

The New FORD TRUCKS

PROVED

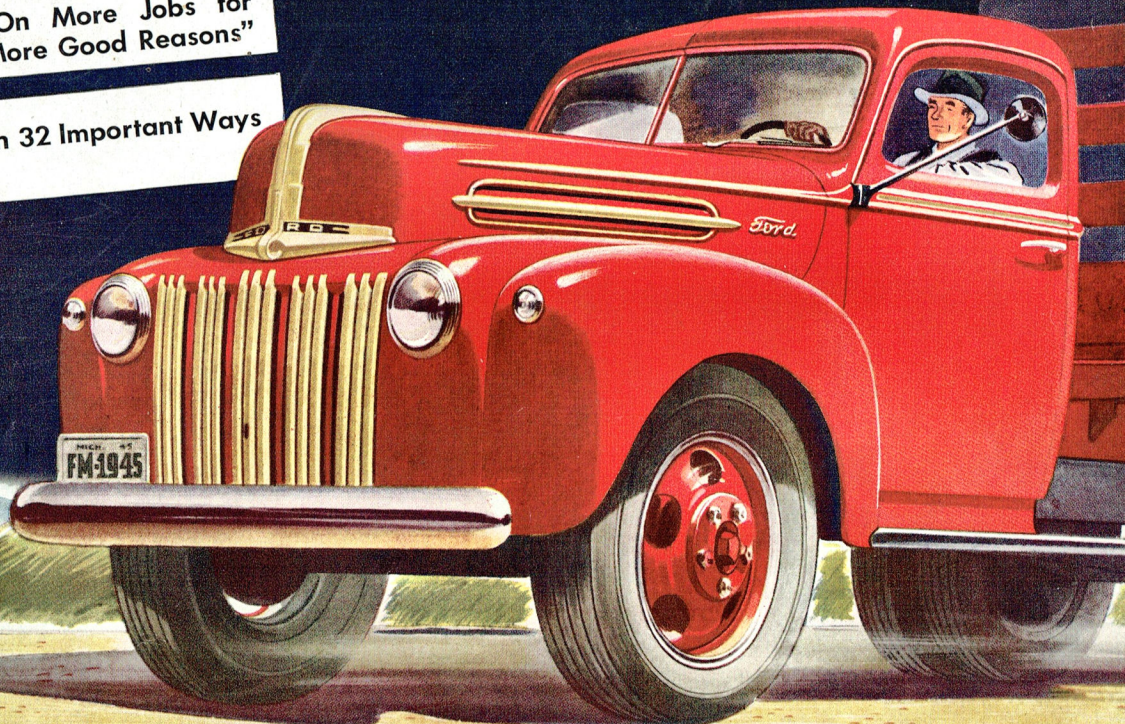
Registrations Show "More
Ford Trucks on the Road"

APPROVED

"On More Jobs for
More Good Reasons"

IMPROVED

in 32 Important Ways



MORE FORD TRUCKS ON THE ROAD • ON MORE JOBS • FOR MORE GOOD REASONS



The most severe test of truck equipment in all history has been going on ever since 1940, in every locality in America, as well as in rugged military service in most parts of the world. These strenuous years have again proved the ability and stamina of Ford Trucks to do an outstanding job in every type of hauling service wherever they are used.

In fleets numbering thousands of units, as well as in single-truck service, on jobs of every kind, Ford Trucks have been justifying, over and over again, the faith of their owners in time-proved Ford reliability, economy and endurance.

Now that the end of hostilities permits the complete production of Ford Trucks for civilian service, choose the Ford that fits your tasks, in fullest confidence. You will find it a better Ford Truck than any of its long line of worthy predecessors.

THERE ARE 32 BASIC ADVANCEMENTS

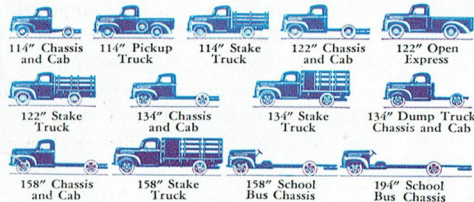
IN TODAY'S

NEW FORD TRUCKS

● Illustrated and described on the pages which follow are the Ford Truck models and types now being produced.

In choosing your truck from among these units, you derive certain important advantages in the way of chassis and equipment specifications. If your hauling needs are such that, in your opinion, these heavier-service features do not appear essential, you can dispense with certain of them, thereby effecting an appreciable saving in your truck investment.

Below, for your ready reference, is a "picture-list" of current Ford Trucks. Additional units will be added to the Ford Truck line as rapidly as materials become available and production facilities can be converted. Hence, if you feel that your particular hauling needs cannot be served exactly by one of the units illustrated and described here, then by all means consult your Ford dealer . . . it is quite possible that the model or type you desire may then be in production, even though not listed in this catalog.



THE 100 HP MODEL 59 V-8 ENGINE

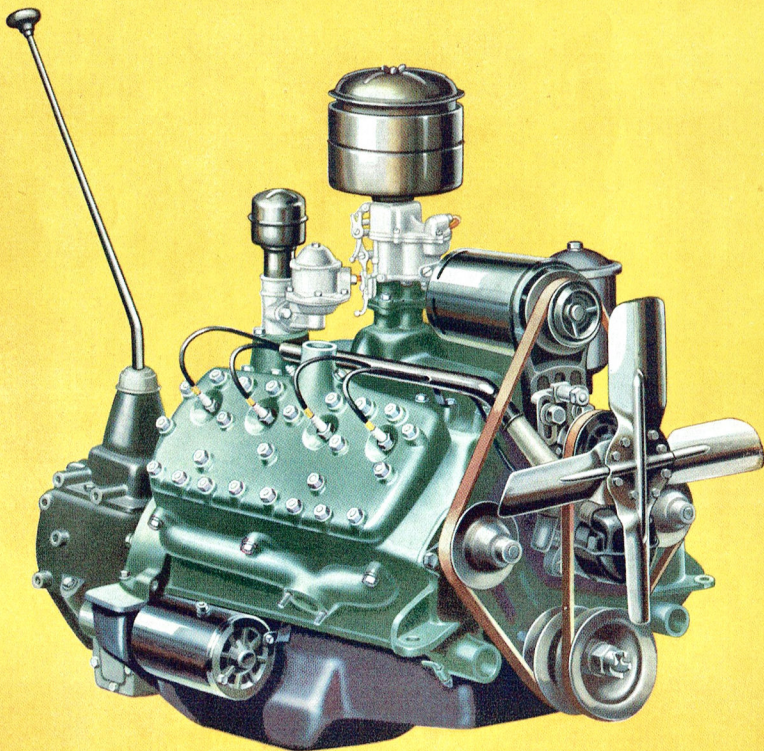
1. New aluminum alloy cam-ground pistons with 4 rings each—for improved oil control.
2. New steel-cored SILVALOY connecting rod bearings—provide $2\frac{1}{2}$ to 3 times longer life.
3. Larger capacity oil pump—for improved lubrication and longer bearing life.
4. Rear main bearing oil seal—for added oil economy.
5. Oil filter, renewable cartridge type—to keep oil clean and reduce engine wear.
6. Removable plate at bottom of oil pan—for easy access to clean oil pump screen.
7. Balanced carburetion—for increased economy and efficiency.
8. Latest type self-washing oil bath air cleaner—keeps out destructive dirt, thus prolonging engine life.
9. Thermostatically controlled exhaust by-pass valve regulates intake manifold temperature—for better fuel vaporization and economy.
10. Intake manifold—improved design for easy vacuum line connections.
11. New sealed-dry, V-outlet distributor—water-sealed, short-proof, air-cooled, trouble-free. Streamline-molded of dielectric bakelite.
12. Neoprene-coated high-tension spark plug leads protected by heavy ozone-resistant plastic jackets.
13. New aluminum timing gear—for longer life and silent operation.
14. Valve springs shot-blasted and rust-proofed—for longer life.
15. New stronger piston pins—for longer life.
16. New-design interchangeable cylinder heads—for simpler, lower-cost servicing.
17. More efficient exhaust valve cooling—for longer valve and cylinder block life.

18. High-efficiency fan—for better cooling.
19. Pressure-valve radiator cap—to prevent loss of coolant and improve engine operating efficiency.
20. Oil-resistant synthetic rubber engine mounts with new design front cups—for longer life.
21. Oil pan divided at clutch housing—provides easier servicing of 11-inch clutch.

THE CHASSIS

22. Larger clutch in Tonner truck, 44.7% increase in friction area—for longer life.
23. Four-speed transmission now standard in Tonner—for more efficient operation and longer life.
24. Four-speed transmission—internal spring reverse lock—eliminates latch on shift lever.
25. New-design transmission main shaft splines—to provide positive gear mesh under load.
26. Thrust washers added at ends of four-speed transmission countershaft gear—for longer life.
27. Larger tires now standard on all chassis—to obtain maximum life from present-production tires.
28. Wheel rims uniform wide-base on each model—for better tire life and simplified servicing.
29. Two-speed axle vacuum shift—for easier control and elimination of separate shift lever.
30. Additional sill cross-member at rear of cab—for greater stability and longer cab life.
31. Cab door window glass mounted in metal frame—for greater strength to prevent glass breakage.
32. Larger, adjustable-arm rear-view mirror—for increased visibility and safety.

The Famous 100 H.P FORD V-8 ENGINE...



**The most thoroughly service-proved truck engine
in existence**

There is no truck engine like the Ford V-8 . . . nor is there a truck engine of any description with such a sound service record. Year after year, new betterments have been engineered into it, to provide new economy, reliability, power and smoothness. Operators of single Ford Trucks and big fleets alike—thousands on thousands of them—know from their own experience how well the power, endurance, economy, simplicity and reliability of the Ford V-8 measure up to the toughest truck jobs.

V-8 ENGINE SPECIFICATIONS

100 HORSEPOWER • Bore 3.187 inches. Stroke 3.75 inches. Piston displacement 239 cu. in. Brake horsepower 100 at 3800 rpm. Torque 180 lbs-ft at 2000 rpm. Taxable horsepower rating 32.5.

ENGINE BLOCK • Ford cast semi-steel. Cylinders and crankcase integrally cast. Full-length water jackets. Precision micro-finish cylinders. Heads interchangeable, right and left.

CRANKSHAFT • Cast alloy steel. Fully counter-balanced, integral counter-weights. Weight: 69.2 pounds. Three main bearings. Main bearing surface area: 36.28 sq. in.

CONNECTING RODS • Alloy steel forgings. Mounted side-by-side in pairs on new Ford steel-cored Silvaloy bearings of floating type, for greater strength and longer life under severe operating conditions. Bronze piston pin bushings.

PISTONS • Lightweight cam-ground aluminum alloy pistons with four rings each. Floating-type piston pins with bearing surfaces in both rod and piston.

CAMSHAFT • Wear resisting, special cast alloy iron. Three steel-backed babbitt bearings. Aluminum timing gear—long-lived, quiet.

VALVES • All intake and exhaust valves are special heat-resisting alloy steel. Mushroom-end valve stems. Lightweight, one-piece welded steel valve lifters. Valves are precision-set. Valve springs shot-blasted, rust-proofed for long life.

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. New rear main bearing oil seal. Larger capacity oil pump. Replaceable cartridge type filter. Crankcase capacity, 5 quarts.

CRANKCASE VENTILATION • Directed-flow through crankcase.

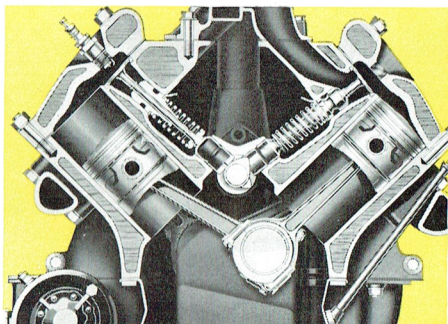
COOLING • Two centrifugal water pumps, self-sealing and self-lubricating type. Thermostatic temperature control.

FUEL SYSTEM • Dual down-draft carburetor with duplex-intake manifold. Automatic control of intake manifold temperature. Oil bath air cleaner. Mechanical fuel pump.

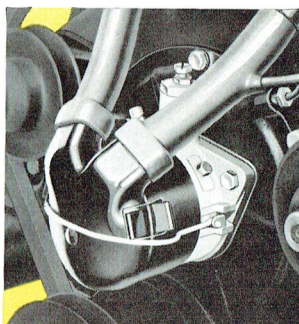
IGNITION • Direct-driven distributor. Coil in waterproof housing. Fully automatic spark advance with vacuum-controlled centrifugal governor.

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

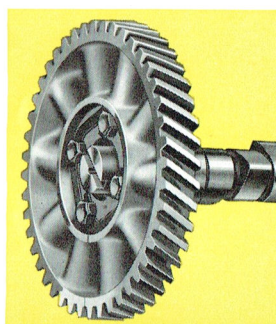
embodying far-reaching improvements



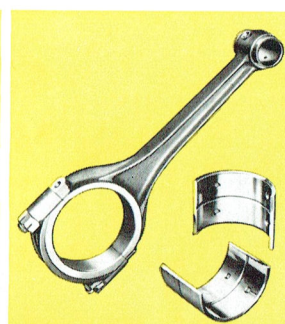
Temperature control is thorough. Coolant is led to full depth of cylinders and valve guides. Pistons are aluminum alloy, cam-ground, carrying four rings each—providing better oil control and faster heat dissipation. Hard alloy steel inserted seats for all valves minimize maintenance costs. Chrome alloy steel valves are of the precision-set type, and need no adjustment. Piston pins turn in both rods and pistons.



New sealed-dry, V-outlet distributor is molded of dielectric bakelite. Neoprene-coated high-tension leads are protected by plastic jackets. Delivers exceptionally reliable performance under extremely adverse conditions. Water-sealed, air-cooled, short-proof.

