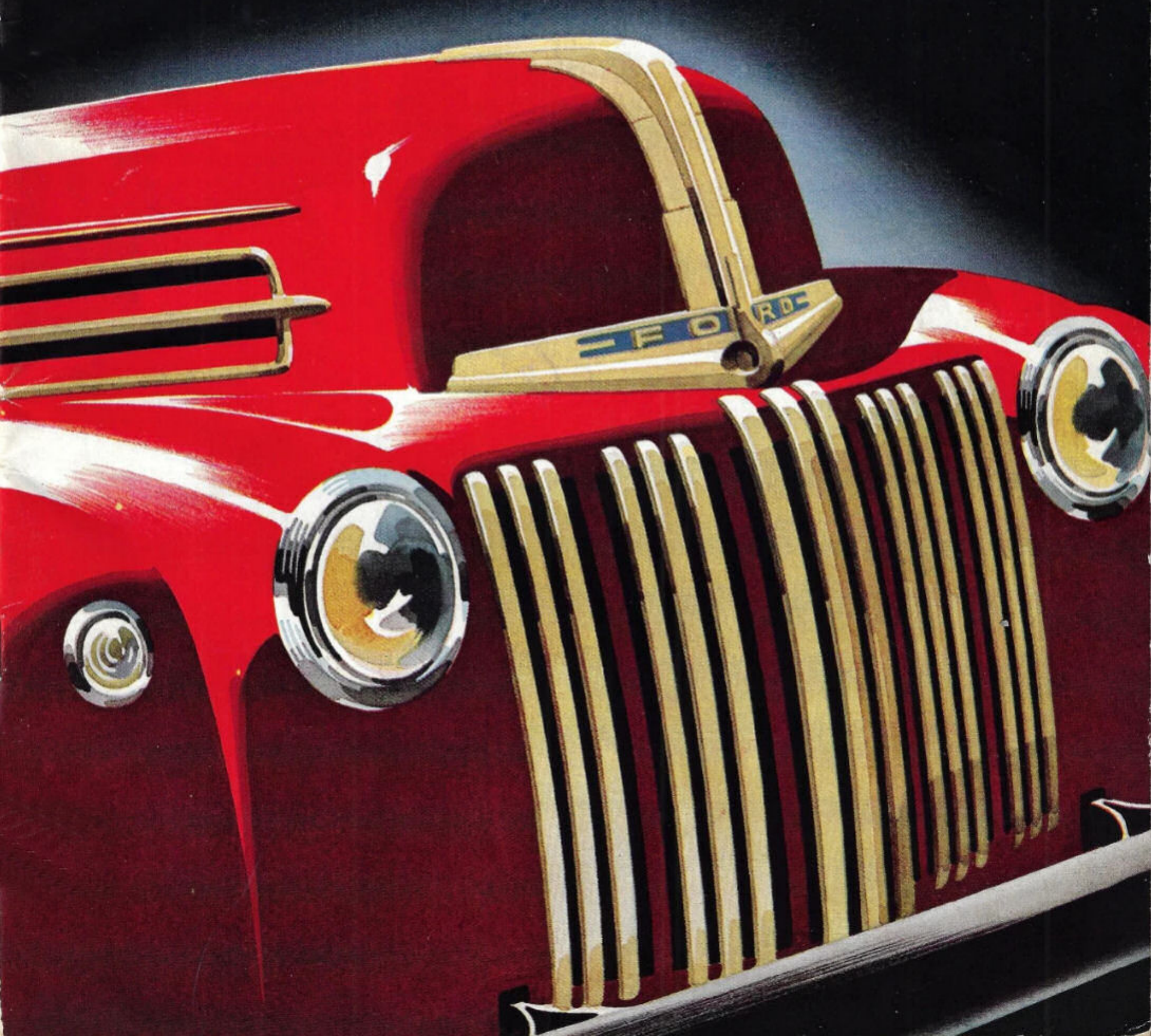
FORD TRUCKS FOR 1942



There's a Ford Truck for Practically EVERY Hauling Job

MORE WORK IN LESS TIME AND AT LOWER COST is the order of the day. Hauling operations in particular—whether heavy, medium or light duty—must be carried on more efficiently than at any time before!

Plants of the Ford Motor Company are humming with defense production. It is equally a defense effort that the Company meets the present emergency with a *greatly enlarged and higher-powered line of Trucks and Commercial Cars for 1942.*

They are the finest Ford Trucks ever built—and that in a year of defense priorities! Some new materials have replaced old ones, in most cases at greater cost. *But in each case the new is equal to or better than the old!*

126 body and chassis combinations, 4 great engines and 6 wheelbases (including a new truck-type 114-inch Commercial Car chassis) now provide Ford units for every type of hauling—A Ford combination to meet the requirements of 95% of all individual trucking operations!

The industry's widest range of truck engine types: two V-8s, a Six and a Four... 100 hp to 40 hp

The new Ford Truck and Commercial Car line makes available a remarkably complete coverage of engine power and sizes.

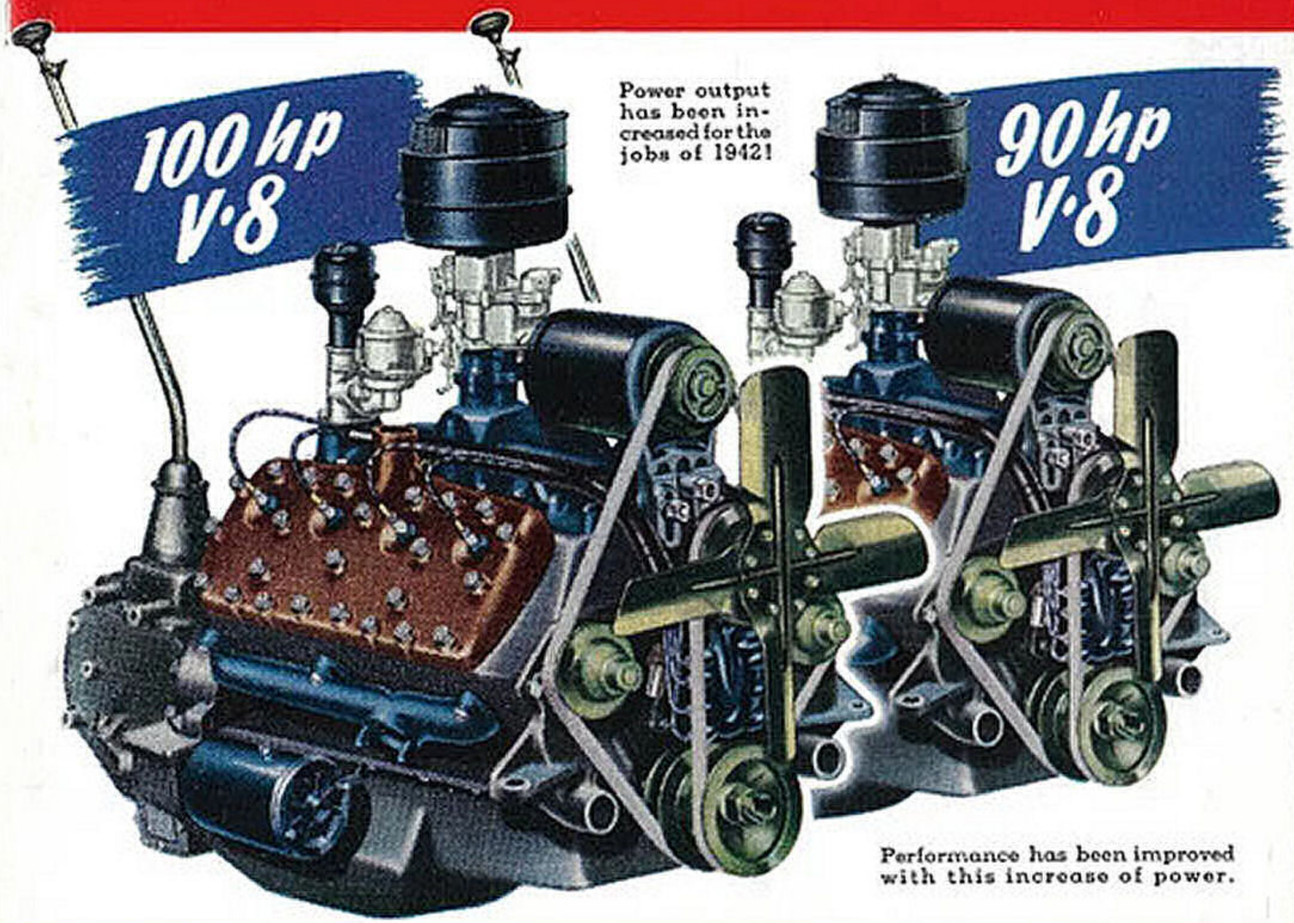
The two famous V-8 engines—both with increased power for '42—are improved to deliver even finer performance than their distinguished predecessors.

The entirely new 90 hp Ford Six provides the truck operator with a 6-cylinder engine having unequaled advantages of Ford design, quality materials and precision workmanship.

The Super-Economy Four which was introduced last year for light delivery work provides maximum economy. The power has been increased to 40 hp.

With this choice of *four* Ford engines—heavy, medium and light duty—operators have an opportunity to save on costs by matching the engine power to the power requirements of the job they have to do!

Two Famous V-8 Truck Engines with still Greater Power



Performance has been improved with this increase of power.

SPECIFICATIONS

100 HP ENGINE • Bore 3.187 in. Stroke 3.75 in. Piston displacement 239 cu. in. Brake horsepower 100 at 3600 rpm. Torque 176 lb-ft at 2000 rpm. Taxable horsepower rating 32.5.

90 HP ENGINE • Bore 3.062 in. Stroke 3.75 in. Piston displacement 221 cu. in. Brake horsepower 90 at 3800 rpm. Torque 156 lb-ft at 2000 rpm. Taxable horsepower rating 30.

ENGINE BLOCK • Cast semi-steel. Cylinders and crankcase integrally cast. Full-length water jackets. Polished mirror-finish cylinders.

CRANKSHAFT • Cast alloy steel. Fully counterbalanced, integral counterweights.

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

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

VALVES • Special heat-resisting alloy steel. Enlarged valve stem ends. Valves are precision-set.

VALVE SEAT INSERTS • Hard alloy steel for *all* intake and exhaust valves.

ENGINE LUBRICATION • Direct pressure oiling to all main, connecting rod and camshaft bearings; also to timing gears.

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

FUEL SYSTEM • Dual down-draft. Carburetor fitted with air cleaner and silencer. Mechanical fuel pump.

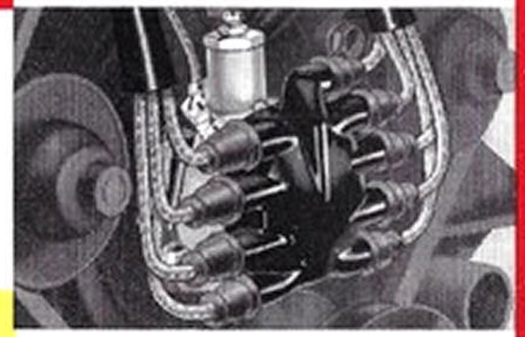
IGNITION • Direct-driven distributor. Coil in waterproof housing. Fully automatic spark advance.

