

1960 FORD TRUCKS

HEAVY DUTY MODELS

F-700 • F-750 • F-800 Conventional
C-700 • C-750 • C-800 Tilt Cab



The best of the new... ***CERTIFIED DURABILITY***, too!

1960 Ford Heavies with certified durability!

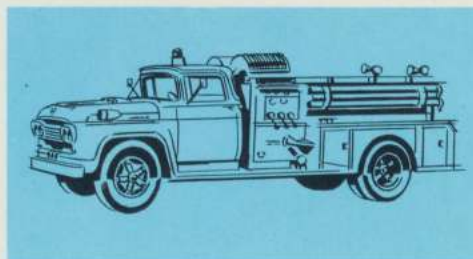
Here's the most versatile . . . most dependable line of Ford Trucks ever built. Ford Trucks, with durability features certified in tests by America's foremost independent automotive research organization, are the value leaders in heavy-duty service.

For '60 Ford offers greater flexibility with a wide choice of key options to "custom tailor" a truck to fit your exact requirements. There are larger front and rear axles available with greater stamina and more capacity for bigger GVW's . . . extra payloads every trip.

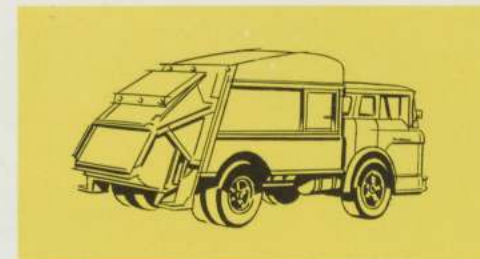
In addition, the '60 Fords offer a whole host of improved standard features . . . heavy-duty refinements in modern Short Stroke engines, sturdier cab construction, seat upholstery, axles, springs, transmissions, radiators, electrical wiring . . . all to provide outstanding performance with exceptional economy.

Whatever your job . . . wherever you do it . . . there's a Ford Truck that can be "custom-tailored" to fit your needs. The body illustrations (shown at right) are typical of the full range of special-purpose bodies and equipment that can be mounted on Ford Heavy Duty Conventional and Tilt Cab models.

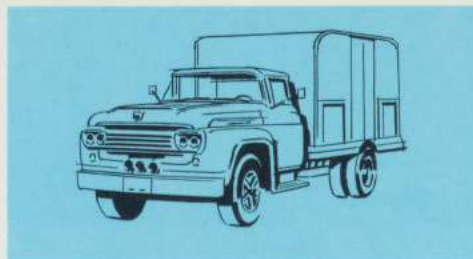
Typical body applications for Ford Heavy Duty Chassis



FIRE FIGHTING PUMPER
with water tank for rural and suburban
Fire Departments



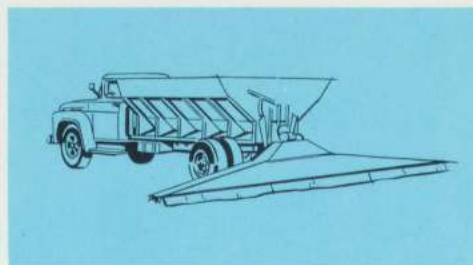
REFUSE BODY
for municipal use. It packs loads in,
to keep refuse and odors inside



MILK BODY
for rural pickup and delivery of
bulk milk in cans



TRANSIT MIXER BODY
for construction work, this mixer
hauls concrete to the job



LIME SPREADER
typical of the many spreader bodies
for farm and industrial use



LINE CONSTRUCTION BODY
an excellent utility truck for
construction and maintenance work

A SPECIFICATION SHEET IS AVAILABLE FOR EACH OF THE MODELS IN THIS FOLDER. For additional information on Ford Trucks, please ask for the following model folders: Light Duty, 4-Wheel Drive, Medium Duty, Super Duty, Tandem Axle, Parcel Delivery, School Bus and Courier.

F-700

GVW: 21,000 lb. GCW: 35,000 lb.

Opt. GVW: 22,000 lb., 25,000 lb.

Nominal Payload
(body, equipment, etc.)
up to 18,375 lb.

Wheelbases:

132, 144, 156, 175, 192 in.

Greater flexibility for increased earning power

The Ford F-700 provides increased earning power with an optional 25,000-lb. GVW — a 3,000-lb. increase for 1960. Ford's 7,000-lb. front axle and 18,500-lb. rear axle, plus improved 5-Speed transmission and many other heavy-duty options, give this model real "big truck" carrying capacity. There's a huge selection of components to "custom tailor" the truck to your job . . . 15,000-lb., 16,000-lb. and 18,500-lb. rear axles with the right springs, frames, brakes, etc. for well-balanced performance.

Ford's modern Short Stroke 172-hp 292 V-8 and 180-hp 292 HD V-8 have many refinements for even greater operating economy and durability. And for automatic shifting, the Triple Drive Range Transmatic is optional with governed engine.

Ford F-700 with Platform body and crane to handle construction materials



F-750

GVW: 22,000 lb. GCW: 42,000 lb.

Opt. GVW: 25,000 lb.

Nominal Payload
(body and equipment, etc.)
up to 18,200 lb.

Wheelbases:
132, 144, 156, 175, 192 in.

Ford F-750 equipped with air
brake and electrical equipment
for tractor service

Ford F-750's for proven reliability

Ford's proven heavy-duty truck engineering brings you exceptional performance with true economy and maximum durability. And for '60 the Ford F-750 offers optional 7,000-lb. front and 18,500-lb. rear axles, plus heavier springs for an extra measure of stamina and *larger payloads*. These bigger axles and springs allow a 3,000-lb. increase in maximum GVW to 25,000-lb.—an all-time high for this model.

