

1960 FORD TRUCKS

TANDEM AXLE MODELS

T-700 • T-750 • T-800

T-850 • T-950



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

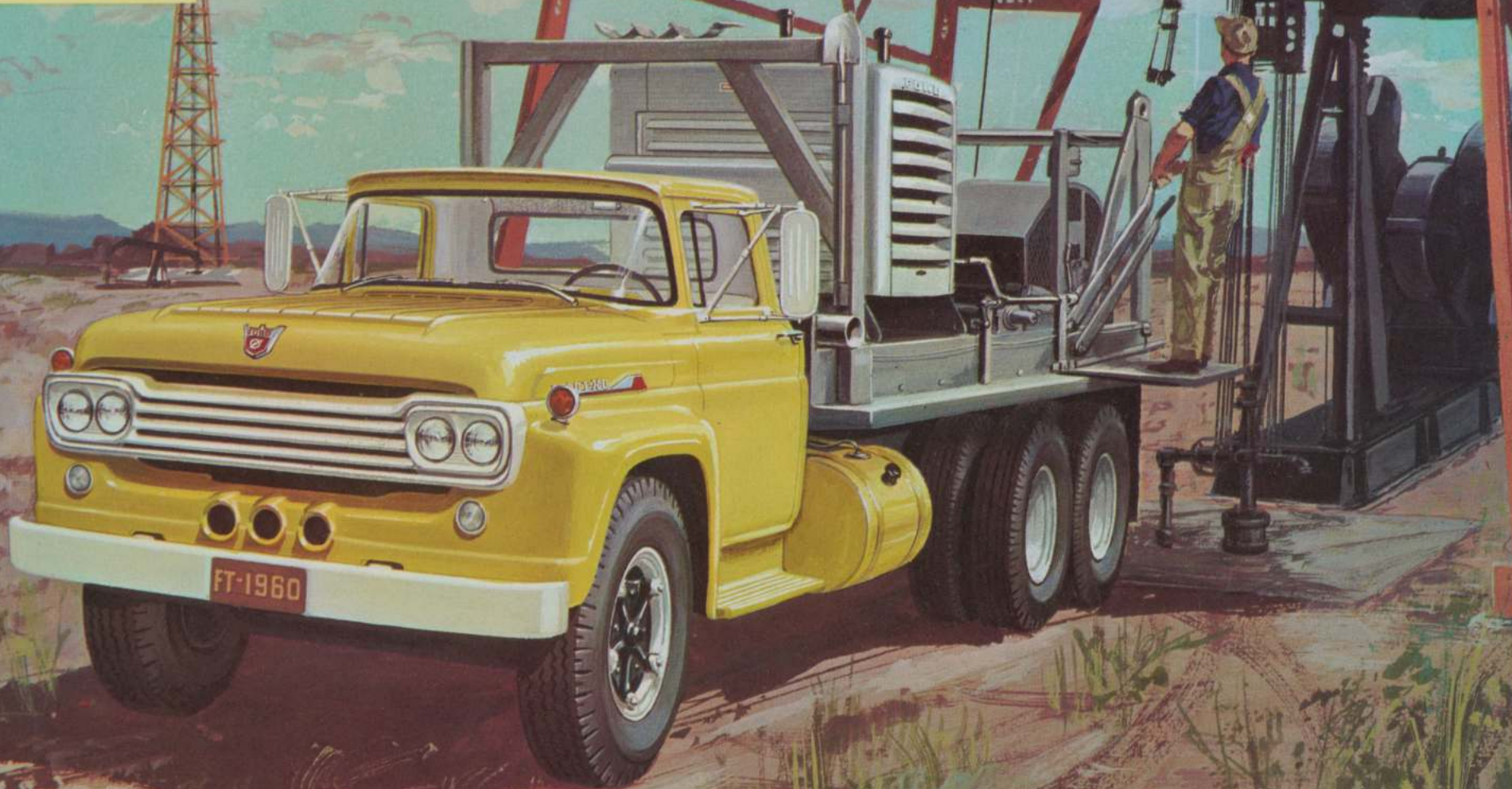
T-750

GVW: 35,000 lb.

Opt. GVW: 37,000 lb.

Nominal Payload
(body and equipment, etc.)
up to 27,575 lb.

Wheelbases:
144, 156, 175, 192 in.



T-800

GVW: 43,000 lb.
Opt. GVW: 45,000 lb.
Nominal Payload
(body and equipment, etc.)
up to 34,425 lb.
Wheelbases:
144, 156, 175, 192 in.

Ford Tandems are tops for difficult terrain, huge cargos or rugged routes!

