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FORD V-8 CHASSIS FOR SCHOOL BUS BODIES



FOR ECONOMY AND RAPID SERVICE WITH SAFETY

THREE WHEELBASES • 134 INCH • 157 INCH • 191 INCH

BUILT-IN ECONOMY

Traditional Ford economy is built into every Ford V-8 Schoolbus Chassis. From radiator to rear axle the features that have made the name "Ford" famous for low-cost operation are included in these modern chassis.

Low first cost, low upkeep cost and the economical Ford V-8 engine assure schoolbus users of minimum total operating costs. Here are some of the features responsible for Ford V-8 economy:

**LOW FUEL COST • LOW OIL COST • LOW UPKEEP COST
LOW FIXED COSTS**

RAPID SERVICE WITH SAFETY

Safety is a primary essential in schoolbus operation. Yet it need not penalize rapidity of service in bringing children to and from school. The rapid acceleration of the Ford V-8 en-

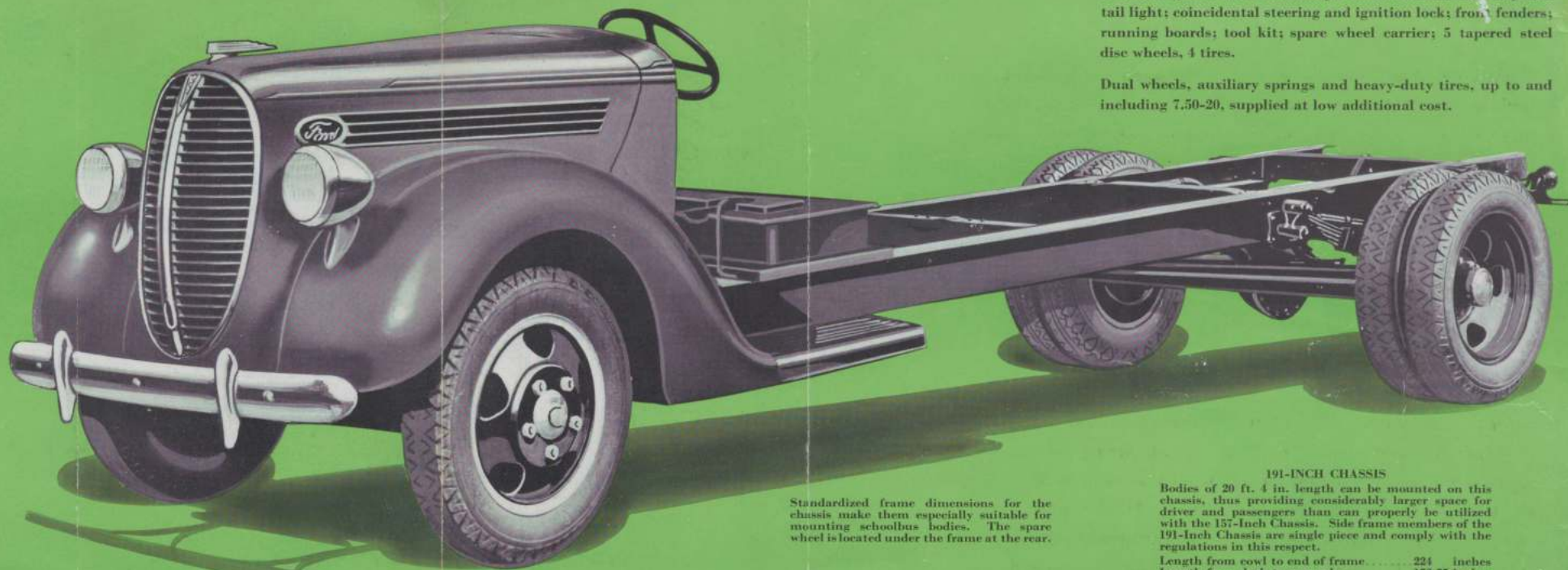
gine, combined with powerful smooth-acting brakes, reduces lost time when making frequent stops. It also permits higher average speed without resorting to excessive top speed.