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

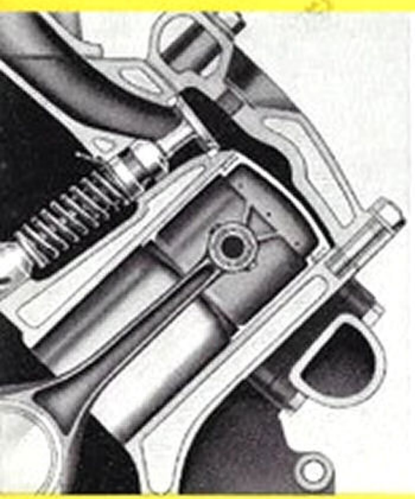
Ford V-8 Engine Features insure top performance and *Economy* with long life

CAMSHAFT GEAR is bolted on. If replacement should ever be necessary, gear may be removed without necessitating removal of camshaft itself. Saves owner both time and money.

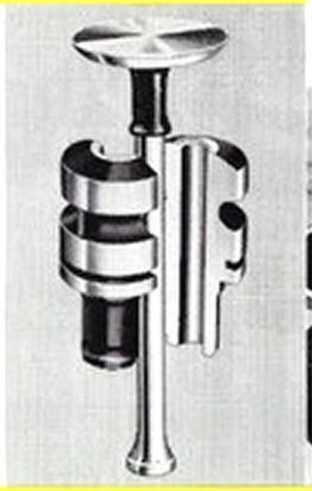
CRANKSHAFT is of special cast alloy steel developed by Ford metallurgists. Extremely hard and rigid, it exerts great resistance to bending strains and torsional vibrations, thus contributing to smooth engine performance. It has much longer life than a drop-forged shaft.



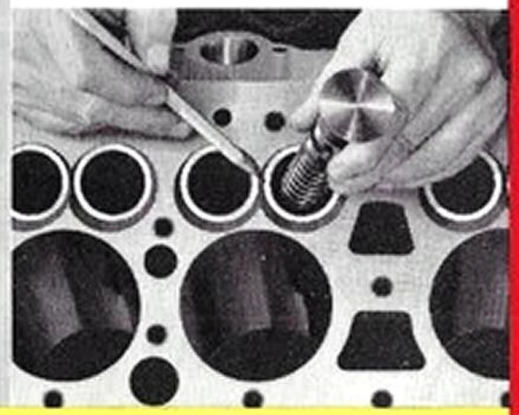
NEWLY DESIGNED flat type distributor is driven directly from front end of camshaft. No gears are required, and the possibility of gear wear or backlash is eliminated. Positive, accurate timing is assured. The new flat shape, in conjunction with the new fan location, permits more convenient servicing of engine.



FULL LENGTH water jackets extend into top part of crankcase. They provide more uniform expansion of the cylinder walls, which, in turn, means more uniform piston to cylinder wall clearance. This design also helps control oil temperature in crankcase.



VALVES—Precision-set valve clearances, made at the factory, remain constant for an unusually long time. Need for periodic valve adjustment is eliminated. Enlarged valve stem ends give long life.

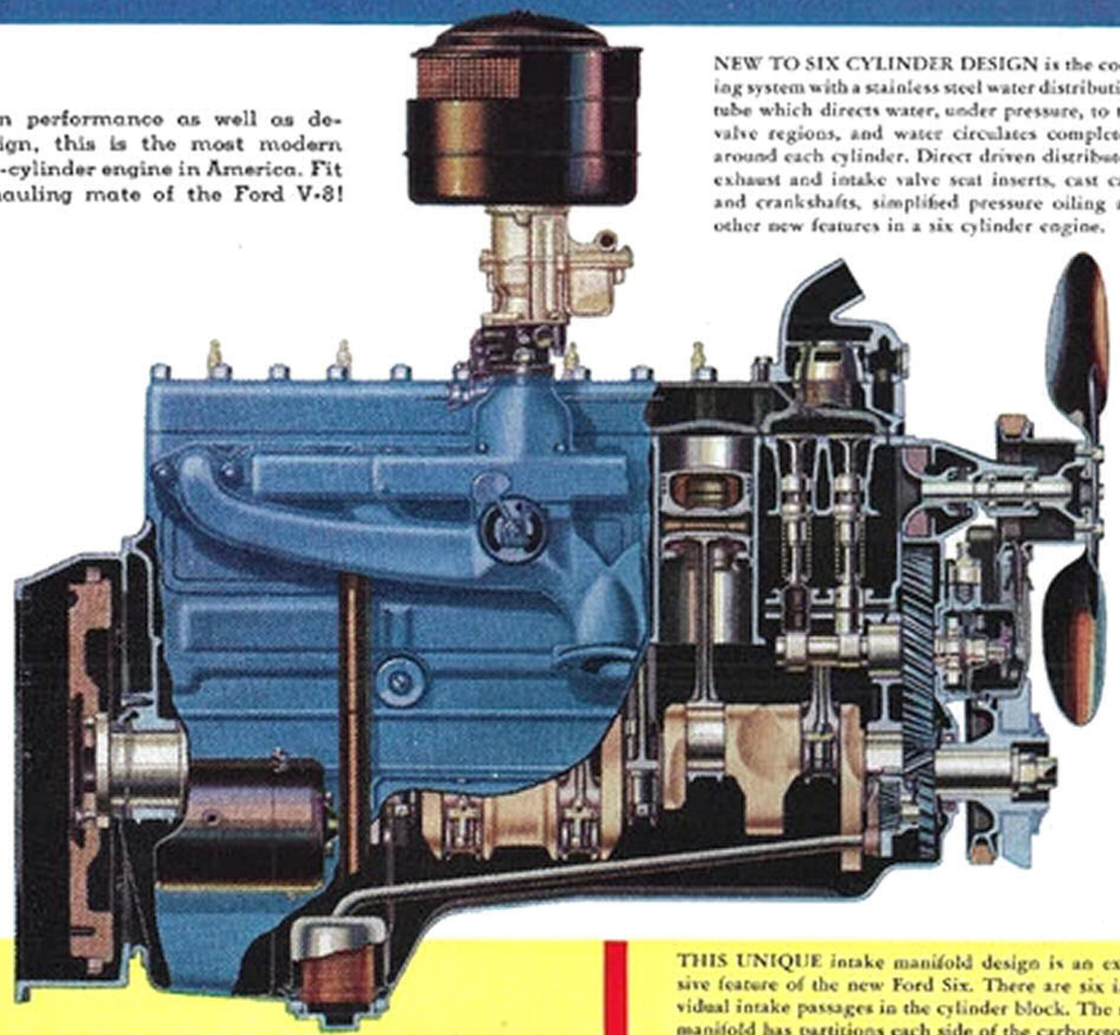


HARD ALLOY steel inserts are used for *both* intake and exhaust valve seats in all Ford engines. More than twice as hard as cast iron seats, these inserts prevent wear and pitting—reduce grinding period—provide a gas-tight seal, between the valve and seat, preventing waste of fuel, maintaining efficiency of engine.

The NEW 90 hp FORD "SIX" ENGINE

In performance as well as design, this is the most modern 6-cylinder engine in America. Fit hauling mate of the Ford V-8!

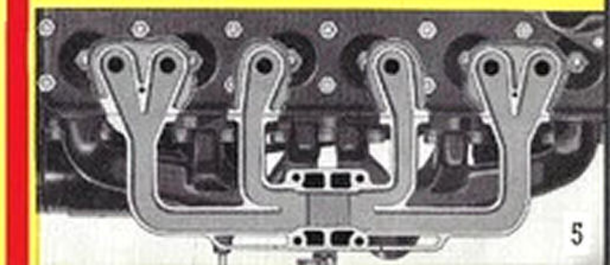
NEW TO SIX CYLINDER DESIGN is the cooling system with a stainless steel water distributing tube which directs water, under pressure, to the valve regions, and water circulates completely around each cylinder. Direct driven distributor, exhaust and intake valve seat inserts, cast cam and crankshafts, simplified pressure oiling are other new features in a six cylinder engine.



SPECIFICATIONS

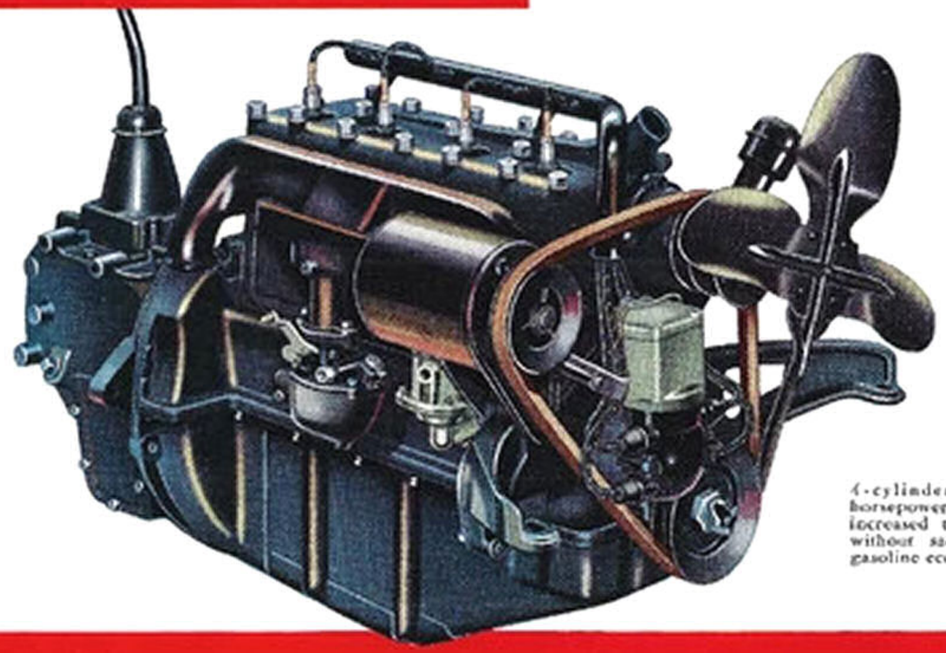
90 HP ENGINE, SIX CYLINDERS • Bore 3.50 inches. Stroke 4.40 inches. Piston displacement 226 inches. Brake horsepower 90 at 3300 rpm. Torque 180 lb-ft at 1200 rpm. Taxable horsepower rating 26.13.
ENGINE BLOCK • Semi-steel casting. Full-length water jackets, cylinders polished to a mirror finish.
CRANKSHAFT • Cast alloy steel, fully counterbalanced. Four main bearings.
PISTONS • Special alloy. Three rings.
CAMSHAFT • Special cast alloy iron.
VALVES • Intake and exhaust, special alloy steel. Hardened steel inserts.
ENGINE LUBRICATION • Direct pressure. Crankcase oil capacity 5 quarts.
COOLING • Pump delivers water under high pressure—4-blade fan.
FUEL SYSTEM • Single down-draft carburetor fitted with air cleaner and silencer.
IGNITION • Distributor direct-driven from camshaft. Coil in separate waterproof housing.