There's more efficient Short Stroke power, too, with the improved Ford 194-hp 302 HD V-8. This proven performer offers many economy and durability features, and you have a wide choice of 5-Speed transmissions—Direct Drive or Overdrive—plus the fully automatic Triple Drive Range Transmatic.



F-800

GVW: 25,000 lb. GCW: 50,000 lb.

Opt. GVW: 27,000 lb.

Nominal Payload
(body and equipment, etc.)
up to 20,100 lb.

Wheelbases:
132, 144, 156, 175, 192 in.

Ford F-800 with bigger optional GVW for increased payloads, greater durability

The Heavy Duty F-800, long known for its rugged dependability, now offers more profitable hauling with optional 27,000-lb. GVW. And you can have extra axle capacity and stamina with the 21,000-lb. rear axle. A hefty 7,000-lb. front axle is standard, with 9,000-lb. and 11,000-lb. front axles optional.

The improved Ford wiring system gives greater electrical reliability, and the truck's cab, springs and radiator all offer added durability. The powerful 205-hp 332 HD V-8 engine has many refinements to provide long-lasting performance and greater economy.

A complete tractor package with all the brake and electrical equipment needed to comply with ICC regulations is available on short wheelbase units with air brakes.



Ford F-800 with dump body is a popular and profitable hauler.

Ford Driverized Cab...built for comfort and durability

Ford Driverized Cabs for '60 are big, attractive, comfortable and durable. There's almost 59 inches of shoulder room for three-man riding comfort. And the big 1020-sq. in. full-wrap windshield provides full vision for safer driving. Hi-Dri all-weather ventilation keeps the interior dry, fresh and comfortable.

Ford's suspended pedals, that eliminate toeboard holes, and rubber door weather seals banish uncomfortable drafts and dirt. More powerful blower in the Ford heater keeps the cab up to 10° warmer and provides better defrosting. Inboard supports for the sun visor reduce annoying vibrations. And added structural reinforcements provide greater cab durability in rugged service.



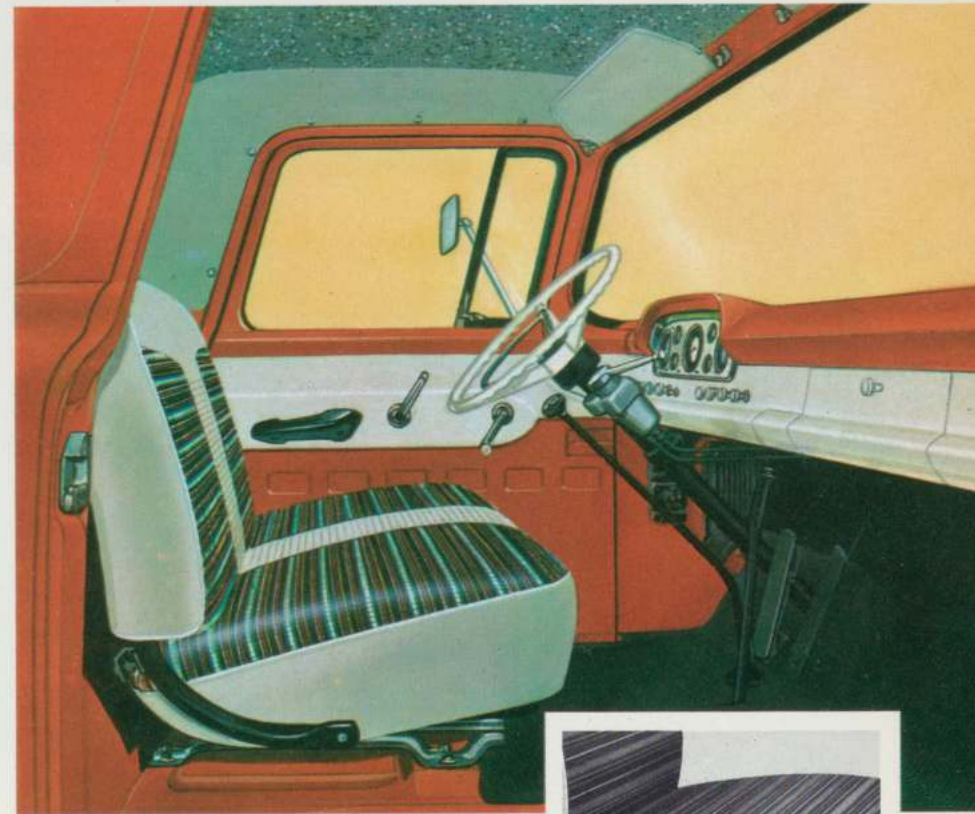
Ford's nylon-rayon-saran standard seat upholstery is more comfortable and longer wearing. The fabric breathes better and is cooler in the summer. And Ford's formed wire springs minimize seat sagging, provide a fine ride. For extreme wear conditions, a heavy-duty vinyl seat upholstery is optional.

FORD STANDARD CAB FEATURES

- Lifeguard steering wheel • Safety Double-Grip door locks
- Plaid nylon-rayon-saran seat upholstery with gray vinyl bolster and seat facings
- Dome light • Left sun visor • Ash receptacle • Dispatch box
- Coat hook • White instrument cluster cover plate

FORD DIAMOND LUSTRE STANDARD COLORS

Choice of Monte Carlo Red, Goldenrod Yellow, Academy Blue, Skymist Blue, Caribbean Turquoise, Adriatic Green, Holly Green, Corinthian White, Raven Black. Any standard color can be combined with Corinthian White for smart Two Tone effect on the cab.



