

1960 FORD TRUCKS

with CERTIFIED ECONOMY

LIGHT DUTY

F-100 F-250 F-350

4-WHEEL DRIVE

F-100 F-250

MEDIUM DUTY

CONVENTIONAL F-500 F-600

TILT CAB C-550 C-600



1960 FORD Trucks—proven design and performance plus certified economy!

Ford Light and Medium Duties for '60, with economy features *certified* by North America's foremost independent automotive research organization, now offer even greater value for your truck dollar. These are the trucks that have been setting the pace in the light and medium field. They've been job-proven over millions of miles of hard hauling—then further improved to give you a unit as dependable, as durable and as economical as a truck can be!

Ford's famous Six and V-8 Short Stroke engines have been refined to produce their outstanding power from even fewer gallons of regular gasoline. Medium Duty trucks feature a wide choice of options to "custom tailor" a truck to your job. New, heavy-duty frames and larger axles allow bigger GVWs and heavier payloads. And improvements in springs, brakes and transmissions provide outstanding performance and exceptional durability.



F-100 Styleside Pickup with 6½ ft. Box—gives you a full 56 cu. ft. of usable load space on 110-in. wheelbase. Maximum GVW 5,000 lb. Also available with Flareside box.

1960 Ford Light and Medium Duty Driverized Cabs

Every Ford Driverized Cab for '60 has almost 59 inches of shoulder room for three-man riding comfort. Big, 1,020-sq. in. full-wrap windshield provides full-vision safety. Hi-Dri all-weather ventilation keeps the interior fresh, dry, clean and comfortable.

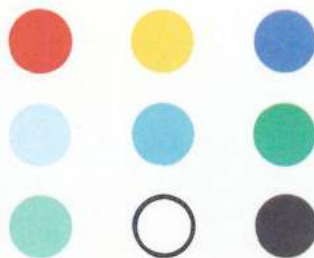
Ford's new door weather seals and suspended pedals, that eliminate toe-board holes, keep out drafts and dirt. The new Ford heater keeps the cab up to 10° warmer, provides better defrosting. New inboard supports for sun visors reduce annoying vibrations.

FORD STANDARD CAB FEATURES

- Lifeguard steering wheel • Safety Double-Grip door lock
- Plaid nylon-viscose-saran seat upholstery with grey bolster
- Left sun visor • Dispatch box • Dome light • Ash tray
- Coat hook • White cover plate around instrument cluster

NEW FORD DIAMOND LUSTRE STANDARD COLORS

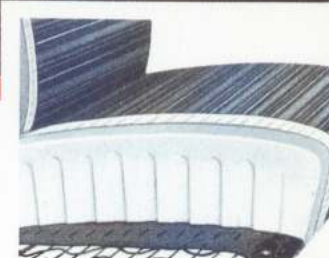
Choice of Monte Carlo Red, Skymist Blue, Marine Blue Metallic, Sultana Turquoise, Raven Black, White, Adriatic Green, Meadowvale Green, Yosemite Yellow or Prime. Any standard color can be combined with Corinthian White for smart Two Tone effect. Chassis-cowl models are painted in prime for special colour schemes—or standard colours are available.



New nylon-viscose-saran seat upholstery is standard. Fabric "breathes" to keep you cool in summer . . . produces low static so that less dust collects in it . . . is more resilient to stay new-looking longer. Foam pad over springs (standard on F-100 and F-250, optional on others) improves ride. For extreme wear conditions, a heavier duty vinyl seat covering is optional.



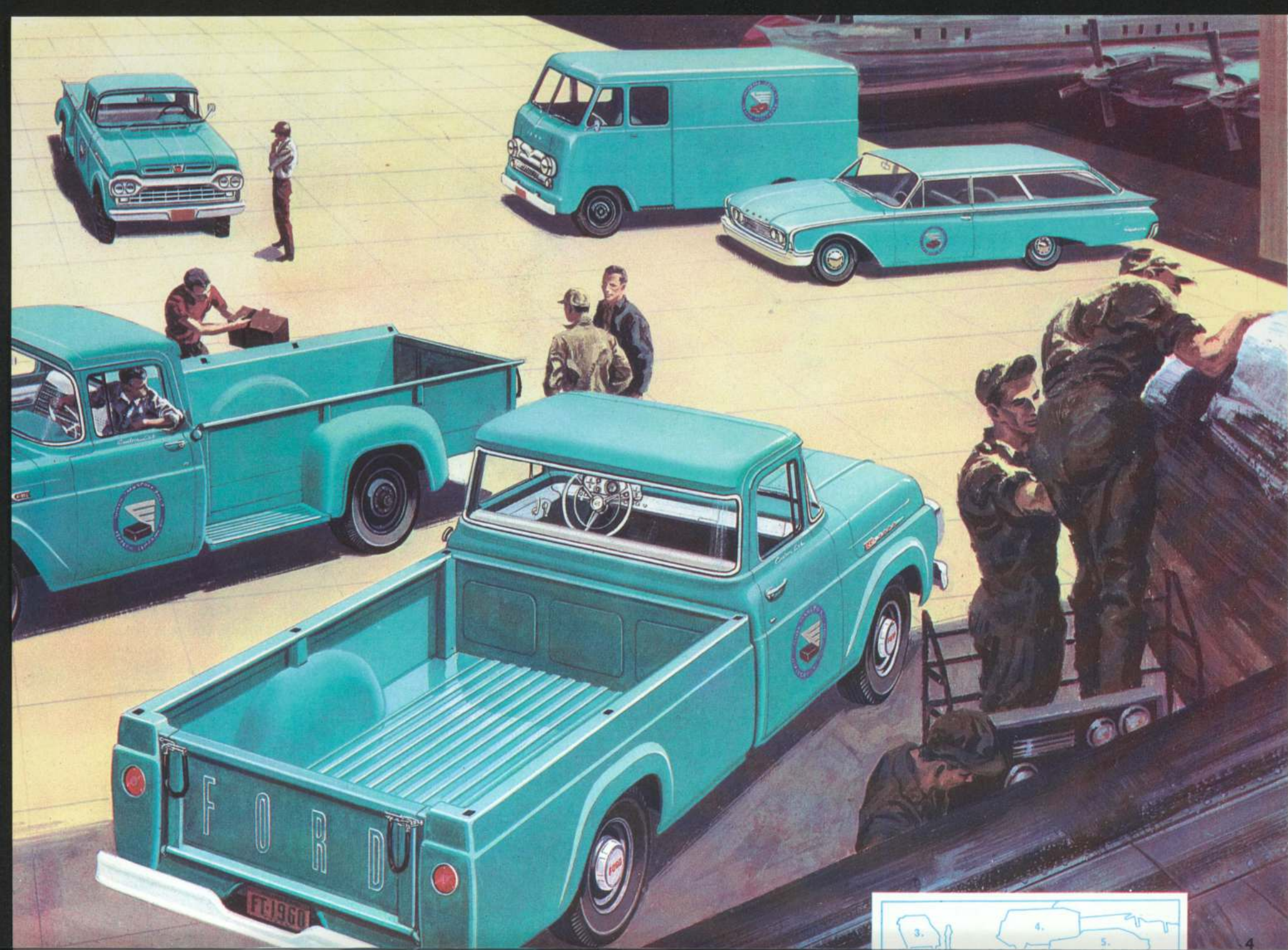
Ford's new Custom Cab is designed to give the driver a real incentive to do his best work. There's crisp, pleasing two-colour styling on instrument and door panels—easy-to-read gauges on chrome-trimmed instrument cluster—horn ring on steering wheel—and all the extra-value features listed below.



The Luxurious Custom Cab seat has five soft inches of resilient foam rubber—plus 1¾ inches in the seat back—gives you armchair comfort.