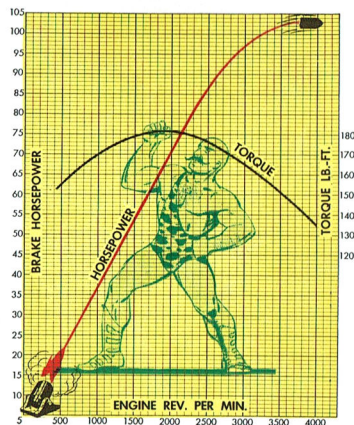


New aluminum timing gear is quieter and longer-lived. Being bolted on, it is removable without disturbing the camshaft. This Ford feature saves the truck owner both time and money. Camshaft of special wear-resistant alloy, has three steel-backed bearings.



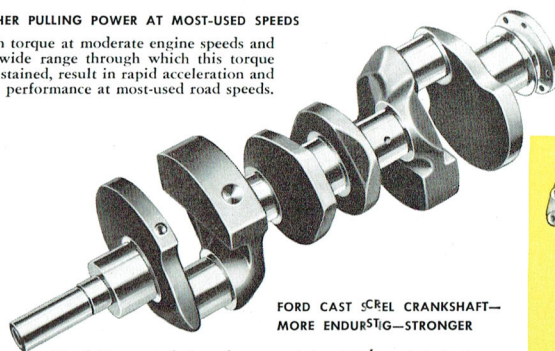
2½ TO 3 TIMES MORE SERVICE LIFE FROM NEW FORD ROD BEARINGS

New Ford steel-cored SILVALOY connecting rod bearings withstand both higher temperatures and higher bearing loads. Of the precision type, floating installation, each bearing serves a pair of connecting rods for compactness and utmost strength. Ford connecting rods are high-strength alloy steel forgings.



HIGHER PULLING POWER AT MOST-USED SPEEDS

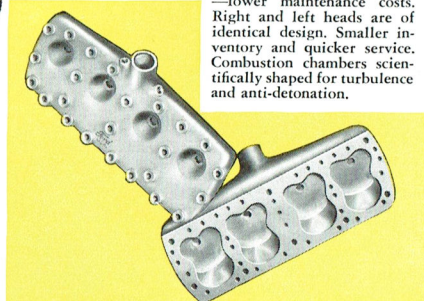
High torque at moderate engine speeds and the wide range through which this torque is sustained, result in rapid acceleration and high performance at most-used road speeds.



FORD CAST STEEL CRANKSHAFT—MORE ENDURING—STRONGER

The fully counterbalanced, extremely hard V-8 crankshaft of special cast alloy steel, is short, massive, rigid, supported on three large replaceable type main bearings. Its great resistance to bending strains and freedom from torsional vibration contribute to smooth Ford V-8 engine performance and long bearing life.

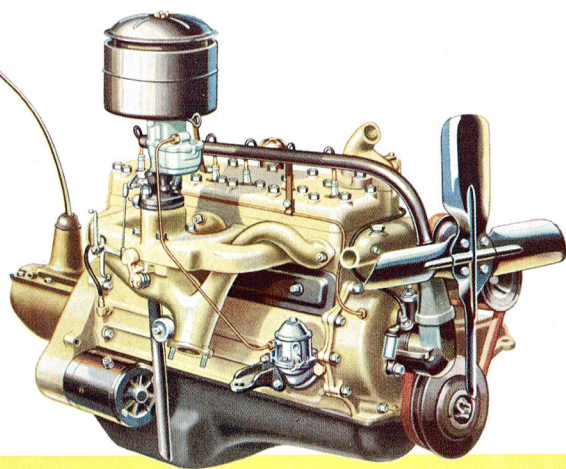
RIGHT AND LEFT CYLINDER HEADS INTERCHANGEABLE



—lower maintenance costs. Right and left heads are of identical design. Smaller inventory and quicker service. Combustion chambers scientifically shaped for turbulence and anti-detonation.

THE 90 H.P. **FORD SIX**

Embracing exclusive Ford advancements in six-cylinder design, for better cooling, better lubrication, better combustion



SIX - CYLINDER ENGINE SPECIFICATIONS

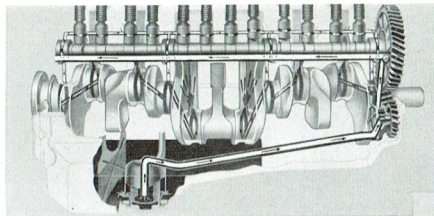
L-head type, Bore 3.300 in., stroke 4.400 in., piston displacement 226 cu. in. Maximum brake hp. 90 at 3,300 rpm.; maximum torque 180 lbs.-ft. at 1,200 rpm.; taxable hp. rating 26.1. Engine block Ford cast semi-steel. Crankshaft Ford cast alloy steel, counterbalanced, with vibration damper, carried in 4 large main bearings. Cylinder bores micro-finished. Pistons alumi-

num alloy, cam-ground, 4 rings each. Valves precision-set; special hard steel inserted exhaust valve seats. Pre-lubricated packless type water pump. Direct pressure lubrication; crankcase ventilation; downdraft carburetion; anti-vapor-lock exhaust manifold; automatic control of intake manifold temperature; automatic centrifugal-and-vacuum spark control.

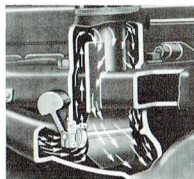
COMBINING BRILLIANT PERFORMANCE WITH ECONOMY

The Ford Six is available in all current models of Ford Trucks and School Buses. For the operator whose loads, road surfaces, grades and desired road speeds call for peak torque at lower engine speeds, the Ford Six is recommended as, in our opinion, the most advanced engine of this type and power obtainable. It is a rugged, simple, durable power plant, of true Ford design, Ford engineering and Ford precision manufacture. It is an L-head as are the engines in commercial vehicles of higher price. Thus it can, and does, provide combustion-chamber contour of the efficient higher-turbulence type, with resultant fuel economies and superior performance characteristics.

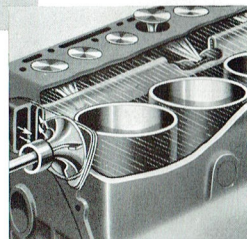
At Left—Filtered oil is fed under pressure, through cored passageways and drilled leads, to all main, rod and camshaft bearings, tappets and timing gears. Oil sprayed from bearings to cylinder walls, pistons, wrist-pins and valve stems. Engineered for continuous heavy-duty operation at all speeds. Note that screen is removable with drain plug.



At Right—Gusher-cooling of exhaust valve seats by rustless tube supplements primary water circulation. Thermostatic control for quick warm-up.

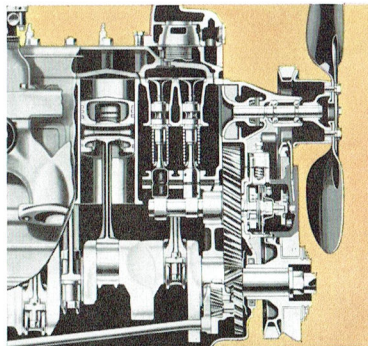


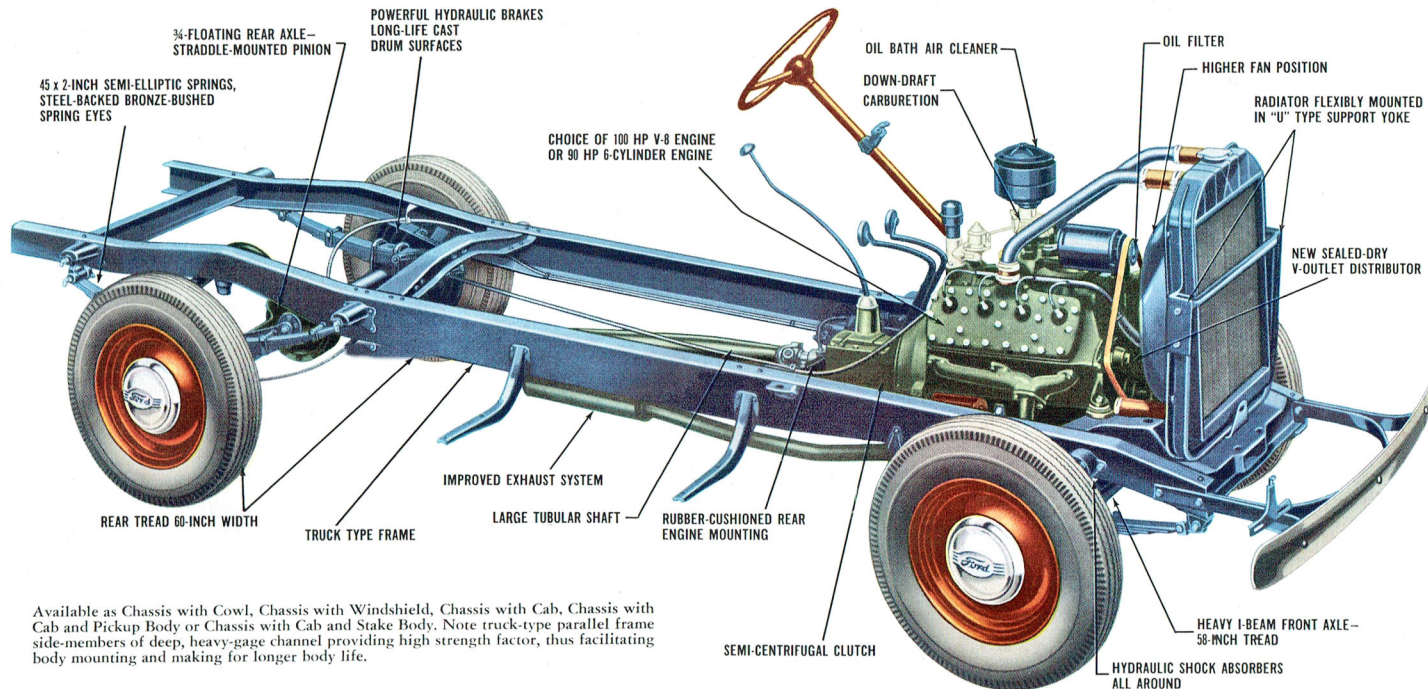
At Left—Thermostatic valve diverts hot exhaust gases to heat the intake riser to minimize choking and oil dilution. Valve automatically opens as engine warms up.



ADVANCED ENGINEERING FOR LONG LIFE, LOW COSTS!

4-ring cam-ground aluminum alloy pistons—for improved oil control
• Hardened steel inserts in exhaust valve seats—minimize wear, retain constant lash longer • Ball bearing mounted fan • Packless water pump—give freedom from periodic maintenance • Full-length cylinder water jacketing—for even temperatures, uniform clearances
• Integrally counterweighted crankshaft, precision-balanced, with vibration damper—for smoothness
• Direct-driven, no-backlash distributor, with automatic, centrifugal-and-vacuum spark control—for better performance and economy.





Available as Chassis with Cowl, Chassis with Windshield, Chassis with Cab, Chassis with Cab and Pickup Body or Chassis with Cab and Stake Body. Note truck-type parallel frame side-members of deep, heavy-gage channel providing high strength factor, thus facilitating body mounting and making for longer body life.

The New Light Duty Truck Chassis

IN 114-INCH WHEELBASE ONLY

BRIEF SPECIFICATIONS:

ENGINE • 100 H.P. V-8 or 90 H.P. Six.

CLUTCH • Semi-centrifugal type. Diameter 10 in. Total frictional area 85.5 sq. in.

TRANSMISSION • Three forward speeds. Roller and ball bearings in all forward speeds. Blocker-type synchronizers. All helical, silent-type gears. Four speed transmission optional.

UNIVERSAL JOINTS • Highly efficient needle bearing type—for long life in severe service.

FRAME • Truck-type pressed steel channel.

Frame width 34 in. Side members: depth 5.92 in., width 2.25 in., thickness 0.15 in.

FRONT AXLE • Heat-treated alloy steel forging.

REAR AXLE • Three-quarter-floating type. Spiral bevel gear drive with straddle-mounted pinion. Four-pinion type differential. Gear ratio: st'd. 3.78 to 1—optional 3.54 to 1; 4.11 to 1.

SPRINGS • Semi-elliptic. Special alloy steel. Front: length 36 in., width 1.75 in. Rear: length 45 in., width 2.00 in. Hardened steel pins and steel-backed bronze bushings.

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 in. x 1.75 in., front and rear. Lining area 162 sq. in. Brake drums with cast iron braking surfaces fused to pressed steel drum rings. Hand lever operates rear wheel brakes.

WHEELS • Five. Disc type. 16-in. diameter, 4.50-in. rims.

TIRES • Four. 6.50-16, 6-ply.

DIMENSIONS • Back of cab to C/L rear axle, 40.06 inches; to end of frame, 75.87 inches.

TREAD • Front 58 inches. Rear 60 inches.

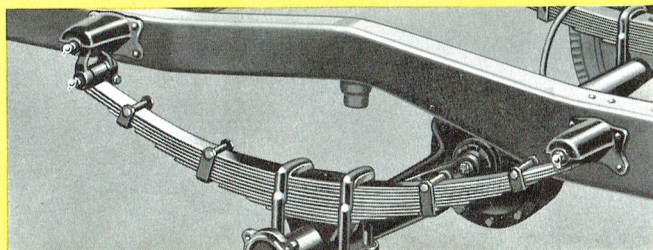
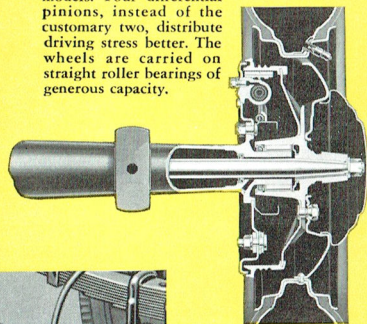
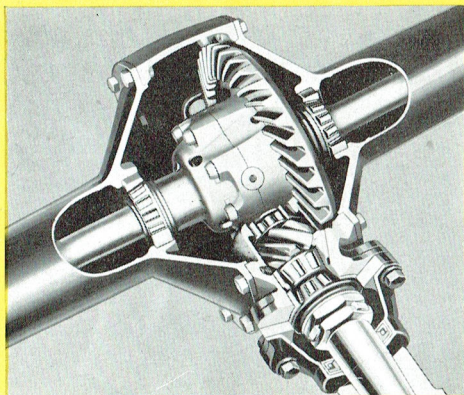
TURNING RADIUS • 21.25 feet.

