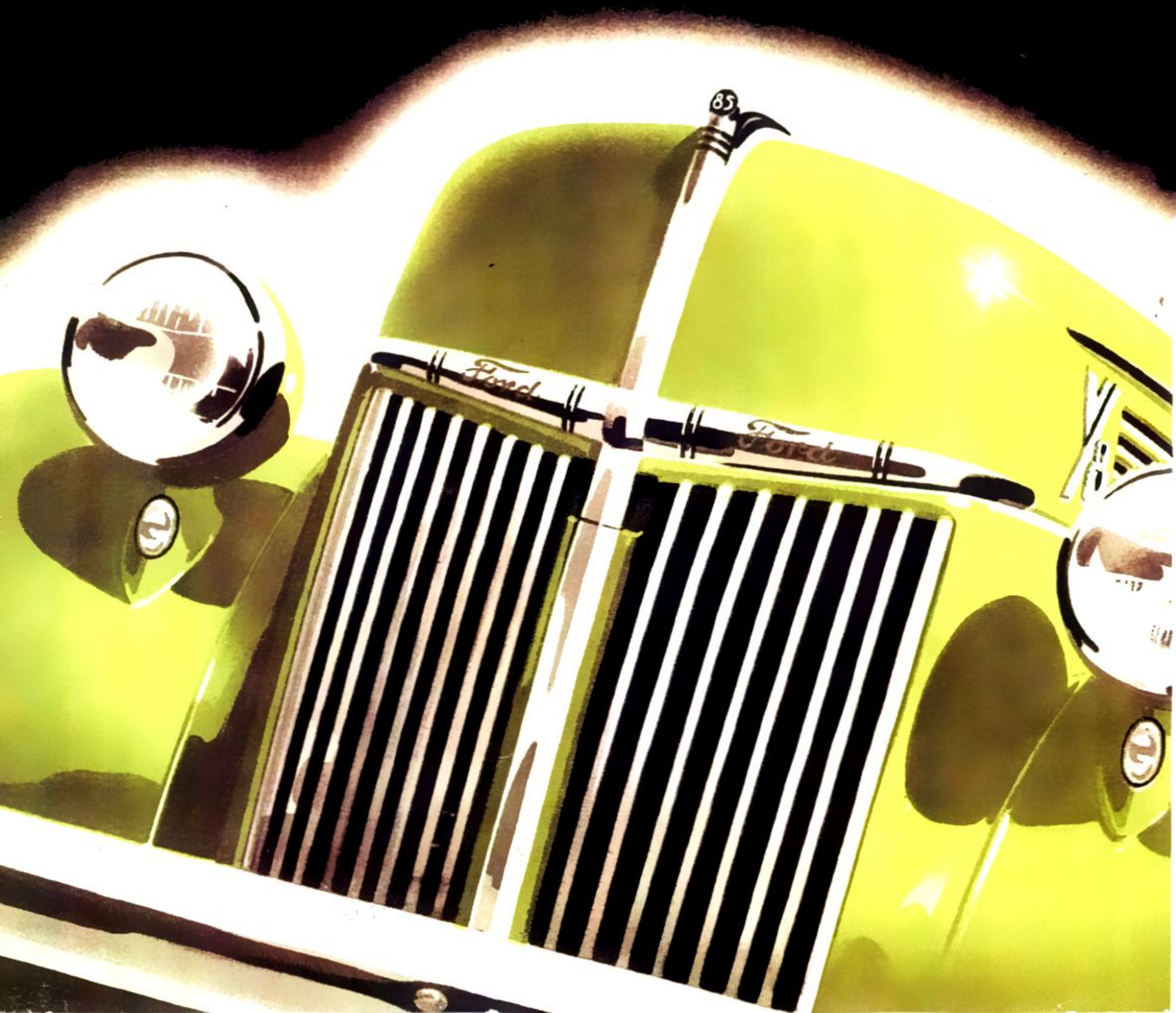


1940 FORD TRUCKS and COMMERCIAL CARS



FORD V-8 TRUCKS AND COMMERCIAL CARS

better than ever for 1940!

● For 1940, the Ford Motor Company offers the broadest line of V-8 Trucks and Commercial Cars in Ford history. It includes the big Regulars, the Cab-Over-Engine Trucks, One-Tonners, the newer ¾-Tonners, and the 112 inch Commercial Cars. 42 body and chassis types—6 wheelbases.

The 1940 units are improved in appearance. The newly designed front ends are massive, graceful in contour, with low set grille and hood ornaments in attractive bright metal. Style has been thus emphasized because it is recognized that smart appearance is becoming more and more important to truck owners. A modern, good looking truck is a stamp of a progressive business.

The chassis of all trucks have been redesigned for greater accessibility. It is easier to check water and oil—easier to service the crankcase, clutch, transmission and rear axle. A new type of springing has been adopted with a new system of drive. New dual wheel equipment is available on Regular and C.O.E. Trucks to accommodate tire sizes up to 34 x 7 and 8.25-20 when used with two-speed rear axle. All units are equipped with new Sealed Beam Headlamps for in-

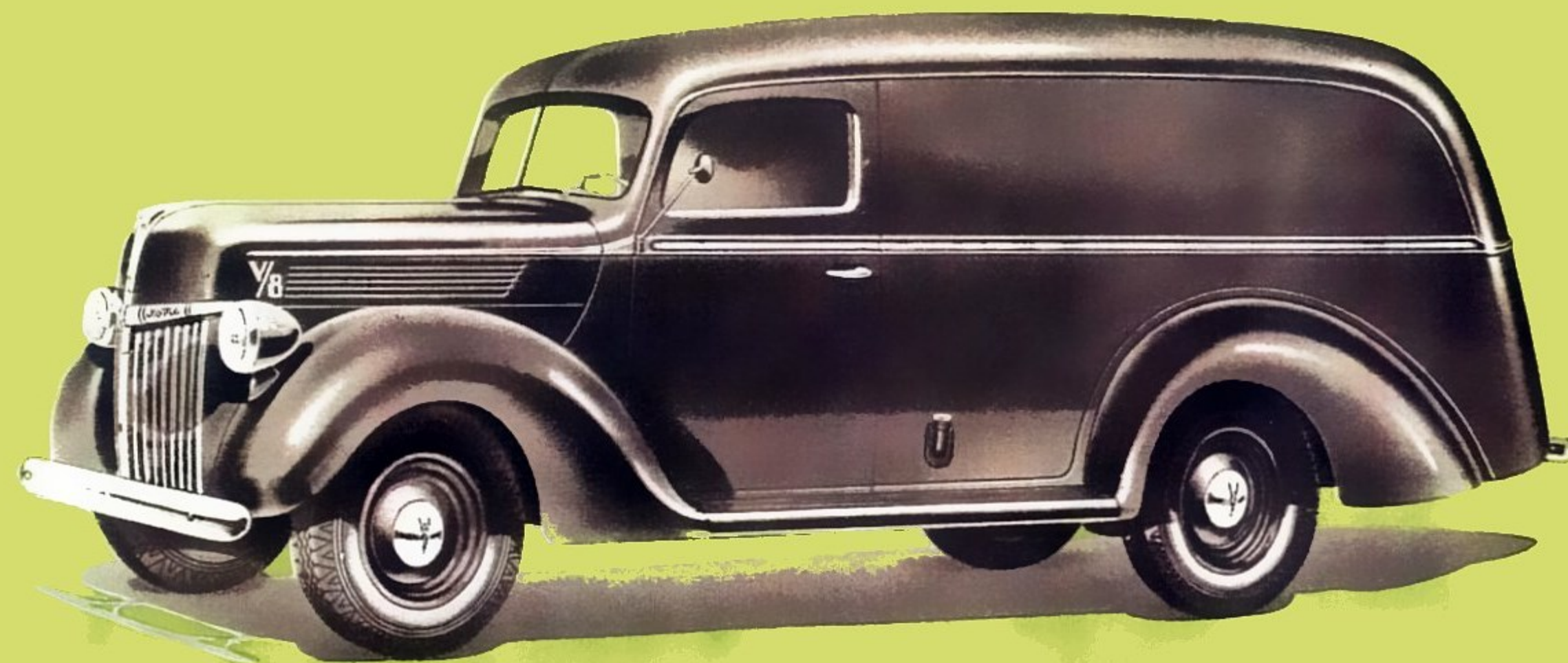
creased visibility and safer night driving. New generators have increased output and automatic voltage regulation. Batteries have increased capacity.

Cabs on all units of conventional design are formed and fabricated by new methods for greater strength and rigidity. New seat cushions give greater driver comfort. Instrument panels are new. Windshield wipers are cowl-mounted.

These improvements are important for their contributions to economy, durability, performance, comfort and safety. But equally important are the time-proved, money-saving features upon which Ford value is based. The V-type 8 cylinder engines. The full-floating and ¾-floating rear axles. The straddle-mounted driving pinions. The semi-centrifugal clutches. The big, powerful hydraulic brakes.

These features and many others explain why so many Fords stay on the job for hundreds of thousands of miles—why there are more Fords in use today than any other make.

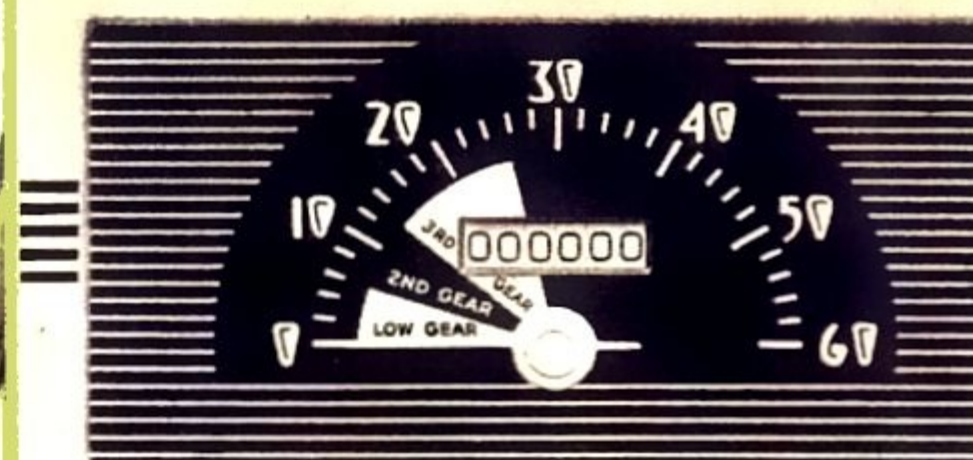
And these features are the best reasons why a Ford Truck or Commercial Car is the logical choice for your hauling or delivery job in 1940.



122 INCH ¾-TON PANEL (85 or 60 hp) • Exceptionally economical for loads in the ¾ ton range. The body is unusually large for a truck of this load rating, with a capacity of 175 cubic feet. This unit is widely used for retail delivery, and especially by stores and shops whose loads are light but bulky. Tongue and groove flooring for greater load protection is a new feature this year. Modern styling is another important reason for the popularity of this unit.



● Ford cabs offer the driver both comfort and protection. The seat cushions are deeper and softer this year, as the result of using new mattress-type inter-laced springs. New methods of forming these all-steel cabs make them stronger and more rigid. Glass in windshield and windows is Safety type. Roof, floor and dash are insulated, doors are effectively weatherstripped.



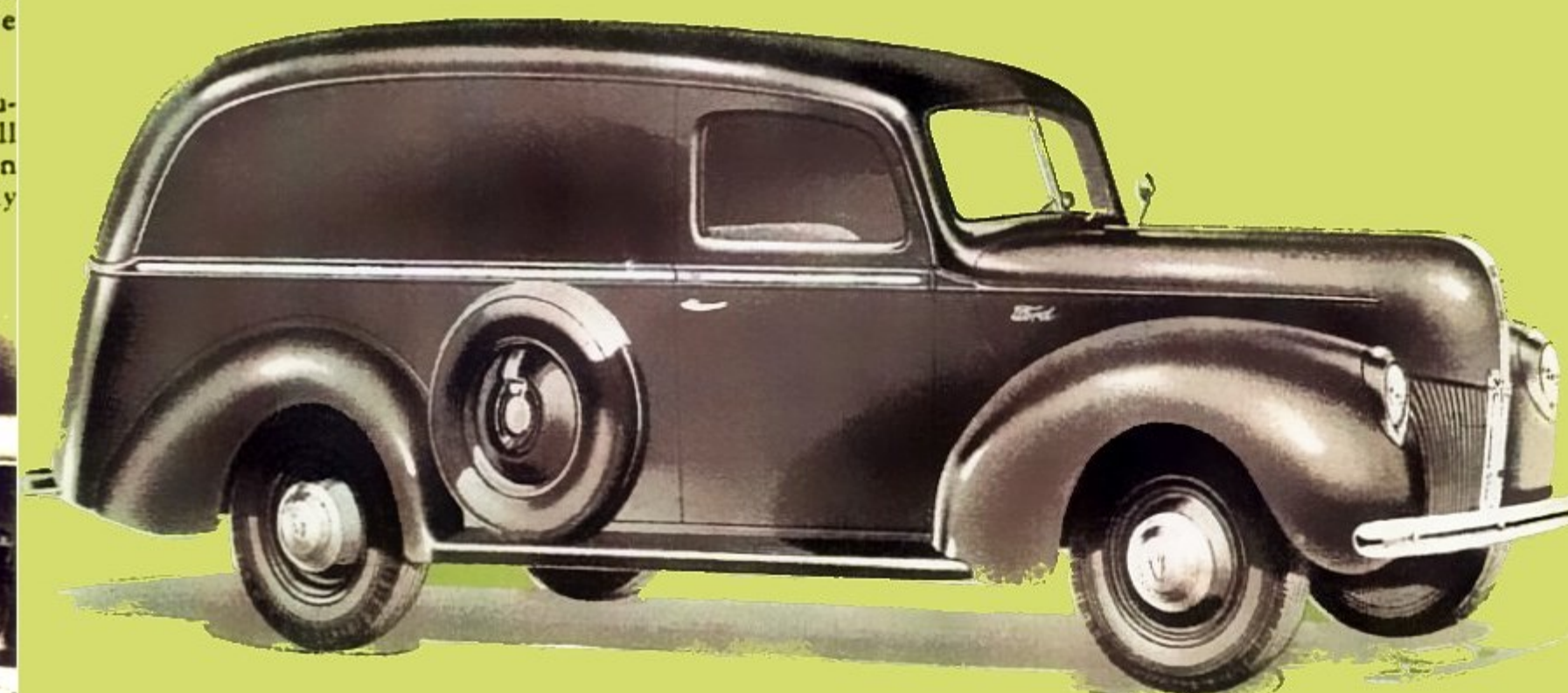
● Above is illustrated the new Shiftoguide speedometer, standard equipment on all Regular Trucks. It is so marked that the driver can tell at a glance when to shift gears for the greatest pulling ability and best economy. Temperature gage, fuel gage, oil pressure gage, battery condition indicator are grouped around it.

● (Below, left) In addition to the easily regulated cab windows, there is a large screened ventilator in the cowl for increased ventilation in hot weather.