FORD CUSTOM CAB FEATURES

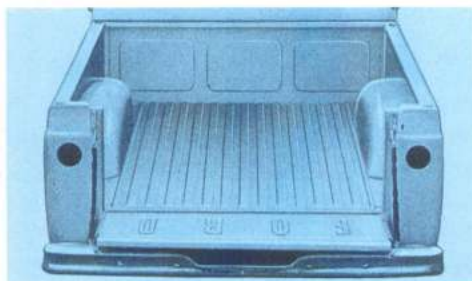
- Woven nylon saran upholstery—deep foam padding in cushion and back
- Handsome two-tone instrument panel
- Chrome trimmed instrument cluster
- Illuminated cigarette lighter
- White steering wheel with horn ring
- Arm rest on left door
- Dual, non-rattling sun visors
- Sound deadener on floor and at rear
- Firewall insulation to protect driver from heat
- Doors painted attractive two-tone
- "Custom Cab" emblem on each door
- Matched locks on both doors
- Bright-metal grille, headlight assembly and windshield reveal molding



FEATURES YOU GET WITH FORD'S STYLESIDE BODIES



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.



Welded All-Metal Body . . . the welded, all metal body with box-like corner posts is built for rugged wear! Deep stake pockets are provided for easy mounting of racks or canopy.



Flush Rear Fenders . . . side loading the 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.

THERE'S A 1960 FORD LIGHT DUTY FOR EVERY JOB IN THE FIELD

1. **F-250 Styleside** provides 70-cu. ft. load capacity on 118-inch wheelbase, 7,400-lb. GVW.
2. **F-350 Flareside** provides 74-cu. ft. load capacity on 130-inch wheelbase, 7,600-lb. GVW.
3. **F-100 and F-250 4-wheel drive pickups** go anywhere! Ask for 4-wheel drive specifications.
4. **Ford Parcel Delivery** models available in windshield, front-end or stripped chassis models to accommodate your custom-made body. Ask for Parcel Delivery literature.



5. **New Ford Sedan Delivery** offers smart, distinctive design. Ask for Sedan Delivery literature.

Ford Pickups—Canada's No. 1 Truck Value

1960 Ford Pickups come in two series. The smart Flareside combines *certified economy* of operation with low purchase price. For just a few dollars more the deluxe *Styleside* also offers *certified economy*, *plus* extra load capacity.

So that you can pick the pickup that's best for *your* job, both Ford Flareside and Ford Styleside are offered in three models—F-100, F-250 and F-350. (See table below.) In all three, Ford offers a choice of economical Short Stroke power—139-hp 223 Six, 164-hp 272 V-8 or the 172-hp 292 V-8 with Fordomatic.

Ford builds long-lasting ruggedness right into both Flareside and Styleside pickups. Cross sills run full width under body and heavy box-section corner posts provide greater stability and rigidity.

Rugged steel tailgate is designed to resist bending or twisting, may be lowered level with the floor for carrying long loads. In addition, Ford is the smoothest riding half-ton pickup on the Canadian road. Ford's superior rubber-cushioned suspension system gives you an easier, more comfortable ride—empty or loaded, on highway or off-road.

PICKUP BODY DIMENSIONS

| | STYLESIDE | | | | FLARESIDE | | | |
|-----------|-----------------|----------------|----------------|----------------|-----------------|----------------|----------------|----------------|
| | 6½-ft. F-100 | 8-ft. F-100 | 8-ft. F-250 | 9-ft. F-350 | 6½-ft. F-100 | 8-ft. F-100 | 8-ft. F-250 | 9-ft. F-350 |
| (a) | 76.44" | 94.44" | 94.44" | 106.44" | 78.0" | 96.0" | 96.0" | 108.0" |
| (b) | 73.04" | 73.04" | 73.04" | 73.04" | 49.0" | 54.0" | 54.0" | 54.0" |
| (c) | 49.0" | 49.0" | 49.0" | 49.0" | 49.0" | 48.4" | 48.4" | 48.4" |
| (d) | 51.25" | 51.25" | 51.25" | 51.25" | 49.0" | 54.0" | 54.0" | 54.0" |
| (e) | 19.07" | 19.07" | 19.07" | 19.07" | 19.07" | 19.07" | 19.07" | 19.07" |
| Wheelbase | 110" | 118" | 118" | 130" | 110" | 118" | 118" | 130" |

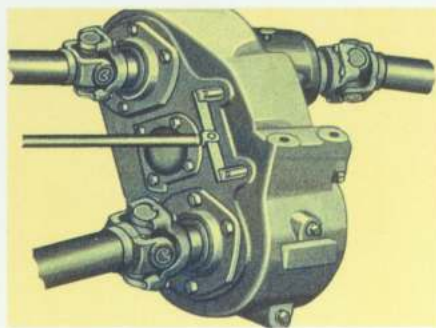
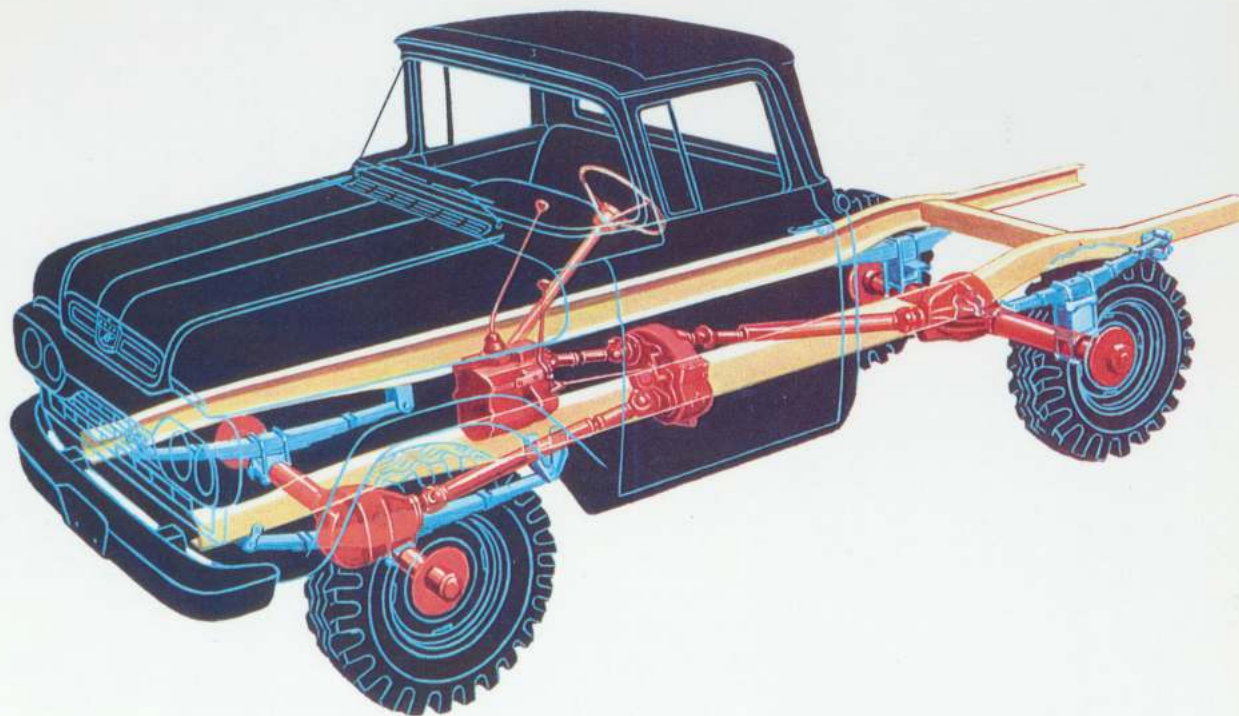
A specification sheet is available for each of the models in this folder. For additional information on Ford trucks, ask for the following: Ford Heavy Duty, Super Duty and Tandem Axle Truck Catalogue, Specification Sheets; Parcel Delivery Folder; School Bus Folder.

For rugged stamina ... performance ... durability ...

