

1967 FORD / MERCURY

conventionals

GVW'S UP TO 25,500 LB. GCW'S UP TO 50,000 LB.



Ford and Mercury high-profit haulers!

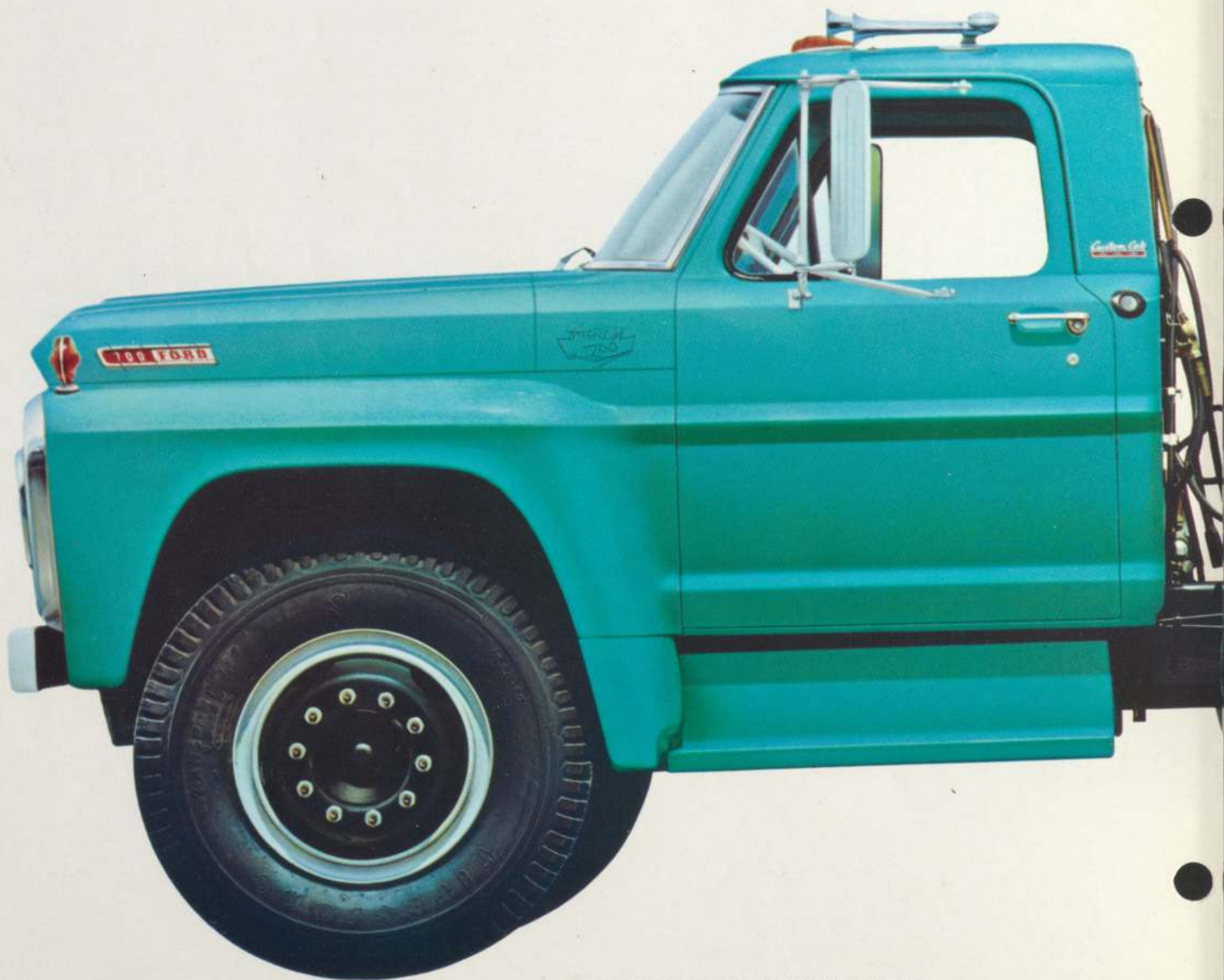
Medium- and Heavy-Duty Conventionals

The all-new, 1967 Series 500 through 750 Medium and Heavy Duty Trucks not only look more rugged . . . they are more rugged! Frame rails are now straight-through in the cab mount and cargo area for all medium and heavy Series to provide greater frame strength and easier body mounting. All Series 500's through 750's have a new cab and sheetmetal 4-point mounting system to provide improved cab and sheetmetal durability, lower maintenance and repair cost. A wider and more massive grille provides greater stability to front-end sheetmetal, plus a larger air intake for better cooling.

