

NEW '59 FORD TRUCKS

MEDIUM DUTY

F-500

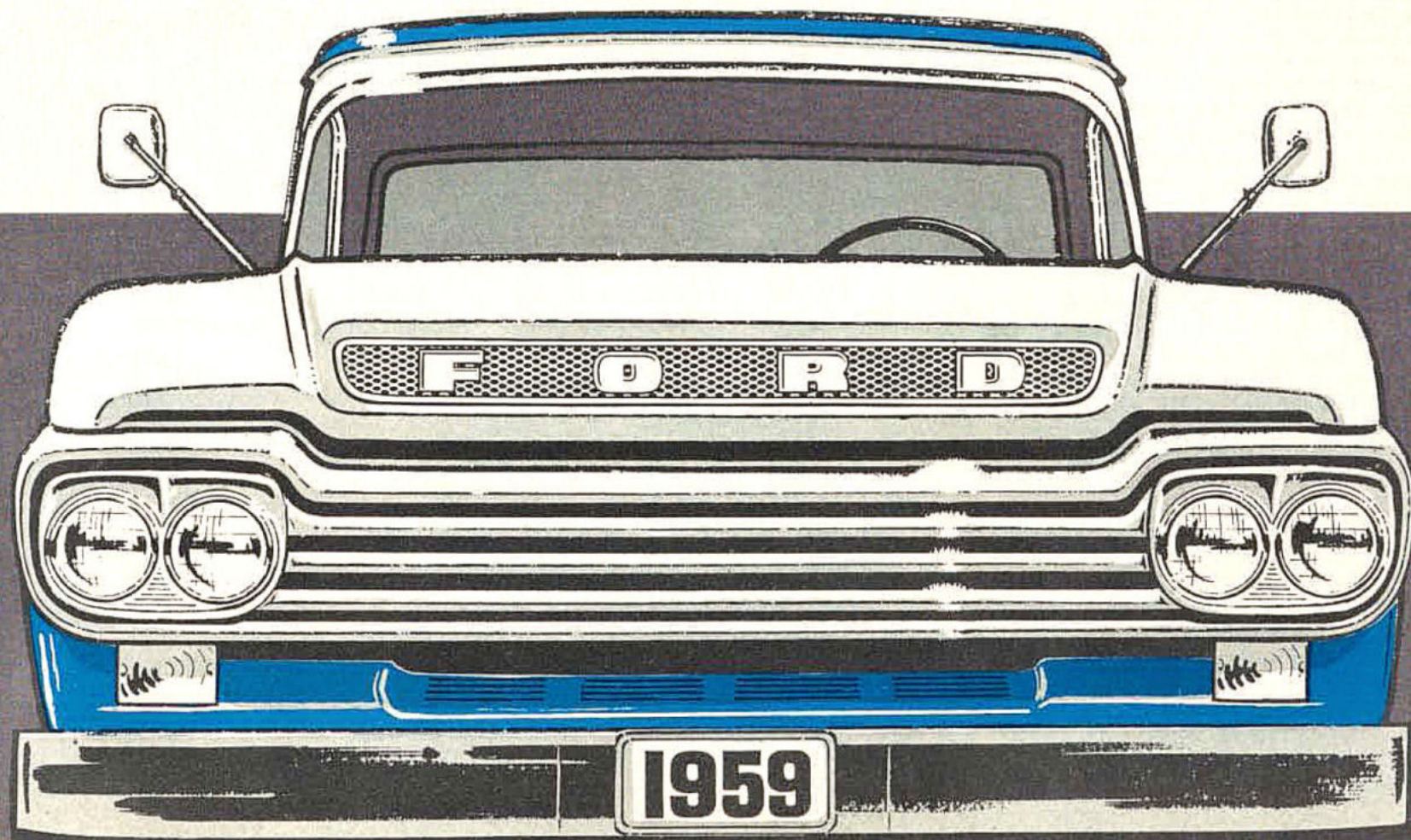
F-600

PARCEL DELIVERY

P-350

P-400

P-500



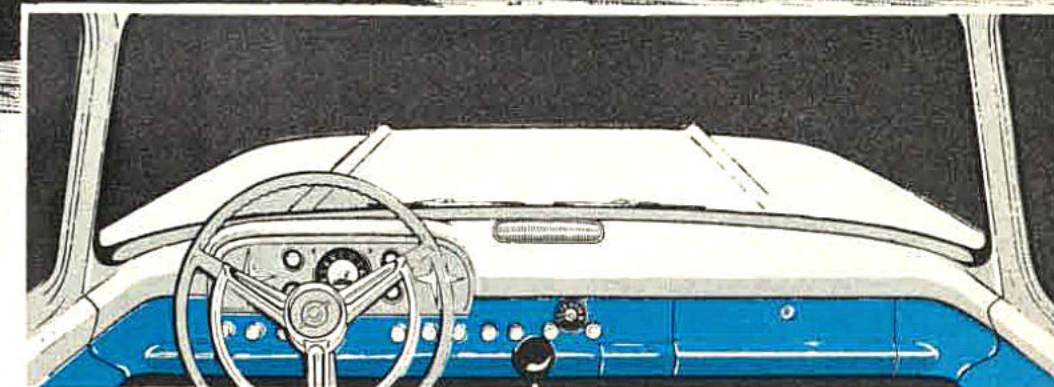


F-500 with van body

F-500 with platform stake body

F-600 with solid side stake body

P-500 (far right)



Controls are all within easy reach of driver. Full-wrap windshield has a 1020-square inch glass area for safe, unobstructed vision. Handsome two-tone instrument panel is a Custom Cab feature.

Go FORD-ward for savings!

'59 FORD TRUCKS

For good looks—and great savings—go FORD-ward in '59! Here are Medium Duties and Parcel Deliveries packed with standard features designed to boost your trucking profits. And there's a wide range of options that will pay for themselves many times over in higher payloads, less maintenance, or peak driver performance.

Behind every '59 Ford there's the industry's best durability record, too. For the 13th straight year, an independent insurance study of 10 million North American trucks proves that Ford Trucks *last longer!* Another reason to go FORD-ward for dependability and lower costs!