Ford's new 4-Wheel Drive Models with Certified Economy

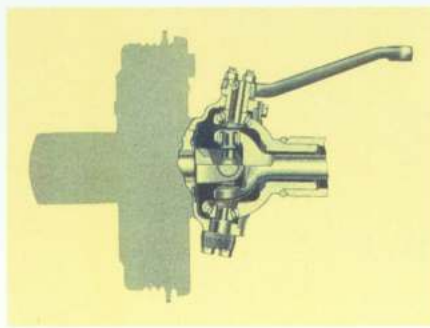
Ford's new 4-wheel drive trucks take you anywhere, through mud, sand, snow or gravel. Their deep-channel frames, two-stage rear springs, axle housings and shafts are all designed for long, dependable service. You can shift into 4-wheel direct drive from 2-wheel direct drive, and back again while you're moving, without clutching! 2-speed transfer case has four ranges for the correct power in any driving condition.

Ford 4-wheel drive trucks are available in $\frac{1}{2}$ - and $\frac{3}{4}$ -ton 8-ft. pickups or chassis-cabs for 7-or-8-ft. bodies. They're Canada's first with Short Stroke engines—the 139-hp 223 Six or the 164-hp 272 V-8. Remember, the Ford Six is 1959 Economy Champ in the light-duty field, giving 25.2% better mileage than the five other leading makes tested. And Ford V-8's have the same money-saving Short Stroke design.



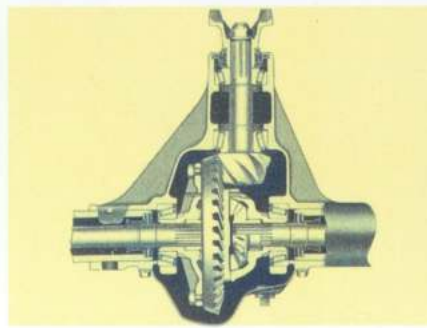
TRANSFER CASE

Two speed with direct drive and a low ratio of 1.86 to 1. Low ratio multiplies main transmission ratios for added pulling power when in 4-wheel drive. Two power take-off openings, with gear drive on side and splined shaft on rear, to power auxiliary equipment.



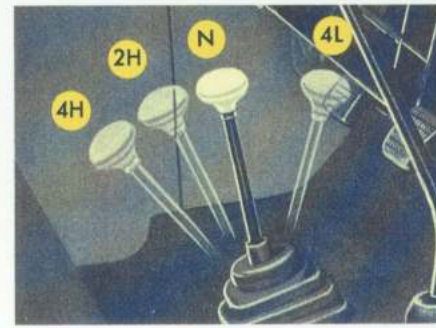
FRONT UNIVERSAL JOINTS

Front Axle universal joints designed to carry an even flow of power to the front wheels in *all* turning positions. They give long dependable service life and, coupled with Ford's advanced steering, provide firm control for safer, more dependable operation on-or-off highway.



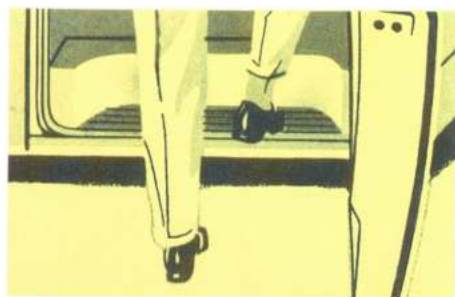
FRONT DRIVE AXLE

Single-speed full-floating type with Hotchkiss drive for off-road operation and maximum traction. Hypoid ring and pinion gears are hardened alloy steel for added strength. With front wheel drive disengaged, vehicle gives conventional truck performance.

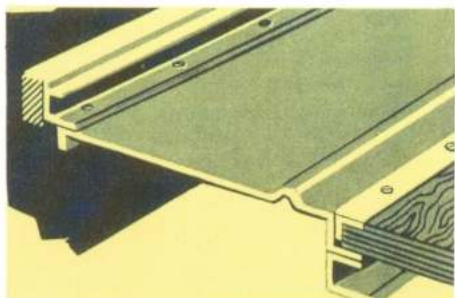


SHIFT LEVER

Close-at-hand, permits shifting between 2-wheel direct and 4-wheel direct without clutching. Transfer case shift lever has four positions: 4-wheel direct (high range), 2-wheel direct (highway drive), neutral (to operate PTO), 4-wheel low (maximum traction).



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



Plywood floor is chemically treated for longer life and supported on steel cross sills . . . side joints are sealed to keep dust out.



Rugged one-piece channel steel door frame is welded to resist warping. Doors are fitted with soft rubber seals for draft-free protection. Rear doors have two-position checks.

F-100 Panel protects cargo in style

STANDARD PANEL FEATURES

- Plaid nylon-viscose-saran upholstery
- Contour Bumper, Front and Rear—Painted White
- Door Locks—Right and Rear Door
- Dual Vacuum Booster Windshield Wipers
- Lifeguard Steering Wheel
- Large Dome Light with Combination Headlight Switch
- Mirror, Rearview—Left, Chrome
- Spare Tire Carrier, Under-Frame Type
- Sun Visor—Left Side
- Taillight, Stoplight and License Plate Light on Left Rear Door

CUSTOM PANEL FEATURES

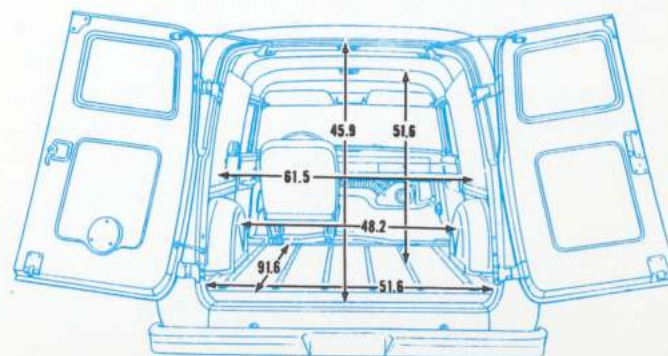
- Attractive woven nylon-saran, multi-coloured striped pattern seat upholstery for extra-rugged wear; with vinyl bolster and seat facing
- Foam rubber padding in driver's seat and seat back
- White fleck pattern hardboard on headlining and panel sides of load compartment
- Two sun visors
- Illuminated 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
- Lifeguard steering wheel with chrome horn ring
- Chrome-trimmed instrument cluster

A Ford Panel has over 158 cubic feet of profit-producing work-space—and that's where you earn your "bread and butter"! Door openings are 45.9 inches high and 51.6 inches wide at floor, offering plenty of room for loading and unloading bulky packages and heavy cargo. Length of floor behind driver's seat is 7 ft. 7 in.—and for extra long loads you have well over 3 ft. more space beside the driver's seat. Two-position doors (90 degrees or full-open) make it easy to hustle cargo in or out of Ford's new panel.



At every stop this handsome new Ford Panel will say good things about your business. And you get over 17 square feet of door and panel display area on each side of vehicle for your name and advertising message.

Floor is one-piece, weather-sealed impregnated plywood, supported by steel cross sills for greater strength and protected by steel skid strips for easier handling of cargo. Sides of body from floor to top of wheel houses are protected by steel paneling; while smooth steel slats provide additional protection above panels. Side and top panels are welded in single, rigid unit.



F-500

Max. GVW 15,000 lb.
Nominal Payload
(body, equipment and cargo, etc.)
up to 10,425 lb.
Wheelbases: 130, 154 and 172-in.

