

FORD H-SERIES

Highway Tractors

SINGLE- & TANDEM-AXLE MODELS/GASOLINE- & DIESEL-POWERED/GCW'S: UP TO 76,800 LB.



FORD H-SERIES TRACTORS... BEST FOR HIGH-TONNAGE, LONG-HAUL OPERATIONS

H-SERIES

TRACTOR MODELS UP TO
76,800 LB. GCW

82" BBC



MAXIMUM PAYLOADS WITH OUTSTANDING MANEUVERABILITY

Ford H-Series highway tractors with compact 82-inch bumper-to-back-of-cab and short 28-inch bumper-to-front-axle permit hauling maximum loads in bridge-formula states, as well as 40-ft. trailers in states having 50-ft. overall length limits. Short wheelbases and short turning diameters provide these tractors with outstanding maneuverability. A wide choice of power trains includes Super Duty V-8's up to 266 horsepower, Diesel engines up to 265 horsepower; direct and overdrive transmissions up to 10 speeds (12-speed overdrive on Diesels), 5-speed transmissions combined with 3- or 4-speed auxiliaries; and single- and two-speed single rear axles, or single-, two- and three-speed tandem axles.

OPTIONAL SLEEPER CAB

A 25-inch fiberglass sleeper compartment that adds only one inch to the BBC dimension is available on all H-Series. Thus, no increase in wheelbase is required to maintain adequate swing clearance between the back of cab and trailer corners.

Interior dimensions are 82" x 25" x 25". Safety straps from the roof to the compartment floor are standard. Mattresses available are foam rubber or cotton innerspring type. A multidirection screened ventilator at each end of the compartment combined with Ford's all-weather ventilation system provides plenty of air. For the ultimate in cab and sleeping compartment comfort, a roof-mounted air-conditioner and auxiliary heater are offered.

COMPLETE ENGINE ACCESSIBILITY

H-Series Ford cabs tilt forward a full 40 degrees in a matter of seconds to provide optimum engine service and maintenance accessibility. This means extra savings through reduced labor maintenance costs and less truck downtime.

The cab pivots forward on durable steel hinges with the help of two coil springs. A dual latch mechanism with two safety locks releases the cab. When the main compression lock is released by the larger lever at the back of the cab, a second larger hook acts as a safety catch to hold the cab in an upright position. Only when the second lever is pulled and the second safety lock is released will the cab pivot forward.

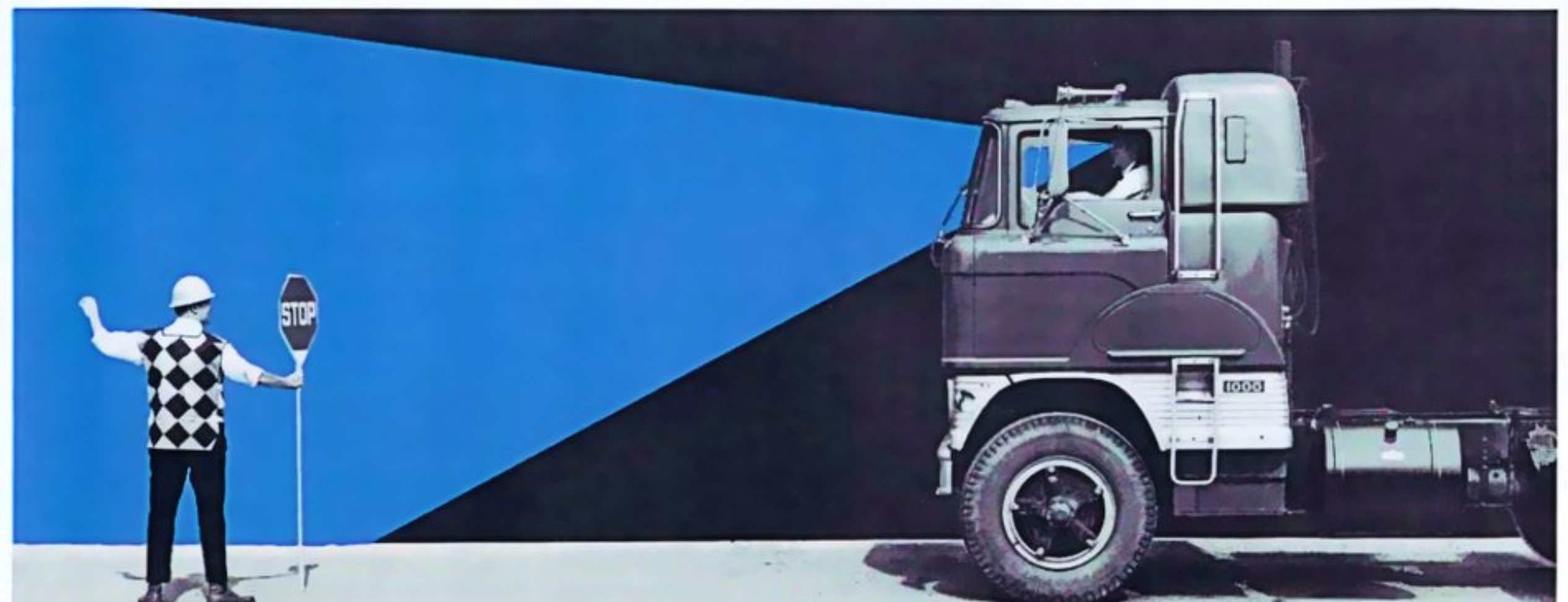
CONTROL TOWER VISIBILITY

With no hood out front to interfere with driver vision, a big 11.7-sq. ft. two-piece thicker laminated windshield gives the driver complete command of the road. Not only can he see close and nearby objects in traffic or in crowded delivery areas, but also he can see over passenger cars and small trucks to spot road hazards ahead when traveling at highway speeds.