Here's the 1960 Ford *Custom Cab* for unexcelled comfort and driving ease. This office-on-wheels gives the driver a real incentive to do his best work. And there's crisp, pleasing two-color styling on the instrument and door panels—easy to read, chrome-trimmed instrument cluster—convenient horn ring on the steering wheel—and all the extra-value features listed.



Luxurious foam rubber seat!
The *Custom Cab*'s seat has five soft inches of resilient foam rubber, with 1 3/4 inches in the seat back for top driver comfort.

FORD CUSTOM CAB FEATURES

- Striped woven nylon-saran upholstery with gray vinyl bolster and seat facings
- Handsome two-tone instrument panel
- Chrome-trimmed instrument cluster
- White steering wheel with attractive chrome horn ring
- Foam rubber in seat cushion and back
- Attractive two-tone door paint scheme
- Arm rest on left door
- Sound deadener on floor and rear cab panel and insulation on firewall
- Sun visor on right side
- Illuminated cigar-cigarette lighter
- Bright-metal grille and headlight assembly
- Bright-metal windshield reveal molding
- "Custom Cab" emblem on each door
- Matched locks on both doors



Spacious Ford Tilt Cabs are tops for handling ease, riding comfort

Ford Driverized Tilt Cabs provide exceptional visibility, convenience and comfort. The huge 1,683-square inch, two-piece windshield wraps around at sides for a wide-open view. Ford's fine ventilation system brings in volume-controlled fresh, clean air.

A convenient inboard step and large door opening make it easy to get in and out. And there's plenty of interior room for the huskiest drivers and helpers. The improved accelerator pedal angle provides a more comfortable foot position. And the Ford *Custom* Tilt Cab (shown) provides all the worthwhile "extra" features listed.

STANDARD TILT CAB FEATURES

- Lifeguard steering wheel • Dome Light • Ash receptacle
- Safety Double-Grip door locks • Left sun visor
- Dispatch box • Coat hook • Plaid nylon-rayon-saran seat upholstery with gray vinyl bolster and side facings
- White instrument cluster cover plate

CUSTOM TILT CAB FEATURES

- Striped woven nylon-saran upholstery with gray vinyl bolsters and side facings
- Handsome two-tone instrument panel
- Chrome-trimmed instrument cluster
- White steering wheel with chrome horn ring
- Foam rubber padding in seat cushion and driver's seat back
- Fold-down arm rest on driver's side
- Sound deadener on floor and rear cab panel
- Sun visor on right side
- Illuminated cigar-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 has five soft inches of resilient foam rubber, $1\frac{1}{4}$ inches in driver's seat back. Supported by non-sag springs it provides matchless comfort. The seat back (on standard and *Custom* Cabs) is $\frac{1}{8}$ - $\frac{3}{8}$ type, and the $\frac{3}{4}$ side tilts forward for convenient access to engine water and oil fillers. And safety locks hold the seat back in place when the cab is tilted.



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

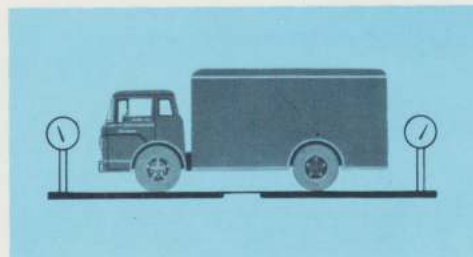
Modern Ford Tilt Cab Trucks for '60

America's most popular Tilt Cab line with wider flexibility, exceptional payloads, excellent maneuverability and built-in durability

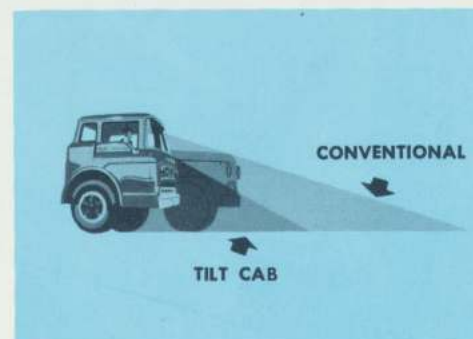
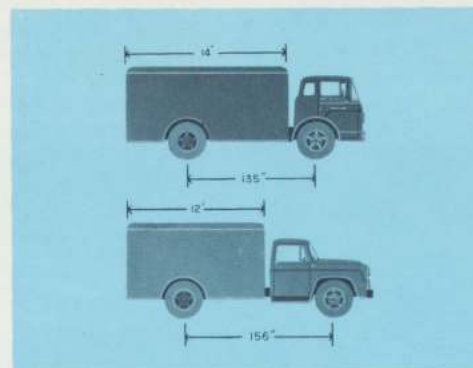
Here's the most versatile . . . most dependable line of Ford Tilt Cab Trucks ever built. And Ford Heavies offer more flexibility with a wide choice of key options to "custom tailor" a truck to fit your exact requirements.

For 1960 Ford again sets the pace with value-packed Tilts that offer exceptional payloads, maneuverability, service accessibility and driving ease. They're America's most popular Tilt Cab line by far!

And everywhere in every Ford Tilt Cab Truck you'll find important features to lower your costs and increase driving comfort and safety. Modern Short Stroke V-8 power and economy . . . attractive interiors with longer-wearing nylon-fortified upholstery. And every '60 Ford Truck is built stronger to last longer.