THIS UNIQUE intake manifold design is an exclusive feature of the new Ford Six. There are six individual intake passages in the cylinder block. The new manifold has partitions each side of the carburetor to provide dual passages—one dual passage leading to the two center cylinders and the other leading to the end cylinders. This design makes possible a more uniform mixture distribution to each cylinder and contributes to higher gasoline mileage. Uniform mixture temperature is obtained by a thermostatically controlled valve.



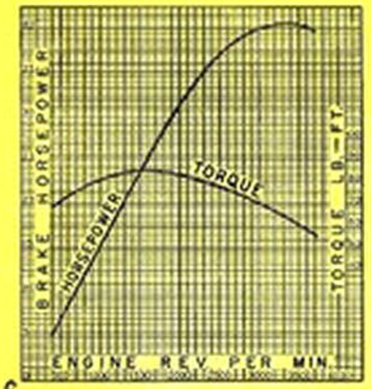
The Improved 40 hp Super-Economy "FOUR" ENGINE

This Ford precision-built engine gives remarkable results on jobs where maximum operating economy is required rather than high power.



4-cylinder engine horsepower has been increased to 40 hp without sacrifice of gasoline economy.

Precision-Set Valves are also heat-resisting • Cast Steel Pistons are light, strong, durable • Connecting Rod Bearings are inserted type • Special Cast Alloy Iron Camshaft, cam and bearing surfaces are highly resistant to wear • Cast Alloy Steel Crankshaft is exceptionally wear-resisting.



SPECIFICATIONS

40 HP ENGINE, FOUR CYLINDER • Bore 3.187 in. Stroke 3.75 in. Piston displacement 120 cu in. Brake horsepower 40 at 3200 rpm. Torque 84 lb-ft at 1600 rpm. Taxable horsepower rating 16.25.

ENGINE BLOCK • Cast semi-steel. Cylinders and crankcase integrally cast. Full-length water jackets. Polished mirror-finish cylinders.

CRANKSHAFT • Cast alloy steel. Fully counterbalanced.

PISTONS • Lightweight, cast alloy. Floating-type piston pins.

CAMSHAFT • Wear-resisting, special cast alloy iron. Three bearings in semi-steel block.

VALVES • All intake and exhaust valves are heat-resisting special alloy steel with special hardened inserts.

ENGINE LUBRICATION • Direct pressure oiling to all main, connecting rod and camshaft bearings; also to timing gears. Oil filter is standard.

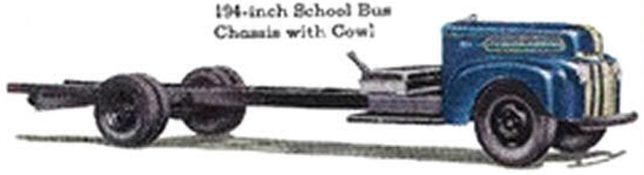
COOLING • Centrifugal water pump. Packless type with shaft mounted on double-row pre-lubricated ball bearings.

FUEL SYSTEM • Up-draft carburetor fitted with oil bath air cleaner and silencer. Mechanical fuel pump.

IGNITION • Direct-driven distributor. Coil in waterproof housing. Fully automatic spark advance.

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

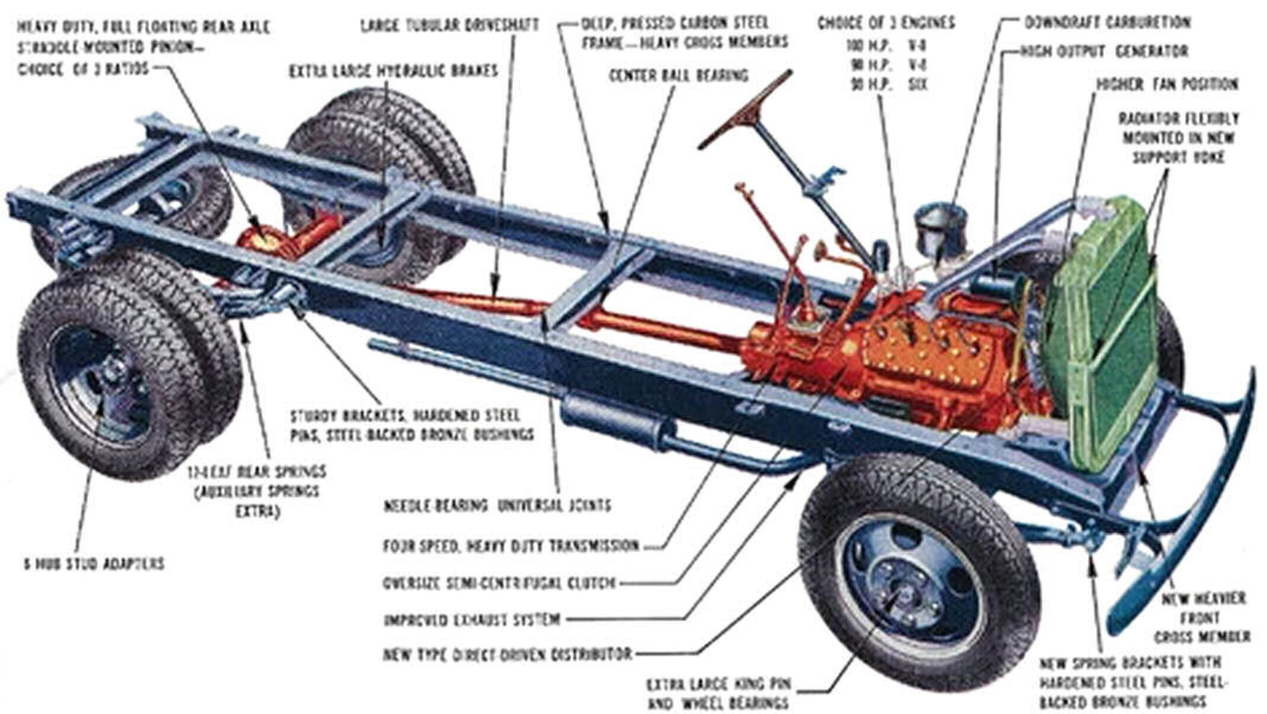
194-inch School Bus Chassis with Cowl



134-Inch HEAVY DUTY CHASSIS (ALSO 158" WB)

158-inch Heavy Duty Chassis with Windshield

134-inch Heavy Duty Chassis with Cab



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. Standard S.A.E. 6-bolt power take-off opening.

FRAME • Pressed-steel channel. Frame width 34 inches. Side members: Depth 7 in., width 2.75 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. 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 in. x 2 in. Rear 15 in. x 3.5 in. Lining area 303 sq in. Handbrake: 7.81 in. x 2.5 in. on driveshaft.

WHEELS • Five. (Seven on 194 inch chassis.) Tapered disc type, 20 in. diameter, 5 in. rims.

TIRES • Four. Front 6.00-20, 6-ply. Rear 6.50-20 (32 x 6) 8-ply. (Six on 194 inch chassis—6.50-20, 6-ply front and dual rear.)

TURNING RADIUS • 134 in. wb, 25 ft; 158 in. wb, 29.5 ft; 194 in. wb, 36 ft.

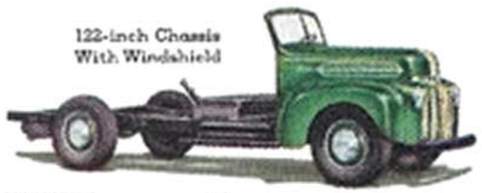
SPECIAL EQUIPMENT • Available at extra cost. Heavy duty tires including 6.00-20 (30 x 5) 8-ply, 7.00-20, 8-ply, 7.00-20 (32 x 6) 10-ply, 7.50-20, 8-ply and 7.50-18 (32 x 7) 10-ply; also 7.50-20 (34 x 7) and 8.25-20, 10-ply for use with two-speed axle. Dual wheels. Auxiliary springs. Spare tire. Two-speed axle with ratios of 5.83 and 8.11 to 1.

122-Inch ¾ and One-Ton CHASSIS

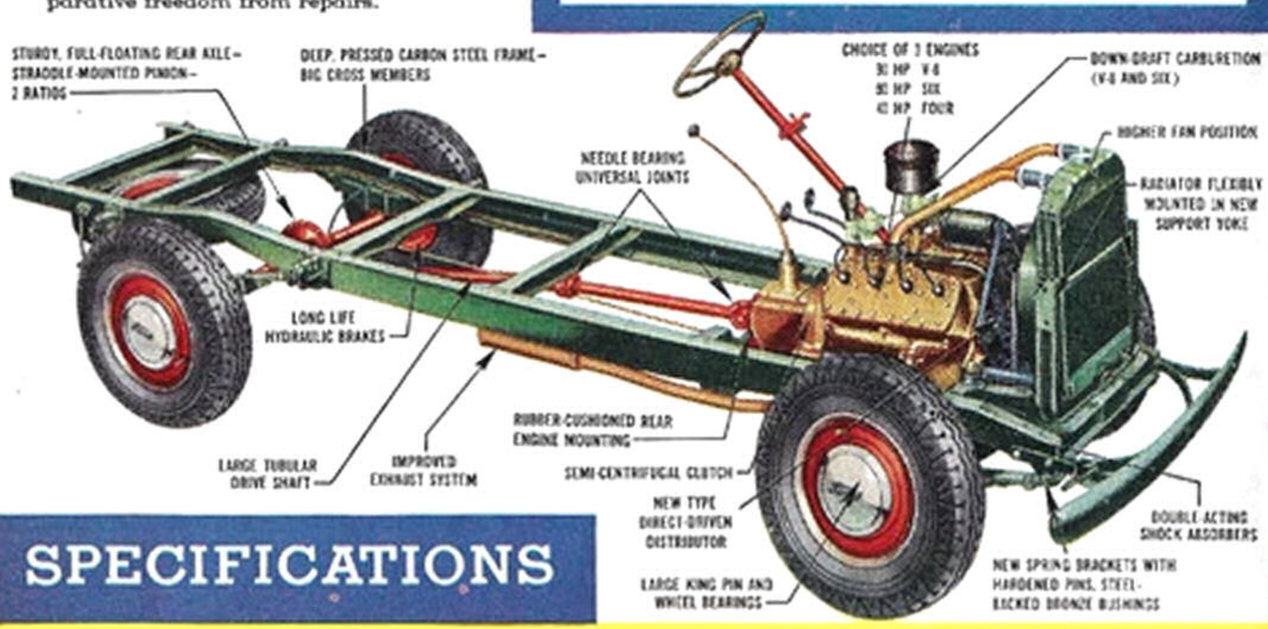
A study of the 122-inch chassis reveals important improvements for 1942 which translate into even greater efficiency and economy for "medium duty" operators. The Ford ¾ and 1-Ton units are tough haulers, built with many of the features of the big Ford Trucks. Attention is called to such proved Ford Truck features as the semi-centrifugal clutch and full-floating rear axle, which are famous for their long reliable performance in hard service, and for their comparative freedom from repairs.

122-inch Chassis with Cab

122-inch Chassis With Windshield



122-inch Chassis with Cowl



SPECIFICATIONS

CLUTCH • Semi-centrifugal type. Diameter: 40 hp—9 in., total friction area 75.1 sq in.; 90 hp Six or V-8—10 in., total friction area 85.5 sq in.

