

FORD N-SERIES

Short Conventional Cab Trucks

SINGLE- & TANDEM-AXLE MODELS / GASOLINE- & DIESEL-POWERED

GVW'S: 15,000 TO 53,000 LB. / GCW'S: 25,000 TO 76,800 LB.



MORE LOADSPACE AND PAYLOAD WITH NO INCREASE IN WHEELBASE

N-SERIES STRAIGHT-TRUCK MODELS UP TO 53,000 LB. GVW... TRACTOR MODELS UP TO 76,800 LB. GCW



89" BBC

MORE LOADSPACE, MORE PAYLOAD . . . The short 89-inch bumper-to-back-of-cab dimension of N-Series trucks permits the transfer of more body and payload weight toward the front axle than is possible with longer BBC conventionals. This short-BBC design permits longer bodies within the same overall length. Tractors also benefit from this short-BBC design because 40-ft. long trailers can be hauled in all states having 50-ft. overall length limitations.

GOOD MANEUVERABILITY . . . N-Series short-BBC design and short overall lengths result in shorter turning diameters to provide you with time-saving maneuverability in city delivery work.

GOOD VISIBILITY . . . The combination of high-cab seating, a short, sloping hood and a large-area, wrap-around windshield provides exceptionally good visibility.

GASOLINE ENGINES . . . N-500 and 600 Mediums are powered by a 240-cu. in. Six, standard; 300-cu. in.

HD Sixes and 330-cu. in. V-8's are optional. A 361-cu. in. HD V-8 is now optional on N-600 and 700 Series Fords. N-700 and 750 Series Fords use High Displacement, heavy-duty V-8's designed for greater power, torque and durability. And 850 through 1000 Series Fords are powered by Super Duty V-8's to provide maximum power, torque and durability on big jobs everywhere. All Ford Truck engines operate on regular gas. All engines are available with Ford's Perma-Tuned transistorized regulator and ignition system to further improve engine performance and reduce the need for ignition tune-ups.

DIESEL ENGINES . . . Ford's 330-cu. in. City-Size Diesel is the ideal engine for city delivery work where a considerable amount of engine idling and part-throttle operation prevails. For high-tonnage, long-haul operations, six Ford-Cummins straight-six Diesels are available ranging from 180 to 250 horsepower.

SINGLE AXLES . . . N-Series single rear axles are available in many

ratios and in many capacities ranging from 11,000 to 23,000 lb. Single-speed rear axles with single-reduction gearing are recommended on uniform load operations. Single-speed rear axles with double-reduction gearing are available for extra-heavy-duty operations. Two-speed rear axles with either double-reduction or planetary gearing are recommended for operations that start out with a heavy load but end up light or empty on the return trip, or hauling heavy loads in hilly terrain.

TANDEM AXLES . . . Tandem axles provide greater legal payload capacity and better flotation and traction for off-highway operations. N-Series tandem bogies are single-speed, dual-drive tandem axles with Hendrickson steel beams and springs standard.

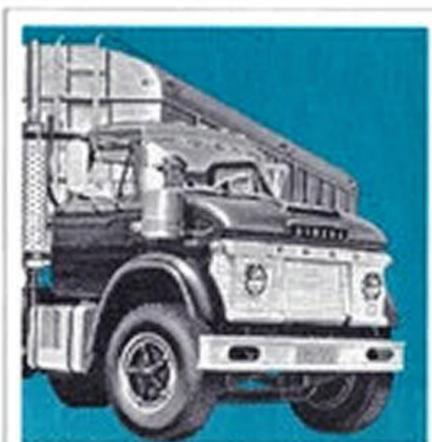
Also available are single-, two- and three-speed dual-drive tandem axles with Rockwell or Hendrickson suspensions, and single- and two-speed pusher axles with lightweight Page and Page suspensions with or without V-belt drive.

STRAIGHT TRUCKS . . . N-Series straight trucks with short-BBC design make excellent city delivery vehicles. For example, N-600 and 6000 Series have a 199-inch wheelbase to accommodate 20-ft. bodies with 7.5% of body and payload weight on the front axle for good ride and handling. And N-700 through 1000 Series have a 212-in. wheelbase with a similar 7.5% front axle payload distribution.

TRACTORS . . . Truck operators like Ford N-Series tractors for their short-BBC design, maneuverability, low operating costs and proven durability. Tractor frames feature a two-inch drop center rear cross-member to provide good kingpin clearance when hitching trailers. A Ford tractor package option includes premium-built, durable connection equipment for trailer braking, break-away and lighting.



N-750 Series with 20 ft. Van Body



N-1000 D Series Tractor - Diesel-Powered



N-1000 Series Tractor - Super Duty-Powered



N-6000 Series with Ford 330 Diesel Power

FORD CABS PROVIDE BUILT-IN COMFORT- BUILT-IN CONVENIENCE-BUILT-IN QUALITY

STANDARD CAB INTERIORS

N-Series standard cab interiors include a seat wide enough to seat three comfortably. Not only does this seat adjust fore and aft, but also holes in the seat brackets enable you to adjust height and tilt. In addition, a new molded fiberglass headlining is more attractive, more durable and easier to clean than before. Double-faced turn signals, seat belts (with full-width seats), windshield washers, non-glare windshield wipers, ICC emergency lamp flasher, and thicker laminated windshield glass are now standard. All Diesel-powered N-Series are equipped with a black vinyl Unison-Action driver's seat. Options available include a Bostrom Viking T-bar driver's seat and companion seat.

CUSTOM CAB INTERIORS

Gas-powered N-Series trucks equipped with the optional Custom Cab are available with blue, red, green or beige woven-plastic seat trim that is color-keyed to exterior paint. This seat trim "breathes" for coolness and comfort. For jobs that require exceptional seat trim durability, a heavy-duty, all-black vinyl-covered seat is also available.

The Custom Cab's full-width bench seat has a 5-inch-thick plastic foam seat cushion and 1 3/4 inches of foam padding in the seat back. Other Custom Cab features include left- and right-hand arm rests and sun visors, white steering wheel, two-tone painted instrument panel, vinyl-coated floor mat and many other convenience items.

NEW SEATING COMFORT

N-Series cabs are bigger and roomier than ever before! This extra roominess has been achieved with a greater floor-to-roof height. The result is a new measure of driving comfort for tall drivers. The new cab design permits raising seat supports to give the driver over two inches of additional legroom, and headroom is increased by one inch. This lets the driver sit up straighter, reduces driver fatigue on long runs.

