



1954 FORD

TRIPLE
ECONOMY

TRUCKS

MORE TRUCK FOR YOUR MONEY!

*New gas-saving power!
New driver-saving efficiency!
New money-saving capacities!*

1954
FORD ✱
TRIPLE
ECONOMY
TRUCKS



With New, *MORE ECONOMICAL* Power!

The mightiest concentration of power per cu. in. *ever* offered in *any* truck line! 5 new overhead-valve, LOW-FRICTION engines—ranging from 223 to 317 cu. in. displacement, developing 115 to 170 horsepower . . . provide more flashing performance than ever before . . . with Ford's traditionally good gas economy! Ford's ultra-modern, short-stroke design—in a new deep-block Six and four new deep-block V-8's—delivers more *usable* power for your hauling job. Designed to give you top operating economy, minimum maintenance and superior performance with instant response over a wide range of engine speeds. No matter what your hauling job is, high-compression, gas-saving, longer-lasting Ford Truck power for 1954 is Big Economy Item No. 1!



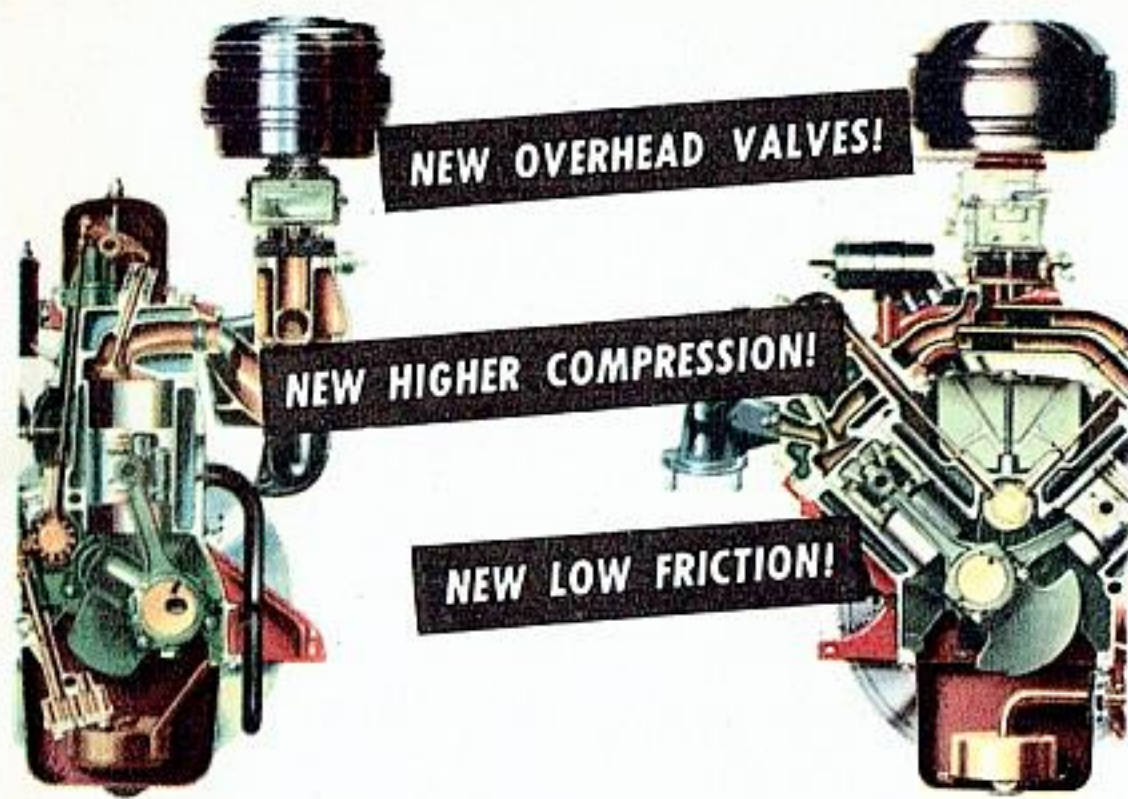
With New, *DRIVER SAVING* Efficiency!

Ford's 3-man *Driverized* Cabs for 1954 are the most efficient cabs in trucks today. Matchless comfort, unlimited visibility, spacious roominess, complete handling ease, and pleasant, restful design reduce fatigue, conserve energy, help keep the driver fresh and alert for better, safer driving. And now, Ford options of *Master-Guide* Power Steering on BIG JOBS, *Fordomatic* Drive on all light duty models and Power Braking on F-100 and Series 500 (standard on Series 600 and up) save the driver even *more* effort—and that is Big Economy Item No. 2!



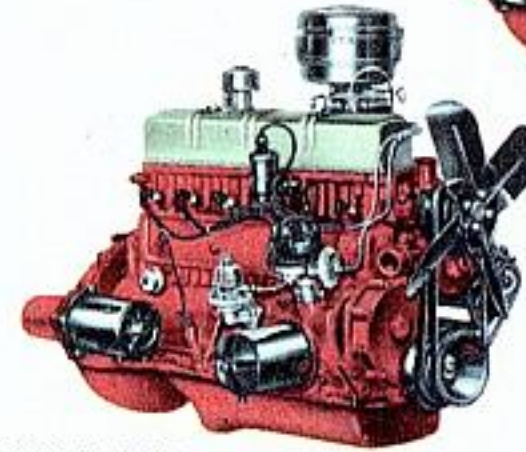
With New, *MONEY*

New Ford *Triple Economy* Trucks provide even *greater* capacities for 1954 . . . with the widest selection of models ever offered in Ford Truck history! Five new truck lines, plus the Courier . . . 24 series, 221 models, including all-new low-cost Tandem Rear Axle giants, Series T-700 and T-800, with G.V.W.'s up to

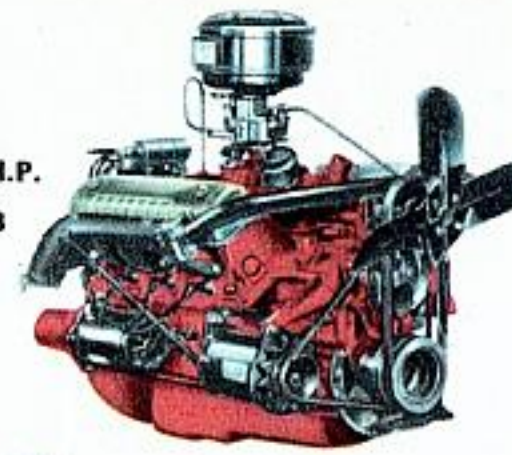


5 GREAT NEW GAS-SAVING, LOW-FRICTION, HIGH-COMPRESSION, OVERHEAD-VALVE ENGINES

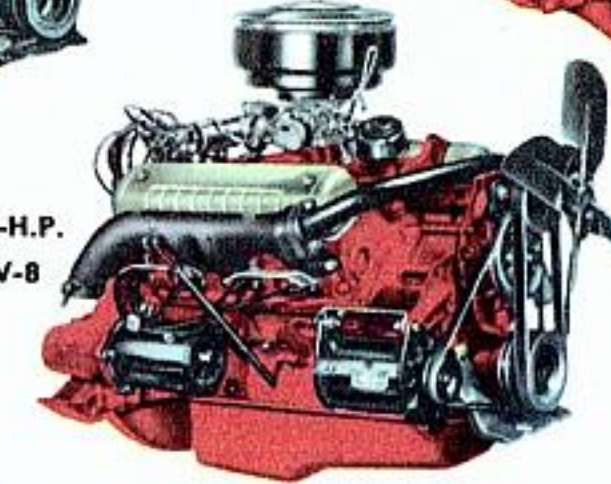
Exclusive with Ford Truck line! A complete family of 5 new engines! All with overhead valves for most efficient use of fuel, greater operating efficiency! All with new high compression for greater power from every drop of regular gas! All with LOW-FRICTION design to save on parts wear, service and maintenance costs, fuel and oil!



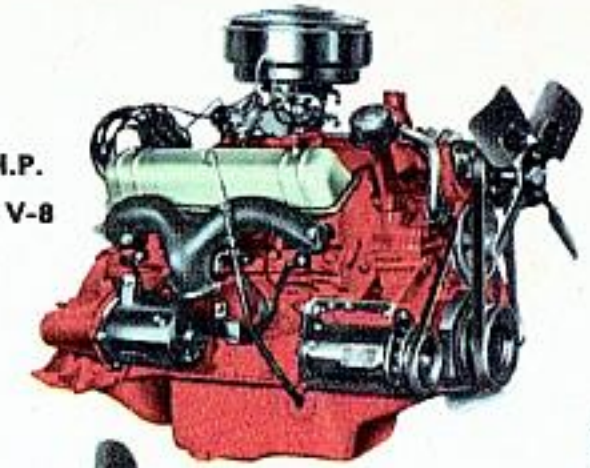
NEW 115-H.P.
Cost Clipper SIX



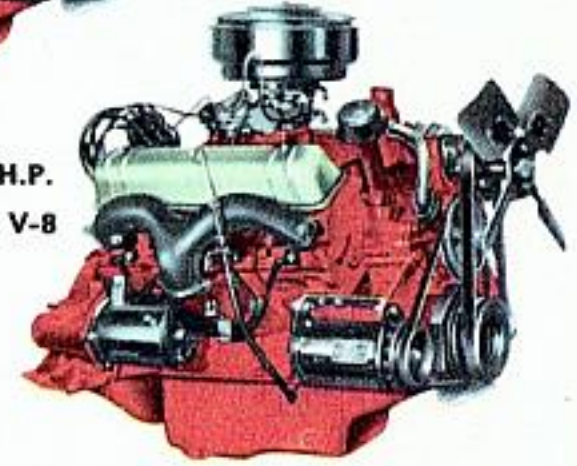
ALL-NEW 130-H.P.
Power King V-8



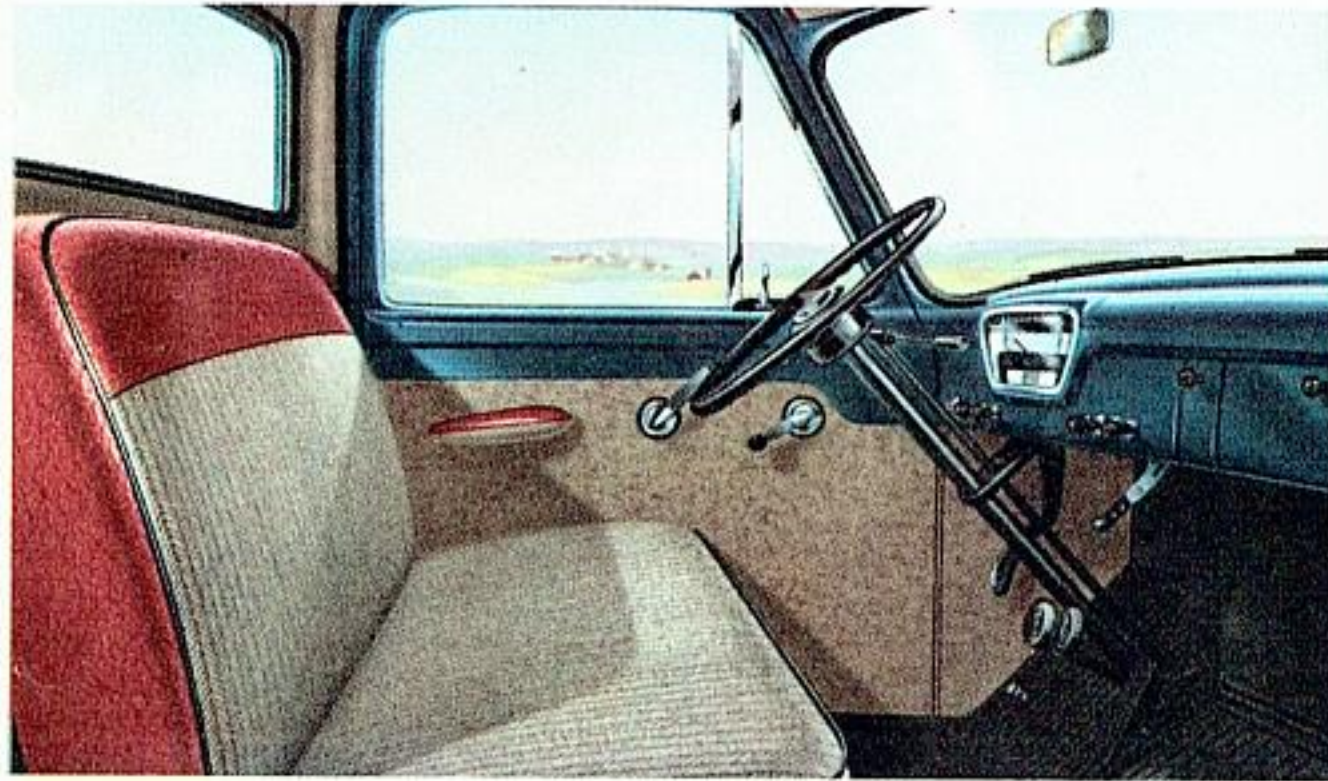
ALL-NEW 138-H.P.
Power King V-8



NEW 152-H.P.
Cargo King V-8



NEW 170-H.P.
Cargo King V-8



Ford's New DRIVERIZED CABS

New, full-breathing, woven vinyl seat upholstery . . . is easy to keep clean, lasts longer!

Big, one-piece curved windshield with swept-back pillars, for visibility unlimited.

Full-width, 4-feet-wide rear window for clear visibility to the rear, rear right and rear left!

Deep side windows, with heavy duty crank-type lifts! Large Air Wing Vents!

Ford-pioneered Level Action Cab Suspension! It "cradles" the cab in rubber-insulated comfort, dampens road shock, resists frame weave!

Handsome new horn button and distinctive interior trim. Functional, modern-styled panel.

Large, cockpit instrument cluster, scientifically grouped controls for convenience and safety . . . easy to reach, easy to operate!

Yard-wide door opening lets even the biggest drivers swing in and out with ease!

Weather-tight sealing around doors, windows, foot pedals, everywhere. Designed to block out fumes, dust and water!

Modern, smooth-working push-button door

handles for easy, low-effort operation! Concealed, adjustable, gooseneck door hinges.

Positive-action, rotor-type door latches and safety catch . . . open easily and smoothly, yet hold doors securely latched.

1954 Ford Truck MagicAir Heating, Defrosting and Ventilating System (extra cost) has been proved the most efficient in any truck!

Deluxe Driverized Cab (shown at left) includes every feature of the standard design PLUS 16 "customized" extras at slight additional cost . . . the most luxurious cab in trucks.

MAKING Capacities!

40,000 lbs. And G.C.W.'s up to 60,000 lbs.! That means you can haul even bigger payloads . . . at Ford's traditionally low ton-mile cost . . . within the legal weight limits of all 48 states!

And in the expanded Cab Forward line, there are two new Series . . . the C-700, and C-900

BIG JOBS! And a new, 210-inch wheelbase B-600 School Bus Safety Chassis!

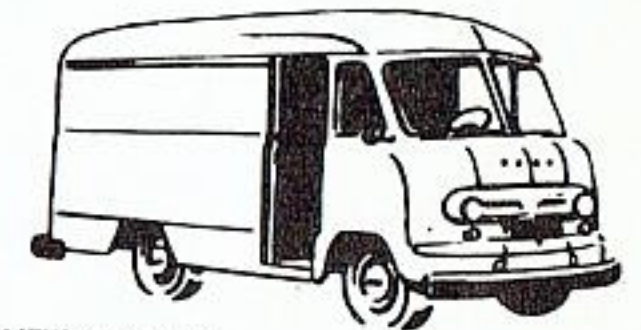
Whatever your hauling job is, you'll find in the new '54 Ford Truck line the just-right load carrying capacity for you! And profitable payload capacity is your Big Economy Item No. 3!



Distinctive new
COURIER CUSTOM DELIVERY!



2 ALL-NEW T-SERIES
Tandem Rear Axle Trucks!



2 NEW P-SERIES
Parcel Delivery Chassis!



9 NEW F-SERIES
Conventional Trucks!

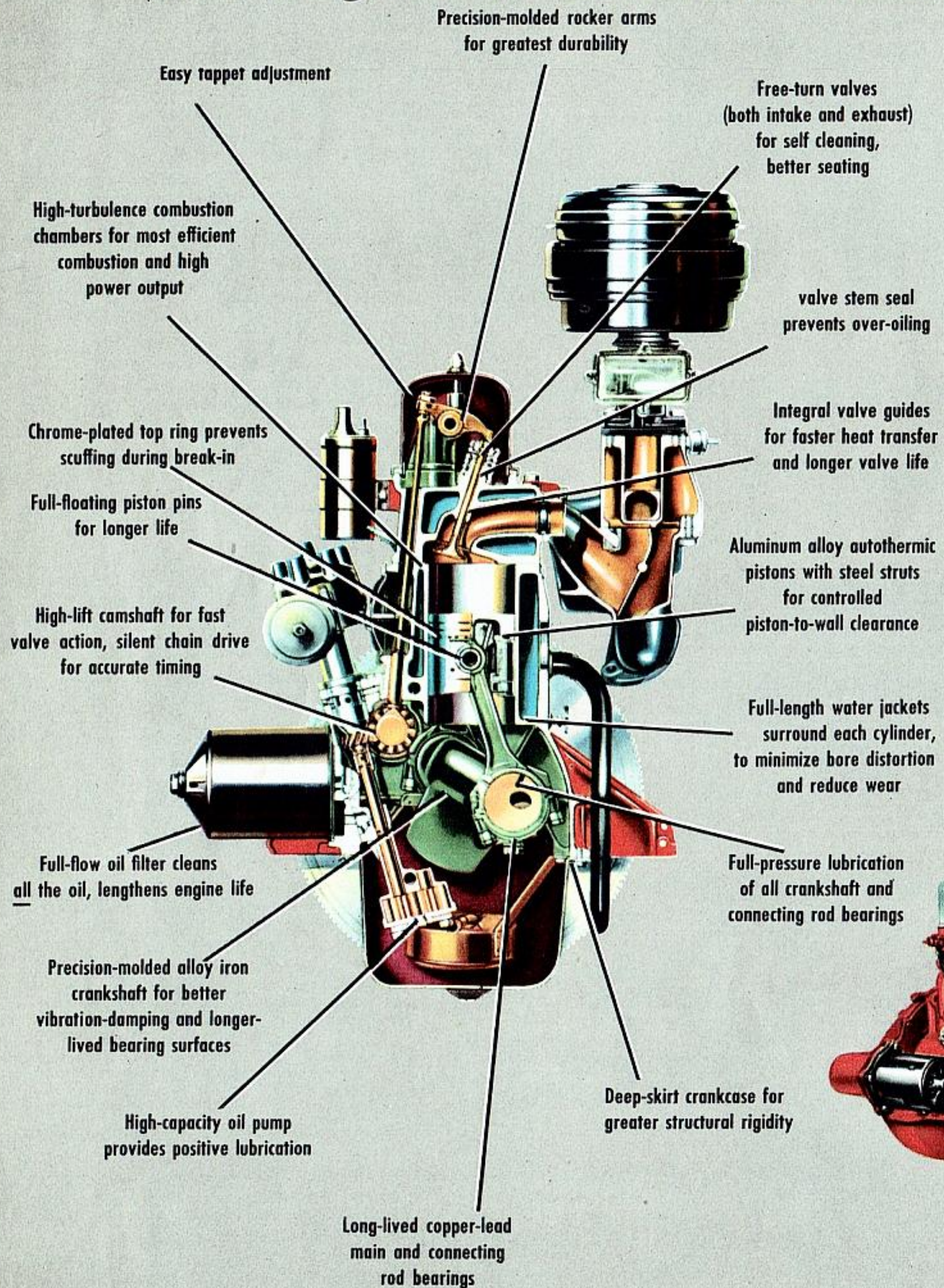


6 NEW C-SERIES
Cab Forward Trucks!



4 NEW B-SERIES
Ford School Bus Safety Chassis!

The Mightiest Concentration of Power per Cu. In. in Modern Truck



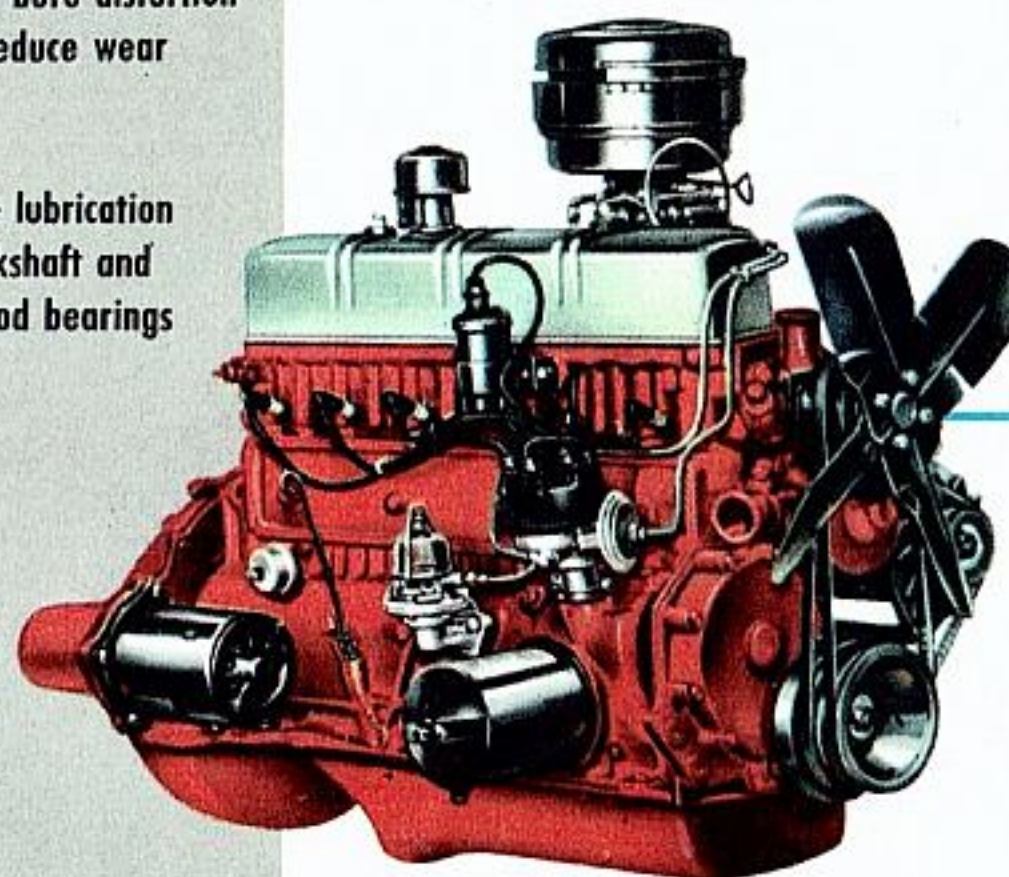
115-H.P. COST CLIPPER SIX FEATURES

Here's high-compression, short-stroke design in a new high horsepower deep-block Six that's tops in efficiency in its class, and 4 new powerful, deep-block V-8's with the most modern, cost-cutting performance on the market!

Applying ultra-modern, short-stroke design principles, Ford Engineers have perfected 5 new high-compression truck engines that out-perform and out-economize any line of truck engines of comparable range in the industry! For their small displacement, Ford Truck engines for '54 develop *more horsepower* than other-make engines. From a span of 223 to 317 cubic inches of displacement, Ford's modern design produces a remarkable 115 to 170 horsepower! Ford's 239 cu. in. *Power King* V-8 develops its 130-h.p. from as much as 43 cubic inches *less* displacement! Remember—less cubic inches of displacement require less *gas*. That's why Ford *concentrated power* is a big factor in Ford Truck *TRIPLE ECONOMY!*

Their pistons travel up to 30% less distance in each revolution and frictional horsepower waste is cut as much as 33%. Thus, you get more horsepower, more *usable* hauling power from every drop of regular gas!