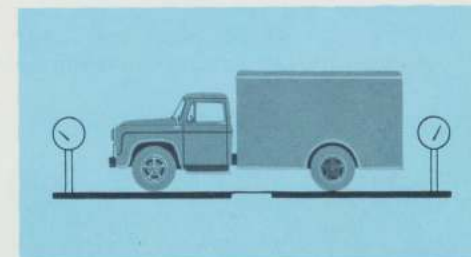


Ford Tilt Cabs carry a bigger percentage of chassis and body weight on front axle . . . allowing more payload on rear axle.



MORE PAYLOAD

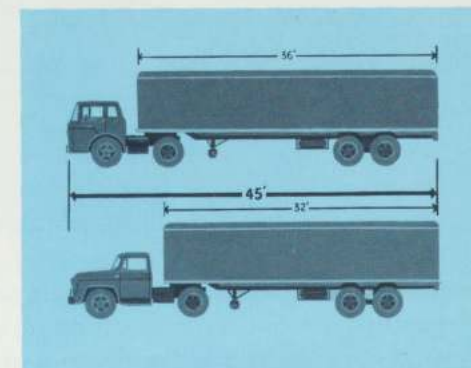
Here's greater earning ability! Set-back front axle provides better weight distribution, and permits as much as 1,000 pounds more load on the front axle than conventional trucks.



Conventional truck has lighter front axle loading with more chassis and body weight on rear axle . . . cutting down possible payload.

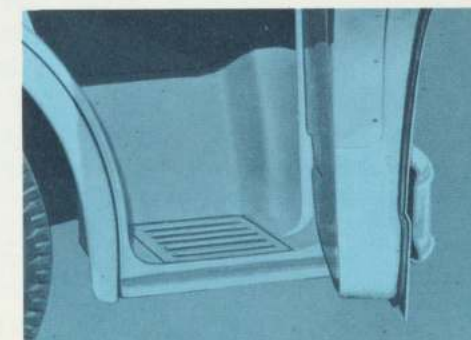
COMPACT DESIGN

Ford Tilt Cab design reduces wheelbases and over-all lengths, providing shorter turning radii for greater maneuverability and easier handling with longer bodies. And their short BBC dimension allows square-nose 36' trailer within 45' over-all limits.



GREATER VISIBILITY, EASY ENTRY

Huge 3,633-sq. in. total glass area gives exceptional all-round view. And the ground-vision distance (ahead of bumper) is over 7 ft. better than that of conventional trucks. Inboard step and large door opening make it easy to get in and out.



C-700

GVW: 22,000 lb. GCW: 35,000 lb.

Opt. GVW: 23,000 lb., 25,000 lb.

Nominal Payload
(body, equipment, etc.)
up to 17,825 lb.

Wheelbases:
99, 111, 135, 153 in.

Efficient haulers for low-cost service

The Ford C-700 provides real efficiency for increased earning power with an optional 25,000-lb. GVW—a 2,000-lb. increase for 1960. Ford's 7,000-lb. front axle and new 18,500-lb. rear axle, plus improved 5-Speed transmission and many other heavy-duty options give this model real "big truck" carrying capacity. There's a huge selection of components to "custom tailor" the

truck to your job . . . 15,000-lb., 16,000-lb. and 18,500-lb. rear axles with the right springs, frames, brakes, etc. for balanced performance.

Ford's modern Short Stroke 172-hp 292 V-8 and 180-hp 292 HD V-8 have many refinements for even greater operating economy and durability. And for automatic shifting, Transmatic Drive is optional with governed engine.



FORD C-700 with van body
for city delivery work

C-750

GVW: 23,000 lb. GCW: 42,000 lb.

Opt. GVW: 25,000 lb.

Nominal Payload
(body and equipment, etc.)
up to 17,625 lb.

Wheelbases:
99, 111, 135, 153 in.

Ford C-750 with important “custom tailor” options

Ford's proven heavy-duty truck engineering provides peak performance with greater economy and durability. The C-750 offers an 18,500-lb. rear axle option and heavier springs for extra stamina and *larger payloads*. These bigger components allow a 2,000-lb. greater optional GVW . . . an all-time high for this model.

There's more efficient Short Stroke power, too, with the improved 194-hp HD V-8. This versatile performer offers real economy and durability for '60. And you have a choice of 5-Speed transmissions—Direct or Overdrive—plus the fully automatic Triple Drive Range Transmatic.



FORD C-750 with tank body for bulk milk pickups

C-800

GVW: 27,000 lb. GCW: 50,000 lb.
Nominal Payload
(body and equipment, etc.)
up to 19,350 lb.
Wheelbases:
99, 111, 135, 153 in.

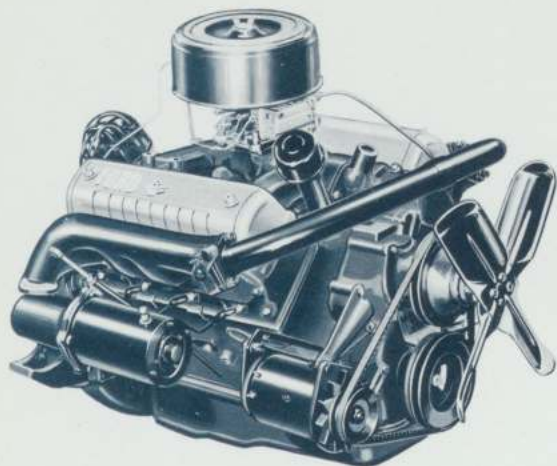
Ford C-800 offers higher GVW ... plus proven dependability

Maximum GVW has been increased to 27,000-lb., and you can have extra axle capacity with the 21,000-lb. rear axle. A hefty 9,000-lb. front axle is standard with an 11,000-lb. option. The powerful 205-hp HD V-8 has many refinements for durability and economy. A tractor package with brake and electrical equipment that complies with ICC regulations is available.