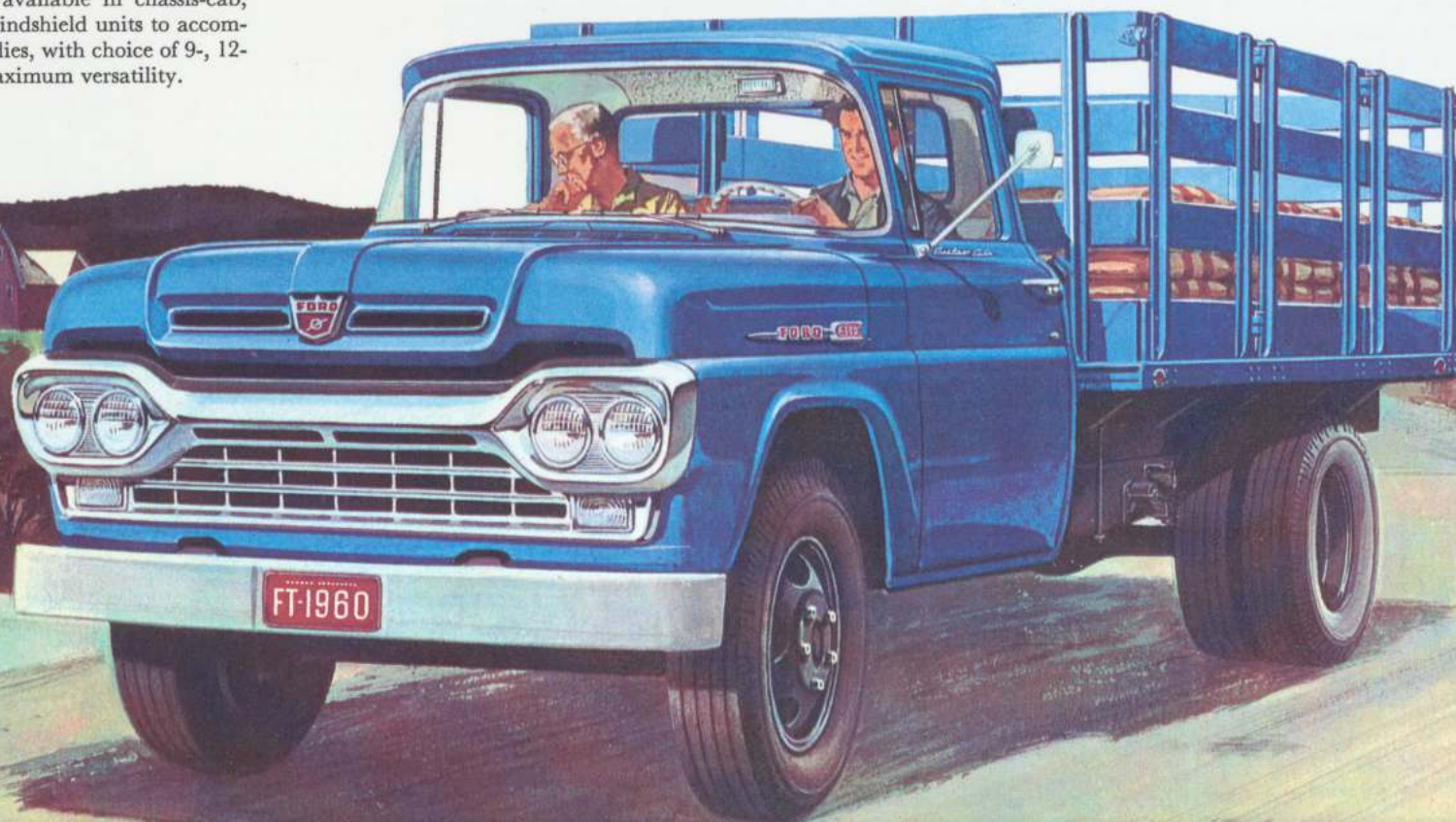
Tops for Economy in the 15,000 lb. GVW field!

The new Ford F-500 offers *certified economy* in a wide choice of Short Stroke power—Six or V-8. The 139-hp 223 Six is the same engine that won the “Economy Show-down USA”, and the improved 164-hp 272 V-8, 172-hp 292 V-8 and 180-hp 292-HD-V-8 offer new economy on regular gasoline. The big 13,000-lb. rear axle is

standard with V-8s, optional with the Six.

For '60 Ford offers many new durability features, including: greater frame rigidity, heavy-duty 11" clutch, stronger cabs and new Diamond Lustre enamel finish. And for automatic shifting the Transmatic 6-speed transmission with converter is optional with 292 standard or HD V-8.

Popular Ford F-500 is available in chassis-cab, chassis-cowl or chassis-windshield units to accommodate custom-built bodies, with choice of 9-, 12- or 15-foot lengths for maximum versatility.



New Ford F-600 offers widest choice of options to custom-tailor trucks to your job!

Ford F-600 with dump body. Ford's new, optional heavy duty double channel frame, 16,000-lb. rear axle and 21,000 lb. GVW provide heavy duty truck performance at medium truck prices.

This Medium Duty truck offers more options for extra rugged service than ever before. Optional 16,000-lb. rear axle and 6,000-lb. front axle boost GVW to a new high of 21,000 lb.! Other options include: higher capacity steering gear, 40% stronger frame, bigger tires, heavy-duty brakes and heavy-duty brake booster.

The standard F-600 for '60 offers new durability with improved frame, springs, brakes, driveline center bearing, radiator mountings, new heavy-duty 11" clutch, and Short Stroke power with Ford *certified economy*. You have a choice of the proven 139-hp Six, powerful 172-hp V-8 and rugged 180-hp HD V-8.



F-600

GVW 17,000 lb.

Opt. GVW 19,500 lb., 21,000 lb.

Opt. GCW 29,000 lb., 32,000 lb.

Nominal Payload
(body, equipment, etc.)
up to 15,800 lb.

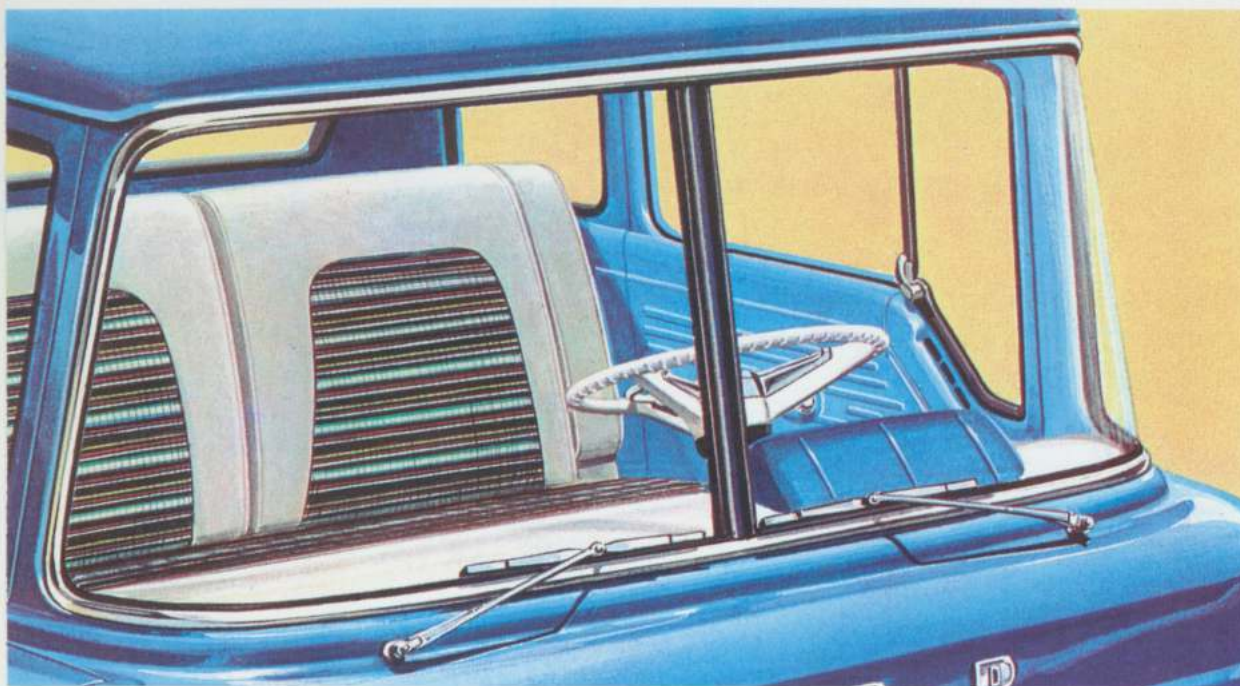
Wheelbases: 130, 142, 154, 172, 192-in.