F-500—Maximum GVW 15,000 lb. Three wheelbases available: 130", 154" and 172". Accommodates 7½- to 16-ft. bodies. (F-500 and F-600 include Chassis-Cab, Chassis-Cowl and Chassis-Windshield models.)

F-600—Maximum GVW 19,500 lb. Five wheelbases available: 130", 142", 154", 172" and 192". Accommodates 7½- to 19-ft. bodies.

Parcel Deliveries—P-350, P-400 and P-500 (illustrated) cover 8,000- to 15,000-lb. GVW range. "P" series trucks include four wheelbases: 104", 122", 137" and 154"—accommodate 7- to 14½-ft. bodies.

Tilt Cabs—For information on medium duty Tilt Cabs, see the Heavy Duty folder.

School Buses—For information, see separate School Bus folder.

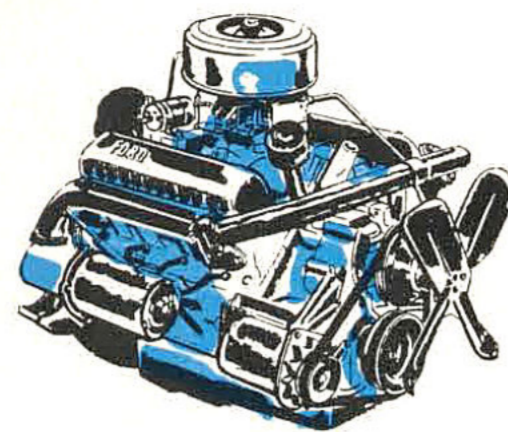
CANADA'S MOST MODERN TRUCK ENGINES

New fuel metering, new spark advance ratings, new ignition timing, and high compression ratios take full advantage of the power in today's higher-octane regular gasolines. You get less power-wasting friction, too, because Ford's famous Short Stroke design cuts piston travel. Result: more power from every gallon of gas! And whether you choose a Six or V-8 you get an engine designed to top Ford's record of "last longer" performance.