Standard equipment that helps to maintain optimum driver visibility and safety includes dual-air parallel-action non-glare windshield wipers, windshield washers, left- and right-hand Western-type outside mirrors, and ICC emergency lamp flasher. Tinted glass all around, and a heavy-duty fresh air heater and defroster are optional.



HT-950 Series Tractor With Super Duty V-8 Power



FORD GAS AND DIESEL ENGINES ARE DEPENDABLE, ECONOMICAL, DURABLE!

TWO FORD SUPER DUTY V-8's

The HT-950 and H-1000 Series Fords are standard-equipped with a 477-cu. in. Super Duty 4-venturi V-8 engine. A more powerful 534-cu. in. Super Duty 4-venturi V-8 engine is optional. These Super Duty V-8's are the most popular engines in their field for big-job operations everywhere and rival the performance and life-time maintenance costs of many Diesel engines. (Engine illustrated is for lo-tilt cab installation.)

Ford Super Duty V-8's are precision-built, thoroughly hot-tested, partially disassembled and inspected, and reassembled and run again before being released for service.

Premium engine features include:

- Full-circle water jackets around cylinder walls provide better transfer of combustion heat, fast warm-up, and uniform expansion for longer engine life
- Four-ring, machined-head, Turbulence-Top

pistons have cast-iron top ring groove insert for long piston and ring life; integral steel struts to control expansion

- Block-mounted, internal, rotor-type oil pump provides quick high-pressure oil delivery through oil passages

- Oil cooler keeps engine oil at safe operating temperature during prolonged periods of operation . . . prevents breakdown of oil and shortens engine warm-up period

- Large dished-type exhaust valves with positive rotators are self-cleaning, seat tighter, last longer. Valve seat inserts and sodium-cooled exhaust valves with tungsten-cobalt alloy facings provide long valve and valve seat life

- High-capacity water pump provides a high rate of coolant flow to engine cooling passages to prolong engine life. Maximum output at 3,600 rpm is 210 gpm.

- Water-jacketed intake manifold provides stabilized fuel-air mixture temperature from carburetor to cylinders for better combustion and fuel economy

PERMA-TUNED TRANSISTORIZED IGNITION OPTION

Ford transistorized ignition is available on all Super Duty V-8's to provide more economical combustion, improved high-speed engine performance, longer spark plug life, fewer breaker point replacements, and easier cold starting.

The transistorized ignition system consists of a distributor without a condenser, a special high voltage coil, ceramic resistor block, and the transistor package. The transistor, being a one-way current device, keeps "back voltage" from reaching breaker points and thereby eliminates arcing at the points. Voltage at the plugs is higher and ignition remains more uniform throughout the life of the vehicle.

Fleets using transistorized ignition report points last up to 100,000 miles and plugs last up to 50,000 miles before needing replacement.

FORD-CUMMINS STRAIGHT-SIX DIESELS

Six Ford-Cummins straight-six Diesel engines are available ranging from 180 to 250 horsepower.

Premium engine features include:

- Open-type combustion chamber provides most economical combustion. Thorough mixing of fuel and air in combustion chamber, combined with camshaft-controlled action of fuel injectors, provides smooth, complete burning of higher energy Diesel fuel

- Large intake and exhaust air passages offer minimum restriction to the intake and exhaust gases. Two intake valves per cylinder facilitate filling the cylinder with fresh air, and two exhaust valves permit complete scavenging of exhaust gases

- Large-volume water passages provide even flow of coolant around cylinder liners, valves and injectors to maintain correct operating temperatures

- Camshaft is geared to crankshaft for positive control of all valve and injector move-

ments. Forged camshaft is hardened for long life. Roller-type cam followers provide smooth action

- Replaceable wet-type cylinder liners dissipate combustion chamber heat directly to coolant. Liners are of alloy cast iron, honed and lubrified to give fast break-in and long life

FORD-CUMMINS V-8 DIESELS

Ford-Cummins V-8 Diesel engines have short-stroke design for slower piston speeds and less wear on rings and liners. A V-8 weighs as much as 610 pounds less than a straight-six Diesel of comparable horsepower and thereby permits hauling extra payload.