New design and construction refine-

ments also include wide-track front axles for all Mediums and Heavies to give these long-BBC conventionals maneuverability comparable to many short-BBC conventionals; a new 17 1/2 inch wheelbase model for the Series 500; a larger engine compartment for greater engine maintenance accessibility; a bigger fuse panel to accommodate additional circuits for body lights and extra equipment; and the relocation of the battery to the engine compartment for easier and quicker battery servicing.

You can expect lower Maintenance costs with '67 Ford-Built Mediums and Heavies as the chassis lubrication cycle has been extended to 6,000 miles. These are some of the reasons why '67 Fords and Mercurys can become your high profit haulers!



SERIES 700 SINGLE-AXLE TRACTOR

Low operating costs

Ford and Mercury Mediums and Heavies have earned a reputation for outstanding operating economy and dependable service throughout the trucking industry. Much of the credit belongs to the three Ford Sixes and the four V-8's that are designed to operate in the economy rpm range. Result: more miles per gallon, longer engine life and less maintenance. What's more, every component—from long-life filament light bulbs to durable, dependable brakes—is carefully engineered to provide long life and reliable performance at minimum operating cost.

Maximum payloads

Ford's realistic GVW and GCW ratings and careful selection of materials hav-

ing high strength-to-weight ratios provide M- and F-Series Mediums and Heavies with the capacity to haul big payloads at minimum cost. (Max. GVW: 25,500 lb., Max. GCW: 50,000 lb.)

In addition, Ford High Displacement Sixes and V-8's have the power and stamina to accelerate responsively and maintain freeway speeds without excessive revving or engine strain.

Safety features

Safety equipment standard on all Ford and Mercury Mediums and Heavies include seat belts for driver and passenger, padded instrument panel, left and right-hand padded sun visors, windshield washers, two-speed electric or variable-speed air-operated dual windshield wipers, transistorized ICC emergency lamp flasher, dual western-type rear-view mirrors and five cab marker and clearance lights for 700 and 750 Series and a 12 $\frac{3}{4}$ -inch vacuum brake booster for Series 600. (Shoulder safety harness is optional.)

A spring-set type emergency parking brake is offered with air-brake-equipped models that enables the driver to bring his vehicle to a stop in the event of loss of air pressure.