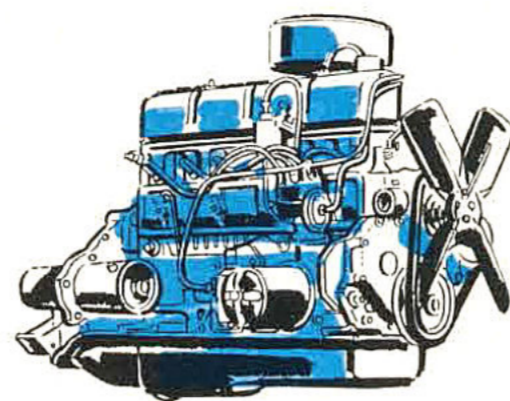
181-hp 272-cu. in. V-8 has 8.3 to 1 compression ratio, two-barrel carburetor, large manifold passages and chrome-plated top rings for outstanding V-8 economy.

187-hp 292-cu. in. Heavy Duty V-8 option features sodium-cooled exhaust valves, 4-barrel carburetor, and new distributor points with twice the life of earlier type.

139-hp Six—the most modern and efficient engine in its class—develops more net horsepower per cu. in. displacement than any competitive maker's Six. Ford's Short Stroke design puts you ahead in both gasoline economy and engine life.



V-8 181-hp 272-cu. in. V-8
Bore—3.62 in. Stroke—3.30 in.
Brake Horsepower—181 @ 4400 rpm
Torque—262 lbs-ft @ 2200-2700 rpm



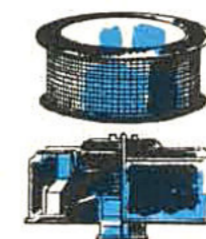
SIX 139-hp 223 cu. in. Six
Bore—3.62 in. Stroke—3.60
Brake Horsepower—139 @ 4200 rpm
Torque—207 lbs-ft @ 1800-2700 rpm

ENGINE FEATURES

Deep Block of every Ford engine extends well below the center of the crankshaft. This gives extra support to the crankshaft bearings... greater rigidity... longer engine life. It allows better oil pan and crankcase sealing, too.



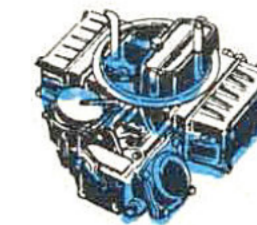
Dry Element Air Cleaner catches 90% of the road dust and dirt that earlier types missed. Re-usable cellulose filter is easy to remove, can be cleaned by just tapping it on a flat surface. Also standard: full-flow oil filter.



Wedge-Shaped Combustion Chambers cause the fuel-air mixture to swirl past the spark plugs at high speed during compression. Result: more complete combustion without pre-ignition, and high power output with regular gas.



Four-Barrel Carburetor in the optional 187-hp Heavy Duty V-8 normally runs on two primary barrels for top fuel economy. Auxiliary barrels cut in only when needed, automatically supply the right amount of additional air and fuel.