The steering column is more vertical (55° instead of 42°) and improves clearance between the steering wheel and seat cushion. In addition, steering wheels with manual steering are two inches larger in diameter. This results in less steering effort and less driver fatigue.

N-SERIES ALL-WELDED CAB CONSTRUCTION

1. Box-type front roof header and box-type roof siderails extend over the doors to the lock pillars.
2. Lock pillar reinforcements extend from the top of the lock striker plate to the roof rails and from the bottom of the striker plate to the floor pan.
3. A horizontal, hat-type reinforcement runs below the rear window to reinforce the cab back panel and lock pillars.
4. Hat-type reinforcement runs across the back of the cab.
5. Floor pan and toeboard are one sheet of .060" steel welded to the firewall.
6. Vertical legs and supporting gussets are 1/4" steel welded to the firewall and toeboard.
7. Ventilation system plenum chamber forms a box section across the front and sides of the cowl to reinforce the hinge pillars.

INDEPENDENT CAB MOUNTING

A unique, 3-point cab mounting design for N-Series cabs permits the frame to flex independently of the cab, minimizes sheetmetal stress and extends cab life. Two upright columns support the front of the cab; a twin mount on the arched rear cross-member supports the back of the cab. Rubber insulating pads at each mount absorb road shock and frame vibration. The bottom illustration shows how the fender and fender apron are fastened to outboard brackets attached to the frame and front bumper, and how front-end sheetmetal is attached to an angle iron support bolted to the bumper. This arrangement keeps fenders, aprons and front sheetmetal separate and independent of the cab and radiator assembly. The result: stress transfer between cab, radiator and sheetmetal is eliminated . . . cabs stay tight and solid.



STANDARD CAB INTERIOR

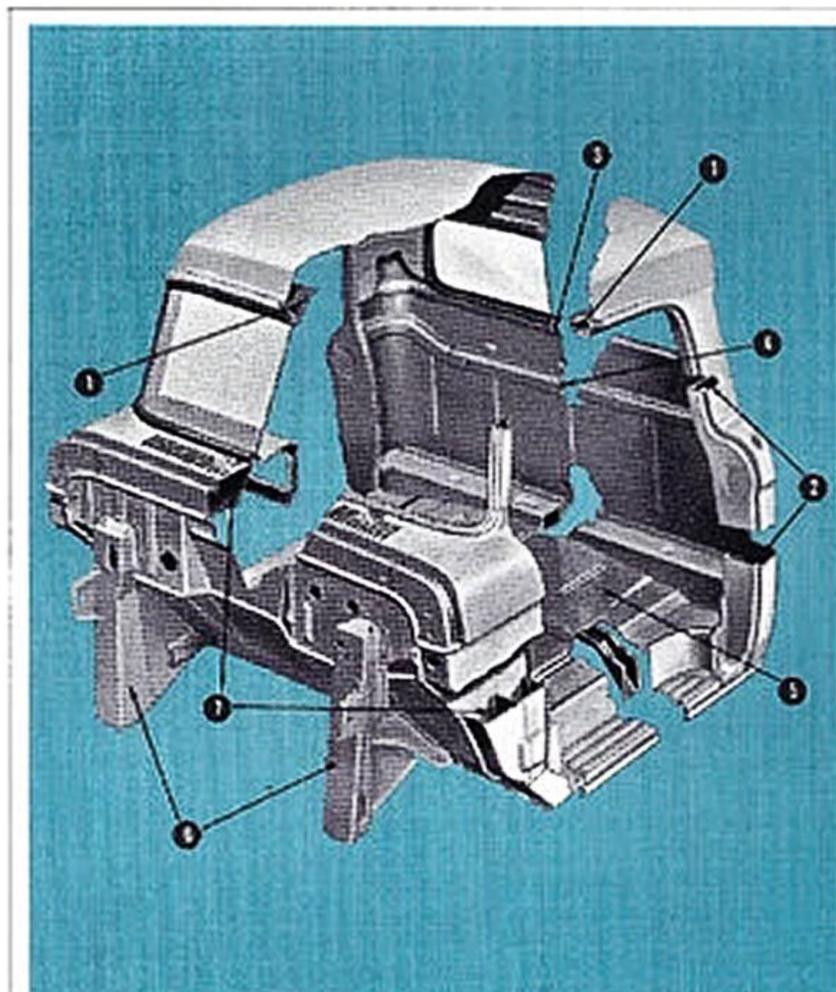


EASY ENTRY AND EXIT with a low step height running board and wide door opening, helps to improve driver efficiency and safety. The bottom step has longitudinal anti-skid strips to provide surer footing. Assist handles on each side provide safer and easier entry. Notice the heavy-duty sponge rubber weather seal around the door perimeter to help eliminate door rattles and keep out moisture and dust.



CUSTOM SEAT CONSTRUCTION

FORD FULL-WIDTH SEATS ARE QUALITY-BUILT to take the hard punishment of big drivers day after day, year after year. Ford seats are designed for comfort and durability. Seats are fabricated with heavy-gauge spring wire for high strength and support throughout. Just the right amount of foam padding is used for optimum seating comfort . . . not too soft, not too firm.



N-Series cab with two upright columns and rear crossmember heavily reinforced



N-Series cab with fender, apron and front sheetmetal attachment outlined

FORD'S WIDE CHOICE OF GAS OR DIESEL ENGINES PROVIDES THE RIGHT POWER FOR YOUR JOB!

FORD SIXES COMBINE ECONOMY WITH DEPENDABILITY

Ford 240-, 300- and heavy-duty 300-cu. in. Sixes are proven, economical and dependable engines. They are available in N-500 and N-600 Series trucks. Premium features include a 7-main-bearing crankshaft for stability and durability, integrally cast crankshaft counterweights (four on 240, eight on 300's) for smoothness, individual pedestal-mounted ball-pivot-type rocker arms for uniform valve action at all engine speeds, hydraulic valve lifters for a quieter running engine and fewer valve adjustments, individually ported intake and exhaust manifolds for improved engine breathing, rotor-type oil pump for greater engine durability (with good delivery during engine idle), and full-circle water jackets that better dissipate combustion heat. Ford's Perma-Tuned transistorized regulator and ignition is now available on all Sixes. This optional ignition system maintains high performance stability.