OPTIONAL GVW AND GCW REQUIREMENTS

19,500-lb. GVW and 32,000-lb. GCW ratings require: V-8 engine, 2200-lb. front springs and 7700-lb. combined capacity rear springs.

21,000 lb. GVW rating requires: V-8 engine, 6000-lb. front axle, 2500-lb. front springs, 7700-lb. or 10,000-lb. combined capacity rear springs, HD double channel frame and HD brake option.

A specification sheet is available for each of the models in this folder. For additional information on Ford trucks, ask for the following: Ford Heavy Duty, Super Duty and Tandem Axle Truck Catalogue, Specification Sheets; Parcel Delivery Folder; School Bus Folder.



STANDARD TILT CAB FEATURES

- Life guard steering wheel • Dome light • Coat hook
- Safety Double-Grip door locks • Ash tray • Left sun visor • Dispatch box • Plaid nylon-viscose-saran seat upholstery with grey bolster and side facings
- White cover-plate around the instrument cluster

CUSTOM TILT CAB

- Striped woven nylon-saran upholstery with grey vinyl bolsters and side facings
- Handsome two-tone instrument panel
- Chrome trimmed instrument cluster
- White steering wheel with horn ring
- Deep foam padding in driver's seat cushion and back
- Fold-down arm rest on driver's side
- Sound deadener on floor and rear panel of cab
- Dual sun visors
- Illuminated cigarette lighter
- Bright metal windshield reveal molding
- "Custom Cab" emblem on each door
- Matched locks on both doors



Luxurious foam-rubber comfort! The *Custom Cab's* seat, supported by no-sag springs, has five soft inches of resilient foam rubber; 1¼ inches in driver's seat back. The seat back (on standard and custom cabs) is ⅓-⅔ type, and the ⅔ side tilts forward for convenient access to engine water and oil fillers. Safety locks hold the seat back in place when the cab is tilted.

Handsome Ford Tilt Cabs— tops for handling ease and riding comfort.

Ford Driverized Tilt Cabs give you a huge 1,683-square inch, two-piece windshield that wraps around at sides for a wide-open view. Ford's fine ventilation system brings in volume-controlled, fresh, clean air.

Convenient inboard step and large door opening make it easy to get in and out. And there's plenty of interior room for drivers and helpers. New accelerator pedal angle provides more comfortable foot position. New Ford optional 6" x 16" "Western" type mirrors are fully adjustable.

The Custom Ford Tilt Cab (shown) provides all the worthwhile "extra" features listed.



Maintenance advantages. Because Ford's Tilt Cab design offers quick, complete engine accessibility, maintenance costs and downtime can be reduced. Major service operations, like pulling the engine, can be done in about half the time required for cab-forward designs. Routine work, like valve adjustments, can be finished in one-third the time. And these operations can also be accomplished in less time than on conventional trucks.

Ford Medium Duty Tilts With Certified Economy



C-550

Max. GVW 18,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 12,450 lb.

Wheelbases: 99, 111, 135 and 153 in.

Power choice:
Improved 172-hp 292 V-8,
Rugged 180-hp 292 HD V-8

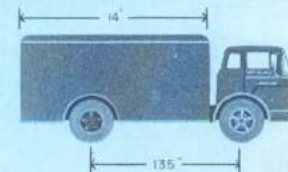
The new Ford C-550 is smart, maneuverable and gives you *certified economy* for extra earning power. Big capacity 6,000-lb. wide-track front axle and 13,000-lb. rear axle are standard. 2-speed rear axle with improved electric shift and MD 5-speed transmission are optional. Ford's modern Short Stroke power plants have also been improved to offer new economy.

For automatic shifting, the Transmatic 6-speed transmission with converter is optional with governed V-8s on both C-550 and C-600 units.

C-600

GVW 19,500 lb.—GCW 32,000 lb.
Opt. GVW 21,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 15,175 lb.
Wheelbases: 99, 111, 135, 153 in.

The Ford C-600 brings you *certified economy* and exceptional durability with new, improved springs, brakes, drive-line center bearing, radiator mountings, new heavy-duty 11" clutch and economical Short Stroke power. Optional components include 16,000-lb. rear axle, 7,000-lb. front axle, improved 5-speed MD transmission and many others.



COMPACT DESIGN

Ford Tilt Cab design reduces wheelbases and overall lengths, providing shorter turning circles for greater maneuverability and easier handling.



MORE PAYLOAD

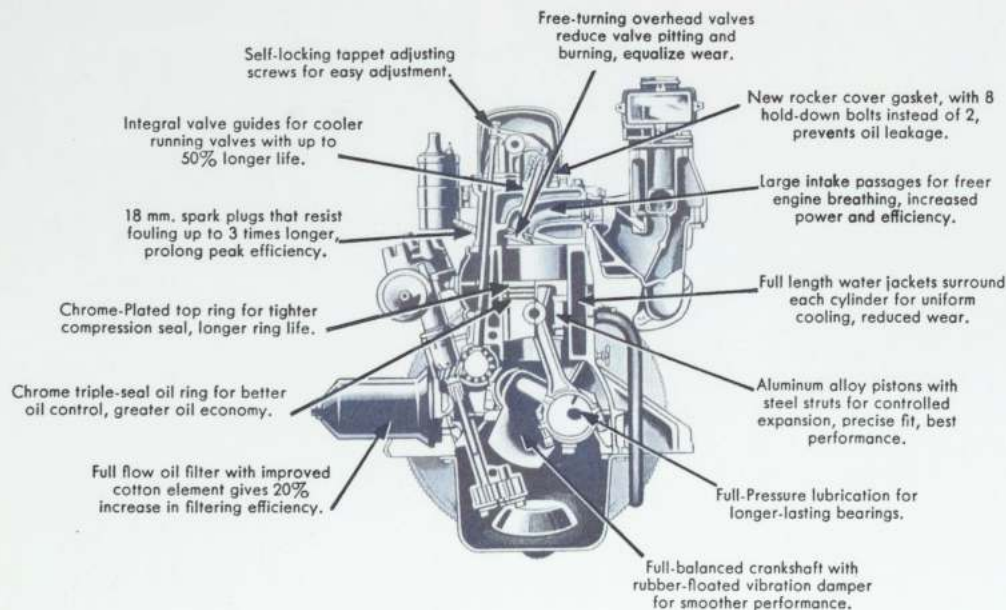
Here's new earning ability! As much as 1,000 pounds more load on the set-back front axle provides better weight distribution and permits a larger overall load.



GREATER VISIBILITY

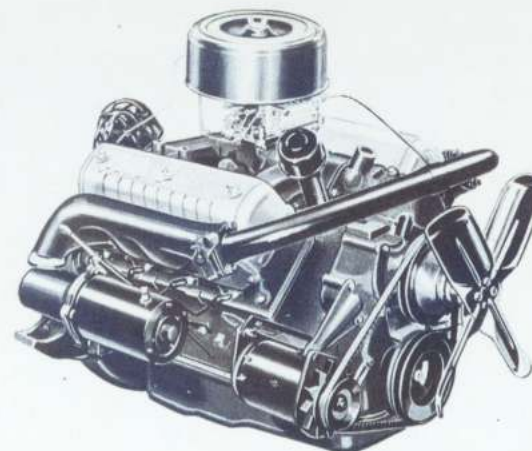
Huge 3,633-sq. in. total glass area gives exceptional all-around vision. And your view of the road ahead of the bumper is over 7 ft. closer than that in conventional trucks.

