

FORD

1958 TILT/CAB TRUCKS

C-550 • C-600 • C-700 • C-750 • C-800 • C-900



THE BIG FLEETS BUY MORE FORD TRUCKS THAN ANY OTHER MAKE!

FORD TRUCKS COST LESS

...LESS TO OWN

...LESS TO RUN

...LAST LONGER, TOO!

America's Lowest-Priced* *TILT CAB* Line

Step in . . . the new Ford Tilt Cab trucks for '58. Step ahead with Ford's more-for-your-money features! Meet America's newest, most modern trucks! Discover the new advances in this pace-setting Tilt Cab line. See the important advantages in easier driving and in bigger, more profitable loads that help you do your job better and at lower cost! And thanks to Ford's volume mass production, they're America's lowest-priced* Tilt Cab trucks—by far!

Broad, low and agile, they provide remarkable handling ease. And for '58 Ford offers the first Tilt Cabs with modern dual headlights for improved night-driving visibility. "Wide-open" engine accessibility speeds maintenance, slashes costs. And for performance—*low* those modern Short Stroke V-8's respond! Yes, Ford's Tilt Cab design goes deep down to give you trucks that *Cost Less* . . . less to own . . . less to run . . . last longer, too.

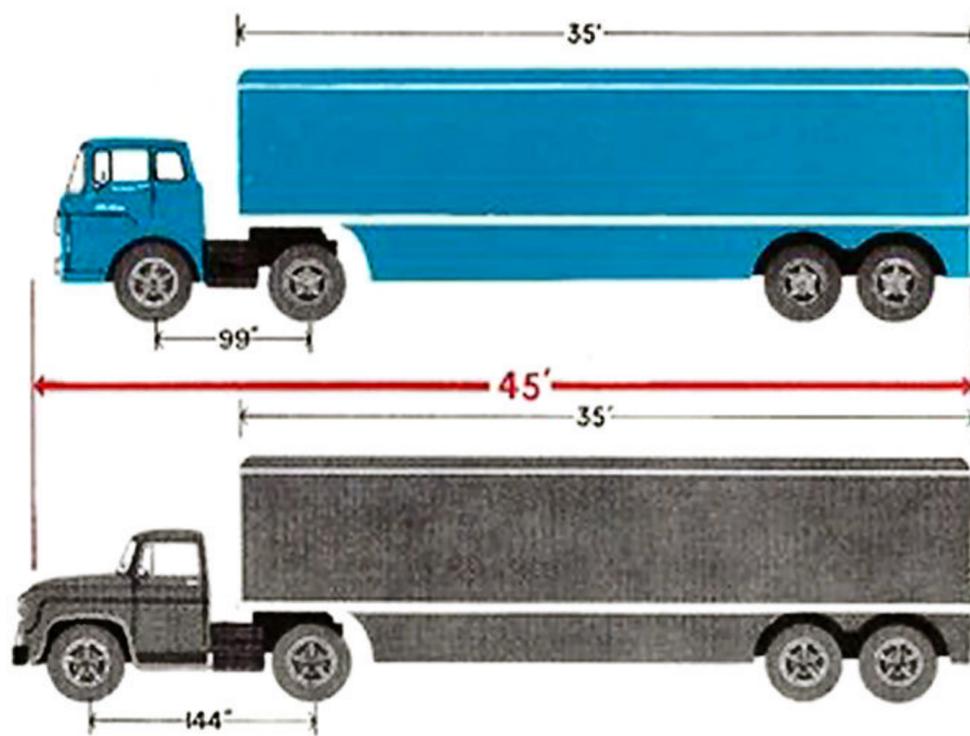


Boldly modern, new Ford Tilt Cab C-Series present the ultimate in driver comfort, visibility and ventilation, and offer hauling advantages that are far superior to those of conventional trucks.

*Based on a comparison of manufacturers' suggested retail prices.

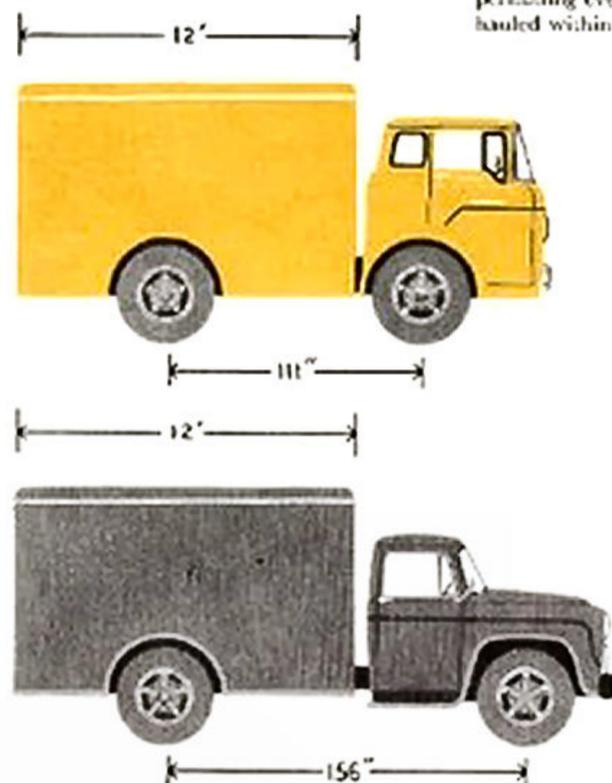
FORD *TILT CAB* design cuts over-all length . . .

Everything's shorter . . . but the trailer! Ford's new short wheel-base Tilt Cab tractors, with compact 80-inch bumper-to-back-of-cab length, can haul longer trailers than conventional tractors and still stay within strict combination length limits. The 45-foot over-all restriction by many states places a real premium on every inch saved on the tractor. It's the only means to haul longer trailers with greater cubic capacities. Ford's modern, functional Tilt Cab, designed *with you in mind*, permits maximum cargo space, greater flexibility and easier trailer interchange . . . for greater payloads and higher earnings every trip. Illustrations at right show the combination length advantage of Tilt Cab tractors.



All Ford C-Series models (top) have a nominal 80-inch front-of-bumper-to-back-of-cab dimension permitting even a square-zone 35-foot trailer to be hauled within a 45-foot over-all limit.

Halt! The conventional combination above just will not pass in many states. It means a shorter trailer with less loadspace, or the new Ford Tilt Cab tractor.



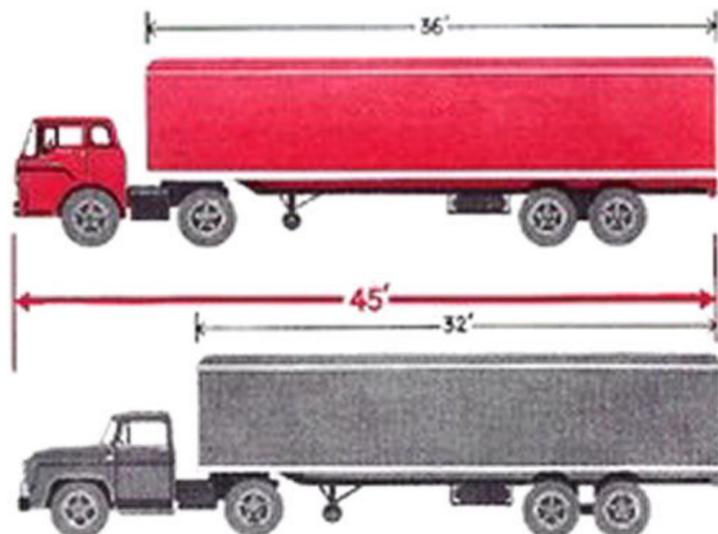
With straight trucks too, the shorter length story is the same. For crowded loading docks and city streets, modern Tilt Cabs carry the same size bodies with far less over-all length. Naturally, this reduced unit length means a shorter turning radius, easier parking and conservation of garage or lot space.

Shown at the left, a modern Tilt Cab straight truck chassis handily carries a 12-foot van body on an easily maneuverable 111-inch wheelbase. As you can see, it's several feet shorter than the conventional truck required to carry the same size body. Shorter over-all length makes handling simpler than you ever thought possible.

FORD TILT CAB design permits a longer load area and better weight distribution

LONGER TRAILERS

The payoff's in bigger payloads! The compact design of Ford's new C-Series Tilt Cabs brings you proper CA dimensions with short wheelbases and minimum tractor lengths. This design allows longer trailers (even 36-foot) within legal limits—up to 4 feet longer than conventional units. And the sturdier set-back front axle carries more of the tractor chassis weight, plus a greater share of the total trailer weight . . . allowing more of the payload to be carried on the tractor rear axle. This better weight distribution with more of the load on the tractor rear axle and longer trailers with more load area add up to *bigger, more profitable payloads every trip.*

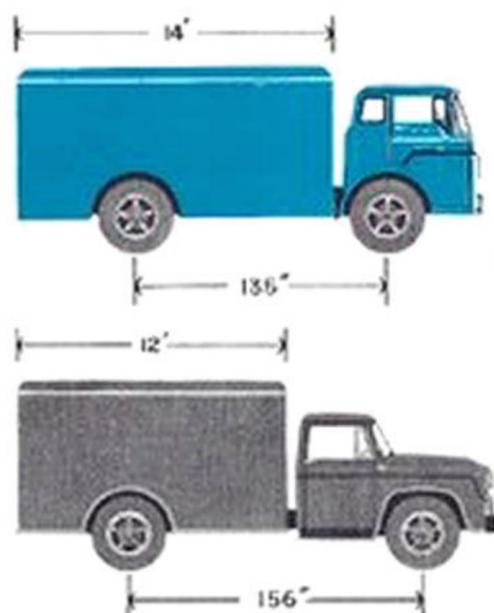


FORD TILT CAB design gives excellent visibility for safer driving



Full picture-window visibility! Huge 3,606-square inch total glass area provides matchless all-around visibility. And the deep wrap-around front windshields and side ventilator wing windows give increased downward vision. The