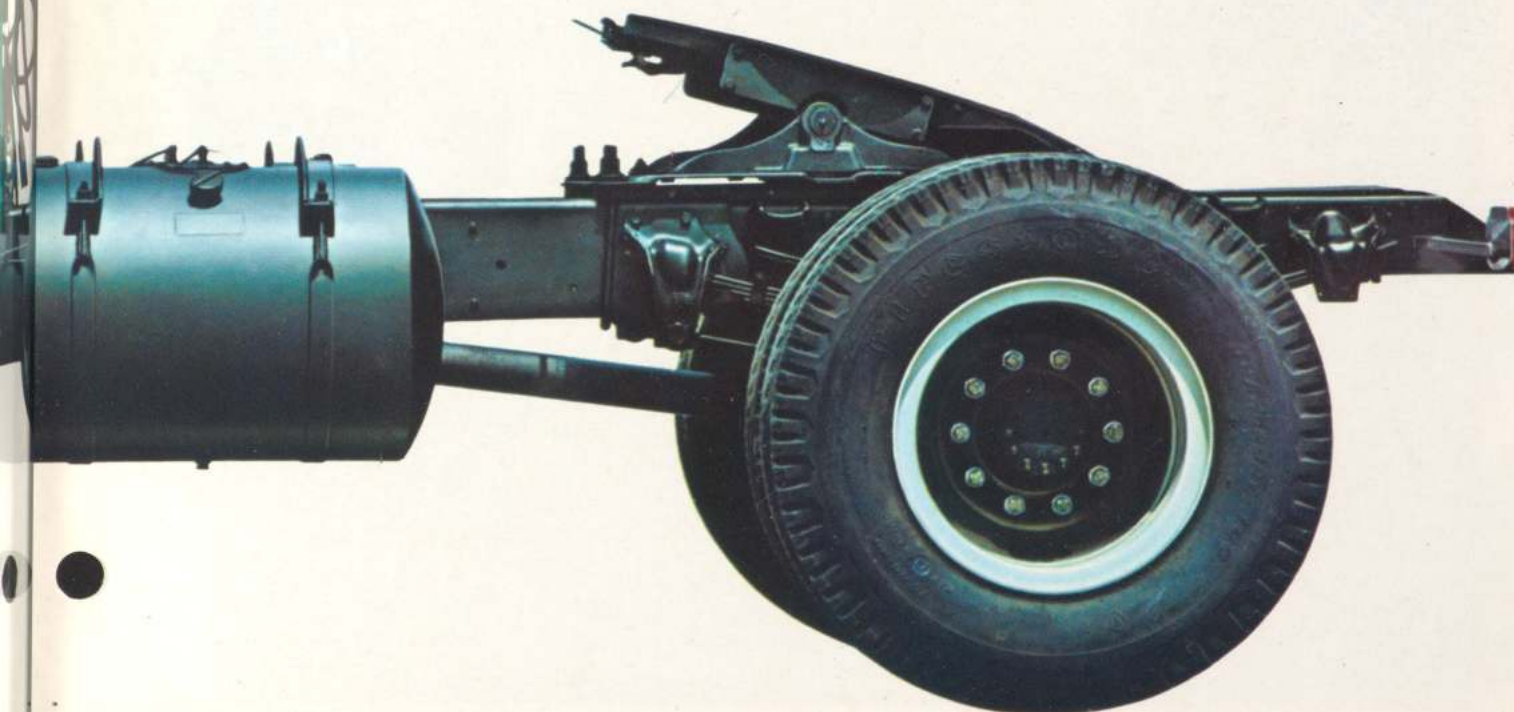
FORD and MERCURY

conventional cab trucks up to 25,500 lb. GVW, tractors up to 50,000 lb. GCW



105.5"

105.5" BBC



Conventional cab interiors

Standard cab

For '67, Series 500 through 750 standard cabs have been restyled for greater durability and comfort. A beige-colored, vinyl-upholstered, full-width seat is wider and deeper . . . seats three more comfortably than ever before; a larger 20-inch diameter black steering wheel reduces driver steering effort; a more vertical steering column permits the driver to get behind the wheel easily; fresh air heater and defroster is now standard; and individually mounted gauges are centrally positioned for greater driving efficiency.

Custom Cab

Custom Cabs feature a full-width seat upholstered in red, blue, green or beige woven-plastic trim that is color-keyed to exterior paint.

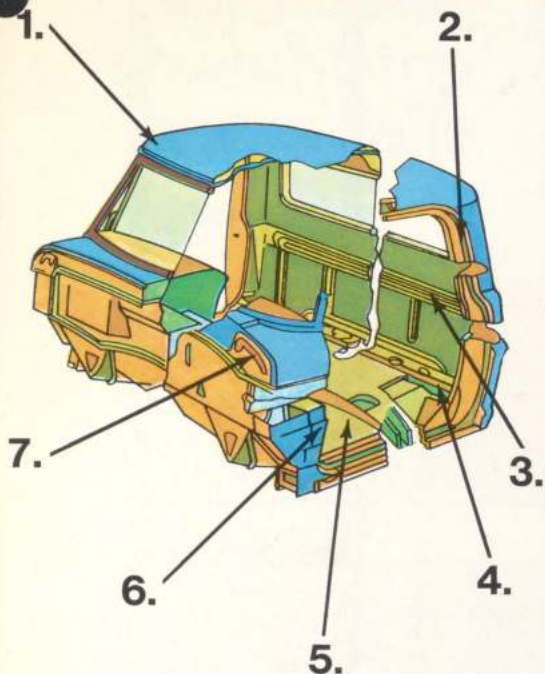
Other Custom Cab features include arm rests, hardboard headlining that's perforated to absorb noise, white steering wheel and a contrasting colored instrument panel with red, green, blue or black safety padding.