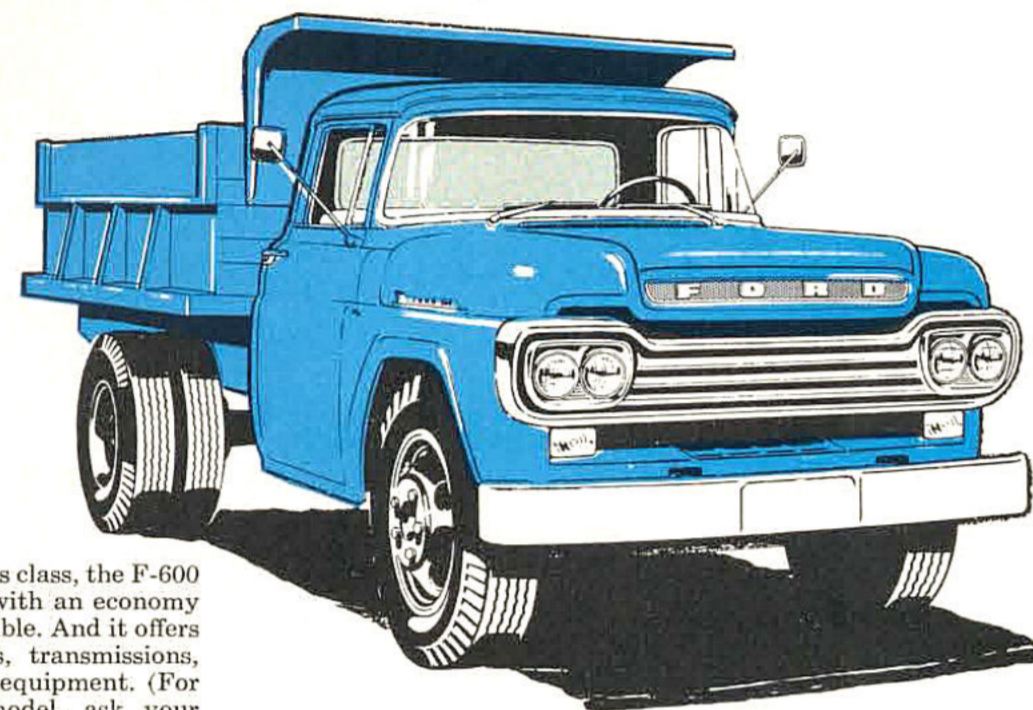


Free-Turning Valves clean themselves as they turn, avoid sticking. Their rotation also prevents one part of each valve from being continually subjected to higher temperatures—so warpage and wear are greatly reduced.



HEAVY DUTY CLUTCH

Standard equipment in F-500 and F-600 includes HD 11" Gyro-Grip clutch. Specially weighted levers use centrifugal force to supplement the clamping of the clutch springs. At higher engine speeds you need more force against the clutch plate—and this Gyro-Grip action provides it. And like every Ford clutch, it works hydraulically, requires little foot pressure.

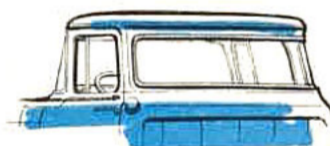


Performance leader of its class, the F-600 can tackle tough jobs with an economy you never thought possible. And it offers a wide choice of axles, transmissions, springs, tires and other equipment. (For full details on any model, ask your dealer for its specifications sheet.)

SAFETY AND COMFORT FEATURES



Lifeguard Steering Wheel rises above the steering column to avoid chest injuries in case of collision. Door latches that fasten in 2 directions to resist springing open under impact are another safety feature.



Full-Wrap Rear Window with bright-metal molding is available for either the Standard or the Custom Cab. Over 767 square inches of glass give wide-angle rear visibility for greater safety.