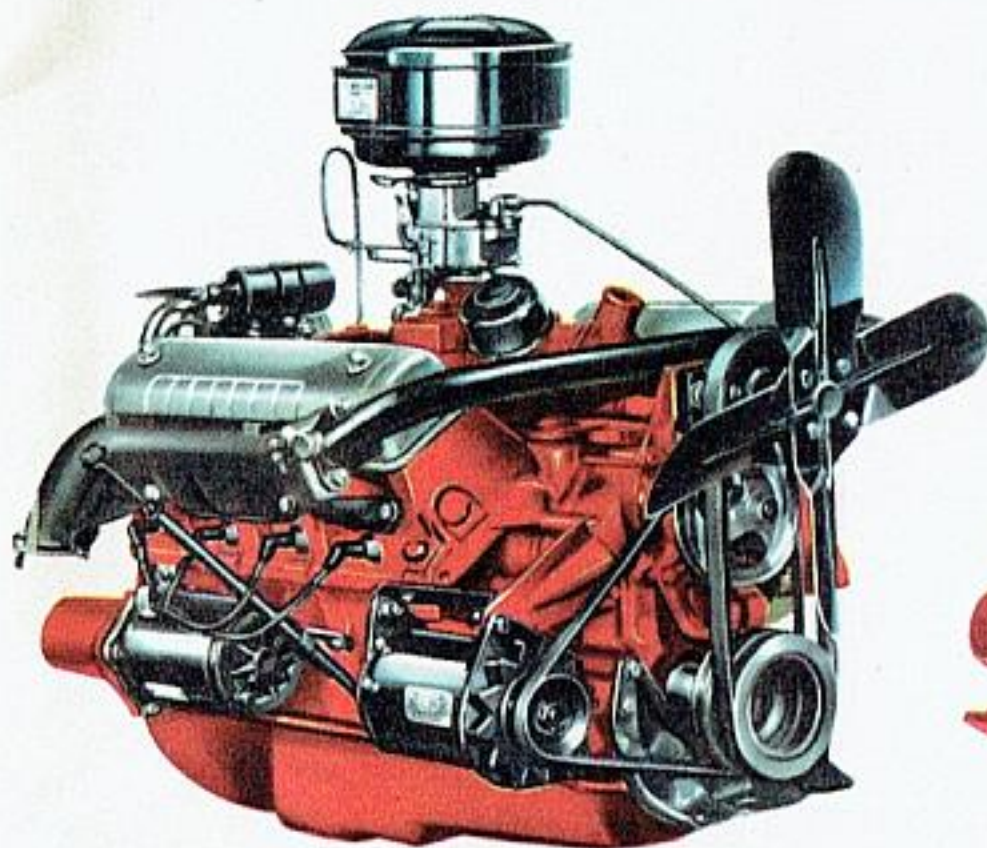
Ford's traditional bedrock fuel economy is matched by lower maintenance, smoother performance, longer engine life. Ford advanced design provides greater structural rigidity due to the deep skirt, integral crankcase and wide base flywheel housing, providing the stability to support the crankshaft solidly and maintain precise bearing alignment.



**NEW 115-H.P. Cost Clipper SIX
Deep-Block Design**

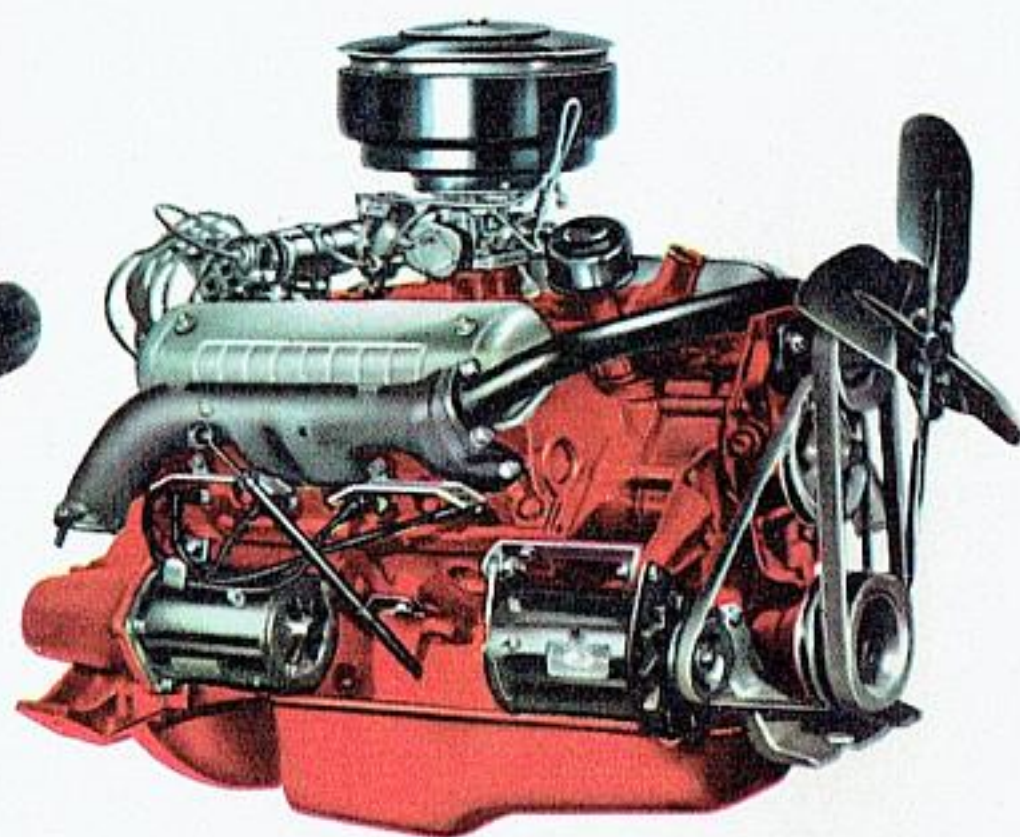
Displacement—223 cu. in.	Bore—3.62 in.
Horsepower—115 at 3900 r.p.m.	Stroke—3.60 in.
Torque—193 lbs.-ft. at 1000-2200 r.p.m.	Compression Ratio—7.2:1

ing . . . 5 NEW OVERHEAD-VALVE, LOW-FRICTION ENGINES FOR '54!



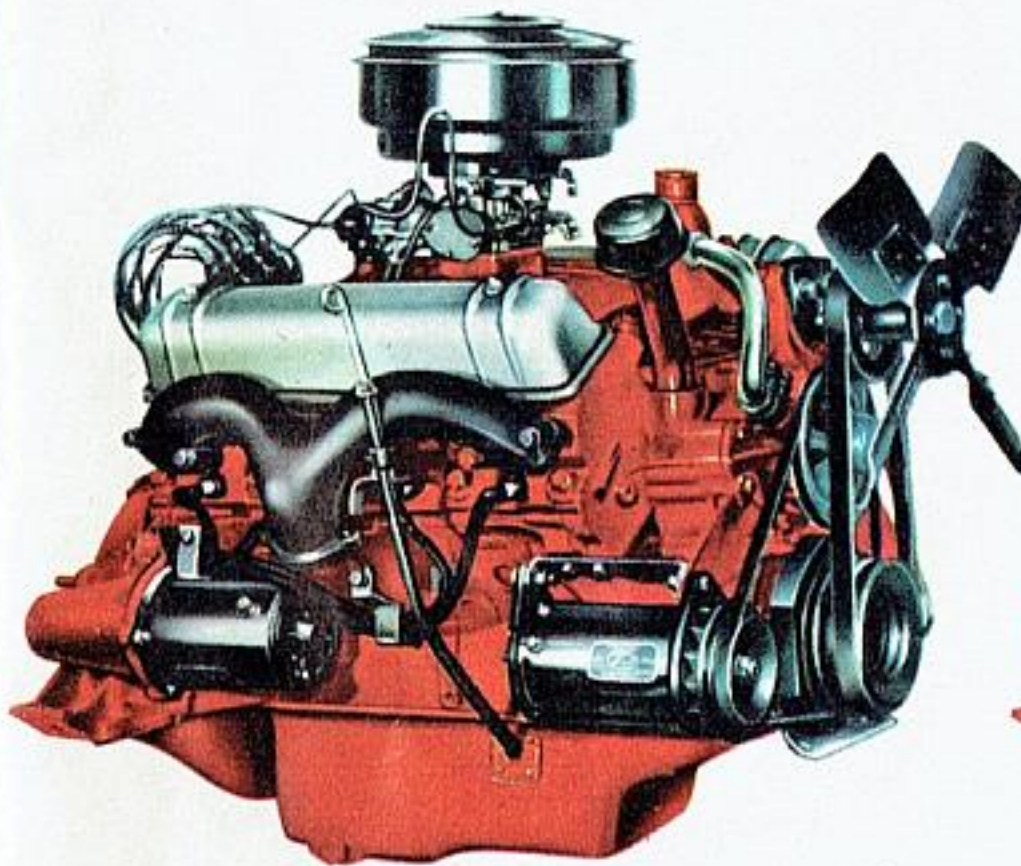
ALL-NEW 130-H.P. Power King V-8
Deep-Block Design

Displacement—239 cu. in. Bore—3.50 in.
Horsepower—130 at 4200 r.p.m. Stroke—3.10 in.
Torque—214 lbs.-ft. at 1800-2200 r.p.m. Compression Ratio—7.2:1



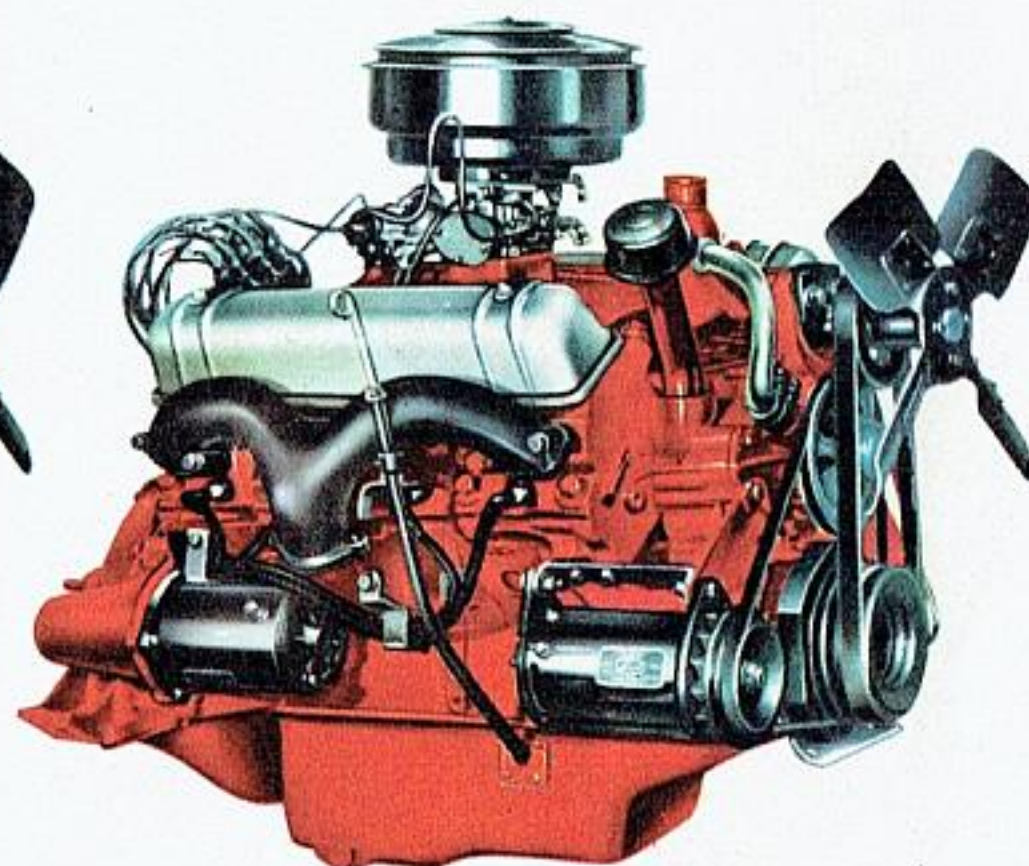
ALL-NEW 138-H.P. Power King V-8
Deep-Block Design

Displacement—256 cu. in. Bore—3.62 in.
Horsepower—138 at 3900 r.p.m. Stroke—3.10 in.
Torque—226 lbs.-ft. at 1900-2400 r.p.m. Compression Ratio—7.2:1



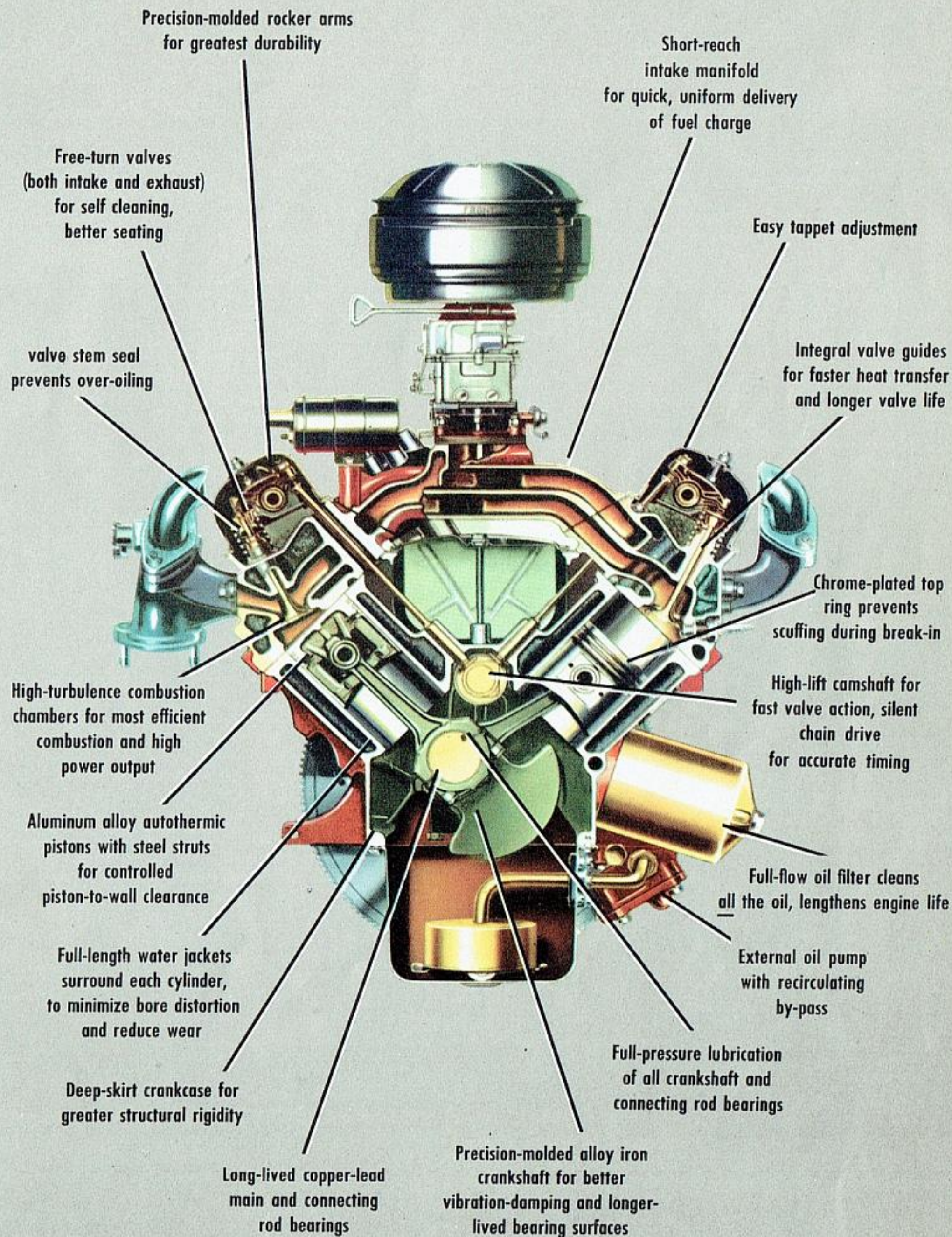
NEW 152-H.P. Cargo King V-8
Deep-Block Design

Displacement—279 cu. in. Bore—3.56 in.
Horsepower—152 at 3800 r.p.m. Stroke—3.50 in.
Torque—246 lbs.-ft. at 1800-2400 r.p.m. Compression Ratio—7.2:1

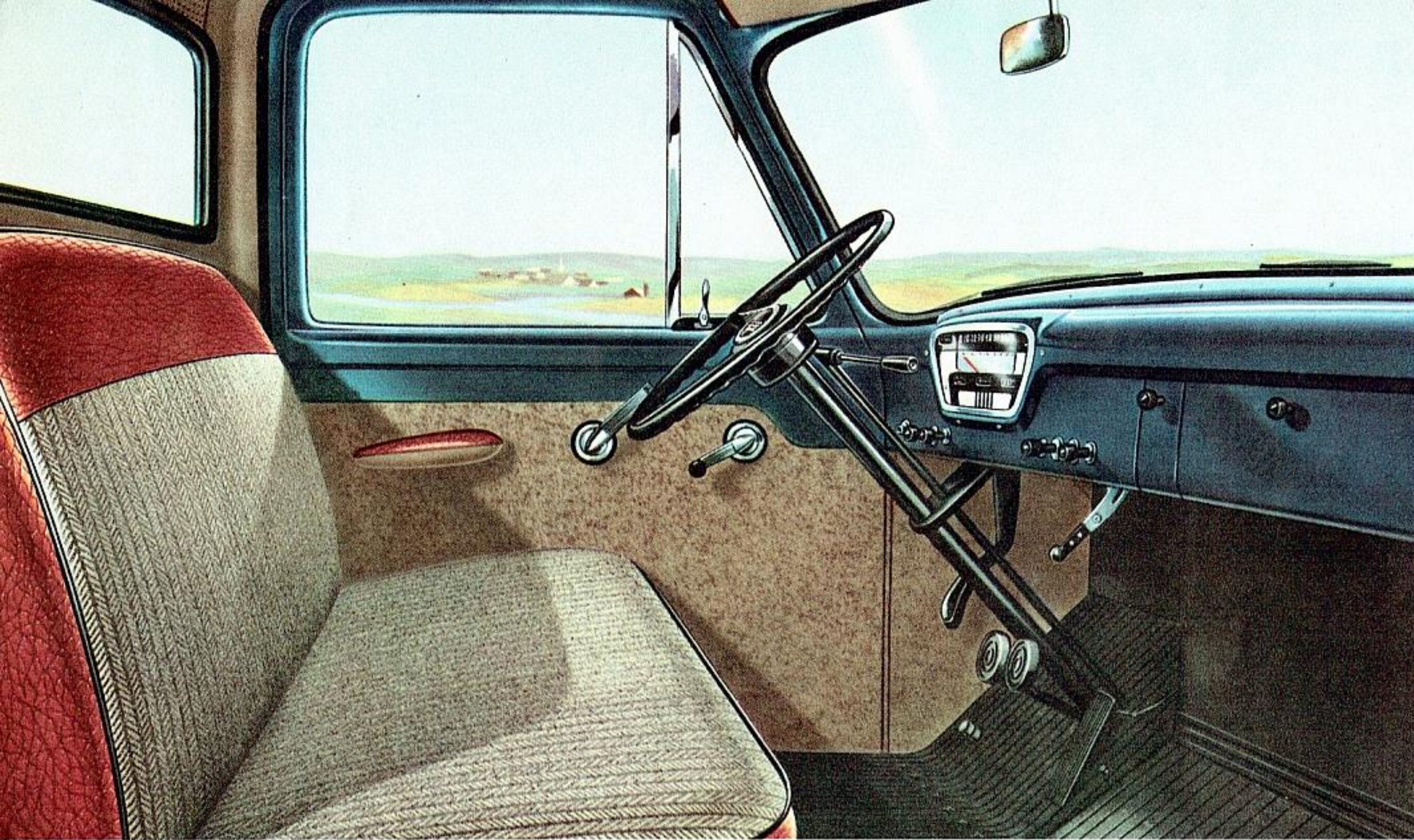


NEW 170-H.P. Cargo King V-8
Deep-Block Design

Displacement—317 cu. in. Bore—3.80 in.
Horsepower—170 at 3900 r.p.m. Stroke—3.50 in.
Torque—286 lbs.-ft. at 1700-2300 r.p.m. Compression Ratio—7.2:1



130-H.P. POWER KING V-8 FEATURES



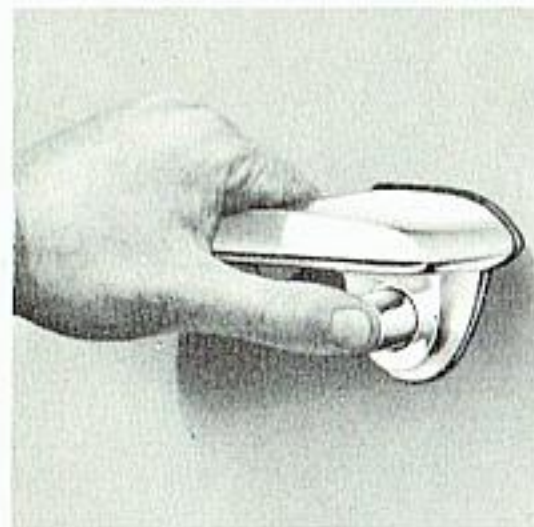
FORD'S 3-MAN DRIVERIZED CABS!

Matchless comfort and pleasant restful design reduce fatigue, help keep the driver fresh and alert for better, safer driving.

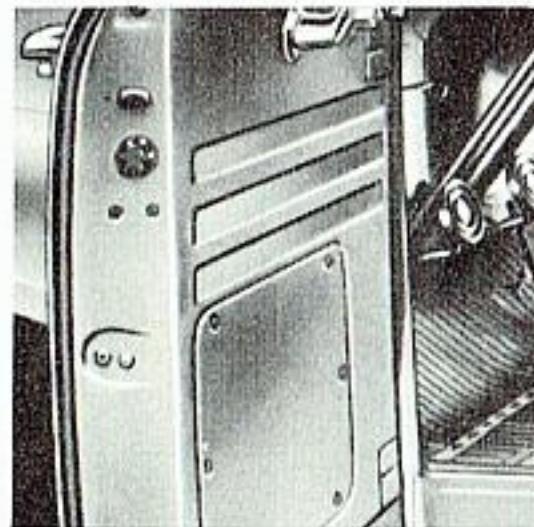
Step into one of Ford's big 3-man *Driverized Cabs* and see how Ford Engineers have created this truck drivers' dream come true—the very essence of truck-directing ease.

Ford's *Driverized Cabs* were purposely planned that way. Truck owners and drivers told Ford what they wanted most in a modern truck cab. Ford built it. And this is it . . . the most comfortable, safest and most efficient truck cab on the American Road!

The significant, continuing feature of the Ford *Driverized Cab* is the way it conserves the driver's energy . . . reduces fatigue . . . keeps him at his best. In this important area of any truck, Ford offers the fullest economy possible in the *human* element of truck operation—driver-saving efficiency!



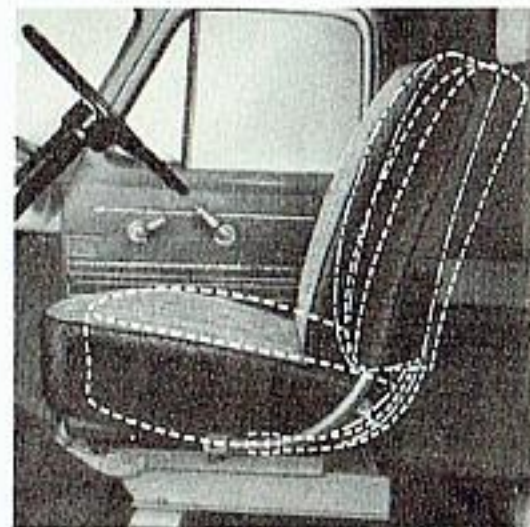
Push-button door handles operate more easily, improve styling. Heavy duty rotor-type door latches, with safety catches hold doors securely. Both features are indicative of the greater value Ford Trucks give you!



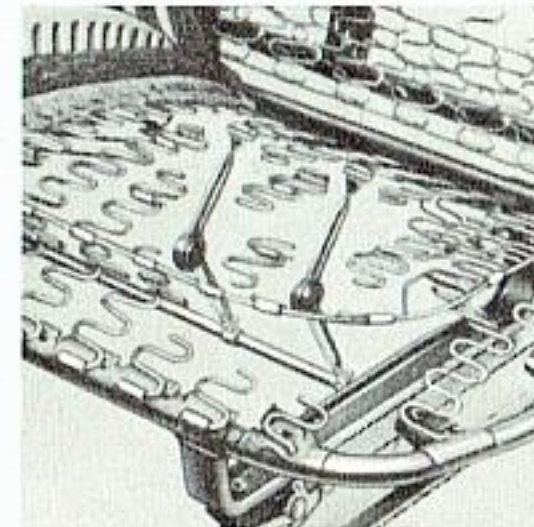
Full weather-sealing around doors and foot pedals . . . plus lasting seals at all body joints . . . are designed to protect against dust, fumes, water. They add to day-long driving comfort the year around!