Every schoolbus rider is protected by these Safety Features:

SAFE, SURE BRAKES • SAFE, EASY STEERING • SAFE REAR AXLE

SAFETY OF 85 HORSEPOWER • SAFE TYPE OF DRIVE

SAFE, DEEP FRAME • SAFE, FREE-SHACKLED SPRINGS



Standard equipment with each chassis includes: chromium-plated front bumper with bumper guards; cowl and hood assemblies; instrument panel and standard instruments; complete electrical system with headlamps, horn, combination stop and tail light; coincidental steering and ignition lock; front fenders; running boards; tool kit; spare wheel carrier; 5 tapered steel disc wheels, 4 tires.

Dual wheels, auxiliary springs and heavy-duty tires, up to and including 7.50-20, supplied at low additional cost.

Standardized frame dimensions for the chassis make them especially suitable for mounting schoolbus bodies. The spare wheel is located under the frame at the rear.

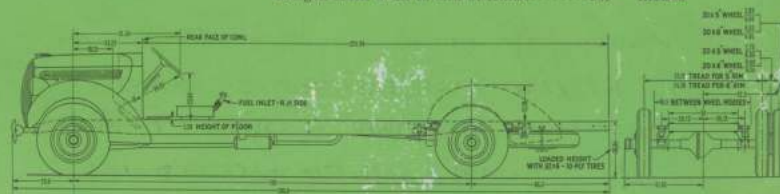
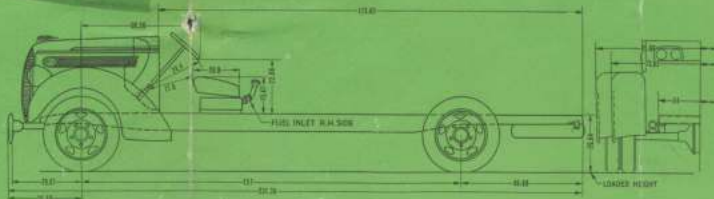
191-INCH CHASSIS

Bodies of 20 ft. 4 in. length can be mounted on this chassis, thus providing considerably larger space for driver and passengers than can properly be utilized with the 157-Inch Chassis. Side frame members of the 191-Inch Chassis are single piece and comply with the regulations in this respect.

Length from cowl to end of frame 224 inches
Length from dash to rear axle 172.75 inches
Length from dash to end of frame 239 inches

157-INCH CHASSIS

Length of frame 226.44 inches
Back of cowl to rear end of frame 173.65 inches
Length of frame with extensions 237.44 inches
Back of cowl to rear end of frame with extensions 184.65 inches
Frame dimensions of the 134-Inch Chassis are 23 inches less than those given for the 157-Inch Chassis.



CONDENSED SPECIFICATIONS

85-HP. ENGINE

EIGHT CYLINDER, 90 DEGREE, V-TYPE, I-HEAD, 85-HORSEPOWER ENGINE. Bore 3.062 inches. Stroke, 3.75 inches. Piston displacement 221 cubic inches. Brake horsepower, 85 at 3800 rpm. Taxable horsepower rating 30. Compression ratio 6.12 to 1.

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

CRANKSHAFT. Ford cast-alloy steel. Fully counterbalanced with integral counterweights. Weight: 63 pounds, 13 ounces. Three main bearings. Total main bearing surface area: 35.5 square inches (less grooves and fillets).

CONNECTING RODS. Manganese steel forgings. Mounted side by side in pairs on floating-type 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 replaceable steel-backed lobe bearings. Camshaft gear, highly compressed fiber.

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

EXHAUST VALVE-SEAT INSERTS. Tungsten-chrome steel.

ENGINE LUBRICATION. Direct pressure oiling to all main, camshaft, and connecting rod bearings; also to timing gears. Crankcase capacity: 5 quarts.