All-black heavy-duty vinyl seat trim is optional for full-width seats in both standard and Custom Cabs. Also optional is a Bostrom Viking T-Bar driver's seat and a passenger seat.



CUSTOM CAB INTERIOR

all-welded cab construction



In addition to all-welded construction, Ford and Mercury Medium- and Heavy-Duty conventional cabs use a diamond 4-point mounting system to greatly extend cab and sheetmetal life. Diamond 4-point mounting permits frame to twist with less stress on the cab. Rubber cushions at each mounting point absorb vibration. The following construction features are additional reasons why M- and F-Series cabs stay solid and tight year after year.

1. Top front crossmember and roof side-members are of box-type construction for high strength and rigidity

2. Door pillars are reinforced from roof to floor to maintain door alignment... keep doors tight and more rattle-free

3. Hat-type reinforcements below rear window stiffen cab back panel and lock pillars

4. Three strong box-type crossmembers provide a solid base for the two front cab mounts, seat and center floor loads and the rear cab mounts

5. Toeboard, floor pan and floor pan reinforcements are welded into a single assembly for strength and rigidity

6. Box-type steel hinges bolt through the sheetmetal and anchor to the hinge pillars for solid support, keep doors in alignment, tight and more rattle-free

7. Cab air intake chamber is welded to firewall to reinforce the front and sides of the cowl and to support both hinge pillars

Total Performance Engines...

Quality-built for dependability and economy!

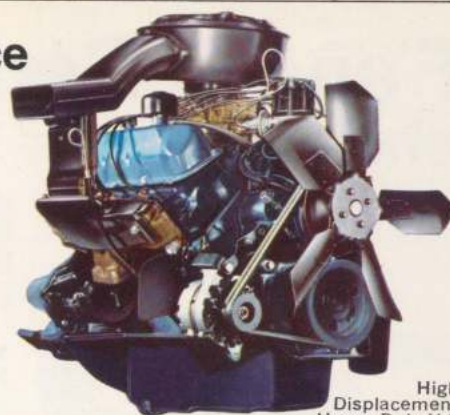


Ford 300-cu. in. Six

FORD SIXES... The 240-, 300- and Heavy-Duty 300-cu. in. Sixes that power Series 500 and 600 are economical and dependable truck engines. Ford 300-cu. in. Sixes are big enough and powerful enough to handle most Series 500 and 600 loads easily without excessive engine revving.

Premium engine features include:

- 7-main-bearing crankshaft for stability and durability
- Integrally cast crankshaft counterweights (four on 240, eight on 300's) for smoothness
- Hydraulic valve lifters for a quiet-running engine, less maintenance
- Individual intake and exhaust valve ports for improved engine breathing
- Full-circle water jackets to dissipate combustion heat effectively



High Displacement Heavy-Duty V-8

FORD V-8's... High Displacement V-8 design provides the power and torque needed to maintain highway speeds at part throttle with power in reserve to minimize downshifting. High-displacement power also allows you to use a faster rear axle ratio. The engine works more easily at lower rpm. Result—better fuel economy and longer engine life.

Premium V-8 engine features include:

- Deep-skirt cylinder block to provide high strength and rigidity
- Forged-steel crankshaft* and I-beam type connecting rods provide extra durability
- Sodium-cooled exhaust valves with chrome-plated stems*, hard-faced seat inserts and Rotocoil positive rotators provide long-life service
- Full-floating piston pins with Tru-arc retainers provide a more positive grip in retainer groove for maximum pin retention

*All HD 330, 361, 391 engines

Ford also makes engines for industrial applications. For details write to: Industrial Products, Dept. G, National Parts Depot, 8000 Dixie Road, Bramalea, Ontario.