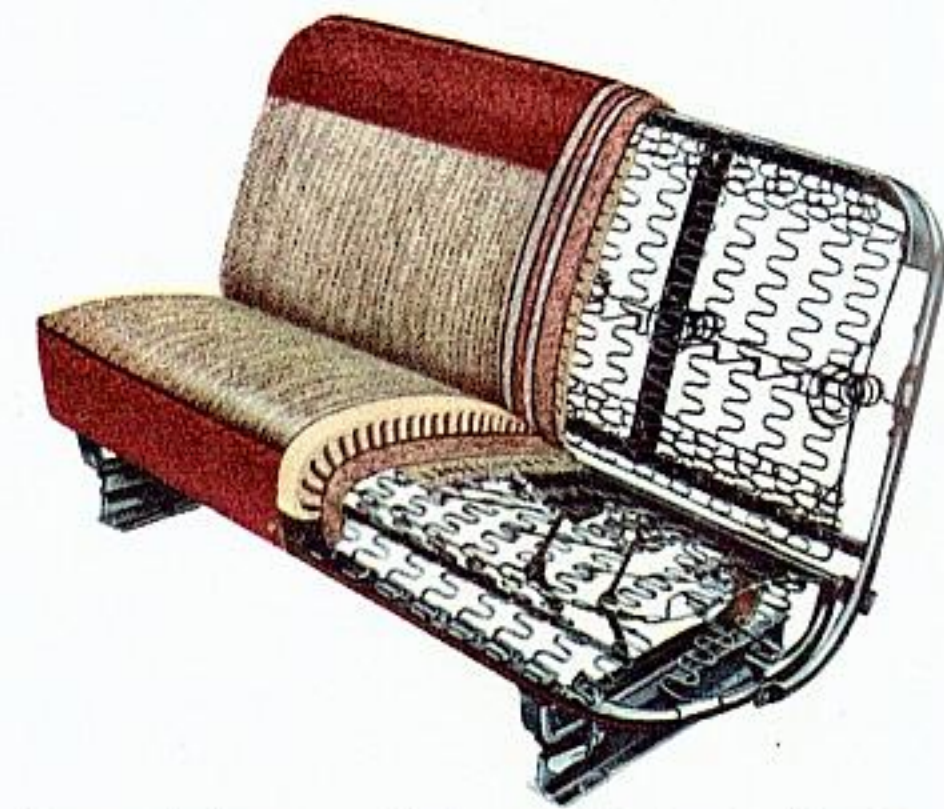
Long, overlapping windshield wipers sweep a wide area of the big, curved one-piece windshield in bad weather. The two large, articulated blades exert uniform pressure over entire wiping area.



Big seat adjusts two ways! For maximum comfort of correct sitting position, a fingertip control adjusts entire seat fore-and-aft up to 4 inches! Seat back slant independently adjustable for short or tall drivers!



Exclusive seat shock snubbers absorb jars and jolts, help provide one of the smoothest rides in trucking. Their "shock absorber" action is continuous under all conditions of road and load. Only Ford gives you *this* feature!

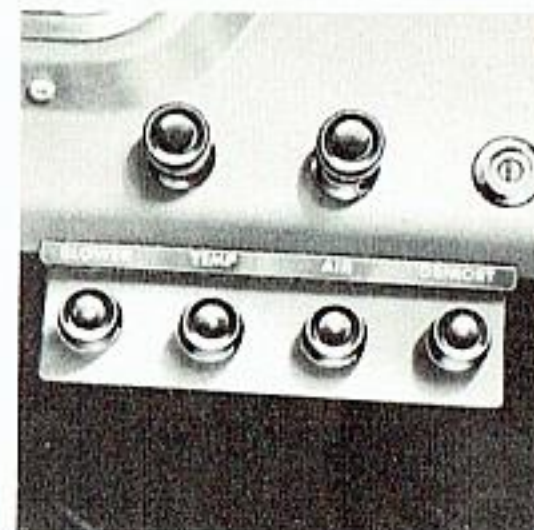
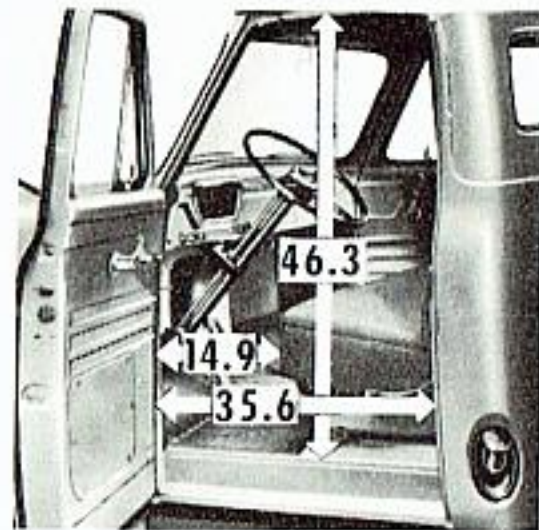


New upholstery on this 3-man-wide Comfort Seat is of woven vinyl. It's *full-breathing* weave, for greater year-around comfort. It's easier to clean. It lasts longer! (*Deluxe, with foam-rubber padding, shown.*)



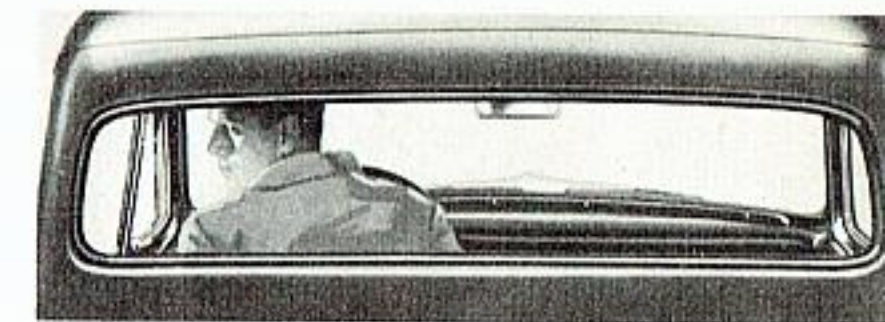
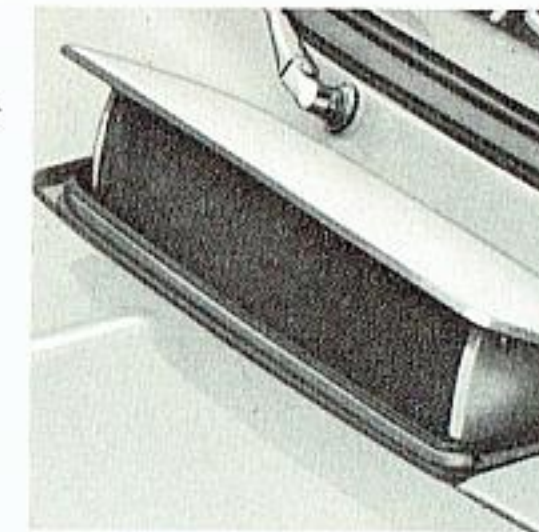
◀ **Distinctive new horn button** sets modern interior appearance. Ford Truck colors are Raven Black, Vermilion, Light Green, Meadow Green, Sheridan Blue, Dovetone Gray, Glacier Blue.

▶ **King-sized door opening**, almost a full yard wide, provides ample space for easy entrance or exit.

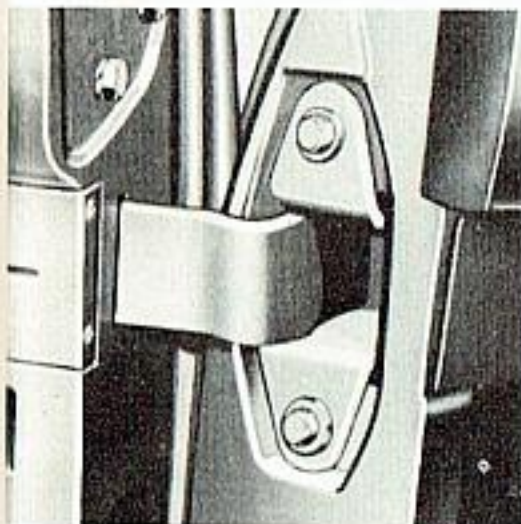


▶ **Big cowl ventilator** opens to scoop in fresh air for driving comfort. Weatherstripping is designed to keep out drafts and moisture when closed.

◀ **High-efficiency Magic-Aire Heating, Defrosting and Ventilating System** (extra cost), most efficient in any truck, gives thorough heat distribution. Direct cowl-side fresh-air intake.



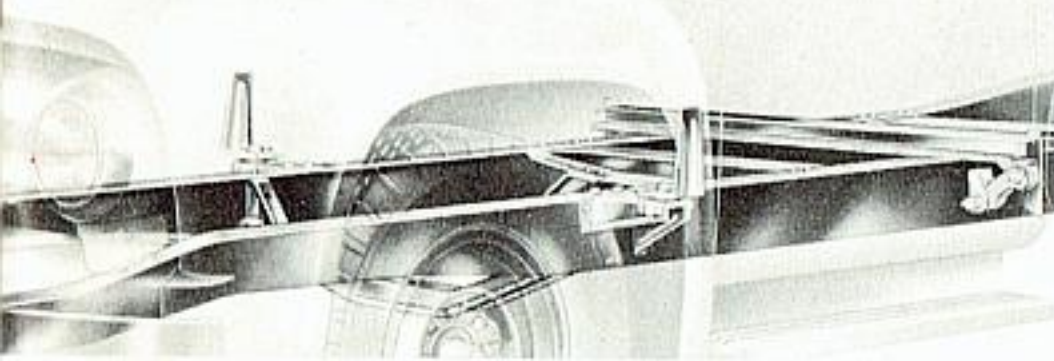
4-ft. wide rear window has 444 sq. in. of clear glass area! Makes parking, backing easier! With large, one-piece windshield, deep side windows, gives total all-around clear-angle visibility of 294.4"! I-REST tinted safety glass available (extra cost).



Strong, adjustable gooseneck hinges of outward-curving design, let door swing completely outside of door opening for unrestricted entrance. Of concealed type, hold door in firm alignment.



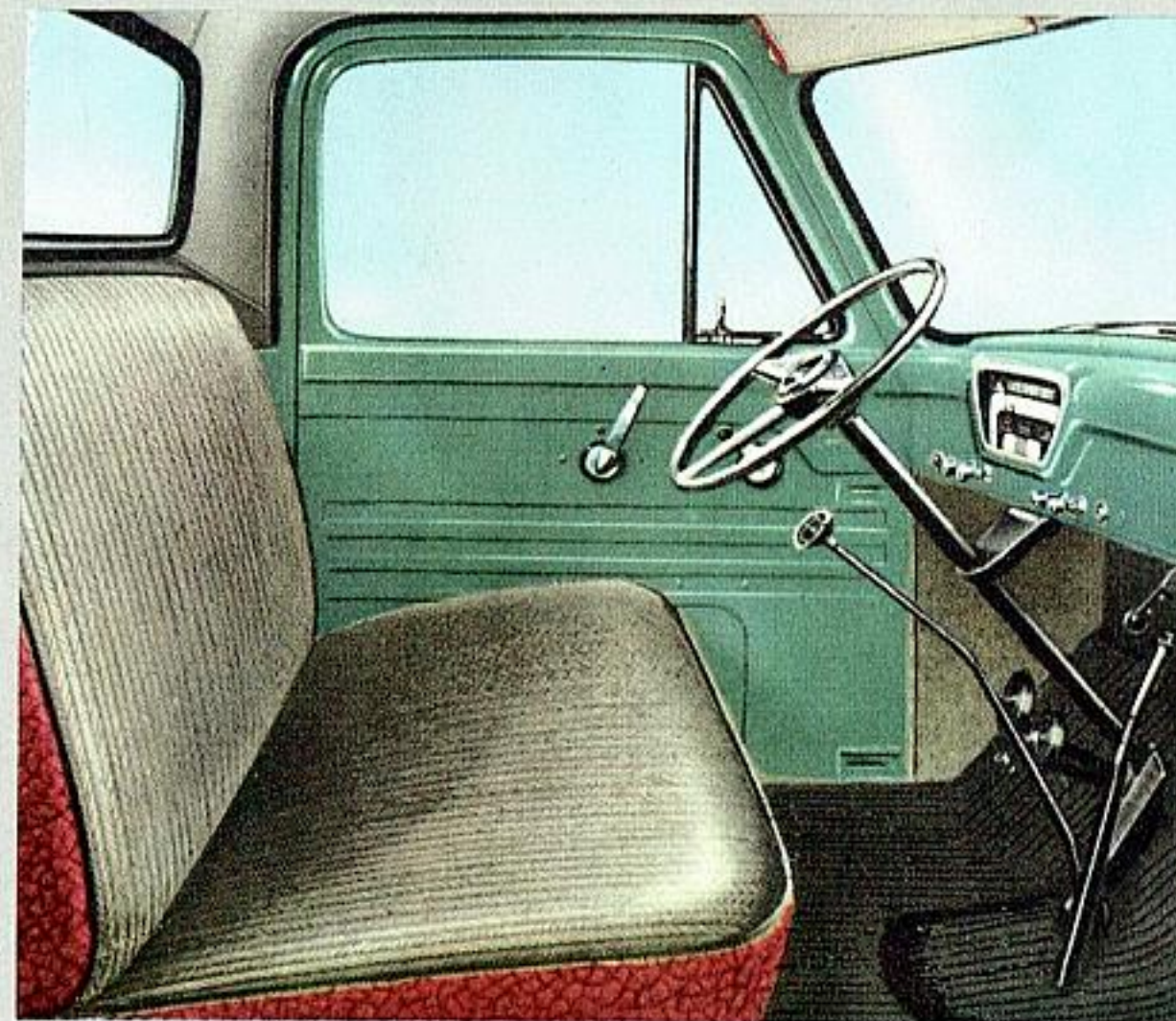
Heavy insulation—in addition to thru-dash accelerator linkage, eliminating toe-board hole—seals against fumes, heat and engine noise. Thick floor mat with ribbed, ventilated back protects floor against rust.



Level Action Cab Suspension, pioneered by Ford, is the most advanced design in trucks. This Ford-engineered suspension system fully insulates cab against destructive road-induced vibration, frame weave and noise. It provides level-action links at the rear and rubber pads and insulated bolts at the front to keep the cab "young" longer.

STANDARD DRIVERIZED CAB

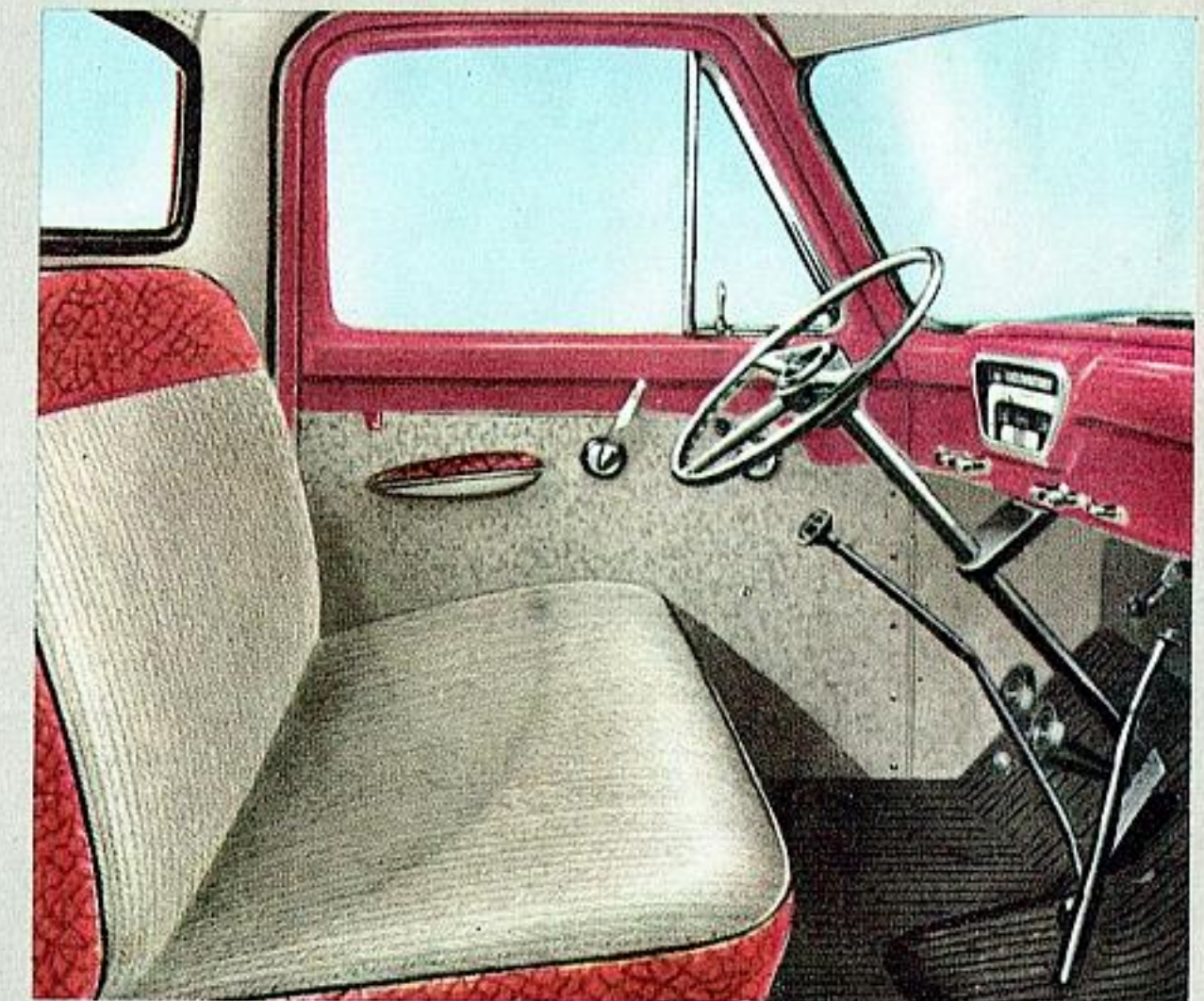
Only Ford Driverized Cabs offer so much comfort, safety and driving efficiency . . . unhampered roominess and all-around vision.



1. New, full-breathing woven vinyl upholstery on 3-man-wide comfort seat.
2. Unlimited visibility.
3. Exclusive seat shock snubbers.
4. Seat independently adjustable, 2 ways. Spacious flare and tool storage area.
5. "Cockpit" easy-to-read instrument cluster.
6. Modern push-button door handles, rotor-type latches with safety catch.
7. Ideally located foot pedals.
8. King-size door openings.
9. Complete weather-sealed construction.
10. "Direct-line" accelerator linkage.
11. Wide-swing, adjustable gooseneck door hinges.
12. Smartly modern interior trim.
13. Overlapping windshield wipers.
14. Large Air Wing Vents and full-scoop cowl ventilator.
15. MagicAire Heating, Defrosting and Ventilating System (slight extra cost).

DELUXE DRIVERIZED CAB

Finest truck cab ever built! For slight additional cost, it gives you every feature of the standard Driverized Cab PLUS these 16 "customized" extras.



INTERIOR

1. Two-tone upholstery with bolster on seat back.
2. Foam-rubber seat padding.
3. Customized door and complete body trim.
4. Perforated thermacoustic headlining backed by glass wool insulation.
5. Sound deadener on floor and rear cab panels. (Standard on doors.)
6. Grip-type arm rests.
7. Large dome light with automatic door switches.
8. Two adjustable sun visors.

9. Illuminated cigar lighter.
10. Sturdy lock on dispatch box.

EXTERIOR

11. Streamlined spear ornament on sides.*
12. Bright metal chevrons on grille.
13. Bright metal frames around Air Wing vents.
14. Bright finish drip molding cap.
15. Twin matched-tone electric horns.*
16. Matched door locks on both doors.

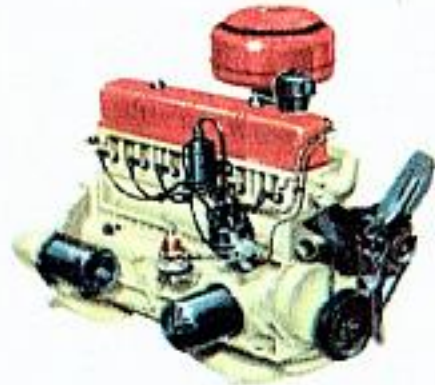
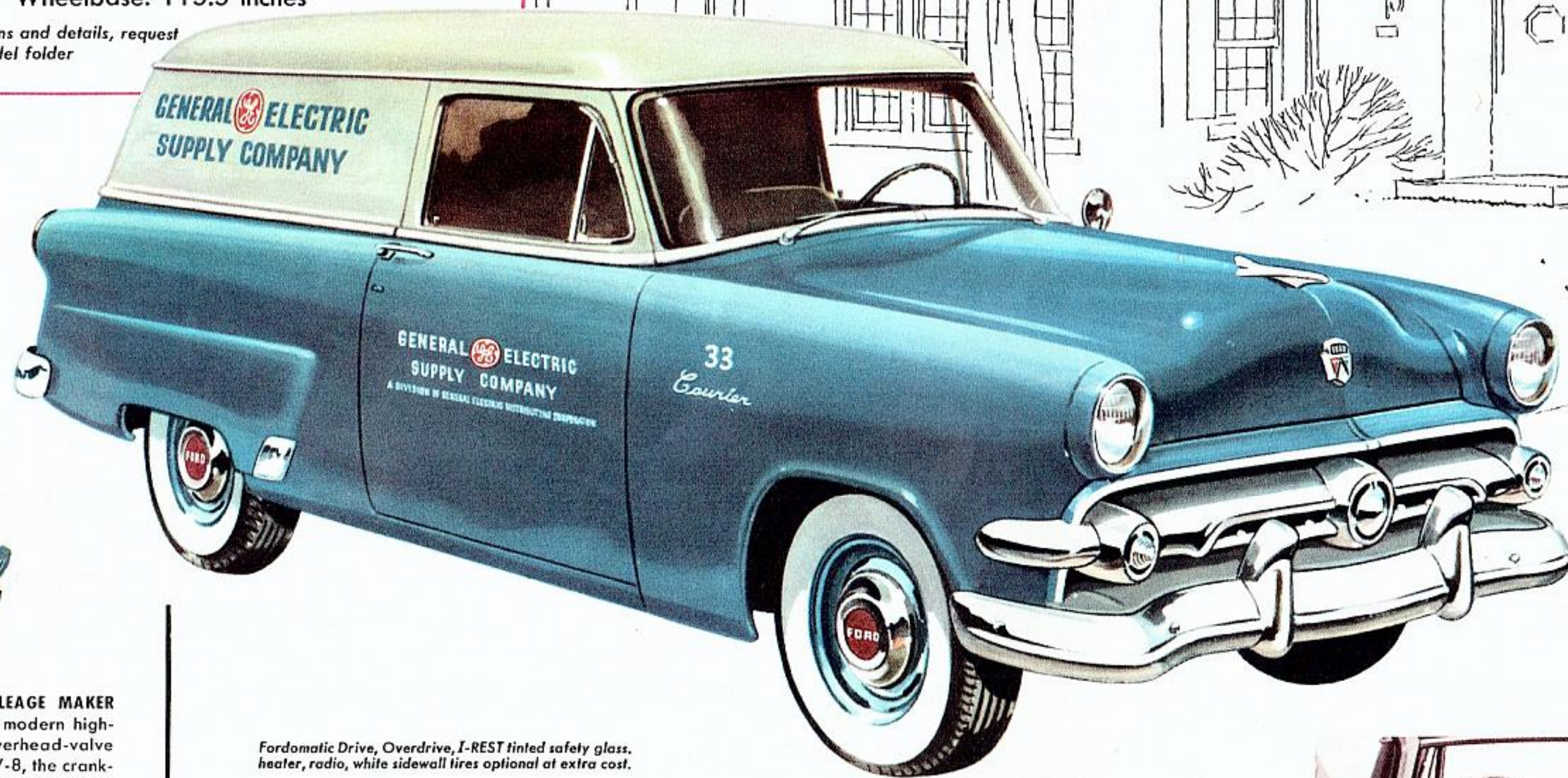
*Standard on all Ford Big Jobs

NEW COURIER CUSTOM DELIVERY

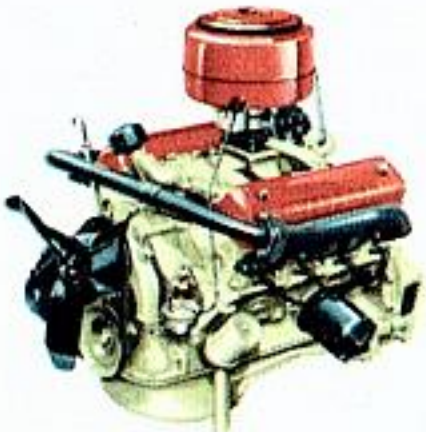
Max. Gross Vehicle Weight: 4,600 lbs.