Premium engine features include:

- Combustion chambers are Cummins open type for maximum combustion efficiency

- Crankshaft journals are induction-hardened with sufficient material for several regrinds and are fully counterweighted

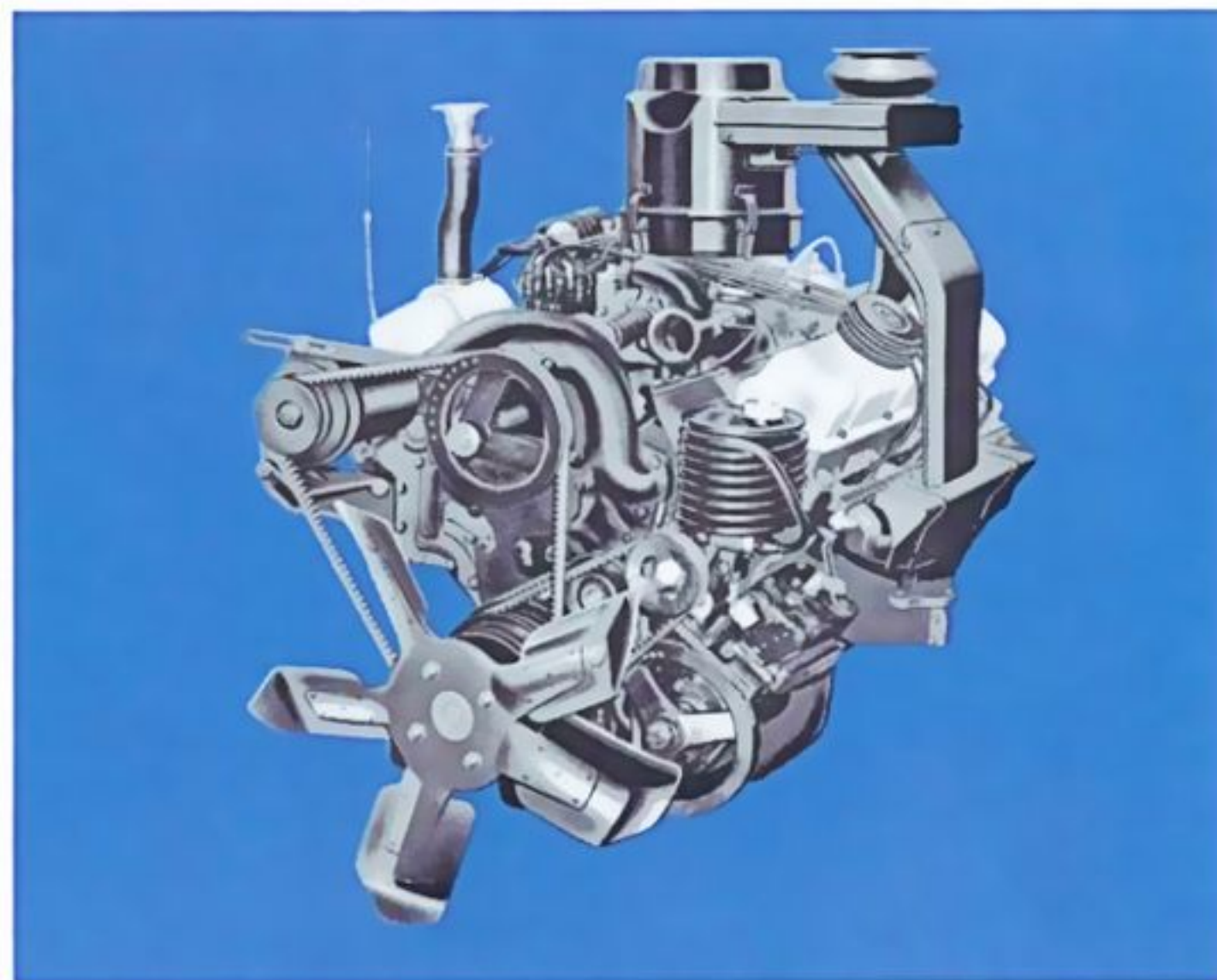
- Cylinder block has cross bolt support to main bearing caps for maximum rigidity with minimum weight

- Cylinder heads with drilled fuel passages and insert-type injectors reduce the possibility of fuel leaks

- Dual intake and dual exhaust valves for each cylinder with large (1 1/4") heads facilitate scavenging of exhaust gases and complete filling of each cylinder with fresh air

SPECIAL ORDER 1673 CATERPILLAR SIX (TURBOCHARGED)

Available on special order only for H-1000-D and HT-950-D Series tractors is a 4-cycle, 6-cylinder 225-hp Caterpillar turbocharged Diesel engine. The exhaust-driven turbocharger drives a centrifugal-type air compressor to compress incoming air. The compressed air is cooled in an aftercooler unit before charging the engine's cylinders.



477-cu. in. SD V-8 534-cu. in. SD V-8

FOR THE 6TH CONSECUTIVE YEAR...

Ford Motor Company offers a 100,000-mile or 24-month warranty on all Super Duty V-8 engines! Here is positive evidence of the high-quality, long-term durability and day-to-day reliability that are built into every Ford Super Duty V-8 engine.