STANDARD EQUIPMENT FOR CHASSIS • Includes front fenders and running boards on chassis with cab; rear fenders included on Pickup; double-acting shock absorbers, front and rear; cowl ventilation; 19-gallon fuel tank; spare wheel carrier; spare wheel and tire lock; front bumper; jack and tool kit.

THE FORD PICKUP — *Deservedly,*

EXTRA-STURDY AXLE IS ¾-FLOATING TYPE

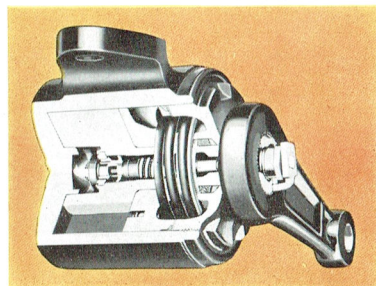
Ford Light Duty Trucks have the Ford ¾-floating rear axle, in which the axle shafts carry no load. Note the "straddle-mounting" of the main drive shaft pinion, on *three* large roller bearings—a long-life feature found elsewhere only in larger, costlier models. Four differential pinions, instead of the customary two, distribute driving stress better. The wheels are carried on straight roller bearings of generous capacity.



Load is transferred to the frame evenly at all four spring brackets, the alloy steel semi-elliptic springs also serving as transmitting and cushioning members which conduct driving and braking forces to the frame. This enhances efficiency and simplifies servicing.

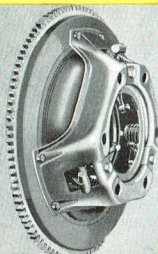
TRUCK-ENGINEERED CONSTRUCTION

These light duty Ford units are true trucks in every sense of the word. They are *truck-engineered*, through and through, for the fast and efficient transportation of half-ton payloads, just as the larger, heavy duty Ford Trucks are designed and conservatively rated for *their* loads, which run up to as much as ten thousand pounds with body and equipment. Your choice of a Ford Truck is backed by the judgment of the largest single group of truck operators in existence. Their preference is based solidly on Ford ruggedness, reliability and economy.



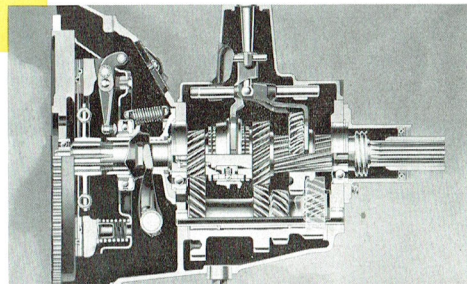
Hydraulic, double-acting shock absorbers are standard equipment, front and rear. Adjustable to suit loading. Self-sealing type using synthetic rubber for long mileage between refills. Accurate metered adjustment.

Hydraulic brakes are the independently anchored two-shoe type. Front and rear brakes are 12 inches in diameter. Brake shoes are 1.75 inches wide. Brake lining area is 162 sq. in.; drum area 264 sq. in. Of normally energized design, they assure safe, straight stops.

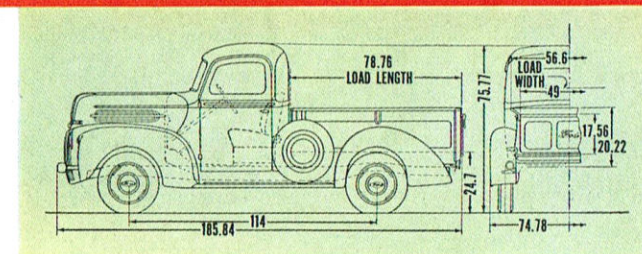
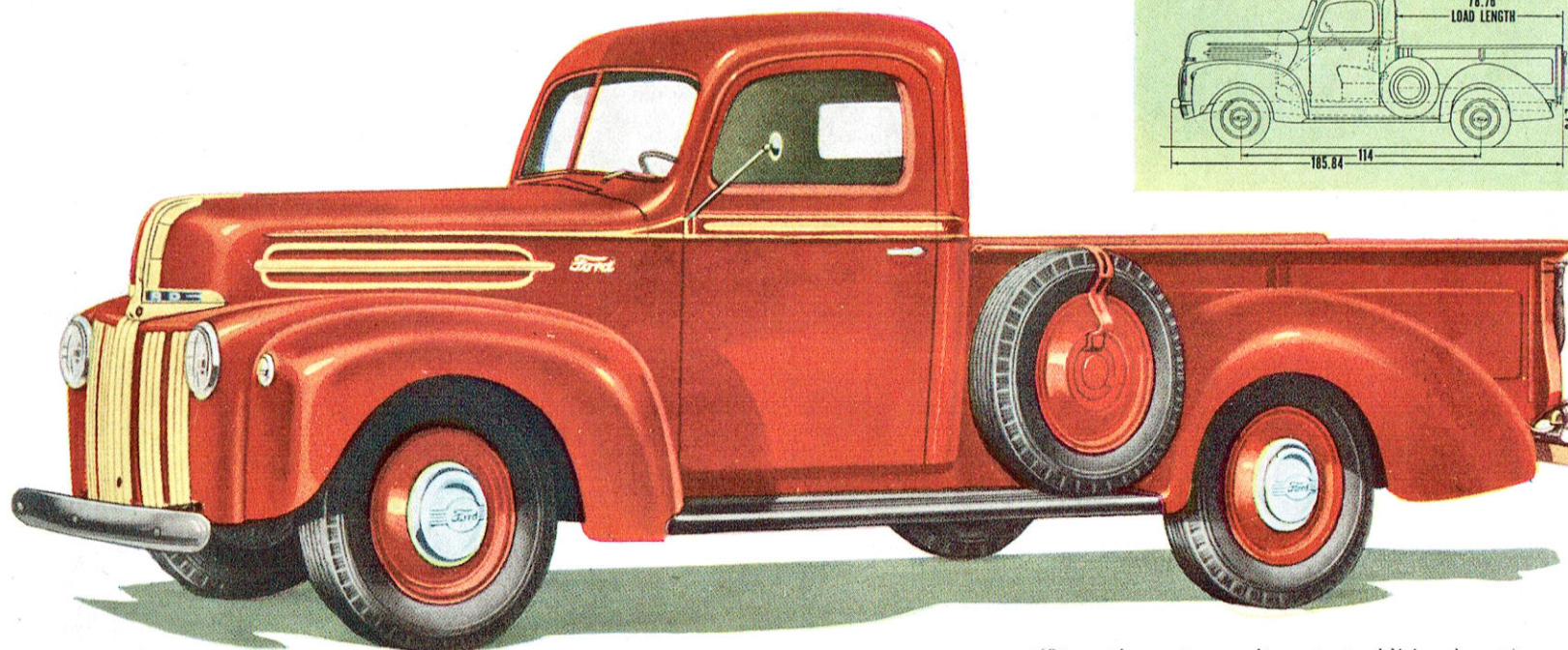


At Left—The 10-inch semi-centrifugal clutch used in Ford Light Duty units is of more than adequate capacity to transmit full engine torque in severest service, yet operates with low pedal pressure. The ball throwout and pilot bearings are pre-lubricated, sealed, trouble-free.

At Right—The truck-type 3-speed transmission is long-lived, rugged, with wide-faced, quiet-running helical gears. Blocker-type synchronizers facilitate easy, silent shifting. 4-speed transmission optional.



America's most Popular Light Duty Truck



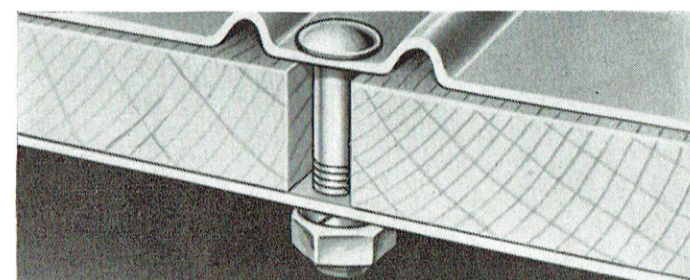
(Spare tire, extra equipment at additional cost)



The Ford Pickup meets the needs of the largest of all groups of truck operators. It is ideal for rapid retail and wholesale delivery, for the "service industries" such as plumbing, heating, hardware, tinsmithing, electrical contracting, painting and public utility maintenance; also for the farmer and landscape gardener, for newspaper distribution and all the secondary tasks connected with heavier trucking. The durable truck-type chassis, the big, sturdy body and comfortable ride assured by the Ford coupe cab and double-action shock absorbers all around, make the Pickup the favorite of most any fleet.

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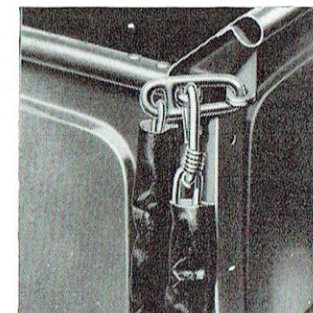
The 49 x 78 $\frac{3}{4}$ x 20-inch Pickup body of heavy gage steel provides 45 cubic feet of load space, unobstructed by wheelhousings. Tailgate is strong and rigid, with taper-rolled edge reinforcement. It closes tightly and swings clear down if desired. Note front panel reinforcing ribs and strong stake pockets.



Strength, rigidity, freedom from denting, provided by hardwood-reinforced steel floor, with formed skid-strips.

• • •

Locking links of forged steel hold tailgate tightly closed and quiet. Note deep-drawn paneling of tailgate and sides and the strong, handsome rolled edge of flareboards. Sturdy corner posts also contribute to durability.



THE NEW FORD TONNER—AMERICA'S "NUMBER-ONE ONE-TON" VALUE

SPECIFICATIONS

The Ford One-Ton Chassis 122-inch Wheelbase

ENGINE • 100 H.P. V-8 or 90 H.P. Six.

CLUTCH • Semi-centrifugal type. Diameter 11 in. Total frictional area 123.7 sq. in.

TRANSMISSION • Four forward speeds. Roller and ball bearings in all forward speeds. Spring-loaded internal reverse lock. Main shaft splines designed to hold 2nd and 3rd gears in positive mesh under load.

UNIVERSAL JOINTS • Highly efficient needle bearing type for long life in severe service.

FRAME • Truck-type pressed steel channel. Frame width 34 in. Side members: depth 6.0 in., width 2.25 in., thickness 0.19 in.

FRONT AXLE • Heat-treated alloy steel forging.

REAR AXLE • Full-floating type. Spiral bevel gear drive with straddle-mounted pinion. Ring gear thrust plate. Four-pinion type differential. Gear ratio: st'd. 4.86 to 1. Optional 4.11 to 1.

SPRINGS • Semi-elliptic. Special alloy steel. Front: length 36 in., width 1.75 in. Rear: length 45 in., width 2.25 in. Hardened steel-backed bronze bushings.

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

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

BRAKES • Hydraulic. Independently anchored two-shoe type. Front 12 in. x 1.75 in., rear 14 in. x 2 in. Lining area 186.8 sq. in. Brake drums cast iron fused to pressed steel drum discs. (Hand brake lever operates rear wheel brakes.)

WHEELS • Five. Disc type. 17-in. diameter, 4.33 R (16 in.) rims.

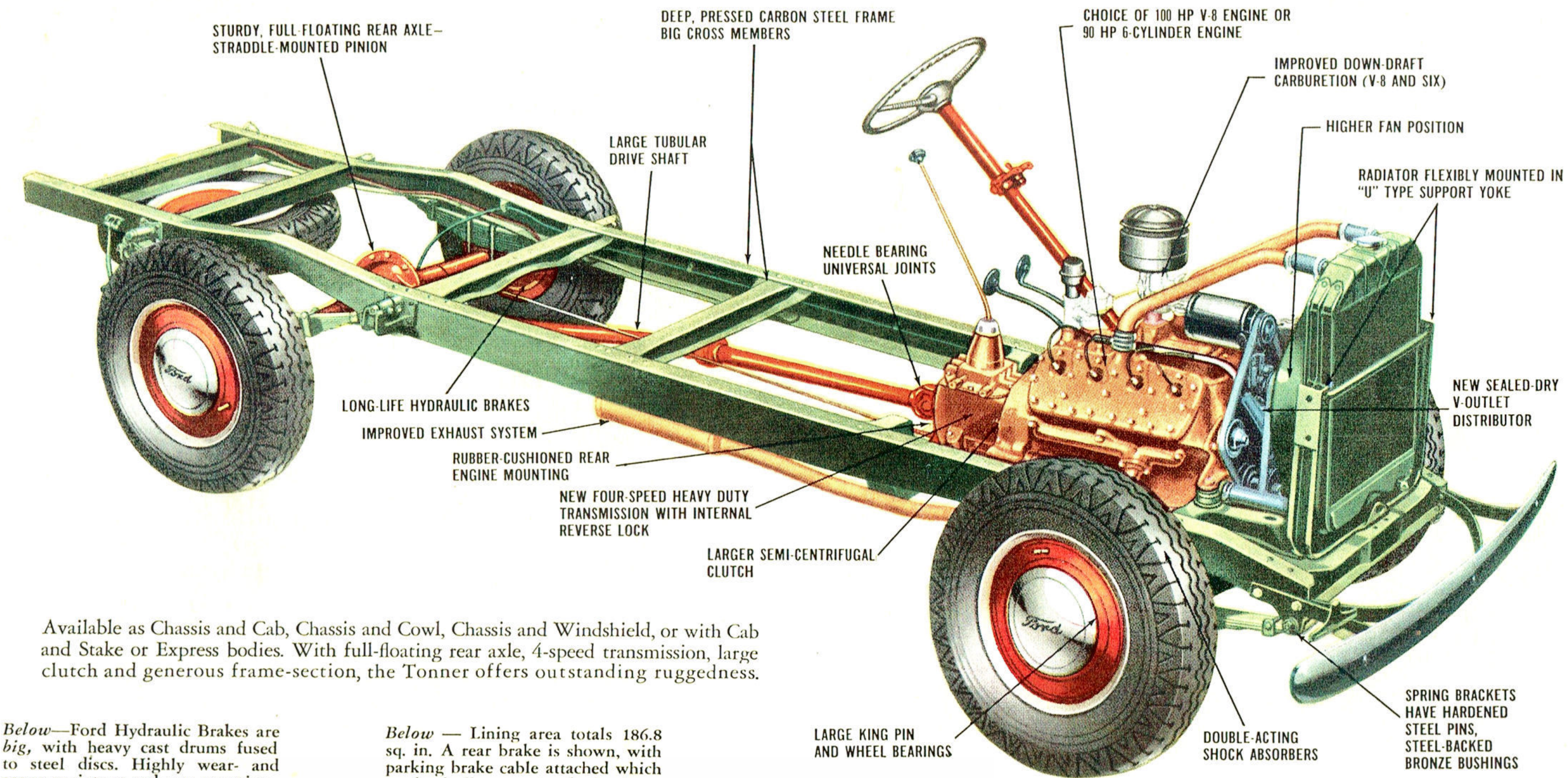
TIRES • Four. Front 7.00-17, 6-ply; Rear 7.50-17, 8-ply.