Wheelbase: 115.5 inches

For complete specifications and details, request
Courier model folder



NEW FORD 115-H.P. I-block MILEAGE MAKER SIX . . . is the only completely modern high-compression, LOW-FRICTION overhead-valve six in its field! Like the Y-block V-8, the crankcase extends well below the crankshaft for great structural rigidity—a Ford feature that prolongs engine life.



ALL-NEW FORD 130-H.P. Y-block V-8 with overhead valves. A completely new kind of engine—the newest high-compression, LOW-FRICTION eight in the industry. Its "Y" shape, with deep-skirt crankcase, gives high rigidity for smoother, economical performance.

Fordomatic Drive, Overdrive, I-REST tinted safety glass, heater, radio, white sidewall tires optional at extra cost.

Style Leader in the Sedan Delivery Field!

Styled on the beautiful lines of the new '54 Ford—to build prestige for your business . . . new, ball-joint front suspension improves ride, makes steering easier, lowers maintenance costs . . . choose either new 115-h.p. *I-block Mileage Maker Six* or all-new 130-h.p. *Y-block V-8* . . . both engines offer high-compression performance with Ford's traditionally low fuel consumption . . . choice of conventional drive or, at extra cost, Overdrive or *Fordomatic Drive* . . . ten stunning colors: Raven Black, Sheridan Blue, Highland Green, Sea Haze Green, Killarney Green, Dovetone Gray, Glacier Blue, Cadet Blue, Sandalwood Tan and Lancer Maroon . . . the Courier is a gracious, clientele-winning Sedan panel for smartly styled delivery service.



SAFE PROTECTION FOR EVEN THE MOST FRAGILE LOADS—smooth interiors and maximum cargo protection are achieved by using 3/4" quality plywood for floor and fibreboard on interior body sides, plus woven fibre for headlining. Load space is 102 cubic feet big. Rear doors hold open in any position. Large door opening width—46.5 in. at floor—for faster, easier loading!

F-SERIES... The New Ford Conventional Line



F-100—max. G.V.W. 4,800 lbs.



F-100—max. G.V.W. 4,800 lbs.



F-250—max. G.V.W. 6,900 lbs.



F-350—max. G.V.W. 9,500 lbs.
(dual tires);
7,100 lbs. (single tires)



F-500—max. G.V.W. 14,000 lbs.
max. G.C.W. 24,000 lbs.



F-600—max. G.V.W. 16,000 lbs.
max. G.C.W. 28,000 lbs.



F-700—max. G.V.W. 19,500 lbs.
max. G.C.W. 34,000 lbs.



F-750—max. G.V.W. 19,500 lbs.
max. G.C.W. 38,000 lbs.



F-800—max. G.V.W. 22,000 lbs.
max. G.C.W. 48,000 lbs.



F-900—max. G.V.W. 27,000 lbs.
max. G.C.W. 55,000 lbs.

9 Series—F-100 through F-900. G.V.W. from 4,000 lbs. to 27,000 lbs.; G.C.W. up to 55,000 lbs.

10 wheelbase lengths from 110 to 192 inches

5 gas-saving LOW-FRICTION overhead-valve engines. New, high-compression Six and V-8's, 115 to 170 h.p.

Choice of Pickup, Panel, Express, Platform-Stake bodies

Wide choice of equipment to fit your job

NOW! *Fordomatic Drive* available in all light-duty models! Vacuum-boosted Power Braking available in F-100 Series! *Master-Guide Power Steering* available, F-750 thru F-900!

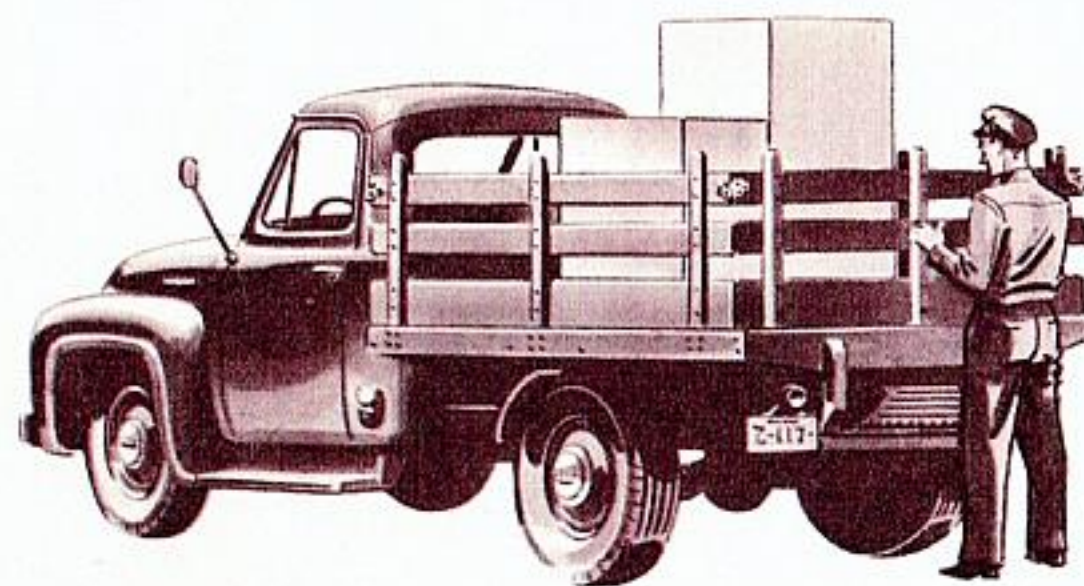
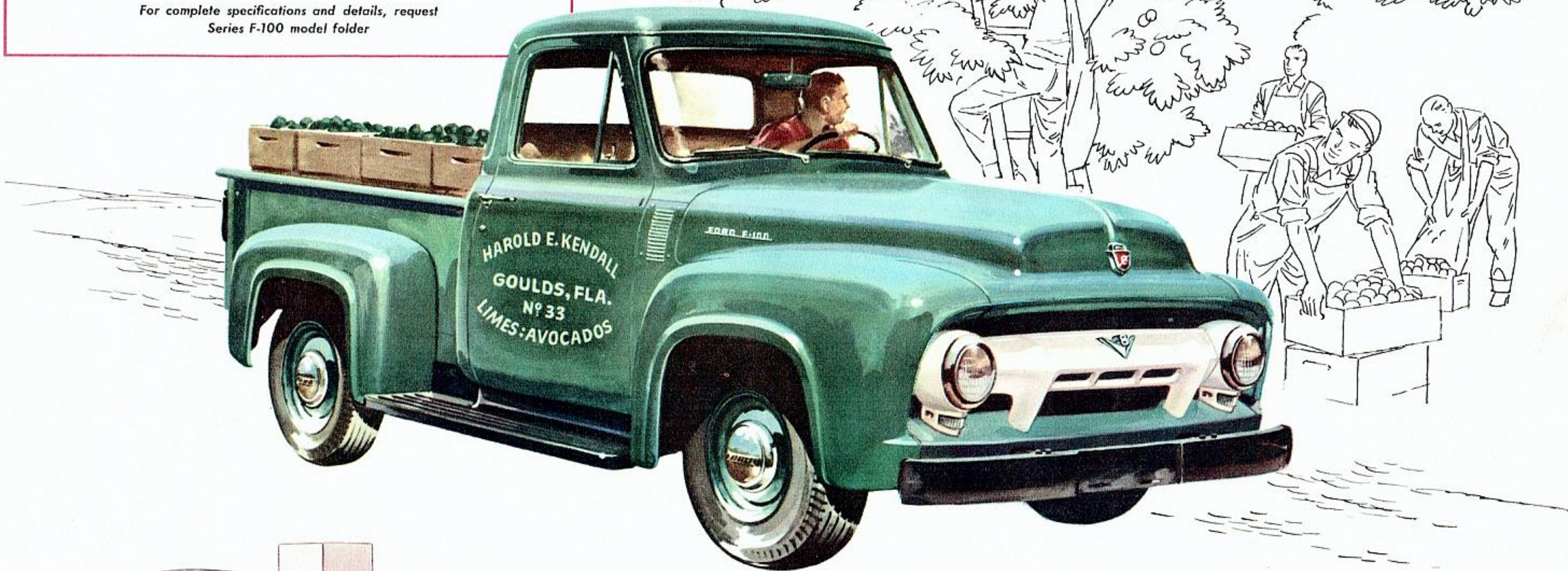
This new, 1954 Ford *Triple Economy Truck* F-Series line introduces important savings into every fundamental phase of conventional truck operation! Every model has inherent maximum economy in load-moving powerplant, load-directing driver area and load-carrying capacity. Ford's 5 LOW-FRICTION, high-compression, high-powered truck engines save gas, use less oil, need less attention . . . and last longer! Ford's 3-man *Driverized Cabs* offer every worthwhile driver-saving feature possible to reduce fatigue, lessen driving tension. And Ford's wide selection of capacities available in this F-Series—with truck payloads up to 8 tons, tractor-trailer payloads up to 20 tons—offers you the important economy savings of using exactly the *right* size truck on your particular hauling job!

NEW SERIES F-100 6½-FT. PICKUP

Max. Gross Vehicle Weight: 4,800 lbs.

Wheelbase: 110 inches

For complete specifications and details, request
Series F-100 model folder



RUGGED, LOW-COST 6½-FT. PLATFORM-STAKE hauls big, bulky loads up to 1,465 lbs. on a platform 6½-ft. long by 5½-ft. wide! Strong, interlocking steel plates hold straight-grained, seasoned wood stake racks securely in place, yet allow quick removal for side or rear loading. With V-8 or Six, a thrifty, low-priced load hustler with built-in three-way economy!

Most Versatile Truck in the Light Duty Field!

Economy leader of the line . . . 45 cu. ft. of unobstructed loadspace . . . all-bolted box construction for superior strength, longer life . . . overlap-design, clamp-tight tailgate of rigid construction . . . heavy wood floor protected by steel skid strips for long life in heavy service . . . low loading height, just over 2 ft., for loading ease . . . for more *usable* power at low cost, choice of new 115-h.p. *Cost Clipper* Six or all-new 130-h.p. *Power King* V-8 . . . vacuum-boosted Power Braking available at extra cost for easier stopping . . . 5-transmission choice includes, at extra cost, fully automatic *Fordomatic*, gas-saving Overdrive . . . *Driverized* Cab for maximum driver efficiency . . . payloads up to 1,550 lbs.

NEW SERIES F-100 8-FT. PANELS

Max. Gross Vehicle Weight: 4,800 lbs.

Wheelbase: 110 inches

For complete specifications and details, request
Series F-100 model folder

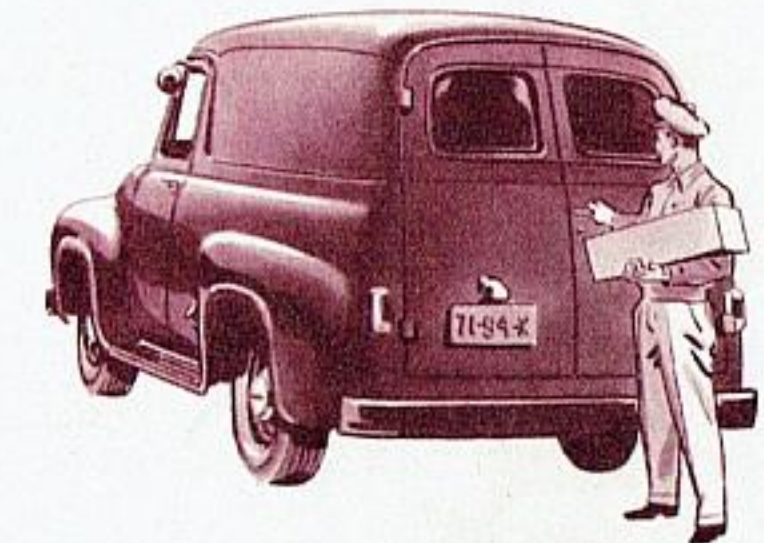


Big in Loadspace, Thrifty, too!

Choice of standard or *Deluxe* in a handsome 8-ft. Panel to build prestige for your business . . .

big 155.8 cu. ft. capacity . . . weather-stripped throughout to protect merchandise from dust, moisture . . . generous sign area on sides and doors . . . husky, wide-opening rear doors with 2-position stay-checks . . . rear fenders and body one-piece to avoid unsightly seam rusting . . .

Deluxe Panel (above—extra cost) includes 17 "customized" extras such as fully lined interior . . . choice of new 115-h.p. *Cost Clipper* Six or all-new 130-h.p. *Power King* V-8 . . . energy-saving vacuum-boosted Power Braking now available . . . 5-transmission choice includes, at extra cost, fully automatic *Fordomatic* Drive, gas-saving Overdrive . . . payloads up to 1,385 lbs.



STANDARD 8-FT. PANEL has steel paneling from floor to top of wheelhouses, plus metal slats above to protect load. Double latching doors hinged to one-piece channel steel frame to maintain alignment, hold doors securely. Fitted with rubber seals. Wide-opening doors have 2-position door checks, 90° or full open, for additional loading ease. New woven vinyl seat upholstery.

NEW SERIES F-250 7½-FT. STAKE or PLATFORM

Max. Gross Vehicle Weight: 6,900 lbs.

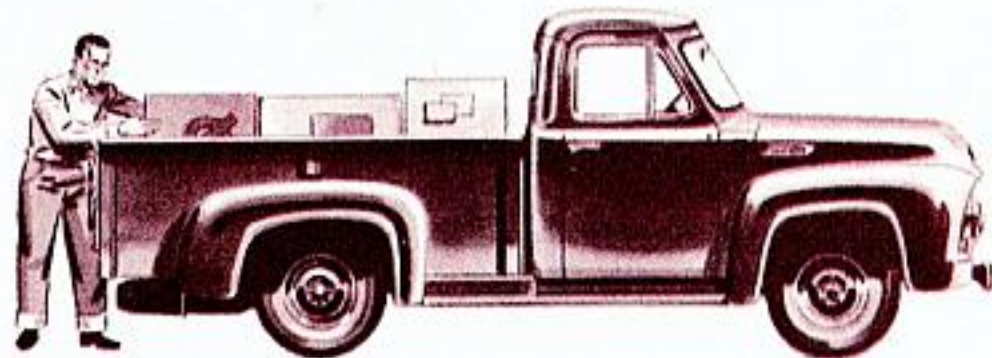
Wheelbase: 118 inches

For complete specifications and details, request
Series F-250 model folder



Light Duty Master of Bulky Loads!

F-250 Stake with 7½-ft. long by 6-ft. wide platform carries your bulky payloads easily . . . straight-grained wood stake racks slip out quickly for convenient side or rear loading . . . strong, interlocking steel plates hold racks securely . . . steel skid strips interlock and protect the seasoned wood floor . . . strong frame of bridge-type construction, heavy-gage steel side rails for longer life . . . steel-lined stake pockets are flush with floor . . . choice of new 115-h.p. *Cost Clipper* Six or all-new 130-h.p. *Power King* V-8 . . . transmission, heavy duty 3-speed Synchro-Silent or, at extra cost, 4-speed Synchro-Silent . . . or newly available, fully automatic *Fordomatic*, for efficient, no-shift driving . . . payloads up to 3,065 lbs.



COST-CUTTING 8-FT. EXPRESS has an all-purpose, 65.4 cu. ft. body of bolted construction, for superior strength. Loading height is conveniently low—just over 2 feet. Strong, rigid tailgate with toggle-type latches, overlapping design to fit snugly into floor. Solid wood floor, steel skid strips. A load-hauling go-getter in its class!

NEW SERIES F-350 9-FT. EXPRESS

Gross Vehicle Weight (single tires): 7,100 lbs.

Wheelbase: 130 inches

For complete specifications and details, request
Series F-350 model folder



Heavyweight of Light Duty Load Hustlers!

F-350 Express has 9-ft. body of strong, bolted construction . . . 74 cu. ft. of loadspace and a payload capacity up to 2,936 lbs. . . . sturdy wood floor interlocked and protected against wear by steel skid strips . . . rigid tailgate has overlapping design for snug fit at floor, is clamped tight to body sides by toggle-type latches . . . 8 steel stake pockets permit easy mounting of side boards, special tops . . . low loading height reduces lifting effort . . . power choice of new, high-compression 115-h.p. *Cost Clipper Six*, or all-new 130-h.p. *Power King V-8* . . .

Synchro-Silent transmissions—H. D. 3-speed standard, 4-speed optional . . . or, newly available *Fordomatic Drive* at extra cost, for finest no-shift, no-clutch driving.



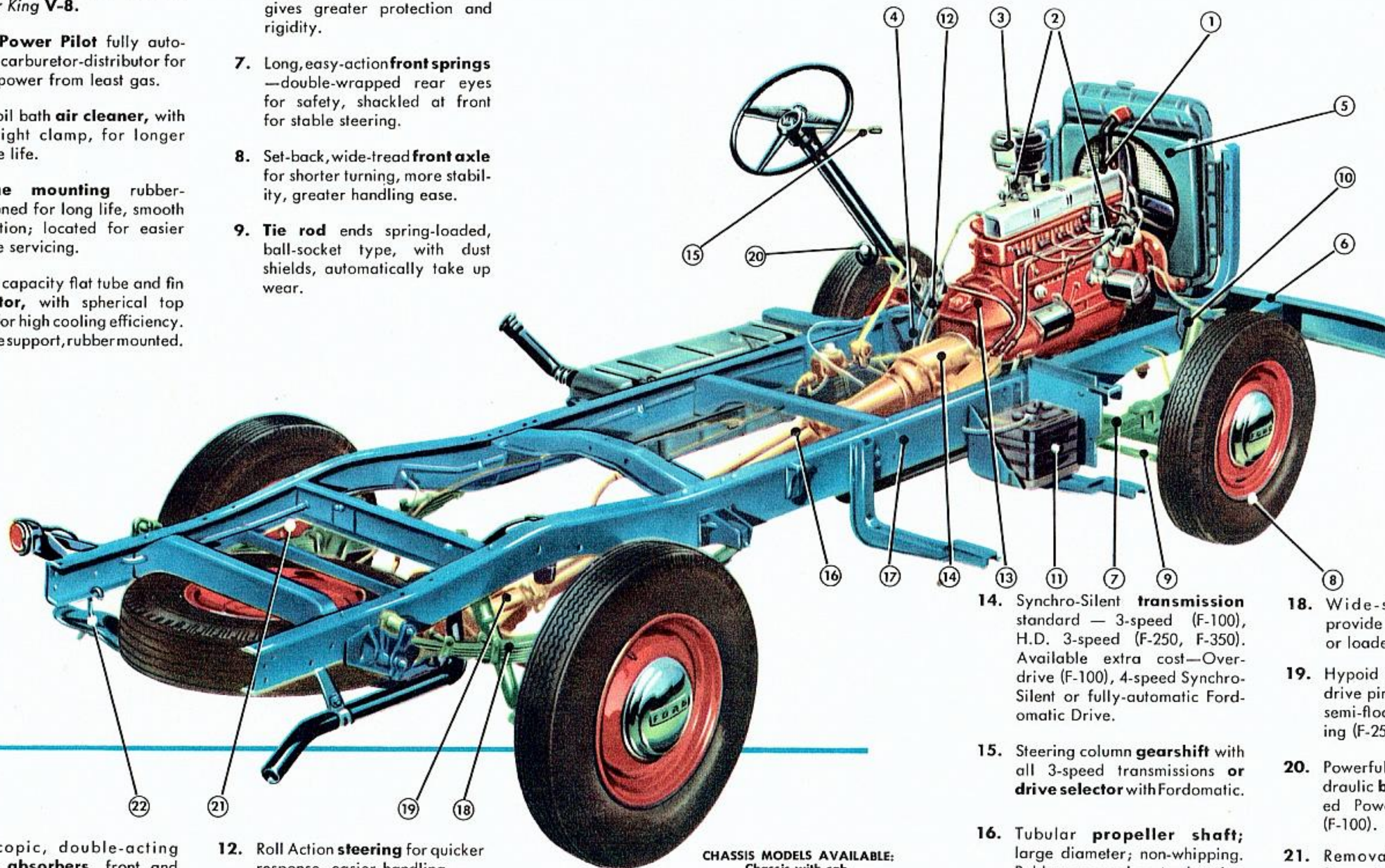
9-FT. PLATFORM-STAKE FOR BULKY LOADS offers top economy in moving tall cargo. 130-inch wheelbase. Max. G.V.W. of 9,500 lbs. (dual rear tires), up to 5,177 lbs. payload. Doubly reinforced stake pockets flush with floor. Straight-grained stake rack boards riveted to U-shaped steel stakes for strength. Six or V-8.

LIGHT DUTY



CHASSIS...More Chassis Life and Ruggedness for Your Money

1. New 115-h.p. *Cost Clipper Six* (shown), or all-new 130-h.p. *Power King V-8*.
2. Ford **Power Pilot** fully automatic carburetor-distributor for most power from least gas.
3. 1-qt. oil bath **air cleaner**, with dust-tight clamp, for longer engine life.
4. **Engine mounting** rubber-cushioned for long life, smooth operation; located for easier engine servicing.
5. Large capacity flat tube and fin **radiator**, with spherical top tank, for high cooling efficiency. U-type support, rubber mounted.
6. Channel **bumper** attached directly to extended frame gives greater protection and rigidity.
7. Long, easy-action **front springs**—double-wrapped rear eyes for safety, shackled at front for stable steering.
8. Set-back, wide-tread **front axle** for shorter turning, more stability, greater handling ease.
9. **Tie rod ends** spring-loaded, ball-socket type, with dust shields, automatically take up wear.



10. Telescopic, double-acting **shock absorbers**, front and rear (F-100, F-250). Front only (F-350).
11. **Battery** safely located away from engine heat.

12. Roll Action **steering** for quicker response, easier handling.
13. Gyro-Grip **clutch** multiplies grip with increased speed, low pedal pressure, high plate pressure.

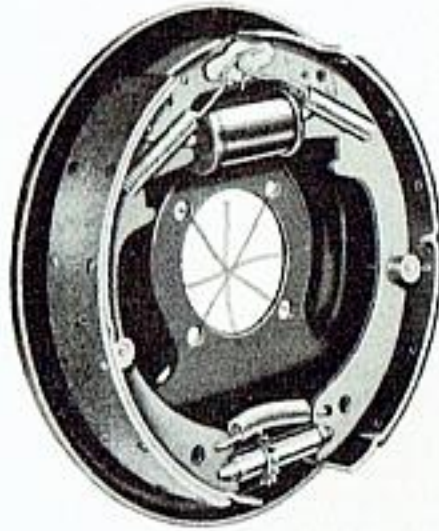
CHASSIS MODELS AVAILABLE:
Chassis with cab,
with windshield,
with cowl.

F-100 CHASSIS SHOWN

14. Synchro-Silent **transmission** standard — 3-speed (F-100), H.D. 3-speed (F-250, F-350). Available extra cost—Over-drive (F-100), 4-speed Synchro-Silent or fully-automatic Fordomatic Drive.
15. Steering column **gearshift** with all 3-speed transmissions or **drive selector** with Fordomatic.
16. Tubular **propeller shaft**; large diameter; non-whipping. Rubber-encased center bearing on F-250 and F-350.
17. Deep-channel **frame** with parallel side rails for extra strength, easier engine servicing.
18. Wide-span **rear springs** provide soft, easy ride empty or loaded.
19. Hypoid **rear axle** with big drive pinion, removable shafts; semi-floating (F-100), full-floating (F-250, F-350).
20. Powerful self-energizing hydraulic **brakes**. Vacuum boosted Power Braking available (F-100).
21. Removable **brake drums** for easier, lower cost servicing.
22. Tire carrier rear mounted; side-mounted carrier for Pickup and Express models also available (extra cost).