HIGH DISPLACEMENT HEAVY-DUTY V-8's

High Displacement V-8 engine design provides the power and torque you need to maintain highway speeds at part throttle with reserve power still available to reduce downshifting. High Displacement provides plenty of power at moderate, economical engine speeds. Being able to operate in the economy rpm range means longer engine life, lower operating costs, more profit per trip. Premium engine features include a deep-skirt cylinder block for high strength and rigidity, forged steel crankshaft features a large 1 1/4" front post for added durability, sodium-cooled exhaust valves for longer life, Rotocoil positive exhaust valve rotators for better valve seating, full-floating piston pins with Tru-arc retainers for maximum pin retention, high-volume water pump for effective engine cooling and thermostatically controlled air induction system for improved fuel economy.

SUPER DUTY V-8's FOR MAXIMUM PERFORMANCE AND RELIABILITY

Well-known for their superior performance, high quality and durability, Ford Super Duty V-8's are the most popular V-8's in their field. These short-stroke, over-square engines are precision-built and thoroughly hot-tested; partially disassembled and carefully inspected, reassembled and test-run again.

And for the 6th consecutive year...



FORD 330 DIESEL ENGINE OUTSAVES OTHER DIESELS IN ITS CLASS

Fleets and individual owners of Ford City-Size Diesels have labeled them one of the most reliable, economical and efficient city freight movers ever built. Owners have testified that Ford Diesels slashed previous fuel bills in half. This is because the Ford 330 Diesel's fuel economy is good at full throttle, better at part throttle, best at engine idle—up to 400% better at engine idle than a comparable gasoline engine doing similar work.

Fleet owners have also said that Ford Diesels consistently outsave competitive Diesels by as much as 10% on fuel savings alone. This is because the Ford Diesel has many of the quality engine features found in bigger, more expensive 4-cycle "highway" Diesels.

And you can expect up to 15% less maintenance expense. The Diesel has no

ignition system to maintain. (Fleet records show that electrical system failures account for a majority of city vehicle breakdowns.)

With a Ford City-Size Diesel, breakdowns are rare, maintenance and downtime are low.

FORD-CUMMINS STRAIGHT-SIX DIESEL ENGINES

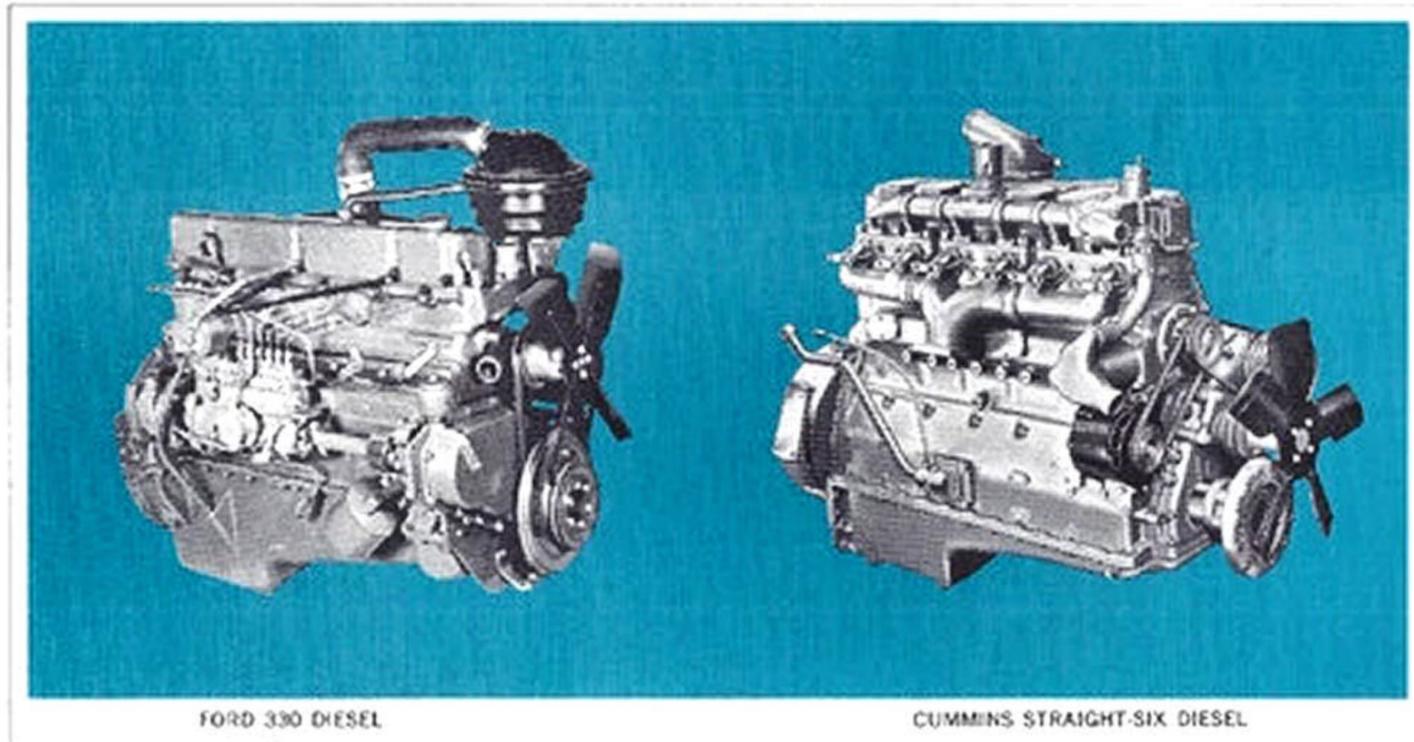
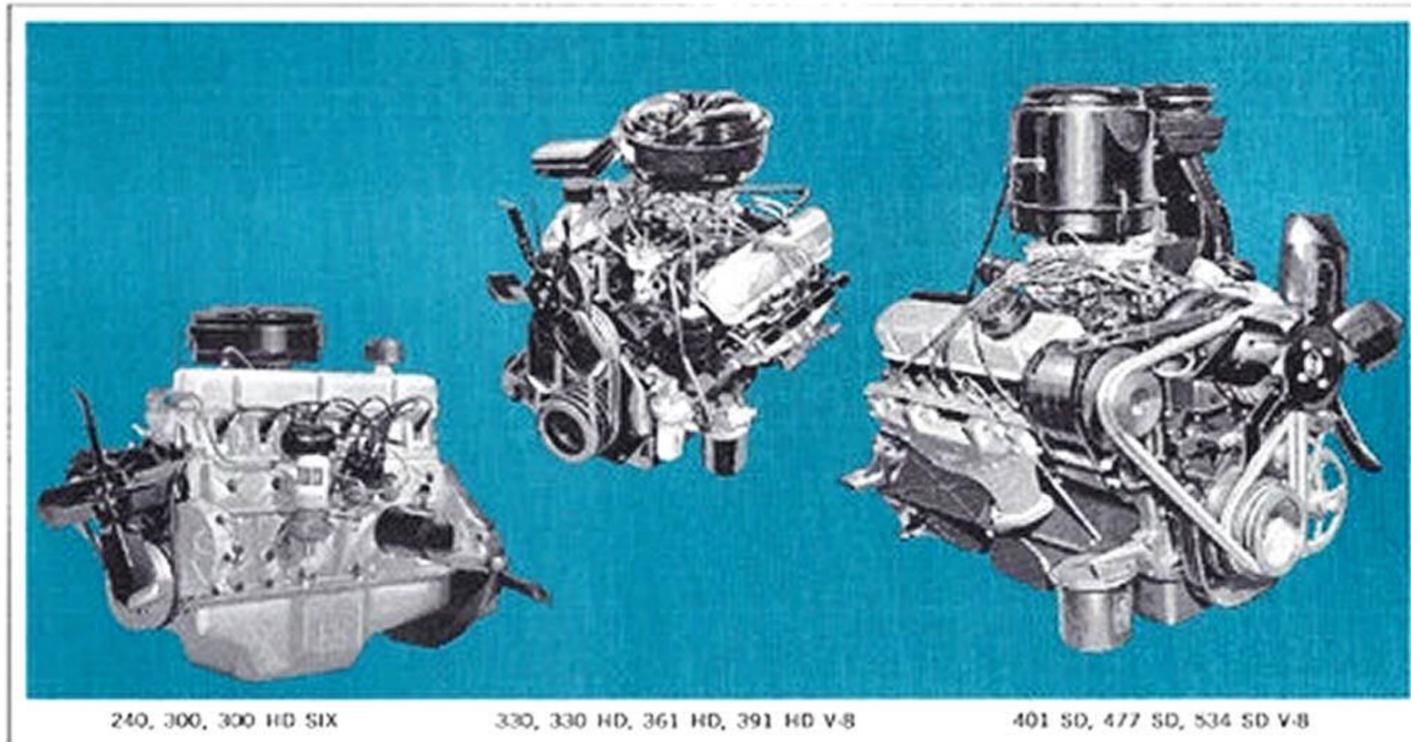
Six Ford-Cummins straight-six Diesel engines are available in a choice of power ranging from 180 to 250 horsepower. (Engine illustrated is for Hi-Tilt cab installation.) These big Cummins Diesels are precision-built to provide reliable, economical and long-life service on high-tonnage, long-haul operations. They can put your big-payload, long-distance runs well in the black because they deliver peak pulling power without sacrificing fuel economy or engine durability. Cummins Diesels are naturally aspirated, 4-cycle engines that are rug-