DIMENSIONS • Back of cab to C/L rear axle, 48.06 inches; to end of frame, 96.06 inches.

TREAD • Front 58 inches. Rear 60 inches.

TURNING RADIUS • 22.0 feet.

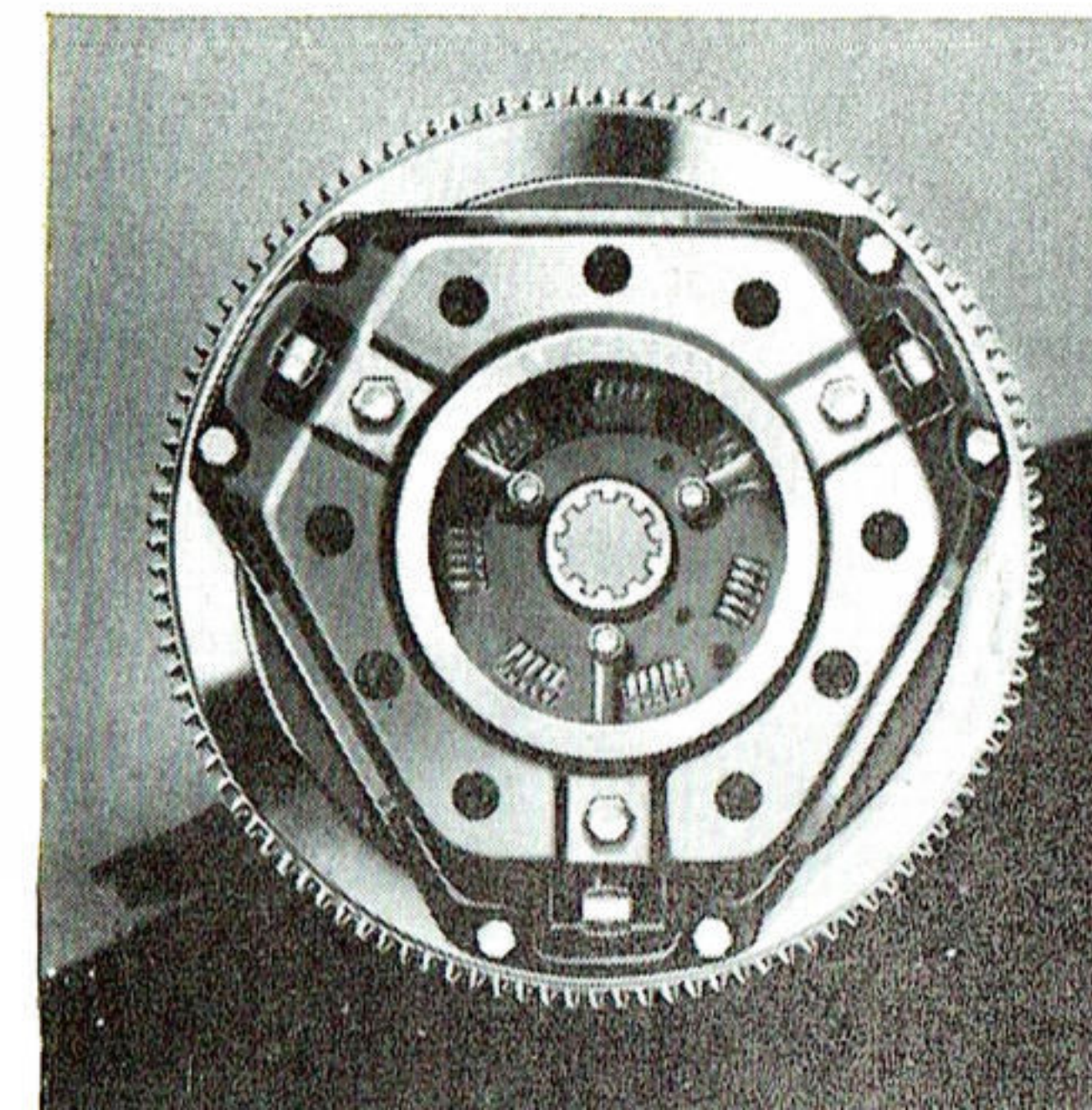
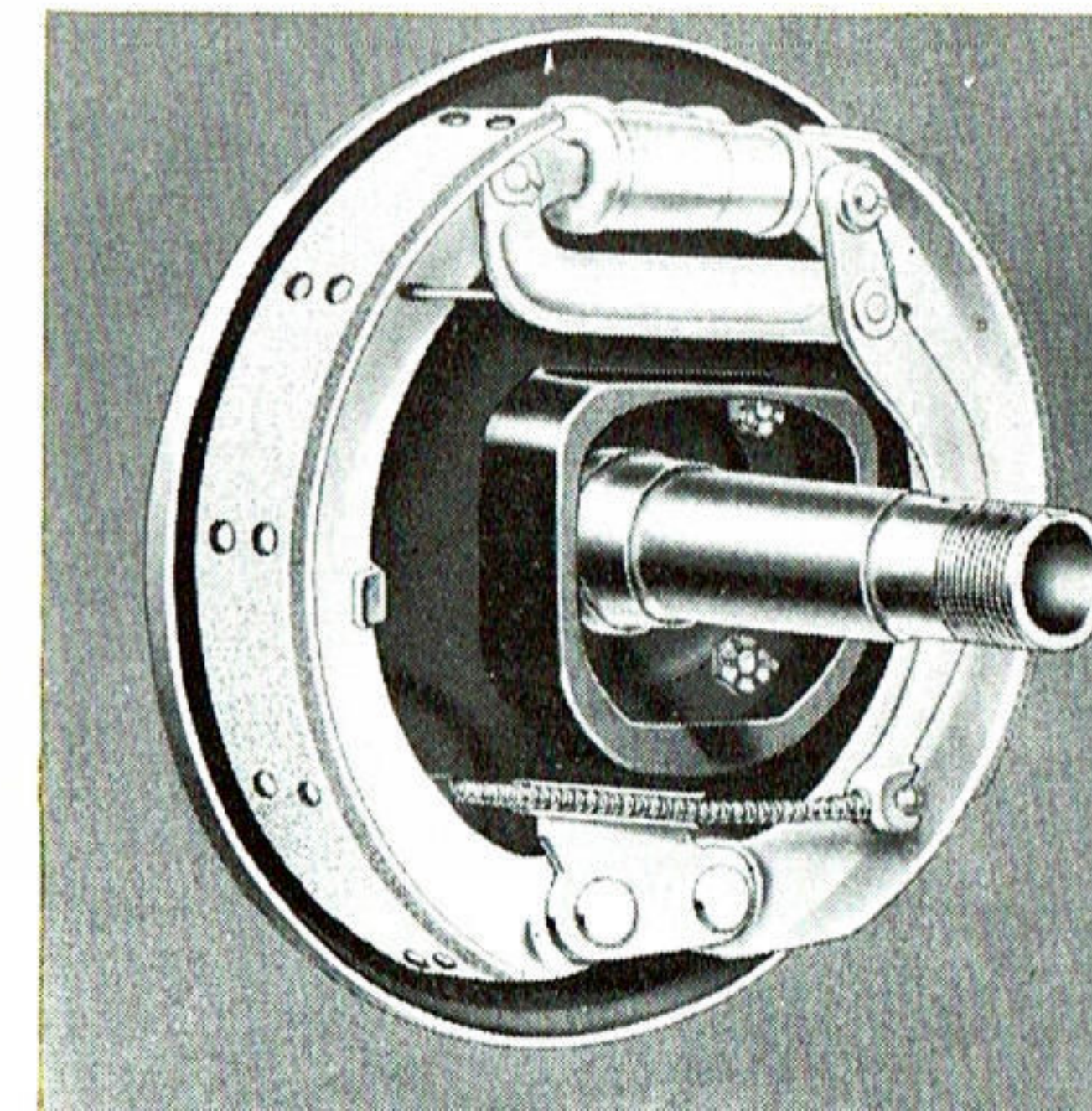
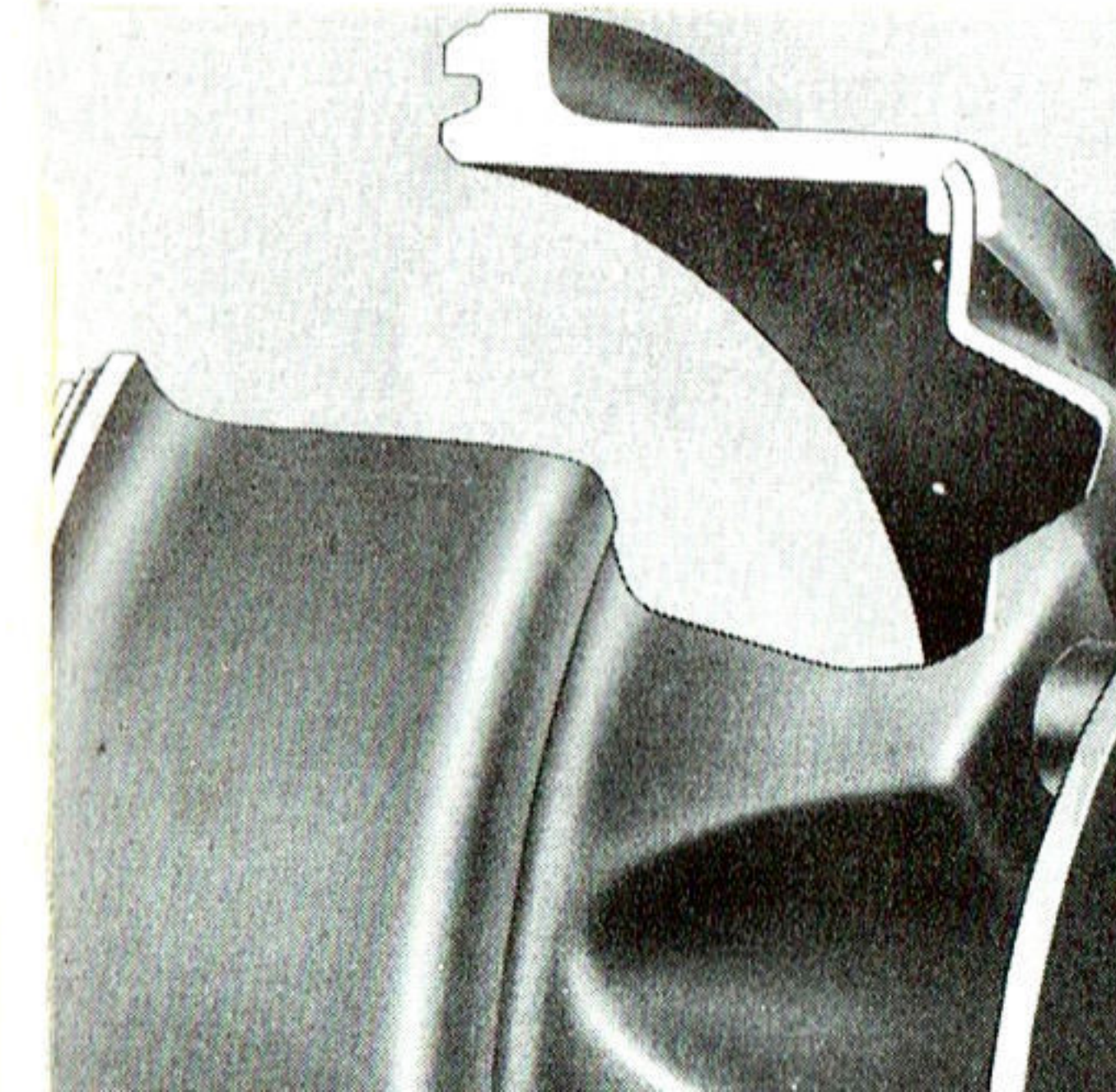
STANDARD EQUIPMENT • Includes front fenders and running boards on chassis with cab; rear fenders included on Express; double-acting shock absorbers on front; cowl ventilator; 19-gallon fuel tank; spare wheel carrier; front bumper; jack and tool kit.



Available as Chassis and Cab, Chassis and Cowl, Chassis and Windshield, or with Cab and Stake or Express bodies. With full-floating rear axle, 4-speed transmission, large clutch and generous frame-section, the Tonner offers outstanding ruggedness.