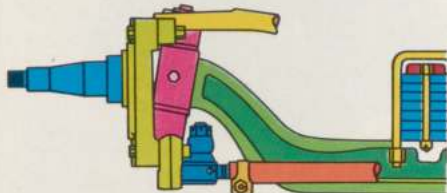
FORD SIXES

ENGINE SPECIFICATIONS	240 SIX	300 SIX 300 HD SIX
MAX. GROSS HP @ RPM	150 @ 4000	170 @ 3600
MAX. NET HP @ RPM	129 @ 4000	150 @ 3600
MAX. GROSS TORQUE (lbs-ft @ rpm)	234 @ 2200	283 @ 14-2400
MAX. NET TORQUE (lbs-ft @ rpm)	218 @ 2000	272 @ 14-2100
BORE X STROKE (inches)	4.0 x 3.18	4.0 x 3.98
COMPRESSION RATIO (to 1)	9.2	7.9

FORD V-8's

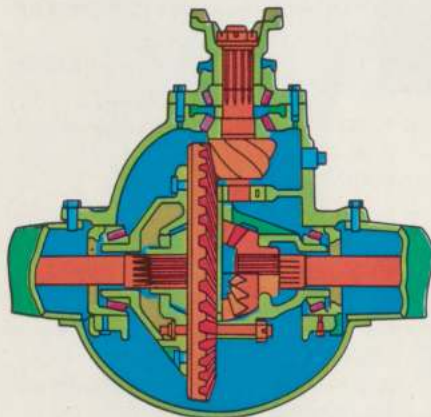
ENGINE SPECIFICATIONS	330 V-8 330 HD V-8	361 HD V-8	391 HD V-8
MAX. GROSS HP @ RPM	190 @ 4000	210 @ 4000	235 @ 4000
MAX. NET HP @ RPM	164 @ 3800	182 @ 3800	199 @ 3800
MAX. GROSS TORQUE (lbs-ft @ rpm)	306 @ 2000	345 @ 2000	372 @ 2000
MAX. NET TORQUE (lbs-ft @ rpm)	286 @ 2000	322 @ 2000	342 @ 2000
BORE X STROKE (inches)	3.87 x 3.50	4.05 x 3.50	4.05 x 3.79
COMPRESSION RATIO (to 1)	7.4	7.4	7.4

F and M-Series chassis components

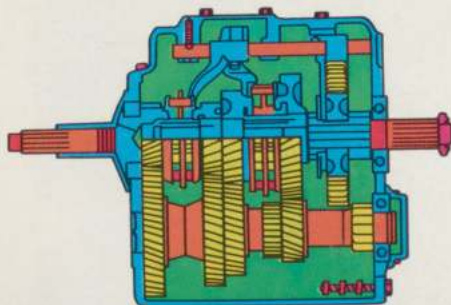


WIDE-TRACK FRONT AXLES

All front axles for Medium- and Heavy-Duty Series are of wide-track design. These axles are eight inches wider and provide 14% shorter turning diameters than previous axles. Result—improved maneuverability and stability for '67 Ford and Mercury Mediums and Heavies.

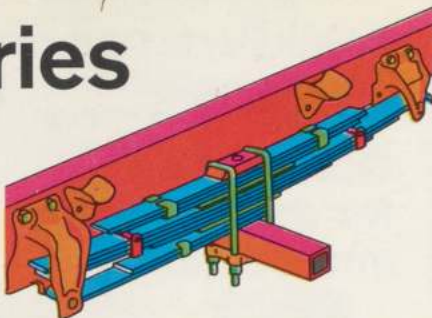


SINGLE REAR AXLES . . . A wide choice of Eaton and Rockwell single- and two-speed rear axles is offered in many ratios to permit choosing the rear axle that's right for your job. Single-speed rear axles are standard. Other single-speed and two-speed rear axles are optional. Capacities to 18,500 lb.