Certified Economy ... new durability with Ford's modern Short Stroke design



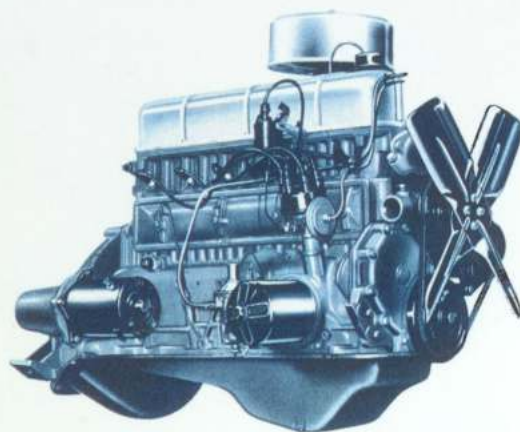
Ford engines offer the fullest benefit of Short Stroke design. Shorter piston travel, slower piston speeds, high compression ratios develop high horsepower and torque with less engine effort and wear.

You get more usable power from every gallon of regular gasoline! Proved in "Economy Showdown USA" tests by America's foremost independent automotive research organization, the "Economy Champ" Ford 223 Six offers the most horsepower per cubic inch displacement of any Six in its class. And Ford's 272, 292 and 292 HD V-8s offer new performance and durability for even greater dependability.



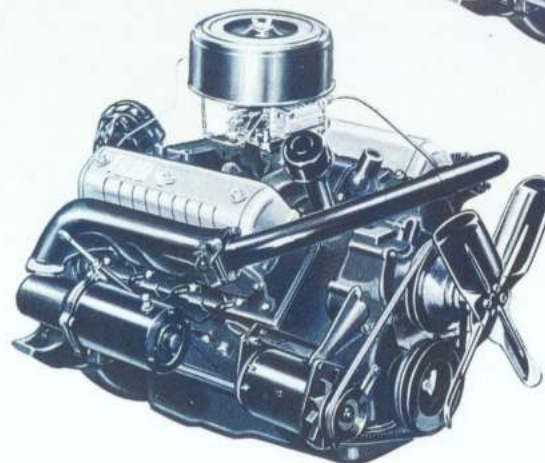
164-hp 272 V-8

(Std.—F-100, F-250, F-350, F-500)
Bore—3.62 in. Stroke—3.30 in.
Brake Horsepower—164 @ 4400 rpm
Torque—260 lbs-ft @ 2000-2500 rpm



139-hp 223 Six

(Std.—F-100, F-250, F-350, F-500, F-600)
Bore—3.62 in. Stroke—3.60 in.
Brake Horsepower—139 @ 4200 rpm
Torque—203 lbs-ft @ 2000-2600 rpm

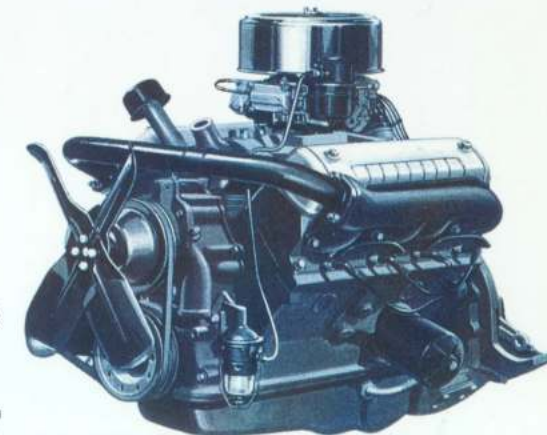


172-hp 292 V-8

(Std.—C-550, C-600, F-600)
Bore—3.75 in. Stroke—3.30 in.
Brake Horsepower—172 @ 4000 rpm
Torque—270 lbs-ft @ 2000-2600 rpm

180-hp 292 HD V-8

(Opt.—F-500, F-600, C-550, C-600)
Bore—3.75 in. Stroke—3.30 in.
4-Barrel Carburetor
Brake Horsepower—180 @ 4000 rpm
Torque—274 lbs-ft @ 2000-2800 rpm

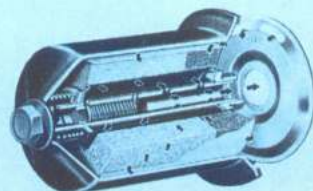




New combustion chamber on V-8s improves fuel economy. New squish area produces greater fuel-air turbulence for more efficient combustion, better performance.



New rotor oil pump is designed to give complete engine protection. Provides 54% greater oil flow during idling speeds, and increased volume at high speeds.



New oil filter for both Six and V-8s with improved cotton element gives a 20% increase in filtering efficiency resulting in longer engine life.



Improved electrical wiring has thicker insulation plus braided loom and insulated clips, for increased protection against heat, abrasion, oil and gasoline.



Sodium cooled exhaust valves on 292 HD V-8, together with integral valve guides, run up to 225 degrees cooler for a marked increase in valve life.

CHASSIS-CAB DIMENSIONS and WEIGHTS

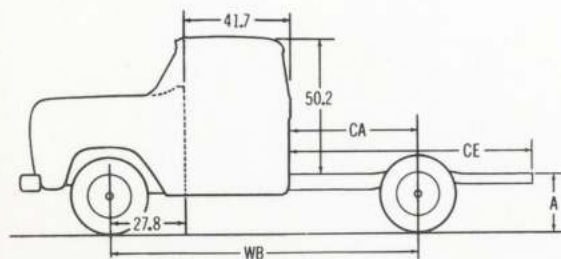
| | Tires F & SR | WB (in.) | HEIGHT (A) Empty Loaded (in.) | | CA (in.) | CE (in.) | Nominal Body Lengths | CURB WEIGHTS* Front (lb.) Rear (lb.) | | Total (lb.) |
|-------|-----------------|-------------|-------------------------------------|------|-------------|-------------|----------------------------|--|------|----------------|
| F-100 | 6.70-15—4 | 110 | 22.8 | 20.0 | 40.5 | 76.8 | 5½-6½ ft. | 1965 | 925 | 2890 |
| | 6.70-15—4 | 118 | 22.9 | 20.0 | 48.5 | 94.9 | 7-8 ft. | 2005 | 965 | 2970 |
| | †6.50-16—6 | 110 | 23.2 | 20.4 | 40.5 | 76.8 | 5½-6½ ft. | 1985 | 965 | 2950 |
| | †6.50-16—6 | 118 | 23.3 | 20.4 | 48.5 | 94.9 | 7-8 ft. | 2025 | 1005 | 3030 |
| F-250 | 6.50-16—6 | 118 | 24.6 | 20.8 | 48.5 | 94.9 | 7-8 ft. | 2045 | 1105 | 3150 |
| | *8-19.5—8 | 118 | 27.6 | 23.8 | 48.5 | 94.9 | 7-8 ft. | 2140 | 1255 | 3395 |
| F-350 | 8-17.5—6 | 130 | 28.2 | 24.7 | 60.5 | 99.0 | 7½-9 ft. | 2265 | 1345 | 3610 |
| | ★ | 130 | 28.2 | 24.7 | 60.5 | 99.0 | 7½-9 ft. | 2265 | 1600 | 3865 |

† Heavy Duty Rear Springs Required.

* Includes Heavy 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.

* 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.



New Ford Light Duty Chassis Features

Roll-action steering for smooth, easy handling and easier steering under all driving conditions.

Straight-line drive combined with large tubular shaft and needle-bearing universal joints provide smoother power flow. When two shafts are used, the centre bearing is neoprene sealed.