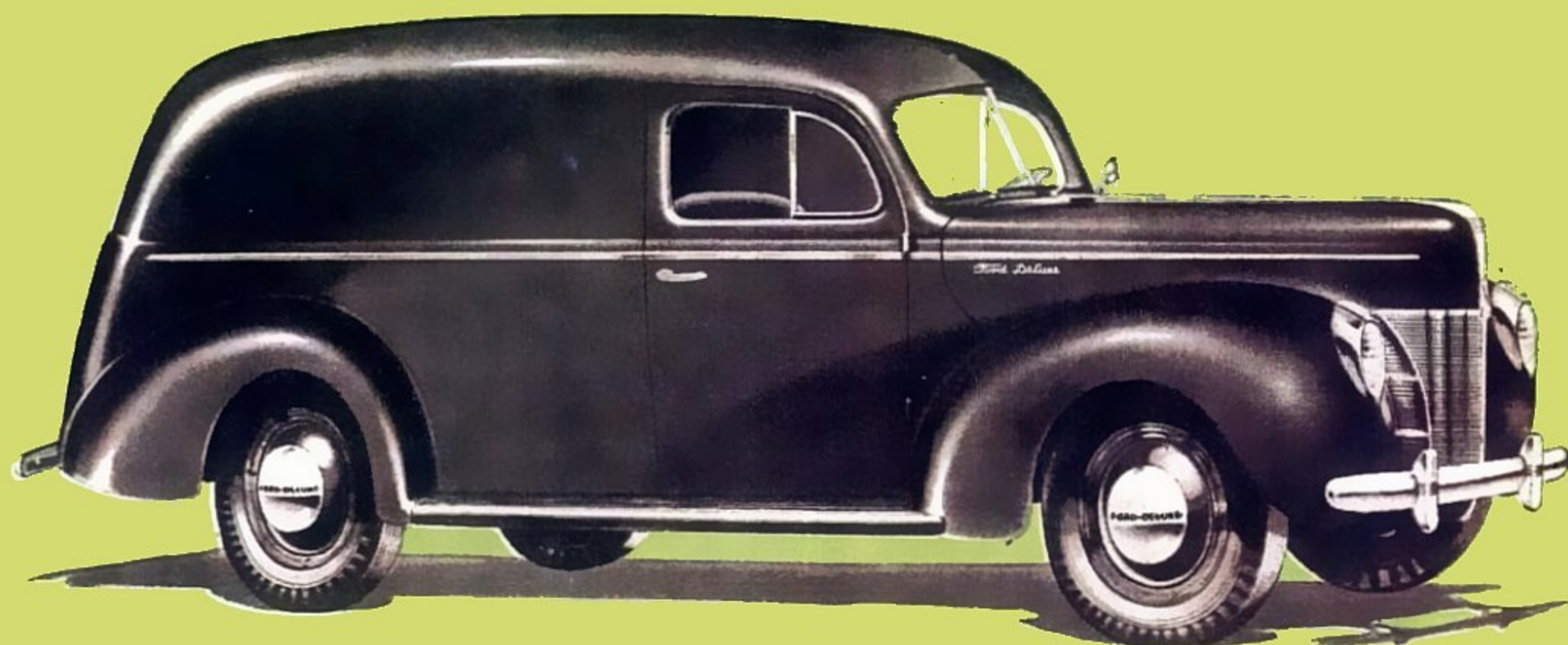
● (Below, right) The big dispatch box in the instrument panels of all units is a handy place to store small tools, flashlight, delivery slips and other articles. When the door is closed, strong spring hinges hold it tightly against rubber bumpers.



134 INCH PANEL (95 or 85 hp) • This is the biggest of Ford Panel Trucks, built especially for loads that are heavy and bulky. Department stores, wholesale candy and china houses, and many other firms who need a big closed body find this unit ideally suited to their requirements. Among numerous other improvements, the fuel tank is now under the floor, with outside filler pipe on the left side of the body. This makes it more convenient to enter the body from the driver compartment. Dual wheels, heavy-duty tires, auxiliary springs, passenger seat, and other special equipment extra.



112 INCH PANEL (85 or 60 hp) • Combining good looks with exceptional economy, this is an ideal unit for many light hauling and delivery jobs. It is widely used by appliance shops, grocery stores, hardware stores and other mercantile establishments whose customers appreciate having smart up-to-date delivery equipment stop at their homes. For laundries, dry cleaners and loads of similar type, the unit is available with fully lined interior at low additional cost.



112 INCH SEDAN DELIVERY (85 or 60 hp) • Its smart, modern styling makes the Sedan Delivery the natural choice of shops that cater to an exclusive clientele. And it is widely used by salesmen who carry sample kits. With the same front end design as the new De Luxe Ford V-8 Passenger Car, it is the aristocrat of the Ford Commercial line. Streamlined and longer, the brand new body offers substantially increased load space. New controlled ventilation for door windows

158 INCH STAKE (95 or 85 hp) • A big truck—a big value—and built for big jobs. It's noted everywhere for its exceptional ruggedness and durability. The body is built of high quality materials—the floor planks are hardwood—the rack boards are hardwood, riveted to steel stakes. The forward rack section on each side has a large metal advertising panel. Dual wheels, heavy-duty tires, spare tire, auxiliary springs, two-speed axle, and other special equipment at extra cost.

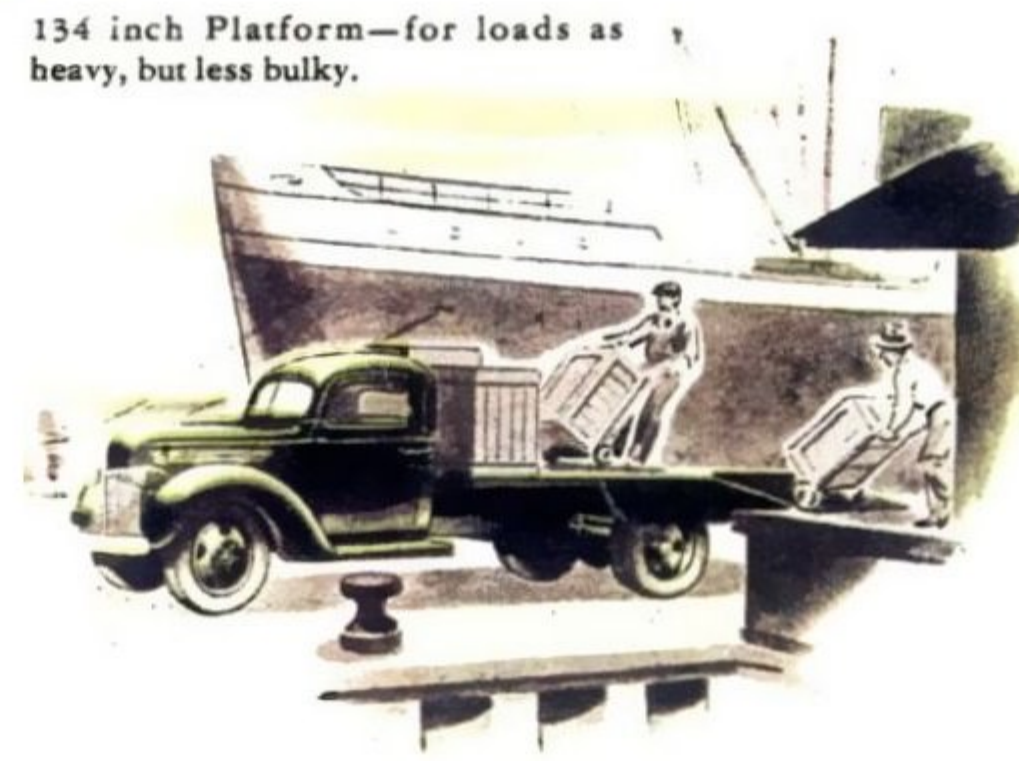


The Sedan Delivery—
a good looking unit
from any angle.

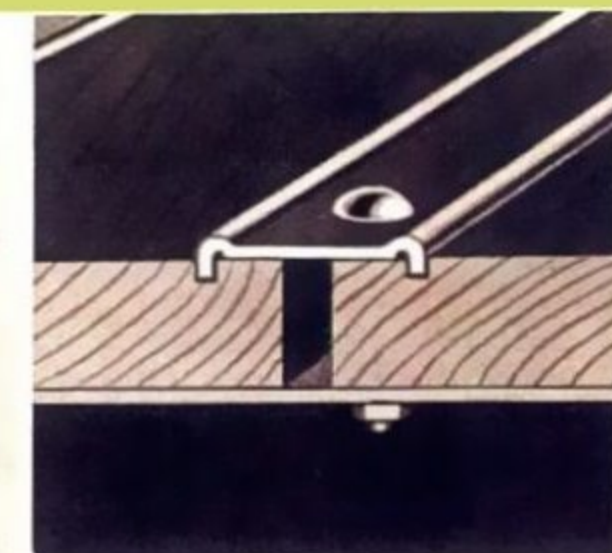


• The big new Sedan Delivery body has many outstanding features. Interior is larger. New structural design makes it stronger. The spare wheel and tire are now located in a closed compartment beneath the floor at the rear, where they are safe, clean, and accessible. The body is fully lined and insulated. New tongue and groove planking makes the floor waterproof and dustproof. A passenger seat, upholstered with the same durable fabric as the driver's seat, is available at slight additional cost. Inset shows the Finger-Tip Gearshift, standard on Sedan Delivery units, the new two-spoke steering wheel, and a part of the new instrument panel.

134 inch Platform—for loads as
heavy, but less bulky.



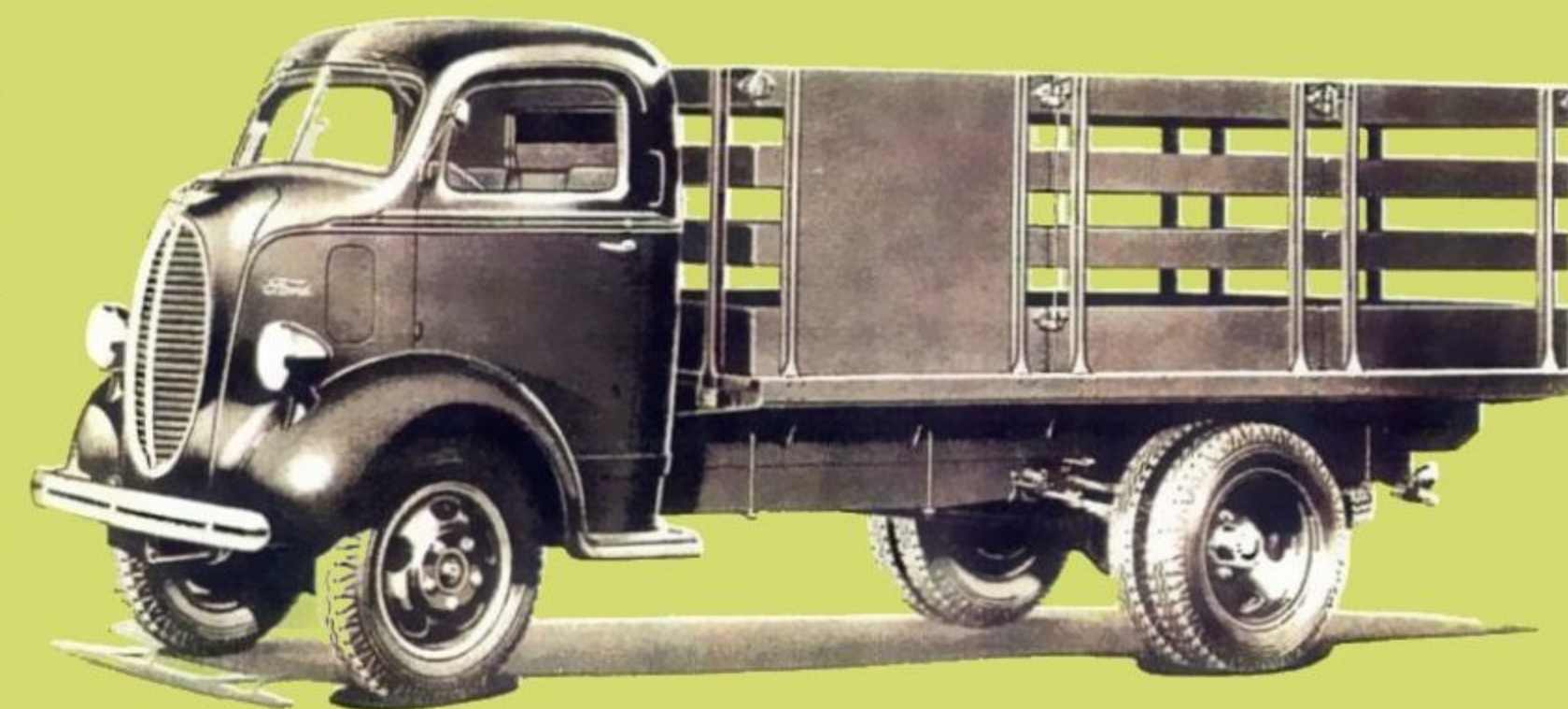
• Here's real platform frame construction—a big item in the reliability of Ford stake bodies. The frame is built like a bridge, with steel side rails riveted to steel cross girders. Corners are reinforced with gusset plates.

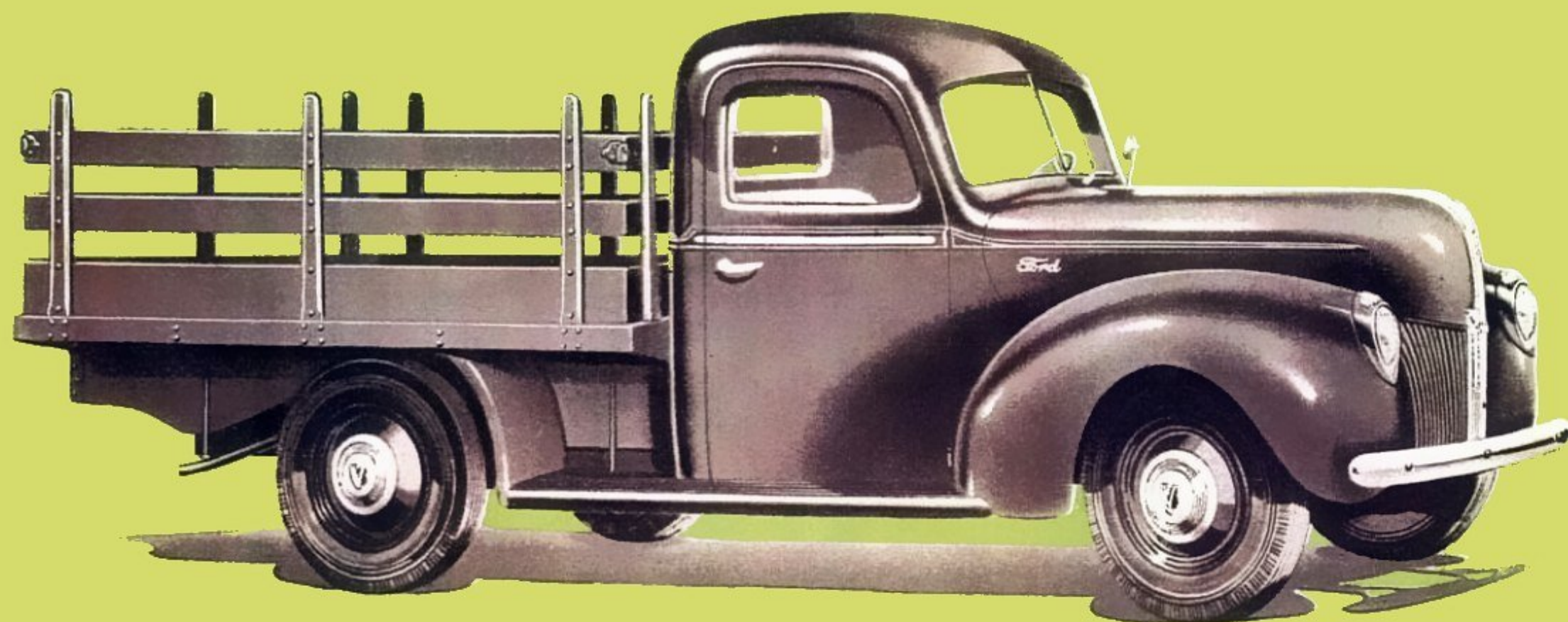


• One of the steel skid strips which interlock and protect the hardwood floor planking of the platform. Skid strips are formed to fit into grooves in the planks, and are bolted to the cross girders of the steel frame.