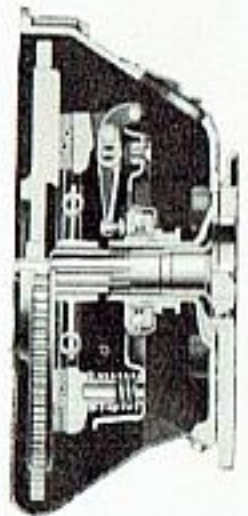
ULTRA-MODERN COMPONENTS AND OPTIONS FOR THE MOST PROFITABLE TRUCK OPERATION!

LIGHT DUTY CHASSIS FEATURES
 For complete details, ask your Ford Truck Dealer to show you the 1954 Ford Truck Handbook



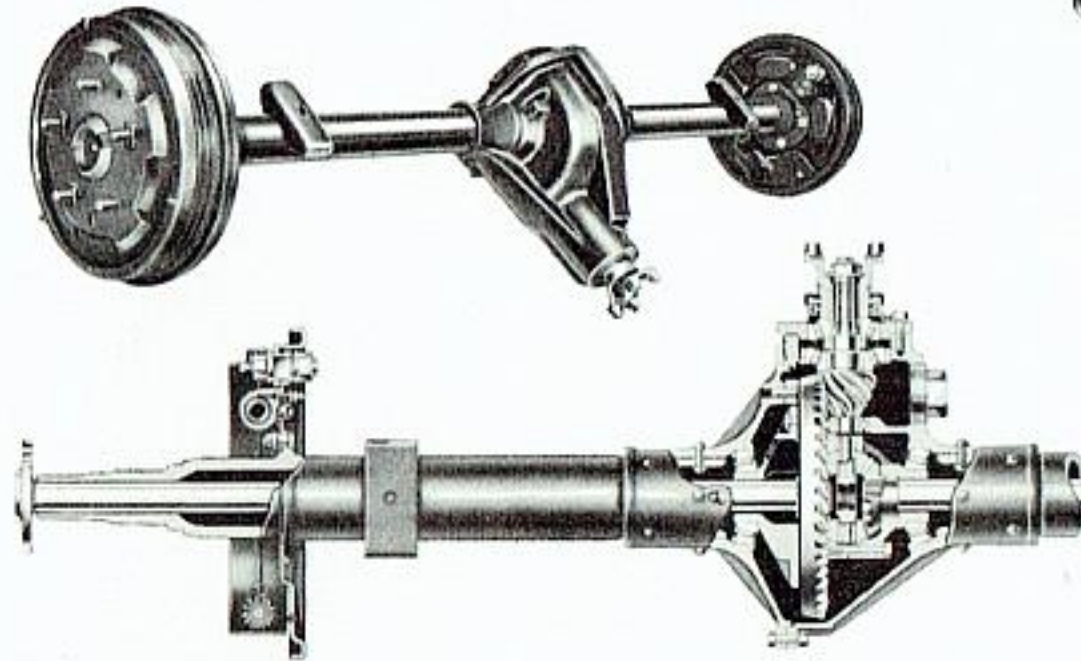
POWERFUL HYDRAULIC BRAKES

provide safe, sure stopping control for rated loads (F-350 shown). Self-energizing action builds up brake shoe pressure within the brake itself, eases foot pedal pressure requirements. Removable brake drums for easier maintenance.



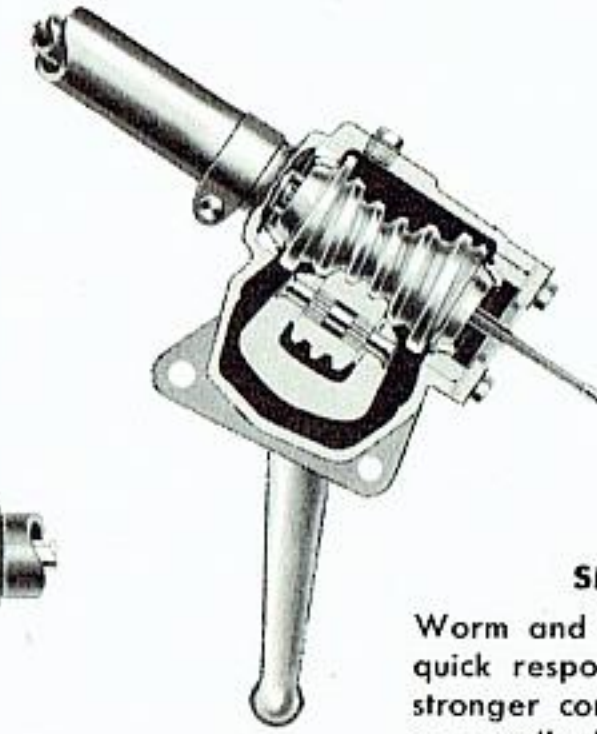
ADVANCED GYRO-GRIP CLUTCH

of semi-centrifugal design for quiet, easy, dependable operation. High plate pressure, low pedal pressures. Thick asbestos composition lining for greatest durability. Damper springs between discs and hub prevent grabbing, vibration and chatter.



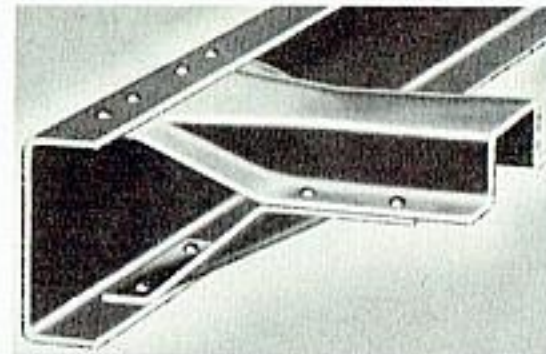
HYPOID FULL-FLOATING AND SEMI-FLOATING REAR AXLES

Big drive pinion spreads torque over large tooth area for utmost strength, quiet operation, longer life. F-100 (at top) is semi-floating design with sturdy integral type housing. Full-floating construction in F-250, F-350, with split-type housing tubes carrying the load, relieves axle shaft of bending stresses. Choice of axle ratios to "tailor" truck to the performance requirements of your job.



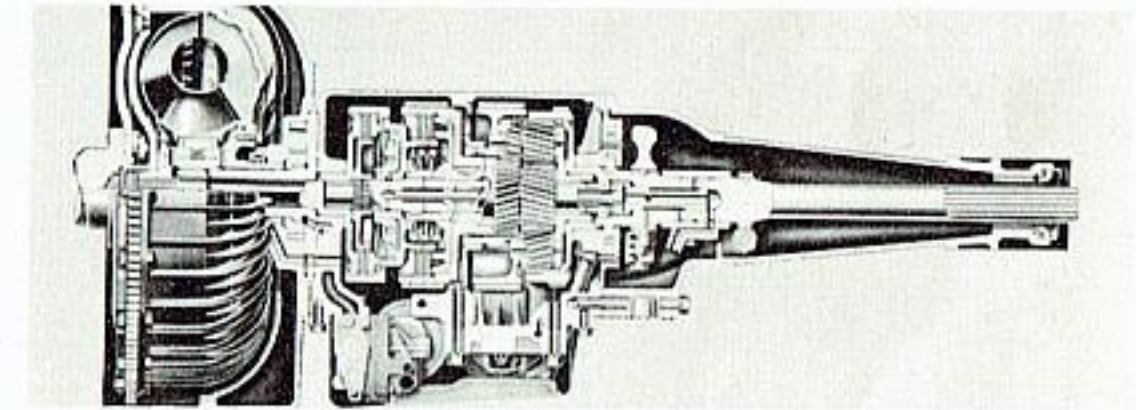
SMOOTH, ROLL ACTION STEERING

Worm and roller type provides three desirable features: quick response to the wheel, steady handling ease and stronger construction. Large, triple-tooth roller is mounted on needle bearings and rolls over worm threads without sliding friction encountered in customary worm and gear types. In Ford steering gear, worm is mounted on two opposed tapered roller bearings to absorb thrust loads.



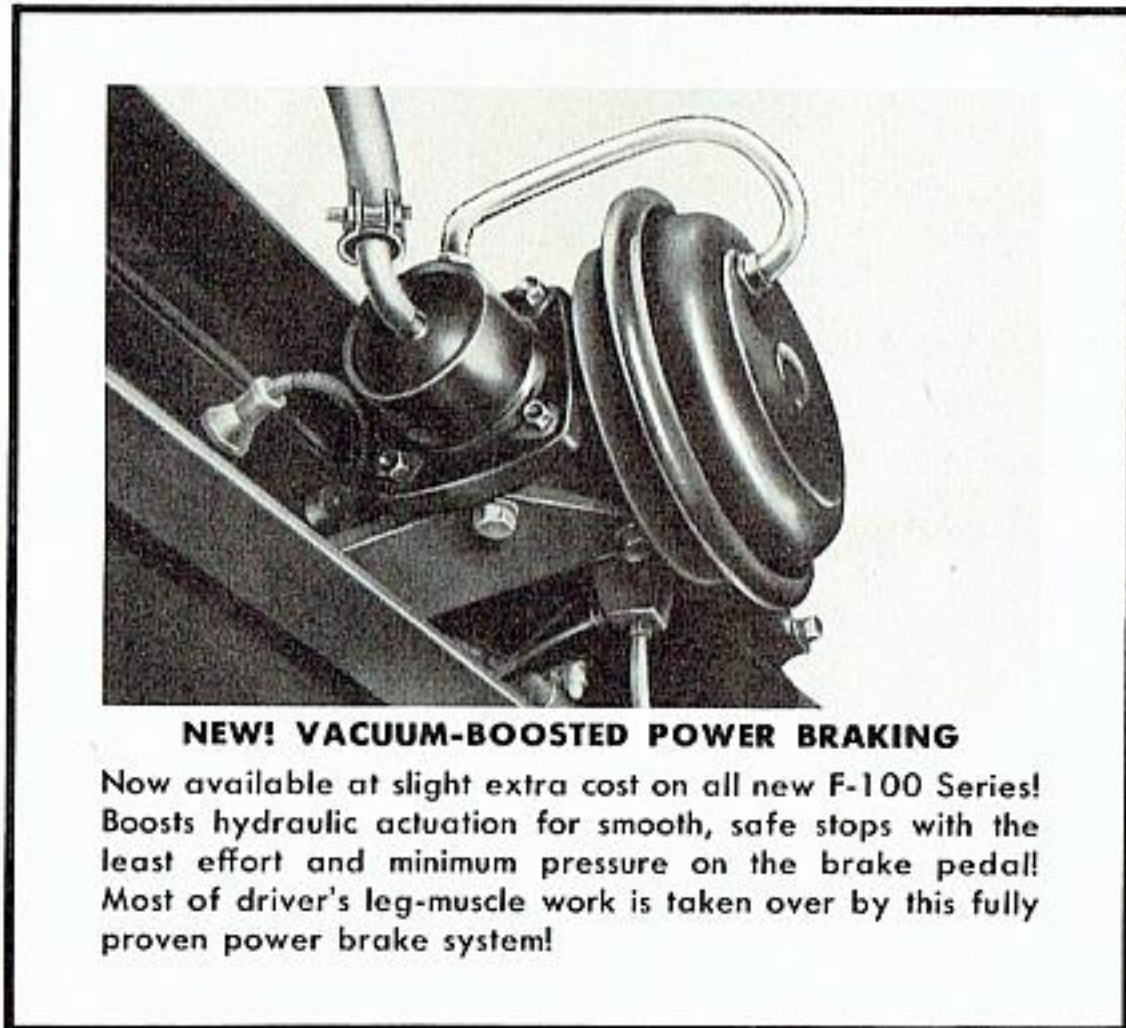
STURDY, DEEP-CHANNEL FRAMES

with parallel side rails. Engineered for maximum strength without excess weight. Wide front cross members allow most engine accessibility. Alligator-jaw type cross members keep frame resistant to twisting.



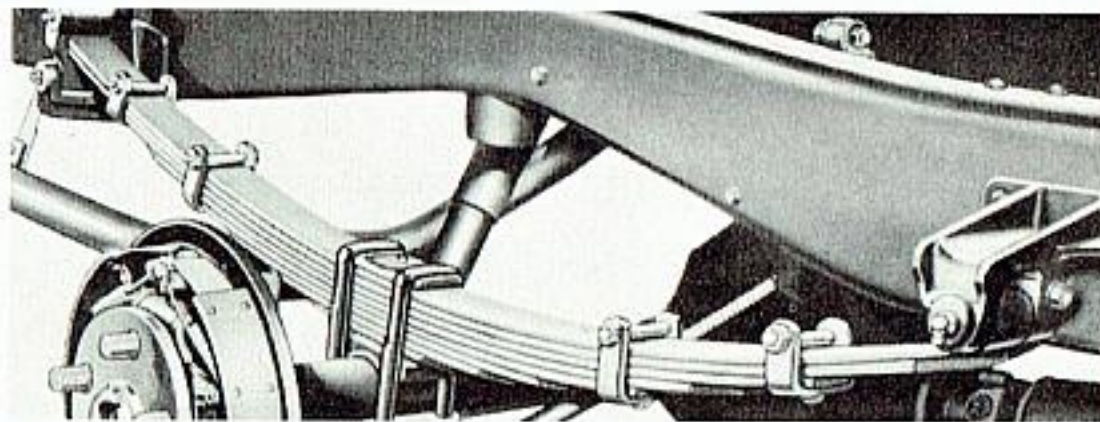
FULLY AUTOMATIC FORDOMATIC DRIVE

now available (extra cost) on all light duty models! Finest of all no-shift driving! No more clutching! Fully tested Fordomatic provides top performance plus exceptional economy with an infinite number of drive ratios that are varied automatically to suit changes in operating conditions. Acceleration is faster, hill-climbing easier. New Safety-Drive Selector provides convenient settings for full safety and ease of operation. Takes over 90% of the work out of driving.



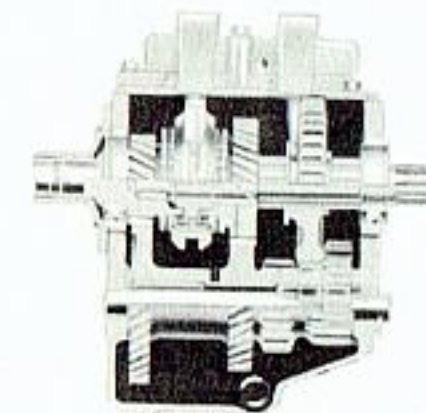
NEW! VACUUM-BOOSTED POWER BRAKING

Now available at slight extra cost on all new F-100 Series! Boosts hydraulic actuation for smooth, safe stops with the least effort and minimum pressure on the brake pedal! Most of driver's leg-muscle work is taken over by this fully proven power brake system!



LONG, EASY-ACTION SPRING AND DOUBLE-ACTION SHOCK ABSORBERS

are built to handle capacity loads, yet offer safe, soft ride for fragile loads. Low deflection rate, but high total spring capacity, provides smooth riding, excellent stability, long life. For greater safety, front springs have double-wrapped spring eyes at stationary end. Telescopic shock absorbers dampen spring action all-around on F-100 and F-250, and on front of F-350.



GAS-SAVING OVERDRIVE, OR 3- AND 4-SPEED SYNCHRO-SILENT TRANSMISSIONS

Overdrive (on F-100, extra cost) permits 30% reduction in engine speed, while road speed is maintained, gives gas savings up to 15%! Synchro-Silent transmission standard on all Ford Trucks for easier shifting without "double-clutching!" Standard 3-speed (F-100) and heavy duty 3-speed (F-250, F-350) have steering column gearshift standard, for greater shifting ease. 4 speed (extra cost) gives greater operating flexibility!

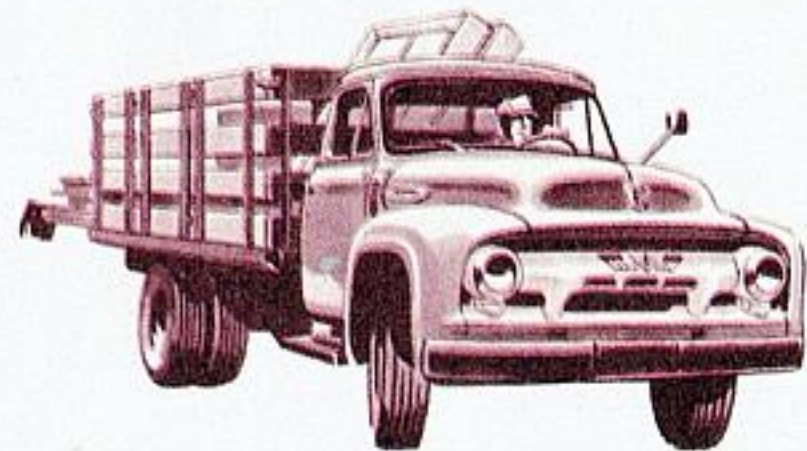
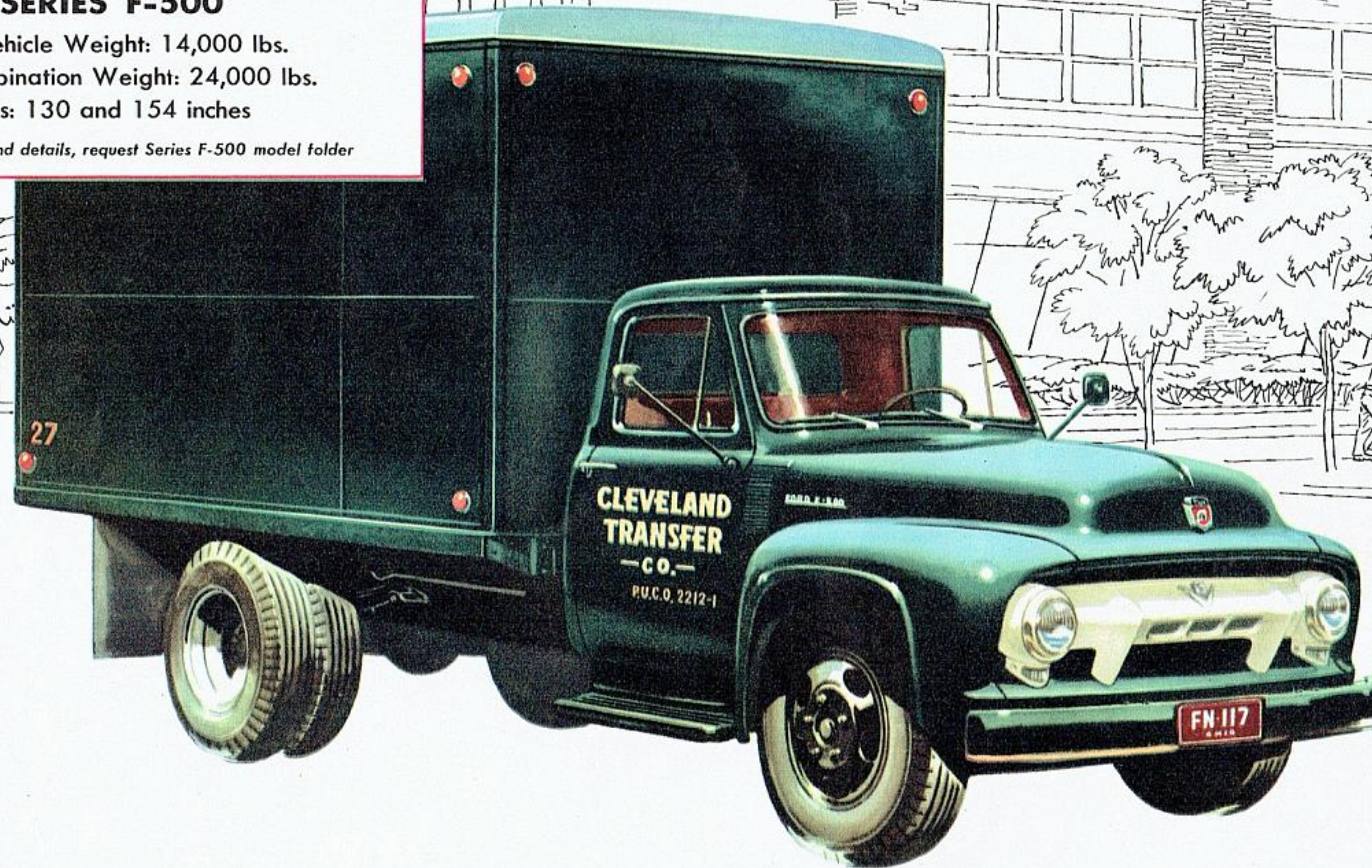
NEW SERIES F-500

Max. Gross Vehicle Weight: 14,000 lbs.

Max. Gross Combination Weight: 24,000 lbs.

Wheelbases: 130 and 154 inches

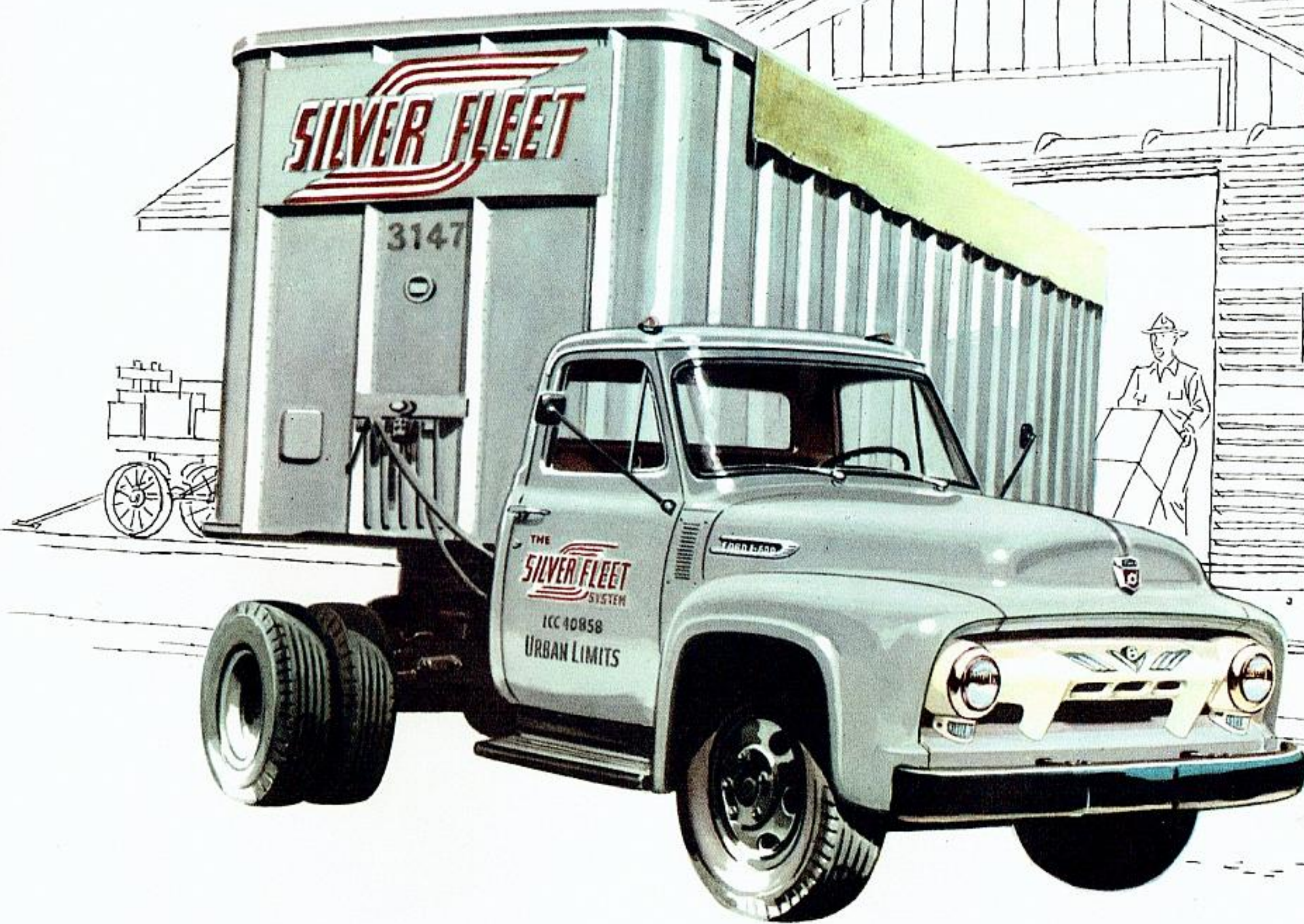
For complete specifications and details, request Series F-500 model folder



HUSKY 9- AND 12-FT. PLATFORM-STAKES let you pile big cargoes high with payload capacity up to 8,513 lbs. Platforms nearly 7 ft. wide! Stake racks 42 in. high. Straight-grained wood rack boards with steel stakes, quickly removable for easy loading from rear or sides. Strong, bridge-type frame with steel rub rail and rear steel caps to protect platform. Choice of V-8 or Six.