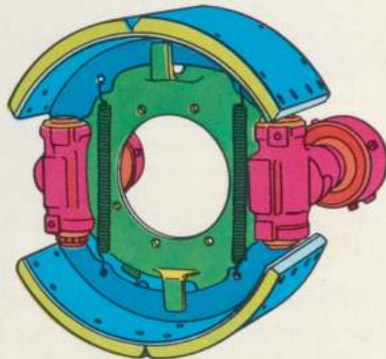
5-SPEED TRANSMISSIONS

Synchronized 5-speed direct or over-drive transmissions are optional on all M- and F-Series. Standard on M- and F-750 Series is 5-speed direct transmission. A synchronized 4-speed is standard on Series 500 through 700.

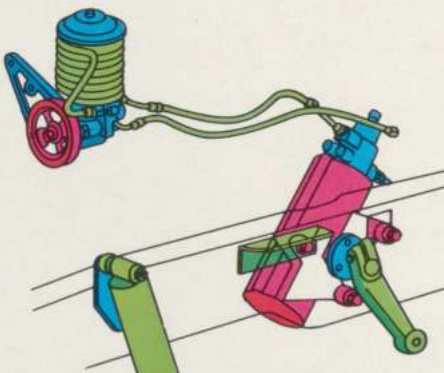


VARIABLE-RATE, RADIUS LEAF REAR SPRINGS

. . . adjust to changing loads. Main springs bear on cam-shaped pads in the spring mounting brackets to shorten the effective length of the spring as load is increased and the spring deflects. This increases the spring's deflection rate and stiffens the spring. Conversely, decreasing load lengthens the spring, lowers the spring's deflection rate, reduces spring's stiffness to cushion the lighter load.

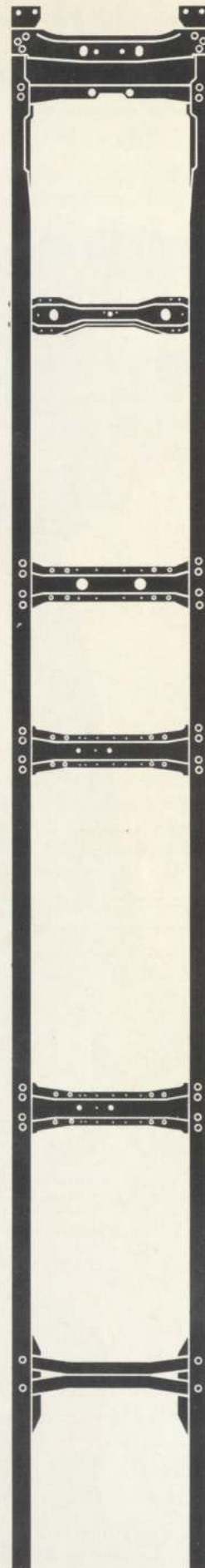


AIR BRAKES . . . Series 600 through 750 are available with wedge- or cam-type air brakes. Wedge-type (illustrated) air brakes are self-adjusting, and provide increased lining and drum life, reduced air consumption with cooler operation.



INTEGRAL POWER STEERING

. . . New integral-type power steering is available for all Mediums and Heavies. Because the basic power steering unit is located in the steering gear box, hydraulic hose and other components are protected against road dirt and contamination. Result—long-life service, less wear and less maintenance.



MEDIUM-DUTY SERIES FRAME WITH STRAIGHT-TOP RAILS

Stronger frames with new, straight-top frame rails

For '67, Series 500 through 750 frames use single-channel straight-top frame siderails. This greatly facilitates the mounting of special bodies on chassis-cowl models. A new 11.84 section modulus frame is standard on M- and F-600 with 194-inch wheelbase models and standard with all wheelbase models of Series 700 and 750 resulting in stronger frames.

Also a new 19.2 section modulus

frame is optional on Series 600 through 750 with all wheelbase models. This frame has a new inverted "L" reinforcement that tapers at the terminating points to reduce stress in these areas. The 19.2 section modulus frame is well-suited for heavy-duty operations where extra frame strength and rigidity are desirable. See frame specifications below for additional information!