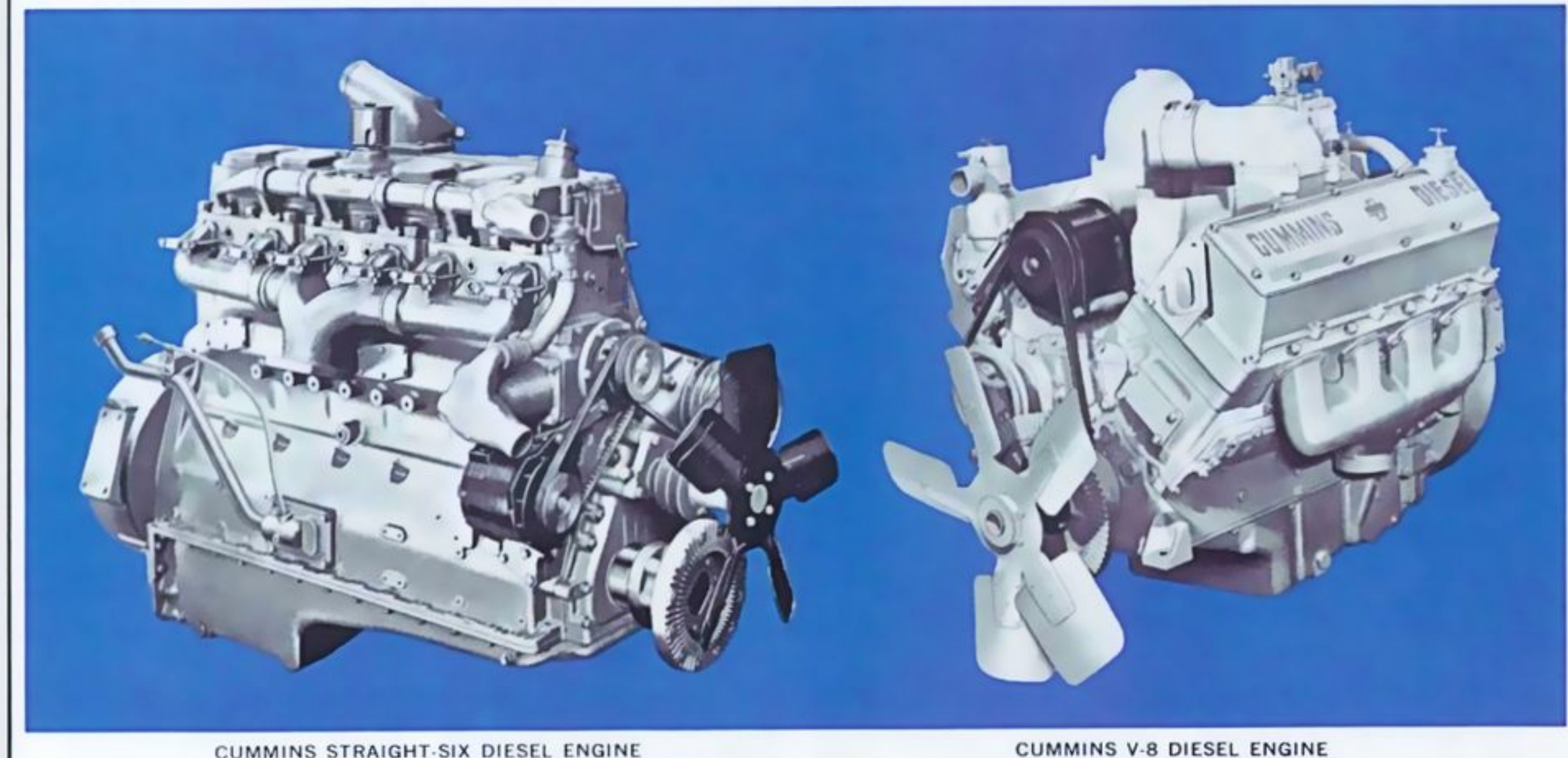
100,000-MILE

Ford Motor Company warrants to truck owners each 401-, 477-, and 534-cu. in. Super Duty engine for 100,000 miles, 24 months, or 3,000 engine hours, whichever occurs first. Ford Dealers will replace all major engine parts (including block, heads, crankshaft, valves, rings, pistons) found defective in material or workmanship. The warranty covers full cost of replacement parts during the entire warranty period, plus full labor costs for 50,000 miles or 1,500 hours and a sliding scale thereafter during the first 24-month period.

WARRANTY

SUPER DUTY ENGINE SPECIFICATIONS

ENGINE SPECIFICATIONS	477-CU. IN. SD V-8 4-Venturi	534-CU. IN. SD V-8 4-Venturi
MAX. GROSS HP @ rpm	253 @ 3400	266 @ 3200
MAX. NET HP @ rpm	222 @ 3200	235 @ 3000
MAX. GROSS TORQUE (lbs-ft @ rpm)	415 @ 20-2600	481 @ 16-1800
MAX. NET TORQUE (lbs-ft @ rpm)	395 @ 18-2400	455 @ 18-2200
BORE x STROKE (inches)	4.50 x 3.75	4.50 x 4.20
COMPRESSION RATIO (to 1)	7.5	7.5