TRANSMISSION • 3-speed for 90 hp engines. 4-speed heavy duty optional at extra cost. 4-speed heavy duty for 40 hp engine.

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. Straddle-mounted pinion. Gear ratio 90 hp engine, 4.86 to 1; 40 hp engine, 6.67 to 1.

SPRINGS • Special 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. ¾-Ton 12 in. x 1.75 in. Front and rear lining area 162 sq in. 1-Ton 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 disc. Hand lever for parking brakes on rear wheels.

WHEELS • Five. Full truck type, 17 x 5 in.

TIRES • Five. ¾-Ton, front 6.50-16, 6-ply; rear and spare, 7.00-16, 6-ply; 1-Ton: Front, 6.00-17, 6-ply; rear and spare, 7.00-17, 6-ply.

TREAD • Front 58 in. Rear 60 in.

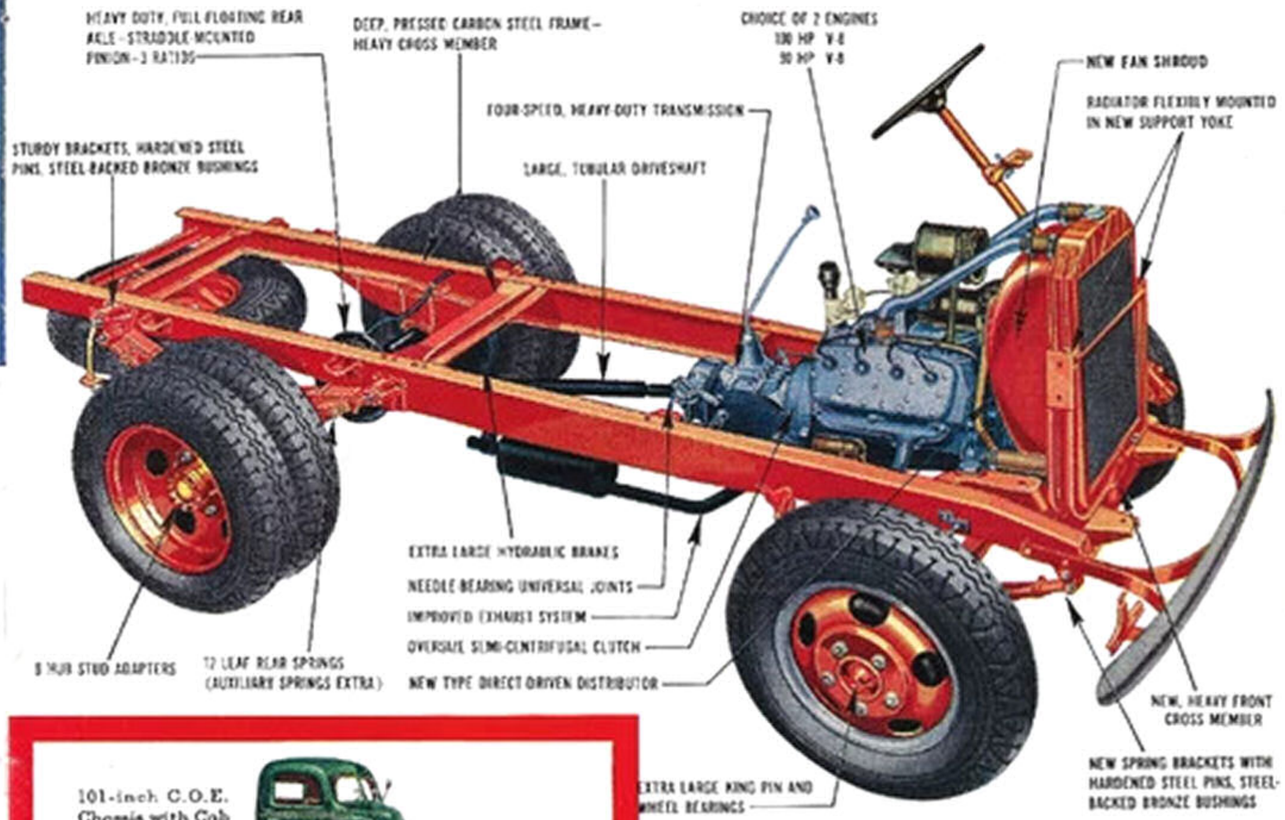
TURNING RADIUS • 22 feet.

SPECIAL EQUIPMENT • Available at extra cost. Four-speed heavy duty transmission for 90 hp units. Oversize tires: 7.00-17, 8-ply and 7.50-17, 8-ply, on 6 inch rims. Spare tire. Also many other items.

101-Inch Heavy Duty Cab-Over-Engine Chassis

(ALSO 134" AND 158" WB)

Ford C.O.E. design provides the utmost possible maneuverability with a large truck body. These chassis have standardized frame dimensions which simplify mounting various types of bodies. Standard or special bodies mounted on the Ford C.O.E. chassis can have longer payload length in comparison to the wheelbase.



101-inch C.O.E. Chassis with Cab

134-inch C.O.E. Chassis with Cab

158-inch C.O.E. Chassis with Cab

SPECIFICATIONS

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

TRANSMISSION • 4 forward speeds. 6-bolt power take-off opening.

FRAME • Pressed steel channel. Frame width 34 inches. Side members: Depth 7 in., width 2.75 in., thickness 0.21 in.

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

REAR AXLE • Full-floating. Straddle-mounted pinion. Gear ratios: 5.14, 5.83 or 6.67 optional at no extra cost.

SPRINGS • Special 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. Front, 14 in. x 2 in. Rear, 15 in. x 3.5 in. Lining area 303 sq in. Handbrake: 7.81 in. x 2.5 in. on driveshaft.

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

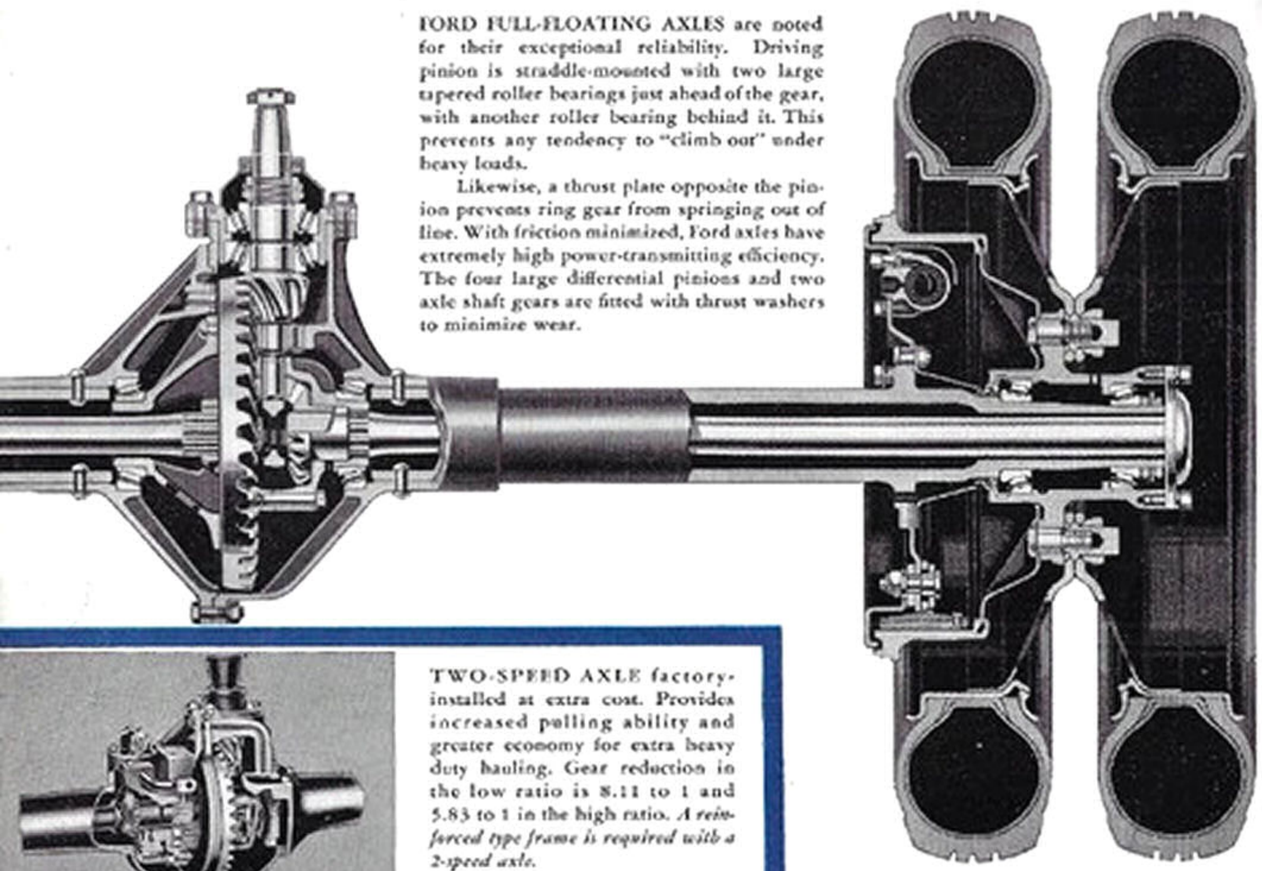
TIRES • Four. Front 6.00-20, 6-ply. Rear 6.50-20 (32 x 6) 8-ply.

TREAD • Front 63.7 in. (6.00-20 tires). Rear 57.1 in. (single wheels). 65 in. (dual wheels).

TURNING RADIUS • 101 in. wb 19 ft; 134 in. wb 25 ft; 158 in. wb 29 ft.

SPECIAL EQUIPMENT • Available at extra cost. Heavy duty tires. Dual wheels. Auxiliary springs. Spare tire. Two-speed axle with ratios of 5.83 and 8.11 to 1. Also many other items.

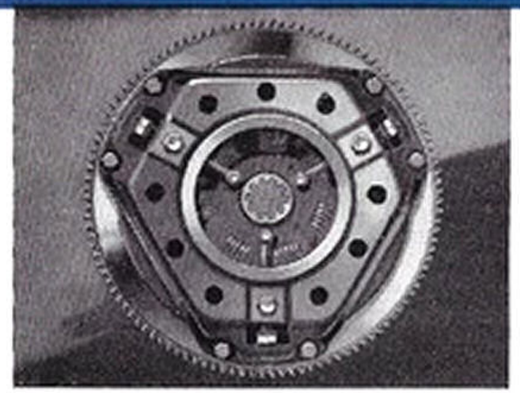
FORD chassis features stand out and stand up!



FORD FULL-FLOATING AXLES are noted for their exceptional reliability. Driving pinion is straddle-mounted with two large tapered roller bearings just ahead of the gear, with another roller bearing behind it. This prevents any tendency to "climb out" under heavy loads.

Likewise, a thrust plate opposite the pinion prevents ring gear from springing out of line. With friction minimized, Ford axles have extremely high power-transmitting efficiency. The four large differential pinions and two axle shaft gears are fitted with thrust washers to minimize wear.