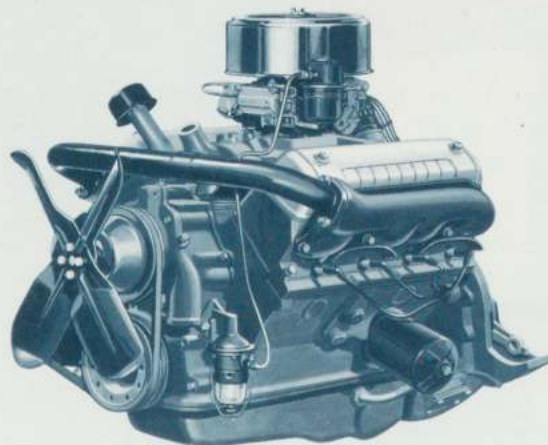
FORD C-800 equipped
for tractor service
pulls 50,000-lb. GCW
with ease

More economy... proven durability with Ford's modern Short Stroke design



192 ▲

172-hp 192 V-8 (Std.—F-700, C-700)
Bore—3.75 in. Stroke—3.30 in.
Brake Horsepower—172 @ 4000 rpm
Torque—270 lbs.-ft @ 2000-2600 rpm

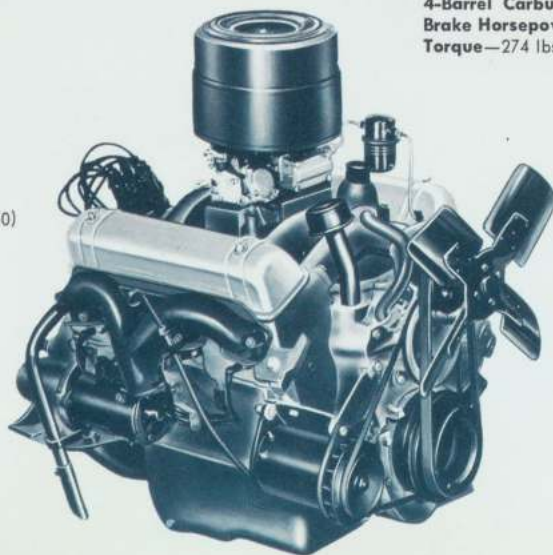


292 HD ▲

180-hp 292 HD V-8 (Opt.—F-700, C-700)
Bore—3.75 in. Stroke—3.30 in.
4-Barrel Carburetor
Brake Horsepower—180 @ 4000 rpm
Torque—274 lbs.-ft @ 2000-2800 rpm

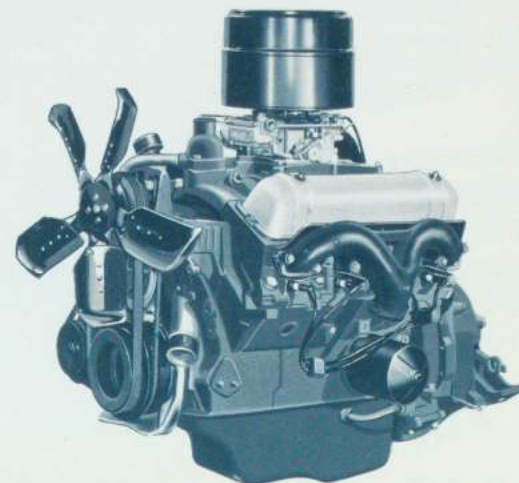
302 HD ►

194-hp 302 HD V-8 (Std.—F-750, C-750)
Bore—3.62 in. Stroke—3.66 in.
4-Barrel Carburetor
Brake Horsepower—194 @ 3800 rpm
Torque—290 lbs.-ft @ 2600 rpm



332 HD ►

205-hp 332 HD V-8 (Std.—F-800, C-800)
Bore—3.80 in. Stroke—3.66 in.
4-Barrel Carburetor
Brake Horsepower—205 @ 3800 rpm
Torque—312 lbs.-ft @ 2600 rpm



The 1960 Ford engines give you the fullest benefit of modern Short Stroke design. Shorter piston travel, slower piston speeds and 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! And Deep-Block construction gives greater rigidity for longer life. All Ford heavy-duty truck V-8's have better performance, durability and economy features for '60.

The 292 and 292 HD V-8's have more efficient combustion chambers, bigger intake valves, relocated spark plugs and improved carburetor and distributor calibrations for peak gas mileage. Ford 302 and 332 HD's offer stronger pistons, rings, connecting rods and improved sodium-cooled exhaust valves for even greater durability.



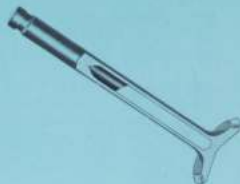
HIGH TURBULENCE COMBUSTION CHAMBER on 292 V-8's improves fuel economy. Increased squish area produces greater fuel-air turbulence for more complete combustion. Relocated spark plugs are closer to the charge center for faster, smoother flame travel.



IMPROVED PISTON AND RINGS for 302 and 332 HD V-8's give better oil economy and engine durability. Keystone-type carrier for No. 1 compression ring provides greater strength. Larger oil control rings without expanders give better oil economy.

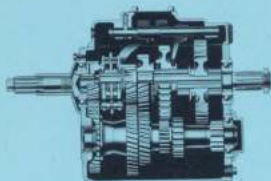


FORGED CONNECTING RODS on 302 and 332 heavy-duty V-8's for greater dependability and durability. A stronger steel composition is used in the connecting rods, and they are shot-peened for greater hardness and extra stamina.