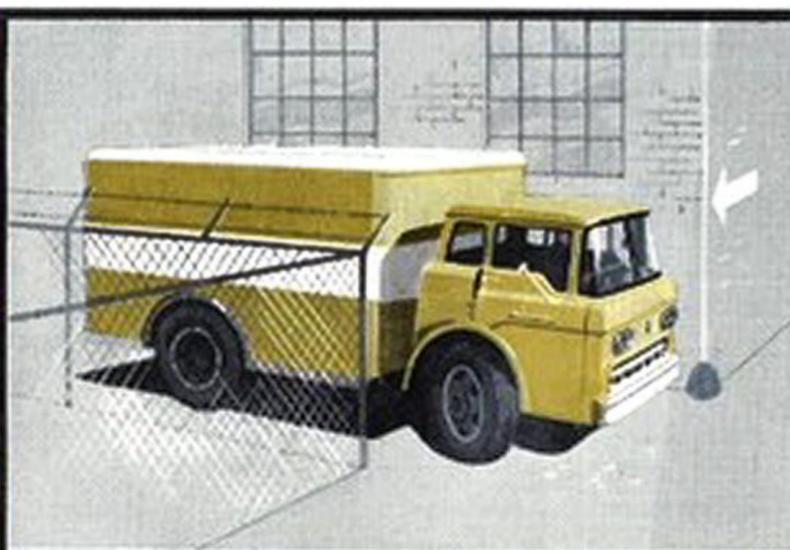
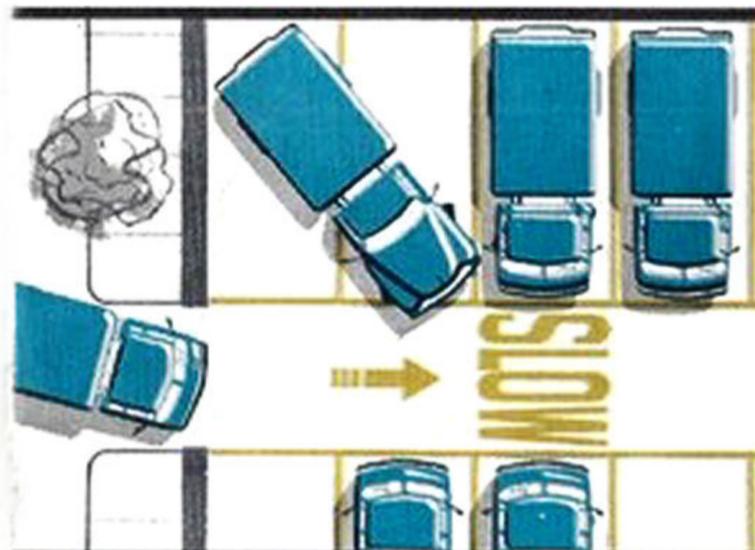
Tilt Cab's ground-vision distance (ahead of the bumper) is over 7 feet better than that of conventional trucks. This additional view of the road enables drivers to see and drive more safely under all traffic conditions.



LONGER BODIES

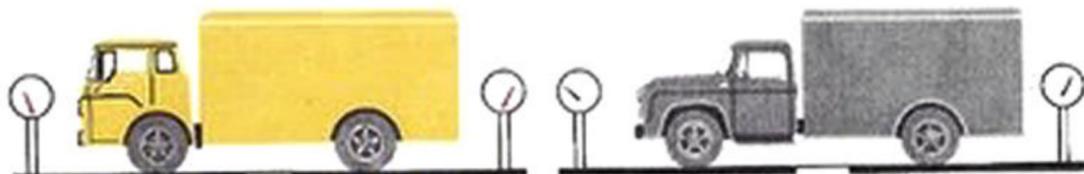
Here's new truck earning power . . . longer bodies and better weight distribution. As shown at left, a two-foot longer body than on a conventional truck can be accommodated within the same over-all length. Based on weight distribution alone, Tilt Cab design allows a three-foot longer body. Either way—Ford Tilt Cab models, available in 99-, 111-, 135- or 153-inch wheelbases for bodies from 9 to 20 feet long, permit more cargo per trip!

Ford Tilt Cab trucks with longer bodies offer many money-making advantages . . . greater body cargo area for bigger, bulkier loads . . . better weight distribution for heavier loads . . . top maneuverability for faster trips through traffic.



MORE LOAD

Here's new truck earning capacity . . . better weight distribution permits as much as 1,000 pounds more payload on the front axle than conventional trucks.



Ford Tilt Cab, with set-back front axle, carries bigger percentage of chassis and body weight on the front axle, allowing more payload on the rear axle.

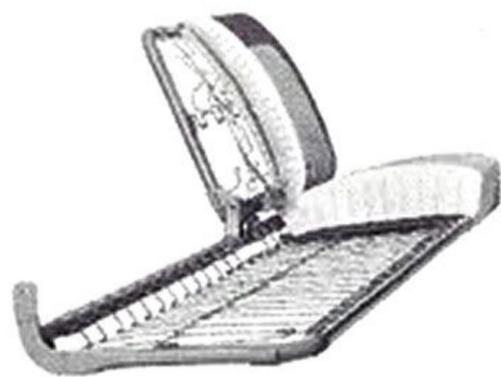
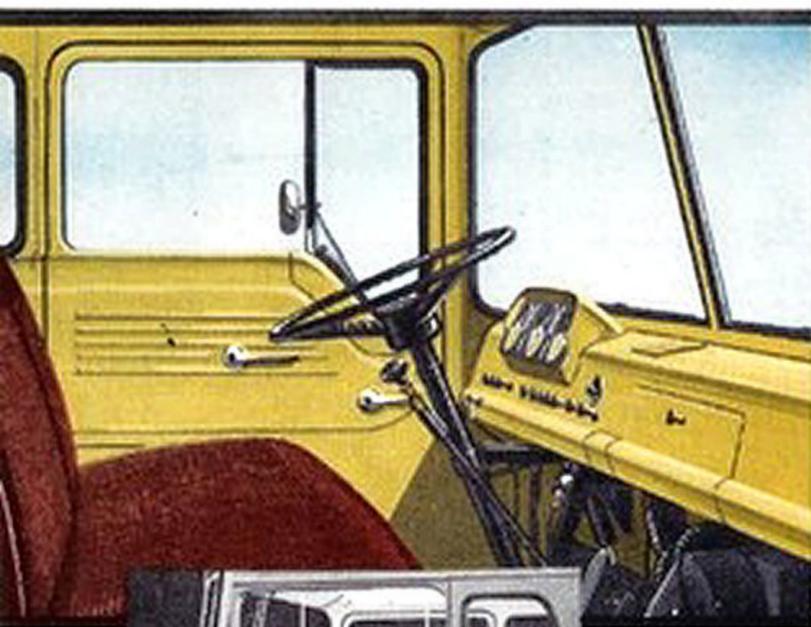
Conventional truck has lighter front axle loading, and carries more of the chassis and body weight on the rear axle . . . cutting down on payload.



COMPACT DESIGN FOR BETTER MANEUVERABILITY

Ford's compact Tilt Cab design reduces wheelbases and over-all lengths, allowing a shorter turning radius for greater maneuverability in congested areas. They can turn in a 10- to 12-foot smaller circle than comparable conventional trucks. This exceptional maneuverability makes tight turns into docks or alleys faster and easier . . . cuts driving effort in backing and parking . . . slices minutes off every stop. Requires less garage space, too.

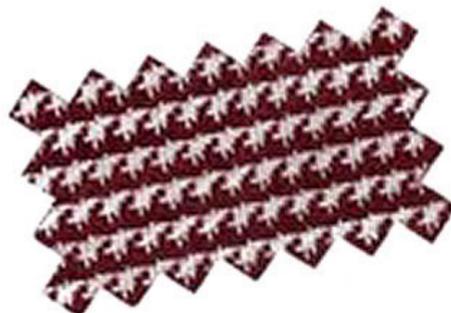
FORD TILT CAB design offers greater driver comfort and convenience



The Custom Cab (at upper left) features striking two-tone woven nylon-saran upholstery in brown and white hound's-tooth pattern and a brown vinyl bolster, perforated thermacoustic headlining, plus cab insulation and sound deadener for quietness, and many other refinements. The seat (shown above) has 5 soft inches of foam rubber in cushion, 1 1/4 inches in driver's section of seat back and a comfortable fold-down arm rest. These and many more special-value features make the Custom Cab well worth its low extra cost.

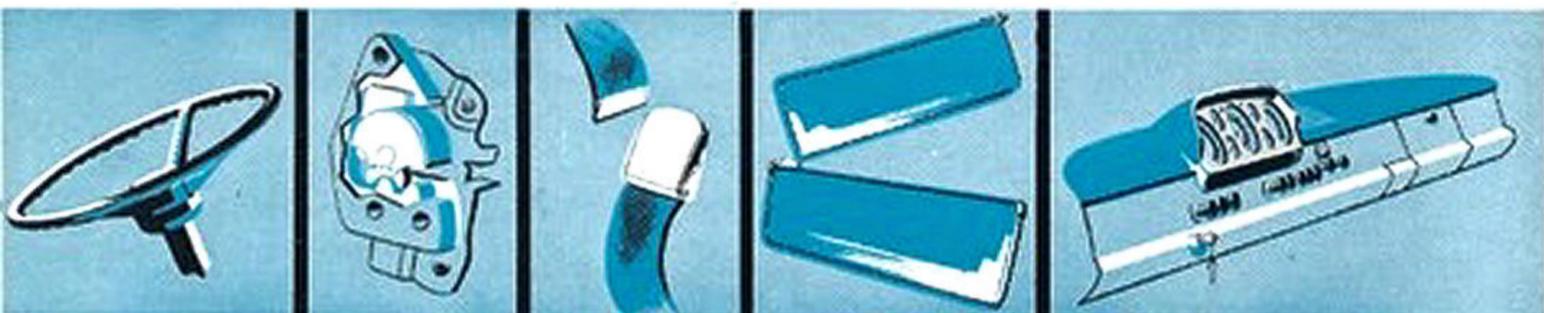


Ford's Driverized Tilt Cabs are the most modern ever! They represent the ultimate in comfort, convenience, visibility and ventilation for the driver. Large two-piece windshield wraps around at sides and has a big 1,656-square inch glass area for wide-open view. Ventilation system brings in a controlled volume of clean, fresh air in all kinds of weather.