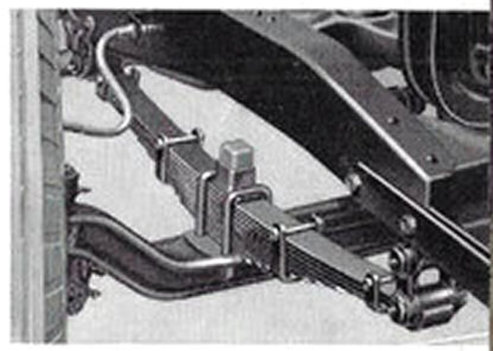
TWO-SPEED AXLE factory-installed at extra cost. Provides increased pulling ability and greater economy for extra heavy duty hauling. Gear reduction in the low ratio is 8.11 to 1 and 5.83 to 1 in the high ratio. *A reinforced type frame is required with a 2-speed axle.*



SEMI-CENTRIFUGAL CLUTCH • Especially reliable for hard service. High power-transmitting capacity and low rate of wear are features of this clutch. Centrifugal force exerts additional clamping action on clutch disc as engine speed increases—this raises torque capacity. Amount of slippage during clutch engagement period is reduced. This decreases wear on clutch facings.

RADIATOR YOKE • Radiator is flexibly mounted in a new support yoke, or U-shaped frame, to which fenders and hood are also attached. It relieves radiator of road strains, provides secure support for front grille and fenders. The yoke itself is mounted on the frame.

FRONT AXLE is exceptionally rugged. Spindle bolts are 1.130 inches in diameter. This provides a high factor of safety. Long bronze bushings with large bearing areas minimize wear. Extra large anti-friction bearings.

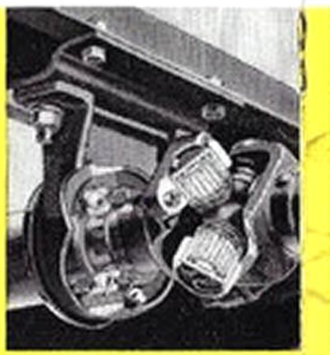


FRONT SPRINGS are longitudinal type and provide good cushioning for chassis and body. All leaves are alloy steel. The ends of the spring leaf below the main leaf are formed partially around the spring eyes to relieve stresses in the main leaf, thus providing greater safety. Each front spring has four rebound clips. New brackets with hardened steel pins and steel backed bronze bushings provide extra reliability. The picture also shows a section of the front axle, which is a drop-center type. Forged from hot-rolled manganese steel, the axle has a tensile strength of 150,000 lb per sq in.

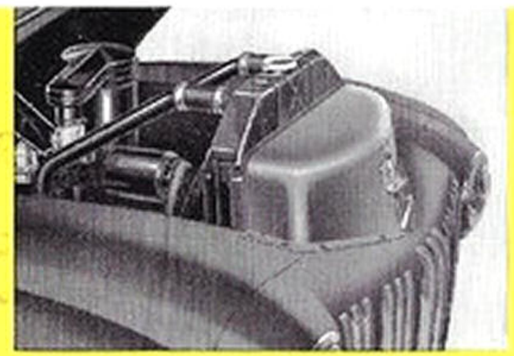
HUB STUD ADAPTERS between the studs and the tapered holes assure even drive load on each stud.

BIG, SAFE HYDRAULIC BRAKES • Rear brake shown is 15 in. in diameter. Total effective lining area is 303 sq in.

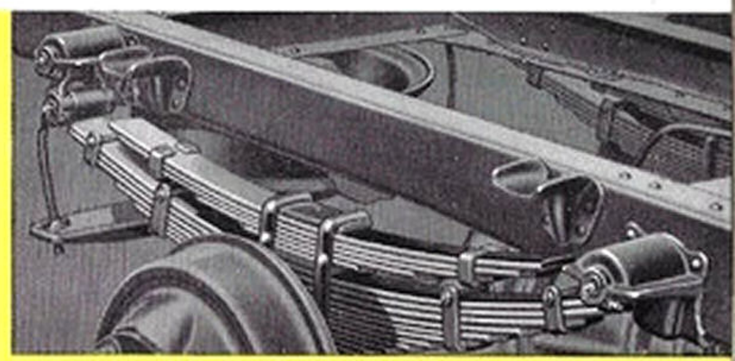
COMPOSITE DRUMS • Cast iron ring is used for long wear, steel drum disc to obtain high strength with low weight.



UNIVERSAL JOINTS have needle roller bearings to minimize wear. Each universal has a lubrication fitting.

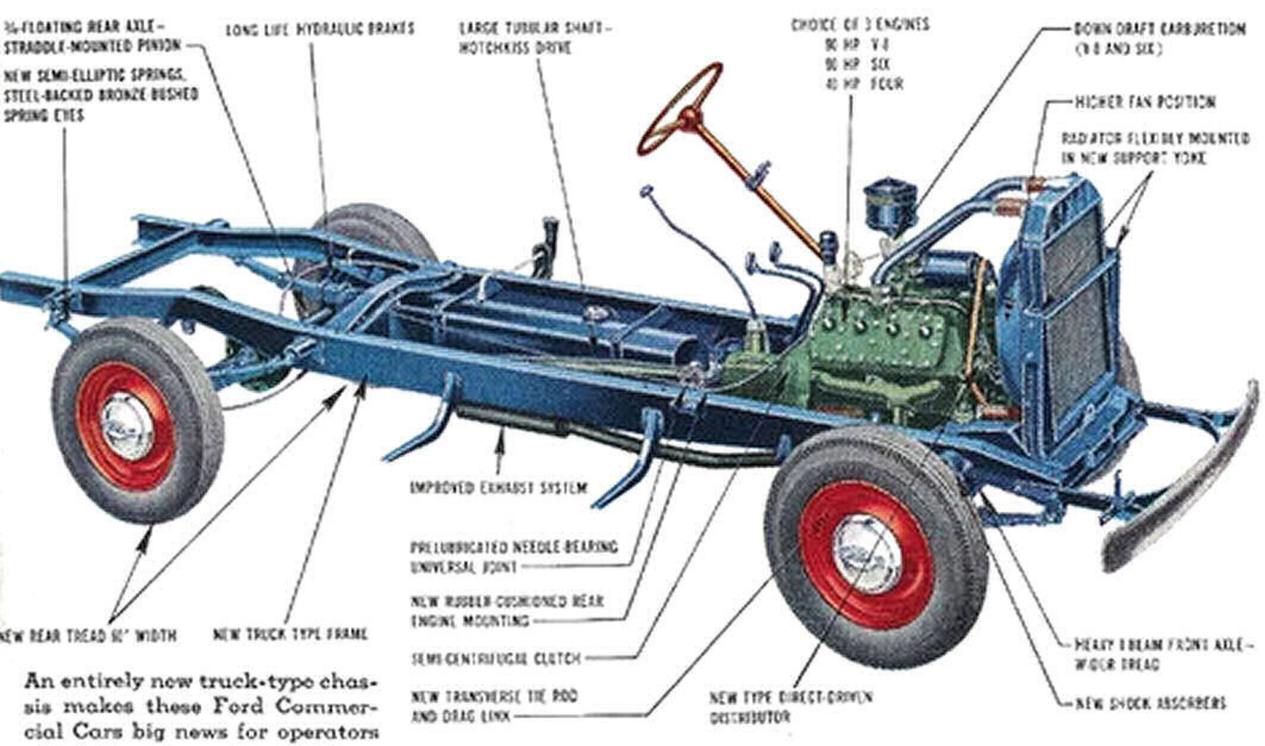


ENGINE ACCESSIBILITY • The wide opening, hinged hood permits convenient servicing of engine and batteries. This is easily raised and is held open by counterbalance springs.



REAR MAIN AND AUXILIARY SPRINGS distribute heavy loads more evenly at all eight spring brackets. Alloy steel leaves have high tensile strength. Auxiliary springs are standard equipment on Dump Trucks; optional at extra charge on other Regular and C.O.F. units.

The New 114-Inch Truck Type Commercial Car Chassis



An entirely new truck-type chassis makes these Ford Commercial Cars big news for operators of light hauling and fast delivery equipment. The range of work which these units will do is greatly broadened by a choice of three engines—the new Six 90 hp, the V-8, with power increased to 90 hp, and the Super-Economy Four, with power increased to 40 hp. This chassis has many features of Ford ½ and 1-Ton Trucks.

NOTE: Gas tank illustrated is for panel units. Cab units have tank under seat.

SPECIFICATIONS

CLUTCH • Semi-centrifugal type. Diameter 10 inches with V-8 or Six, 9 inches with 4 cylinder.

TRANSMISSION • Three forward speeds. 90 hp Six or V-8—all helical, silent-type gears. 40 hp—helical countershaft drive and second speed gears. 4-speed transmission optional in all units at extra cost.

FRAME • New truck type pressed steel channel. Frame width 34 in. Side members: Depth 5.92 in., width 2 in., thickness 0.15 in.

FRONT AXLE • Heat-treated alloy steel. (Same as ½ and 1-Ton truck.)

REAR AXLE • ¾-floating type. Gear ratio: 90 hp engine, 3.75 to 1. Optional ratio, 4.11 to 1; 40 hp engine, 4.55 to 1.

SPRINGS • Hotchkiss Drive. Front: 36 in., 1.75 in. Rear: 45 in., 2 in.

STEERING • Worm and roller type. Ratio 18.2 to 1.

BRAKES • Hydraulic. 12 in. x 1.75 in. Lining area 162 sq. in. Handbrake operates rear wheelbrakes.

SHOCK ABSORBERS • Four. Double-acting, adjustable hydraulic. WHEELS • Five. Disc type. 16 x 4. TIRES • Five. 6.00-16, 4-ply. TREAD • Front 58 inches. Rear 60 inches. TURNING RADIUS • 21.25 ft.

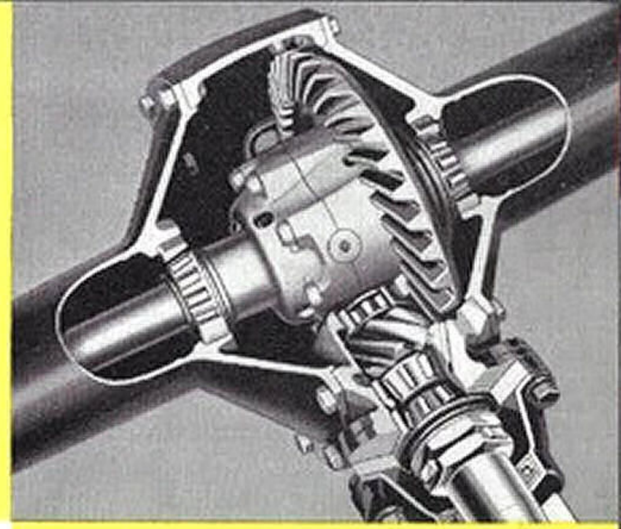
114-inch Chassis with Cab

114-inch Chassis with Windshield

114-inch Chassis with Cowl

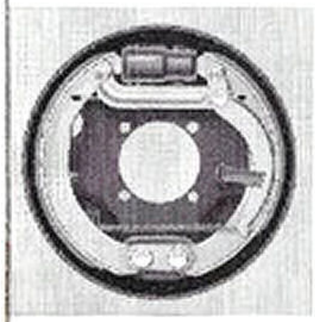
114-INCH COMMERCIAL CAR FEATURES

¾-FLOATING REAR AXLE has heavier housing. Axle shafts are not subjected to load stresses. Hotchkiss drive is now a feature of Ford Commercial Cars. Tread is increased to 60 inches.