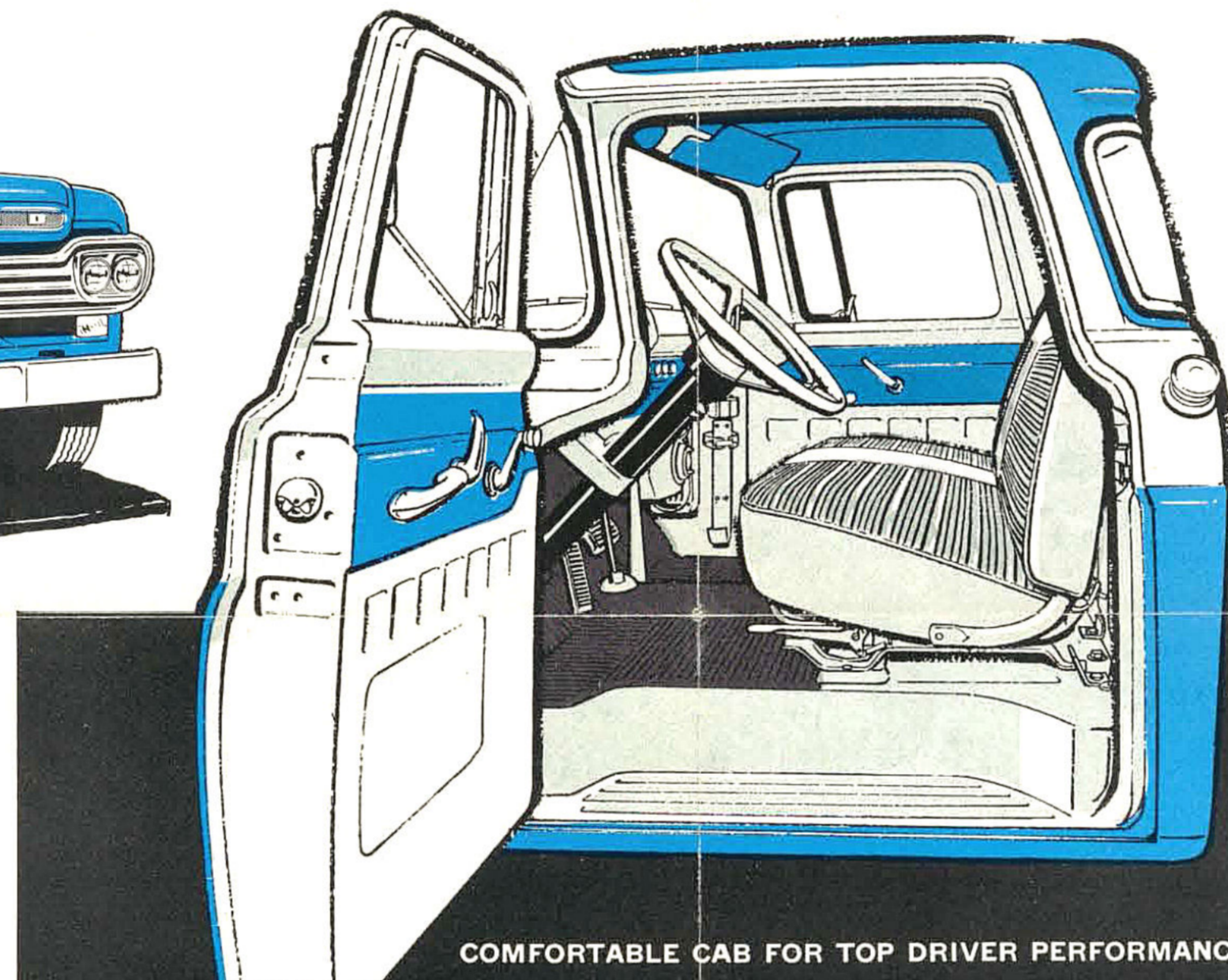


Magic Aire option provides heating, ventilation and rapid defrosting... helps you feel better, drive better. Pressurized fresh air with selective temperature control. (Recirculating heater also available.)

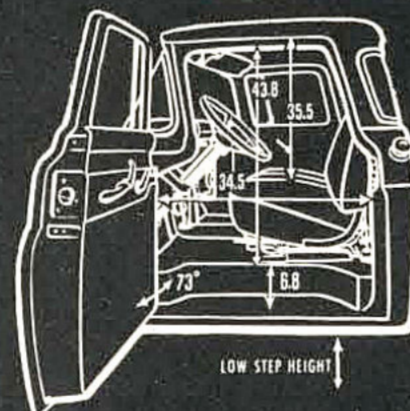
STANDARD COLORS—Raven Black, Colonial White, Torch Red, Satellite Blue, Blue Velvet Metallic, Frosted Lime, Jade Glint Green Metallic, Moonrise Gray, Moonmist Yellow. Colonial White can be combined with any of the other colors at slight extra cost for a smart two-tone effect.

STANDARD CAB FEATURES—Lifeguard steering wheel • Safety Double-Grip door latches • Brown striped nylon-polyethylene-saran woven seat upholstery • Dome light • Left sun visor • Ashtray • Dispatch box • Sound deadener on doors • All-weather ventilation.

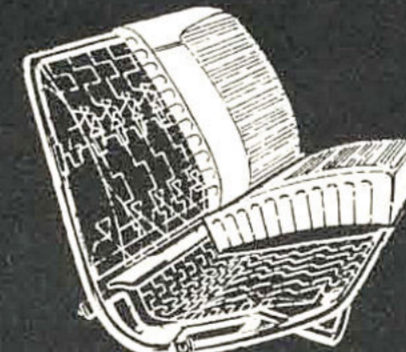
EXTRA FEATURES OF CUSTOM CAB—Candy-stripe woven nylon-saran upholstery • Handsome two-tone instrument panel • Chromed instrument cluster with white face • White steering wheel with horn ring • Foam-rubber padding in seat cushion and back • Sound deadener on floor and rear cab panel • Insulation on firewall • Attractive two-tone door trim treatment • Arm rest on left door • Sun visor on right side • Illuminated cigar-cigarette lighter • Bright-metal grille and hooded headlight assembly • Bright-metal windshield molding • Key-operated locks on both doors.