134 INCH C.O.E. STAKE (95 or 85 hp)

• This unit is ideal for the operator who wants big payload space with short over-all length. The body is the same size as that of the 158-inch Regular Stake, and has the same features of construction. Ford cab-over-engine design provides easy accessibility for engine and chassis units. Dual wheels, heavy-duty tires, spare tire, auxiliary springs, two-speed axle and other special equipment are available at additional cost.

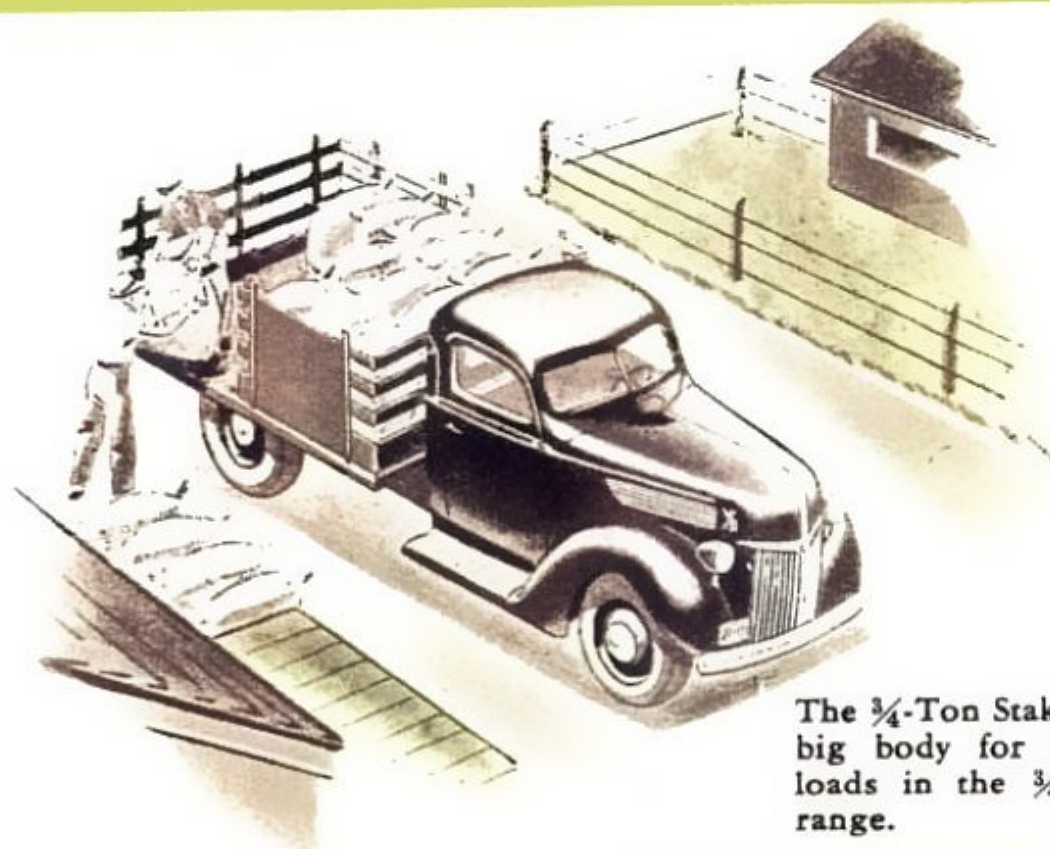
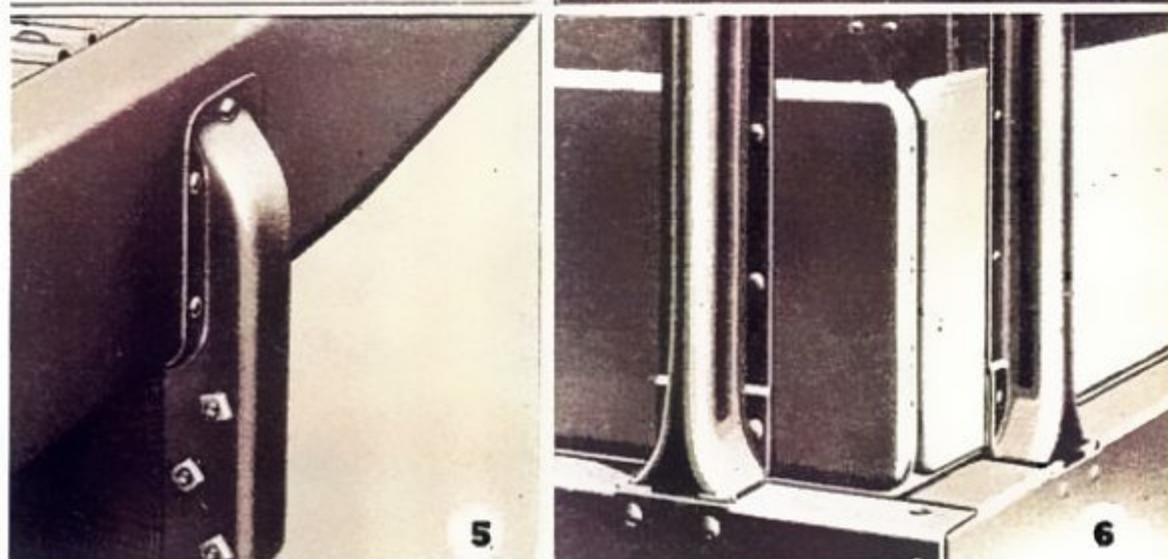
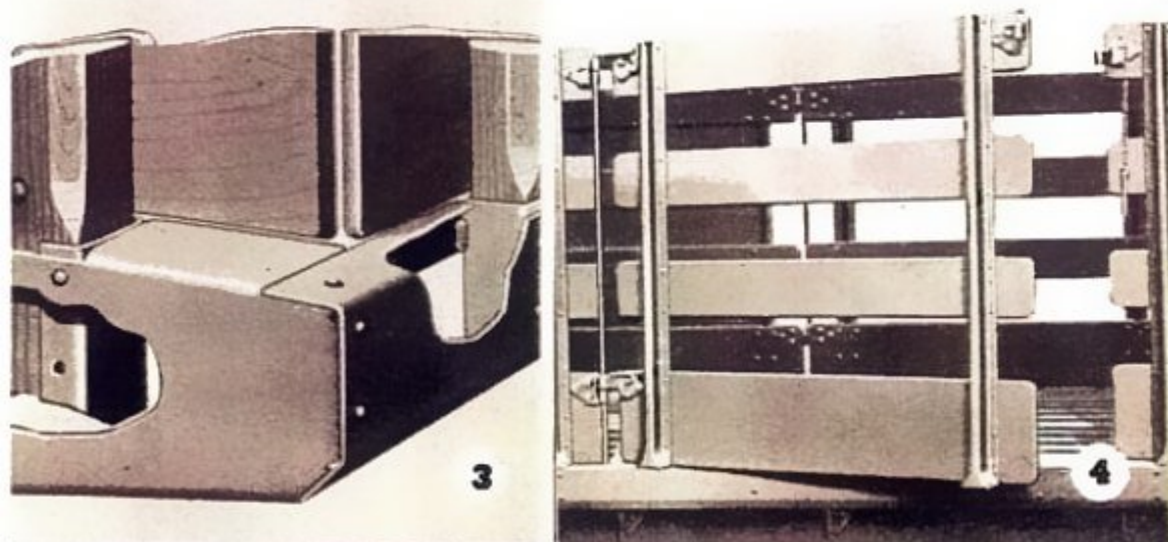
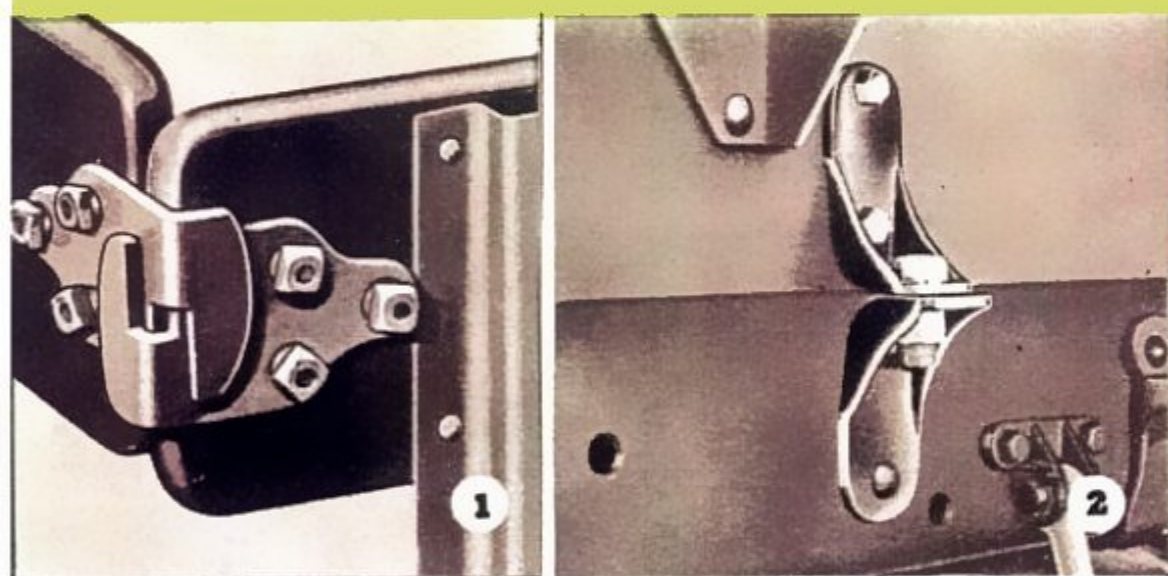




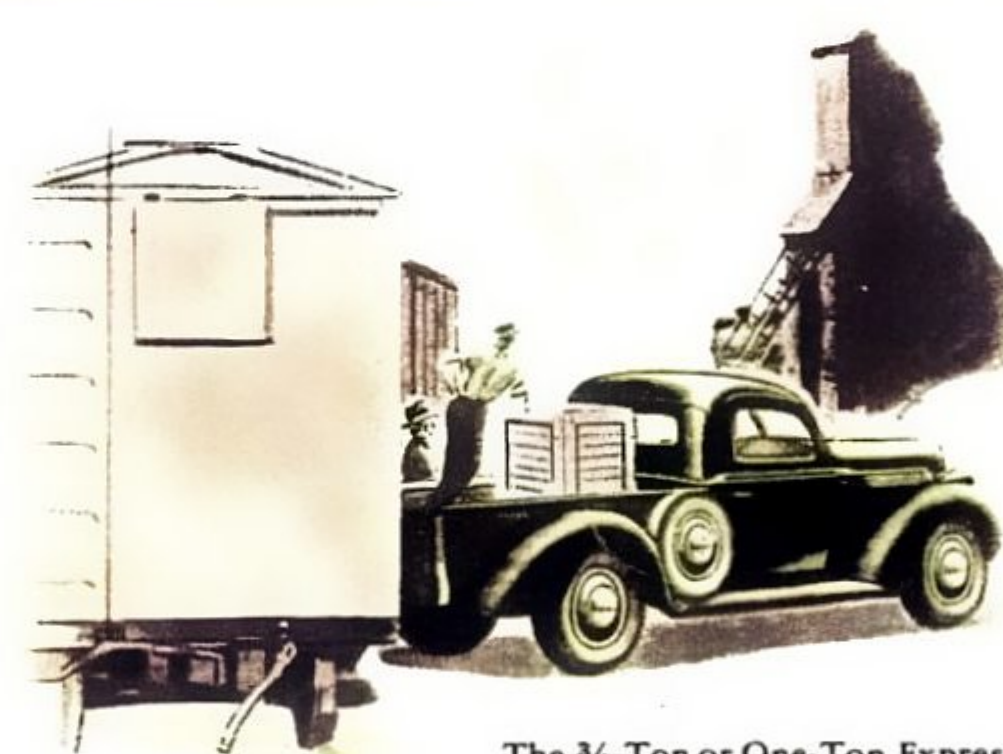
112 INCH STAKE (85 or 60 hp) • Among other improvements for 1940, this economical unit has a brand new body. Drivers will appreciate the more convenient loading height—3 inches lower than last year. Load space has been increased 5 inches in width. Side sections of the hardwood rack are made in one piece. Oversize tires and other special equipment available at extra cost. Even this low-priced unit has a steel platform frame similar to those on the larger Ford Stakes.



112 INCH PICKUP (85 or 60 hp) • The most popular unit in the Ford Commercial Car line. The welded steel body is strongly built. Body side panels are reinforced. Front panel has horizontal reinforcing ribs. Tail gate has truss-type rolled edge which tapers from center toward each end, and stamped-in panels, for reinforcement. Flareboards are strengthened by rolled edges. Oversize tires and other special equipment available at low extra cost.



The 3/4-Ton Stake—A big body for bulky loads in the 3/4 ton range.



The 3/4-Ton or One-Ton Express—For bulkier and heavier loads.



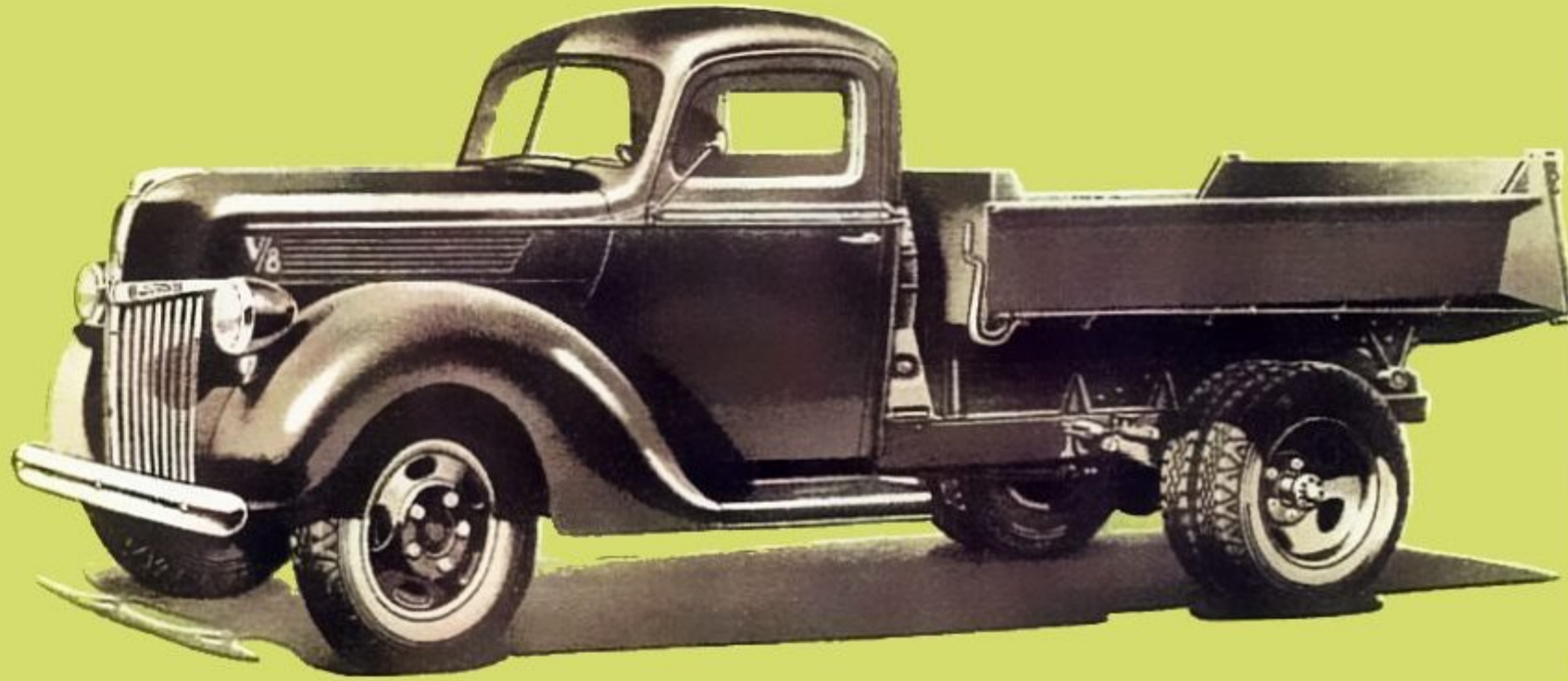
● To increase body rigidity, the drop chain locking links clamp the body sides to the closed tail gate. The sturdy corner post with tapered section gives added support to the corner of the body. The drop chains are fabric covered.