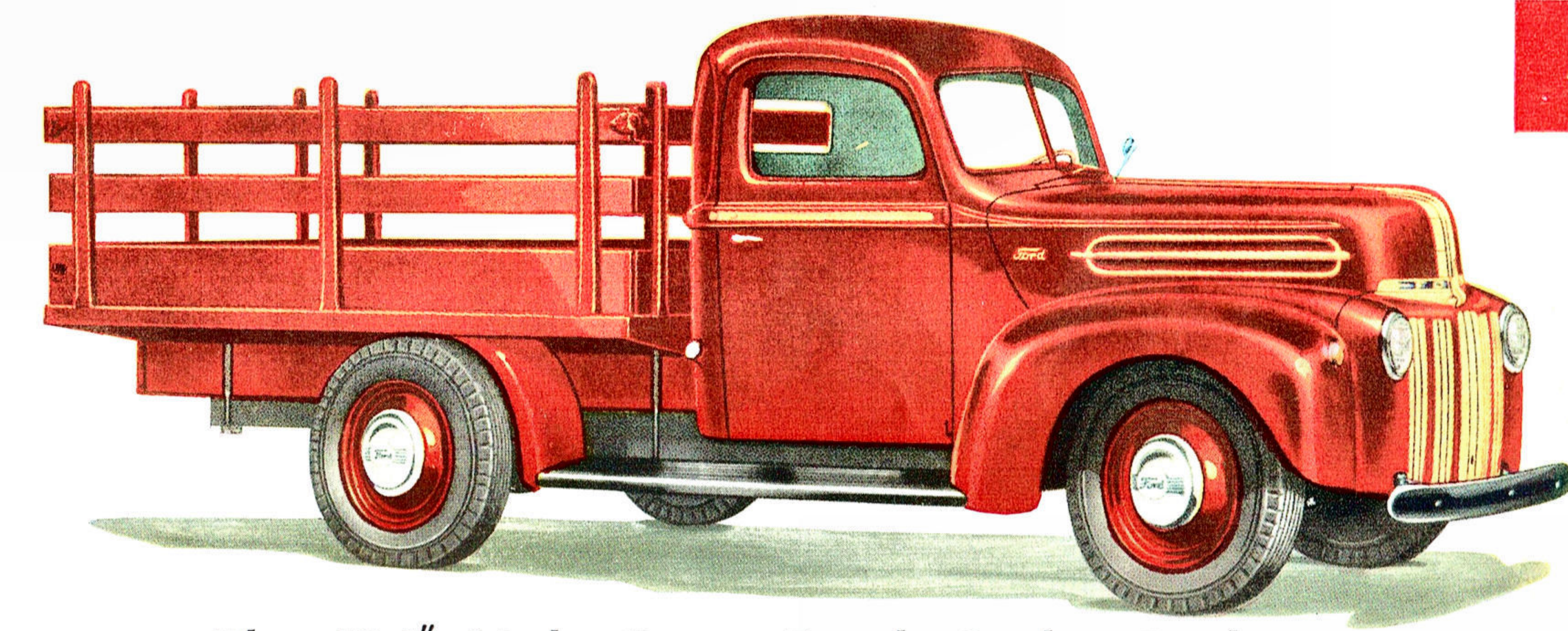
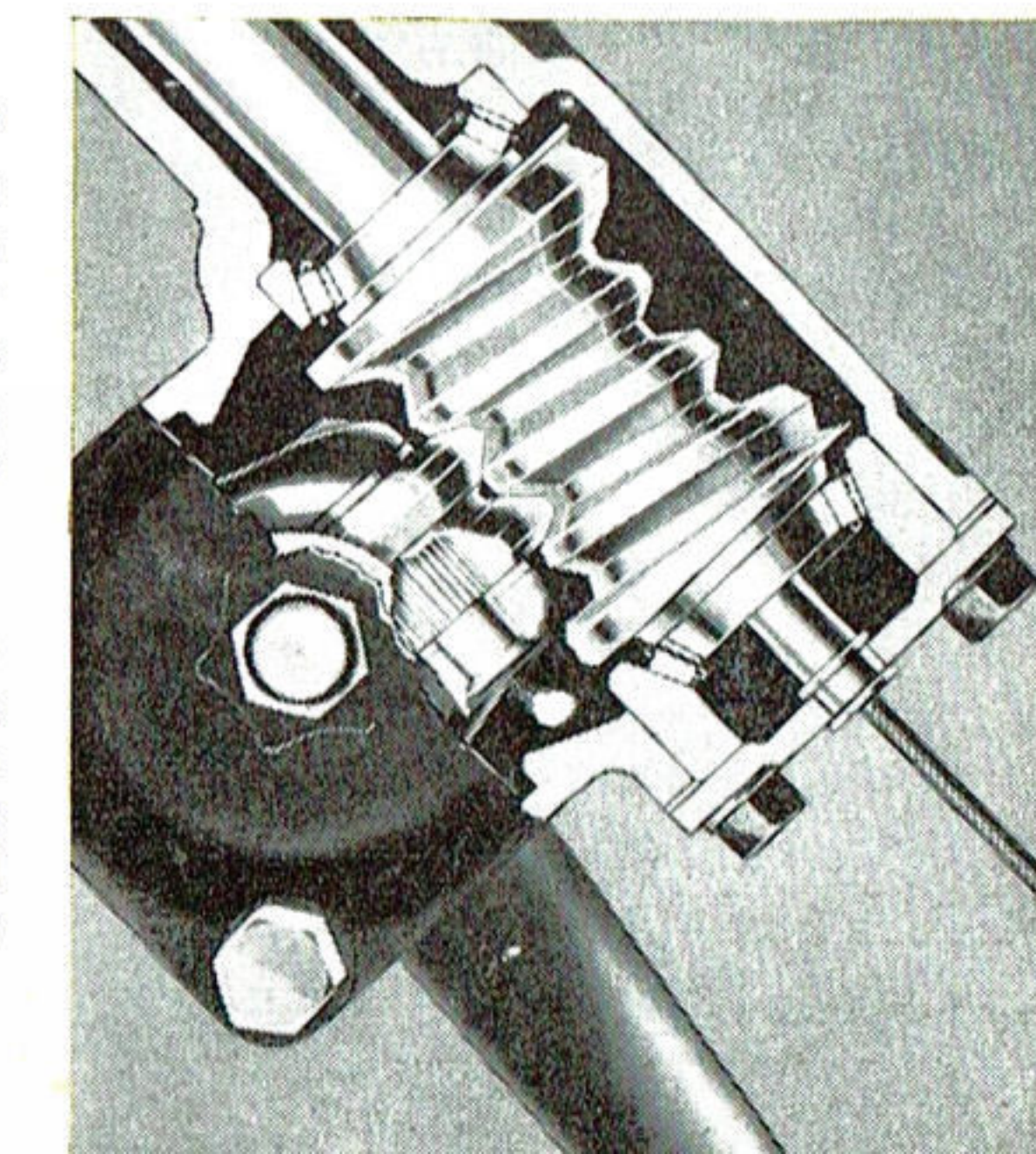
Below—Ford Hydraulic Brakes are big, with heavy cast drums fused to steel discs. Highly wear- and score-resistant and non-warping.

Below — Lining area totals 186.8 sq. in. A rear brake is shown, with parking brake cable attached which mechanically operates both shoes.



Left — Extra-capacity semi-centrifugal clutch, long-lived, easy in action. Grip automatically increases with engine speed, eliminating slip, yet low pedal pressure is provided.

Right—Ford worm-and-roller steering, famous for ease and safety. Friction minimized by needle bearing on roller and tapered roller bearings on worm.



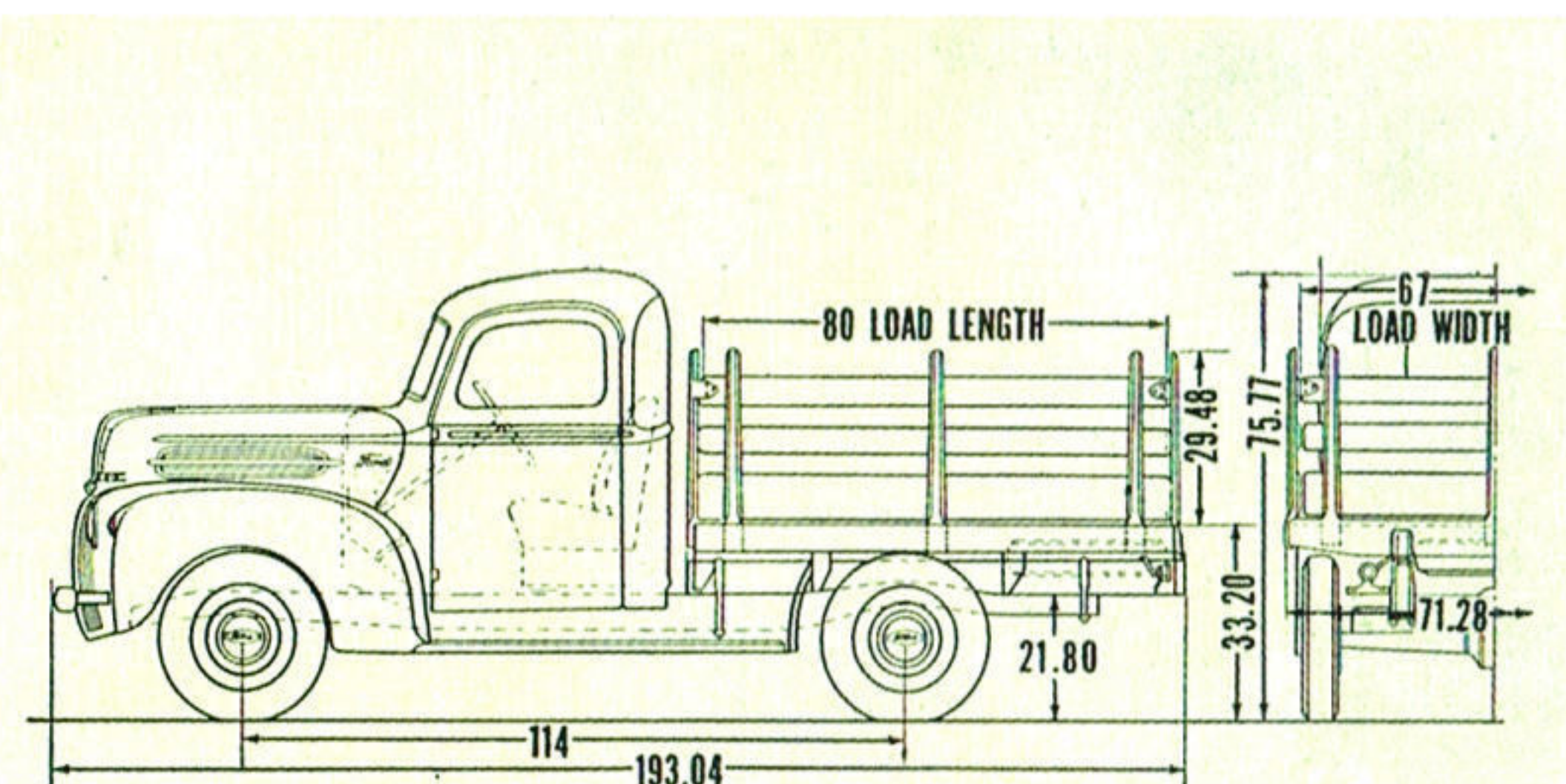
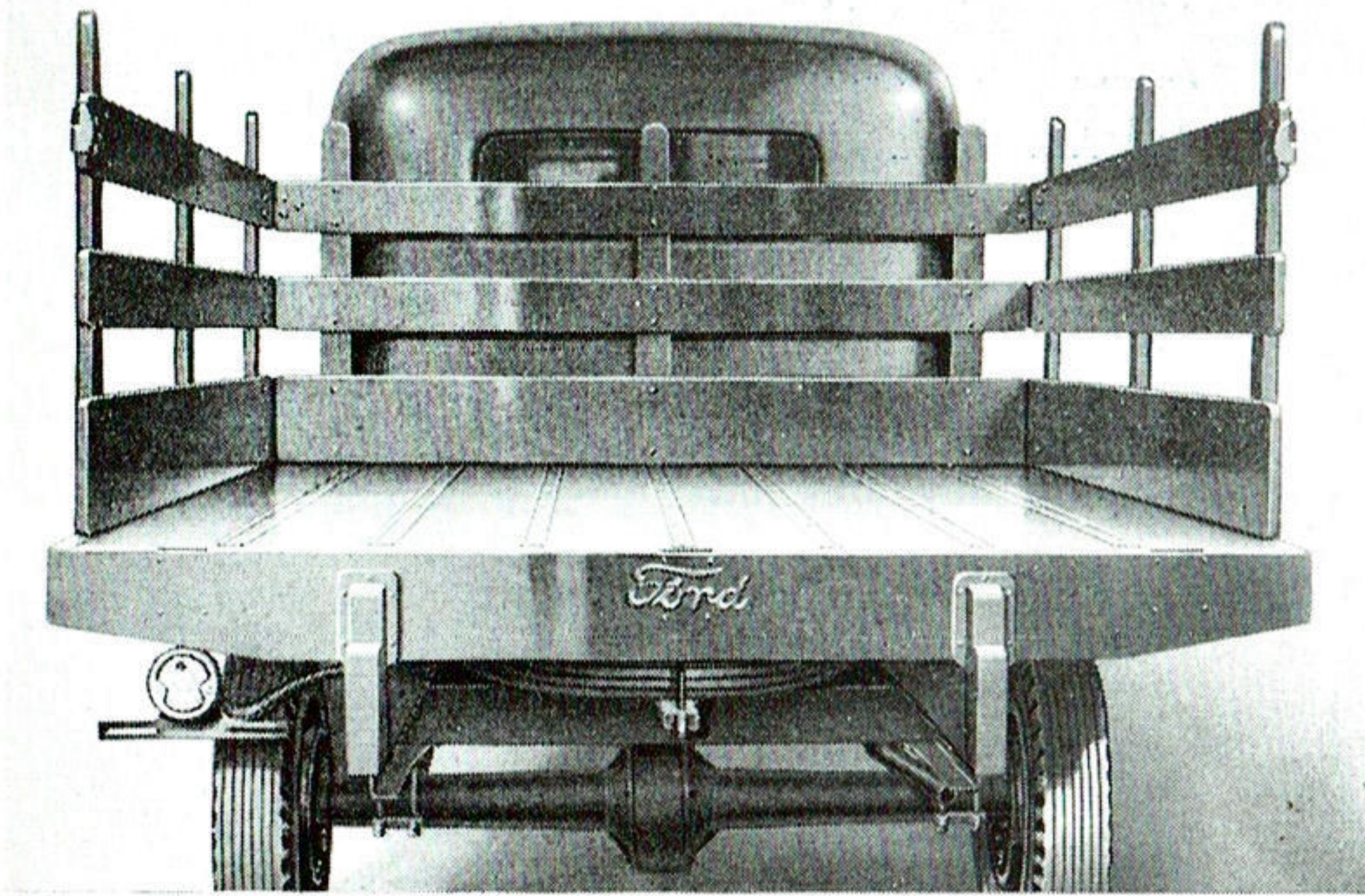
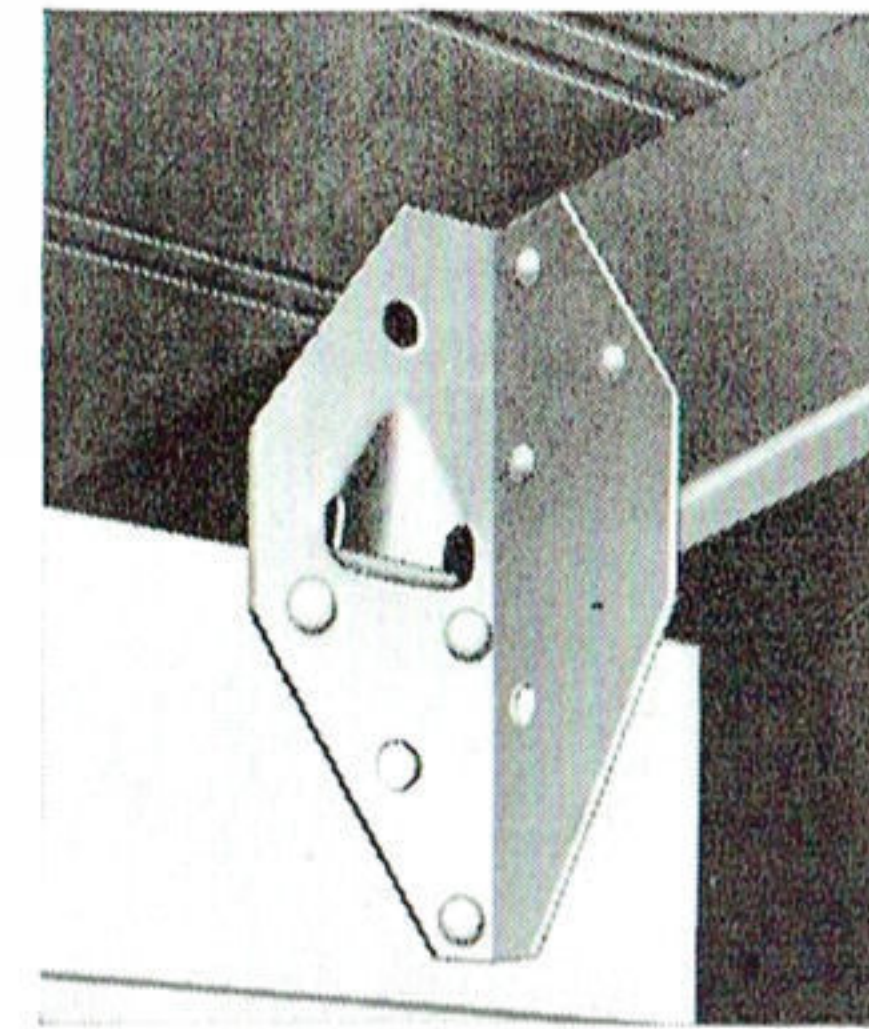
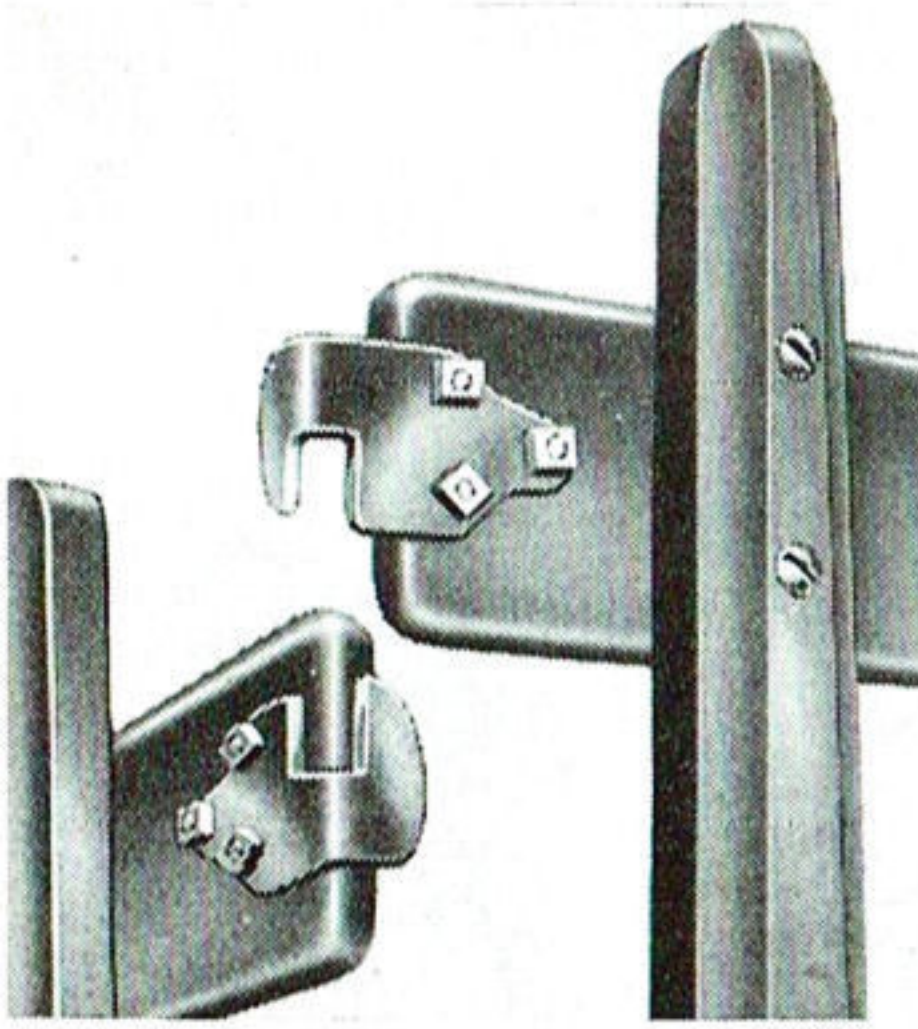
The 114" Light Duty Truck Stake Body