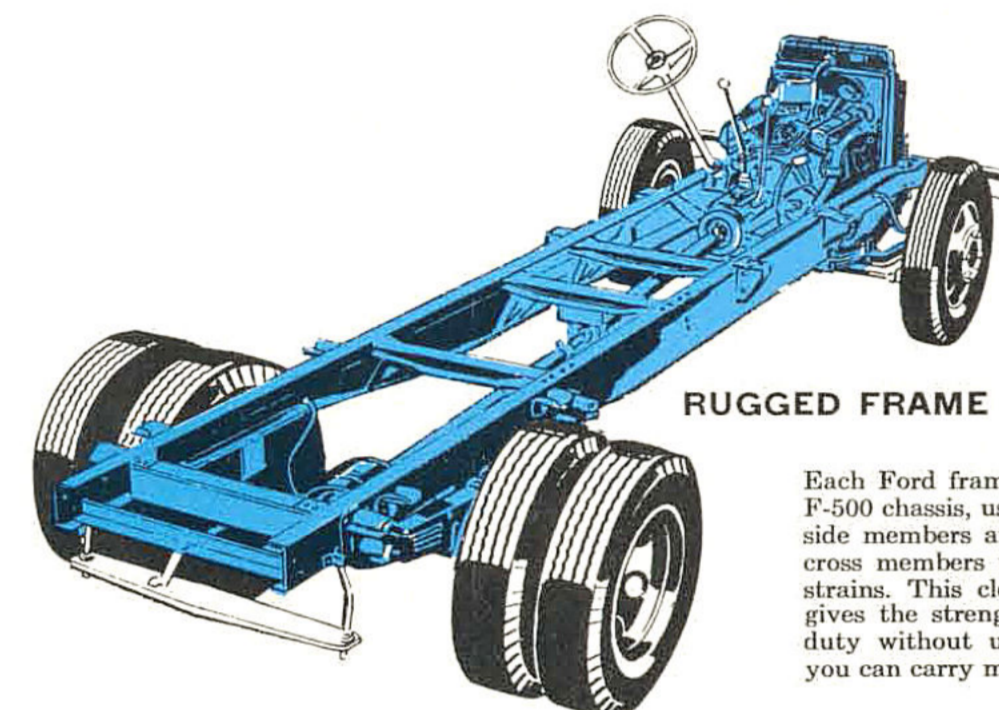
COMFORTABLE CAB FOR TOP DRIVER PERFORMANCE



Every Ford Cab is easy on the eye... easy to drive in... easy to keep up. Non-sag seat and unusual roominess help the driver stay fresh and alert. Big doors and a low inboard step allow quick entry and exit. And Ford's new standard upholstery—a nylon, polyethylene and saran blend—is approximately twice as durable as last year's standard fabric.



Custom Cab (center illus.) features 5 inches of foam-rubber in the seat and 2 inches in the seat back.



RUGGED FRAME CONSTRUCTION

Each Ford frame, as illustrated in this F-500 chassis, uses heavy-gauge channel side members and scientifically located cross members that minimize torsional strains. This clean, ladder-type design gives the strength you need for rough duty without useless dead weight—so you can carry more payload.

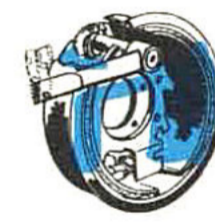
CHASSIS FEATURES



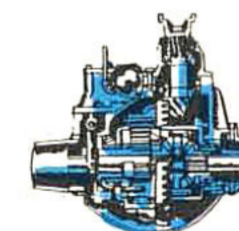
Heavy-Duty Rear Springs. 6-leaf auxiliary (standard on F-600, optional with F-500) combined with standard 10-leaf main spring provides a total capacity of 6,200 lb. at each spring pad.



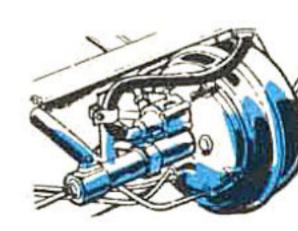
15,000-lb. Rear Axle—full-floating, with hypoid ring gear and straddle-mounted pinion—is standard on F-600. F-500 has 13,000-lb. axle std. with V-8, opt. with Six. Wide selection of axle ratios.



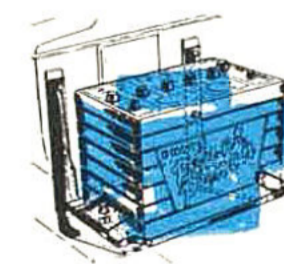
Parking Brake. New internal expanding two-shoe parking brake has approximately 50% greater stopping and holding ability than earlier type—yet it's twice as easy to operate and needs less maintenance.