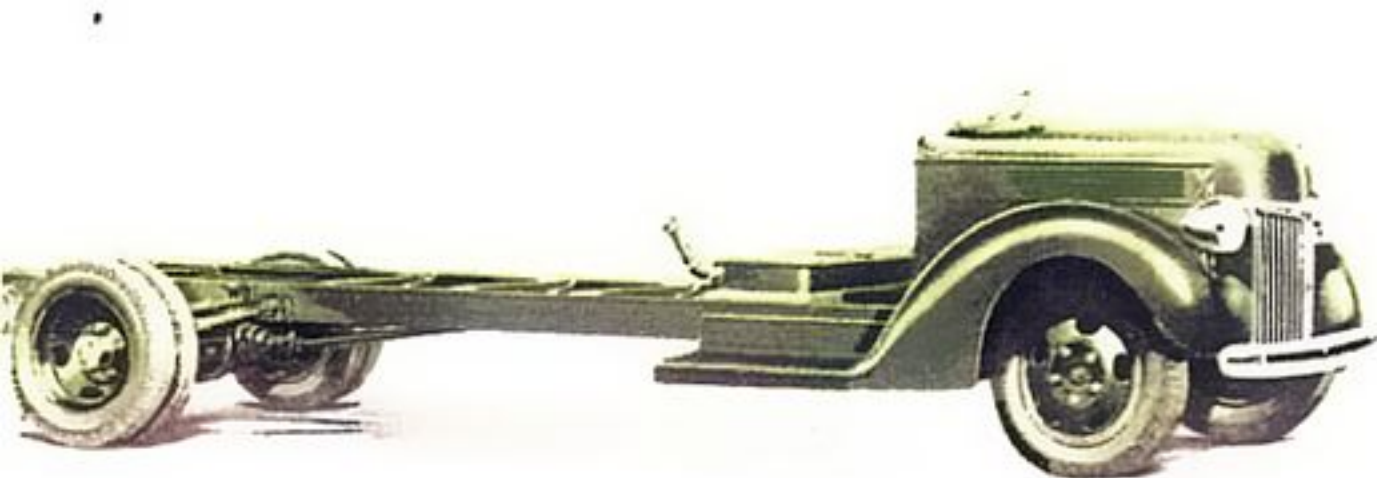


● Sectional view through the center of Pickup body. A wood sub-floor provides exceptional support for the steel floor. On the steel floor, skid strips are stamped integral. Note how body side panels are riveted to angle steel floor frame.

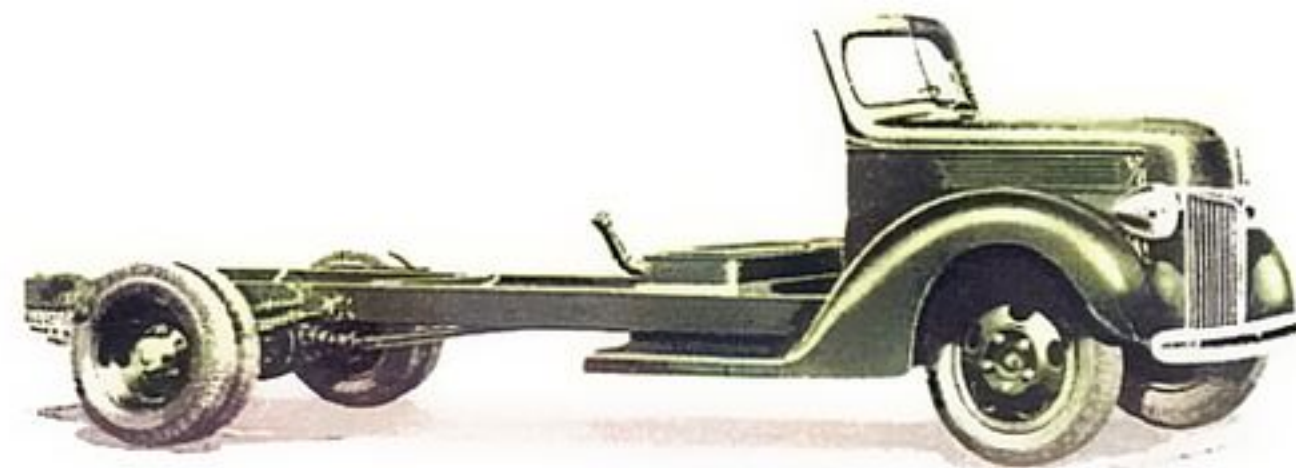
1. Large steel interlocking plates, bolted to the corners of top rack boards, tie the rack sections rigidly together.
2. On all Regular and C.O.E. Trucks, brackets are used to clamp the body sills to side members of the truck frame.
3. Stake sockets are welded to inside and riveted to outside of platform frame rails, even on smaller Ford Stakes.
4. On larger Stake bodies, the center rack section is hinged to swing out for greater convenience in working the load.
5. The ends of the body sills are protected against damage from backing into loading docks by strong steel caps.
6. On Regular and C.O.E. Trucks, pressed steel stakes with flanged, U-shaped section are riveted to rack boards.

134 INCH DUMP TRUCK (95 or 85 hp) • Here's a unit built for hard work—a popular choice for the really tough jobs. because operators know the Ford chassis is built to stand up. Body is heavy gage steel, 1½ cubic yard capacity. Choice of direct lift or arm type hoists. Auxiliary springs are standard. Dual wheels, heavy-duty tires, spare tire, two-speed axle and other special equipment are available at additional cost.





194 INCH SCHOOL BUS CHASSIS WITH COWL



158 INCH CHASSIS WITH WINDSHIELD



134 INCH CHASSIS WITH CAB

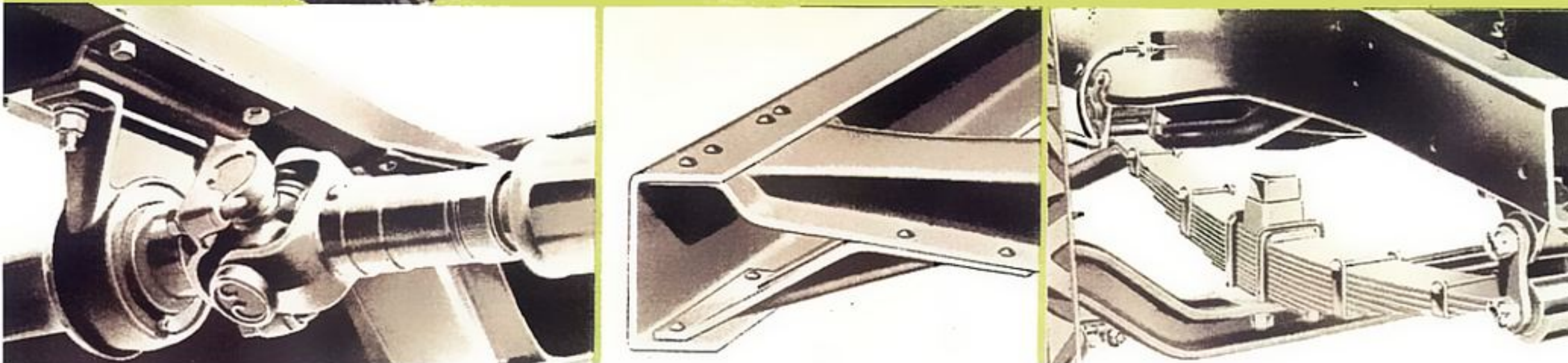
134 INCH CHASSIS



(Left) The new drive line center bearing is completely encased in rubber for greater anti-friction efficiency. The rubber maintains better alignment—prevents frame distortion from affecting the bearing. Lubrication is provided through a conveniently located fitting.

(Center) Deep frame side member channels have wide flanges. Sturdy cross-members also are widely flanged, with alligator type reinforcing plates riveted to lower flange of side members.

(Right) New long front springs make the 1940 Regular Trucks ride easier. Front spring bolt bushings are steel-backed, self-lubricating type. The new front axle on the Regular chassis is larger and heavier with drop center I-beam. It is designed with a high factor of safety.



SPECIFICATIONS

CLUTCH • Semi-centrifugal type. Diameter 11 inches. Total friction area 123.7 square inches.

TRANSMISSION • 4 forward speeds. Roller and ball bearings in all forward speeds. 6-bolt power take-off opening.

UNIVERSAL JOINTS • Needle roller bearing type.

FRAME • Pressed steel channel. Frame width 34 inches. Side members: depth 7 in., width 2.5 in., thickness 0.21 in.

FRONT AXLE • Drop-center, heat-treated alloy steel I-beam.

REAR AXLE • Full-floating. Spiral bevel gear drive with straddle-mounted pinion and ring gear thrust plate. Gear ratios: 5.14, 5.83 or 6.67 optional at no extra cost.

SPRINGS • Chrome alloy steel. Front: length 36 in., width 2 in. Rear: length 45 in., width 2.5 in.

STEERING • Worm and roller. Ratio 18.4 to 1. Diameter of steering wheel 18 in.

BRAKES • Service: Hydraulic, independently anchored two-shoe type. Front, 14 x 2 in. Rear, 15 x 3.5 in. Lining area 303 sq in. Composite brake drums, cast iron rings and steel drum discs. Handbrake: 7.812 x 2.5 on driveshaft.

WHEELS • Five. Tapered disc type. 20 in. diam., 5 in. rims.

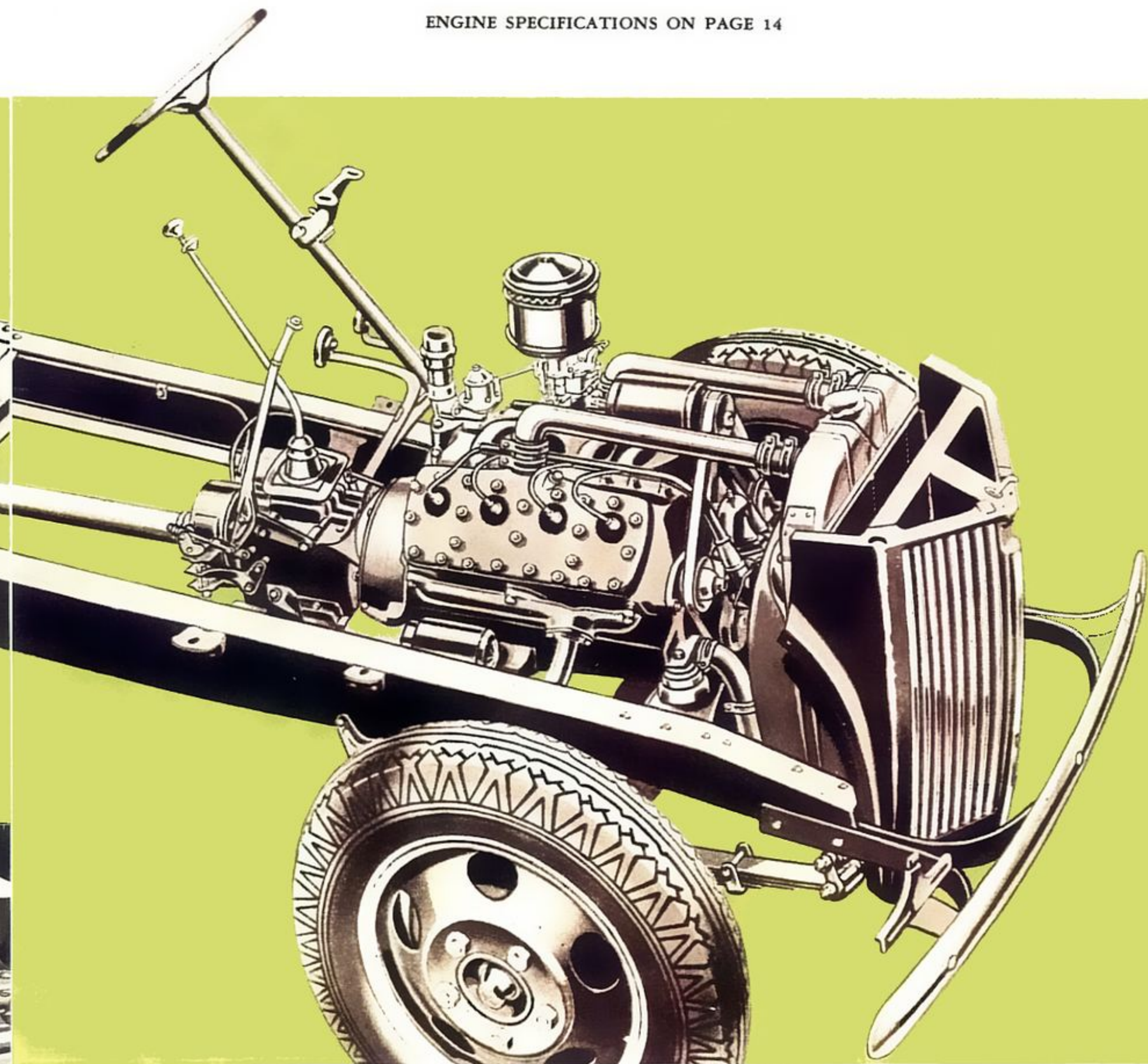
TIRES • Four. Front 6.00-20, 6-ply. Rear 32 x 6, 8-ply.

TREAD • Front 58.75 in. Rear 57.1 in. Front tread with 7.50-20 tires, 56.75 in. Dual rear wheel tread, 65 in.

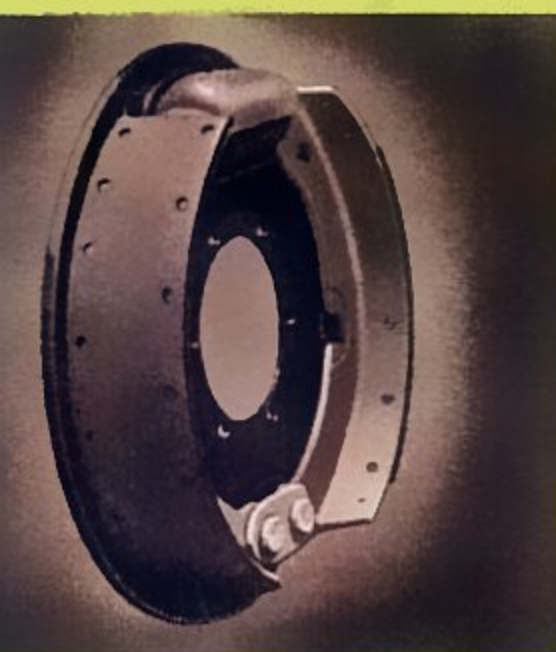
TURNING RADIUS • 134 in. wb. 24 ft.; 158 in. wb., 29 ft.