gedly built. They use Cummins' exclusive PT fuel system . . . famous for efficiency and maximum economy the world over.

Try a Cummins Diesel once and you will readily understand why over 45% of all the linehaul Diesels are Cummins Diesels!

CUMMINS STRAIGHT-SIX ENGINE FEATURES

- Large intake and exhaust air passages offer minimum restriction to intake and exhaust gases. Two intake valves per cylinder fill the cylinder with fresh air and two exhaust valves permit efficient scavenging of exhaust gases.
- PT (pressure-time) fuel system provides accurate and uniform metering of fuel to all cylinders.
- Replaceable wet-type cylinder liners dissipate combustion chamber heat directly to coolant.
- Large-volume water passages provide even flow of coolant around cylinder liners, valves and injectors to maintain operating temperatures.
- Camshaft is geared to crankshaft for positive control of all valve and injector movements.
- Crankshaft is precision-machined from high-tensile steel forging. Journals are induction-hardened with material for several regrinds.



GASOLINE ENGINE SPECIFICATIONS

ENGINE SPECIFICATIONS	240 SIX	300 SIX	300 HD SIX	330 V-8	330 HD V-8	361 HD V-8	391 HD V-8	401 SD V-8 (2V)	477 SD V-8 (4V)	534 SD V-8 (4V)
MAX. GROSS HP @ rpm	158 @ 4000	170 @ 3600	193 @ 3000	216 @ 4000	231 @ 4000	246 @ 3600	276 @ 3600	371 @ 3600	415 @ 3600	451 @ 3600
MAX. NET HP @ rpm	129 @ 4000	138 @ 3600	154 @ 3000	172 @ 3800	189 @ 3800	199 @ 3600	198 @ 3600	264 @ 3600	277 @ 3600	295 @ 3600
MAX. GROSS TORQUE (lb-ft @ rpm)	214 @ 2200	233 @ 14-2400	261 @ 3000	343 @ 2000	377 @ 2000	341 @ 14-1800	343 @ 20-2600	417 @ 14-1800	415 @ 20-2600	441 @ 14-1800
MAX. NET TORQUE (lb-ft @ rpm)	211 @ 2000	227 @ 14-2100	256 @ 3000	327 @ 2000	347 @ 2000	311 @ 14-1800	334 @ 20-2600	379 @ 1800	365 @ 14-2400	455 @ 14-2200
BORE x STROKE (inches)	4.0 x 3.14	4.0 x 3.36	3.87 x 3.53	4.06 x 3.36	4.05 x 3.79		4.125 x 3.75	4.50 x 3.75		4.50 x 4.20
COMPRESSION RATIO (to 1)	9.2	8.3		7.4	7.4		7.5	7.5		7.5