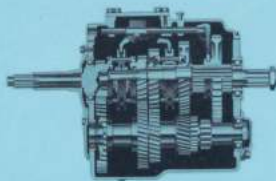


SODIUM-COOLED EXHAUST VALVES in 302 and 332 heavy-duty V-8's have a modern "drill point" sodium cavity. They transfer more heat through the valve head, instead of the stem, for longer valve life with less tendency for valve stem sticking.

1960 Ford Heavies offer a wide choice of transmissions



5-SPEED MD TRANSMISSION with improved design to provide shorter shift-lever travel in low and reverse gears, and less shifting effort in all gears. This 5-Speed Synchro-Silent MD transmission is standard in F- & C-750, optional F- & C-700.



5-SPEED HD TRANSMISSION available in Direct or Overdrive. This 5-Speed Synchro-Silent transmission has smooth, easy shift operation, and heavy-duty construction for long-term endurance. Standard F- & C-800 and optional F- & C-750.

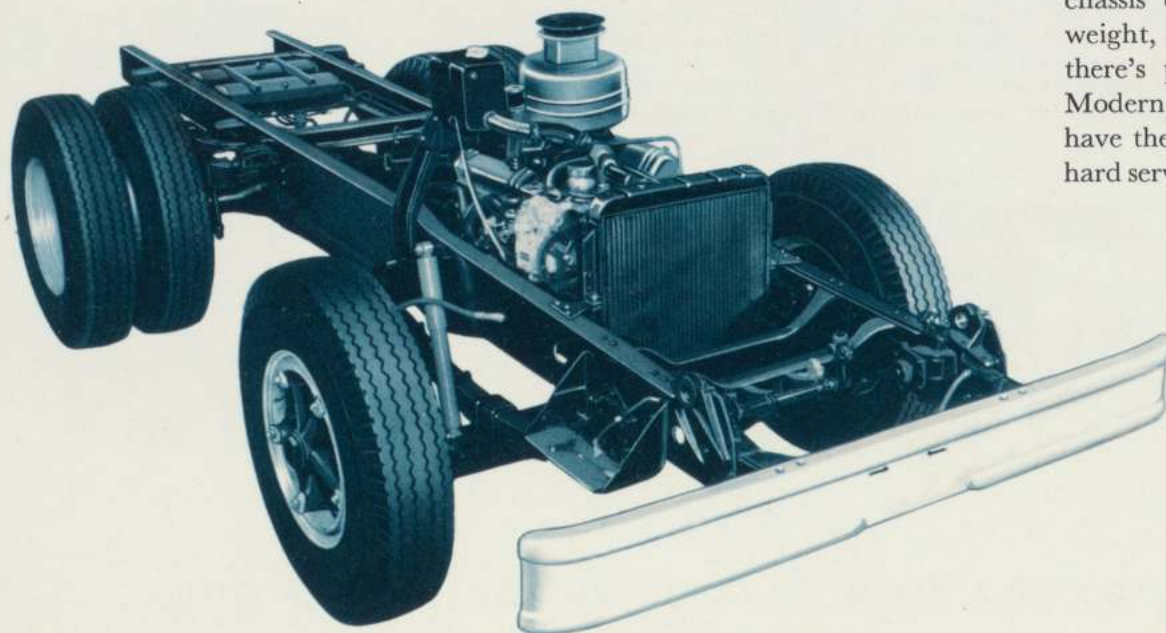


TRIPLE DRIVE RANGE TRANSMATIC with six automatic speeds and torque converter . . . multiplies engine torque as much as 14 times! Built-in retarder holds truck back on downgrades, saves service brakes. Available with governed V-8 engine.



8-SPEED ROADRANGER TRANSMISSION provides eight closely spaced gear ratios to keep engine operating in high horsepower range for performance and efficiency. Requires up to 33% less shifting and gives excellent gas economy. Optional F- & C-800.

Extra chassis muscle for extra stamina!