SPECIAL EQUIPMENT • At additional cost. Heavy-duty tires up to 32 x 7 or 7.50-20; and with dual wheels and two-speed axle. 34 x 7 or 8.25-20. Dual wheels. Auxiliary springs. Two-speed axle with ratios of 5.83 and 8.11 to 1. Also power take-off and many other items.

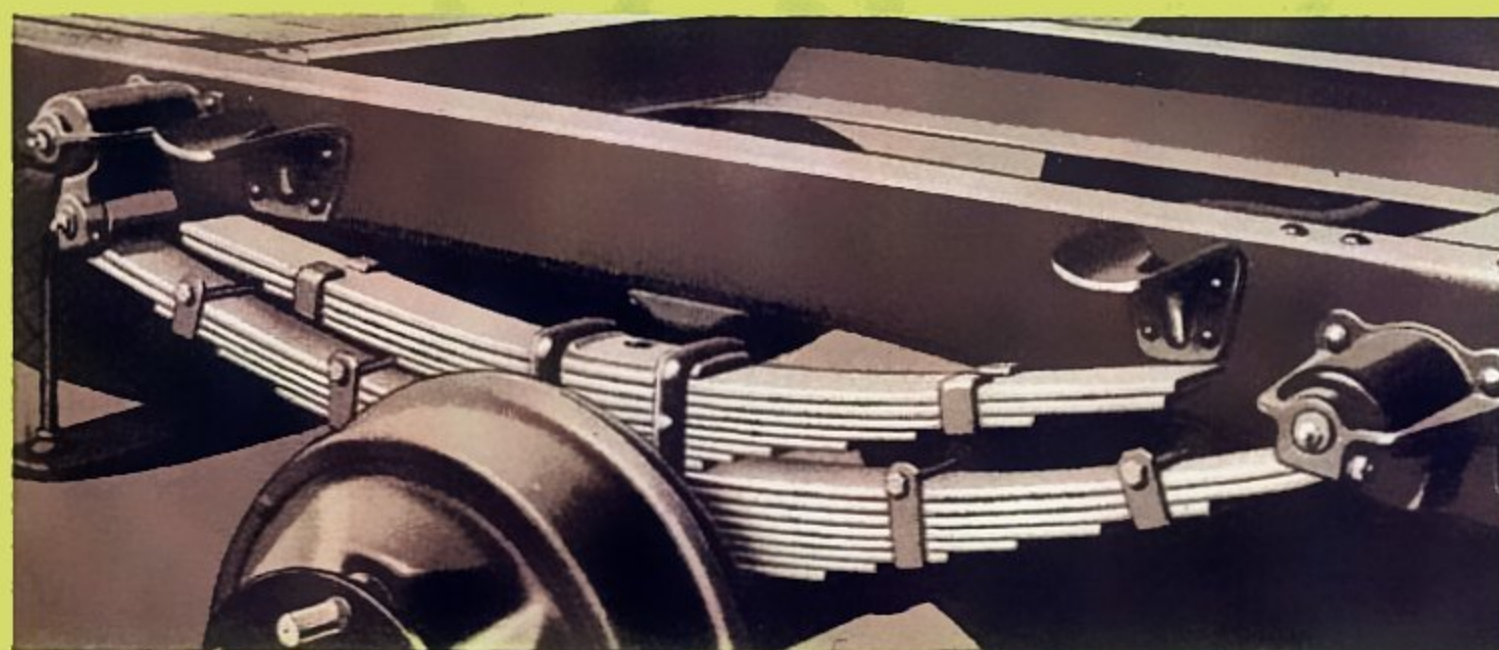
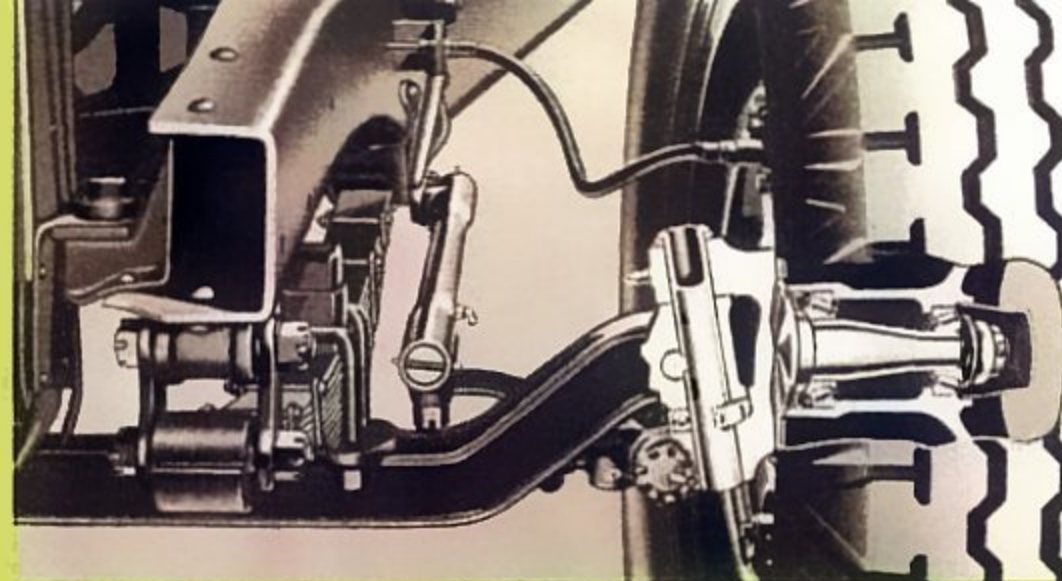
ENGINE SPECIFICATIONS ON PAGE 14



QUALITY CHASSIS FEATURES



➔ **STURDY FRONT END** • In the picture at the right, notice the impressive size of the spindle, spindle bolt and bushings. These vital front axle parts are extra big to give added strength and reliability.



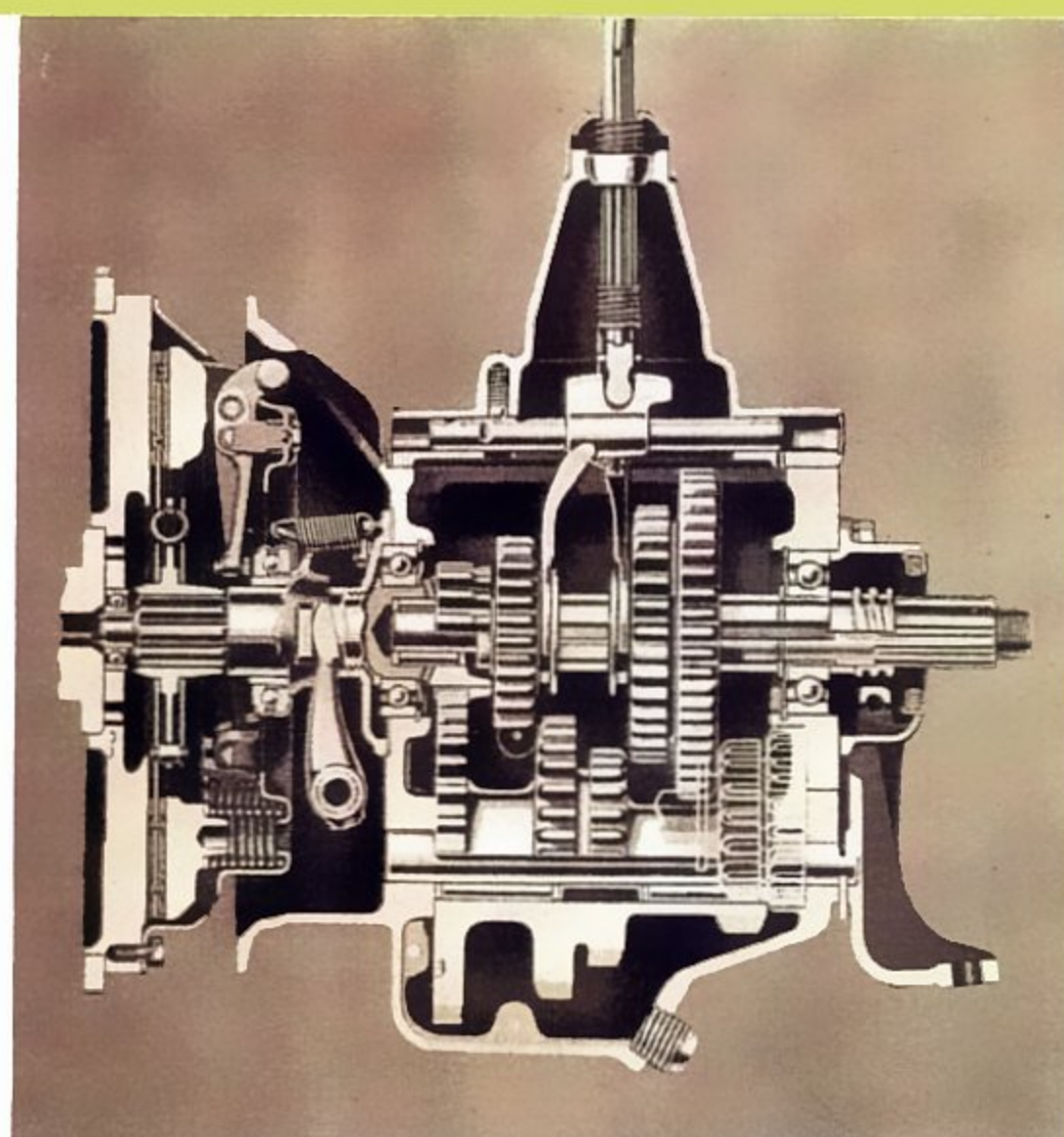
REAR SPRINGS for 1940 have new shackles of even stronger design. Shackle pins are held in position by clamping bolts, and all six pins for rear springs are now interchangeable. Auxiliary springs, one of which is shown in the picture, are standard equipment on the Dump Truck, and are available on other Regular and C.O.E. types at additional cost.



● **UNIVERSAL JOINTS** are fitted with needle roller bearings to minimize friction and wear. Universals and center bearing are provided with lubrication fittings.



● **COMPOSITE DRUMS** (above left) • The brake drum ring is cast iron to minimize wear and scoring. The drum disc is steel for greater strength with reduced weight. Large reinforcing rib on edge of ring reduces drum distortion.



4-SPEED TRANSMISSION

To the left is a cross section of the heavy-duty transmission, cut away to show the bearings which reduce friction and permit power to be transmitted with minimum loss. The entire gear train in every forward speed is mounted on roller and ball bearings. Note that the clutch housing is cast integrally with the transmission case. This design prevents misalignment between clutch and transmission. A shouldered flange on the front of the clutch housing accurately aligns entire assembly with the engine.

134 INCH C.O.E. CHASSIS WITH CAB



158 INCH C.O.E. CHASSIS WITH CAB



● C.O.E. cab is roomy and comfortable, and offers a high degree of protection to the driver. Controls are all within easy reach of the driver. Each half of divided windshield opens separately. Two large screened cowl ventilators. Engine cover insulated against heat and sound. Durable fabric on seat and back cushions is washable.



CAB-OVER-ENGINE CHASSIS SPECIFICATIONS

CLUTCH • Semi-centrifugal type. Diameter 11 inches. Total friction area 123.7 square inches.

TRANSMISSION • 4 forward speeds. Roller and ball bearings in all forward speeds. 6-bolt power take-off opening.

UNIVERSAL JOINTS • Needle roller bearing type.

FRAME • Pressed steel channel. Frame width 34 inches. Side members: depth 7 in., width 2.5 in., thickness 0.21 in.

FRONT AXLE • Drop-center, heat-treated alloy steel I-beam.

REAR AXLE • Full-floating. Spiral bevel gear drive with straddle-mounted pinion and ring gear thrust plate. Gear ratios: 5.14, 5.83 or 6.67 optional at no extra cost.

SPRINGS • Chrome alloy steel. Front: length 38 in., width 2.25 in. Rear: length 45 in., width 2.5 in.

STEERING • Worm and roller. Ratio

18.4 to 1. Diameter of steering wheel 18 in.

BRAKES • Service: Hydraulic, independently anchored two-shoe type. Front, 14 x 2 in. Rear, 15 x 3.5 in. Lining area 303 sq in. Composite brake drums, cast iron rings and steel drum discs. Hand-brake: 7.812 x 2.5 on driveshaft.

WHEELS • Five. Tapered disc type. 20 in. diam., 5 in. rims.

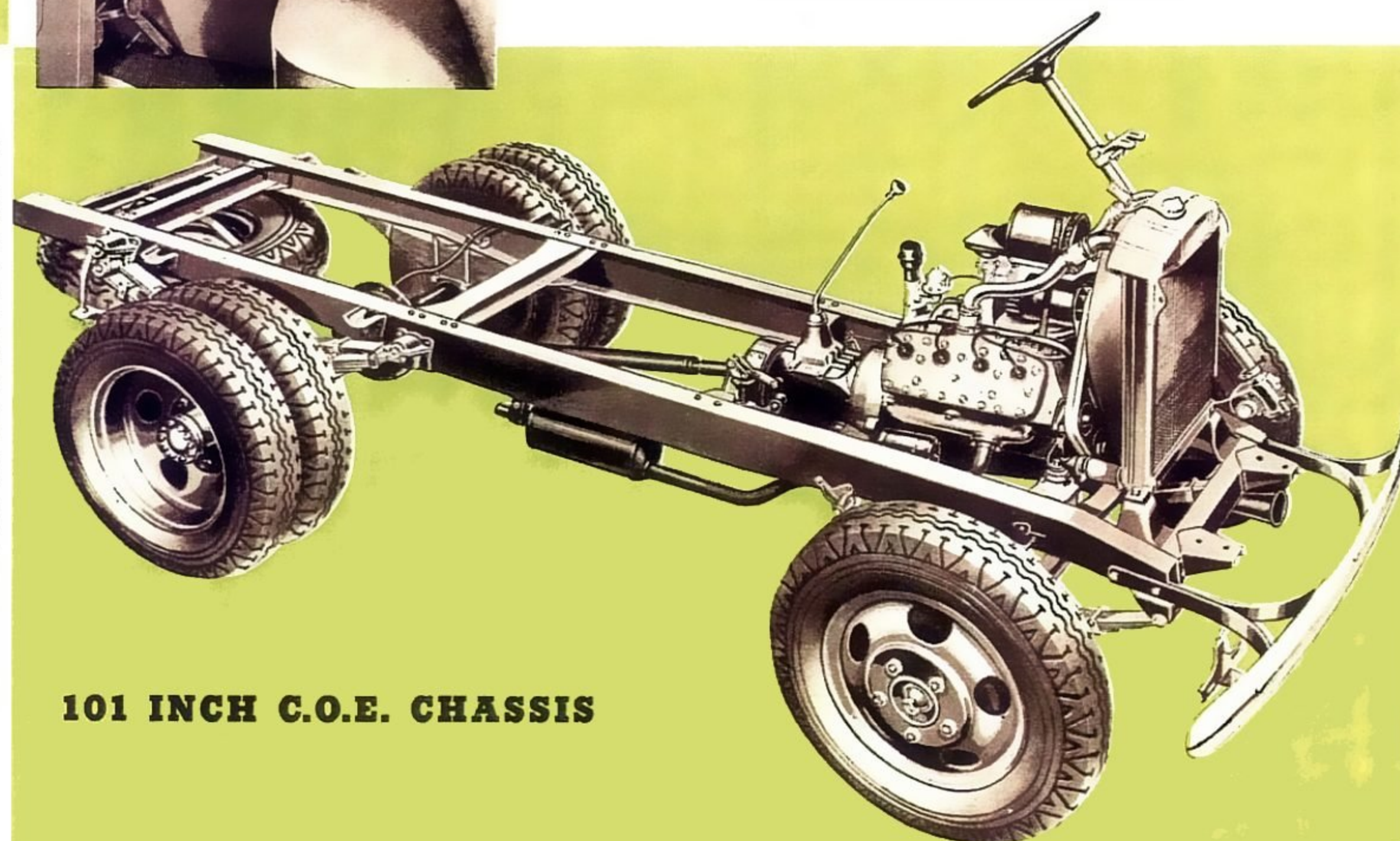
TIRES • Four. Front 6.00-20, 6-ply. Rear 32 x 6, 8-ply.