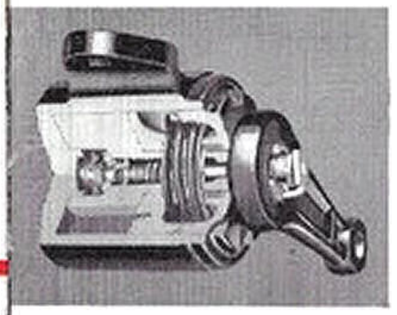


THE PINION SHAFT has straddle-mounted bearings, which keep the pinion in full mesh with the ring gear. Note that the differential carrier with ring gear is mounted on tapered roller bearings, spaced to distribute the load equally on each bearing. This type axle is noted for long life and freedom from repairs.

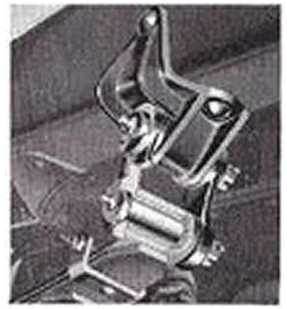
(*Below*) GRIPPING FORCE of the semi-centrifugal clutch increases up to 100% as engine speed increases from idling to 3000 rpm. Clutch diameter is 10 inches with the Six and V-8 engines; 9 inches with the Four.



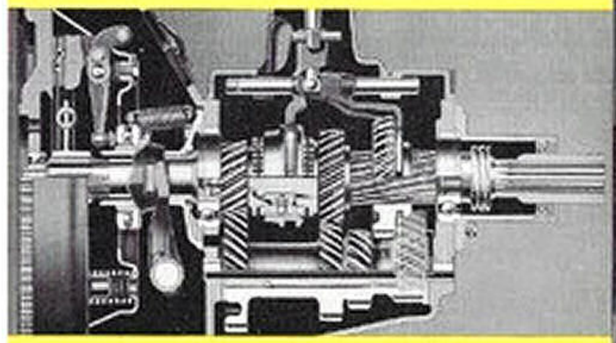
(*Above*) HYDRAULIC BRAKES are normally energized type for accurate control like those used on Ford Trucks. 12 inches diameter front and rear. Brake lining area is 162 square inches.



DOUBLE-ACTING, adjustable hydraulic shock absorbers, similar to those on 1 and ½-ton trucks are used. A metering valve provides for easy and accurate adjustment.



SELF-LUBRICATING spring shackle bearings cut maintenance costs. Spring eyes have steel-backed bronze bushings.

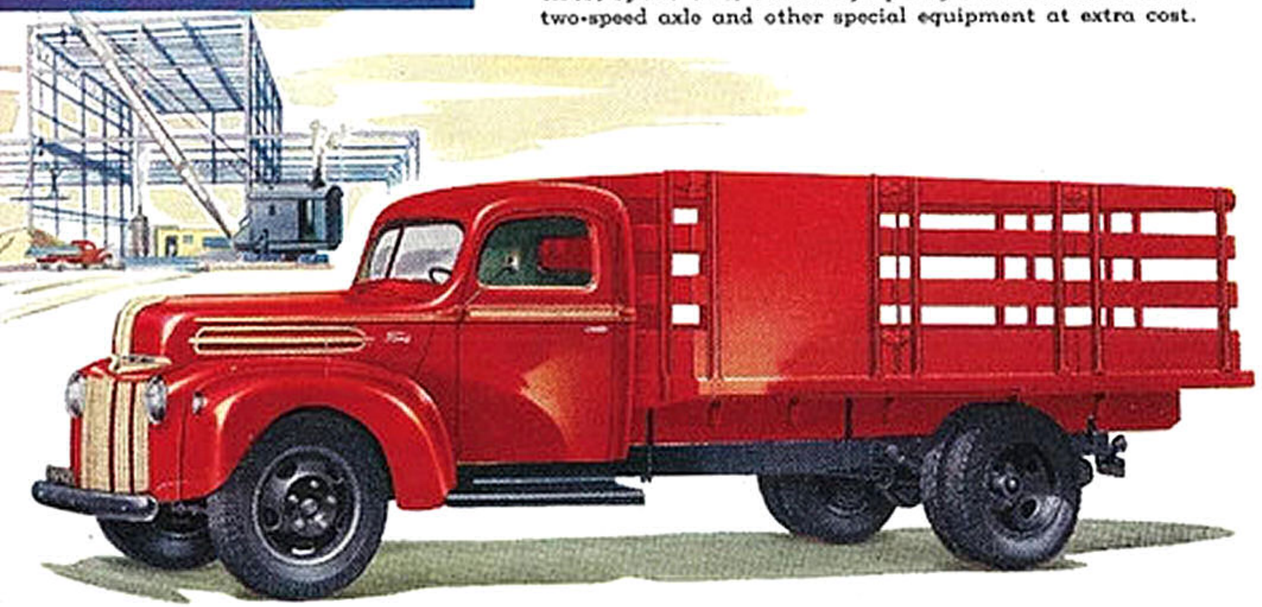


TRANSMISSION for the 90 hp units uses all helical, silent type gears. In 40 hp units helical gears are used for countershaft drive and second speed. Blocker-type synchronizers contribute quiet shifting. Countershafts are mounted on long roller bearings to reduce friction and wear.

FINGER-TIP GEARSHIFT is standard on Sedan Delivery. Two-spoke steering wheel gives the driver a clear view of all the instruments. Instrument panel and trim of this very distinguished light delivery unit are similar to those in the 1942 De Luxe Ford passenger cars.

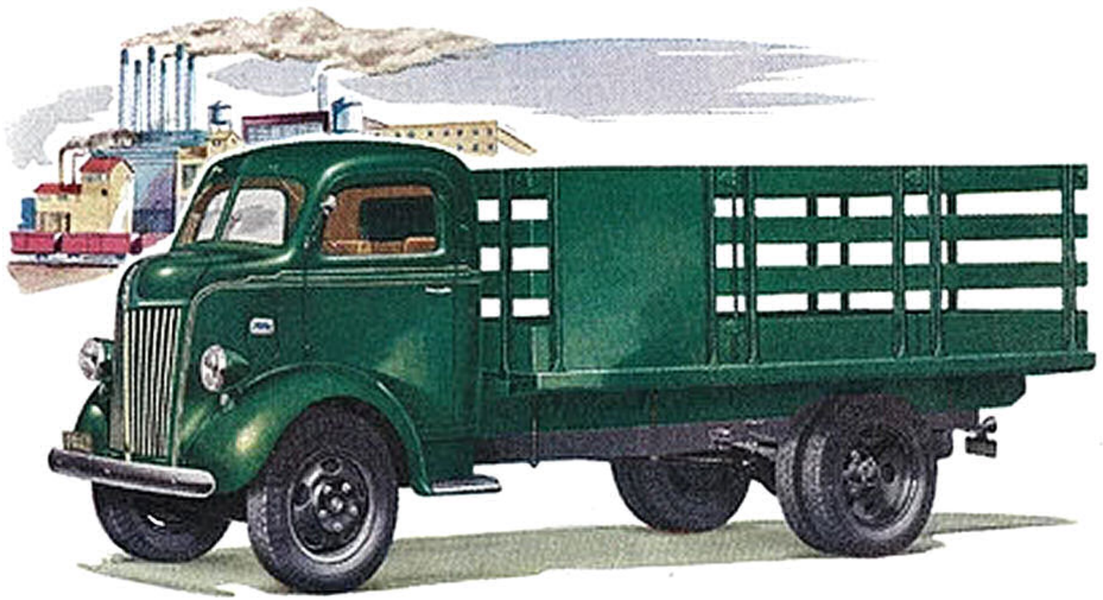
158-Inch HEAVY DUTY STAKE (ALSO 134" WB)

The truck for heavy payloads. The platform is framed with heavy-gage steel riveted to steel cross girders. 158-inch wheelbase has 142-inch load length and 82.06-inch width; 134-inch wheelbase has 106-inch load length and 82.06-inch width. Stake sections 42 inches high. Dual wheels, heavy duty tires, spare tire, auxiliary springs, reinforced frame, two-speed axle and other special equipment at extra cost.



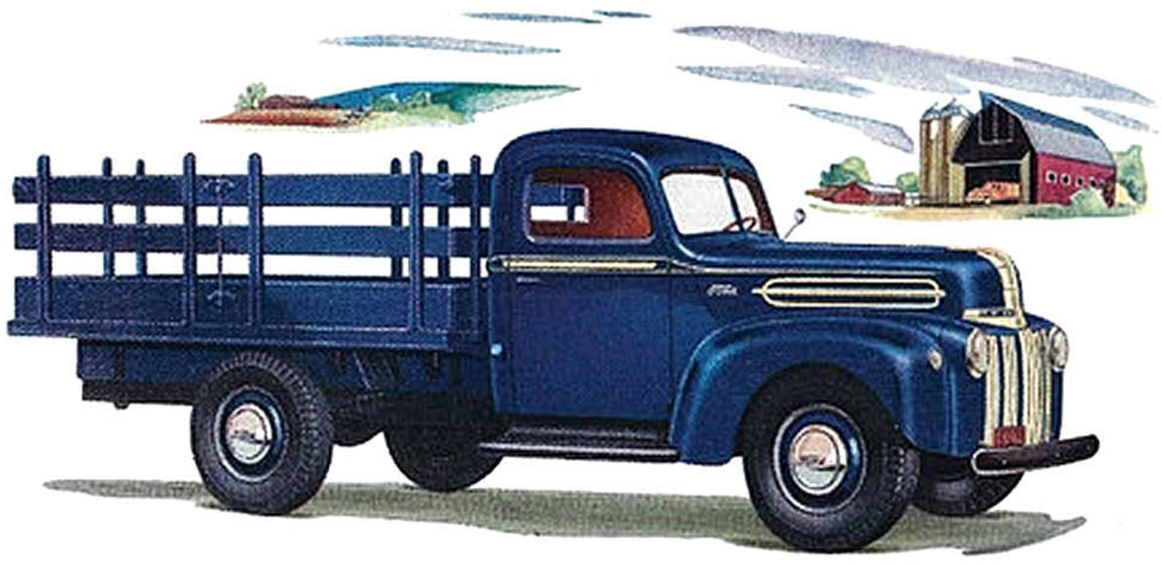
134-Inch C.O.E. HEAVY DUTY STAKE (ALSO 101" WB)

Ford C.O.E. trucks have hung up big performance records at low cost. Units of this design are ideal for the operator who needs large payload space with short overall length. 101 and 134-inch C.O.E. Stake bodies are the same size respectively as those on the 134 and 158-inch Heavy Duty Stakes. Dual wheels, heavy duty tires, spare tire, auxiliary springs, two-speed axle and other special equipment are available at extra cost.