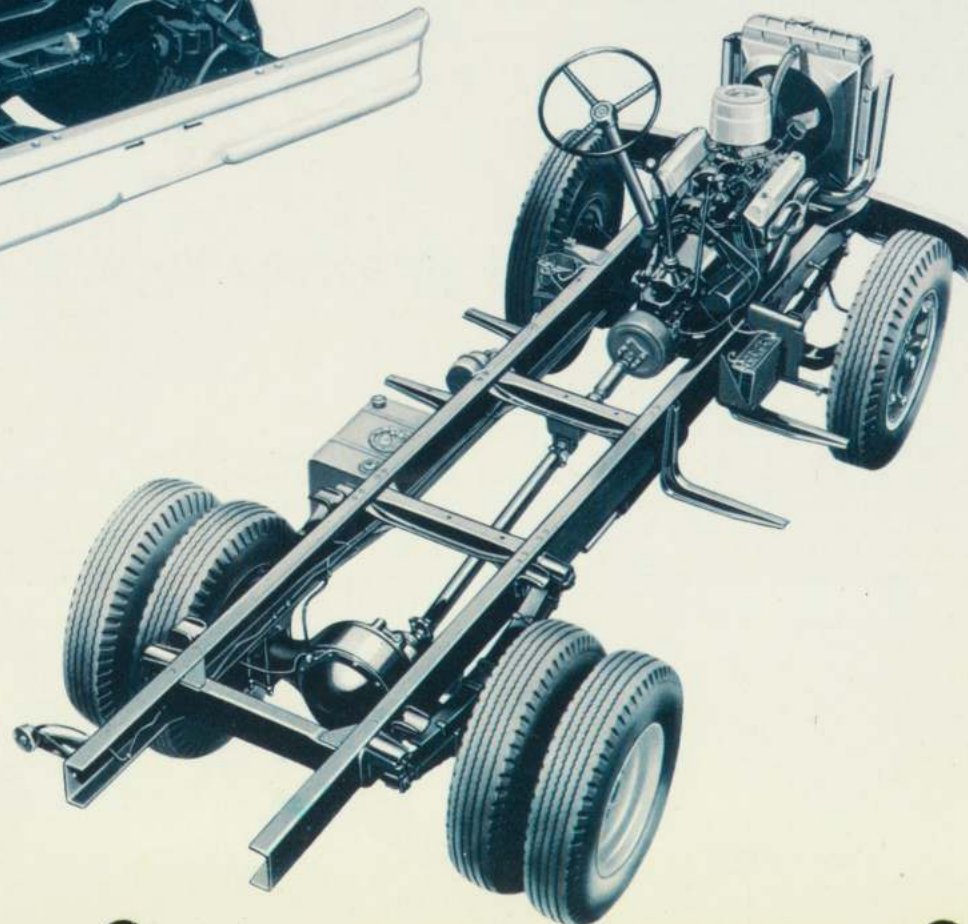


C-800 TILT CAB CHASSIS ▲

Ford Tilt Cab frames are specially engineered to enable V-8 engines to be mounted low between the side rails. The SAE standard 34" frame width is retained behind the engine for proper body mounting. Wide-track front axles provide increased stability and maneuverability.

F-800 CONVENTIONAL CHASSIS ▶

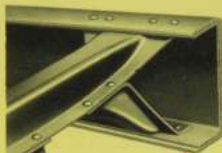
Parallel ladder-type frame with strategically placed cross members provides the proper rigidity and resiliency. The engine is more accessible because parallel frame construction gives extra room between fender aprons and the engine.



Ford Heavy Duty Conventional and Tilt Cab models offer extra strength and extra payload capacities to get more work done at low cost! Ford's strong, clean-cut chassis design pares away useless, unwanted dead weight, lets you carry more load on every trip. Yet there's plenty of extra toughness where it counts. Modern, more durable springs, frames and axles all have the reserve capacity and stamina to stand up in hard service. One more reason Ford Trucks last longer!

INTERNAL SHOE PARKING BRAKE

Effective self-energizing type parking brake is located on rear of transmission. Internal shoe construction affords extra protection from water and dirt.



DEEP-CHANNEL FRAME RAILS

Husky frames are highly resistant to twist. Side rails have extended channel reinforcements on short wheelbase models (F- & C-750, 800) for 40% greater strength in fifth wheel area.

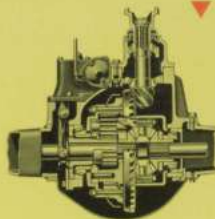


MASTER GUIDE POWER STEERING

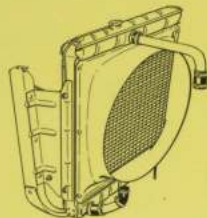
Available on all Heavy Duty models for full-time and effortless steering ease. Ford's power steering reduces turning effort as much as 75% for safe, smooth and easy handling.

IMPROVED ELECTRIC SHIFT 2-SPEED UNIT

There's added durability with Ford's electric shift unit for optional 2-Speed rear axles. More effective motor sealing and more durable actuating pin provide longer unit life.



1960 Ford Truck Chassis Features



RADIATOR DURABILITY

Extensive improvements have been made with heavier rib reinforcements, redesigned side channels and rigid corner reinforcements to strengthen the radiator and eliminate stress points for greater durability.

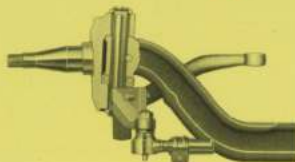
21,000-lb. REAR AXLE

Heavy-duty 21,000-lb. rear axle, now available on Ford F- & C-800 models for greater durability in heavy-duty service. 16" x 6" hydraulic brakes and 9 1/2" vacuum brake booster are included with Single or 2-Speed axle.



NEW HD FRONT AXLE OPTION

Big 7,000-lb., wide-track front axle is now optional on Ford F-700 & 750, standard C-700, 750 & F-800. Big 9,000-lb. front axle is standard on C-800.



RELIABLE WIRING SYSTEM

Heavier, more durable insulation with asphalt-impregnated loom protects against heat and abrasion. Multiple plug connectors, extra heavy-duty circuit breaker and fuse panel provide greatly improved electrical reliability.

Whatever your job . . . there's a Ford Truck to fit your needs!