DIESEL ENGINE SPECIFICATIONS

ENGINE SPECIFICATIONS	FORD		CUMMINS DIESEL ENGINES				
	330 DIESEL	NHC-180	NHC-195	NHC-220	NHC-250	NHC-250	NHC-250
MAX. GROSS HP @ rpm	117 @ 2500	180 @ 1950	195 @ 1950	225 @ 2100	225 @ 1950	225 @ 2100	250 @ 2100
MAX. NET HP @ rpm	104 @ 2500	165 @ 1950	164 @ 1950	208 @ 2100	213 @ 1950	213 @ 2100	234 @ 2100
MAX. GROSS TORQUE (lb-ft @ rpm)	255 @ 1500	324 @ 1300	340 @ 1300	405 @ 1500	420 @ 1300	420 @ 1400	465 @ 1500
MAX. NET TORQUE (lb-ft @ rpm)	252 @ 1500	311 @ 1300	308 @ 1300	379 @ 1600	384 @ 1300	384 @ 1400	435 @ 1500
DISPLACEMENT (cubic inches)	330			353			353
BORE x STROKE (inches)	3.94 x 4.12			5 1/8 x 6			5 1/8 x 6
COMPRESSION RATIO (to 1)	14			15.5			14.5

FORD QUALITY-BUILT CHASSIS COMPONENTS ARE ENGINEERED TO MATCH YOUR JOB BEST

SINGLE-AXLE FRAMES

As illustrated on page 9, N-850 through 1000 Series frame rails are full depth for their entire length for greater strength over the rear axle and spring brackets. This design with deep-section crossmembers provides extra frame rigidity and protection against frame twisting. This is particularly advantageous for fifth wheel installations on tractors and for long wheelbase trucks.

N-Series trucks are available in a wide choice of single-channel frames ranging in yield strength from 36,000 to 80,000 psi. An inverted L-type outer reinforcement is available for 36,000 and 50,000

psi frames to provide additional strength and rigidity on severe operations.

TANDEM-AXLE FRAMES

Whatever your tandem job, Ford has a frame to handle it, with plenty of strength to spare!

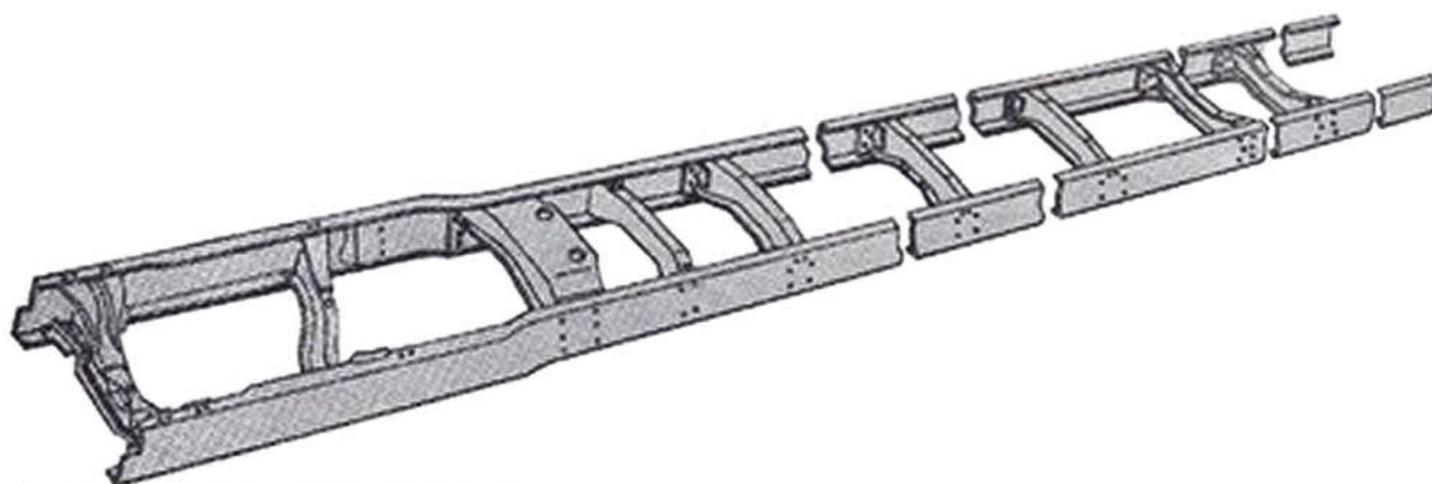
For normal highway tractor service: With short wheelbase models, single-channel frames of 80,000 psi yield strength steel provide strength and durability, yet hold tractor weight to a minimum to keep payloads high.

For more severe tractor service: An inverted L-shaped outer reinforcement is fusion-welded to the main channel to increase overall strength

with a minimum increase in weight.

For straight-truck construction duty: Ford engineers tailor the frame to the severity of the job by using three frame designs: (1) a single-channel frame with an inverted L-type reinforcement, (2) a double-channel frame, (3) a stronger double-channel frame with an inverted L-type reinforcement for trucks having a 176-inch or longer wheelbase.

NT Fords with 158-inch or longer wheelbase have a channel inner liner reinforcement to provide maximum strength in the cab area. In addition, strong crossmember gussets at the bogie mounting area provide maximum strength for attaching tandem suspensions.



SINGLE-AXLE SERIES FULL-DEPTH FRAME RAILS (N-850-1000 SERIES)

SINGLE-AXLE SERIES FRAME SPECIFICATIONS

SERIES AND AVAILABILITY	WHEELBASE (inches)	SECTION MODULUS	SIDERAIL DESIGN	YIELD STRENGTH (PSI)
N-500	STD.	121, 132, 144	Single Channel	36,000
		121, 132, 144, 163, 181	Single Channel	36,000
N-600, N-6000	STD.	199	Single Channel	36,000
N-600	OPT.	132, 144, 163, 181	Single Channel	36,000
N-600, 700, 750 N-6000, N-7000	STD.	121, 132, 144, 163	Single Channel w/Inverted "L" Reinforcement	36,000
	OPT.	181, 199, 212*		
N-700, 750 N-7000	STD.	121, 132, 144, 163	Single Channel	36,000
	OPT.	181, 199, 212	Single Channel†	36,000
N-850, 950, 1000 1000-D	STD.	134, 146, 158, 181, 212	Single Channel	50,000
	OPT.	146, 158, 181, 212	Single Channel w/Inverted "L" Reinforcement	50,000
		134, 146	Single Channel	80,000

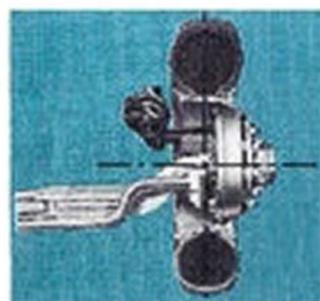
*212 wb. not available on N-600, N-6000 †Includes strap welded to top of frame over rear axle w/18,500-lb. rear axles on N-700, 750