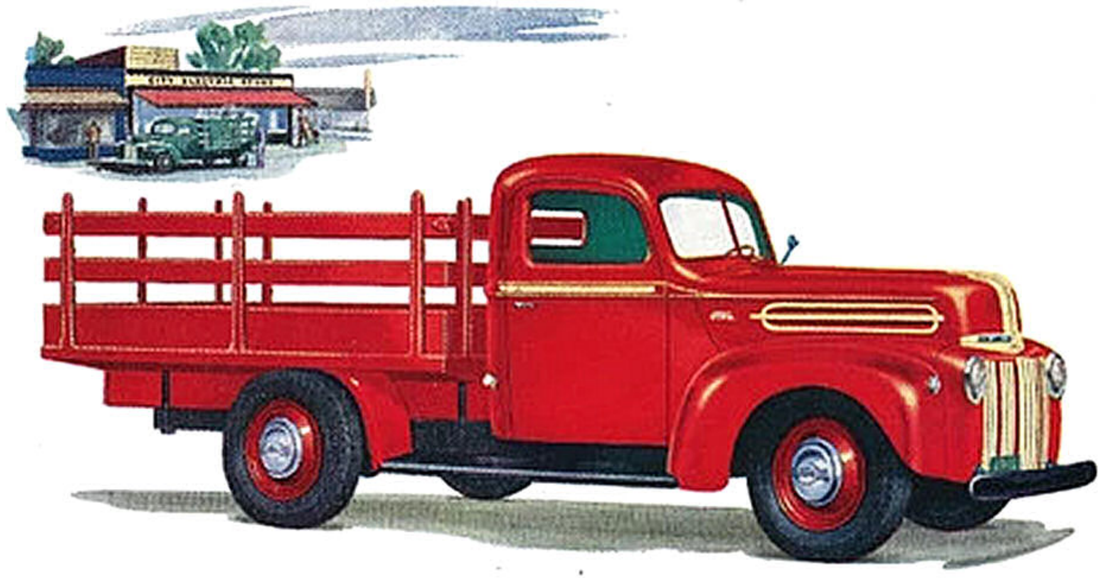
Because its design and construction are so similar to that of the heavy duty Ford units, this truck offers unusual sturdiness and economy for loads in the 1-ton and ¾-ton range. The body is exceptionally big—designed especially for bulky loads. Load length is 90.04 inches, width 74 inches. Stake sections are 32 inches high. Its good looks are another recommendation to the owner who appreciates smart equipment.

122-Inch ONE-TON STAKE (ALSO ¾-TON)



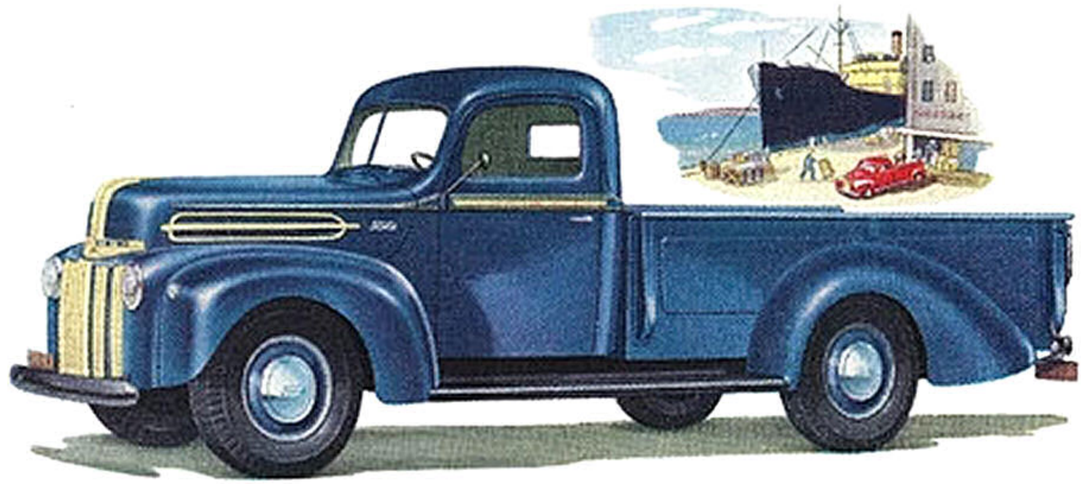
For light hauling and fast delivery, this Ford Commercial Car Stake is an ideal unit. The body is big and sturdily built. Load length is 80 inches, width 67 inches, stake sections are 29.5 inches high. The spare wheel carrier is mounted under the body at the rear. Five wheels and five tires are standard equipment. Tires are 6.00-16, 4-ply. 6.00-16 and 6.50-16, 6-ply tires are also available at moderate additional cost.

114-Inch STAKE



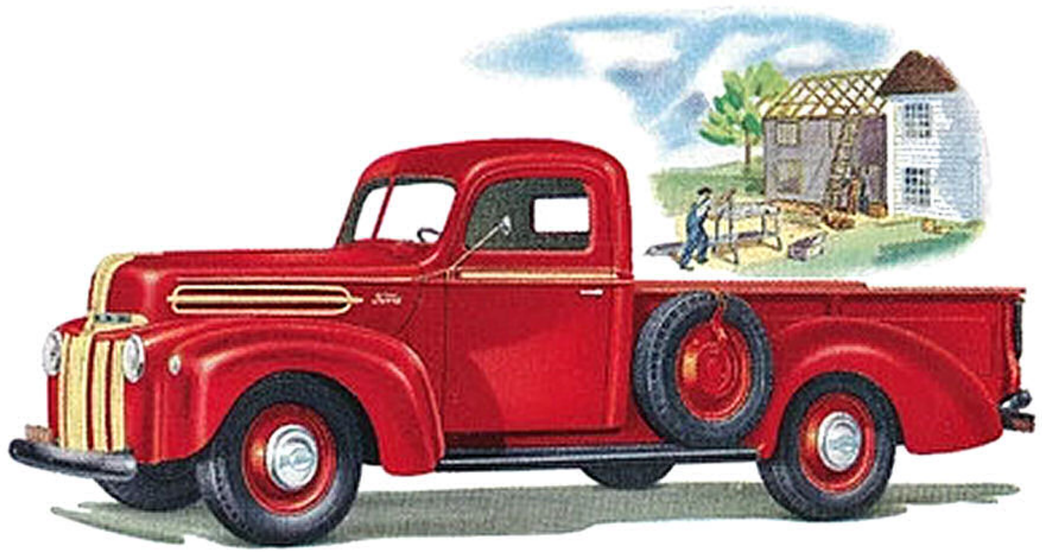
122-Inch One-Ton Express (Also ¾-Ton)

Here's a unit with a lot of sturdiness, load space, economy. Ideal for farmers, contractors, manufacturers, and others whose loads are in the 1-ton and ¾-ton range. Body sides are heavy-gage steel, with panels stamped outward for increased rigidity. Load length is 96.92 inches, width 54 inches, height 22.2 inches. Body capacity to top of flareboards is 62.43 cubic feet. Distance between wheel housings is 48½ inches.



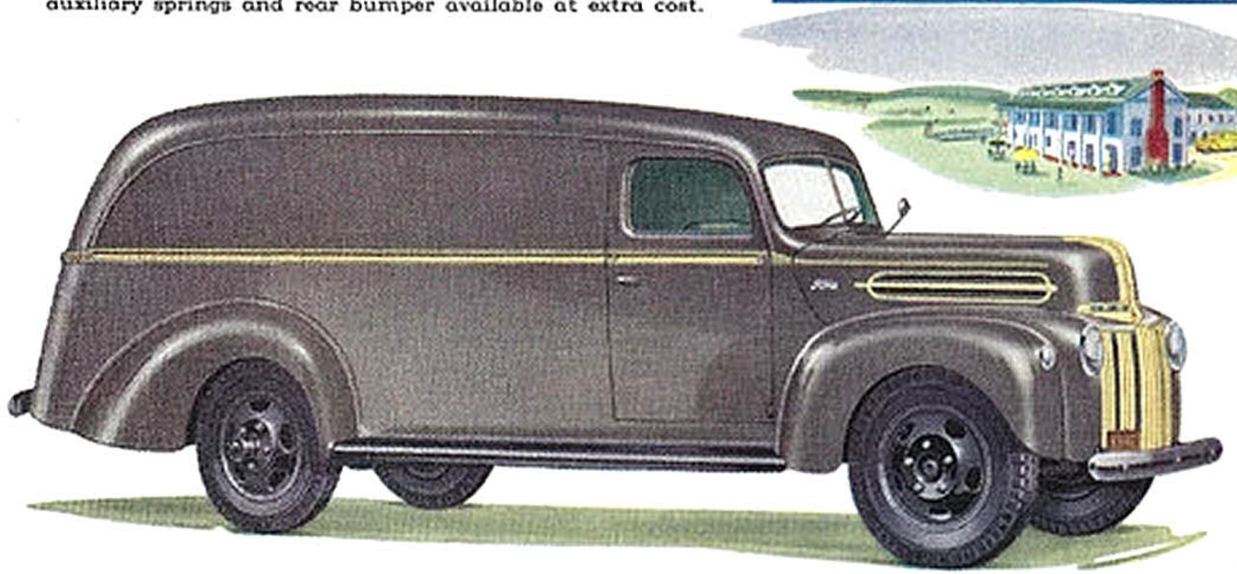
114-Inch PICKUP

Width of the welded steel body is now 49 inches. Length is 78.76 inches. Height is 20.22 inches. Body capacity to top of flareboards is 45 cubic feet. Cab in relation to body has been moved up three inches, which gives better rear vision. Massive truck-type construction. Floor is steel, with stamped-in skid strips. Wood sub-floor provides extra support. Tires 6.00-16, 4-ply, with 6.00-16 and 6.50-16, 6-ply also available at extra cost.



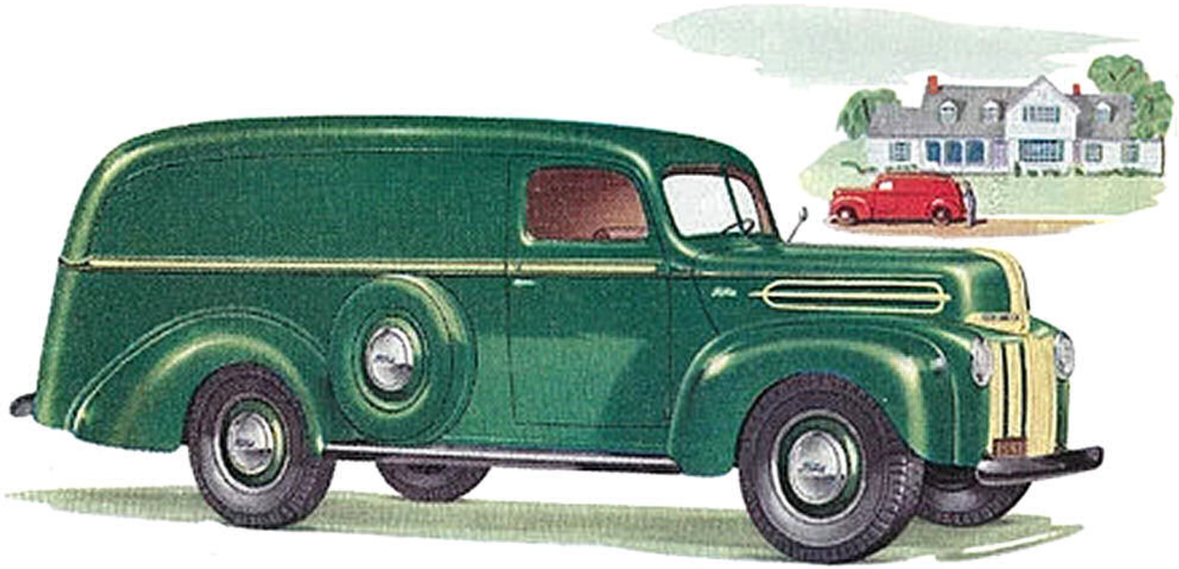
134-Inch HEAVY DUTY PANEL

This largest Ford Panel is distinguished for its economy, good looks, and load protection features. Load length is 109.29 inches, width 55.4 inches, height 58.27 inches. Body capacity is 190 cubic feet. The body sides are sealed at the floor with felt and rubber. Rear door opening is 46.2 inches wide, 46.54 inches high. Dual wheels, wider rear fenders, heavy duty tires, auxiliary springs and rear bumper available at extra cost.