Two-Speed Rear Axle options provide electric-shift, two-range performance for extra pulling power and economy—plus easier shifting.



Power Brakes. Vacuum power booster unit cuts braking effort, provides smooth, positive stopping. (Standard on F-600, optional on F-500.)

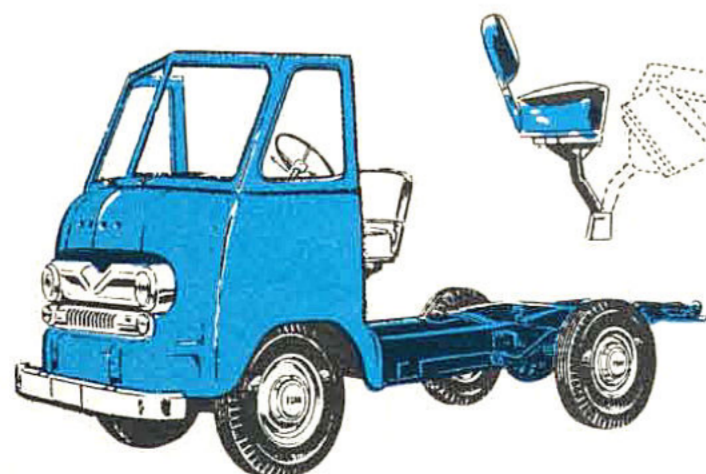


Battery Rack has no clamp around battery top... thus cuts corrosion and shorting. Battery is easy to remove—just unscrew one wing nut!

NEW FORD PARCEL DELIVERY CHASSIS cut route time... operating expense... body installation cost

Each new Ford Parcel model has a small turning radius and low floor-to-ground height to let you maneuver easily, park quickly, load and unload in record time. And features like Short Stroke power, V-8 or Six... hydraulic clutch... and straight-line drive keep maintenance to a minimum.

Every major Canadian body manufacturer builds bodies to fit Ford's windshield-front-end chassis. Mounting flanges and straight door pillar above wheelhouse are designed for fast, low-cost body installation. For special custom bodies Ford's stripped-chassis Parcel is your answer. It comes with a complete package of necessary electrical equipment, controls and instruments.



Tilt-Forward Seat provides extra aisle space... adds greatly to driver efficiency.



Heavy-Duty Cruise-O-Matic is a new dual-range transmission option. Ideal for multi-stop driving, it provides the right power at all times, helps cut fuel costs and engine wear. The driver can make better time, too, devoting full attention to road and traffic.



Ford's windshield-front-end design has large glass area, convenient controls including steering-column shift lever. Insulated engine cover swings out of the way for easy engine servicing.



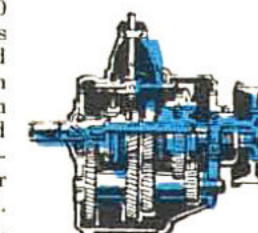
P-350



P-400

TRANSMISSIONS

Four-Speed Synchromesh Transmission is standard on both F-500 and F-600. Helical gears in second, third and fourth positions are in constant mesh with countershaft gears, and are connected to mainshaft through blocker type synchronizers. Result: easy shifting, long life. Five-speed transmission available on F-600 (V-8 only).



Four Drive Range Transmatic six-speed transmission automatically shifts to proper gear, makes harmful lugging and stalling impossible. Torque converter absorbs shock-load... prevents damage to drive-line... multiplies torque up to 14 times. Hydraulic retarder and selection of drive ranges increase life of brake linings from 2 to 8 times. (Available with HD V-8 only.)



The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Motor Company of Canada, Limited, reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. Some of the items illustrated are optional at extra cost.

FORD MOTOR COMPANY OF CANADA, LIMITED

Here are some of the body types built to fit '59 FORD TRUCKS



PALLET-LOADING BOTTLER'S BODY
(on Tilt Cab model)—for Tilt Cab information, see Heavy Duty folder)



TANK BODY



LUMBER PLATFORM



SCHOOL BUS
(for School Bus Chassis information see separate folder)



MILK DELIVERY BODY



SPECIAL STAKE BODY

FORD TRUCKS COST LESS

... less to own ...
less to run ...
last longer, too!