Ford's Tandem Axle models are designed to take tough pulls in stride. For '60, a new 7000-lb. front axle option is available for the T-700 Series. Optional GVW for the T-700 models is 1000 lb. greater and a new auxiliary transmission with a 2.00 to 1 underdrive ratio is available for the T-700, T-750 and T-800 models to provide more usable gear split combinations. Ford's T-Series Trucks offer completely balanced design in all chassis components to give exceptional service for straight-truck use in either on- or off-road duty.



T-700

GVW: 28,000 lb.
Opt. GVW: 29,000 lb.
32,000 lb. or 33,000 lb.
Nominal Payload
(body and equipment, etc.)
up to 24,075 lb.
Wheelbases:
144, 156, 175, 192 in.



Ford's Tandem Axle Series are divided into two groups—first, the T-700, T-750 and T-800 models (shown here) designed for straight-truck applications where big load-carrying ability and ruggedness are needed. And second, the T-850 and T-950 models (shown on the next two pages) for tandem tractor service and those straight-truck operations requiring not only rugged stamina but for those jobs where above average power is needed. Whatever your job, you'll find there's a Ford Tandem just right for your particular job.

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, Heavy Duty, Super Duty, Parcel Delivery, School Bus and Courier.

T-850

GVW: 43,000 lb. • GCW: 70,000 lb.
Opt.: GVW 45,000 lb. • GCW 70,000 lb.
GVW 37,000 lb. • GCW 55,000 lb.

Nominal Payload
(body and equipment, etc.)
up to 34,025 lb.

Wheelbases:
144, 156, 175, 192 in.



Ford T-850's are built from the ground up for extra-heavy-duty work. Rated for GVW's up to 45,000 lb., every component has the superior strength and durability required for severe road and load conditions.

T-950

GVW: 46,000 lb. • GCW: 75,000 lb.

Opt. GVW: 48,000 lb.
or 51,000 lb.

Nominal Payload
(body and equipment, etc.)
up to 38,750 lb.

Wheelbases:
156, 175, 192 in.

"Big V" power plus tandem drive means operating flexibility at all speeds for on- or off-road duty!

Ford's dependable Tandem Axle models in the T-850 and T-950 Series offer Super Duty V-8 engines with up to 270 horsepower. These high-performance engines, now in their third year of production, are continually setting new standards for outstanding stamina and durability.

From across America, owners of high-mileage Super Duties report exceptional performance and durability with Ford "Big V" engines. Shop service records of leading fleets show Super Duty V-8's with over 200,000 miles . . . and no repairs other than normal maintenance.

For 1960, Ford has certified proof that the Super Duty V-8's have been refined to make them even more durable. Impartial studies made by an independent research organization prove the advancements offered in the new "Big V's" add considerably to the durability of these engines.

And to get the best performance and economy from these "Big V" engines on your job, Ford offers a wide range of power train options to fit your particular operation. Also, there's a 2-barrel carburetor economy package available on the 401 and 477 engines.




Ford T-950 models equipped for tractor service handle 75,000-lb. GCW loads with ease. Saddle-type, step-type and cylindrical fuel tanks with submerged electric fuel pumps are available to provide adequate fuel capacity for long hauls.