Built for hard service, this fast hauling unit is equally popular on the farm and in city service. The body is big and sturdily constructed of well-seasoned hardwood, to withstand hard service. Note low loading height—only 33.2 inches.

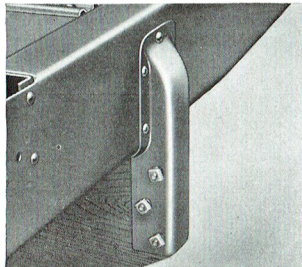
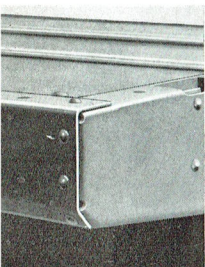
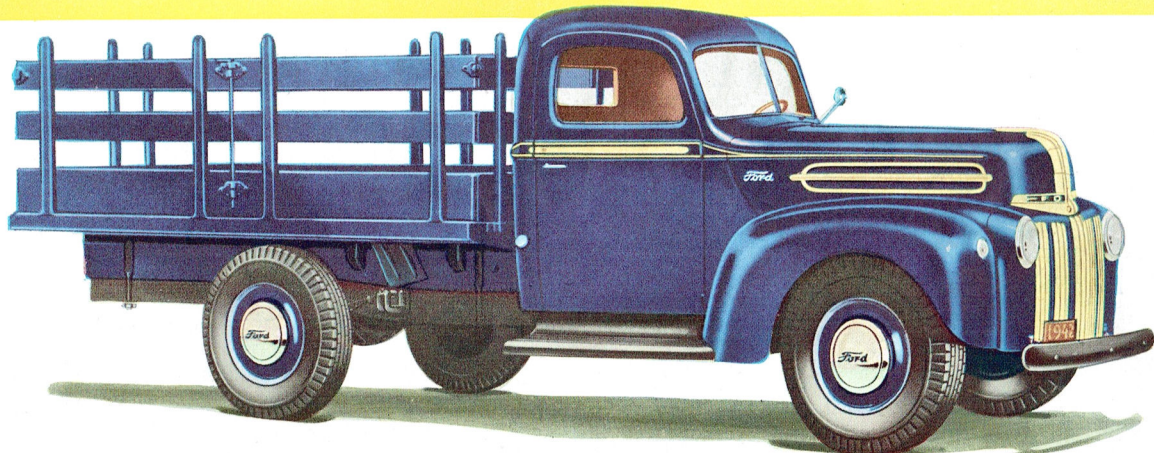
At Left—Typical of enduring Ford construction, strong steel interlocking plates, bolted through the hardwood rack-boards, anchor them rigidly, yet allow quick removal of the side and the end stake sections for platform hauling service.

At Right—The platform is framed entirely of heavy-gage steel, with the sturdy cross-girders riveted to the side members, and with triangular steel gussets reinforcing corner joints—providing typical heavy-duty bridge-type construction.

Below—The selected, seasoned hardwood floor planking is protected by steel skid-strips which bolt through and are rabbeted into planks, interlocking as well as protecting them. Side sections are quickly removed in one piece. Thus, the truck may be loaded at will from either side or the rear. Note the neat and practical steel protective end covers on body sills. A steel rub-rail on the sides and end of the platform affords full protection for the stake sockets.

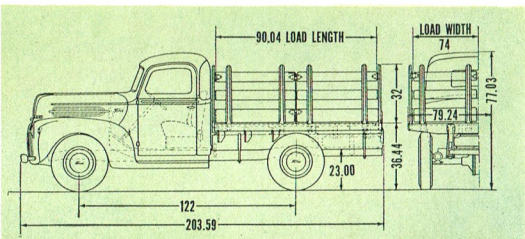


THE FORD TONNER WITH STANDARD STAKE BODY

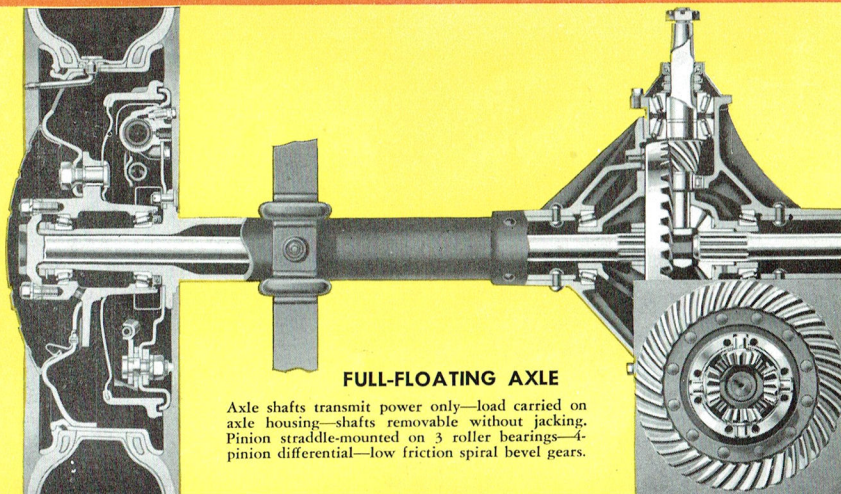


This 7½-foot platform stake body has the same bridge-type steel construction as the heavy duty Ford units. Select hardwood flooring.

Body sill end caps and heavy steel rub-rails protect body from damage at loading docks. Stake sock-ets welded and riveted to rails.



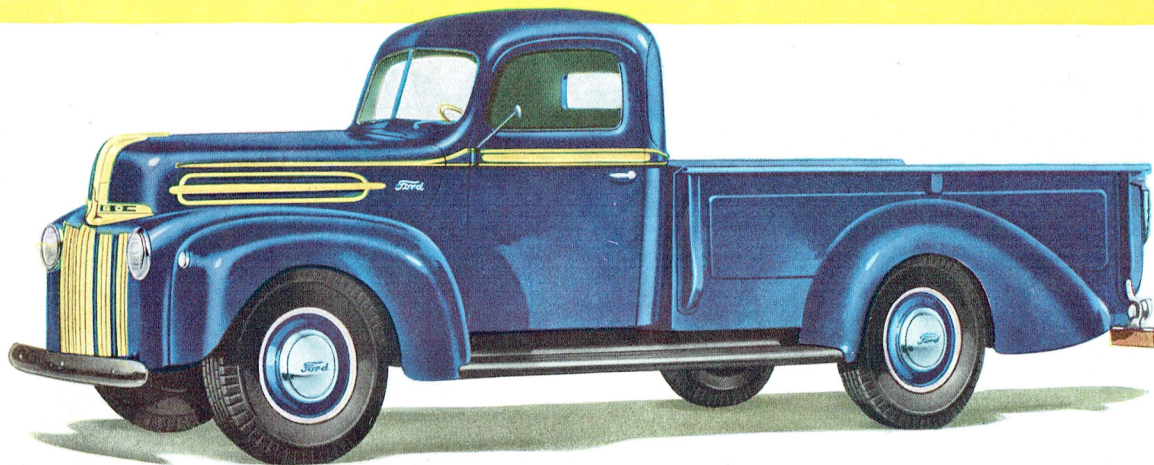
Engineered for TRUE One-Ton Truck



FULL-FLOATING AXLE

Axle shafts transmit power only—load carried on axle housing—shafts removable without jacking. Pinion straddle-mounted on 3 roller bearings—4-pinion differential—low friction spiral bevel gears.