TREAD • Front 63.3 in. Rear 57.1 in. Front tread with 7.50-20 tires, 61.3 in. Dual rear wheel tread, 65 in.

TURNING RADIUS • 101 in. wb. 18.5 ft.; 134 in. wb. 24 ft. 158 in. wb. 29 ft.

SPECIAL EQUIPMENT • At additional cost. Heavy-duty tires up to 32 x 7 or 7.50-20; and with dual rear wheels and two-speed axle, 34 x 7 or 8.25-20. Dual wheels. Auxiliary springs. Two-speed axle with ratios of 5.83 and 8.11 to 1.

ENGINE SPECIFICATIONS ON PAGE 14



101 INCH C.O.E. CHASSIS

3/4-TONNER AND ONE-TONNER SPECIFICATIONS

CLUTCH • Semi-centrifugal type. Diameter 9 in. Total friction area 75.3 sq in.

TRANSMISSION • Three forward speeds. Roller and ball bearings in all forward speeds.

UNIVERSAL JOINTS • Needle roller bearing type.

FRAME • Pressed steel channel. Frame width 34 in. Side members: depth 6 in., width 2.25 in., thickness 0.19 in.

FRONT AXLE • Drop center, heat-treated alloy steel I-beam.

REAR AXLE • Full-floating. Spiral bevel gear drive with straddle-mounted pinion and ring gear thrust plate. Gear ratio: 85 hp engine, 4.86 to 1; 60 hp engine, 6.67 to 1.

SPRINGS • Chrome alloy steel. Front: length 36 in., width 1.75 in. Rear: length 45 in., width 2.25 in.

SHOCK ABSORBERS • Double-acting, adjustable hydraulic on front.

STEERING • Worm and roller. Ratio 18.2 to 1. Steering wheel diameter 17 in.

BRAKES • Hydraulic. Independently anchored two-shoe type. 3/4-Tonner: 12 x 1.75 in., front and rear. Lining area 162 sq in. One-Tonner: front 12 x 1.75 in., rear 14 x 2 in. Lining area 186.8 sq in. Brake drums: composite, cast iron braking surface with steel drum disc. Handbrake operates rear wheelbrakes.

WHEELS • Five. 3/4-Tonner: drop-center type, 16 x 5 in. One-Tonner: full truck type, 17 x 5 in.

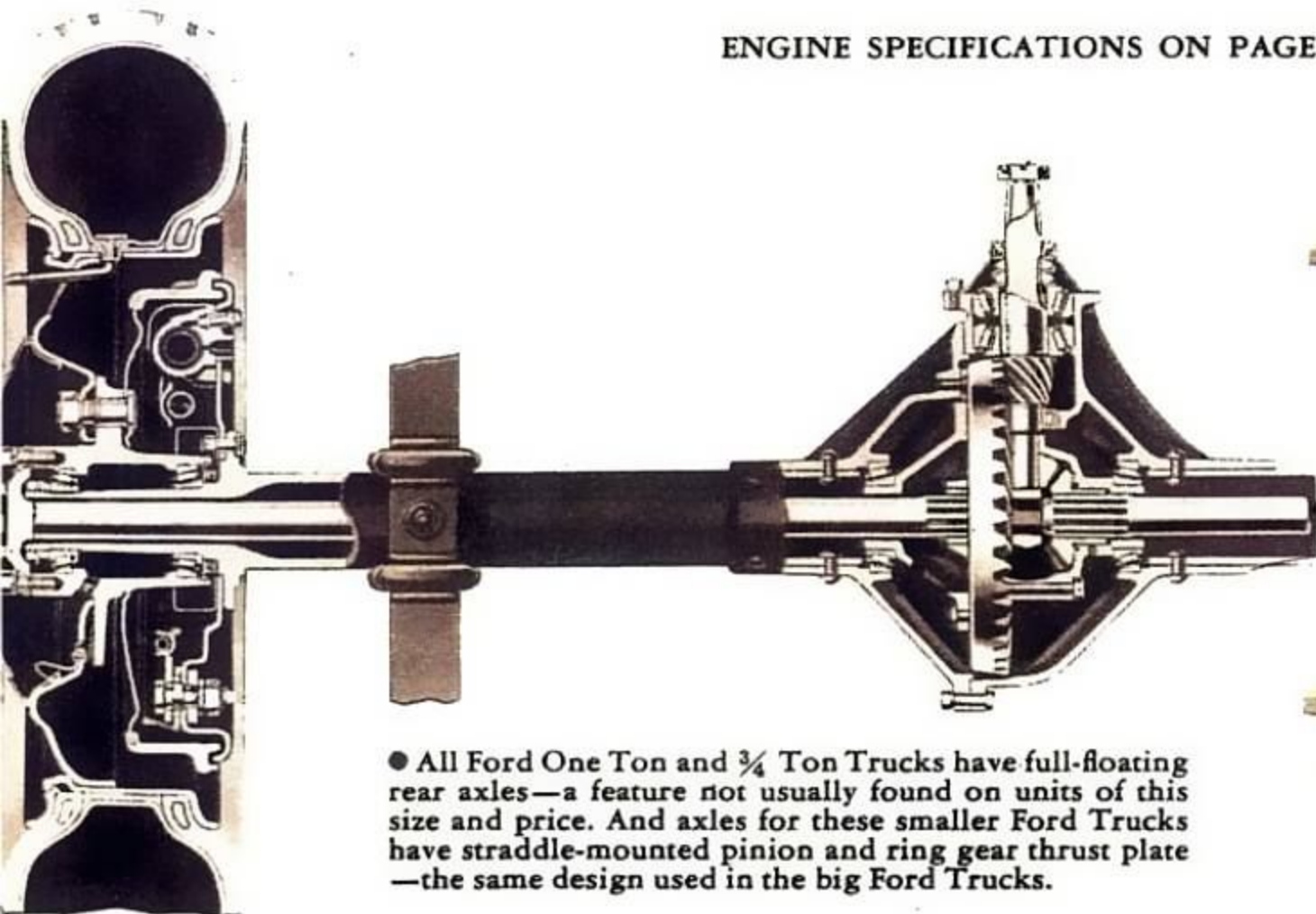
TIRES • Five. 3/4-Tonner: front, 6.50-16, 6-ply; rear and spare, 7.00-16, 6-ply. One-Tonner: front, 6.00-17, 6-ply; rear and spare, 7.00-17, 6-ply.

TREAD • Front 55.75 in. Rear 57 in.

TURNING RADIUS • 22 feet.

SPECIAL EQUIPMENT • At additional cost. Four-speed heavy-duty transmission. 11-inch clutch for 85 hp engines. Oversize tires for One-Tonner: 7.00-17 and 7.50-17, 8-ply.

ENGINE SPECIFICATIONS ON PAGE 14



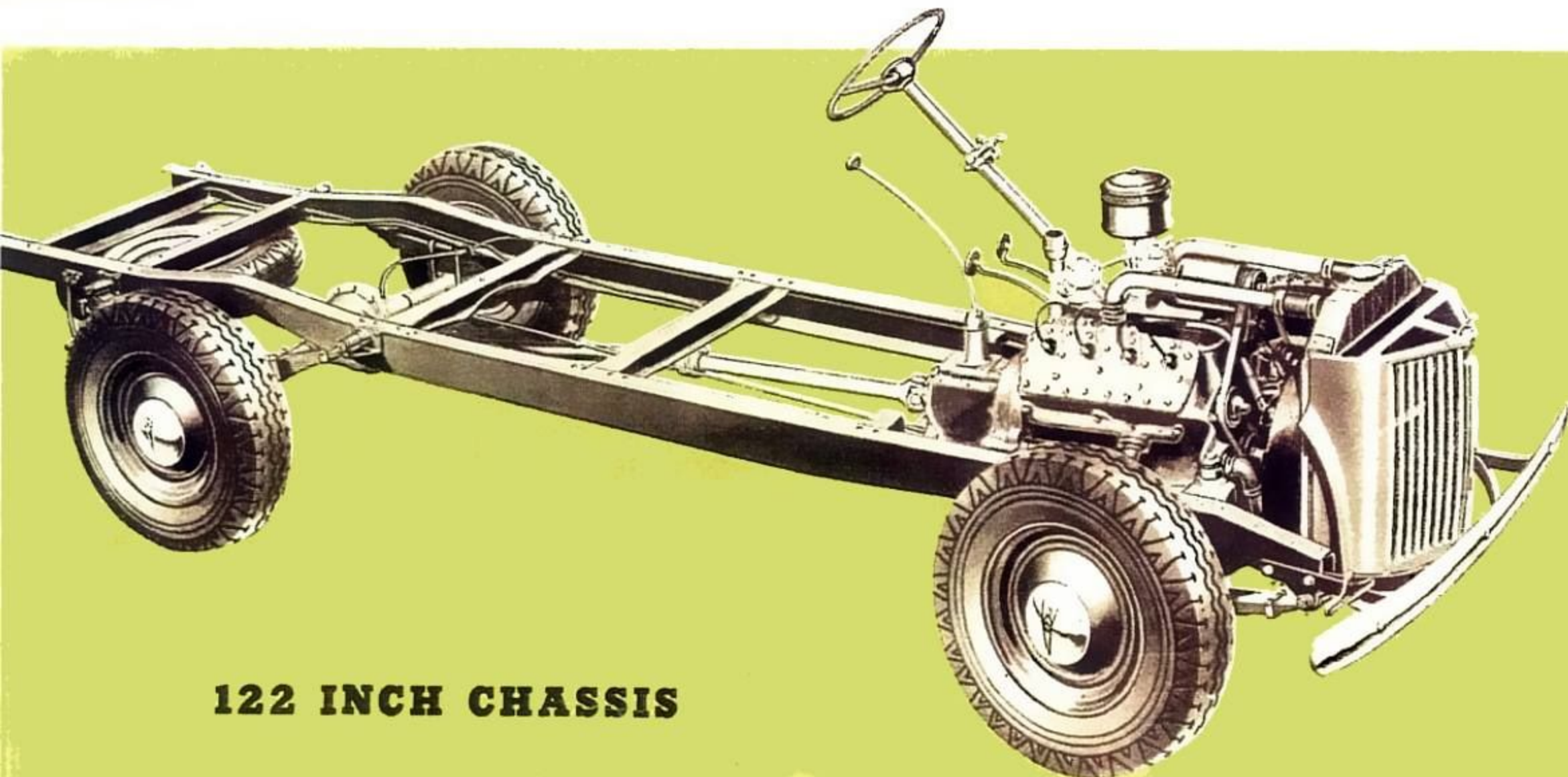
• All Ford One Ton and 3/4 Ton Trucks have full-floating rear axles—a feature not usually found on units of this size and price. And axles for these smaller Ford Trucks have straddle-mounted pinion and ring gear thrust plate—the same design used in the big Ford Trucks.



122 INCH ONE TON CHASSIS WITH CAB



122 INCH 3/4 TON CHASSIS WITH COWL



122 INCH CHASSIS

COMMERCIAL CAR SPECIFICATIONS

CLUTCH • Semi-centrifugal type. Diameter 9 inches. Total friction area 75.3 square inches.

TRANSMISSION • Three forward speeds. Roller and ball bearings in all forward speeds. Transmission for 60 hp engine has helical countershaft drive and second speed gears with synchronized shifting for second and high. Transmission for 85 hp engine has all helical gears and blocker-type synchronizer.

UNIVERSAL JOINTS • Hardened and ground pins and bushings.

FRAME • Double-drop type with X-member channels forming box sections with side members and extending to ends of frame.

FRONT AXLE • Heat-treated alloy steel.

REAR AXLE • Three-quarter-floating type. Spiral bevel gear drive with straddle-mounted pinion. Gear ratio: 60 hp engine, 4.44 to 1; 85 hp engine, 3.78 to 1. Optional ratio, 4.11 to 1.

ENGINE SPECIFICATIONS ON PAGE 14



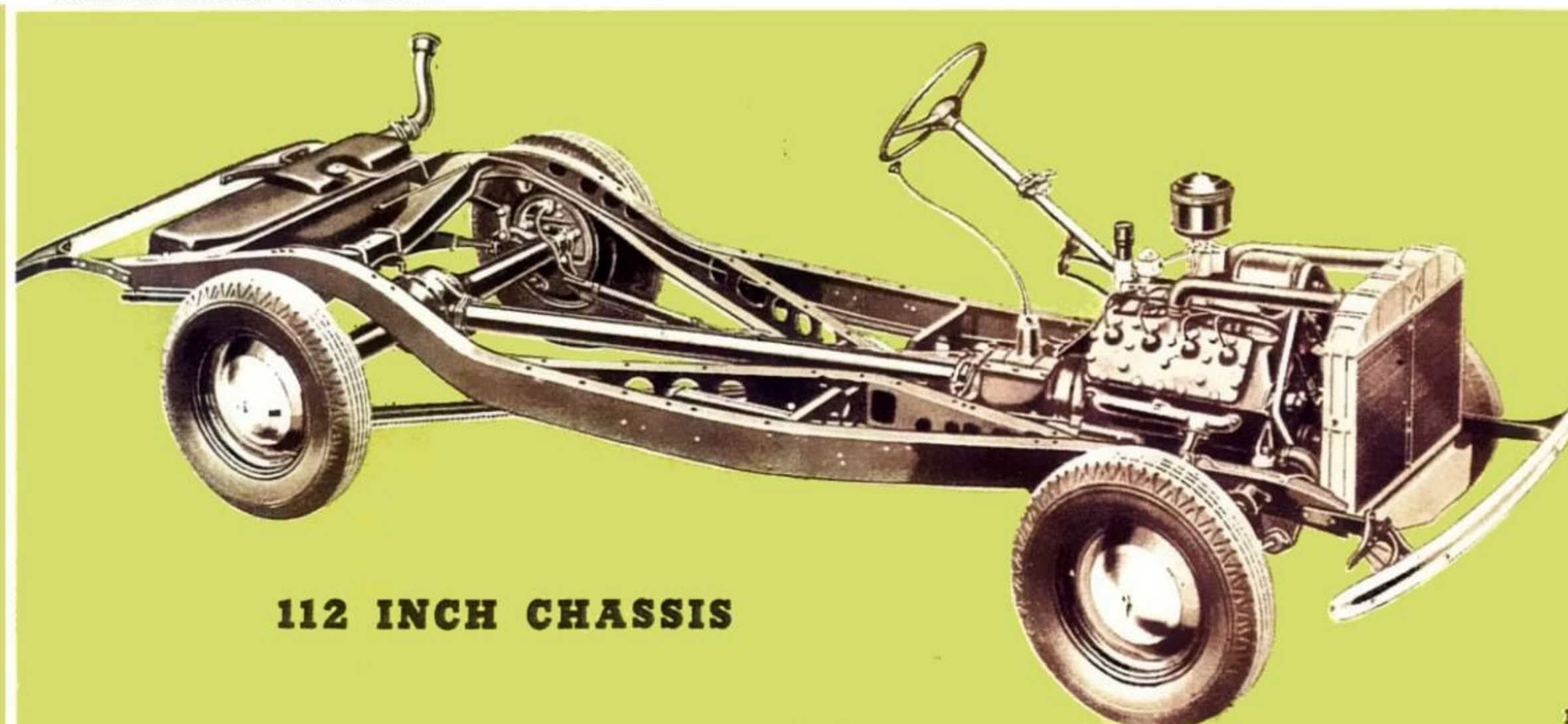
112 INCH CHASSIS WITH CAB



112 INCH CHASSIS WITH WINDSHIELD



112 INCH CHASSIS WITH COWL



112 INCH CHASSIS

SPRINGS • Transverse front and rear. Chrome alloy steel. Front: length 43.75 in., width 2 in. Rear: length 46.5 in., width 2.25 in. Self-lubricating shackle bearings. Inter-leaf spring lubrication.