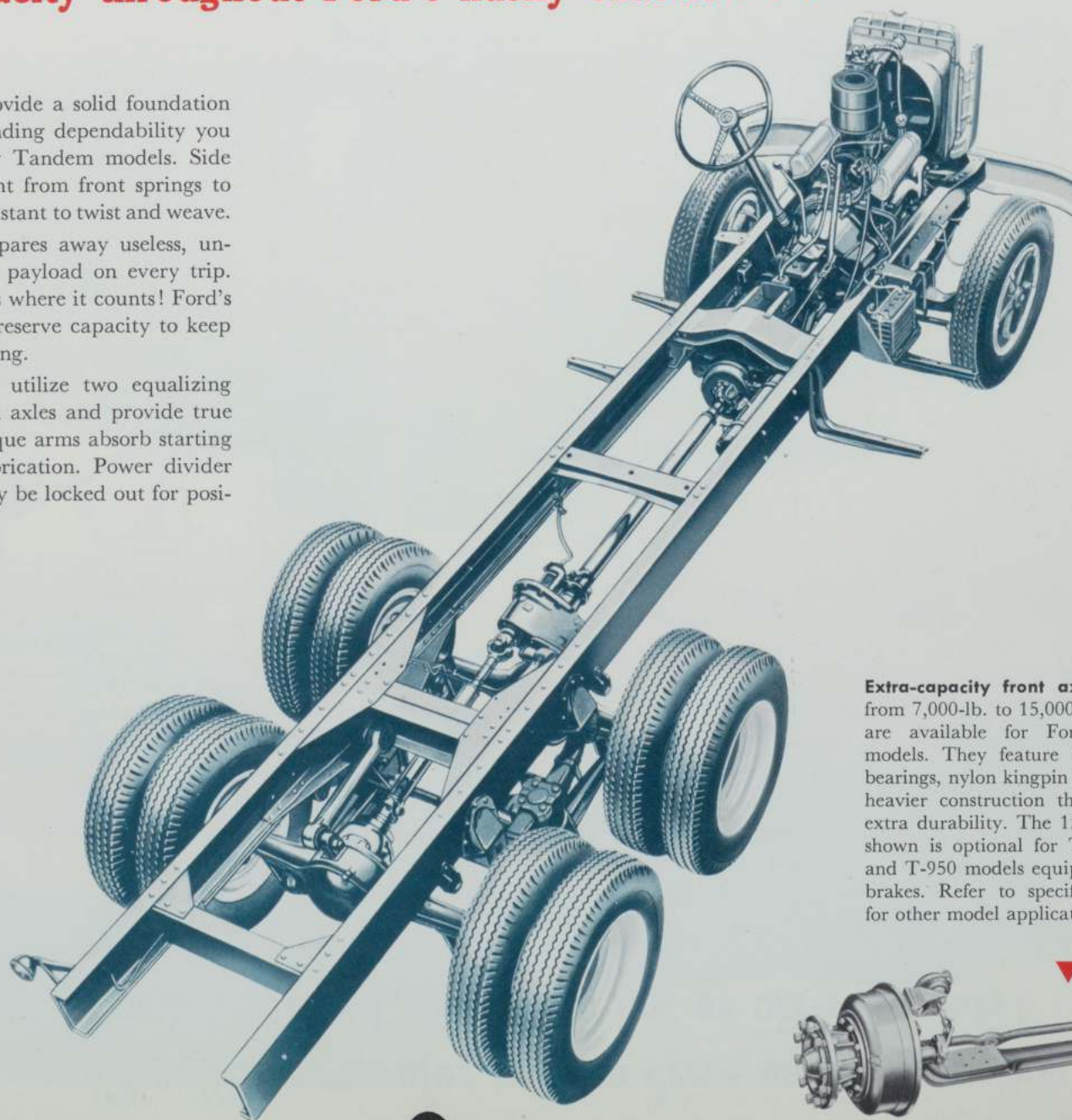
There's extra capacity throughout Ford's husky chassis . . .

Double-channel frame side rails provide a solid foundation for the bigger payloads and outstanding dependability you get with Ford's Extra Heavy Duty Tandem models. Side rails have full channel reinforcement from front springs to end of frame to make them highly resistant to twist and weave.

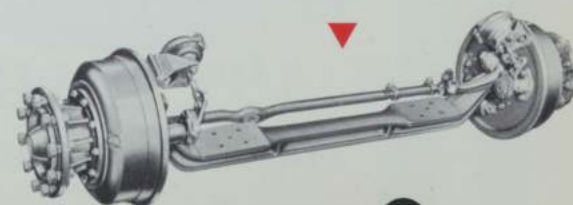
Strong, clean-cut chassis design pares away useless, unwanted dead weight, permits more payload on every trip. Yet there's plenty of extra toughness where it counts! Ford's springs, frames and axles have the reserve capacity to keep your loads rolling in all kinds of going.

Ford's Tandem Axle assemblies utilize two equalizing beams to distribute weight between axles and provide true axle alignment. Rubber-bushed torque arms absorb starting and stopping thrusts—need no lubrication. Power divider has inter-axle differential which may be locked out for positive drive to both axles.

T-700 chassis is shown with the standard 22,000-lb. tandem rear axle which has single-speed power divider on forward axle. Axle carrier assemblies are of the single-reduction type with hypoid ring gear and pinion sets. This axle available with hydraulic or air-over-hydraulic brakes only. 

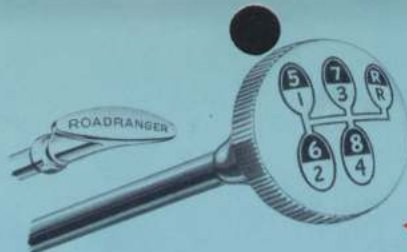


Extra-capacity front axles, ranging from 7,000-lb. to 15,000-lb. capacity, are available for Ford's T-Series models. They feature high-capacity bearings, nylon kingpin bushings and heavier construction throughout for extra durability. The 15,000-lb. axle shown is optional for T-800, T-850 and T-950 models equipped with air brakes. Refer to specification sheet for other model applications.