New, durable "free-breathing" woven seat upholstery in Custom Cab (shown) is cooler in hot weather, easy to clean and long wearing. Standard Cab has brown and tan plastic weave with dark brown woven-in bolster.

Wide, spacious Standard Cab with inboard step and big, door opening make it easy to get in and out. And look at those extra-generous cab dimensions . . . there's plenty of room for the huskiest drivers and helpers. 2-Way seat adjustment—moves 4 inches fore or aft.



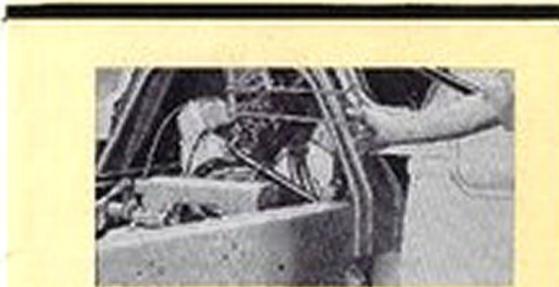
Lifeguard steering wheel is designed to give driver added protection against contact with the steering column in event of accident. And Double-Grip Lifeguard door

locks are also standard. Super-Cushion instrument panel and padded sun visors (Safety Package "A") are optional. Also, Ford seat belts are available, dealer installed.

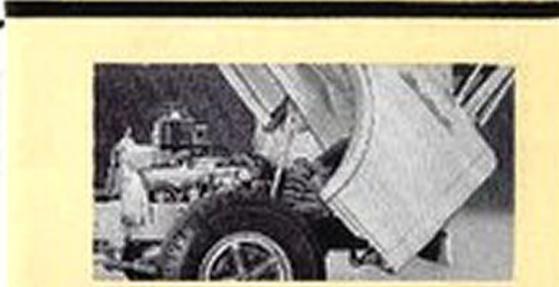
FORD TILT CAB design provides superior servicing ease and time-saving maintenance accessibility



Step 1



Step 2



Step 3

Fast, complete engine accessibility . . . modern Ford Tilt Cab design makes possible big maintenance savings! All engine, clutch and transmission adjustments, tune-ups and repairs are made more easily and accurately—in much less time. The cab tilts forward in a matter of seconds exposing the engine for inspection and service. And this ease of inspection permits more frequent checks and prompt attention . . . before service problems become serious. Result— you gain time, save money and simplify maintenance.

See how safe, easy and simple it is to tilt the cab (shown at left). **Step 1.** The main lock (large forged-steel hook sturdily mounted on channel cross-frame bridge) is released by a lever on the right rear of the cab. **Step 2.** Now the cab is restrained by a second or safety lock. This is released by pulling the convenient lower handle, allow-

ing cab to raise a slight distance. Pulling the upper trip-latch handle allows cab to be tilted by two balanced coil springs, guided by the operator. **Step 3.** The cab is safely held up by a locking, hinged support arm. To return to normal position, release the support arm and simply pull down. Main and safety locks automatically engage.

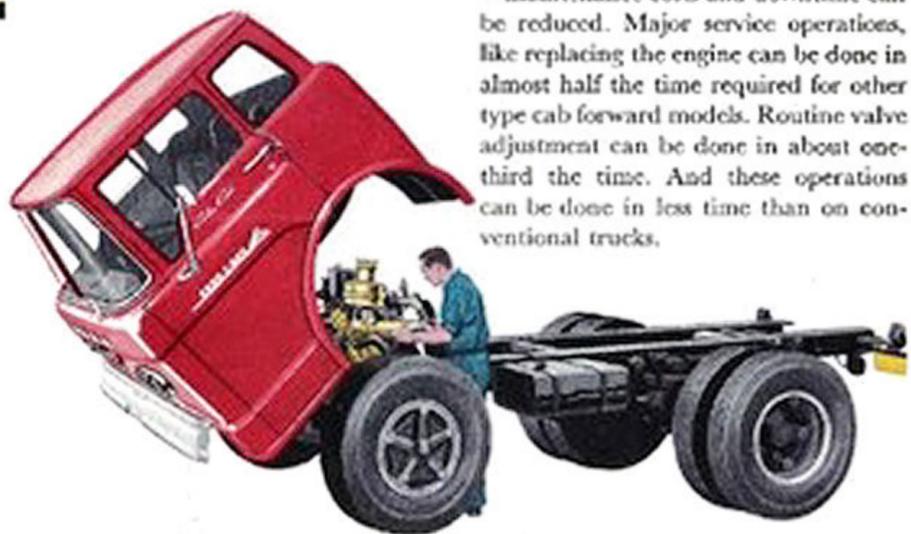
New service innovation for reaching engine water and oil fillers and oil dip stick. Handy access panel, located behind the passenger section of seat back, permits quick and easy water and oil service. Seat back is 35-35 type, and 3/4 side tilts forward for convenient accessibility. Seat back has lock for passenger safety and to retain seat back when the cab is tilted.



Maintenance advantages . . . because the Ford Tilt Cab design offers such quick and complete engine accessibility—maintenance costs and downtime can be reduced. Major service operations, like replacing the engine can be done in almost half the time required for other type cab forward models. Routine valve adjustment can be done in about one-third the time. And these operations can be done in less time than on conventional trucks.



Engine, clutch, transmission and all engine accessories are exposed for convenient servicing or repair. Mechanics can stand right next to the engine and work in close without the aid of benches, stools or special equipment.



C-900

Max. GVW 30,000 lb.
Max. GCW 60,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 22,450 lb.
Wheelbases: 99, 111, 135
and 153 inches

King of the Extra Heavies! This powerhouse on wheels, with high GVW and GCW ratings, hauls bigger loads at sustained highway speeds. Strong, double-channel frame with 14.93 section modulus. Flashing Short Stroke power . . . improved 212-hp 332 Heavy Duty V-8 standard. New Extra Heavy Duty 5-Speed transmission and full-air brakes available. Wide-track front axle, long and wide front and rear springs and front shock absorbers are standard.



Ford C-900 tractor with Custom Cab and 99-inch wheelbase hauls 35-foot square-nose trailers within 45-foot over-all requirements.

Automatic transmission! New big-duty Triple Drive Range Transmatic with six forward speeds and torque converter optional in all Ford Tilt Cab models!



Concrete transit mixer on 111-inch wheelbase C-900. Compact and highly maneuverable with big load capacity. 212-hp HD V-8 with 4-barrel carburetor.



Attractive and functional beverage truck . . . it's the new C-900 with 135-inch wheelbase. Other wheelbases for special bodies from 9 to 20 feet in length.

Performance leader in its class! Powerful, improved 212-hp 332 Heavy Duty V-8 engine, standard, for real peak performance. Rugged double-channel frame and big 9,000-pound capacity wide-track front axle and many other new features provide high GVW and GCW ratings . . . top maximum payloads each trip!

Smooth riding and easy maneuverability are provided by long, wide front springs, long rear springs and double-acting, telescopic front shock absorbers. Full-air brakes and power steering are available. Wide range of wheelbases for special bodies from 9 to 20 feet long.

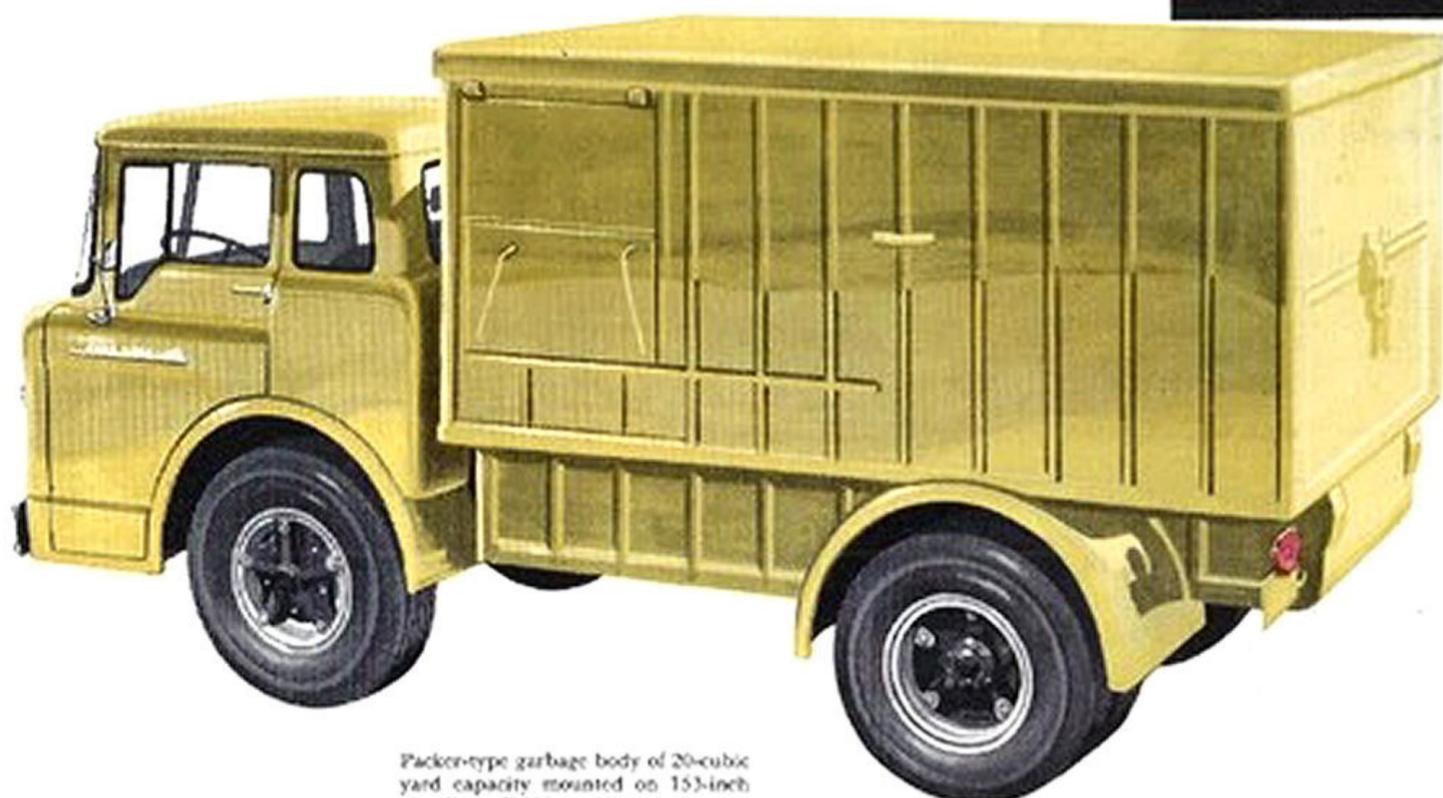
Ford C-800 with 10-foot, high-side dump body, 111-inch wheelbase.