Year-After-Year Sales Leader of All 1½-Tonners!

Most popular truck in its class for 7 straight years . . . for 1954, this Ford favorite has new, greater performance than ever . . . chassis-cab models adaptable to any special-purpose body of your choice from 7½ to 13 ft. long . . . a "natural" in tractor service, with a G.C.W. of 24,000 lbs. . . . up to 7.50-20 8-ply dual rear tires (8.25-20 with optional 2-speed axle) . . . choose either the new, high-compression 115-h.p. *Cost Clipper* Six or all-new, 130-h.p. *Power King* V-8 with big power reserves for fast acceleration and hill climbing . . . *Driverized* or *Deluxe Driverized* Cab to save driver time and energy . . . 4-speed Synchro-Silent transmission . . . payloads with body and equipment up to 9,473 lbs.



NEW SERIES F-600

Max. Gross Vehicle Weight: 16,000 lbs.

Max. Gross Combination Weight: 28,000 lbs.

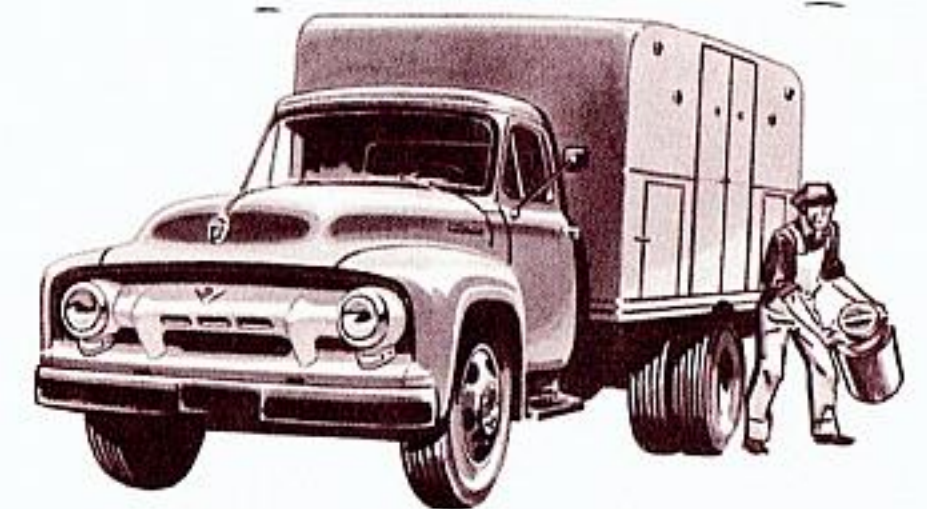
Wheelbases: 130, 154 and 172 inches

For complete specifications and details, request Series F-600 model folder

Peak Performer in Heavy Duty Service!

Unbeatable in its weight-class, for all-purpose hauling . . . excels as truck or tractor unit . . . offers a choice of 3 LOW-FRICTION engines, including 2 all-new, high-compression V-8's: 130-h.p. or 138-h.p. *Power King* engines . . . or, on special order, the new high-compression, deep-block 115-h.p. *Cost Clipper* Six . . . transmissions available are Synchro-Silent type, whether you choose 4-speed or 5-speed direct or overdrive . . . you get operating flexibility with a choice of single-speed or 2-speed rear axles . . . standard 9- and 12-ft.

Platform-Stake models also available for general-purpose hauling . . . 3-man *Driverized* or *Deluxe Driverized* Cabs for the most in driver efficiency . . . for payloads up to 11,089 lbs.



PUT THE TRUCK BODY OF YOUR CHOICE ON THE F-600! Accommodates the special-purpose body your hauling job requires, from 7½ to 16 ft. long! Body and equipment manufacturers offer you a wide variety of vocational and specialized bodies to use on this Ford F-600 chassis. Your Ford Truck Dealer can help you select the exact type of truck body for your needs!

HEAVY DUTY



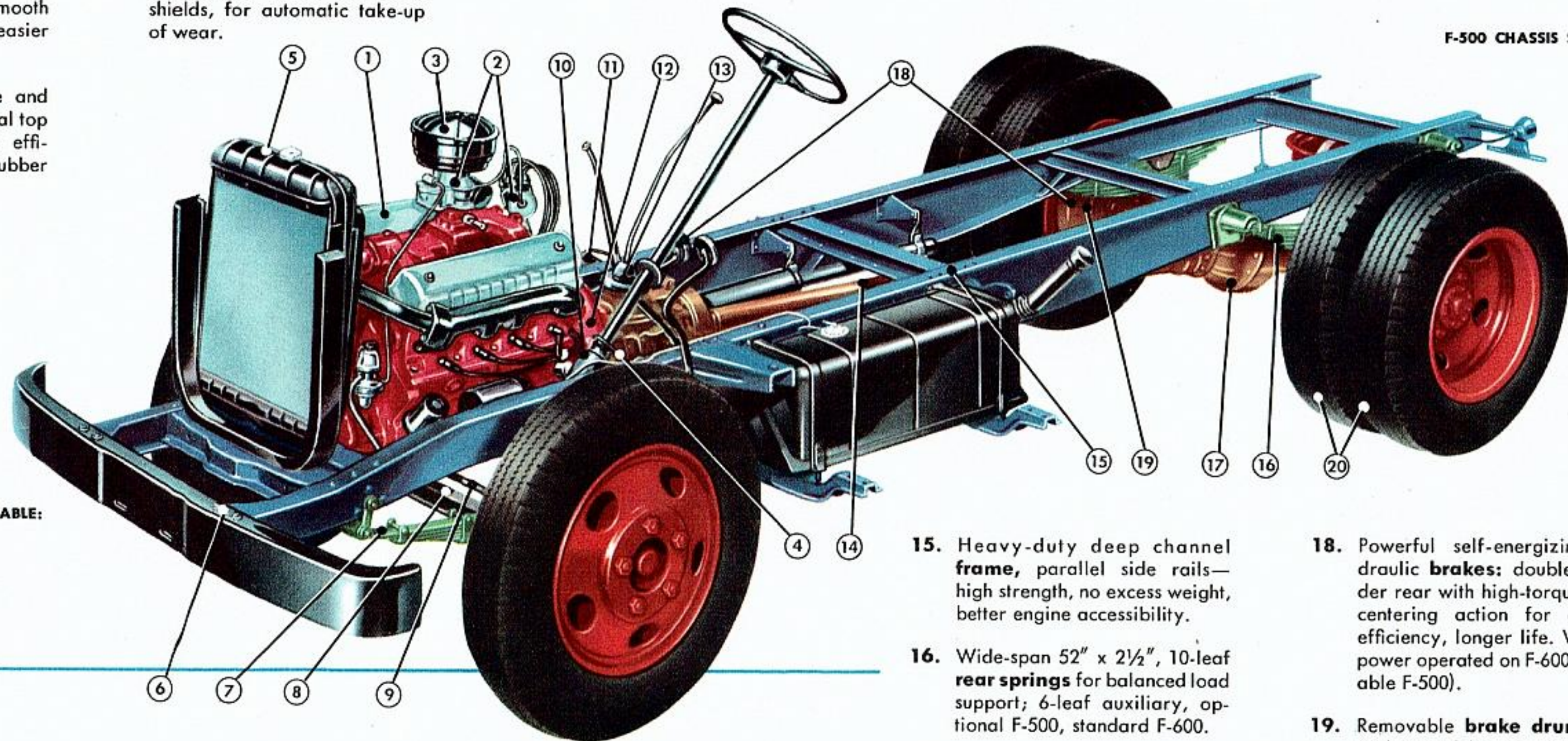
CHASSIS . . . Load-Supporting Leader in Heavy Duty Chassis

1. **Engines.** All-new 130-h.p. *Power King V-8* (shown) or new 115-h.p. *Cost Clipper SIX* (F-500), all-new 138-h.p. *Power King V-8* (F-600).
2. Ford **Power Pilot** fully automatic carburetor-distributor for most power from least gas.
3. 1-qt. oil bath **air cleaner**, with dust-tight clamp, for longer engine life.
4. **Engine mounting** rubber-cushioned for long life, smooth operation; located for easier engine servicing.
5. Large capacity flat tube and fin **radiator**, with spherical top tank, for high cooling efficiency. U-type support, rubber mounted.

6. Channel **bumper** attached directly to extended frame gives greater protection and rigidity.
7. Long, easy-action **front springs**—double-wrapped rear eyes for safety, shackled at front for stable steering.
8. Wide-tread, set-back **front axle** for shorter turning, more stability, greater handling ease.
9. **Tie rod ends** are spring-loaded, ball-socket type, with dust shields, for automatic take-up of wear.

10. Roll Action **steering** for quicker response, easier turning.
11. **Battery** safely located away from engine heat.
12. Gyro-Grip **clutch** multiplies grip with increased speed, low pedal pressure, high plate pressure.

13. Synchro-Silent **transmission**, eliminates "double clutching;" 4-speed std.; 5-speed direct or overdrive available (F-600).
14. Tubular **propeller shafts**, large diameter, non-whipping. Needle bearing joints for longer life. Rubber encased center bearing.



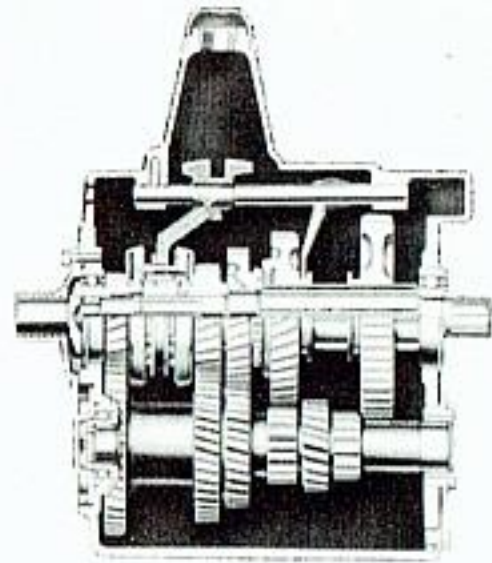
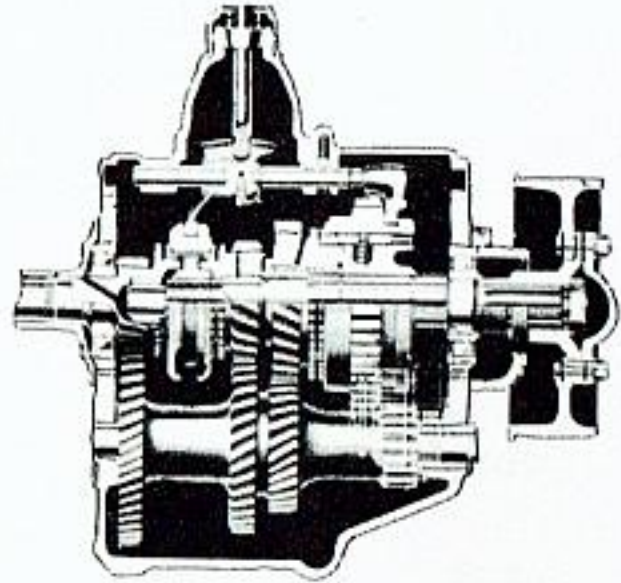
F-500 CHASSIS SHOWN

CHASSIS MODELS AVAILABLE:
Chassis with cab,
with windshield,
with cowl.

15. Heavy-duty deep channel **frame**, parallel side rails—high strength, no excess weight, better engine accessibility.
16. Wide-span 52" x 2½", 10-leaf **rear springs** for balanced load support; 6-leaf auxiliary, optional F-500, standard F-600.
17. Heavy-duty hypoid full-floating **rear axle** with rugged banjo housing, large drive pinion. 2-speed axle with electric shift available.

18. Powerful self-energizing hydraulic **brakes**: double cylinder rear with high-torque, self-centering action for greater efficiency, longer life. Vacuum power operated on F-600 (available F-500).
19. Removable **brake drums** for easier servicing. Cast iron surface, fused to steel back, for longer life.
20. 20-inch **dual wheels**; advanced 2-piece integral rims.

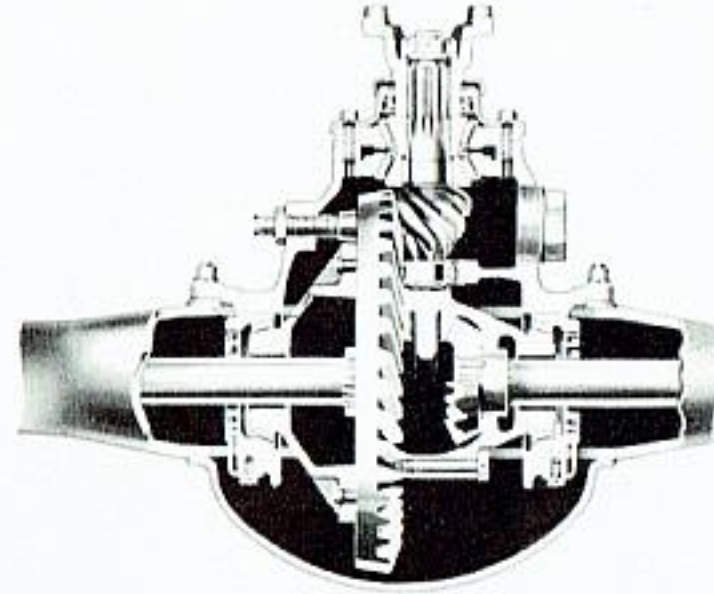
HEAVY DUTY FEATURES AND OPTIONS WITH RELIABILITY AND STRENGTH TO SPARE!



4-SPEED AND 5-SPEED TRANSMISSIONS . . . ALL SYNCHRO-SILENT!

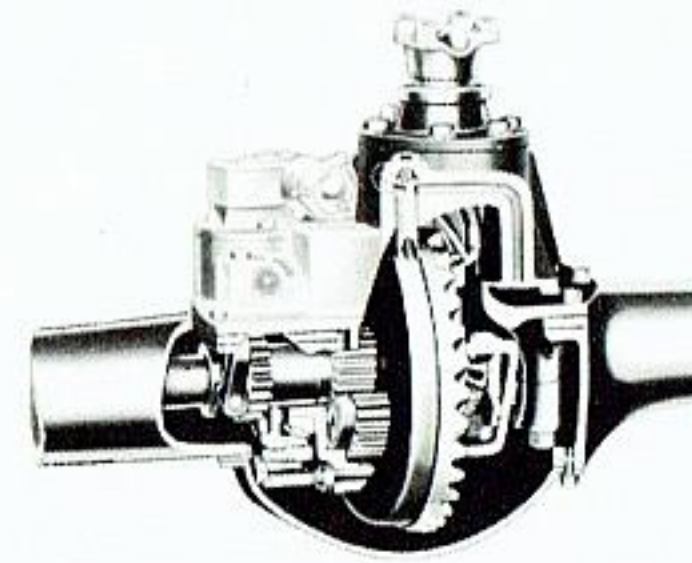
4-Speed Helical transmission standard on F-500 and F-600, is engineered for quiet operation, easy shifting with minimum driver effort, longer life. Eliminates "double clutching," provides more safety in "down shifting." One-piece clutch and flywheel housing provides smooth, reliable power flow.

5-Speed Helical transmissions—overdrive or direct drive, are available on Series F-600 for wider operating flexibility. Both transmissions are quiet operating, easy shifting and long lasting. Overdrive, by cutting engine rpm 20%, gives greater operating economy. Direct drive excels for extra performance at lower speeds.



RUGGED HYPOID SINGLE-SPEED, AND PLANET-TYPE 2-SPEED AXLES

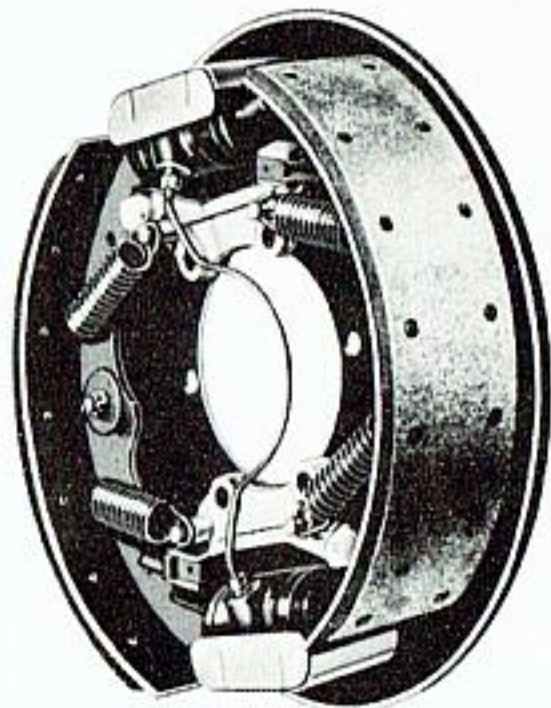
Single-speed rear axle is full-floating type with rugged, one-piece banjo housing for greatest strength. Full-floating design lets housing carry the load weight, reduces stress on axle shaft. Maintenance is easier. Big, hypoid pinion spreads power load over larger area for quieter running and longer life. 6.2 or 6.8 to 1 ratios.



2-speed planet-type rear axle, available on F-500 and F-600, for flexible operation. High speed range saves gas in light load work. Low speed range gives extra pulling ability for heavy loads. Electric shift with push-button control. Ratios: 5.83/8.11 to 1. 6.33/8.81 to 1 also available on F-600.

HEAVY DUTY CHASSIS FEATURES

For complete details,
ask your
Ford Truck Dealer
to show you the 1954
Ford Truck Handbook

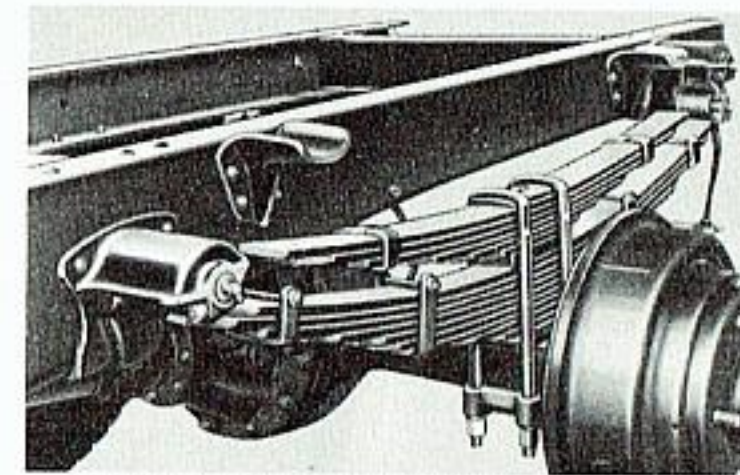
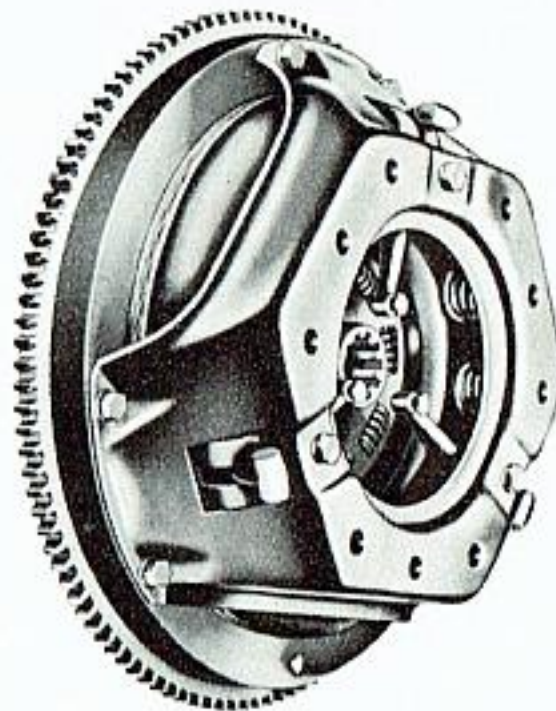


POWERFUL HYDRAULIC BRAKES

For smoother and safer stops. Rear brakes are double-cylinder type with high-torque self-centering action both forward and reverse for lighter pedal pressures, reduced lining wear, minimum service adjustment. Vacuum booster (std. F-600—available F-500) multiplies braking power over 100% at the brake shoes.

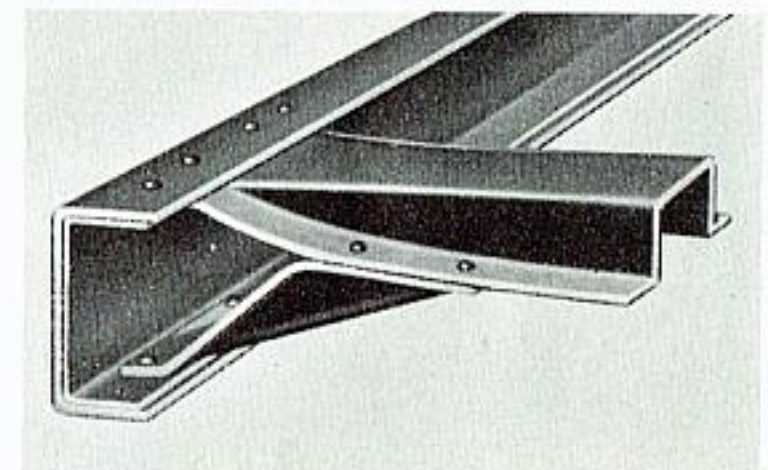
BIG GYRO-GRIP CLUTCH

Of semi-centrifugal design uses centrifugal force, produced by specially weighted clutch release levers, to supplement pressure exerted by clutch springs, as engine speed increases. This results in high plate pressures, yet low pedal pressure. 11-in. std. F-500 and F-600 with 130-h.p. V-8, H.D. 11-in. std. F-600 with 138-h.p. V-8; available on F-500, F-600 with 130-h.p. V-8.



EASY-ACTION, WIDE-SPAN SPRINGS

Provide balanced suspension with smooth riding under light loads, high capacity for maximum loads. 8-leaf front, 45 in. by 2 in. 10-leaf rears, 52 in. by 2½ in. Low deflection rate for smooth riding, high stability, adds life to springs, body. Front springs have double-wrapped rear eyes for safety, shackled at front for stable steering. 37-in., 6-leaf auxiliary, std., F-600, (available, F-500).



HEAVY DEEP-CHANNEL FRAME

Has deep, 34-in. parallel side members with superior strength and rigidity. Rugged cross members are located to best resist torsional twist. Maximum side rail section is 8.88" x 2.88" x .250", except for 130-in. wheelbase F-500, which is 7" x 2.75" x .212". Wide front cross member allows greater clearance between fender apron and engine, makes for simplified engine accessibility and facilitates servicing.