Triple Drive Range Transmatic with six automatic speeds . . . multiplies engine torque as much as 14 times! The built-in retarder holds truck back on downgrades, saves brakes. Available on T-700, T-750 and T-800 Series.

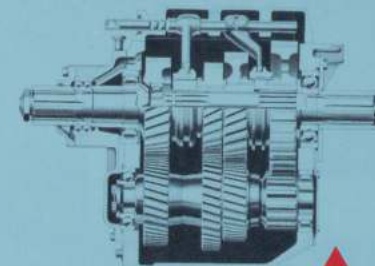
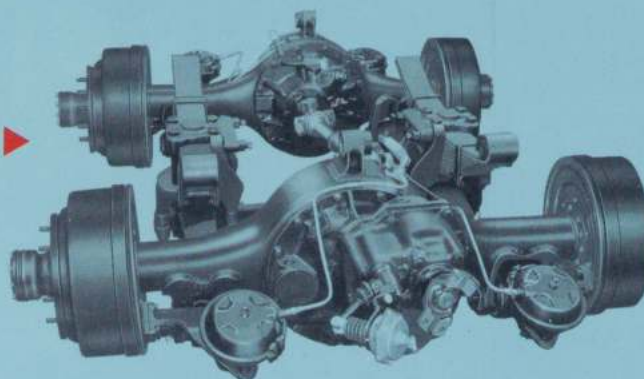


8-Speed Roadranger Transmission, the favorite of professional truck operators—8 closely spaced speeds permit preselect range shifting. Requires up to 33% less shifting, lets engines work in peak power range.

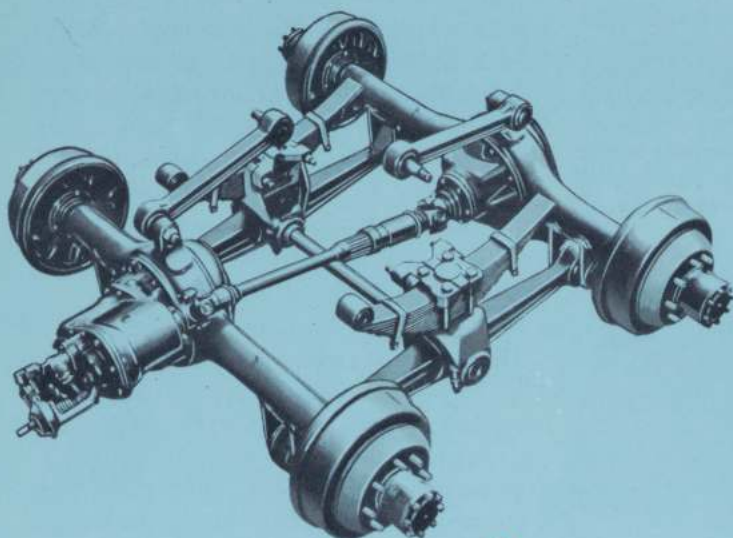


Two-plate 13" clutch, standard with SD V-8's, provides dependable, positive operation. Direct pressure is applied by 12 coil springs. Large facing area with solid dual discs gives high torque capacity and long service.

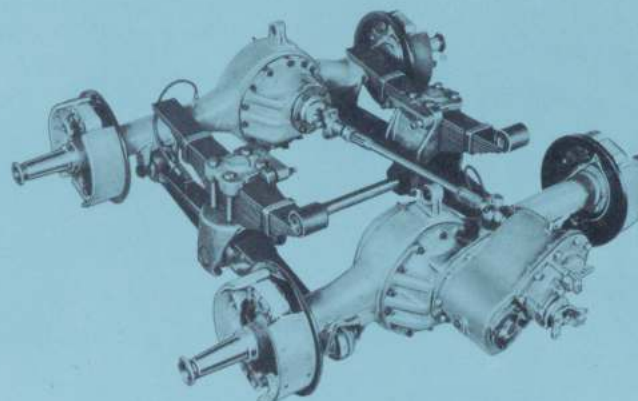
38,000-lb. tandem axle (std. T-950) is full-floating straight-through drive type with single-speed power divider on forward rear axle. The "fast" axle ratios employ spiral bevel gears in a single reduction, whereas the "slow" ratios are double reduction with spiral bevel gears and planetary second reduction for increased torque capacity. Axle is equipped with full-air brakes.



4-Speed EHD Auxiliary Transmission combines the advantages of 3-speed on-off-highway and highway auxiliaries. Ratios (to 1) 2.40, 1.29, 1.00, 0.84. Available with EHD 5-speed main transmission.