CUMMINS STRAIGHT-SIX DIESEL ENGINE

CUMMINS V-8 DIESEL ENGINE

DIESEL ENGINE SPECIFICATIONS

ENGINE SPECIFICATIONS	Cummins NHE-180	Cummins NHE-195	Cummins NH-220	Cummins NHC-250	Cummins NHC-250	Cummins NHC-250	Cummins V8E-235	Cummins V8E-265	Caterpillar 1673*
MAX. GROSS HP @ rpm	180 @ 1950	195 @ 1950	220 @ 2100	225 @ 1950	225 @ 2100	250 @ 2100	235 @ 2400	265 @ 2600	225 @ 2200
MAX. NET HP @ rpm	169 @ 1950	184 @ 1950	208 @ 2100	213 @ 1950	213 @ 2100	234 @ 2100	222 @ 2400	250 @ 2600	210 @ 2200
MAX. GROSS TORQUE (lbs-ft @ rpm)	534 @ 1300	580 @ 1300	606 @ 1600	670 @ 1300	620 @ 1400	685 @ 1500	567 @ 1600	600 @ 1800	605 @ 1700
MAX. NET TORQUE (lbs-ft @ rpm)	511 @ 1300	558 @ 1300	579 @ 1600	644 @ 1300	596 @ 1400	655 @ 1500	543 @ 1600	576 @ 1800	584 @ 1700
DISPLACEMENT (cu. in.)	743	743	743	855	855	855	785	785	525
BORE x STROKE (in.)	5 1/4 x 6	5 1/4 x 6	5 1/4 x 6	5 1/2 x 6	5 1/2 x 6	5 1/2 x 6	5 1/2 x 4 1/4	5 1/2 x 4 1/4	4 1/2 x 5 1/2
COMPRESSION RATIO (to 1)	15.5	15.5	15.5	14.9	14.9	14.9	17	17	18

*Special order

SOLID CAB, SOLID COMFORT...

ALL-WELDED TILT-CAB CONSTRUCTION

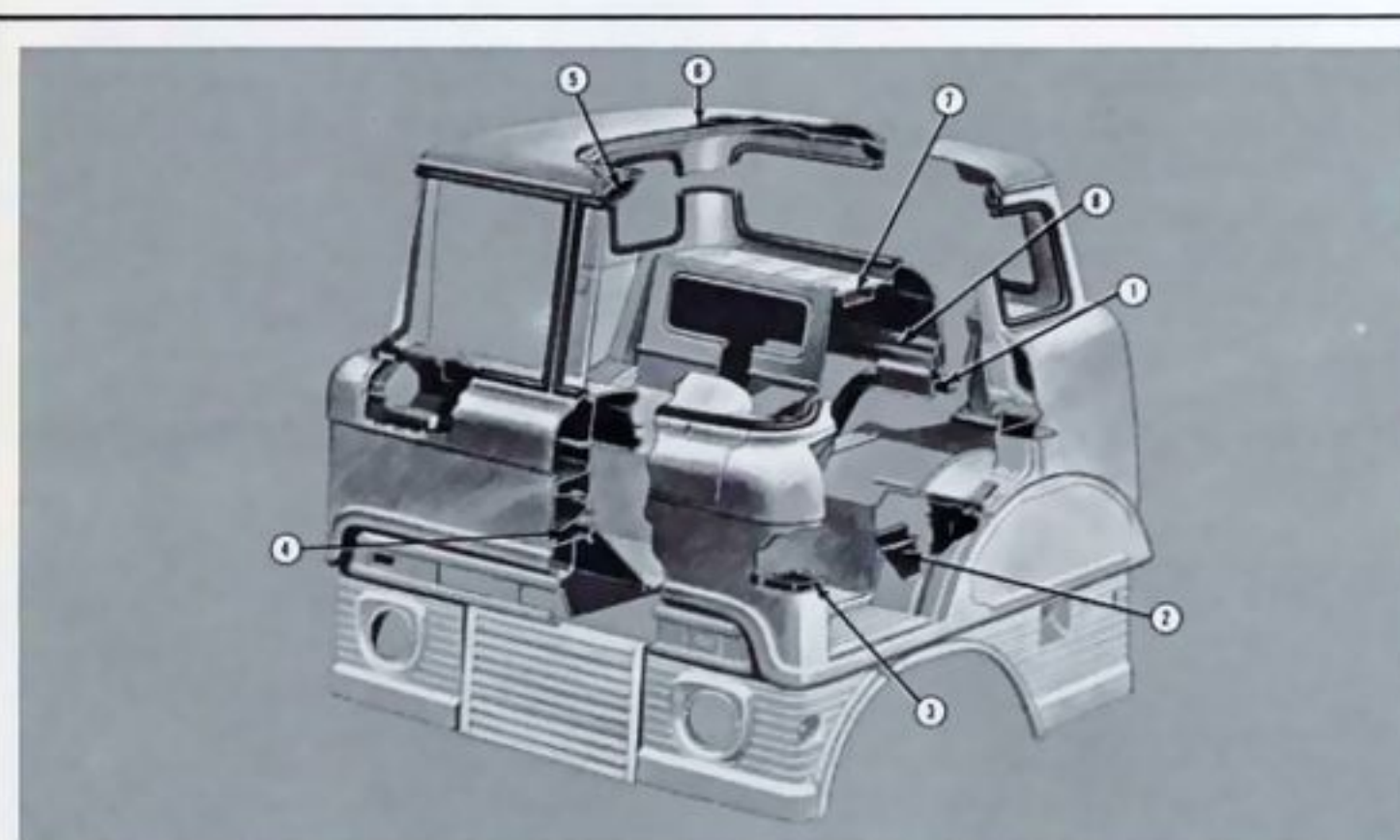
Cab construction features include:

1. Hat-type underbody crossmembers support front pivot area and rear cab mounting (rear cab mounting crossmember shown)
2. Hat-type sidemembers are welded to arched rear crossmember and front pivot crossmember for added strength
3. Box-type front pillars support steel door hinges to maintain door alignment
4. Front end assembly is reinforced with hat-type channels to strengthen front sheetmetal
5. Windshield header has sturdy box-type construction
6. Hat-type channel roof bows from front to rear stiffen roof
7. Double-wall air duct strengthens rear cab shelf
8. Hat-type girder supports lower section of back of cab

CUSTOM TILT-CAB INTERIOR

H-Series Fords with Custom Cabs as standard equipment offer exceptional roominess and comfort. A Unison-Action driver's seat eliminates driver seat-back scrubbing.

Other cab features include a fold-down arm rest for the driver, two exterior stowage compartments, coat hook, dome light, cigarette lighter, glove compartment, Western-type rear-view mirrors, left and right sun visors, two-tone instrument panel, two parallel-action air-operated windshield wipers, and sound deadening material on the floor and rear cab panel.



Center-point-steer front axle of 12,000-lb. capacity lets you steer more easily than with a conventional axle without the cost penalty of power steering. Because the kingpin is perpendicular to the ground, the pin acts only as a pivot.



Single rear axles in a wide choice of ratios in 22,000- and 23,000-lb. capacities are available in all 1000 Series tractors. In addition, 18,500-lb. capacity single- and two-speed rear axles are offered on H-1000-D Series highway tractors.



Tandem axles standard on HT-Series Ford tractors are 34,000-lb. capacity single-speed, dual-drive type. Single- and two-speed, dual-drive and pusher-type tandem axles are optional; three-speed axles are available on HT-950-D Series.



Full air cam-type brakes are standard on all series. Wedge-type air brakes (illustrated) are optional on single-axle models. Advantages of wedge-type brakes include increased lining and drum life, self-adjusting, cooler operation.



Variable-rate, radius-leaf rear springs support big payloads, keep rear axles in alignment and absorb driving and braking forces. This spring automatically adjusts to the size of the load with cam-shaped pads in the spring brackets.



Tandem suspension of rubber load cushions with aluminum saddles and steel beams is standard on HT-950 tractors; Hendrickson Shear-Ride (illustrated) with aluminum saddles and steel beams is standard on HT-950-D Series.



5-speed transmission (illustrated) is standard on all series. Additional 5-speed transmissions in direct or overdrive, and 8- and 10-speed transmissions are available on gasoline-powered tractors. A 12-speed is also offered with Diesels.