SHOCK ABSORBERS • Four. Double-acting, adjustable hydraulic.

STEERING • Worm and roller type. Ratio 18.2 to 1. Steering wheel diameter 17 inches.

BRAKES • Hydraulic. Independently anchored two-shoe type. 12 x 1.75 inches, front and rear. Lining area 162 square inches. Composite brake drums with cast iron braking surfaces and steel drum rings. Handbrake operates rear wheelbrakes.

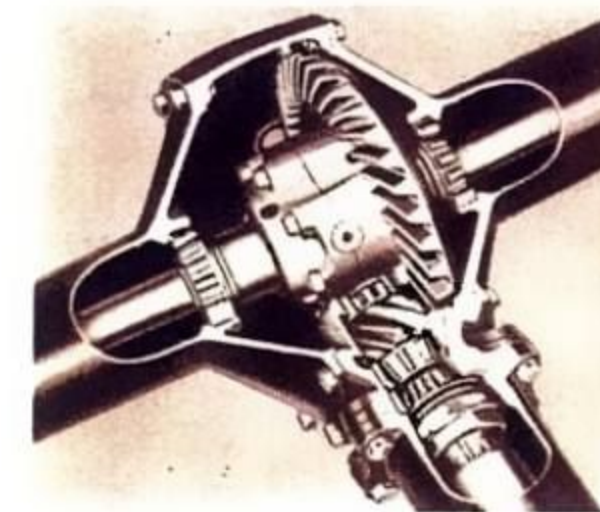
WHEELS • Five. Disc type. 16 x 4.

TIRES • Five. 6.00-16, 4-ply.

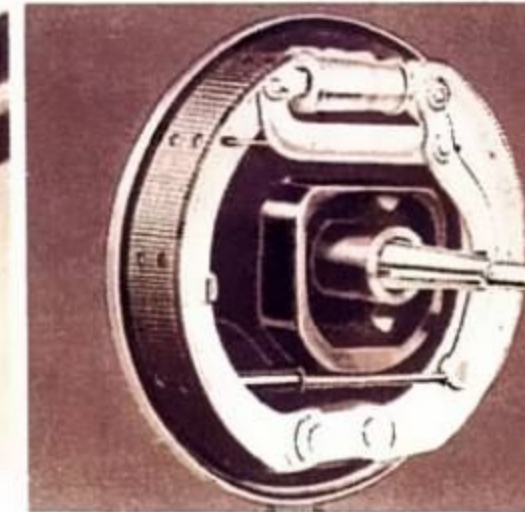
TREAD • Front 55.75 inches. Rear 58.25 inches.

TURNING RADIUS • 20 feet.

SPECIAL EQUIPMENT • At additional cost. 6.00-16 and 6.50-16, 6-ply tires. Also special tire and wheel equipment to increase road clearance. Heavy-duty, 11-inch clutch for 85 hp engine, also optional transmission with lower reduction ratios.



• Commercial Car rear axles are the 3/4-floating type. Weight of unit and load is transferred to wheels through the axle housing. The driving pinion is straddle-mounted—two large tapered roller bearings in front, and a straight roller bearing in back. This prevents its springing away from the ring gear.



• Ford Commercial Car brakes are exceptionally large—12 inches in diameter, 1.75 inches wide. Composite drums have cast iron braking surface, fused to steel. Cast iron is used to cut down wear; steel to provide strength and reduce weight. A good example of extra value, even in low-priced Ford units.

3 V-8 ENGINES

SMOOTH POWER—REAL ECONOMY

Since 1934, Ford Trucks and Commercial Cars have been powered exclusively with V-type 8 cylinder engines. For the second consecutive year, three engine sizes are available, making it possible to suit the engine more nearly to the operator's needs. Ford engines are precision built, and precision manufacture practically eliminates the breaking-in period under normal conditions. Their performance, fuel and oil economy and durability have been consistently improved. On the present Ford V-8, both operating and maintenance costs are exceptionally low.

SPECIFICATIONS

95 Hp ENGINE. Bore 3.187 inches. Stroke 3.75 inches. Piston displacement 239 cu in. Brake horsepower 95 at 3600 rpm. Torque 170 lb.-ft. at 2100 rpm. Taxable horsepower rating 32.5.

85 Hp ENGINE. Bore 3.062 inches. Stroke 3.75 inches. Piston displacement 221 cu in. Brake horsepower 85 at 3800 rpm. Torque 155 lb.-ft. at 2200 rpm. Taxable horsepower rating 30.

60 Hp ENGINE. Bore 2.6 inches. Stroke 3.2 inches. Piston displacement 136 cu in. Brake horsepower 60 at 3500 rpm. Torque 94 lb.-ft. at 2500 rpm. Taxable horsepower rating 21.6.

ENGINE BLOCK. Semi-steel casting. Both banks of cylinders and crankcase cast integral. Full-length water jackets. Polished, mirror finish cylinders.

CRANKSHAFT. Ford cast alloy steel. Fully counterbalanced, integral counterweights. Weight: 95 hp, 69.2 pounds; 85 hp, 65.2 pounds; 60 hp, 40 pounds. Three main bearings. Total surface area: 95 and 85 hp, 36.99 sq in.; 60 hp, 32.98 sq in.

CONNECTING RODS. Manganese steel forgings. Mounted side by side in pairs on floating-type alloy bearings. Bronze piston pin bushings.

PISTONS. Light-weight, cast alloy. Floating-type piston pins with bearing surfaces in both rod and piston.

CAMSHAFT. Wear-resisting, cast alloy iron. Three steel-backed babbitt bearings.

VALVES. All intake and exhaust valves are heat-resisting chrome-nickel alloy steel. Enlarged area valve stem ends. Light-weight, hollow-cast, one-piece valve lifters. Valves are precision-set.

VALVE SEAT INSERTS. Tungsten steel for all intake and exhaust valves.

ENGINE LUBRICATION. Direct pressure oiling to all crankshaft, camshaft, and connecting rod bearings; also to timing gears. Crankcase oil capacity: 95 and 85 hp Engines, 5 quarts; 60 hp Engine, 4 quarts.

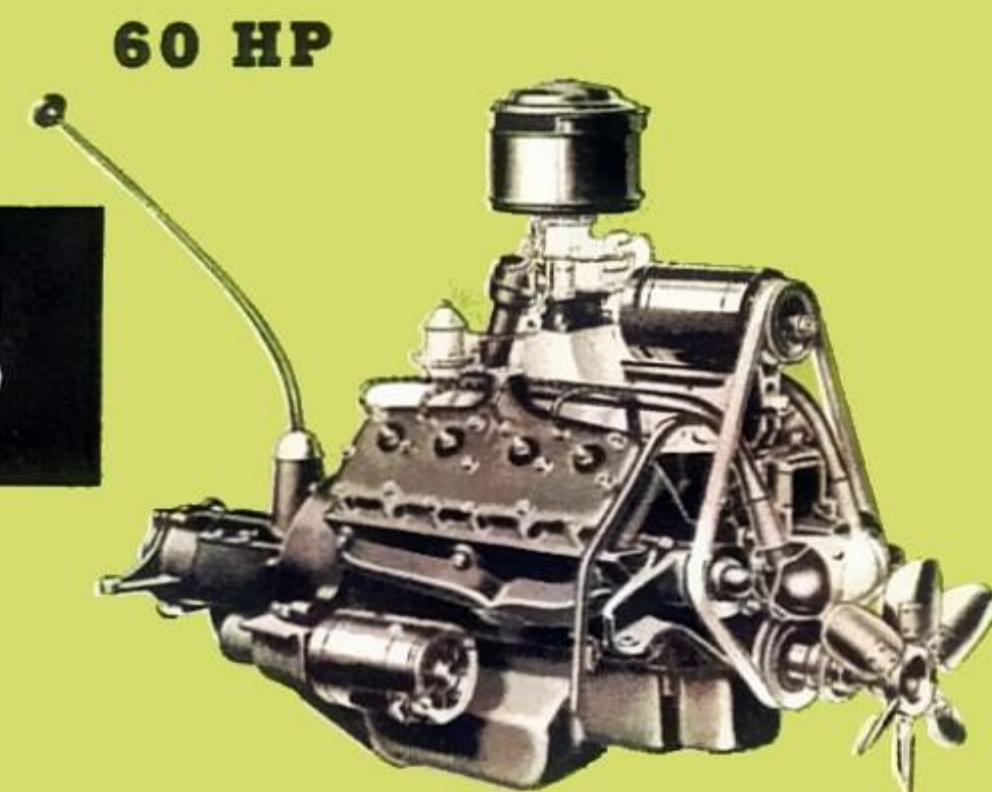
CRANKCASE VENTILATION. Directed-flow through crankcase.

COOLING. Two centrifugal water pumps, packless, self-lubricating type.

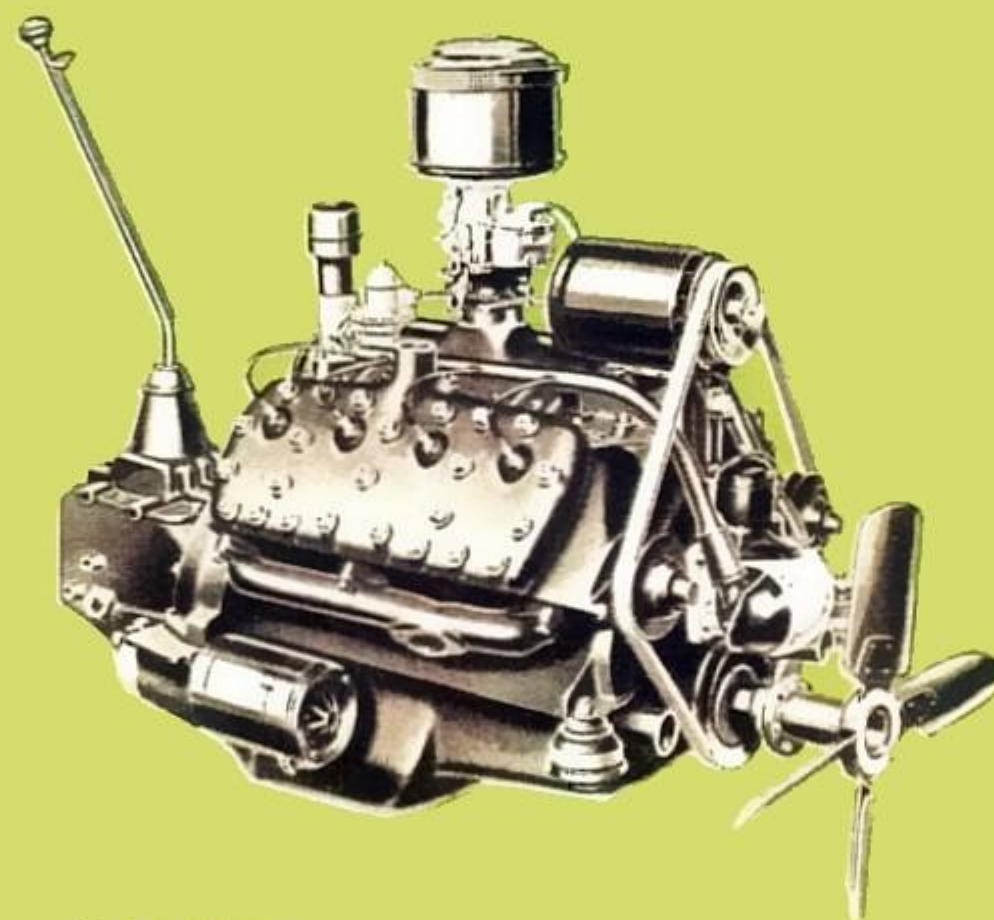
FUEL SYSTEM. Dual down-draft carburetor fitted with aircleaner and silencer. Duplex intake manifold. Mechanical fuel pump.

IGNITION. Direct-driven unit with distributor and coil in water-proof housing. Fully automatic spark advance—vacuum-controlled governor.

BATTERY. 17-plate, 120 ampere-hour capacity.