LIGHT DUTY CONVENTIONAL "F" SERIES

SERIES	MAX. GVW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	PICKUPS†	PANEL	STAKE	PLAT-FORM	CHASSIS-CAB (CA)	CHASSIS-WDISH'D (CLA)	CHASSIS-COWL (CLA)
Courier	4600	223 SIX 292 V-8 352 V-8	118		7'					
F-100	5000	139-hp SIX 172-hp V-8	110 118	6½' 8'	7½'	6½'	6½'	40.5" 48.5"	82.2"	82.2"
F-100 <small>A-Frame Drive</small>	5600	139-hp SIX 172-hp V-8	118	8'				48.5"		
F-250	7400	139-hp SIX 172-hp V-8	118	8'	7½'	7½'		48.5"	90.2"	90.2"
F-250 <small>A-Frame Drive</small>	7400	139-hp SIX 172-hp V-8	118	8'	7½'	7½'		48.5"		
F-350	9800‡	139-hp SIX 172-hp V-8	130	9'	9'	9'		60.5"	102.2"	102.2"

MEDIUM DUTY CONVENTIONAL "F" and TILT CAB "C" SERIES

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	STAKE	PLAT-FORM	CHASSIS-CAB (CA)	CHASSIS-WDISH'D (CLA)	CHASSIS-COWL (CLA)
F-500	15000	25000*	139-hp SIX 172-hp V-8 180-hp HD V-8	130 154	9' 12"	9' 12"	60.5" 84.5"	102.2" 126.2"	102.2" 126.2"
F-600	17000 19500* 21000*	29000* 32000*	139-hp SIX 172-hp V-8 180-hp HD V-8	130 142 154 172 192	9' 12" 12" 12.5" 12.5"	9' 12" 12" 12.5" 12.5"	60.5" 72.5" 84.5" 102.5" 122.5"	102.2" 114.2" 126.2" 144.2" 164.2"	102.2" 114.2" 126.2" 144.2" 164.2"
C-550	18000	25000	172-hp V-8 180-hp HD V-8	99 111 135 153	12" 12" 12"	12" 12"	72" 84" 108" 126"		
C-600	19500 21000*	32000	172-hp V-8 180-hp HD V-8	99 111 135 153			72" 84" 108" 126"		

PARCEL DELIVERY "P" SERIES

SERIES	MAX. GVW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-WDISH'D FRONT END*	STRIPPED-CHASSIS‡
P-350	8000	139-hp SIX 172-hp V-8	104 122	87.5" 105.5"	81.2" 99.2"
P-400	10000	139-hp SIX 172-hp V-8	137	120.5"	114.0"
P-500	15000	139-hp SIX 172-hp V-8	137 154	120.5" 137.5"	114.0" 131.0"
P-600 <small>(Standard Order)</small>	17000	139-hp SIX 172-hp V-8 180-hp HD V-8	137 154	120.5" 137.5"	114.0" 131.0"

*Styleline or Flareside Body (F-Series). (CA)—Back of Cab to Ⓔ Rear Axle. (CLA)—Back of Cowl to Ⓔ Rear Axle. †Dual Rear Tires Required. N.A. on Pickups.

HEAVY DUTY CONVENTIONAL "F" and TILT CAB "C" SERIES

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	CHASSIS-COWL (CLA)	SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)
F-700	21000 22000* 25000*	35000	172-hp V-8 180-hp HD V-8	132 144	60.5" 72.5"	102.2" 114.2"	C-700	22000 23000* 25000*	35000	172-hp V-8 180-hp HD V-8	99	72"
F-750	22000 25000*	42000	194-hp HD V-8	156	84.5"	126.2"	C-750	23000 25000*	42000	194-hp HD V-8	111	84"
F-800	25000 27000*	50000	205-hp HD V-8	175 192	103.5" 120.5"	145.2" 162.2"	C-800	23000 25000*	50000	205-hp HD V-8	135	108"

SUPER DUTY CONVENTIONAL "F" and TILT CAB "C" SERIES

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	CHASSIS-COWL (CLA)	SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)
F-850	25000 27000*	50000	208-hp SD V-8 220-hp SD V-8	132*	60.5"	102.2"	C-850	27000	50000	208-hp SD V-8 220-hp SD V-8	99*	72"
F-950	27000 31000* 33000*	55000	208-hp SD V-8 220-hp SD V-8 235-hp SD V-8 257-hp SD V-8	144 156	72.5" 84.5"	114.2" 126.2"	C-950	30000 31000* 33000*	55000	208-hp SD V-8 220-hp SD V-8 235-hp SD V-8 257-hp SD V-8	111	84"
F-1000	31000 33000*	65000	235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	175	103.5"	145.2"	C-1000	31000 33000*	65000	235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	135	108"
F-1100	36000		235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	192	120.5"	162.2"	C-1100	36000		235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	153	126"

TANDEM AXLE "T" SERIES

Tilt Cab Tandems are available on Special Order

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-CAB (CA)
T-700	28000 29000* 32000* 33000*		180-hp HD V-8 194-hp HD V-8		
T-750	35000 37000*		205-hp HD V-8	144*	72.5"
T-800	43000 45000*		205-hp HD V-8	156	84.5"
T-850	37000† 43000 45000*	55000† 70000 70000	208-hp SD V-8 220-hp SD V-8 235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	175	103.5"
T-950	46000 48000* 51000*	75000		192	120.5"

SCHOOL BUS "B" SERIES

SERIES	CAPACITY RANGE	MAX. GVW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-COWL (CLA)
B-500	UP TO 36 PASS.	15000	139-hp SIX—172-hp V-8 180-hp HD V-8	154	126.2"
B-600	UP TO 48 PASS.	17000 19500*	139-hp SIX—172-hp V-8 180-hp HD V-8	192 220	164.2" 192.2"
B-700	UP TO 60 PASS.	21000 22000*	172-hp V-8—180-hp HD V-8	245 262	215.2" 232.2"
B-750	UP TO 60 PASS. UP TO 66 PASS.	22000	194-hp HD V-8	245 262	215.2" 232.2"

*Optional GVW or GCW; Requires Heavy Duty Equipment. †Rating with Optional 28,000-lb. Rear Axle. *Door Pillar to Ⓔ Rear Axle. ‡Steering Wheel to Ⓔ Axle. *N.A. F-1100. *N.A. C-1100. *N.A. T-950.

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