SERIES 500-750 FRAME SPECIFICATIONS

SERIES AND AVAILABILITY	WHEELBASES (IN.)	SECTION MODULUS	SIDERAIL DESIGN	YIELD STRENGTH (PSI)
500	Std. 132, 156, 174	9.45	Single Channel	36,000
600	Std. 132, 144, 156, 174	9.45	Single Channel	36,000
	Std. 194	11.84	Single Channel	36,000
	Opt. 132, 144, 156, 174	11.84	Single Channel	36,000
700	Std. 132, 144, 156	11.84	Single Channel	36,000
750	174, 194, 212			
600 700 750	Opt. 132, 144, 156 174, 194, 212#	19.2*	Single Channel with Inverted L-Type Reinforcement	36,000

*Including reinforcements

#212" wb. N.A. for F-600

SPECIFICATIONS

SERIES	500	600	700	750
GVW RATING (lb.)	Max. 20,000	24,000	25,500	25,500
GCW RATING (lb.)	Max. 25,000	32,000	42,000	50,000
AXLE, FRONT—Cap'y (lb.)	Std. 5,000	5,000	5,000	5,500
	Opt. —	5,500, 6,000 7,000	5,500, 6,000 7,000	6,000 7,000
AXLE, REAR—Cap'y (lb.)	Std. 11,000	15,000	17,000	17,000
	Opt. 13,000 15,000	15,000 17,000	17,000 18,500	17,000 18,500
BRAKES, SERVICE	Std. Hydraulic	Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.
	Opt. Vac.-Hyd.	HD Vac.-Hyd. Air-Over-Hyd. Full Air† HD Full Air, Rear	HD Vac.-Hyd. Air-Over-Hyd. Full Air† HD Full Air, Rear	HD Vac.-Hyd. Air-Over-Hyd. Full Air† HD Full Air, Rear
BRAKES, PARKING	Std. Internal Shoe	Internal Shoe	Internal Shoe	Internal Shoe
	Opt. —	Spring-Set w/Air Brakes	Spring-Set w/Air Brakes	Spring-Set w/Air Brakes
ENGINES	Std. 240-cu. in. Six	300-cu. in. HD Six	330-cu. in. HD V-8	361-cu. in. HD V-8
	Opt. 300-cu. in. Six 330-cu. in. V-8	330-cu. in. V-8 330-cu. in. HD V-8 361-cu. in. HD V-8	361-cu. in. HD V-8	391-cu. in. HD V-8
CLUTCH (Dia. in.)	Std. HD 11	12	13	13
	Opt. 12, 13	13	—	—
TRANSMISSIONS	Std. 4-Spd. (D)	4-Spd. (D)	4-Spd. (D)	5-Spd. (D)
	Opt. 5-Spd. (D) (O)	5-Spd. (D) (O)	5-Spd. (D) (O)	5-Spd. (D) (O)
FRAME (See frame specifications above)				
SPRINGS, FRONT—Cap'y (lb.)	Std. 1,750	2,600	2,600	2,600
	Opt. 2,600	3,000 3,300	3,000 3,300	3,000 3,300
SPRINGS, REAR—Cap'y (lb.)	Std. 4,500	6,700	8,100	8,100
	Opt. 6,700	8,100, 9,300 10,400	9,300, 10,400	9,300, 10,400
Optional Auxiliaries	2,250	2,250	2,250	2,250
POWER STEERING	Optional	Optional	Optional	Optional
WHEELS	Std. 6-Hole Disc	6-Hole Disc	Cast Spoke	Cast Spoke
	Opt. —	Cast Spoke	6- or 10-Hole Disc	6- or 10-Hole Disc
TIRES—(Tube Type—Nylon)	Std. 7.00 x 20 8 PR	7.50 x 20 8 PR	8.25 x 20 10 PR	9.00 x 20 10 PR
	Max. Opt. 8.25 x 20 10 PR	9.00 x 20 10 PR*	10.00 x 20 12 PR	10.00 x 20 12 PR