New C-800 with tandem axle tank trailer. Tractor wheelbases, 99 or 111 inches.

C-800

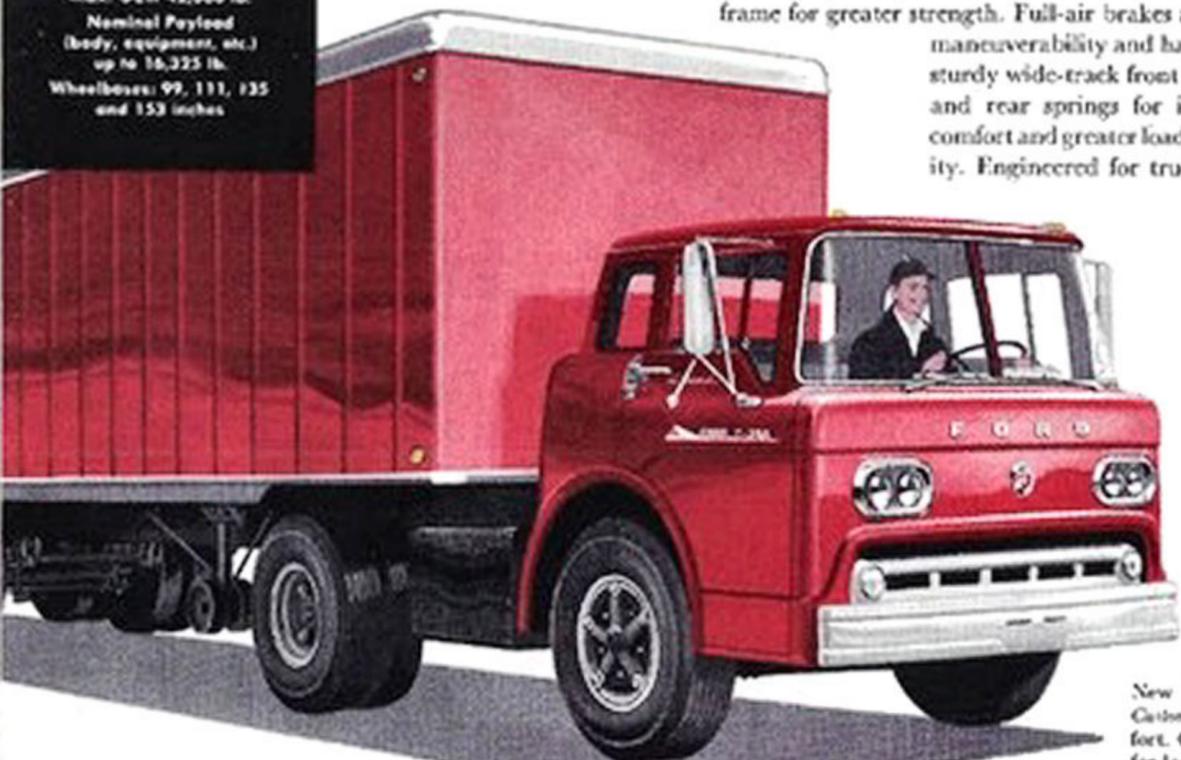
Max. GVW 26,000 lb.
Max. GCW 50,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 18,850 lb.
Wheelbases: 99, 111, 135
and 153 inches



Packer-type garbage body of 20-cubic yard capacity mounted on 153-inch wheelbase C-800 truck.

C-750

Max. GVW 23,000 lb.
Max. GCW 42,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 16,325 lb.
Wheelbases: 99, 111, 135
and 153 inches



Bigger payloads by far! And there's the powerful improved 302 Heavy Duty V-8 with 4-barrel carburetor. Rugged frame for greater strength. Full-air brakes available! Better maneuverability and handling ease with sturdy wide-track front axle. Long front and rear springs for improved riding comfort and greater load-carrying capacity. Engineered for true dependability.

New Ford C-750 tractor with Custom cab for real driver comfort. Compact 99-inch wheelbase for longer trailers, easy handling.

Your choice of high performance engines . . . 181-hp 272 V-8 or 178-hp 272 Heavy Duty V-8. Big capacity with optional 23,000-pound GVW and Heavy Duty components. Synchro-Silent 5-Speed transmissions and 16,000-pound rear axles, Single- or 2-Speed, available. Four wheelbases for bodies 9 to 20 feet long. Long springs, wide-track front axle, strong, durable frame and front shock absorbers standard. The new C-700 models are designed for top performance and long-lasting durability.

Automatic transmission! New Triple Drive Range Transmatic with six forward speeds, torque converter and built-in hydraulic retarder; optional for all Tilt Cab models with Heavy Duty V-8 engines.



Ford C-700 with 12-foot refrigerated meat body, 111-inch wheelbase.

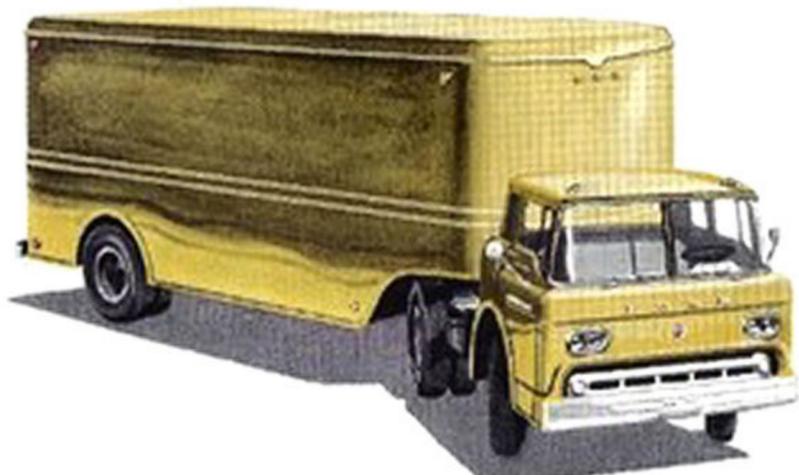


C-700 with Custom Cab and 13-foot line construction body on 135-inch wheelbase.

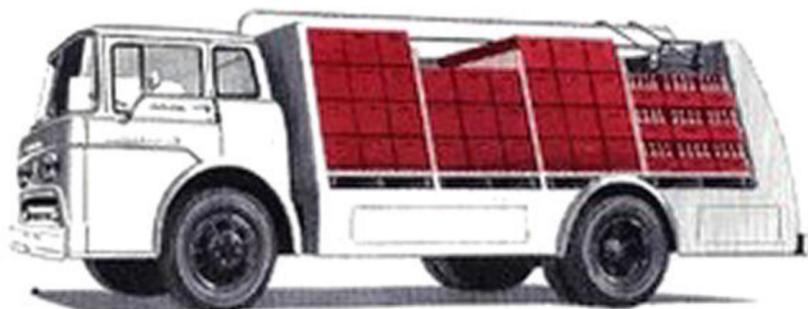
*Optional rating requires—
16,000-lb. rear axle,
HD rear springs,
HD V-8 engine and larger tires.

C-600

GVW 18,000 lb.
Opt. GVW 20,500 lb.*
GCW 29,000 lb.
Opt. GCW 32,000 lb.*
Nominal Payload
(body, equipment, etc.)
up to 14,750 lb.
Wheelbases: 99, 111, 135
and 153 inches



Highway-sure, C-600 tractor and furniture-van trailer . . . modern, fast mover.



Bottle's delight, 135-inch wheelbase C-600 with open pallet-type 15-foot bottle's body.

Get more work done faster with this new and agile two-tonner! Choice of modern V-8 Short Stroke power . . . 181-hp 272 V-8 or 178-hp 272 Heavy Duty V-8. Bigger payloads with optional 20,500-pound GVW and Heavy Duty components. Rugged 6,000-pound wide-track, set-back front axle. 5-Speed transmissions available. Four wheelbases for bodies up to 20 feet long.