28,000-lb. tandem axle (std. T-750; opt. T-700 and T-850) is full-floating, single-reduction type with single-speed power divider mounted on forward rear axle. Hypoid ring gear and pinion gear sets are used and axle is available with hydraulic or full-air brakes.



34,000-lb. tandem axle (std. T-800 and T-850) is full-floating, single-reduction type with a single-speed power divider mounted on forward rear axle. Available with hydraulic or full-air brakes. Spiral bevel ring gear and pinion gear set.



Power Steering, standard on T-800 through T-950, is optional on T-700 and T-750 and included with 9,000-lb. front axle on T-750. Manual operating effort by driver is reduced as much as 75%.

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 STANDARD CAB FEATURES

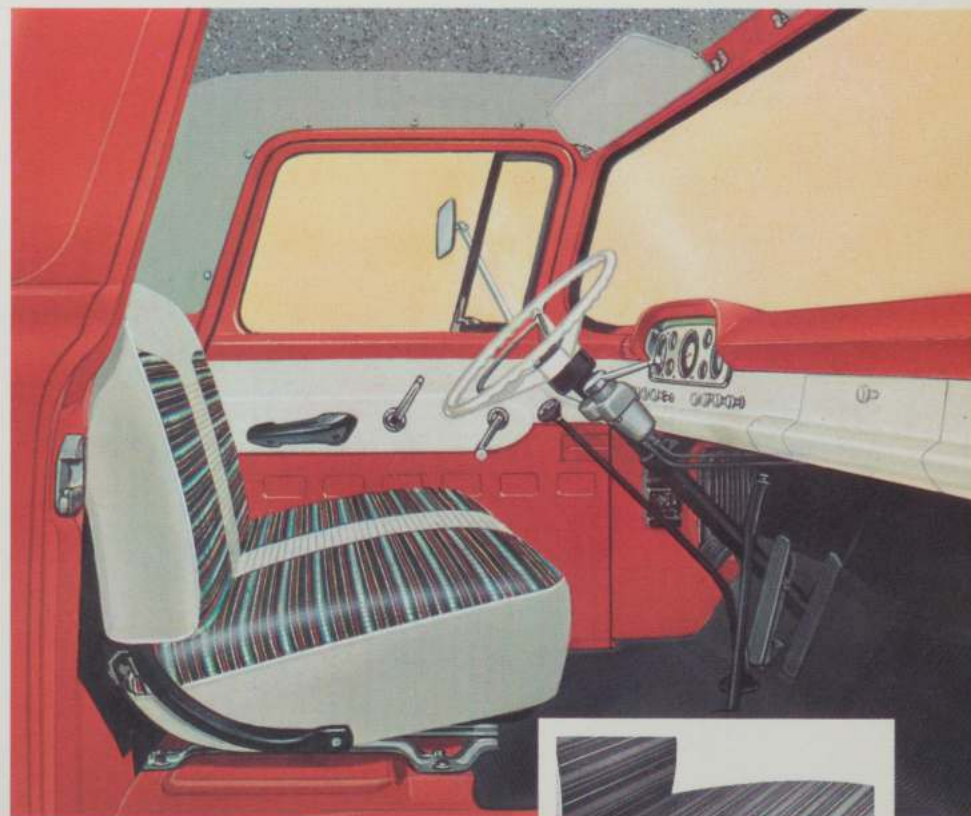
- Lifeguard steering wheel • Safety Double-Grip door locks
- Plaid nylon-rayon-saran seat upholstery with gray vinyl bolster and seat facings
- Dome light • Left sun visor • Ash receptacle • Dispatch box
- Coat hook • White instrument cluster cover plate

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.



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.



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 1¾ inches in the seat back for top driver comfort.