Note: Use adequate tires for loads and type of service. Consult your Ford or Mercury Dealer. (D) Direct Drive (O) Overdrive *8.25 x 20 12 PR max. w/Stake & Platform models †Wedge type; cam type available

POPULAR OPTIONS

- ☐ Custom Cab
- ☐ Two-Tone Paint
- ☐ Deluxe Fresh Air Heater and Defroster
- ☐ Tinted Glass Windshield or All-Around
- ☐ Heavy-Duty Black Vinyl Seat Trim
- ☐ Bostrom Viking T-Bar Driver's Seat
- ☐ Bostrom Viking Passenger Seat
- ☐ Radio and Antenna
- ☐ Tractor Package (Series 700 & 750)

- ☐ Extra Cooling Radiator or Fan
- ☐ Air-Over-Hydraulic Brakes (N.A. M- & F-500)
- ☐ Wedge-Type Full Air Brakes (N.A. M- & F-500)
- ☐ Cam-Type Full Air Brakes (N.A. M- & F-500)
- ☐ Spring-Set Rear Wheel Parking Brake (with air brakes)
- ☐ Telescopic-Type Shock Absorbers
- ☐ Power Steering

- ☐ Two-Speed Rear Axles
- ☐ 5-Speed Direct or Overdrive Transmissions
- ☐ ICC Cab Clearance and Marker Lights
- ☐ Dual Horns (electric or air)
- ☐ Brush-Type Grille Guard
- ☐ Auxiliary Rear Springs
- ☐ Vacuum Reserve Tank
- ☐ Front Tow Hooks
- ☐ Shoulder Safety Harness
- ☐ Hand Throttle (Series 500 and 600)

FOR MORE INFORMATION ON ANY FORD OR MERCURY TRUCK, ASK YOUR DEALER
FOR SEPARATE SPECIFICATION SHEETS!

Ford and Mercury Trucks can lower your operating costs and boost your profits!

1 Designed for maximum loads

Ford's realistic GVW and GCW ratings and careful selection of materials having high strength-to-weight ratios provide M- and F-Series Mediums and Heavies with the ability to haul big payloads at minimum cost.

Heavy-duty options also are available to provide increased capacity where needed to maximize loads and revenue.

2 Quality-built for maximum economy

Ford and Mercury Mediums and Heavies over the years have established a reputation in the industry for outstanding reliability and operating economy. One contributing factor is the availability of a wide selection of power trains and chassis components which permit you to select the right truck for your particular operation. In addition, Ford's simple-to-service design and readily available parts at nominal cost help keep operating costs down . . . profits up!

3 Quality-built for long life

From top to bottom . . . from all-welded steel cabs to rugged-frames, Ford and Mercury Trucks are quality-built for lasting stamina and long-term durability.

And because excessive vehicle downtime can affect operating costs, Ford engineers have carefully gone over every design making improvements whenever and wherever they are needed. Result—greater reliability and durability with your Ford or Mercury year after year.

EVERY 1967 FORD AND MERCURY TRUCK has been designed and quality-built to provide safer, more dependable service than ever! Numerous new safety items are standard equipment in every 1967 Ford-Built Truck. Safety also depends upon the proper operation and maintenance of a vehicle . . . and the use of safety equipment provided.

The specifications contained herein were in effect at the time this catalog was approved for printing. 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. All options and accessories illustrated or referred to as optional or available in this catalog are at extra cost. For the price of the model with the equipment you desire, see your Ford or Mercury Dealer.

FORD OF CANADA WARRANTY—OUR PROOF OF DEPENDABILITY All Ford of Canada trucks are Warranted for 24,000 miles or 24 months, (whichever comes first). This warranty is direct proof of the greater reliability and durability that is built into every Ford of Canada Truck. This warranty is also the result of a carefully planned program of engineering improvements that distinguishes every Ford built truck. For complete warranty details see your Dealer.



**1967
Ford-Built Trucks
—Quality-Built to
Boost Your Profits!**