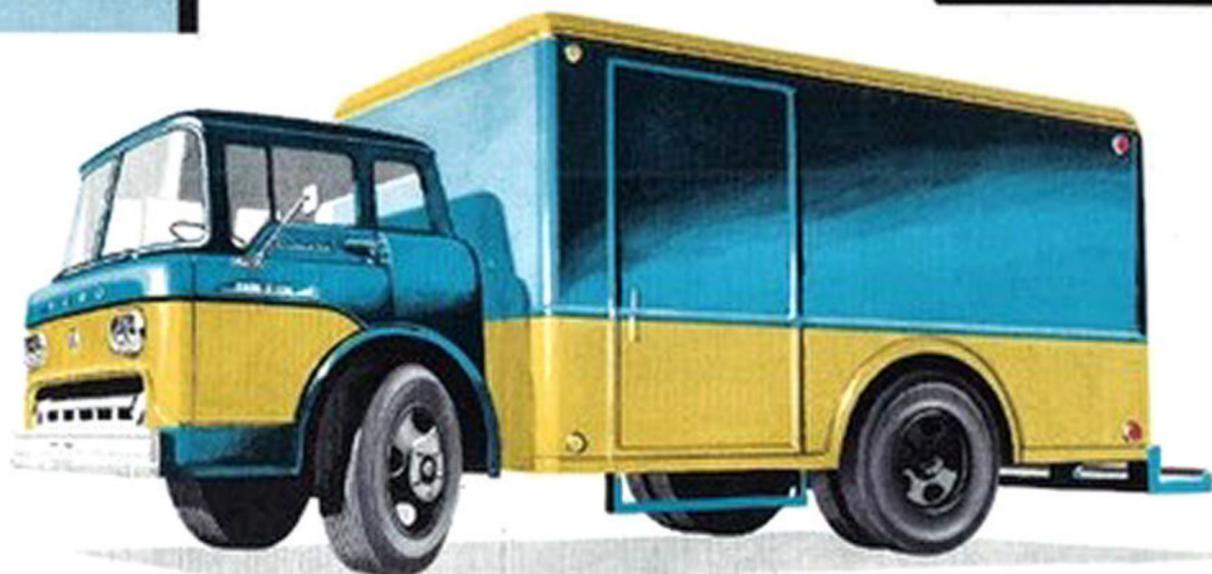


Heavy 12-foot Platform-Stake body, factory installed on C-550. Nominal payload up to 11,520 pounds.

Designed for new earning power! GVW up to 18,000 pounds. Modern Short Stroke engines, your choice of 181-hp 272 V-8 or 178-hp 272 Heavy Duty V-8. Strong durable frame, large front brakes, big capacity, 6,000-pound, wide-track front axle standard. 5-Speed transmissions and electric-shift 2-Speed rear axles available. The most rugged truck in its class!

C-550

Max. GVW 18,000 lb.
Max. GCW 25,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 12,450 lb.
Wheelbases: 99, 111, 135
and 153 inches



Ford C-550, 111-inch wheelbase, with 12-foot closed beverage body for efficient service.

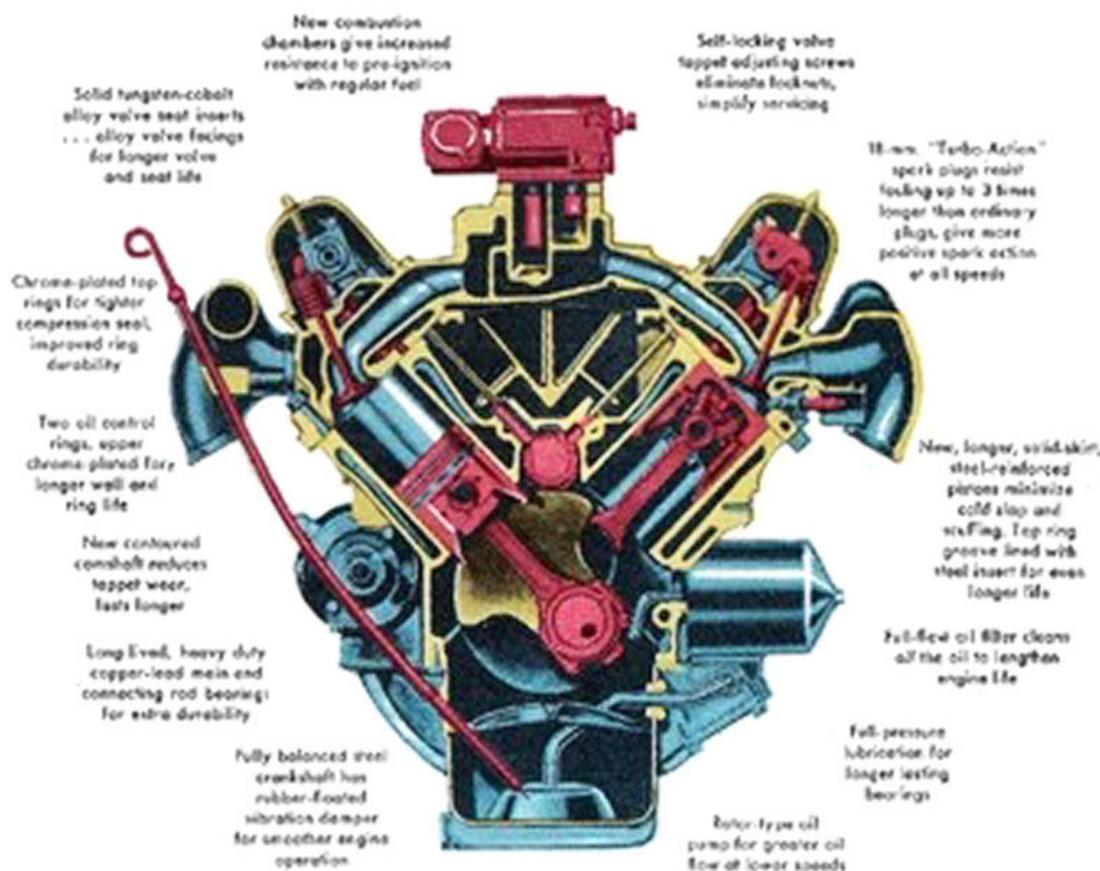
FORD stretches engine life with SHORT STROKE design

The most efficient power in trucks today—Ford Short Stroke engines. They reduce internal friction . . . save moving parts wear . . . save gas and oil . . . give you more usable power. And, most important of all, they last longer.

Ford's truly modern metallurgy, tooling and assembly methods make possible many other important advances. The forged-steel crankshaft provides greater rigidity

and stability to withstand the toughest truck operations. Cylinder heads of all the Heavy Duty engines are stress-relieved to provide even metal expansion without strain for less warpage. Integral valve guides, cast as part of the cylinder heads, provide better heat transfer. New pistons in 302 and 332 Heavy Duty V-8's plus closer limits in assembly reduce oil consumption and add greatly to cylinder life.

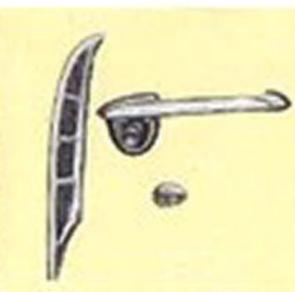
**Forged steel crankshaft used on 302 HD and 332 HD V-8's. Precision-milled alloy iron crankshaft used on 272 and 272 HD V-8's.*



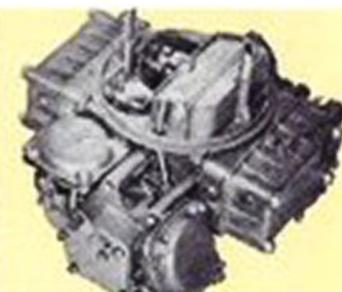
332 Heavy Duty V-8 Engine Features



Super-Filter Air Cleaner with reusable cellulose-fiber dry element traps 90% of the dust that would get through ordinary cleaners. Quick, easy servicing—simply tap any dirt out and streamers can be reused.



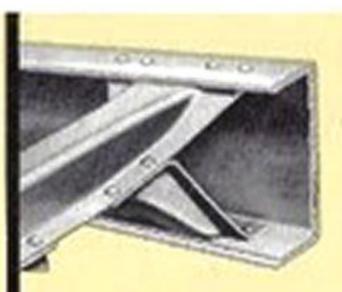
Engine Air Intake behind cab door for fresh air supply at all times. Standard thermostat control regulates intake for best air temperature and greater efficiency with 302 and 332 HD V-8's.



Four-Barrel Carburetor automatically regulates gas consumption for top economy under all conditions. Two primary barrels furnish fuel-air mixture normally required, second two barrels come in as needed for extra power.



New Hydraulic Clutch—works like hydraulic brakes to reduce foot pressure, make shifting easier. Minimizes clutch chatter, simplifies maintenance. Master cylinder is on driver's side of seat.