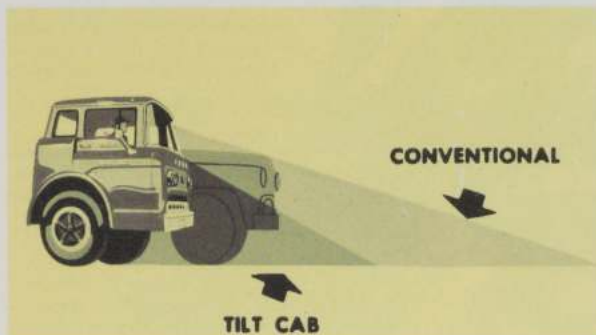
FORD CUSTOM CAB FEATURES

- 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

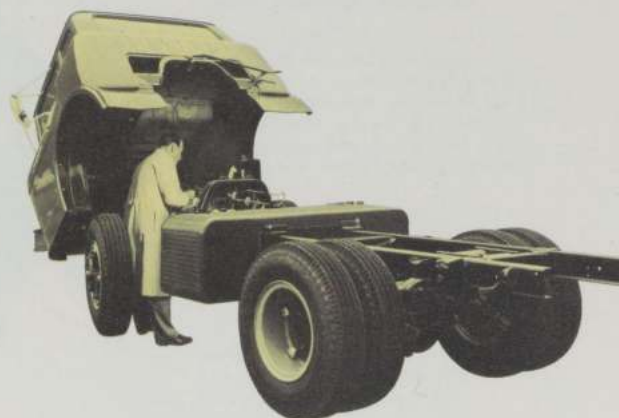
Tilt Cab Tandem applications

Now you can get the servicing and handling ease of Ford's modern Tilt Cab design plus tandem-axle capacity in four dependable Tilt Cab Tandem models. These extra-heavy-duty giants are available on a special order basis in GVW's from 37,000 lb. to 51,000 lb., with GCW ratings up to 75,000 lb.

All these models are available with full-air brakes, front shock absorbers and power steering to bring real driving ease to the drivers of Ford Tandem models. They combine all the advantages of tilt-cab design and tandem-axle capacity in a completely engineered package designed to provide more efficient transportation. The frames are of unique triple channel construction for greater strength and rigidity. All the options available for the corresponding Tilt Cab or Tandem Axle models are also available for Ford's Tilt Cab Tandems.



GREATER VISIBILITY is attained with huge 3,633-sq. in. total glass area that is standard with Ford Tilts. The ground-vision distance (ahead of bumper) is over 7 ft. better than that of conventional trucks.

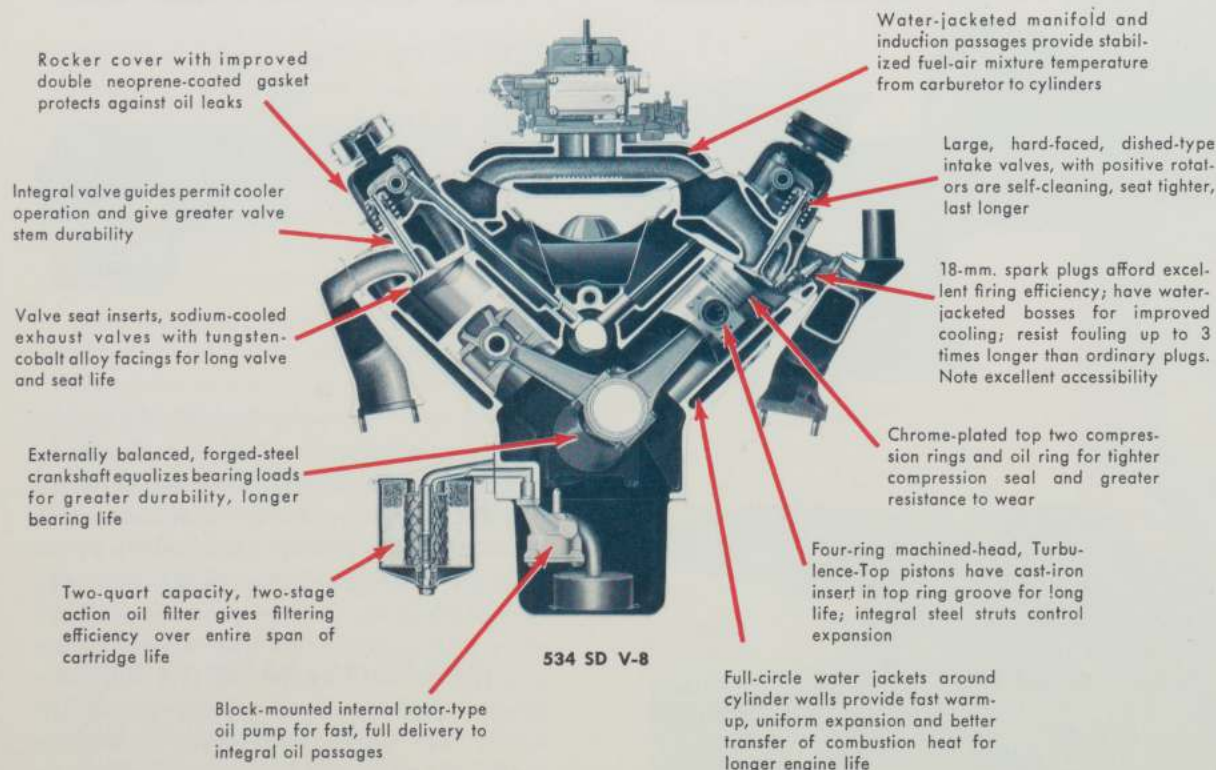


COMPLETE ENGINE ACCESSIBILITY of tilt-cab design means extra savings through reduced maintenance costs and less downtime. Major service operations can be done in about half the time required for other type cab forward models.



