼
Standard type	2-stage	2-stage	single-stage
No. leaves—Capacity @ Pad (each)	7—1025 lb.	7—1450 lb.	6—2000 lb.
Optional type	2-stage HD	2-stage HD	single-stage
No. leaves—Capacity @ Pad (each)	7—1350 lb.	10—1950 lb.	10—3200 lb.
Optional type	single-stage EHD*	2-stage EHD*	auxiliary†
No. leaves—Capacity @ Pad (each)	9—1650 lb.	10—2400 lb.	4—600 lb.
STEERING: Responsive Worm and Roller type—18" Dia. Wheel			
Ratio (to 1)	18.2	18.2	20.4
TRANSMISSIONS: Easy-shifting, Synchro-Silent type.			
Standard	3-Speed	3-Speed	4-Speed
Optional	MD 3-Speed	MD 3-Speed	HD 3-Speed
	4-Speed	4-Speed	—
	Fordomatic	HD Cruise-O-Matic	HD Cruise-O-Matic
	Overdrive	—	—
WHEELS and TIRES:			
No. and type of wheels	5—5-hole Disc	5—8-hole Disc	5—6-hole Disc
Standard tires: No.—Size (Rim)	✓ 5-6.70-15 4 PR (5K)‡	✓ 4-6.50-16 6 PR (6L)‡	4-8-17.5 6 PR (5.25)
Optional tires: No.—Size (Rim)	✓ 5-6.70-15 6 PR (5K)‡	✓ 4-7-17.5 6 PR (5.25)‡	4-8-17.5 8 PR (5.25)
	✓ 5-7-10-15 6 PR (5K)‡	4-8-17.5 6 PR (5.25)‡	4-8-19.5 8 PR (5.25)
	✓ 5-6.50-16 6 PR (4½K)‡	4-8-17.5 8 PR (5.25)‡	6-8-17.5 6 PR (5.25)‡
	✓ 5-7-17.5 6 PR (5.25)‡	4-8-19.5 8 PR (5.25)‡	6-8-17.5 8 PR (5.25)‡
			6-7-17.5 6 PR (5.25)‡

*Available with white sidewalls at extra cost.

†Dual rear tires not available on pickup—requires HD rear main and auxiliary springs.

*Special equipment available as pre-approved option.

‡With/DR tires and HD main springs.

‡Requires optional transmission and HD rear springs.

‡Requires HD rear main springs.

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