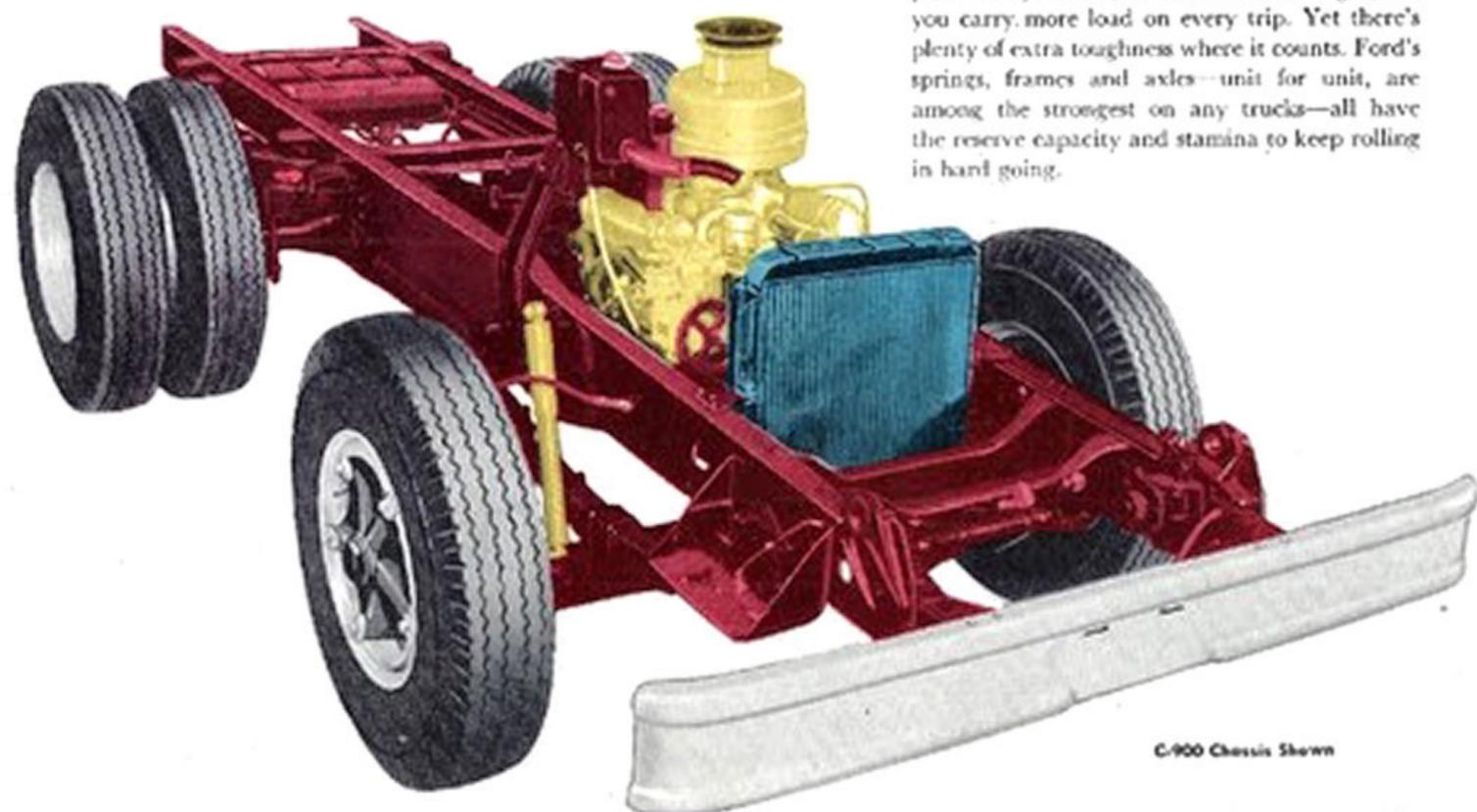
Deep-Channel Frame Rails—engineered for extra strength, highly resistant to twist and wear. Frame side rails have channel reinforcement between springs (C-750 and up).



New Front Axle—modified I-beam construction. High-capacity, wide-tread, set-back front axle provides greater load capacity, sharper turning, more steering stability.

FORD TILT CABS handle bigger payloads with rugged chassis construction

High GVW and GCW ratings boost payload capacities of Ford's C-Series trucks to an all-time high! Ford's strong clean-cut chassis design pares away useless, unwanted dead weight, lets you carry more load on every trip. Yet there's plenty of extra toughness where it counts. Ford's springs, frames and axles—unit for unit, are among the strongest on any trucks—all have the reserve capacity and stamina to keep rolling in hard going.



C-900 Chassis Shown



TRIPLE DRIVE RANGE TRANSMATIC

Six automatic speeds . . . multiplies engine torque as much as 14 times! Built-in retarder holds truck back on downgrades, saves brakes. Available on all models with HD V-8 engines.



8-SPEED ROADRANGER TRANSMISSION

Strong favorite of the professional truck operators—8 closely spaced speeds with preselect range shifting. Available on the C-800 and C-900 models with air brakes and 7.17 axle ratio.

Large capacity flat tube and fan radiator with cylindrical top tank gives high cooling efficiency. Durable, cushioned U-type support.

Durable tie rod ends are spring-loaded, ball-socket type, with dust shields, for automatic wear take-up.

Rugged channel bumper attached directly to frame, for greater strength and rigidity.

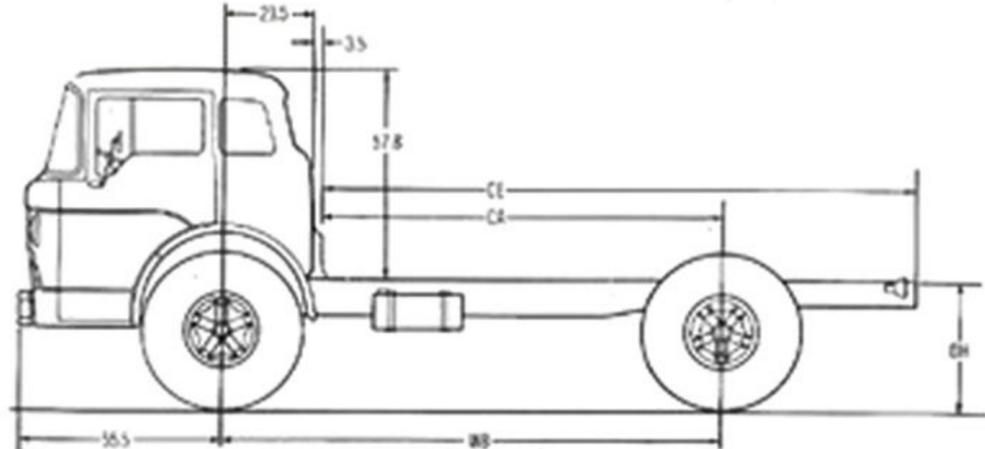
Wide front frame width of 38 inches permits low V-8 engine mounting with roomy engine accessibility.

High-capacity 12-volt battery gives faster all-weather starting, more capacity to handle heavier electrical loads.

Synchro-Silent transmission is standard on all models for faster, easier shifting.

Straight-line drive with large-diameter tubular propeller shafts—gives smooth power flow.

Long, easy-action front springs have double-wrapped front eyes for greater safety.



DIMENSIONS AND CHASSIS-CAB WEIGHTS

MODEL	WB (in.)	CA [†] (in.)	CE (in.)	Nom. Body Lengths (ft.)	H (in.)		Curb Weights* (lb.)			H (in.)		Curb Weights* (lb.)		
					Empty	Loaded	Front	Rear	Total	Empty	Loaded	Front	Rear	Total
C-550 GVW 18,000 lb.	99	72	123.2	9.11	32.3	28.8	3790	1550	5340	32.8	30.3	3869	1735	5604†
	111	84	135.2	10.13	32.3	28.8	3790	1575	5365	32.8	30.3	3879	1760	5639†
	135	108	168.0	13.17	32.3	28.8	3820	1620	5440	32.8	30.3	3909	1805	5714†
	153	126	186.0	16.20	32.3	28.8	3950	1670	5620	32.8	30.3	3929	1855	5784†
C-600 GVW 18,000 lb. OPT. GVW 20,500 lb.	99	72	123.2	9.11	34.1	30.6	3867	1749	5616	34.8	31.3	3867	1846	5713††
	111	84	135.2	10.13	34.1	30.6	3877	1774	5651	34.8	31.3	3877	1871	5748††
	135	108	168.0	13.17	34.1	30.6	3907	1819	5726	34.8	31.3	3907	1916	5823††
	153	126	186.0	16.20	34.1	30.6	3927	1859	5786	34.8	31.3	3927	1956	5883††
C-700 GVW 22,000 lb. OPT. GVW 23,000 lb.	99	72	123.2	9.11	34.1	32.2	3922	1991	5913*	34.1	32.2	4000	2149	6149**
	111	84	135.2	10.13	34.1	32.2	3962	2016	5978*	34.1	32.2	4030	2173	6183**
	135	108	168.0	13.17	34.1	32.2	3992	2061	6053*	34.1	32.2	4040	2218	6258**
	153	126	186.0	16.20	34.1	32.2	4032	2101	6133*	34.1	32.2	4060	2258	6318**
C-750 GVW 23,000 lb.	99	72	128.2	9.11	33.3	31.5	4540	2016	6556	34	32.2	4566	2047	6613*
	111	84	135.2	10.13	33.3	31.5	4550	2026	6576	34	32.2	4576	2077	6653*
	135	108	168.0	13.17	33.3	31.5	4640	2090	6730	34	32.2	4666	2142	6808*
	153	126	186.0	16.20	33.3	31.5	4675	2135	6810	34	32.2	4701	2187	6885*
C-800 GVW 26,000 lb.	99	72	123.2	9.11	35.1	32.9	4725	2180	6905	35.7	33.5	4791	2232	7122*
	111	84	135.2	10.13	35.1	32.9	4735	2200	6935	35.7	33.5	4801	2252	7152*
	135	108	168.0	13.17	35.1	32.9	4800	2265	7065	35.7	33.5	4886	2317	7303*
	153	126	186.0	16.20	35.1	32.9	4860	2305	7165	35.7	33.5	4926	2357	7383*
C-900 GVW 30,000 lb.	99	72	123.2	9.11	36.1	33.7	4790	2530	7320	36.7	34.3	4835	2687	7524*
	111	84	135.2	10.13	36.1	33.7	4800	2545	7345	36.7	34.3	4845	2704	7544*
	135	108	168.0	13.17	36.1	33.7	4885	2615	7500	36.7	34.3	4930	2774	7704*
	153	126	186.0	16.20	36.1	33.7	4925	2655	7580	36.7	34.3	4970	2814	7784*

† CA dimensions are from back of saddle or rear of cab to centerline of rear axle.
*All weights are estimated. Curb weights include standard cab and equipment, full tank of fuel, oil and lubricants. †Tires for regular GVW. ††Tires for optional GVW. †††Includes required power brakes.
†††Includes 15,000-lb. rear axle and 7-leaf auxiliary rear springs. *Includes required type of HD rear springs and 6.75 wheels. **Includes required 16,000-lb. rear axle and 10-leaf HD rear springs.