CRANKCASE VENTILATION. Directed-flow type.

COOLING. Two centrifugal packless type waterpumps. 4-blade, 18-inch fan, twin fan belts. Waterpumps equipped with pre-lubricated type widely-spaced, double row ball bearings.

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

IGNITION. Direct-driven, single unit with distributor and coil in waterproof housing. Fully automatic spark advance with vacuum controlled governor.

GENERATOR. 6-volt type. Air cooled by blower built into generator pulley.

BATTERY. 17-plate, 100 ampere hour, heavy-duty type. Located under the hood for easy servicing.

CHASSIS

CLUTCH. Plate pressure increased by centrifugal force as engine speed is increased. Cushioned disc with vibration damper. 11-inch diameter.

TRANSMISSION. Heavy-duty type. 4 forward speeds. Shafts mounted on roller and ball bearings for all forward speeds.

UNIVERSAL JOINTS. Needle roller bearing type.

FRAME. Medium high carbon frame steel. Width across side rails, from back of cab to end of frame, 38 inches. Side rail dimensions: Depth: 7 inches. Width: 2.75 inches. Thickness: 0.21 inch. Depth of main crossmember is 12.54 inches.

FRONT AXLE. Large section, drop-forged I-beam of carbon manganese steel. Adjustable, tapered roller front wheel bearings.

FRONT SPRING. Heavy-duty, transverse type. Length 36.87 inches. Width 2.25 inches. All leaves are chrome alloy steel. Oilless bearing type shackles.

STEERING. Worm and roller type. Ratio, 18.4 to 1. Worm mounted on tapered roller bearings.

REAR AXLE. Full-floating. Spiral bevel gear drive. Straddle-mounted pinion and ring gear thrust plate. Wheel hubs mounted on double, tapered roller bearings. Drive is through torque tube and radius rods. Gear ratio: 5.14 to 1, or 6.67 to 1.

BRAKES. Ford Safety Brakes. Service brakes 15.12 x 2.5 inches, internal expanding shoes. Handbrake 15.12 x 1.5 inches, internal bands in rear drums. Total brake lining area 488.75 square inches.

REAR SPRINGS. Heavy-duty, semi-elliptic type. All leaves are chrome alloy steel. Length, 59 inches; width, 2.5 inches.

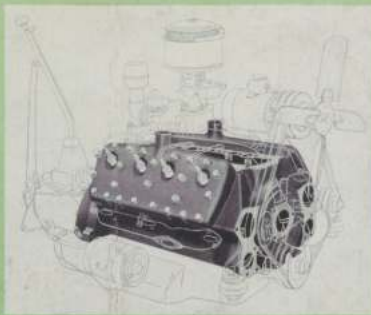
WHEELS. Five. Tapered steel disc type.

TIRES. Front, 6.00-20, 6-ply balloons. Single rear, 32 x 6, 8-ply, high pressure. Special tire and wheel equipment available at extra cost.

TURNING CIRCLE. 134-inch chassis, 48 ft.; 157-inch chassis, 57.6 ft.

TREAD. Front: 58.3 inches; rear: single, 57.1 inches; dual, 65 inches.

FORD ENGINE AND PARTS EXCHANGE PLAN ASSURES LOW MAINTENANCE COST



After tens of thousands of miles of economical and reliable service, the Ford V-8 engine can be exchanged for a factory-reconditioned engine (cylinder assembly including heads) at low cost. The exchange can be made in just a few hours, materially reducing the idle-time of the bus. Many other reconditioned assemblies are available under this plan. These include carburetors, distributors, generators, armatures, fuel pumps, brake shoes, clutch discs, clutch pressure plate assemblies. Exchange engines and exchange parts are reconditioned with the same high grade materials, and by the same precision methods used in manufacturing them originally.

The 134-inch, 157-inch and 191-inch wheelbase chassis are available for quick delivery through all Ford dealers. Your Ford dealer can provide you with full details as to delivery time, price and other information.