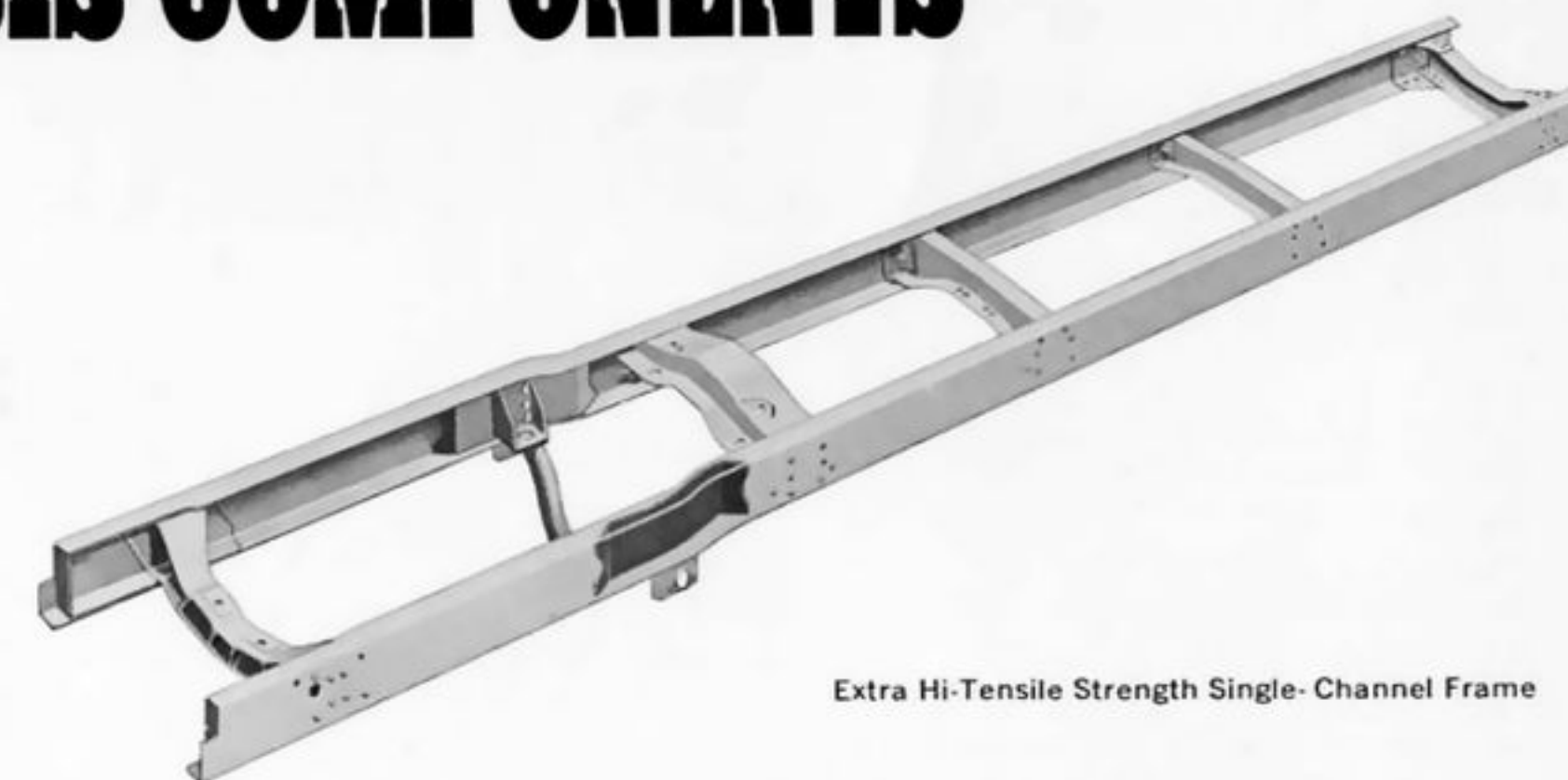
3- or 4-speed auxiliary transmission is available on all Hi-Tilt cab series tractors. These auxiliary transmissions are teamed up with 5-speed direct-drive main transmissions and single-speed rear axles of single-axle or tandem-axle models.

SOLID CHASSIS COMPONENTS

FORD FRAMES ARE TOUGH!

Whatever your operation may be, a Ford frame can be tailored to handle it with plenty of strength to spare. All Hi-Tilt cab series frames are fabricated from extra-high tensile strength steel with a yield strength of 80,000 pounds per square inch. H-Series frames are lightweight yet tough and provide more than ample strength and durability in severe tractor service.

See frame specifications below for each series tractor!



Extra Hi-Tensile Strength Single-Channel Frame

H- AND HT-SERIES FRAME SPECIFICATIONS

SERIES & AVAILABILITY	WHEELBASES (IN.)	SECTION MODULUS	SIDERAIL DESIGN	YIELD STRENGTH (PSI)
H-1000 H-1000-D Std.	126, 134, 146 158, 176	9.95 11.05	Single Channel	80,000
HT-950 HT-950-D Std.	138, 146, 158 246	11.05 19.19	Single Channel Single Channel with Inverted "L"-Type Outer Reinforcement	80,000

H-SERIES TRUCK SPECIFICATIONS

SERIES		GASOLINE ENGINE POWERED		DIESEL ENGINE POWERED	
		HT-950	H-1000	HT-950-D	H-1000-D
GCW Rating (lb.) Max.		76,800			
Axle, Front—Cap'y (lb.)	Std. Opt.	12,000 12,000, 15,000	9,000 12,000, 15,000	12,000 12,000, 15,000	9,000 12,000, 15,000
Axle, Rear—Cap'y (lb.)	Std. Opt.	34,000 32,000 38,000	22,000 23,000	34,000 32,000 38,000	23,000 18,500 22,000
Brakes, Service	Std. Opt.	Full Air HD Full Air, Rear	Full Air HD Full Air	Full Air HD Full Air, Rear	Full Air HD Full Air
Brakes, Parking	Std.	Spring-Set			
Engine	Std. Opt.	477-cu. in. 4V SD V-8 534-cu. in. 4V SD V-8		NHE-180 NHE-195, NH-220, NHC-250* V8-265, V8E-235, Caterpillar 1673*	
Frame		(See Specifications above)			
Clutch (Dia. in.)	Std.	13—2 plate		14—2 plate	
Transmissions	Std. Opt.	5-Spd. (D) 5-Spd. (D)(O), 8-Spd. (D), 10-Spd. (D)(O) 3- and 4-Spd.		5-Spd. (O) 5-Spd. (D)(O), 10-Spd. (D)(O), 12-Spd. (O) 3- and 4-Spd.	
Optional Auxiliaries					
Springs, Front (Cap'y @ lb.)	Std. Opt.	5,000 4,000, 6,000	3,000 4,000, 5,000, 6,000	5,000 4,000, 6,000	4,000 5,000, 6,000
Springs, Rear (Cap'y @ lb.)	Std.	15,500	9,300† 10,400† 2,250	15,500	9,300† 10,400† 2,250
Optional Auxiliary					
Power Steering		Optional ■			
Wheels	Std. Opt.	Cast Spoke 10-Hole Disc			
**Tires (Tube-Type)	Std. Opt.	10.00 x 20—12PR 11.00 x 20—14PR			