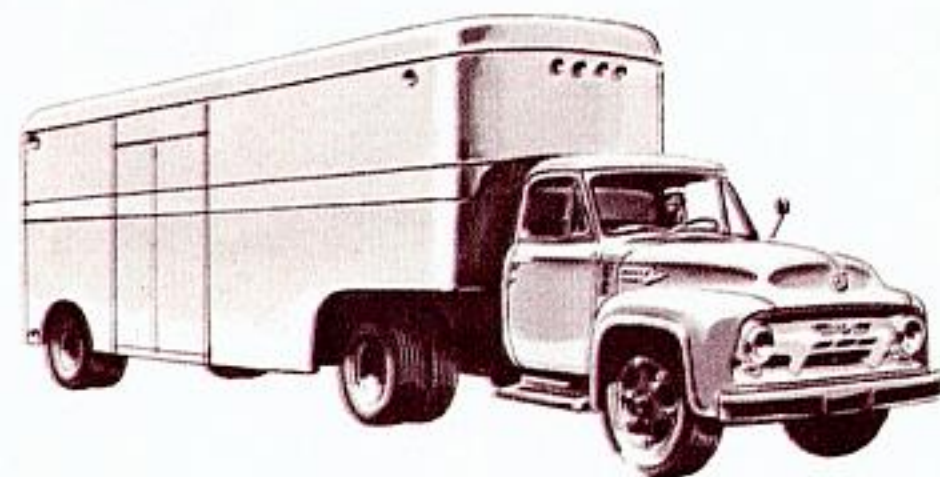
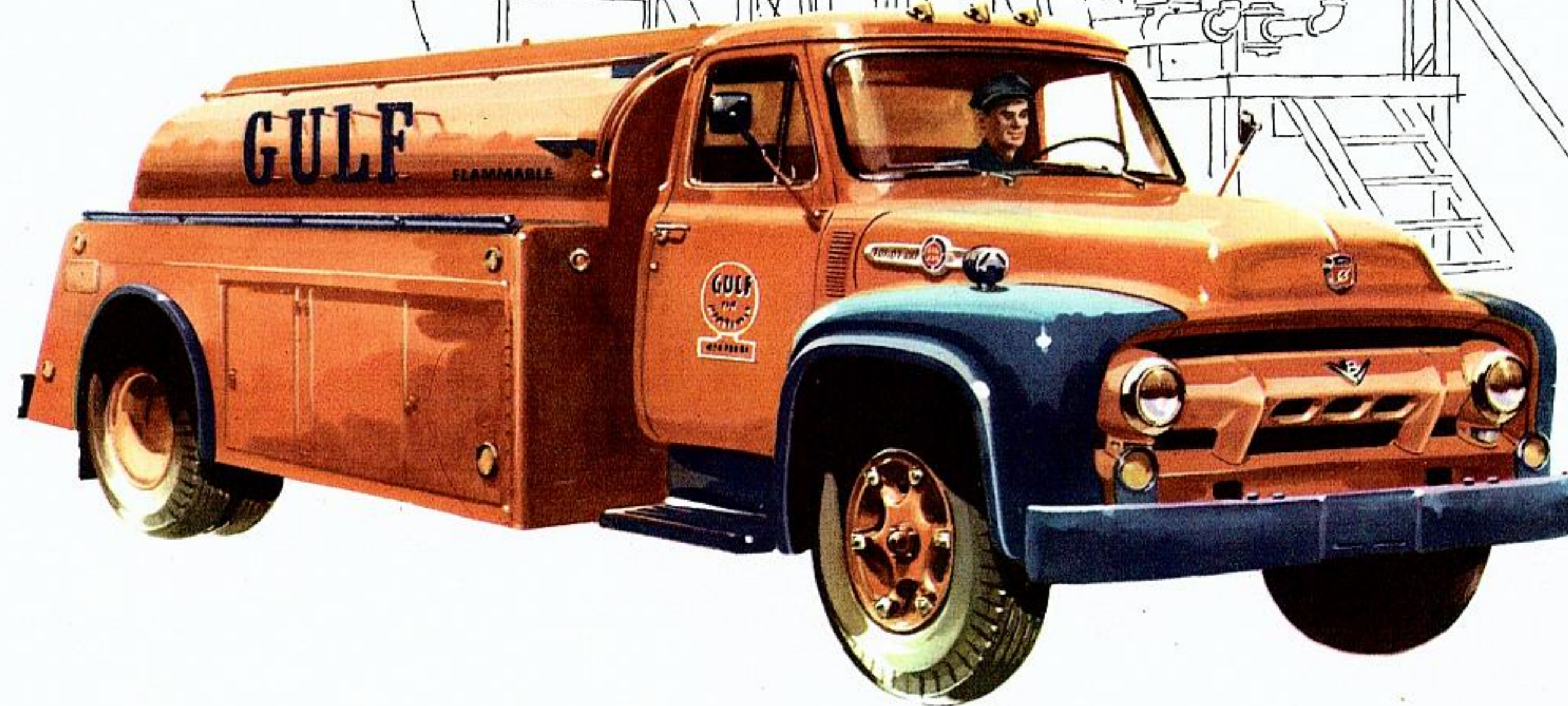
NEW SERIES F-700 BIG JOB

Max. Gross Vehicle Weight: 19,500 lbs.

Max. Gross Combination Weight: 34,000 lbs.

Wheelbases: 132, 144, 156, 175 and 192 inches

For complete specifications and details, request
Series F-700 model folder

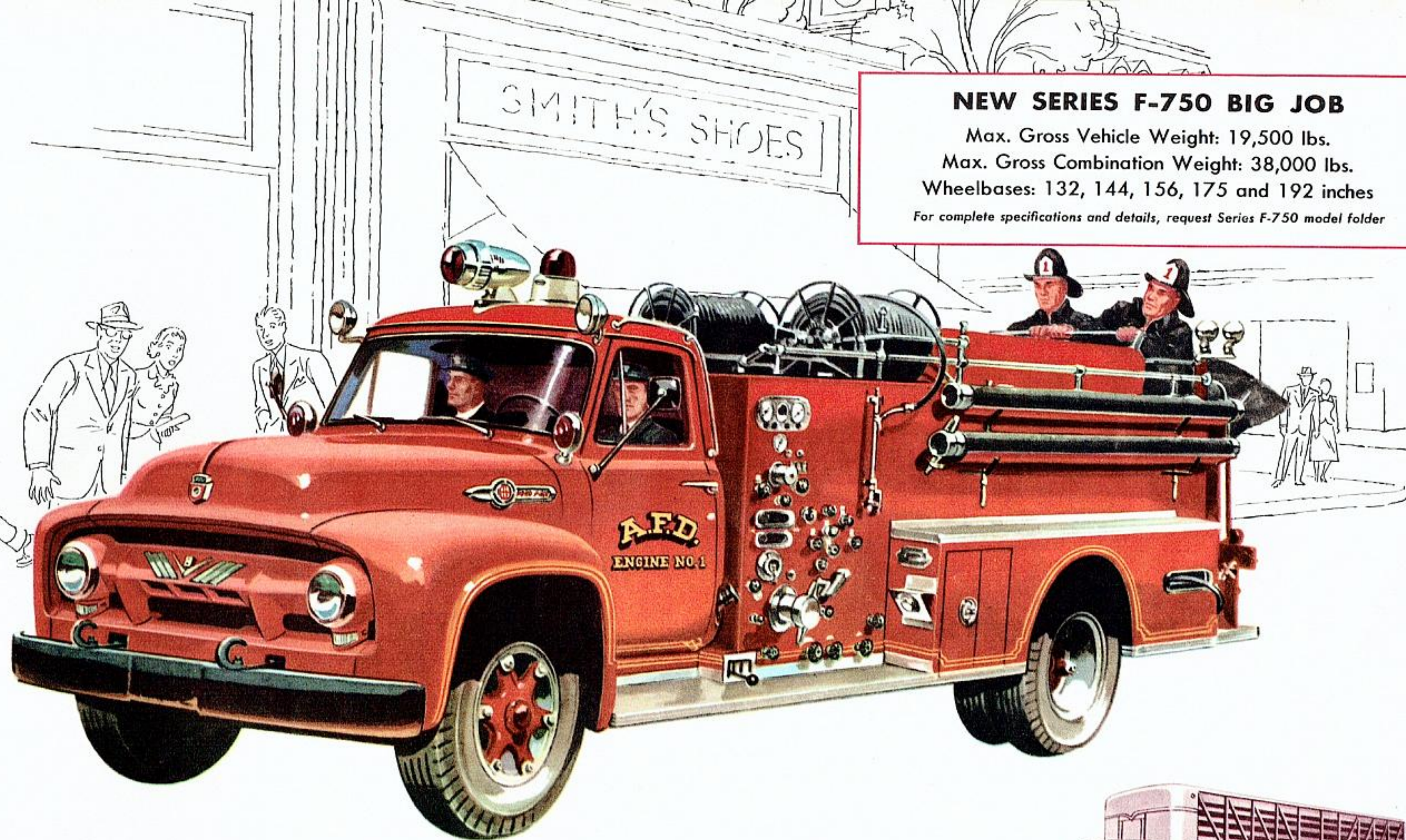


F-700 TRACTOR-WAREHOUSE VAN SEMI-TRAILER.

The 132- and 144-inch wb. chassis-cab models excel as extra-heavy duty tractors in heavy-hauling operations where bedrock economy is desired. A wide variety of vocational bodies and specialized equipment is available for the F-700 through outside suppliers.

Low-Cost Leader of Extra Heavy Work!

New F-700 provides extra-heavy-duty hauling capacity with top economy . . . its low *first cost* and continuing low operating cost makes it the money-saving choice for off-road and general hauling . . . powered by all-new high-compression 138-h.p. *Power King V-8* with overhead-valve, short-stroke design . . . smooth-shifting Synchro-Silent transmissions in a choice of 4-speed or, 5-speed direct or overdrive . . . choice of hypoid single or 2-speed rear axle . . . five wheelbases give you a wide selection of special-purpose bodies from 7½ to 19 ft. long . . . choice of *Driverized* or *Deluxe Driverized* Cabs for utmost driver efficiency . . . hauls payloads up to 13,706 lbs.



NEW SERIES F-750 BIG JOB

Max. Gross Vehicle Weight: 19,500 lbs.

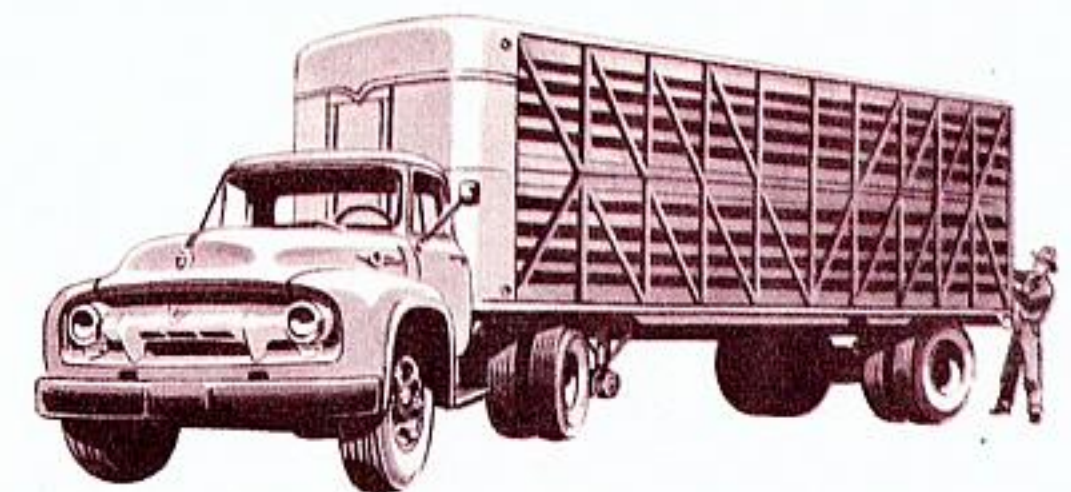
Max. Gross Combination Weight: 38,000 lbs.

Wheelbases: 132, 144, 156, 175 and 192 inches

For complete specifications and details, request Series F-750 model folder

Dependable Speed-Hauler in Extra Heavy Service!

New power, new performance at its best, makes F-750 Big Jobs the standout choice for time-saving speed-hauling . . . the new, high-compression 152-h.p. *Cargo King* V-8 with short-stroke design develops more horsepower per cubic inch than any truck engine in its field . . . 5 wheelbases provide a body length range of 7½ to 19 ft. to suit your requirements . . . new, optional *Master-Guide* Power Steering for the easiest low-cost steering ever offered . . . heavy duty 5-speed Synchro-Silent transmission, vacuum-boosted hydraulic or air-over-hydraulic brakes, many other options . . . F-750 handles payloads (body, equip., etc.), over 6½ tons . . . choice of 3-man *Driverized* or *Deluxe Driverized* Cabs.



NEW F-750 AS TRACTOR WITH STOCK SEMI-TRAILER.

This economy champ of heavy haulers packs the brawn and stamina to wheel big cargoes rapidly, easily and safely. Mighty 152-h.p. *Cargo King* has torque to move heavy loads, with more gas and oil savings than many engines of even smaller size. The F-750 tractor handles almost any kind of standard or specialized trailer.

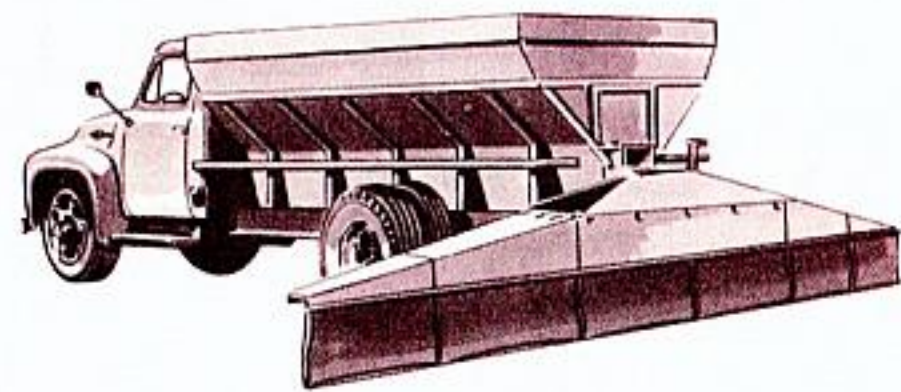
NEW SERIES F-800 BIG JOB

Max. Gross Vehicle Weight: 22,000 lbs.

Max. Gross Combination Weight: 48,000 lbs.

Wheelbases: 132, 144, 156, 175 and 192 inches

For complete specifications and details, request Series F-800 model folder



NEW F-800 WITH LIME SPREADER BODY. The F-800 is a versatile model. It is employed in many varied occupations, both on and off the road. No matter what hauling job you use it for, you'll profit from its ready adaptability, its low operating economy, and its rugged ability to last longer.

Tackles the Toughest Trucking Jobs with Ease!

In tractor-trailer combination, or as a truck with the custom-built body your job requires,

Ford's F-800 now has new, greater power for your most rugged hauls . . . its giant 170-h.p. *Cargo King* V-8 with Low-FRICTION design is one of the most powerful engines in its class . . . and there's new *Master-Guide* Power Steering to reduce heavy-load maneuvering effort . . . choose either heavy duty 5-speed Synchro-Silent direct or overdrive transmission, single- or 2-speed rear axle, vacuum-boosted hydraulic or air-over-hydraulic or full air brakes . . . accommodates bodies from 7½ to 19 ft. long . . . capably handles payloads (with body) over 7½ tons . . . choice of *Driverized* or *Deluxe Driverized* Cabs.

NEW SERIES F-900 BIG JOB

Max. Gross Vehicle Weight: 27,000 lbs.

Max. Gross Combination Weight: 55,000 lbs.

Wheelbases: 132, 144, 156, 175 and 192 inches

For complete specifications and details, request Series F-900 model folder



Mightiest of All Ford's Conventional 4-Wheel Trucks!

Ready for your roughest and toughest assignments, as truck or tractor unit . . . with big power reserves in the new, high-compression 170-h.p. *Cargo King* V-8 with short-stroke design . . . now available with *Master-Guide* Power Steering to ease the driver's work . . . power-operated hydraulic or full air brakes to match this BIG JOB's enormous capabilities . . . choice of single or 2-speed rear axle with 21,000 lbs. capacity, heavy duty 5-speed Synchro-Silent direct or overdrive transmission . . . F-900 accommodates any special-purpose body of your choice, from 7½ to 19 ft. long . . . packs a payload (with body) up to 20,117 lbs.



F-900 AS TRACTOR WITH FLAT-BED SEMI-TRAILER. 132- or 144-in. wheelbase on big dual tires up to 11.00 x 20, 14-ply rating, and with its full 55,000-lb. combination gross, the F-900 tractor has the performance for speed-hauling your heaviest loads, at an estimated top road speed of over 48 miles per hour.

EXTRA HEAVY DUTY



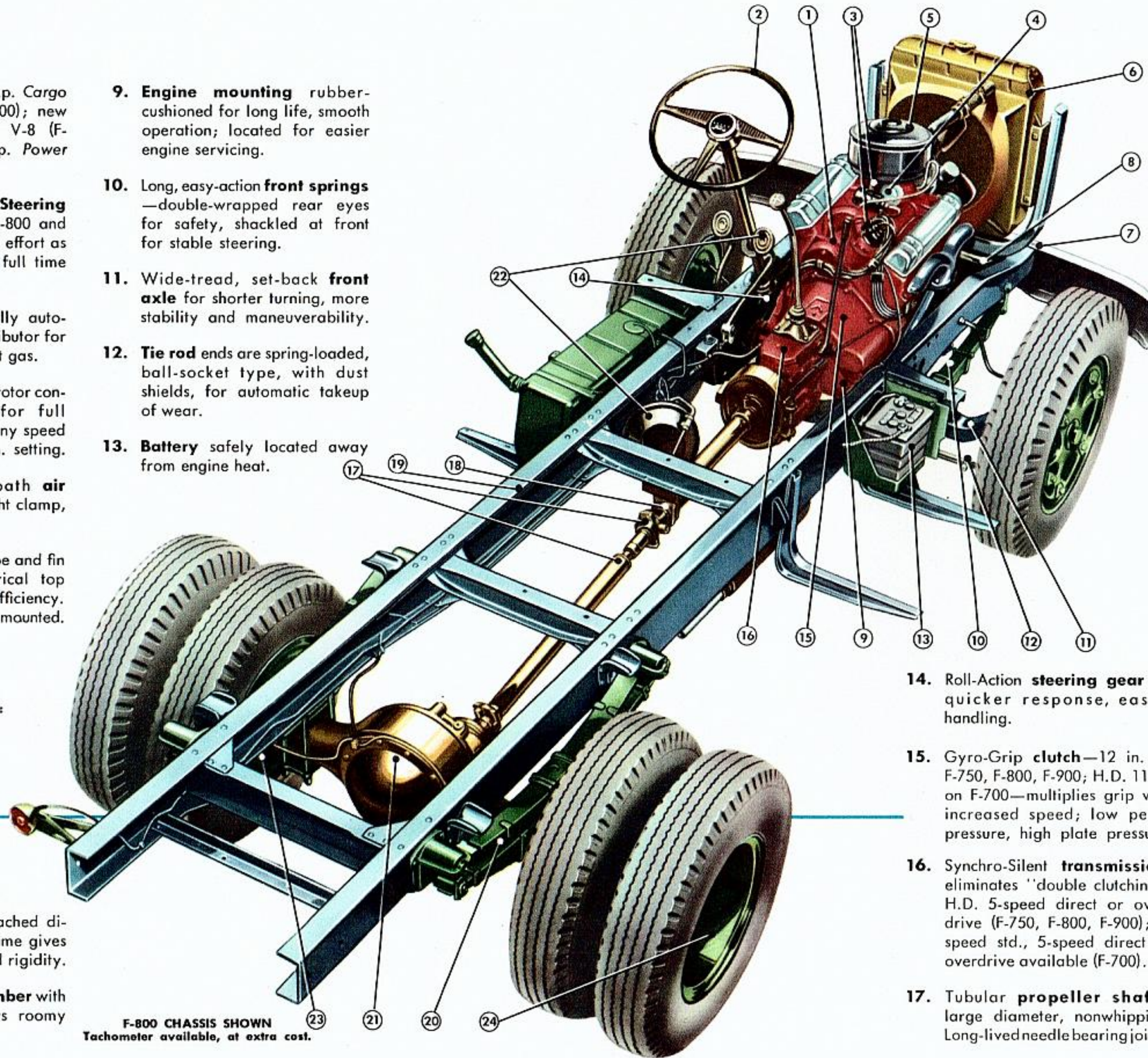
CHASSIS . . . Long-Lived Chassis of Massive Strength

1. **Engines:** New 170-h.p. Cargo King V-8 (F-800, F-900); new 152-h.p. Cargo King V-8 (F-750); all-new 138-h.p. Power King V-8 (F-700).
2. **Master-Guide Power Steering** available on F-750, F-800 and F-900 reduces steering effort as much as 75%, gives full time turning ease.
3. Ford **Power Pilot** fully automatic carburetor-distributor for most power from least gas.
4. Integral vacuum-type rotor controlled **governor**, for full throttle operation at any speed up to governed r.p.m. setting.
5. Heavy duty oil bath **air cleaner**, with dust-tight clamp, for longer engine life.
6. Large capacity flat tube and fin **radiator**, with spherical top tank, for high cooling efficiency. U-type support, rubber mounted.

9. **Engine mounting** rubber-cushioned for long life, smooth operation; located for easier engine servicing.
10. Long, easy-action **front springs**—double-wrapped rear eyes for safety, shackled at front for stable steering.
11. Wide-tread, set-back **front axle** for shorter turning, more stability and maneuverability.
12. **Tie rod ends** are spring-loaded, ball-socket type, with dust shields, for automatic takeup of wear.
13. **Battery** safely located away from engine heat.

CHASSIS MODELS AVAILABLE:
Chassis with cab,
with windshield,
with cowl.

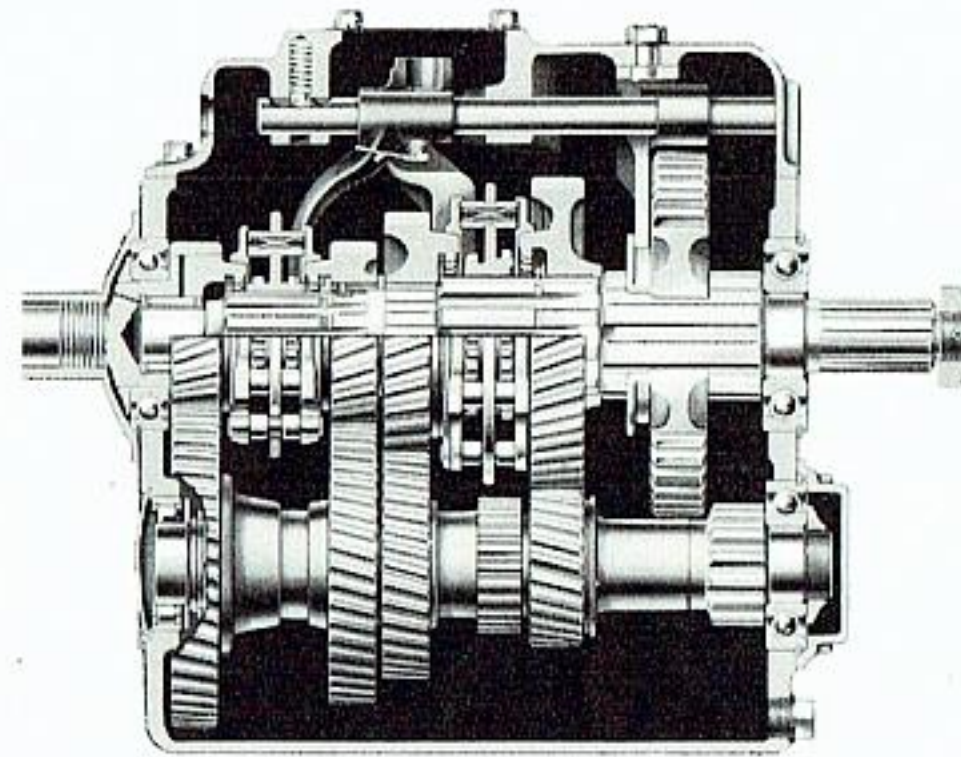
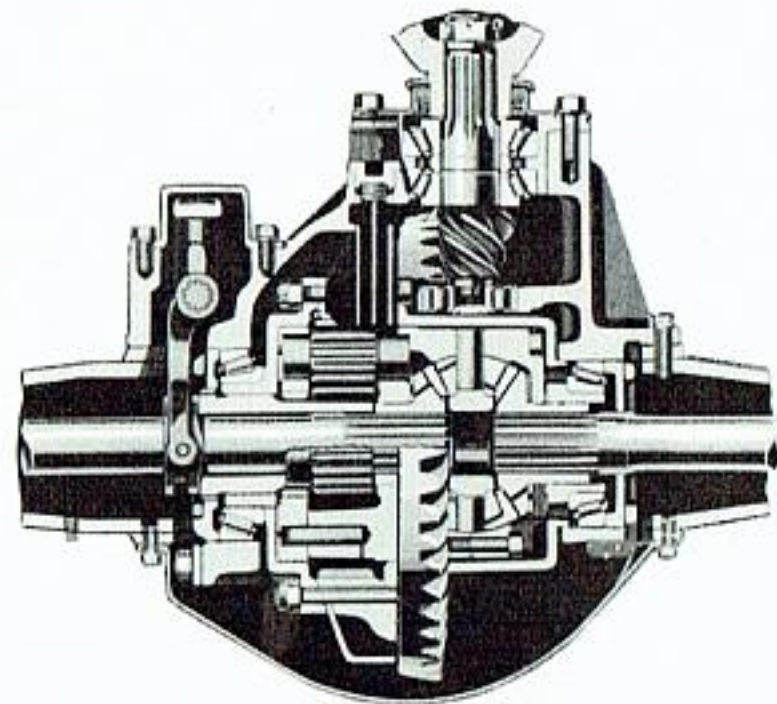
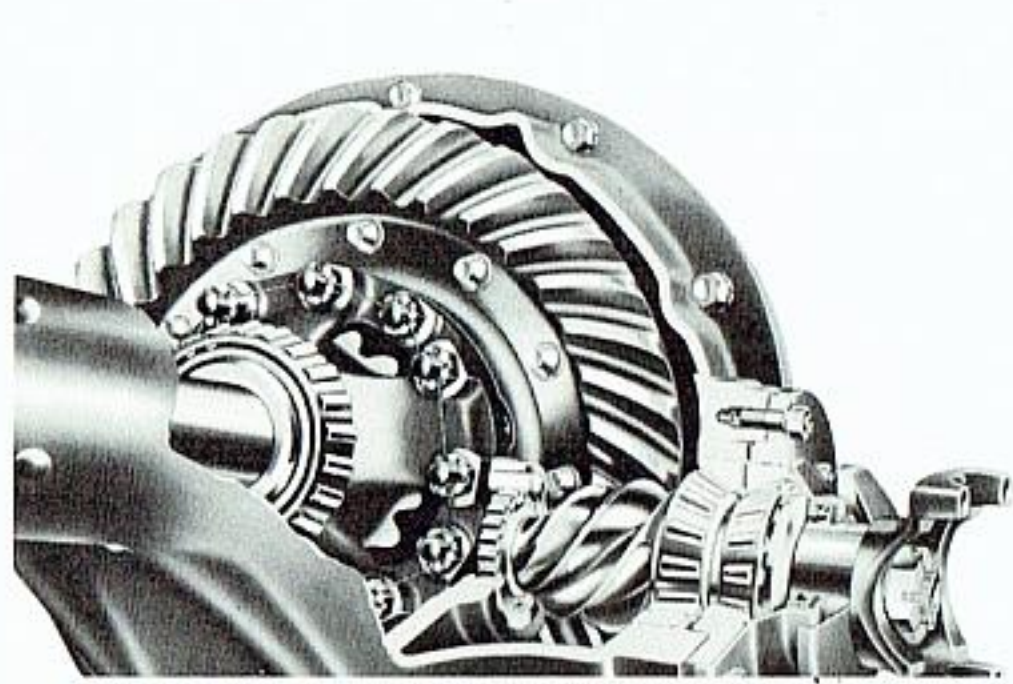
7. Channel **bumper** attached directly to extended frame gives greater protection and rigidity.
8. Wide front **cross member** with parallel frame allows roomy engine accessibility.