THE FORD TONNER WITH POPULAR OPEN EXPRESS BODY

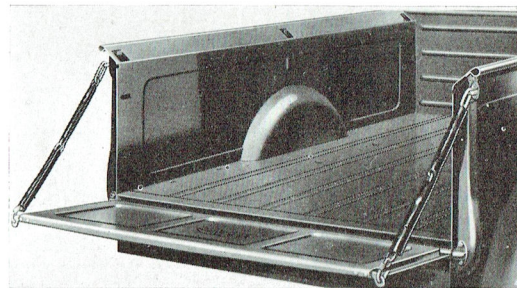


Capacity...rugged...enduring

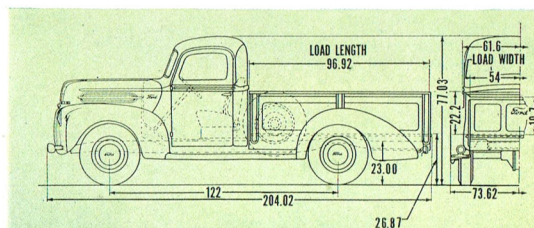
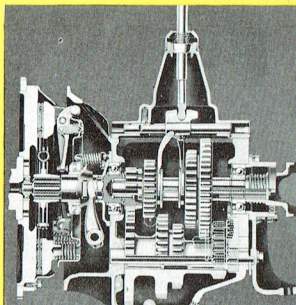
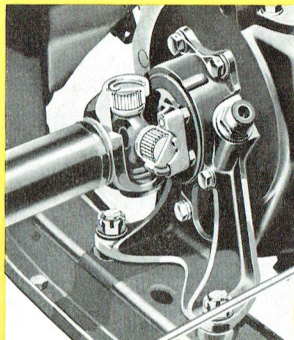
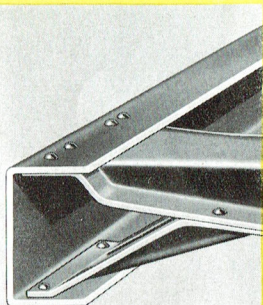
The Ford Tonneau's extra load-lugging capacity has its beginning in a strong, rigid frame, with deep, heavy-gage side members. Massive flanged alligator-jaw cross-members add maximum strength, minimum weight.

The live-rubber-bushed drive-line center bearing carrier prevents misalignment, cushions vibration. Universal joints are shown cut away... note the long-lived needle bearings which minimize friction at these points. Propeller shafts are of tubular type.

The Tonneau's true heavy-duty 4-speed transmission has a new spring-type internal reverse lock; main shaft splines are designed to assure positive retention of gears in mesh under load. Thrust plates at ends of countershaft gear cluster assure longer life.



The 8-foot Tonneau Express body affords 62.43 cubic feet of load space. Note generous dimensions below. Body is of welded steel with reinforced panels and stake pockets for side boards or top.



HEAVY DUTY, FULL-FLOATING REAR AXLE—STADDLE-MOUNTED PINION

EXTRA LARGE HYDRAULIC BRAKES

LARGE, TUBULAR DRIVESHAFT

DEEP FRAME WITH CHANNEL REINFORCEMENTS, HEAVY CROSS MEMBERS

CUSHION-MOUNTED CENTER BALL BEARING

CHOICE OF 100 HP V-8 ENGINE OR 90 HP 6-CYLINDER ENGINE

IMPROVED DOWN-DRAFT CARBURATION

HIGH OUTPUT GENERATOR

HIGHER FAN POSITION

RADIATOR FLEXIBLY MOUNTED IN "U" TYPE SUPPORT YOKE

HEAVY FRONT CROSS MEMBER

HEAVY DUTY SEMI-CENTRIFUGAL CLUTCH

STURDY BRACKETS, HARDENED STEEL PINS, STEEL-BACKED BRONZE BUSHINGS

NEEDLE BEARING UNIVERSAL JOINTS

IMPROVED EXHAUST SYSTEM

NEW SEALED DRY V-OUTLET DISTRIBUTOR

EXTRA LARGE KING PIN AND WHEEL BEARINGS

SPRING BRACKETS WITH HARDENED STEEL PINS, STEEL-BACKED BRONZE BUSHINGS

12-LEAF REAR SPRING WITH 5-LEAF AUXILIARY SPRINGS

FOUR SPEED, HEAVY DUTY TRANSMISSION WITH INTERNAL REVERSE LOCK

8 HUB STUD ADAPTERS

The Heavy Duty Chassis

IN 134-INCH AND 158-INCH WHEELBASE

ENGINES • 100 H.P. V-8 or 90 H.P. Six.

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

TRANSMISSION • Four forward speeds. Roller and ball bearings in all forward speeds. Spring-loaded internal reverse lock. Main shaft splines designed to hold 2nd and 3rd gears in positive mesh under load. Provision for mounting S.A.E. 6-bolt power take-off.

UNIVERSAL JOINTS • Highly efficient needle bearing type with rubber en-

cased center bearing for long life in severe service.

FRAME • Pressed-steel channel. Frame width 34 inches. Side members: depth 7 in., width 2.75 in., thickness 0.21 in. Special reinforcing channels fitted inside regular side-members, affording generous extra strength in zones of greatest stress.

FRONT AXLE • Heat-treated alloy steel I-beam. Reverse Elliott type.

REAR AXLE • Full-floating. Spiral bevel gear drive with straddle-mounted pinion. Ring gear thrust plate. Gear ratio: st'd. 6.67 to 1—optional 5.14 to 1;

5.83 to 1. Two-speed axle, providing gear ratios of 5.83 to 1 and 8.11 to 1, available at added cost.

SPRINGS • Special alloy steel. Front: length 36 in., width 2 in. Rear: length 45 in., width 2.5 in. Five-leaf auxiliary springs standard.

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". Rear: 15" x 3.5". Lining area 303 sq. in. Composite brake drums, cast iron rings and steel drum

discs. Hand brake: 7.81" x 2.5" on drive shaft.

WHEELS • Seven. Tapered-disc type. 20-inch diameter 7-inch rims. Duals rear.

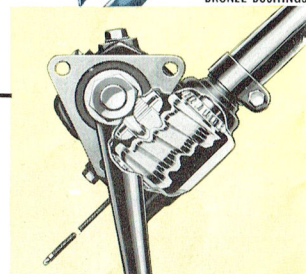
TIRES • Six 7.50-20, 8-ply all around. 8.25-20, 8-ply dual rear included with two-speed rear axle option.

DIMENSIONS • Back of cab to C/L rear axle: 60.06 in., 134" wb.—84.06 in., 158" wb.; to end of frame: 98.56 in., 134" wb.—122.56 in., 158" wb.

TREAD • Front 56.66 in. Rear 65 in.

TURNING RADIUS • 27.5 feet for 134" wb.; 32 feet for 158" wb.

STANDARD EQUIPMENT • Includes front fenders and short running boards; channel reinforced frame; auxiliary rear springs; cowl ventilator; 19-gallon fuel tank; spare wheel carrier; front bumper; jack, tool kit.

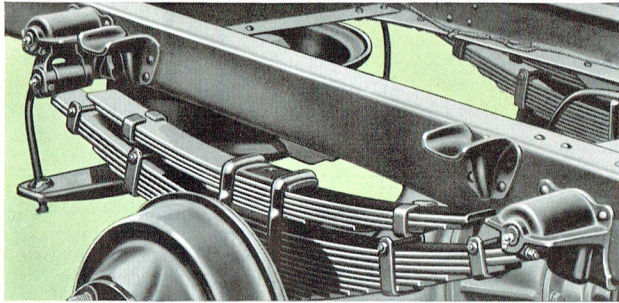


Ford Trucks steer easily because they have worm-and-roller steering gears. Friction is low because of rolling contact between the roller and the worm. Note needle and roller bearings.

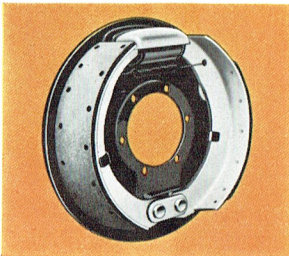
Heavy Duty Features

WHY FORD TRUCKS STAND HARD WORK SO WELL ... AND LAST SO LONG

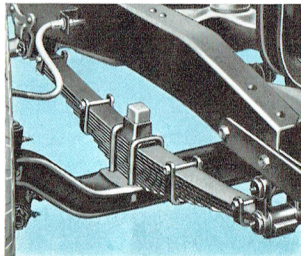
Ford heavy duty chassis, currently available in 134- and 158-inch wheelbases and 158- and 194-inch School Bus chassis, are engineered for service of the hardest kind. Frames are heavy-gage, deep in section, and reinforced with heavy channel between front and rear springs. Large-diameter two-section tubular drive shaft with three needle bearing universal joints, avoids whip at high speeds, facilitates clutch and transmission servicing. For service demanding power and speed in a single truck, a full-floating 2-speed axle is optional, giving dual-range performance.



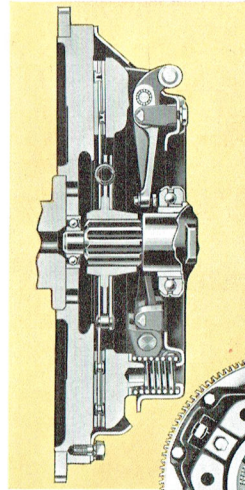
Two-stage springing is standard on all Ford heavy duty units, all leaves of main and auxiliary springs being made of special Ford alloy steel, with tensile strength of 200,000 pounds per square inch. Main springs are 12-leaf, auxiliaries 5-leaf. Spring eyes and shackles are steel-backed bronze-bushed, and massive spring and shackle pins are interchangeable. Heavy brackets are double-riveted, to both the lower flange and the side of the frame rail, relieving side rivets of shearing stress and making for utmost safety.



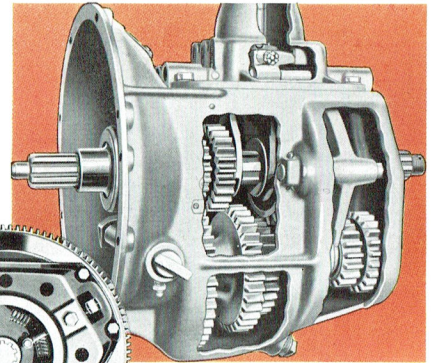
Powerful hydraulic brakes are 14-inch front, 15-inch rear. Action is normally energized, assuring straight-line stops.



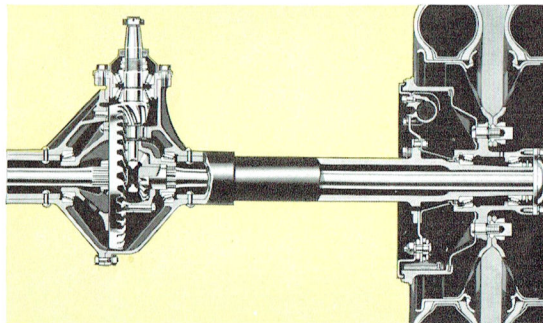
Front springs are 11-leaf, foreshackled for steadiness, bronze-bushed, with Ford "safety-eyes" at ends of main leaves.



The 11-inch semi-centrifugal clutch delivers full engine power smoothly and with minimum pedal pressure for throw-out. The cushioned hub carries an effective vibration dampener. Pilot and throw-out ball bearings are pre-lubricated and sealed. Long life in severe service is inherent in Ford clutch design because, even during engagement action, slippage is held to a minimum.



The Ford heavy duty 4-speed transmission is engineered for endurance. Gears are wide, with strong tooth contours. Long-lived ball and roller bearings on all live shafts. New internal spring-type reverse lock eliminates thumb-latch.

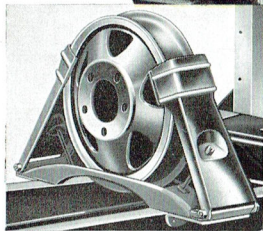
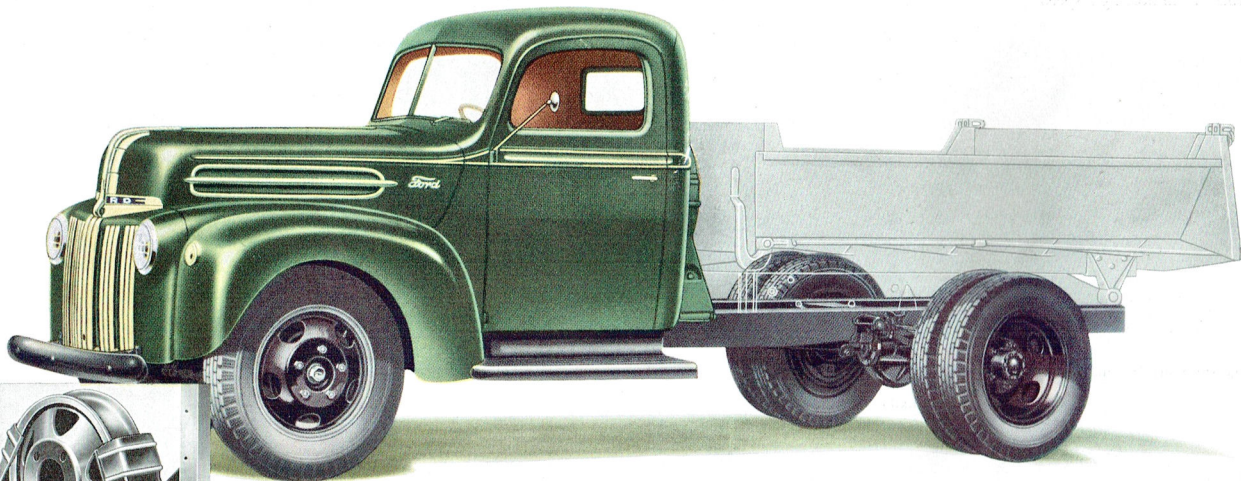


Great strength and long life are built into the Ford full-floating heavy duty truck axle. Drive pinion straddle-mounted on 3 large roller bearings—no springing under load. Ring gear is rigidly backed, cannot "give." Four differential pinions spread the load evenly, with lower tooth stresses. The axle shafts carry no weight. Wedge-type hub stud adapters.