MORE FLOTATION is provided by eight rear tires . . . which keep truck from bogging down in mud and sand. Equal loading stretches tire life. Walking action of tandem suspension levels bumps by 50%.

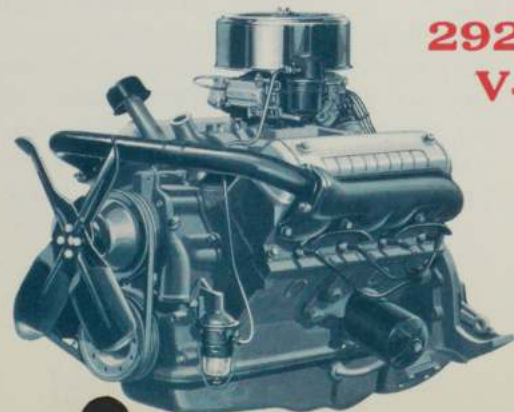
Choose the power you need from Ford's full line of proved Short Stroke V-8's



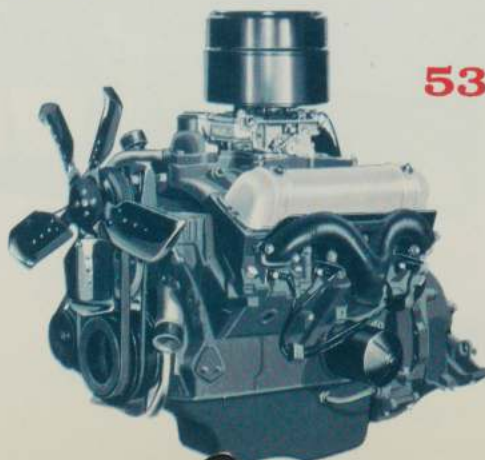
Modern Short Stroke Design in every Ford engine means more efficient, dependable power and long-lived durability that add up to greater day-to-day savings for you. You get topnotch performance, on regular gasoline.

Ford's Heavy Duty V-8's offer features like Deep-Block design, free-turn valves, high-turbulence combustion chambers and aluminum-alloy pistons with chrome-plated top rings. Ford Super Duty "Big V" engines have up to 534-cubic inch displacement . . . up to 270 horsepower for outstanding performance. These "over square" (bore larger than stroke) truck engines are the most modern, most efficient gasoline engines in their field.

And for routine maintenance their clean, simple design gives maximum accessibility for servicing. The Ford Super Duty V-8's have been thoroughly proven by more than 2 years' successful operation in leading truck fleets, coast to coast . . . they're ready to bring you new power, durability and economy!