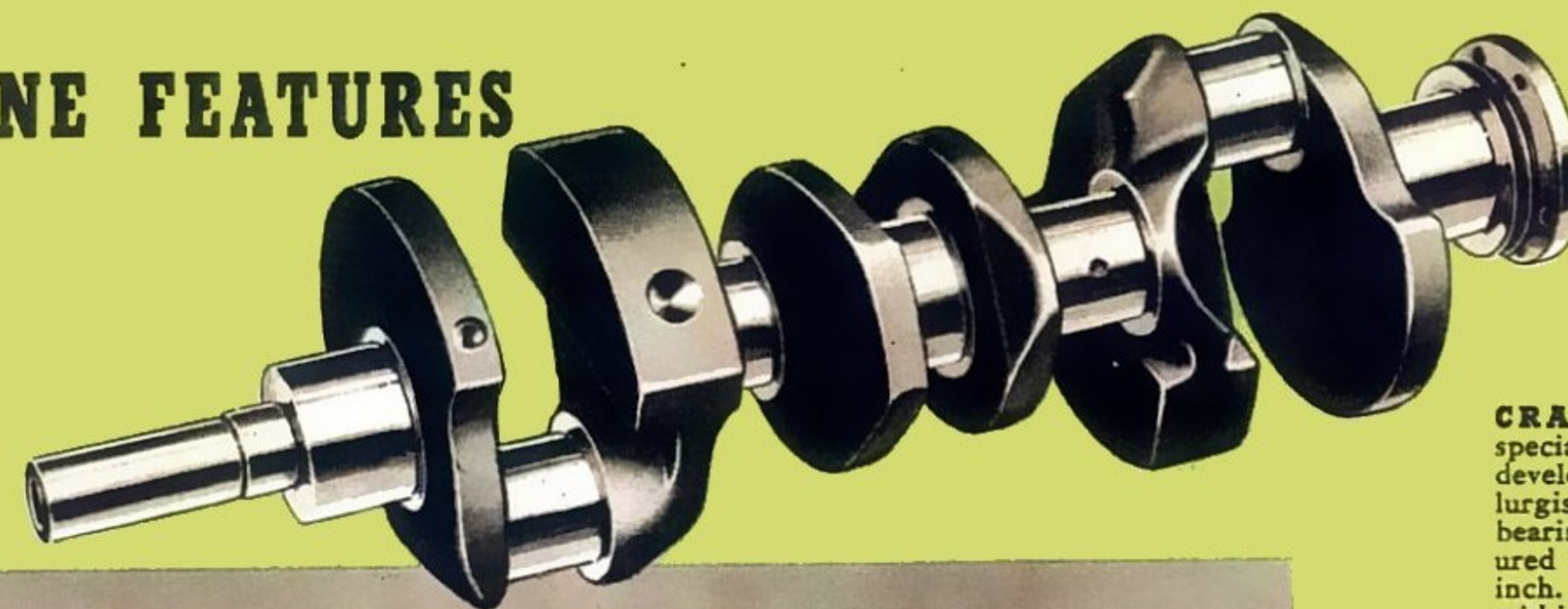
85 HP



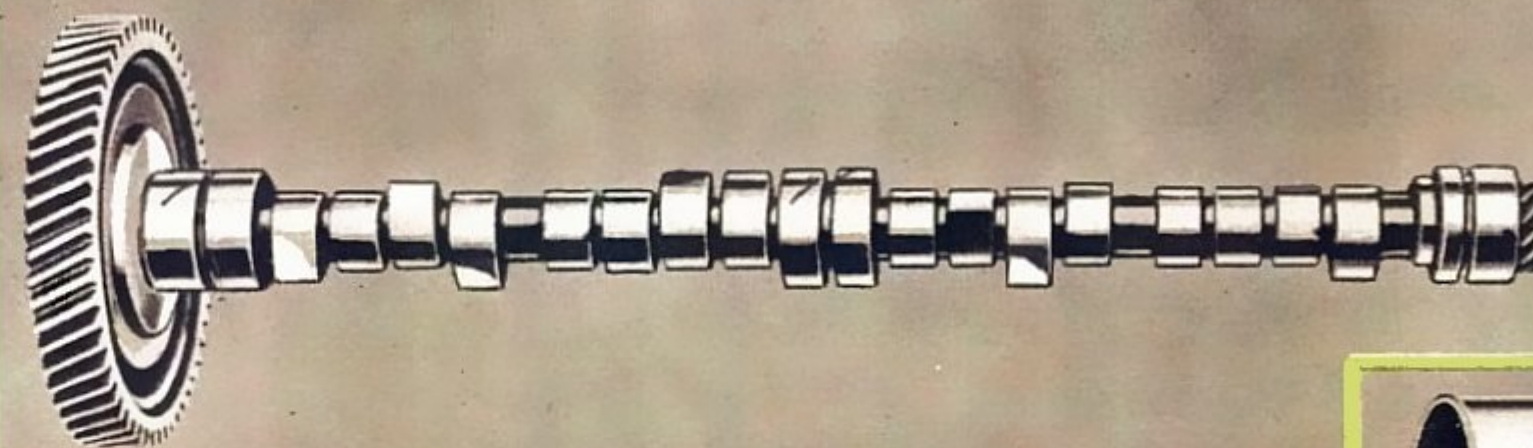
95 HP
(C.O.E.)



ENGINE FEATURES



CRANKSHAFTS are special cast alloy steel developed by Ford metallurgists. Smoothness of bearing surfaces is measured in millionths of an inch. Balance is accurate within .2 ounce-inch.



CAMSHAFTS (left) are cast from a special Ford-developed alloy iron which has the same characteristics as the metal used for the hard, wear-resisting valve lifters. Resistance to twisting is increased, cam wear reduced.

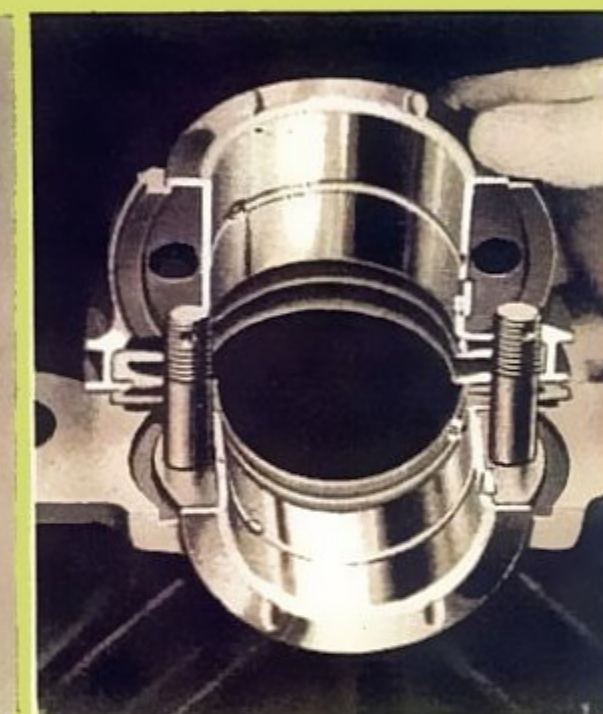


CONNECTING RODS are mounted in pairs on floating type connecting rod bearings, as shown in the picture at the left. The bearing is free to rotate, so that thrust does not occur continuously in the same place and cause wear. In the lower sectional view of the piston, the floating type piston pin is shown. Piston pins and bushings have exceptionally long life because of bearing surfaces in both the rod and the piston. The maximum tolerance on pin diameter is only three ten-thousandths of an inch.



CAMSHAFT BEARINGS

Instead of running the camshaft directly in the engine block, three steel-backed, babbitt-lined bearings are used to reduce friction and minimize wear.

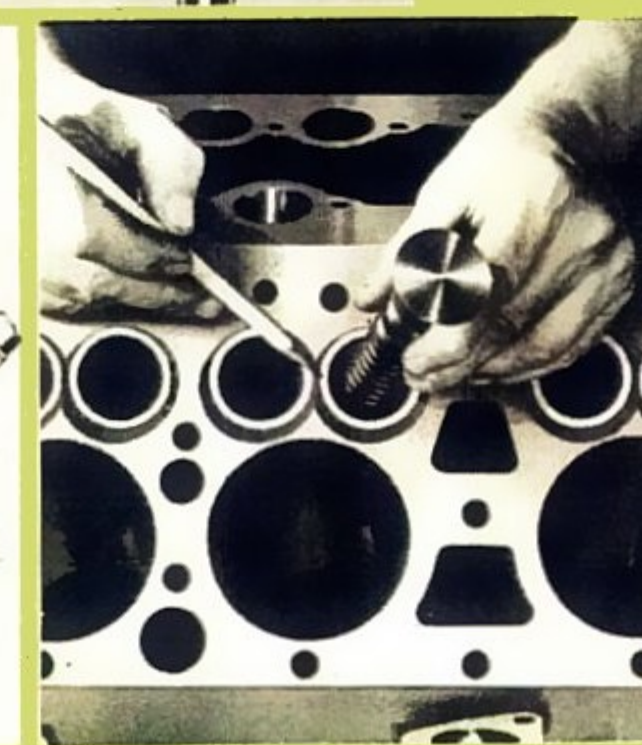


MAIN BEARINGS

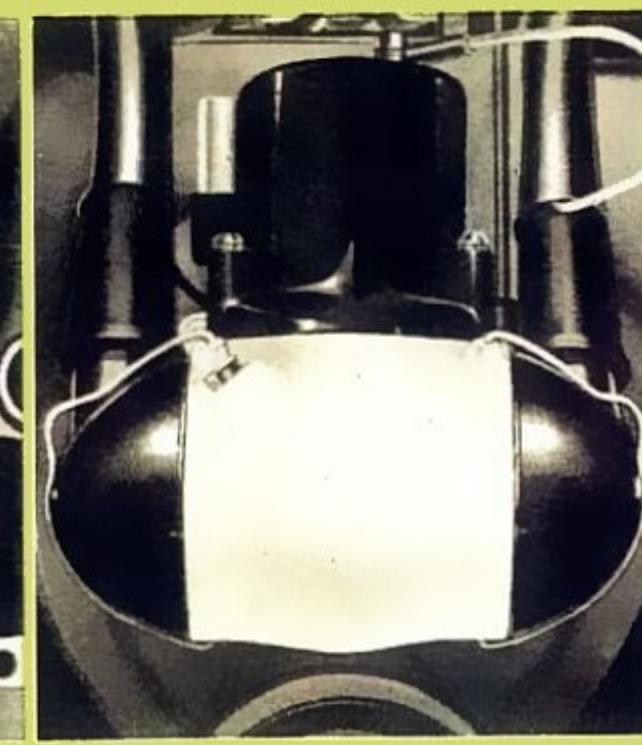
The removable main bearing caps are held tightly in place by radial tongues, which fit into matching grooves in the block and hold caps in alignment.



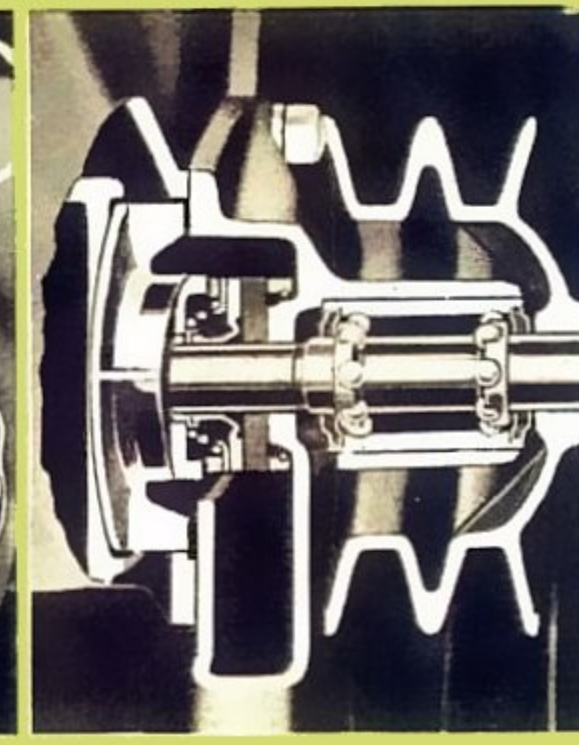
WATERJACKETS that extend down the walls of crankcase provide more even expansion for the cylinders.



TUNGSTEN STEEL INSERTS are used for both intake and exhaust valve seats in all engines, preventing seat wear.



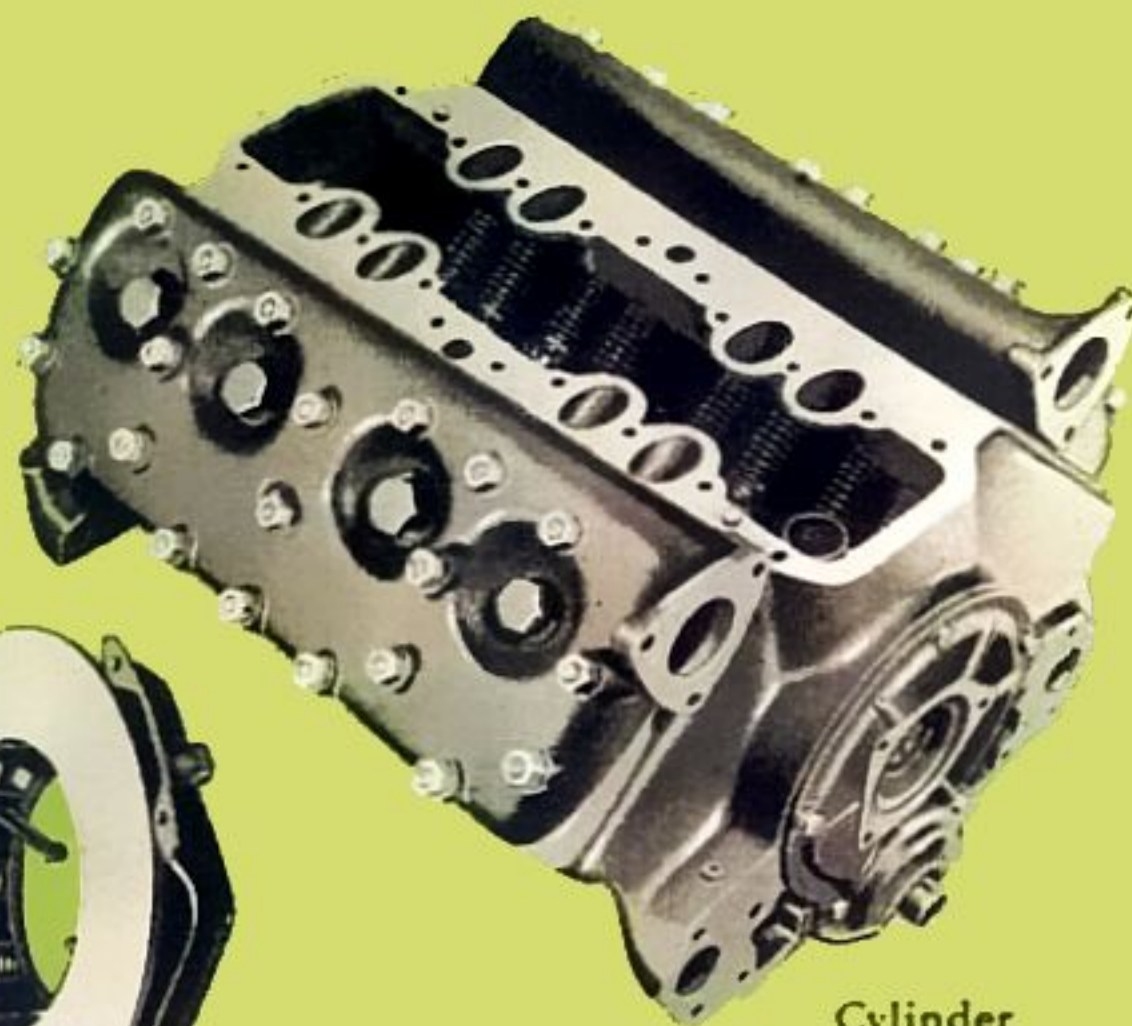
DISTRIBUTOR is direct-driven from the front end of the camshaft, eliminating play and backlash, assuring correct timing.



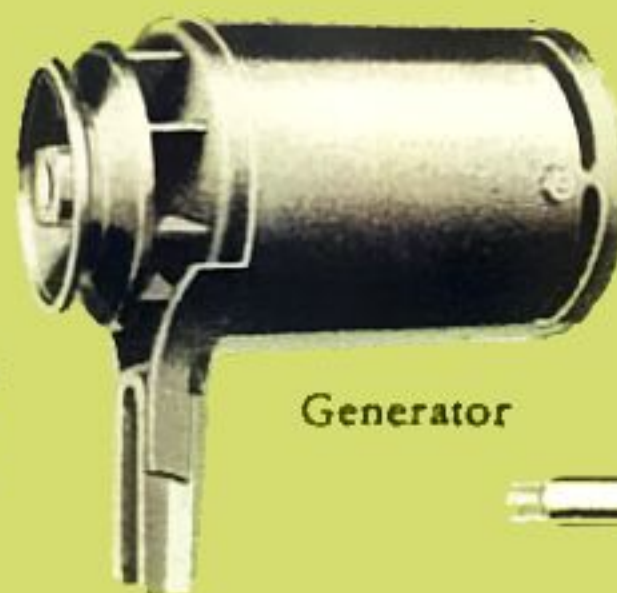
WATERPUMPS are packless, self-lubricating. Pump shafts on 95 hp C.O.E. engines turn in widely spaced ball bearings.



Brake Shoes



Cylinder Assembly



Generator



Generator Armature



Clutch Disc Assembly



Clutch Pressure Plate Assembly



Carburetor



Fuel Pump



Shock Absorber



Distributor

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Saves Money

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Ford engines are extremely rugged. But any truck owner knows that eventually *all* engines begin to wear. When that happens, they lose efficiency. Operating costs start climbing. The Engine and Parts Exchange Plan enables you, as a truck owner, to replace the worn units with reconditioned units for less than it would cost to have them repaired or overhauled. Furthermore, they can be

obtained from and installed by your local Ford dealer in just a few hours. No waiting, no lost time for the truck.

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