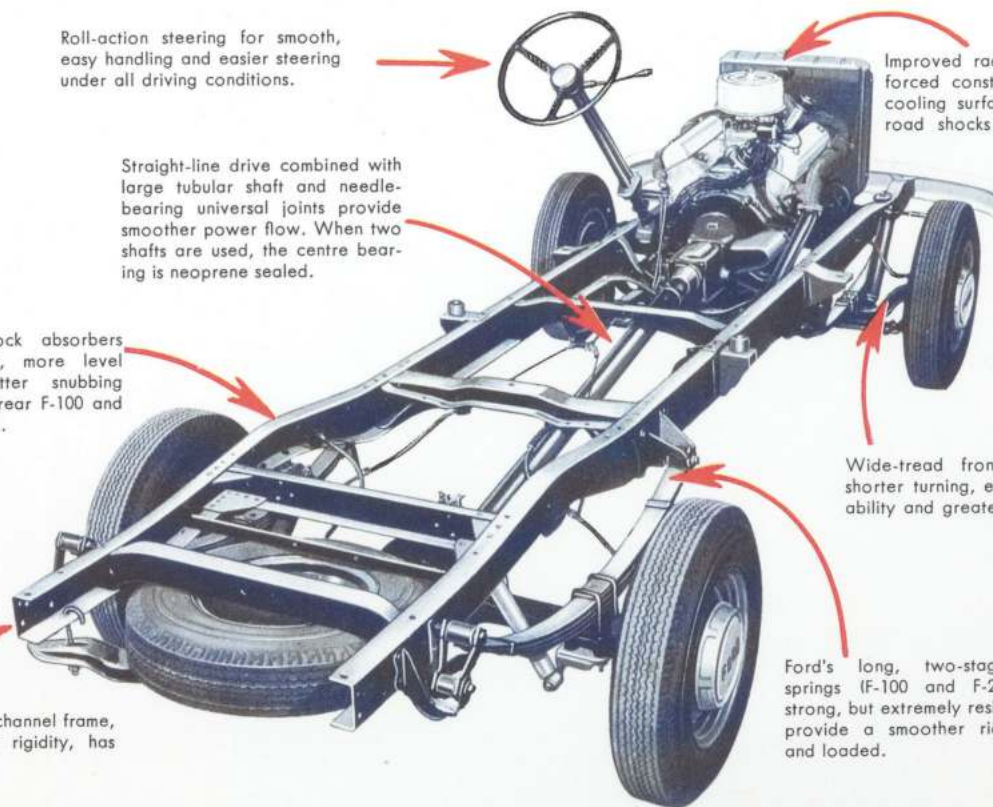
Double-acting shock absorbers provide smoother, more level ride control—better snubbing action (front and rear F-100 and F-250; front, F-350).

Extra strong, deep-channel frame, with 23% greater rigidity, has parallel side rails.

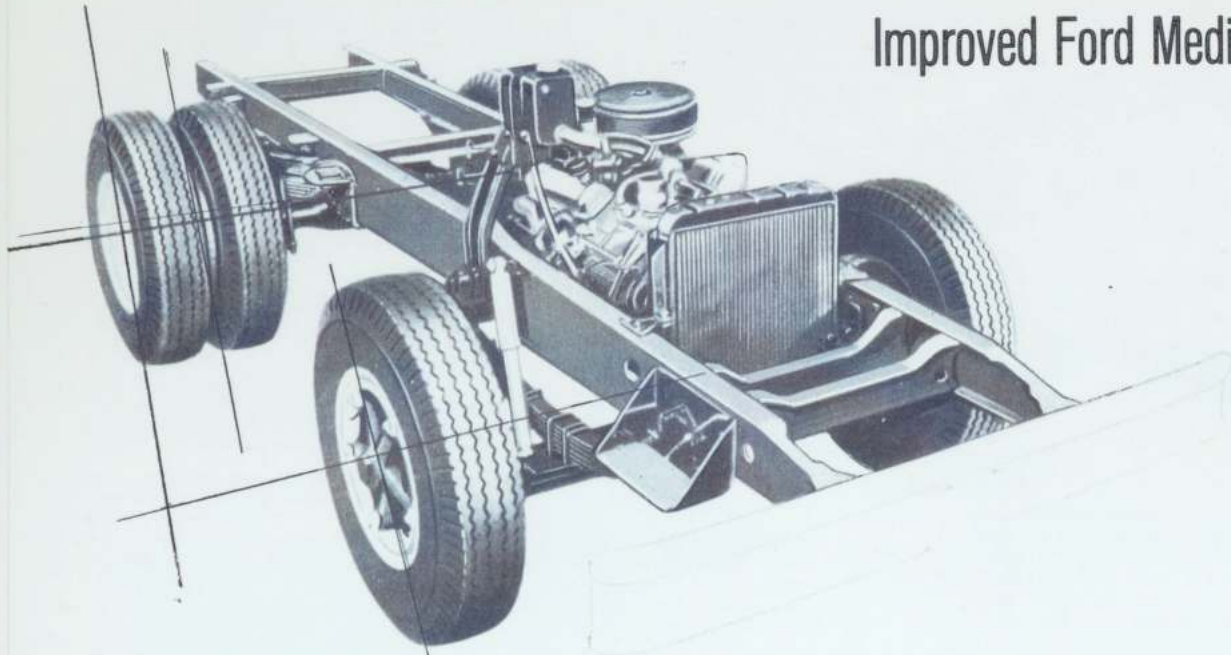
Improved radiator features reinforced construction and greater cooling surface. Cushioned from road shocks by rubber mounts.

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 and loaded.

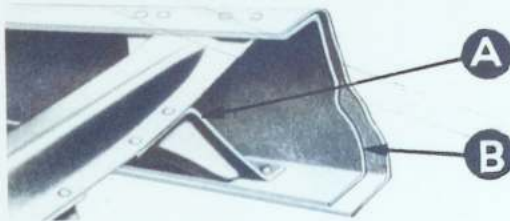


Improved Ford Medium Duty Chassis for extra stamina!