TANDEM-AXLE SERIES FRAME SPECIFICATIONS

SERIES AND AVAILABILITY	WHEELBASE (inches)	SECTION MODULUS	SIDERAIL DESIGN	YIELD STRENGTH (PSI)	
NT-850 NT-850-D	STD.	134, 146	Single Channel	80,000	
		158	Single Channel/Inner Liner and Inverted "L" Reinforcement	80,000	
		212	Single Channel/Inner Liner and Extended Outer Reinforcement	80,000	
	OPT.	134, 146	19.19	Single Channel/Inverted "L" Reinforcement	80,000
		146	25.80	Double Channel	50,000
		158	25.80	Double Channel/Inner Liner Reinforcement	50,000
		212	25.80	Double Channel/Inner Liner and Extended Outer Reinforcement	50,000
NT-950 NT-950-D	STD.	158	Single Channel/Inner Liner Reinforcement	80,000	
		146	25.80	Double Channel	50,000
		158	25.80	Double Channel/Inner Liner Reinforcement	50,000
	OPT.*	176, 194, 212	25.80	Double Channel/Inner Liner and Extended Outer Reinforcement	50,000
		176, 194, 212	29.08	Double Channel/Inner Liner and Extended Outer Reinforcement	80,000
	176, 194, 212	37.00	Double Channel/Inner Liner and Extended Outer and L-type Reinforcements	80,000	

*N.A. with NHT Diesel engines

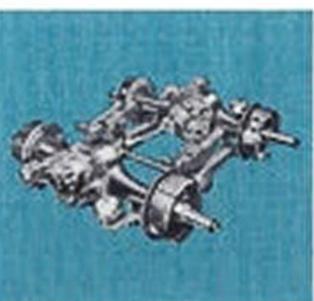
FORD CHASSIS COMPONENTS ARE MORE TROUBLE-FREE, MORE DURABLE!



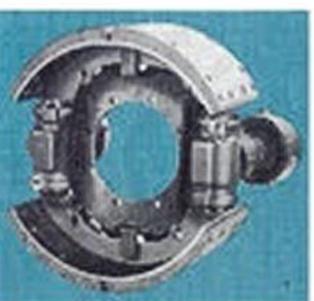
Center-point-steer front axle . . . Optional for 850 through 1000 Series trucks, a 12,000-lb. capacity "center-point-steer" front axle steers easily without the weight and cost penalties of power steering. Because the kingpin is perpendicular to the ground, the pin acts only as a pivot. Result: less steering resistance, less driver fatigue, safer vehicle control.



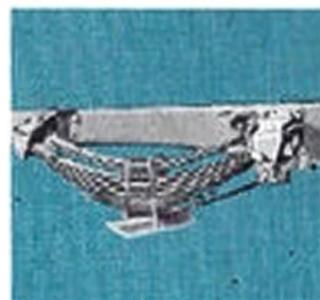
Single rear axles . . . A wide choice of single rear axles is available in capacities ranging from 11,000 to 23,000 lb. in many ratios. Two-speed rear axles are also available to meet your specific requirements. Rear axle drive pinions, driven gears, differential pinions and side gears are precision-machined, carburized and hardened for high strength and long life.



Tandem axles . . . NT-Series trucks are available with single-, two- and three-speed dual-drive tandem axles. An inter-axle differential divides power equally between axles with a driver-controlled lock-out to provide maximum traction to both rear axles when required. Single- and two-speed pusher axles with Page and Page suspension are offered on 850 Series.



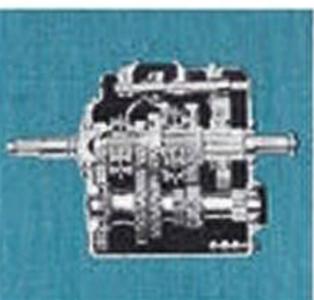
Brakes . . . N-Series trucks are available with hydraulic brakes (standard on N-500 only), vacuum-hydraulic brakes and full air brake systems. N-600 through N-950 and NT-850 Series use vacuum-assisted hydraulic brakes standard; air-over-hydraulic and full air brakes are optional. Air brakes are S-cam type on NT-Series; wedge type (illustrated) are optional on N-Series.



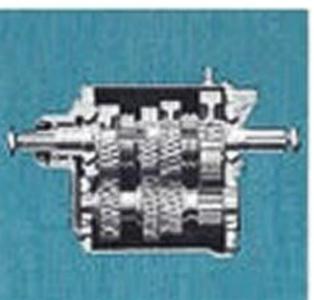
Variable-rate, radius-leaf type rear springs . . . N-Series Fords use radius leaf type rear springs to keep rear axles in alignment and to absorb braking and driving forces. Spring leaves ride free in brackets with no pins or shackles to wear out. Variable-rate main springs with cam-shaped pads at the spring ends adjust to the load for a smoother ride.



Tandem suspensions . . . Standard on NT-Series trucks are Hendrickson 15,500 and 16,600-lb. capacity steel spring and beam type suspensions (illustrated). Optional suspensions include: Hendrickson rubber load cushion; extended leaf; shear-ride; aluminum walking beams and saddles; Rockwell taper-leaf springs and Page and Page with pusher axles.



Transmissions . . . A wide choice of transmissions includes a New Process 4-speed transmission standard on 500 through 700 Series; all other series use 5-speed transmissions. Overdrive transmissions are optional. Also 8- and 10-speed Roadrangers are available on 850 through 1000 Series. All Diesel-powered series are available with a Spicer 12-speed transmission.



Auxiliary transmissions . . . Seven N-Series trucks are available with Spicer 3- or 2-speed auxiliary transmissions. Auxiliary transmissions are used with 5-speed direct drive main transmissions and single-speed rear axles to multiply the number of gear selections where maximum reduction is essential but where considerable highway driving is necessary.

JOB-MATCHED N-SERIES FORDS FIT YOUR NEEDS BEST!

Ford N- and NT-Series trucks are available in a wide choice of gas or Diesel engines, frames, axles, transmissions, suspensions, brakes, tires and optional equipment to precisely fit your requirements for maximum-profit hauling. Each component is quality-engineered and precision-built to provide outstanding performance, economy and reliable service day after day and year after year.