The Right Dump Truck to MOVE MORE YARDS FOR LESS MONEY

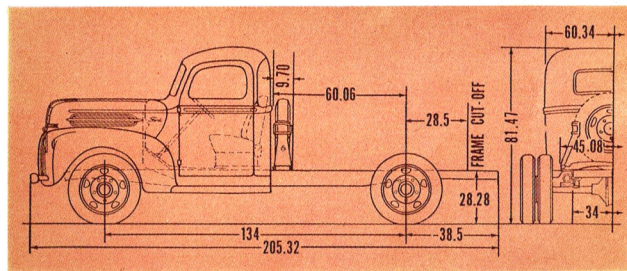
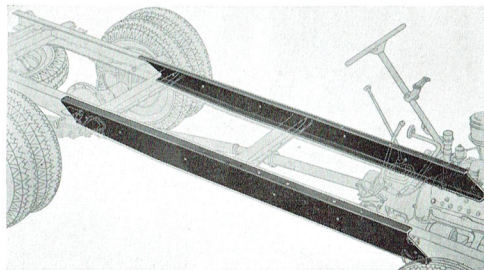
Thoroughly engineered for the severe conditions so often an inseparable part of dump truck service, this special 134-inch wheel-base Ford Dump Truck chassis will prove a profit-maker wherever dump trucks are used. Excavating, road construction, building materials hauling, coal delivery and mining or quarry operations,

are typical Ford Dump Truck usages the country over. Shown in "phantom" is a dump body. Dual tires, reinforced frame, auxiliary springs, back-of-cab tire carrier, oil bath air cleaner, oil filter—are typical standard equipment. The Ford 2-speed axle, recommended for dump service, is optional at extra cost.

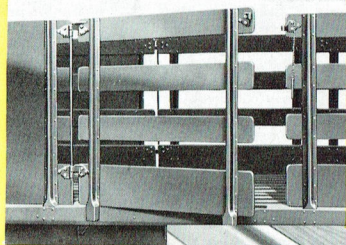
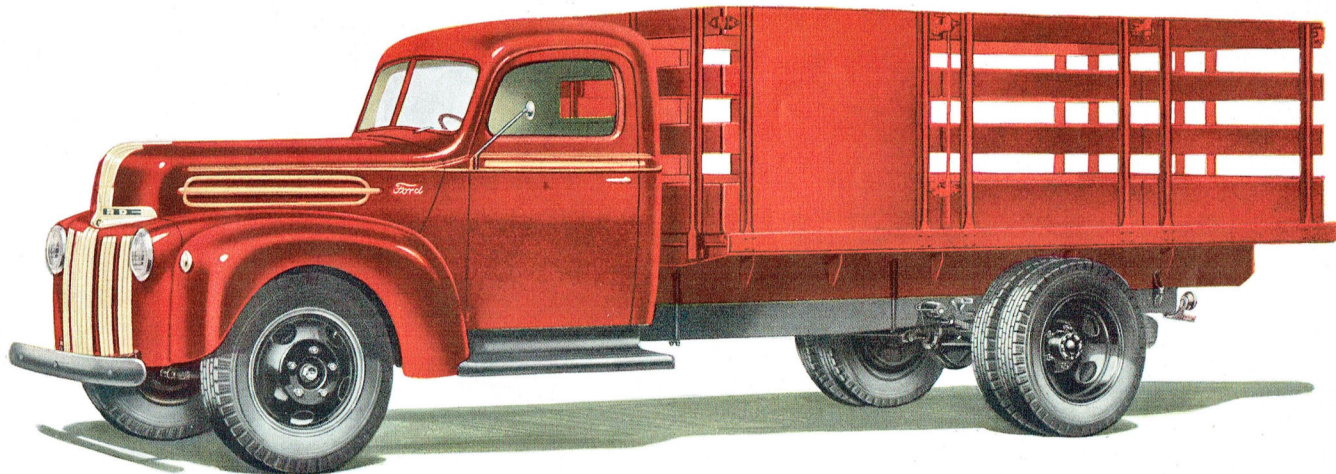


Above—Special back-of-cab tire carrier on dump chassis. The sides are hinged, allowing spare wheel to be easily removed from either side.

Right—Heavy-gage (6.58 x .125 x 2.21 in.) channel section frame reinforcements extend from rear of front spring to front of rear spring, stiffening the frame through its unsupported span, counteracting weaving, distortion and undue stresses, thus making for longer body life.

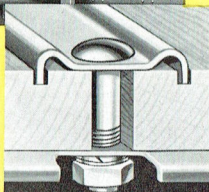


America's Most Versatile Truck — THE HEAVY DUTY STAKE



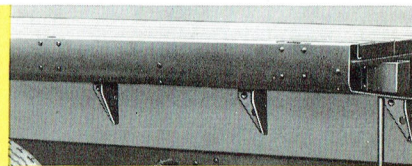
Above—Side center body sections are hinged for easy access. All sections quickly demountable.

Right—Hardwood floor boards are rabbeted and firmly interlocked with durable steel skid-strips.

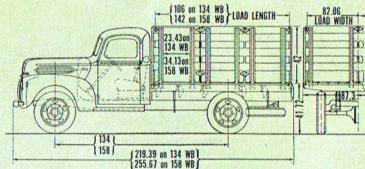


Available in two wheelbases—134- and 158-inch—to accommodate the popular 9- and 12-foot stake bodies, this all-purpose Ford Truck will be found earning money for its operators in nearly every type of service. City and inter-city haulers of heavy commodities favor the Ford Stake for durability and efficiency. Farmers like its economy and all-round usefulness.

Generous load space—82 inches between stakes—106 and 142 inches of load length. Stake height is 42 inches. Loading height is $41\frac{3}{4}$ inches. Platform is of bridge-type construction with strong steel side rails riveted to heavy-gage steel cross-girders. Decked with selected hardwood, with durable steel skid-strips. Steel stake sockets flush with floor. Sturdy hardwood side sections riveted to steel "U"-shaped stakes. Riveted steel interlocking plates join the top corners. Center section is hinged for easy side loading. Spare tire carrier is at rear beneath frame. Six 7.50-20, 8-ply tires and seven steel disc wheels, 5.00 S (7-inch) rims, are standard equipment.



Above—Strong steel gussets attach steel girders to the heavy hardwood body sills. Long U-bolts attach body to frame.



Coupe comfort and Lasting good looks combine in

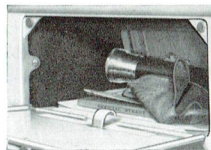
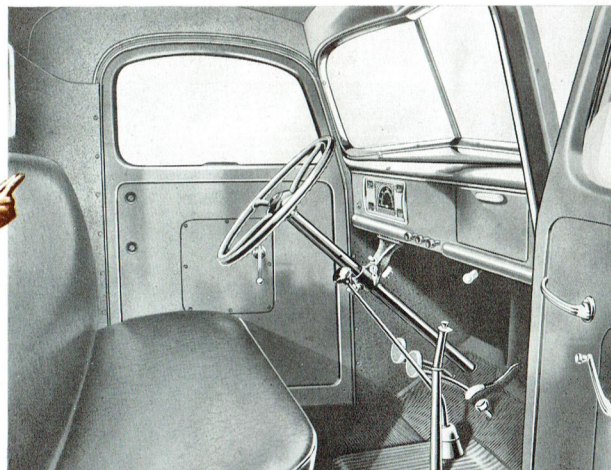
The NEW FORD CABS



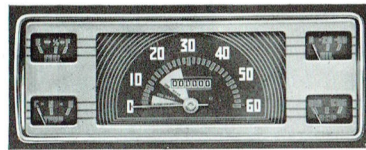
The Ford Truck Cab is comfortable, roomy, practical, good-looking, with substantial and handsome hardware and instrument equipment. Door glass is metal-framed, safety glass throughout. Seat back cushion is hinged at top, allowing a two-inch adjustment at the bottom. Space for the 19-gallon gas tank is provided under the seat, with tool compartment at right. (In bus units, fuel tanks are carried on the frame.) A large cowl ventilator with insect screen contributes much to driver comfort. Water-tight rubber seal assures against leaks.

SAVE TIME AND MONEY WITH THE FORD EXCHANGE PLAN

The Ford Engine and Parts Exchange Plan enables you to avoid costly delays for major overhauling work. A simple exchange of engine, carburetor, or other assembly and your truck is back on the job instead of being tied up and earning nothing for you. You will get more efficient and economical operation from your truck, and its useful life will be greatly extended. Your Ford Dealer can supply Ford V-8 engine assemblies and various other reconditioned units under this famous plan. Ask him about it!



The handy, roomy dispatch box and glove compartment provides secure storage for maps, route lists, receipts, invoices, flashlight and small tools, as well as the driver's personal belongings. It opens at a pull and is closed tightly against two rubber bumpers with a strong spring.



Ford Truck instruments are of excellent quality, reliable and durable. Instruments consist of fuel, temperature and oil pressure gauges, ammeter and Shiftoguide speedometer, grouped for easy observation. Note, in illustration of the cab interior at the top of the page, the neatness and the efficient arrangement of controls. Door hinges are forged and extremely strong. Sturdy door-checks protect the hinges. Both dash and floor are well insulated. Door handles lock the doors from the inside.

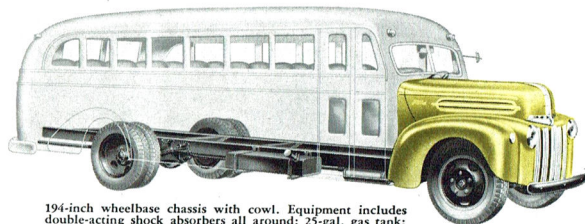
Famous Ford Safety

MAKES YOUR CHOICE OF

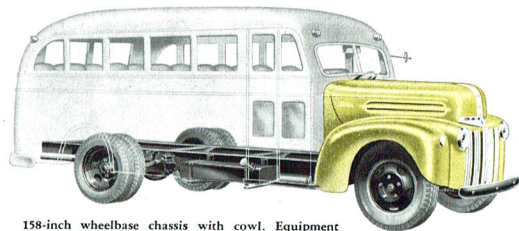
The Ford School Bus Chassis

(194" AND 158")

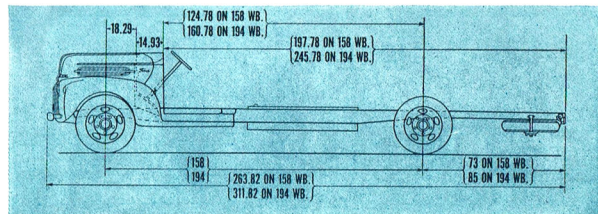
POPULAR WITH EVERY CITIZEN



194-inch wheelbase chassis with cowl. Equipment includes double-acting shock absorbers all around; 25-gal. gas tank; bus-type clutch; 100-HP V-8 or 90-HP Six engine.



158-inch wheelbase chassis with cowl. Equipment same as 194-inch unit; both have propeller shaft and parking brake guards and extended tailpipe.



And to serve America tomorrow -

THE EXPANDED FORD TRUCK LINE

On the preceding pages, only the Ford Truck and School Bus chassis units currently being manufactured have been described. As materials become available in greater quantities, additional models will, of course, be added.

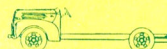
Before many months, you may feel sure, all of the popular Ford Truck units sketched below, and perhaps still others, will be quickly obtainable from your Ford Dealer. For the latest in trucks, keep in touch with him.



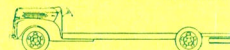
114" Chassis with Cowl



122" Chassis with Cowl



134" (and 158") Chassis with Cowl



194" (and 158") School Bus Chassis with Cowl



114" Chassis with Windshield



122" Chassis with Windshield



158" (and 134") Chassis with Windshield



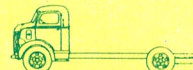
114" Chassis with Cab



122" Chassis with Cab



134" (and 158") Chassis with Cab



158" (101", 134") C.O.E. Chassis with Cab



114" Stake



122" Stake



158" (and 134") Stake



114" Pickup



122" Express



114" Sedan Delivery



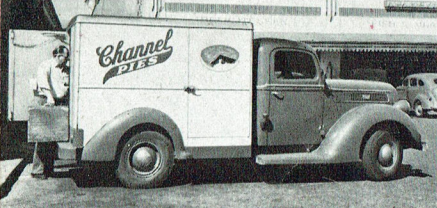
114" Panel



122" Panel



134" Dump Chassis with Cab



"Operating costs below expectations," says D. R. McKinley of Channel Bakers, Sacramento, California.



"Fords do the most work with the least expense," says J. P. Price, Greensboro Distributing Co., Greensboro, N.C.



"The Ford tops them all," says Frank H. Mayer, Feed and Coal dealer, Oneida, N.Y.



"On the job at all times," says C. L. Howe, manager, Municipal Light Dept., Belmont, Mass.

Compare the Dollar-Value and You'll Haul by FORD TRUCK!

Naturally, Ford Trucks are "priced with the lowest". That's always been true. Leading all other commercial vehicles in total official registrations for years, Ford Trucks are built in volume assuring all the vast production advantages of Ford resources and engineering. This keeps costs down, and allows the margin for extra Ford value. Today's new Ford Trucks are brilliant examples of this principle. They embody many Ford engineering advancements in engines and chassis, offering the greatest truck values in Ford history.

SEE YOUR FRIENDLY FORD DEALER!

Save Time and Money With The FORD EXCHANGE PLAN!

Despite the record-breaking peacetime manufacturing pace at which new Ford Trucks are being produced, it will be some time before there can be plenty of Ford Trucks to supply all who need them. But Ford Truck operators have a big advantage over all others in the Ford Exchange Plan. They can put their present Ford Trucks in efficient condition quickly and with the utmost economy.

See Your Friendly Ford Dealer!



"More than 100 Ford units . . . economical, reliable," says Lee F. Landon of F. Landon Cartage Co., Chicago.



"Seven years of low-cost, faithful service," says Dave Walker, of Edith V. Walker, Florists, Louisville, Ky.



"You can't beat Fords for service," says John C. Grant, president, Grant-Patten Milk Co., Chattanooga, Tenn.



"Fords for top performance," says John W. Lowe, Jr., president, Manhattan Company, Washington, D.C.