CHASSIS-CAB EQUIPMENT AND COLORS

Chassis with Standard Cab

In addition to items listed on specification page

- Air Wing Ventilators in Doors
- Ammeter (C-700 thru 900, C-550, 600 have warning lights)
- Ash Receptacle
- Battery—55 amp-hr (C-550 thru C-700) 70 amp-hr (C-750 thru C-900)
- Cab All-Weather Ventilation
- Channel Front Bumper
- Choke Control
- Defroster Vents
- Dispatch Box
- Door Lock, Right Side
- Fuel Gauge
- Governor, Engine (HD V-8's)
- Hand Throttle

- Horns: Twin Electric (C-700 thru C-900) Single Electric (C-550, C-600)
- Inboard Cab Step
- Light Switch
- Mechanical Jack (C-550, C-600)
- Mirror, Rearview, Outside Left
- Oil Pressure Gauge (C-700 thru 900; C-550, 600 have warning lights)
- Shock Absorbers, Front
- Sound Deadener on Doors
- Spare Tire Carrier (C-550, C-600)
- Speedometer
- Sun Visor, Left Side
- Tachometer (302 and 332 HD V-8's)
- Water Temperature Gauge
- Windshield Wipers, Dual Electric

Custom Cab Features

In addition to Standard Cab Equipment

- INTERIOR**
- Hound's-tooth pattern brown and white nylon-saran upholstery with beltes on split seat back
- Full foam-rubber cushioning—5 inches in seat, 1 1/4 inches in driver's section of seat back
- Perforated thermacoustic headlining backed by 1/2-inch glass-wool insulation
- Sound deadener on floor and rear cab panel
- Fold-down arm rest on driver's side
- Large dome light with manual switch
- Two adjustable sun visors
- Illuminated cigar lighter
- EXTERIOR**
- "Custom Cab" emblem on each door
- Bright-metal reveal molding around windshield
- Matched key locks on both doors

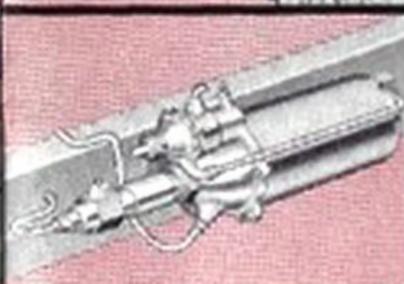
STANDARD COLORS: Choice of Vermilion, Midnight Blue, Azure Blue, Gunmetal Gray, Raven Black, Colonial White, Meadow Green, Seagrey Green, Goldenrod Yellow or Prime (on cab, interior metal, inboard cab step and stake body). Painted Colonial White are bumper, grille and parking light, dual headlight assemblies, outside mirror arm and bracket. Parking light rims are bright-metal.

FORD TRUCK ACCESSORIES AND OPTIONS



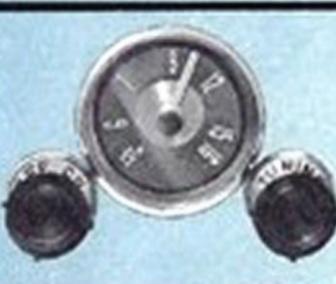
Master-Guide Power Steering—now available for C-750 through C-900 Series—cuts steering effort as much as 75%! Operative at all times, this Ford system saves wheeling time everywhere!

MagicAire System provides heating, ventilating and defrosting all in one unit. Helps you feel better, drive better... more safely. Pressurized fresh air. Selective temperature control.



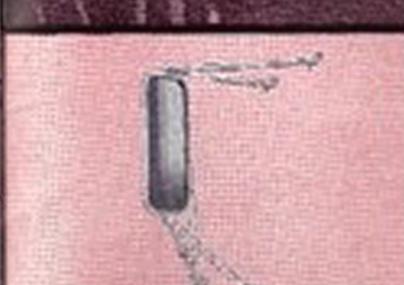
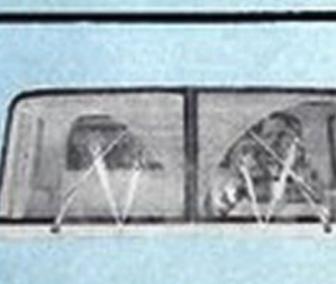
Air-Over-Hydraulic Brake System supplies air pressure to a 4 1/2-inch air booster, which multiplies hydraulic braking action instantly, smoothly... gives stopping ability needed for heavy duty work. Available on C-700, C-750 and C-800.

Ford Truck Radio—transistor-powered type offers "pleasant company" while driving. Large tuning knob, variable tone control, off-on switch and volume control—all in a conveniently located cluster for easy operation.



Full-Air Brake System (optional on C-700 through C-900) includes a 7 1/4-cubic foot compressor, necessary valves, two reservoir tanks with safety valve and drain cocks, pressure gauge and buzzer, treadle-type pedal and air windshield wipers.

Windshield Washers—two adjustable nozzles, with two orifices each, provide four separate water sprays so wipers can remove dirt and traffic film. Handy foot plunger actuation.



Full-View Mirror (Western type) has a large 6 x 16 inch reflecting surface for maximum side and rear visibility. Adjustable arms and mirror for convenience.

Sealed-Beam Spotlight has big six-inch face and convenient control switch on handle. This dealer installed accessory can be located on right or left side to permit its powerful beam to be aimed in almost any direction.



OTHER FORD TRUCK ACCESSORIES AND OPTIONAL EQUIPMENT

(in addition to those shown above and on specification page)

REGULAR PRODUCTION OPTIONS

- Air Cleaner—2,400 sq. in. Not avail. with velocity governor. (C-550, C-600, C-700)
- Arm Rest—Left Side for Std. Cab
- Battery—70 amp-hr (C-550, C-600, C-700) Cab—Custom
- Carburetor Air Intake—Thermometrically controlled (C-550, C-600, C-700)
- Dual Exhausts (302 and 332 HD V-8's except w/Transmatic)
- Fan—HD 5-Blade (C-550 thru C-750)
- Glass—Tinted
- Heater and Defroster—Recirculating
- Horns—Air (with Air-equipped C-700, through C-900)
- Jack—Hydraulic, 5-Ton (C-700 thru C-800); 8-Ton (C-900)
- Safety Package "A"
- Spare Tire—Tubeless

- Spare Tire Carrier (C-700 thru C-900)
- Sun Visor—Right Side, Std. Cab
- Tires—Tube-type
- Turn Signals—Front and Rear

PRE-APPROVED OPTIONS

- Arm Rest—Right Side for all Cabs
- Cigar Lighter for Std. Cab
- Dome Light for Std. Cab
- Generators—30 amp, Low Cut-In (C-550, C-600) 40 amp, 600 Watt (C-550 thru C-700) 50 amp, 750 Watt (C-550 thru C-900)
- Governor—Velocity Controlled (272 V-8)
- Grille Guard—Brush Type
- ICG Clearance Lights—Front (2 corner lights or 3-light cluster)
- Jack—Hydraulic, 5-Ton (C-550, C-600)
- Lock and Chain for Spare Tire (C-550, C-600)

- Mirrors—Inside Safety
- Outside, Right, Non-Telescopic
- Shock Absorbers—Rear (C-600)
- Spare Tire—Tube-Type
- Taillight—Right side
- Tow Hooks—Front
- Turn Signals—Front only
- Vacuum Reserve Tank—1,000 cu. in.

ACCESSORIES—DEALER INSTALLED

- Fire Extinguisher—1 1/2-qt. or 4-lb. Dry Chemical
- Gas Tank Cap—Locking Type
- Reflector Flares (3 in Kit) with Flag
- Seat Belts
- Seat Covers
- Seat Cushion—Ventilated-Type
- Shaver—Electric
- Splash Guards and Brackets

Specifications

C-550—GVW 18,000 LB.
—GCW 25,000 LB.

C-600—GVW 18,000 LB.
—GCW 29,000 LB.

OPT. 20,500 LB.*
OPT. 32,000 LB.*

C-700—GVW 22,000 LB.; OPT. 23,000 LB.*
—GCW 35,000 LB. *With HD equipment

C-750—GVW 23,000 LB.
—GCW 42,000 LB.

C-800—GVW 26,000 LB.
—GCW 50,000 LB.

C-900—GVW 30,000 LB.
—GCW 60,000 LB.

ENGINES

	272 V-8	272 HD V-8	302 HD V-8	332 HD V-8
Model Application	C-550, C-600, C-700 (Std.)	C-550, C-600, C-700 (Opt.)	C-750 (Std.)	C-800, C-900 (Std.)
Displacement (cu. in.)	272	272	302	332
Bore x Stroke (in.)	3.62 x 3.30	3.62 x 3.30	3.62 x 3.66	3.80 x 3.66
Compression Ratio (to 1)	8.3	7.6	7.6	7.6
Max. Gross Horsepower @ rpm	181 @ 4400	178 @ 3800	196 @ 3800	212 @ 3800
Max. Gross Torque (lbs-ft @ rpm)	262 @ 2200-2700	260 @ 2100-2900	299 @ 2500	328 @ 2500
Governor (3600 rpm)	—	← Vacuum, Rotor-Controlled →	← Vacuum, Rotor-Controlled →	← Vacuum, Rotor-Controlled →
Carburetor	Two-Venturi, Downdraft	← Four-Venturi, Downdraft →	← Four-Venturi, Downdraft →	← Four-Venturi, Downdraft →
Oil Filter	← Full-Flow, Replaceable Element →			
Air Cleaner, Dry Element (sq. in.)	1200	1200	2400*	2400*
Generator	30 amp.	30 amp.	60 amp.	40 amp.