Whatever your job, whatever your preference, Ford can provide you with the right truck for a high profit return. See your Ford Dealer and acquaint him with your operation.

SERIES	GAS-POWERED SERIES					DIESEL-POWERED SERIES									
	N-500	N-600	N-700	N-750	N-850	N-950	N-1000	NT-850	NT-950	N-6000	N-7000	N-1000-D	NT-850-D	NT-950-D	
GVW RATING MAX.	20,000	24,000	25,500	25,500	27,500	34,000	36,000	45,000	52,000	24,000	25,500	36,000	49,000	49,000	
GCW RATING MAX.	25,000	32,000	42,000	51,000	56,000	55,000	61,000	79,000	75,000	—	—	76,000	76,000		
AXLE, FRONT—Cap'y (lb.)	Std. 5,000 Opt. 5,500, 6,000, 7,000	Std. 5,000 Opt. 5,500, 6,000, 7,000	Std. 5,000 Opt. 5,500, 6,000, 7,000	Std. 5,500 Opt. 6,000, 7,000, 8,000	Std. 7,000 Opt. 8,000, 9,000	Std. 7,000 Opt. 8,000, 12,000	Std. 9,000 Opt. 12,000, 15,000	Std. 9,000 Opt. 12,000, 15,000		Std. 5,000 Opt. 5,500, 6,000	Std. 5,000 Opt. 5,500, 6,000, 7,000	Std. 9,000 Opt. 12,000, 15,000	Std. 9,000 Opt. 12,000, 15,000		
AXLE, REAR—Cap'y (lb.)	Std. 11,000 Opt. 13,000, 15,000	Std. 11,000 Opt. 17,000	Std. 17,000 Opt. 18,500	Std. 17,000 Opt. 18,500	Std. 19,500 Opt. 22,000	Std. 22,000 Opt. 23,000	Std. 23,000	Std. 32,000 Opt. 34,000	Std. 30,000	Std. 15,000 Opt. 17,000	Std. 17,000 Opt. 18,500	Std. 22,000 Opt. 24,500, 27,000	Std. 34,000 Opt. 32,000, 36,000	Std. 30,000	
BRAKES, SERVICE	Std. Hyd. Vac. Hyd. Opt. Vac. Hyd.	Std. Vac. Hyd. Opt. HD Vac. Hyd., Air Over-Hyd., Full Air**	Std. Vac. Hyd. Opt. HD Vac. Hyd., Air Over-Hyd., Full Air**	Std. Vac. Hyd. Opt. HD Vac. Hyd., Air Over-Hyd., Full Air**	Std. Vac. Hyd. Opt. HD Vac. Hyd., Air Over-Hyd., Full Air**	Std. Vac. Hyd. Opt. Full Air**	Std. Full Air** Opt. HD Full Air, Front	Std. Vac. Hyd. Opt. HD Vac. Hyd., Rear	Std. Full Air** Opt. HD Full Air	Std. Vac. Hyd. Opt. HD Vac. Hyd., Air Over-Hyd., Full Air**	Std. Full Air** Opt. HD Full Air, Rear	Std. Full Air** Opt. HD Full Air	Std. Full Air** Opt. HD Full Air	Std. Full Air** Opt. HD Full Air	
BRAKES, PARKING	Std. Int. Disc Opt. Spring-Set	Std. Int. Disc Opt. Spring-Set				Std. Int. Disc Opt. Spring-Set				Std. Int. Disc Opt. Spring-Set					
ENGINES	Std. 240-cu. in. 6-cyl. Opt. 300-cu. in. 6-cyl., 230-cu. in. V-8	Std. 240-cu. in. 6-cyl. Opt. 300-cu. in. 6-cyl., 300-cu. in. V-8	Std. 320-cu. in. 6-cyl. V-8 Opt. 361-cu. in. 6-cyl. V-8	Std. 360-cu. in. 6-cyl. V-8 Opt. 291-cu. in. 6-cyl. V-8	Std. 461-cu. in. 6-cyl. V-8 Opt. 401-cu. in. 6-cyl. V-8, 477-cu. in. 6-cyl. V-8, 477-cu. in. 6-cyl. V-8	Std. 401-cu. in. 6-cyl. V-8 Opt. 477-cu. in. 6-cyl. V-8, 477-cu. in. 6-cyl. V-8	Std. 477-cu. in. 6-cyl. V-8 Opt. 534-cu. in. 6-cyl. V-8	Std. 401-cu. in. 6-cyl. V-8 Opt. 477-cu. in. 6-cyl. V-8, 534-cu. in. 6-cyl. V-8	Std. 401-cu. in. 6-cyl. V-8 Opt. 477-cu. in. 6-cyl. V-8, 534-cu. in. 6-cyl. V-8	Std. 230-cu. in. Ford Diesel			Std. Cummins NHE-180 Opt. NHE-195, NHE-220, NHE-250	Std. NHE-225 Opt. NHE-250	Std. NHE-180 Opt. NHE-195, NHE-225, NHE-250
CLUTCH (Dia. in.)	Std. 10 1/2 Opt. 12, 13	Std. 12			Std. 13-2 Plate					Std. 12		Std. 11-2 Plate			
TRANSMISSIONS	Std. 4-Spd. (D) Opt. 5-Spd. (D) (O)	Std. 4-Spd. (D) Opt. 5-Spd. (D) (O)	Std. 4-Spd. (D) Opt. 5-Spd. (D) (O)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O), 8-Spd. (D)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O), 8-Spd. (D)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O), 8-Spd. (D)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O), 8-Spd. (D)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O), 8-Spd. (D)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O), 10-Spd. (D) (O), 17-Spd. (D)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O), 10-Spd. (D) (O), 17-Spd. (D)	Std. 5-Spd. (D) Opt. 5-Spd. (D) (O), 10-Spd. (D) (O), 17-Spd. (D)	
FRAME (See frame specs on page 8)															
SPRINGS, FRONT—Cap'y (lb.)	Std. 1,750 Opt. 2,500	Std. 2,000 Opt. 3,000	Std. 3,000 Opt. 3,500	Std. 3,000 Opt. 3,500	Std. 3,000 Opt. 4,000, 5,000	Std. 3,000 Opt. 4,000, 5,000	Std. 3,000 Opt. 3,800, 5,800, 6,300, 6,800	Std. 4,000 Opt. 5,000, 6,000, 6,800	Std. 4,000 Opt. 5,000, 6,000	Std. 3,000 Opt. 3,500	Std. 4,000 Opt. 5,000, 6,000, 6,800, 6,800	Std. 4,000 Opt. 5,000, 6,000, 6,800, 6,800	Std. 4,000 Opt. 5,000, 6,000	Std. 4,000 Opt. 5,000, 6,000	
SPRINGS, REAR—Cap'y (lb.)	Std. 4,500 Opt. 6,700	Std. 6,700 Opt. 8,100, 9,300, 10,400	Std. 8,100 Opt. 9,300, 10,400	Std. 8,100 Opt. 9,300, 10,400	Std. 8,100 Opt. 9,300, 10,400, 13,000	Std. 8,100 Opt. 13,000, 13,000	Std. 10,400 Opt. 11,000	Std. 11,500	Std. 11,600	Std. 6,700 Opt. 8,100, 9,300, 10,400	Std. 8,100 Opt. 9,300, 10,400	Std. 10,400 Opt. 11,000	Std. 11,500	Std. 11,600	
POWER STEERING	Optional					Optional					Optional				
WHEELS	Std. 6-Hole Disc Opt. Cast Spoke	Std. 6-Hole Disc Opt. Cast Spoke	Std. Cast Spoke Opt. 4- or 10-Hole Disc			Std. Cast Spoke Opt. 10-Hole Disc	Std. Cast Spoke Opt. 10-Hole Disc		Std. 6-Hole Disc Opt. Cast Spoke	Std. Cast Spoke Opt. 4- or 10-Hole Disc	Std. Cast Spoke Opt. 10-Hole Disc				
TIRES (Tube-Type)	Std. 7.00 x 20—8 PR Opt. 8.25 x 20—12 PR	Std. 7.50 x 20—8 PR Opt. 8.00 x 20—12 PR	Std. 8.25 x 20—12 PR Opt. 10.00 x 20—12 PR	Std. 9.00 x 20—12 PR Opt. 10.00 x 20—12 PR	Std. 9.00 x 20—12 PR Opt. 10.00 x 20—12 PR	Std. 10.00 x 20—12 PR Opt. 11.00 x 20—14 PR	Std. 9.00 x 20—12 PR Opt. 10.00 x 20—14 PR	Std. 10.00 x 20—12 PR Opt. 11.00 x 20—14 PR	Std. 7.50 x 20—8 PR Opt. 8.00 x 20—12 PR	Std. 8.25 x 20—12 PR Opt. 10.00 x 20—12 PR	Std. 10.00 x 20—12 PR Opt. 11.00 x 20—14 PR	Std. 10.00 x 20—12 PR Opt. 11.00 x 20—14 PR	Std. 10.00 x 20—12 PR Opt. 11.00 x 20—14 PR	Std. 10.00 x 20—12 PR Opt. 11.00 x 20—14 PR	