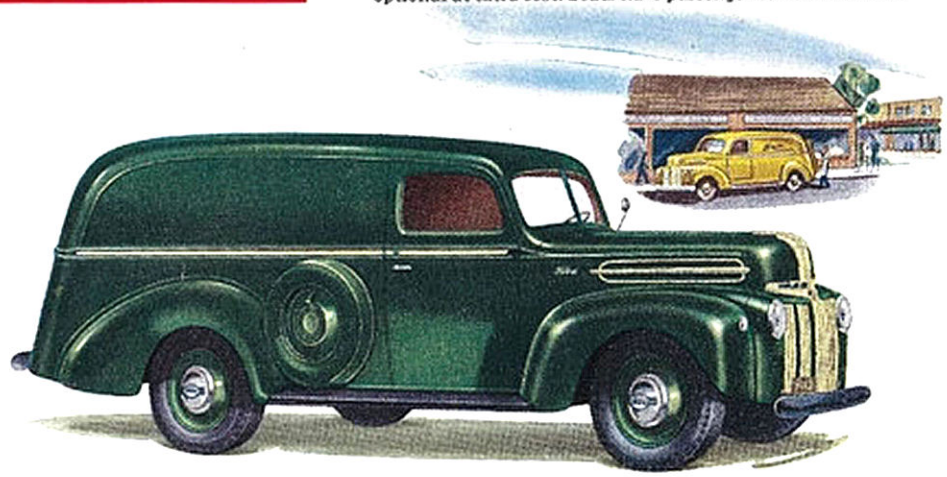
122-Inch ONE-TON PANEL (Also ¾-Ton)

Distinctly a money-saver for the operator whose loads fall within its range. Strong body has roof rail, top and sides welded rigidly together. Tongue and groove flooring gives added dust protection. Load length is 97.29 inches, width 55.4 inches, height 55.21 inches. Body capacity is 175 cubic feet. Rear bumper and other special equipment optional at low extra cost. The 122-inch ¾-Ton Panel is offered for lighter loads.



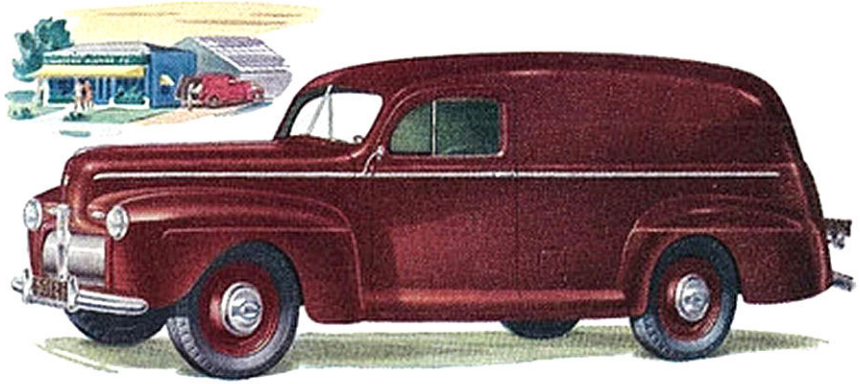
114-Inch PANEL

New styling and new 114-inch wheelbase make this Commercial Car very impressive looking on the road. The floor has been lowered to increase the interior height. Distance between wheel housings is 47.5 inches. Body capacity is 138 cubic feet. Load length is 78.87 inches, width 55 inches, height 54.81 inches. Rear bumper and other special equipment optional at extra cost. Seats have passenger car construction.



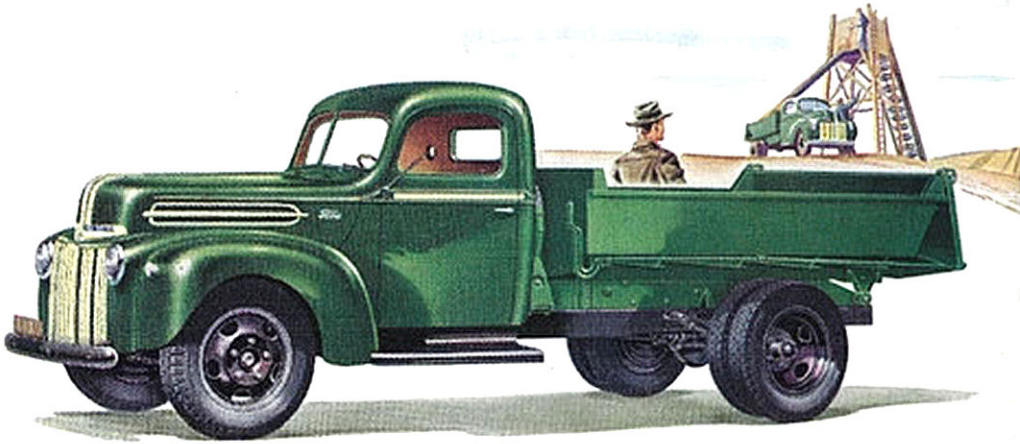
114-Inch SEDAN DELIVERY

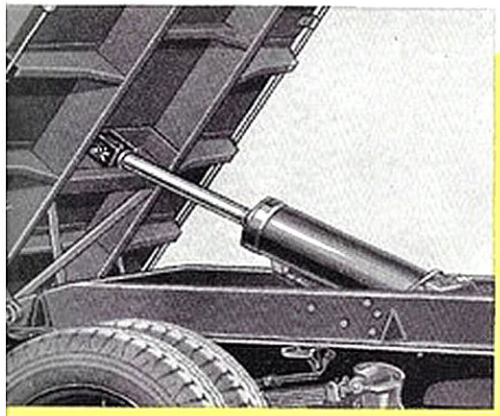
A singularly handsome vehicle with its Ford De Luxe passenger car styling and trim. New all steel floor with plywood load platform is effectively sealed against dust and moisture. Spare tire is located under floor—new space accommodates a 6.50-16 tire. Load length is 78.18 inches, width 60.20 inches, height 44.20 inches. Body capacity is 92.5 cubic feet. Rear bumper standard equipment. Oversize tires, etc., at extra cost.



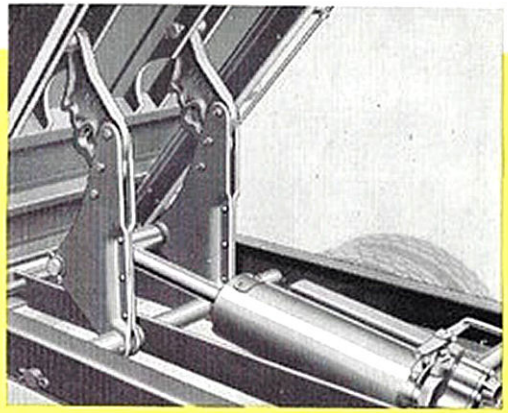
134-Inch HEAVY DUTY DUMP TRUCK

Frame of this husky truck is strongly built. The body is welded, heavy-gage steel, 84 inches long, 66 inches wide, 12.62 inches high, 1½ cubic yards capacity. Body sides have pockets for sideboards. Channel sides of spare wheel carrier are hinged. Auxiliary springs are standard equipment. Dual rear wheels, two-speed axle, reinforced frame, heavy duty tires, spare tire and other special equipment available at extra cost.





Two types of hoists are optional. In the direct-lift hoist shown above, the piston rod bears directly against a point near the load center of the body, raising the assembly to a dumping angle of 50 degrees. Dumping action is fast and complete. A ball check oil pump is employed, which permits the body to be locked at any desired angle. The oil pump is driven by the power take-off.



The arm-lift hoist operates with toothed racks. Lifting arms bear against a transverse bar mounted on the longitudinal sub-sills. Because effort required to hoist body decreases as body is lifted, this mechanism changes leverage on arms to keep required pump pressure practically constant. Oil pump ball check locks body at any angle. Maximum dumping angle 50 degrees.

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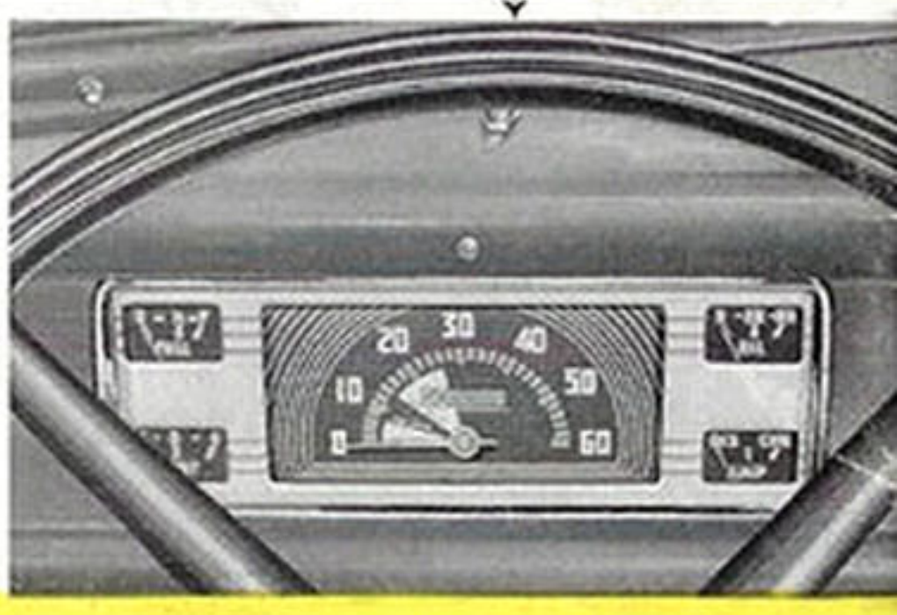
NEW TWO PIECE seat construction makes for increased driver comfort and reduced fatigue, with greater resultant safety. The deeper seat cushion rests on an independent but fixed riser. Back cushion has 3-inch adjustment. Forward position provides a passenger car seat-back angle.

←IN CAB UNITS, 19 gallon gas tank is now located under seat. Tool space is located at the right end of the gas tank. In panel units, 17 gallon tank is carried in the frame.

SHIFTOGUIDE SPEEDOMETER Heavy Duty and C.O.E. Trucks, shows the driver when to shift gears to obtain the greatest pulling ability and best economy.



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