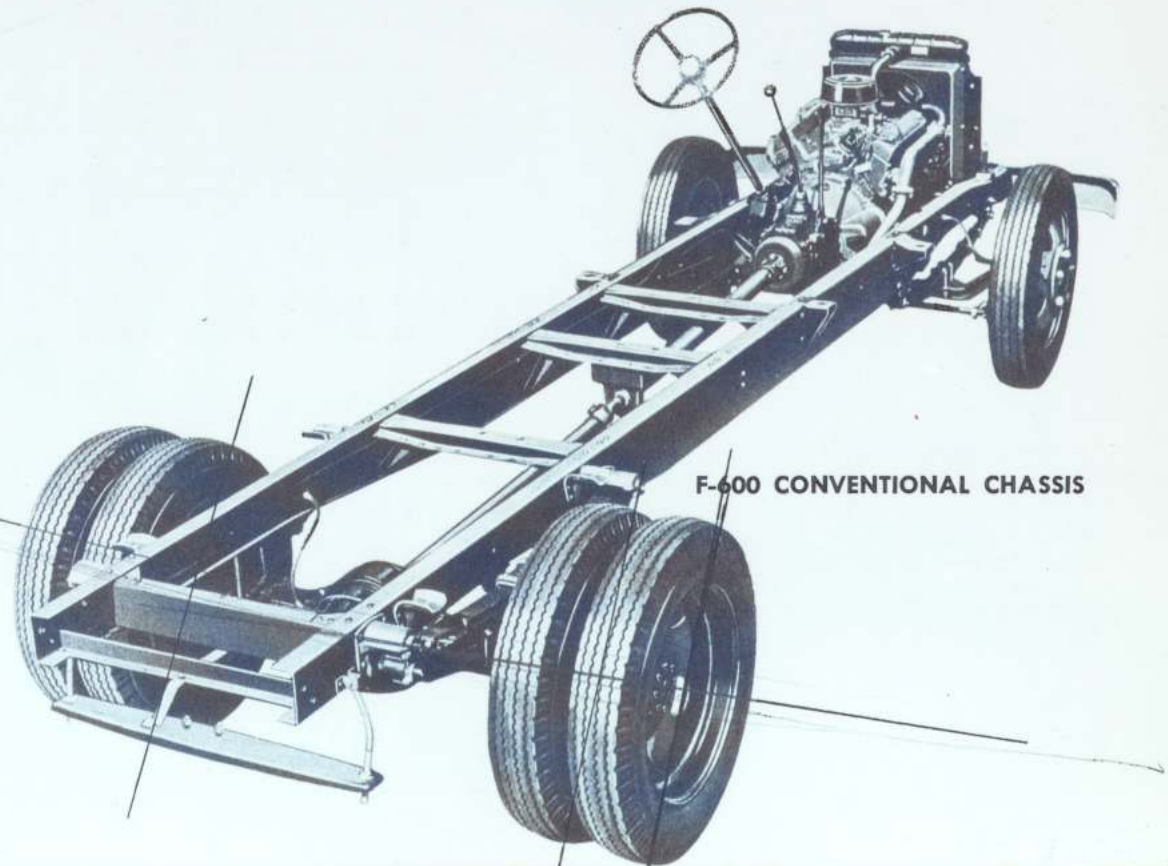
C-600 TILT CAB CHASSIS

Ford Tilt Cab frames are specially engineered to enable V-8 engines to be mounted low between side rails. Wide-track front axles provide increased stability and maneuverability.



A Rugged New Frame Strength—standard for medium duty models. Wide alligator-jaw crossmember gussets and improved rear spring hangers to reduce stress.

B New Heavy Duty Frame is engineered for 40% greater strength, has $\frac{1}{8}$ " inner liner in side rails. It gives a 13.22 section modulus for greater strength and rigidity. Optional on F-600.



F-600 CONVENTIONAL CHASSIS

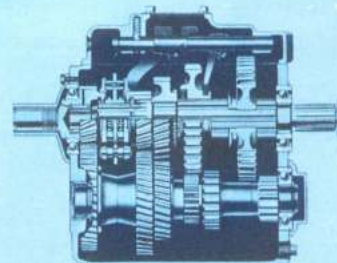
IMPROVED DRIVE LINE CENTRE BEARING

New bearing contains neoprene seals which more effectively exclude water and foreign material thereby adding to durability.



FORDOMATIC TRANSMISSION

Ford's automatic transmission with torque converter (optional on F-100, F-250 and F-350) reduces driver fatigue from constant shifting.

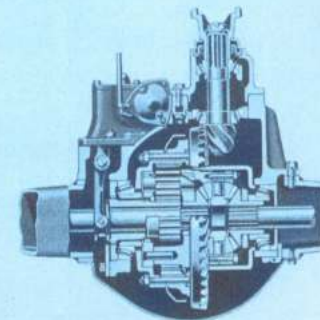


NEW 5-SPEED MD TRANSMISSION

Provides shorter shift-lever travel in low and reverse gears, cuts shifting effort in all gears. Optional C-550, C-600, F-600.

NEW ELECTRIC SHIFT

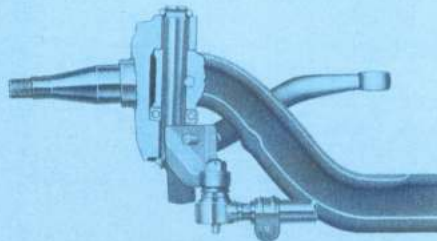
New electric shift with optional 2-speed rear axles has more effective motor sealing and durable actuating pin for longer life. (Optional on F-500, F-600, C-550 and C-600.)



New 1960 Ford Truck Chassis Features

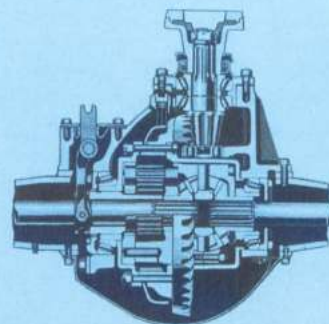
NEW 16,000-LB. REAR AXLE

Extra-capacity rear axles now optional on F- and C-600. Available in Single-Speed or 2-Speed design. Heavy-duty brakes are included with these optional axles.



NEW HEAVY DUTY FRONT AXLE

Big 6,000-lb. wide-track front axle is now optional on Ford F-600, standard C-550 and C-600. And a new heavy-duty 7,000-lb. axle is optional on the C-600 for even greater payloads and durability.



NEW BRAKES

Standard F- and C-600 brakes give faster stops and longer brake lining life with Ford's heavier rear brake drums and new linings front and rear.



TRIPLE DRIVE RANGE TRANSMATIC

Six automatic speeds and torque converter multiply engine torque as much as 14 times! Built-in retarder saves brakes on down grades. Available with governed V-8's only.

PICK THE 1960 FORD TRUCK THAT'S BEST FOR YOUR JOB!



| MODEL | MAXIMUM GVW | ENGINES | TRANSMISSIONS | FRONT AXLE | REAR AXLE |
|---------------------------------|--|---|--|--|--|
| F-100 | 5,000 lb. | 223—Six 272—V-8 | Std.: 3-speed Opt.: Warner T87E HD 3-speed Warner T98A 4-speed Fordomatic (3-speed)* | 2,600 lb. | 3,300 lb. |
| F-250 | 7,400 lb. | 223—Six 272—V-8 | Std.: 3-speed Opt.: Warner T87E HD 3-speed Warner T98A 4-speed Fordomatic (Dual Range)* | 2,600 lb. | 5,000 lb. |
| F-350 | 7,600 lb. (single rear wheels) 9,800 lb. (dual rear wheels) | 223—Six 272—V-8 | Std.: Warner T98A 4-speed Opt.: Warner T87E HD 3-speed Fordomatic (Dual Range)* | 3,800 lb. | 7,200 lb. |
| F-100 (4-wheel drive) | 5,600 lb. | 223—Six 272—V-8 | Std.: 3-speed Opt.: Warner T98A 4-speed | 3,000 lb. | 3,300 lb. |
| F-250 (4-wheel drive) | 7,400 lb. | 223—Six 272—V-8 | Std.: 3-speed Opt.: Warner T98A 4-speed | 3,000 lb. | 5,000 lb. |
| F-500 | 15,000 lb. | Std.: 223—Six 272—V-8 Opt.: 292—V-8 292 HD V-8 | Std.: Warner T98A 4-speed Opt.: Allison 6-speed Transmatic* | 4,000 lb. | Std.: 11,000 lb.—single reduction (6-cyl. only) Std.: 13,000 lb.—single reduction Opt.: 13,000 lb.—2-speed |
| C-550 | 18,000 lb. | Std.: 292—V-8 Opt.: 292 HD V-8 | Std.: Warner T98A 4-speed Opt.: Clark MD 250V 5-speed Allison 6-speed Transmatic | 6,000 lb. | Std.: 13,000 lb.—single reduction Opt.: 13,000 lb.—2-speed |
| F-600 | 21,000 lb. | Std.: 223—Six 292—V-8 Opt.: 292 HD V-8 | Std.: Warner T98A 4-speed Opt.: Clark MD 250V 5-speed Allison 6-speed Transmatic | Std.: 4,700 lb. Opt.: 6,000 lb. | Std.: 15,000 lb.—single reduction 15,000 lb.—2-speed Opt.: 16,000 lb.—single or 2-speed |
| C-600 | 21,000 lb. | Std.: 292—V-8 Opt.: 292 HD V-8 | Std.: Warner T98A 4-speed Opt.: Clark MD 250V 5-speed Allison 6-speed Transmatic | Std.: 6,000 lb. Opt.: 7,000 lb. | Std.: 14,000 lb.—single reduction Opt.: 15,000 lb.—single or 2-speed 16,000 lb.—single or 2-speed |

For Heavy Duty, Super Duty and Tandem-Axle Trucks, ask your Ford Dealer for folder and specification sheets

*292 V-8 standard w/Fordomatic and Transmatic

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FORD MOTOR COMPANY OF CANADA, LIMITED