*with Thermostatically controlled air intake

SERIES	C-550	C-600	C-700	C-750	C-800	C-900
AXLE, FRONT (Set Back, Wide Tread)	Capacity, lb. 6000	6000	7000	7000	9000	9000
AXLE, REAR	Capacity, lb. 13000	14000 (15000)	15000 (16000)	16000	18000	21000
Full Fl. = Full Floating Sp. Bev. = Spiral Bevel	Single-Speed Type Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Sp. Bev.—Full Fl.	Sp. Bev.—Full Fl.
Available Axle Ratios (to 1)	5.83—6.20—6.80*	6.20—6.80—7.20†	7.2—7.17†	7.17	7.17—7.67	7.67—7.17
* = w/Transmatic only † = Optional axle only	Two-Speed Planer Capacity, lb. 13000	14000—15000	15000—16000	16000	18000	21000
Axle Ratios (to 1)	5.83/8.31	5.83/8.31—6.33/8.81	6.33/8.81—6.50/9.04	6.50/9.04	6.50/8.87 or 7.17/9.77	7.17/9.77
BRAKES, SERVICE (Hydraulic)	Size—Front, in. 16 x 2 1/4	16 x 2 1/4	16 x 2 1/4	16 x 2 1/4	16 x 2 1/4	16 x 2 1/4
* = C-750 Brakes w/16000-lb. axles	—Rear, in. 15 x 4	15 x 4	15 x 4 1/2*	15 x 5	16 x 5	16 x 6
F = Front R = Rear	Total Area (Sq. In.) Lining 388	388	436	476	483	556
Single Unit Vacuum Booster—Type—Size	Diaphragm, 8 1/4	Diaphragm, 8 1/4	Diaphragm, 10 1/4	Diaphragm, 10 1/4	Diaphragm, 10 1/4	Piston, 9 1/4
Optional Air-Over-Hydraulic Actuation of Std. Brakes			Air Booster, 4 1/2	Air Booster, 4 1/2	Air Booster, 4 1/2	
BRAKES, HAND Drum-Driveshaft	Size—Lining Area (Sq. In.) 7.81" x 2.5"—57.7	7.81" x 2.5"—57.7	9.5" x 3.0"—89.1	9.5" x 3.0"—89.1	10.5" x 3.0"—97.7	10.5" x 3.0"—97.7
* = w/Transmatic Drive	9.5" x 3.0"—89.1*	9.5" x 3.0"—89.1		10.5" x 3.0"—97.7*		
CLUTCH (Gyro-Grip) Diameter, in.—Frictional Area (Sq. In.)	11—123.7	11—123.7	11 Heavy Duty—123.7	12—149.2	12—149.2	12—149.2
* = Incl. with 272 HD V-8	11 Heavy Duty—123.7*	11 Heavy Duty—123.7*				
TRANSMISSION, STANDARD	Type 4-Speed	4-Speed	4-Speed	MD 5-Speed Direct	HD 5-Speed Direct	HD 5-Speed Direct
MD = Medium Duty HD = Heavy Duty EHD = Extra Heavy Duty * = Synchronized Speeds	Ratios (to 1)—First 6.40	6.40	6.40	7.41	7.58	7.58
Second 3.09*	3.09*	3.09*	4.05	4.38*	4.38*	4.38*
Third 1.69*	1.69*	1.69*	2.40	2.40*	2.40*	2.40*
Fourth 1.00*	1.00*	1.00*	1.48*	1.48*	1.48*	1.48*
Fifth 1.00*	1.00*	1.00*	1.00*	1.00*	1.00*	1.00*
Reverse 7.82	7.82	7.82	7.85	7.51	7.51	7.51
Power Take-off Locations	Right Side	Right Side	Right Side	Both Sides	Both Sides	Both Sides
OPTIONAL—Type		MD 5-Speed Overdrive; MD 5-Speed Direct; Transmatic Drive†	MD 5-Speed Overdrive; MD 5-Speed Direct; Transmatic Drive†	MD 5-Speed Overdrive; MD 5-Speed Direct; Transmatic Drive	MD 5-Speed Overdrive; EHD 5-Speed Direct or Overdrive; 8-Speed Roadranger; Transmatic Drive	MD 5-Speed Overdrive; EHD 5-Speed Direct or Overdrive; 8-Speed Roadranger; Transmatic Drive
‡ = Requires MD Clutch † = Requires HD engine; requires 15,000-lb. axle for C-600. Transmatic not available with 2-Speed axle						
FRAME Max. Side Rail, in.—Depth x Flange x Thickness 9.5 x 3.0 x 0.25	9.5 x 3.0 x 0.25	9.5 x 3.0 x 0.25	9.5 x 3.0 x 0.25	9.5 x 3.0 x 0.25*	9.5 x 3.0 x 0.25*	9.5 x 3.0 x 0.25*
*Channel Reinforcement	Section Modulus 9.95	9.95	9.95	14.93	14.93	14.93
FUEL TANK, STANDARD Gal. cap'y—Frame Mounted 18—Left Side	18—Left Side	18—Left Side	18—Left Side	18—Left Side	18—Left Side*	18—Left Side*
* = Electric fuel pump in each tank	Cylindrical Saddle			60—Left or Right*	60—Left or Right*	60—Left or Right*
				778—Both Sides*	778—Both Sides*	778—Both Sides*
STEERING GEAR Ratio 20.5 to 1	20.5 to 1	20.5 to 1	20.5 to 1	24.4 to 1⊕	24.4 to 1⊕	24.4 to 1⊕
⊕ = Power Steering Available	Steering Wheel—Dia. 20"	20"	20"	20"	20"	20"
SPRINGS, FRONT Size (Length x Width) 52" x 2.5"	52" x 2.5"	52" x 2.5"	52" x 3"	52" x 3"	52" x 3"	52" x 3"
* = At Normal	No. Leaves 7	7	7	7	9	9
Deflection	*Capacity (At Spring Pad)—per Spring 2500 lb.	2500 lb., 2800 lb.	3000 lb.	3000 lb.	4000 lb.	4000 lb.
SPRINGS, REAR Size (Length x Width) 52" x 2.5"	52" x 2.5"	52" x 2.5"	56" x 3"	56" x 3"	56" x 3"	56" x 3"
* = At Normal	No. Leaves 10	10	9	9	10	10
Deflection	*Capacity (At Spring Pad)—per Spring 4500 lb.	4500 lb.	4750 lb.	4750 lb.	5750 lb.	6650 lb.
OPTIONAL	Size (Length x Width) 52" x 2.5"	52" x 2.5"	56" x 3"	56" x 3"	56" x 3"	56" x 3"
	No. Leaves 13*	10	10	10	10	11
Capacity (At Spring Pad)—per Spring	6970 lb.	5750 lb.	5750 lb.	5750 lb.	6650 lb.	7400 lb.
Aux. — Auxiliary	Auxiliary Size (Length x Width) 37" x 2.5"	37" x 2.5", 37" x 2.5"	37.5" x 3"	37.5" x 3"	37.5" x 3"	37.5" x 3"
	No. Leaves 6	6, 7, 8*	7	7	7	7
Capacity (At Spring Pad)—per Spring	1700 lb.	1700 lb., 2750 lb., 3800 lb.	2050 lb.	2050 lb.	2050 lb.	2600 lb.
* = 3-2 Build-up	Combined Capacity—Main and Aux. (lb.) 6200	6200 (7250), (10,000)*	6800 (7800)	6800 (7800)	7800 (8700)	9250 (10,000)
WHEELS AND RIMS Number—Size: Standard 7d—22.5 x 5.25	7d—22.5 x 6.0	7d—22.5 x 6.0	c.s.—22.5 x 6.0	c.s.—22.5 x 6.75	c.s.—22.5 x 6.75	c.s.—22.5 x 7.5
c.s. = 4 cast spoke wheels and 7 demountable rims	Optional 7d—22.5 x 6.0	7d—22.5 x 6.75	c.s.—22.5 x 6.75 c.s.—22.5 x 7.5 7d—22.5 x 6.75, 6 Hole 7d—22.5 x 6.75, 8 Hole	c.s.—22.5 x 7.5 7d—22.5 x 6.75, 8 Hole	c.s.—22.5 x 7.5 7d—22.5 x 7.5, 8 Hole 7d—22.5 x 7.5, 10 Hole	c.s.—22.5 x 8.25 7d—22.5 x 7.5 or 8.25 c.s.—24.5 x 8.25 7d—24.5 x 8.25
d. = Disc wheels with integral rims						
TIRES (Tubeless) Size—Ply Rating: Standard 7-22.5—8 F & DR	8-22.5—8 F & DR	8-22.5—8 F & DR	8-22.5—8 F & DR	9-22.5—10 F & DR	10-22.5—10 F & DR	11-22.5—12 F & DR
F = Front DR = Dual Rear. Tube-type tires also available * = Vacuum booster required † = 2750-lb. rear ax. springs and 6.75 rims required ‡ = 22.5 x 6.0 wheels required § = HD rear springs and larger rims required	Optional 8-22.5—8 F & DR*	9-22.5—10 DR	9-22.5—10 F & DR	10-22.5—10 F & DR†	11-22.5—12 F & DR‡	12-22.5—12 F & DR§
	8-22.5—8 F & DR	9-22.5—10 F & DR	9-22.5—10 F & DR	10-22.5—10 F & DR†	11-22.5—12 F & DR‡	12-22.5—12 F & DR§
	9-22.5—10 DR**††	10-22.5—10 DR†	10-22.5—10 DR†	10-22.5—10 F & DR†	11-22.5—12 F & DR‡	12-24.5—12 F & DR‡
	9-22.5—10 F & DR**††	10-22.5—10 DR†	10-22.5—10 F & DR†	10-22.5—10 F & DR†	11-22.5—12 F & DR‡	12-24.5—12 F & DR‡

Optional equipment, shown in bold face italics, is available at extra cost

Comparative information in this folder was obtained from authoritative sources, but is not guaranteed. The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

FORD Division of FORD MOTOR COMPANY • DEARBORN, MICHIGAN