*Special order only

■ N.A. w/12,000-lb. center-point-steer front axle
†146" wb. and up

(D) Direct Drive

(O) Overdrive

*Available with three ratings

**Flotation tires available. Consult Ford Dealer

†Std. w/126" and 134" wb. Opt. w/146" wb. and up

WHY FORD QUALITY CAN BOOST YOUR PRODUCTIVITY AND PROFIT

QUALITY-BUILT FOR MAXIMUM DEPENDABILITY, LONG LIFE

Quality is a fetish with everyone at the Ford Louisville Heavy-Duty Truck Assembly Plant. That's especially true with 217 quality control men who follow Ford Heavies through every step of production from inspecting incoming parts to the last phase of assembly.

The Louisville formula for quality-built trucks is simply: build it well, inspect it carefully, test it thoroughly!

After assembly every truck is dynamometer-tested for maximum power and braking performance. Engines are tuned, governors set, clutches and brakes adjusted, wheels checked for trueness and free rotation.

Next, the truck goes to the preconditioning building where a long list of checks and tests are performed. Only after all adjustments and corrections have been made does the truck earn the "Ford Quality Approved" seal.

And to check on how well Quality Control standards are being met, random sample trucks are taken on a hypercritical test run at which time approximately 364 items are checked and rated for quality and total performance.

QUALITY-BUILT FOR MAXIMUM LOADS

Ford's realistic GCW ratings and careful selection of materials having high strength-to-weight ratios provide H- and HT-Series trucks with the ability to haul maximum payloads at minimum cost.

In addition, Hi-Tilt Fords have a 28-inch bumper-to-front-axle dimension design that permits hauling maximum payloads in states having "bridge-formula" restrictions.

QUALITY-BUILT FOR MAXIMUM ECONOMY!

Ford Trucks over the years have established a fine record in the trucking industry for economy and performance. And because Ford Trucks are efficiently produced with the most modern tools and facilities, Ford Trucks can give you more value for your invested dollar.

Ford engines are designed to provide superior performance, economy and durability; cabs and sheetmetal are built to take the punishment of severe use. And when maintenance and service are scheduled, Ford's simple-to-service design, low parts prices and readily available parts keep operating costs down . . . profits up!

QUALITY BACKED BY FORD WARRANTIES

Ford Motor Company warrants to truck owners as follows: That for 24,000 miles or for 24 months, whichever comes first, free replacement, including related labor, will be made by Ford Dealers of any part with a defect in workmanship or material. Tires are not covered by the warranty; appropriate adjustments will be made by tire companies. Owners will remain responsible for normal maintenance services, routine replacement of parts, such as filters, spark plugs, ignition points, wiper blades, brake or clutch linings, and for normal deterioration of soft trim and appearance items.

And for the 6th consecutive year . . .

Ford Motor Company warrants to truck owners each 401-, 477- and 534-cu. in. Super Duty engine for 100,000 miles, 24 months, or 3,000 engine hours, whichever occurs first. Ford Dealers will replace all major engine parts (including block, heads, crankshaft, valves, rings, pistons) found defective in material or workmanship. *The warranty covers full cost of replacement parts during the entire warranty period, plus full labor costs for 50,000 miles or 1,500 hours and a sliding scale thereafter during the first 24-month period.*

A NETWORK OF FORD DEALERS TO SERVE YOU . . .

WITH PARTS AND SERVICE—Whatever your route, you'll find one of almost 6,400 Ford Dealers to give you assistance in solving your service problems. About 270 Ford Heavy-Duty Truck Dealers are strategically located and offer fast parts delivery and either on-location or dealer-location service to keep your trucks rolling. This great network of Ford Truck Dealers has the modern facilities and Ford-trained mechanics to provide quick and competent preventive maintenance and repairs. And because Ford Dealers maintain a complete stock of normal replacement parts, you need not invest in a large parts inventory of your own.

WITH FINANCING—Ford Dealers will gladly explain how you can best finance the purchase of one or more trucks according to your needs and income patterns. A RETAIL TRUCK FINANCING PLAN and a TRUCK FLEET FINANCING PLAN are available to help you finance your purchase, thereby freeing your working capital. Payments can also be adjusted to fit seasonal income patterns.



The specifications contained herein were in effect at the time this catalog was approved for printing. 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 catalog are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer. Warranties referred to herein are applicable to products sold in North America and in certain neighboring areas.

Separate sheets listing complete specifications are available from your Ford Dealer. Ask him for the specifications of the series described in this catalog in which you are most interested. Other literature and specification sheets describing other series in the complete Ford line of over 1,000 models also are available.

1966 FORD TRUCKS . . . BUILT TO LAST LONGER !

PRODUCTS OF 