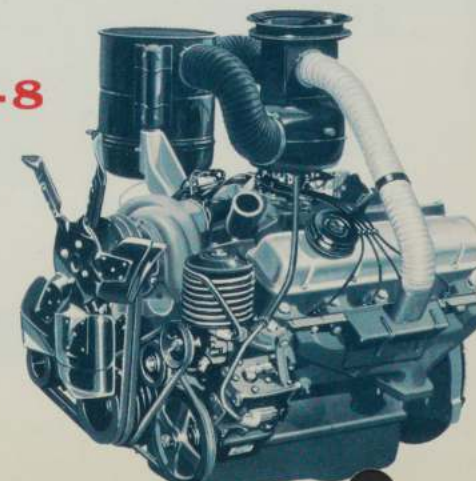


**292 HD
V-8**



332 HD V-8

534 SD V-8



T-SERIES HEAVY DUTY AND SUPER DUTY V-8 ENGINES

	292 HD V-8	302 HD V-8	332 HD V-8	401 SD V-8		477 SD V-8		534 SD V-8
Bore (in.) x Stroke (in.)	3.75 x 3.30	3.62 x 3.66	3.80 x 3.66	4.12 x 3.75		4.50 x 3.75		4.50 x 4.20
Carburetor	4-barrel	4-barrel	4-barrel	4-barrel	2-barrel	4-barrel	2-barrel	4-barrel
Horsepower (rpm)								
Maximum	180 @ 4000	194 @ 3800	205 @ 3800	220 @ 3600	208 @ 3600	257 @ 3400	235 @ 3400	270 @ 3200
Net	155 @ 3800	170 @ 3600	180 @ 3600	192 @ 3400	182 @ 3400	222 @ 3200	202 @ 3200	238 @ 3000
Torque (lbs-ft at rpm)								
Maximum	274 @ 2000-2800	290 @ 2600	312 @ 2600	345 @ 2000-2600	338 @ 1600-2200	420 @ 2000-2600	407 @ 1600-2200	481 @ 1900-2400
Net	260 @ 1900-2400	270 @ 2400	290 @ 2400	328 @ 1800-2400	310 @ 1800-2200	395 @ 1800-2400	375 @ 1800-2200	467 @ 1800-2200
Compression Ratios (to 1)	7.6	7.6	7.6	7.5	7.5	7.5	7.5	7.5
Models—Available	T-700 (std.)	T-700 (opt.)	T-750, T-800 (std.)	T-850, T-950 (std.)	T-850, T-950 (opt.)	T-850, T-950 (opt.)	T-850, T-950 (opt.)	T-850, T-950 (opt.)



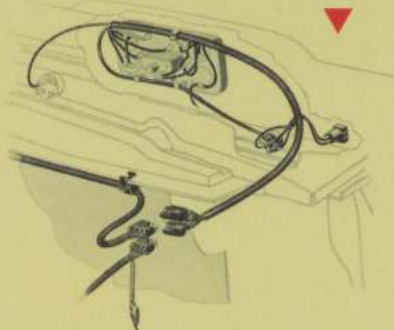
Automatic radiator shutters† maintain higher, more uniform coolant and oil temperatures, relieving internal stresses and improving lubrication. This means less cylinder wall wear, greater engine durability.



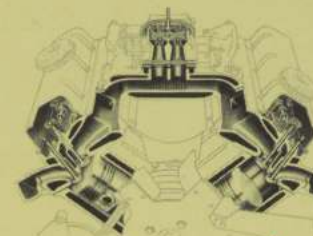
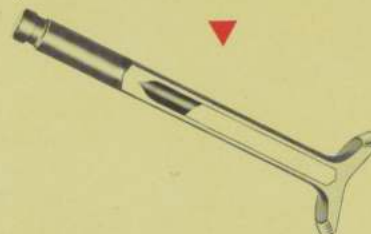
High-turbulence combustion chambers† are fully machined for accurate volume and compression control. There's less heat in the head because combustion chambers are located primarily within the block.

†Super Duty V-8's only

Ford's durable wiring harness provides thicker insulation on wires to resist deterioration by heat, oil and gasoline. And rubber-tipped or plastic mounting clips protect against abrasion. Electrical system life is greatly extended.



Sodium-cooled exhaust valves with integral valve guides run up to 225° cooler than ordinary valves. Faced with tungsten-cobalt alloy for durability. Integral valve guides cast in cylinder head for better heat transfer.



Direct-flow fuel induction† has single-bridge intake manifold that distributes fuel-air mixture more evenly for smoother performance. Water-jacketed intake passages keep mixture at more even temperature.



Improved electric fuel pump mounted in fuel tank. Big capacity, submerged-type fuel pump delivers liquid fuel—no vapor—to carburetor. Not dependent on engine rpm's . . . provides ample fuel at any vehicle speed.

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"	82.2"	82.2"
F-100 4-Wheel Drive	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 4-Wheel Drive	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	130 154 180	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'	9' 12'	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	111 135 153	12'	12'	84" 108" 126"		
C-600	19500 21000*	32000	172-hp V-8 180-hp HD V-8	111 135 153			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 (Flareless Chassis)	17000	139-hp SIX 172-hp V-8 180-hp HD V-8	137 154	120.5" 137.5"	114.0" 131.0"

*Styleside or Flareless 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	111 135	84" 108"
F-800	25000 27000*	50000	205-hp HD V-8	175 192	103.5" 120.5"	145.2" 162.2"	C-800	27000	50000	205-hp HD V-8	153	126"

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	111 135	84" 108"
F-1000	31000 33000*	65000	235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	175 192	103.5" 120.5"	145.2" 162.2"	C-1000	31000 33000*	65000	235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	153	126"
F-1100	36000		235-hp SD V-8 257-hp SD V-8 270-hp SD V-8				C-1100	36000		235-hp SD V-8 257-hp SD V-8 270-hp SD V-8		

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	175 192	103.5" 120.5"
T-950	46000 48000* 51000*	75000			

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. UP TO 54 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. UP TO 66 PASS.	21000 22000*	172-hp V-8—180-hp HD V-8	245 262	215.2" 232.2"
B-750	UP TO 80 PASS. UP TO 86 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.

The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.



FORD TRUCKS COST LESS . . . Less to own . . . Less to run . . . Built to last longer, too!



FORD DIVISION, *Ford Motor Company*