(D) Direct Drive (O) Overdrive * Flotation tires available ** Full air brakes: cam type or wedge type. Consult your Ford Dealer

(Power steering N.A. unless otherwise noted) (Full air brakes: cam type only) (Available with those ratings)

OPTIONS

- Custom Cab
- Fresh Air Heater and Defroster
- Dual Air Horns
- Radio
- Tinted Windshield
- Tractor Package (trailer air brake and electrical controls and connections)
- Safety Package (padded dash and visors)
- Power Steering
- Center-Point-Steer Front Axle
- Perma-Tuned Transistorized Ignition
- Air-Over-Hydraulic Brakes
- Full Air Brakes (S-Cam or self-adjusting wedge type)
- Spring-set Rear Wheel Parking Brakes
- Auxiliary Rear Springs
- Lightweight Tandem Suspensions
- 8-, 10-, 12-Speed Transmissions
- 3- and 4-Speed Auxiliary Transmissions
- Single-, Two- and Three-Speed Tandem Rear Axles
- "Dead Axles" with or without V-Belt Drive
- Single- and Two-Speed Single Rear Axles
- Heavy-Duty Black Vinyl Seat Trim
- ICC Cab Clearance and Marker Lights
- Hydraulic Jack (5-, 8-, 12-ton)
- Front Tow Hooks
- Bostrom Viking T-Bar Driver's Seat
- Bostrom Viking Passenger's Seat
- LH or RH Door Stowage Compartment
- Flotation Tires
- Horizontal Exhaust Systems for Diesels
- Unison-Action Driver's Seat

WHY FORD QUALITY CAN BOOST YOUR PRODUCTIVITY AND PROFIT

QUALITY-BUILT FOR MAXIMUM DEPENDABILITY, LONG LIFE

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

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

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

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

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

QUALITY-BUILT FOR MAXIMUM LOADS!

Ford's realistic GVW and GCW ratings, and careful selection of materials having high strength-to-weight ratios for load-carrying components, provide N- and NT-Series trucks with the ability to haul maximum payloads at minimum cost.

The short 89-inch bumper-to-back-of-cab dimension permits more chassis and payload weight to be transferred to the front axle compared to regular, longer BBC conventionals. You can haul 40-ft. trailers in 50-ft. length limit states.

QUALITY-BUILT FOR MAXIMUM ECONOMY!

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

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

QUALITY BACKED BY FORD WARRANTIES

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

And for the 6th consecutive year... Ford Motor Company warrants to truck owners each 401-, 477- and 534-cu. in. Super Duty engine for 100,000 miles, 24 months, or 3,000 engine hours, whichever occurs first. Ford Dealers will replace all major engine parts (including block, heads, crankshaft, valves, rings, pistons) found defective in material or workmanship. The warranty covers full cost of replacement parts during the entire warranty period, plus full labor costs for 50,000 miles or 1,500 hours and a sliding scale thereafter during the first 24-month period.

A NETWORK OF FORD DEALERS TO SERVE YOU...

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

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



The specifications contained herein were in effect at the time this catalog was approved for printing. Ford Division of Ford Motor Company reserves the right to discontinue models at any time or change specifications or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this catalog are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer. Warranties referred to herein are applicable to products sold in North America and in certain neighboring areas.

Separate sheets listing the complete specifications for all series described in this catalog are available from your Ford Truck Dealer. Ask him for the specifications of the series in which you are interested. Literature and specification sheets describing other series in the complete Ford Truck line are also available.

1966 FORD TRUCKS...BUILT TO LAST LONGER!

PRODUCTS OF