F-800 CHASSIS SHOWN
Tachometer available, at extra cost.

14. Roll-Action **steering gear** for quicker response, easier handling.
15. Gyro-Grip **clutch**—12 in. on F-750, F-800, F-900; H.D. 11-in. on F-700—multiplies grip with increased speed; low pedal pressure, high plate pressure.
16. Synchro-Silent **transmission**, eliminates "double clutching;" H.D. 5-speed direct or overdrive (F-750, F-800, F-900); 4-speed std., 5-speed direct or overdrive available (F-700).
17. Tubular **propeller shafts**, large diameter, nonwhipping. Long-lived needle bearing joints.
18. Rubber-encased **drive line center bearing** for quiet, long-life performance.
19. Extra heavy-duty **frame** with rugged parallel side rails, 9 in. deep; **channel reinforcements** for high strength without excess weight, standard on F-900, F-800, F-750, 192-in. wb. of F-700 (available other wheel-bases).
20. Wide-span 52" x 3" **rear springs**, with 37½" x 3" auxiliary, provide balanced load support. Low deflection rate and high capacity contributes to long spring life.
21. Heavy-duty, full floating **rear axle**—hypoid on F-700, F-750; spiral bevel on F-800, F-900. Single-speed standard, 2-speed planet type with electric shift available, for operating flexibility.
22. Powerful self-energizing hydraulic **brakes**; double cylinder rear with high-torque, self-centering action for greater efficiency, longer life. Vacuum power operated, standard. Air-over-hydraulic system available on F-750 and F-800; full air brakes available on F-800 and F-900.
23. Removable **brake drums** for easier servicing. Cast iron braking surface for longer life.
24. Cast spoke **wheels** standard with demountable 3-piece advanced rims in regular or wide base sizes. Tapered steel disc wheels with integral advanced rims optional. Wide choice of tire sizes available to match load requirements.

BUILT EXTRA STRONG FOR THE STAMINA NEEDED IN EXTRA HEAVY HAULING



EXTRA HEAVY DUTY CHASSIS FEATURES

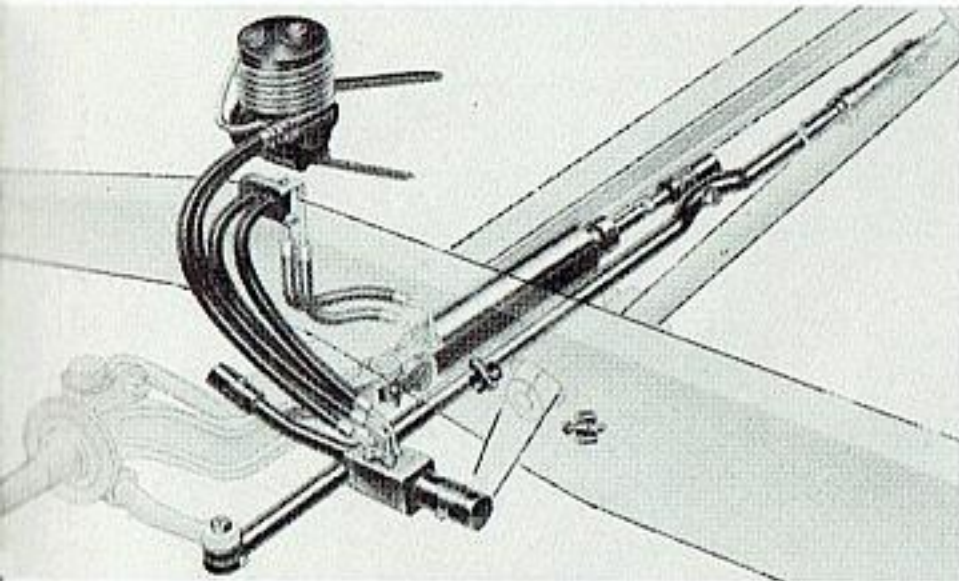
For complete details,
ask your
Ford Truck Dealer
to show you the 1954
Ford Truck Handbook

EXTRA STRENGTH AND FLEXIBILITY IN 2 REAR AXLES . . . IN 5-SPEED SYNCHRO-SILENT TRANSMISSIONS

Husky Hypoid Rear Axle for F-700 and F-750 shown, is full-floating type with 7.20 to 1 ratio. Rugged, split-type axle housing preserves correct driving gear alignment. Big, quiet-running hypoid pinion is straddle-mounted to absorb all thrust and radial loads. 4-pinion differential spreads driving power, with low tooth stresses, for sturdy reliability and endurance. Heavy single-speed spiral-bevel rear axle for F-800 has 7.17 or 7.67 to 1 ratios and for F-900 has 7.67 to 1 ratio.

Heavy Duty, Planet-Type, 2-Speed Rear Axle available on all Ford BIG JOBS for greater operating flexibility and economy. High Speed Range saves on fuel during open-country work. Low Speed Range excels when lots of power is needed. Provides 10 speeds forward and 2 reverse with 5-speed transmission. Electric shift with push-button control for extra convenience. Ratios: 6.50/9.04 to 1 (F-700, F-750); 6.50/8.87 to 1 (F-800); 7.17/9.77 to 1 (F-900).

Engineered for extra heavy operation, easy shifting and long-term endurance. Heavy Duty Overdrive transmission (standard on Series F-750, optional on Series F-800, F-900) reduces engine revolutions about 20% for greater operating economy. Heavy Duty Direct Drive transmission (standard on F-800, F-900; optional on F-750), gives greater performance at lower speeds. 4-speed Synchro-Silent standard on F-700, 5-speed Overdrive and Direct Drive available.

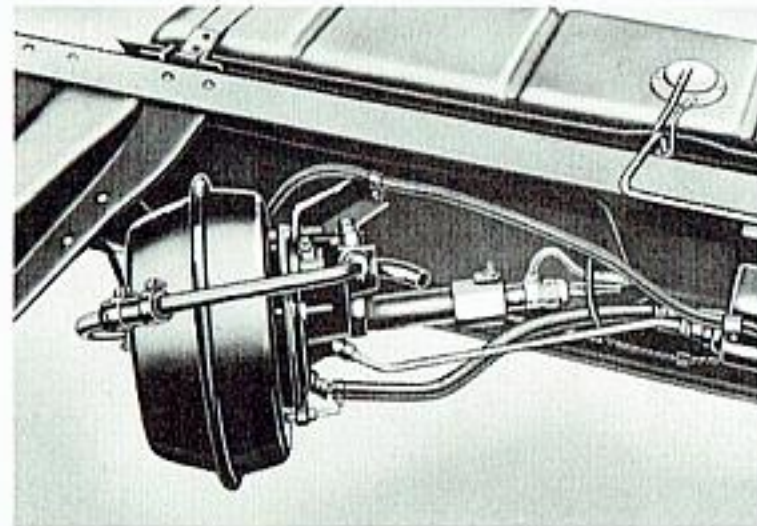


NEW! MASTER-GUIDE POWER STEERING!

New Master-Guide Power Steering is now available on all Series F-750, F-800 and F-900 BIG JOBS. Operative at all times, this Ford-designed system automatically cuts steering effort as much as 75% and cuts down any road shock transmitted to the steering wheel! Saves time, energy in parking, backing, driving in congested areas! Pays for itself in driver-saving efficiency!

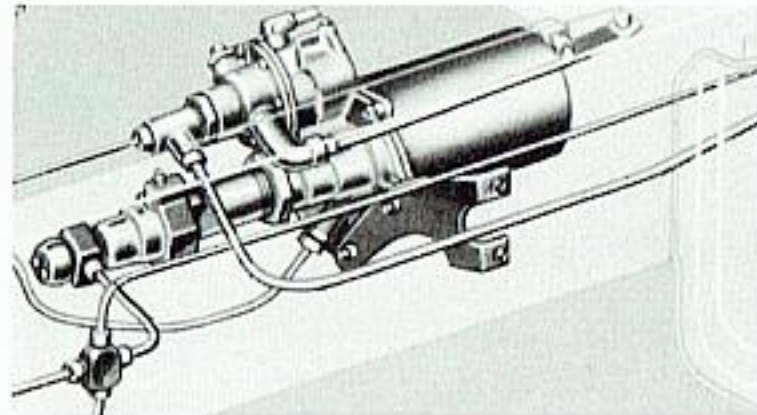
POWER BRAKING

Vacuum actuation of hydraulic braking system relieves the foot pressure needed at the brake pedal—multiplies braking power obtained at the brake shoe more than 100%. Normal feel is retained for safe, reliable control.



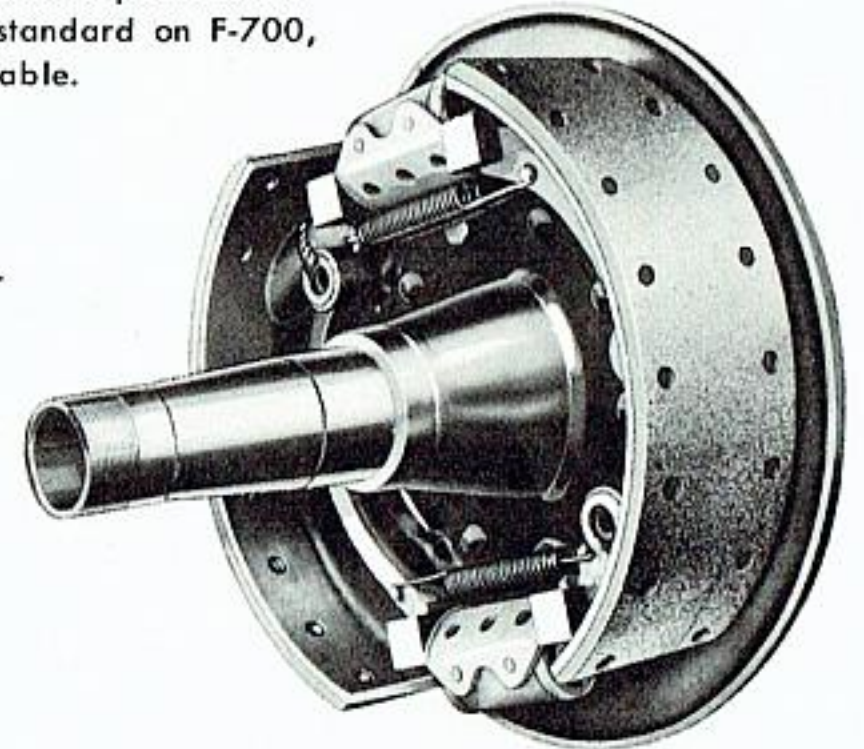
AIR-OVER-HYDRAULIC BRAKE SYSTEM

Available on F-750, F-800. Standard hydraulic brakes with an air booster. Air pressure multiplies braking power instantly, smoothly. System provides same braking power control to trailer as full air system does, with 200 lbs. less weight . . . and at lower cost.



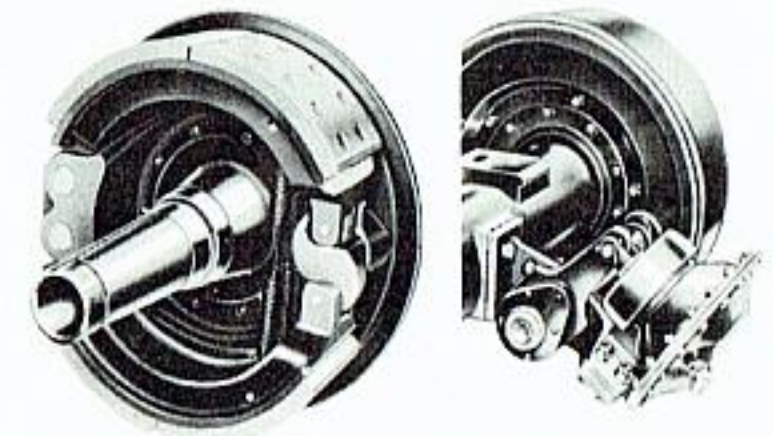
POWERFUL DOUBLE-CYLINDER HYDRAULIC REAR BRAKES

Up to 16 x 6 in., on F-900, are vacuum power operated for safe, sure stopping of rated loads. Double-cylinder, self-energizing type, with high torque self-centering action, forward and reverse, for lighter pedal pressure, straight-line stops. Reduces drum and lining wear, prolongs brake life, reduces maintenance needs. Independent drum-type parking brake, acting on driveshaft, for positive parking and emergency braking.

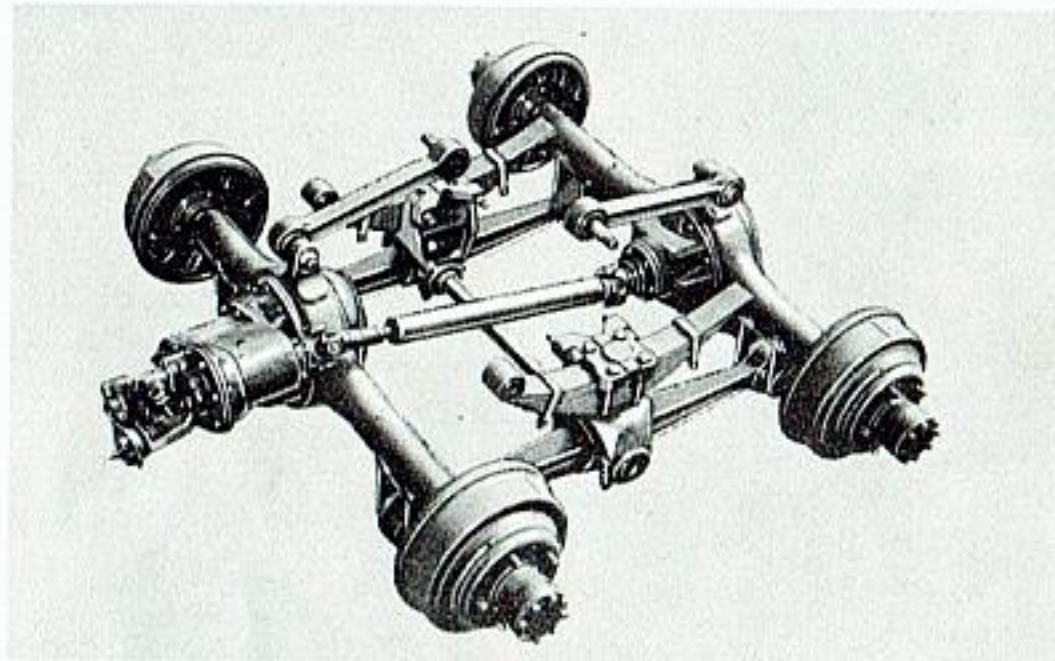


FULL AIR BRAKES

Complete air brake actuation system for smooth flexibility, sure braking action (extra cost on F-800, F-900). Heavy 2-shoe type with slack adjusters, rear 16½ x 6 in. on F-900. Treadle-type pedal with quick-release valve gives positive control. Easily accessible, self-lubricating, water-cooled air compressor. Two large reservoir tanks with safety valves. Buzzer warning system. Trailer connections can be made easily.



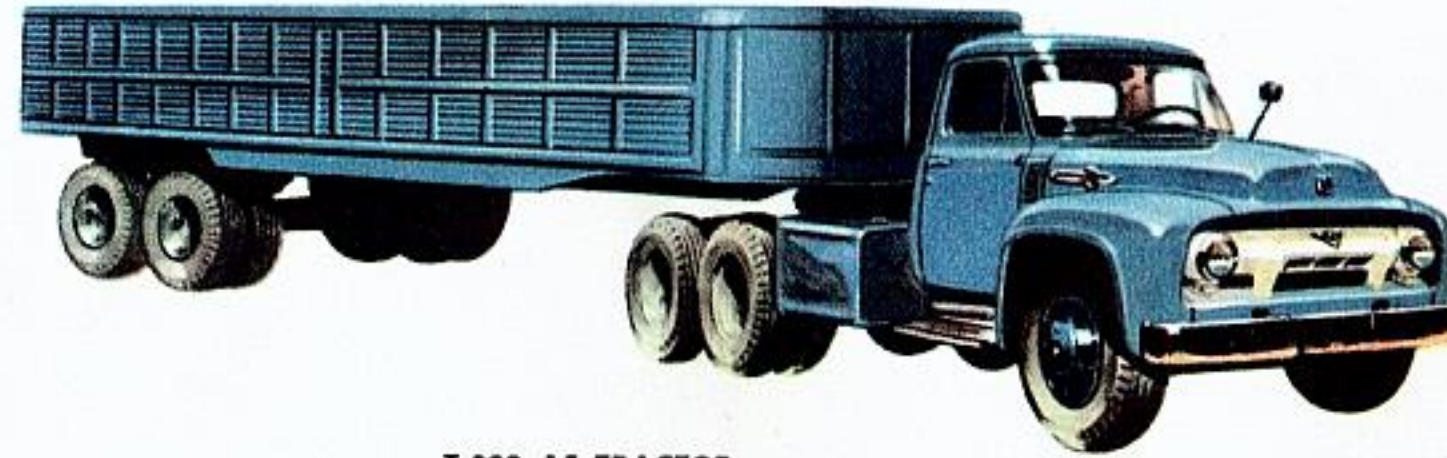
T-SERIES... The New Ford Tandem Rear Axle Truck Line



Four-point load support. Load weight is carried from frame to springs at four points, prevents single-point stress concentration. Rubber bushings at all ten wear points of torque arms and equalizer beams reduce shock, eliminate lubrication needs. Power Divider equalizes driving power between axles, third differential lockout assures greater traction when needed.



New torque-rod and equalizing-beam design permits complete absorption of twist, or tendency of axles to turn on their neutral axis, backward or forward. Gives "level-load" stress distribution, regardless of truck tilt, one-sided load distribution, grade, or unevenness of surface being traveled. Auxiliary transmission available on all wheelbases!



T-800 AS TRACTOR
with dual-axle, transport semi-trailer
Max. G.V.W. 40,000 lbs.;
Max. G.C.W. 60,000 lbs.

Ford Truck-designed—Ford Factory-built

2 Series—T-700, T-800
G.V.W. from 24,000 lbs. to 40,000 lbs.
G.C.W. up to 60,000 lbs.

4 wheelbase lengths from 144 to 192 inches

For truck service or tractor-trailer service.
Choice of 3 new deep-block, short-stroke
V-8 engines: 138 h.p., 152 h.p., 170 h.p.

For special-purpose truck bodies 9 to 19 ft. long.

All-new massive haulers at low, mass-production cost.
Wide choice of equipment available, including new
Master-Guide Power Steering (with Cargo King V-8's)
to fit your exact hauling needs.



T-700 AS TRUCK
with 3 1/2-yard concrete mixer body
Max. G.V.W. 27,000 lbs.;
Max. G.C.W. 42,000 lbs. (152-h.p. V-8)

New Ford factory-built T-Series Tandem Rear Axle Trucks now usher traditional Ford economy into this extra-heavy duty field! Ford's famed mass-production methods keep quality high, first costs low. You get larger body and payload capacities—up to 95% more on the T-800, than the F-800—within axle load limits permissible in the great majority of States. Tandem rear axle design contributes to longer tire life. Additional wheels provide more brake units, more lining area for greater safety. New 1954 Ford T-Series are designed and built stronger all around, for a long life of heavier service. Frames, axles, steering, brakes, springs... all components are completely balanced throughout! Here are new, bigger savings... real *Triple Economy*... in your heaviest hauling jobs on- or off-the-road!



NEW SERIES T-700 TANDEM AXLE BIG JOB

Max. Gross Vehicle Weight: 27,000 lbs.

Max. Gross Combination Weight: 42,000 lbs.

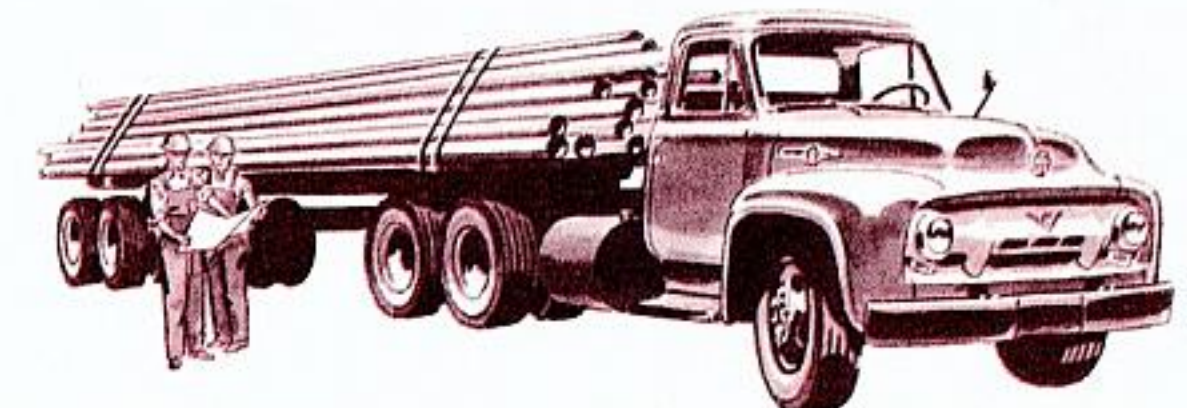
Wheelbases: 144, 156, 175 and 192 inches

For complete specifications and details, request T-Series model folder

Brand New Low-Cost Tandem Axle Giant!

New factory-built Ford T-700 takes payloads (with body) up to 19,225 lbs. . . . sturdy tandem axle suspension system, plus new rubber bushings outlives other types, minimizes lubrication needs . . . equalizing beam-torque rod construction provides uniform weight distribution on rear axles, keeps axles parallel . . . "fulcrum" principle levels off road humps by 50% . . . dash control locks out 3rd differential action for greater traction . . . choice of new 138-h.p.

Power King V-8 or 152-h.p. *Cargo King* V-8 . . . 4- or 5-speed Synchro-Silent transmission plus either of two 3-speed auxiliary transmissions on *all* wheelbases . . . vacuum-boosted hydraulic or air-over-hydraulic brakes . . . *Master-Guide* Power Steering available (with 152-h.p. engine).



NEW T-700 TRACTOR with 152-h.p. V-8 pulling tandem-axle platform type semi-trailer (shown) has every outstanding performance characteristic desired for rough off-road or on-road duty! G.C.W. up to 42,000 lbs. Superior tandem axle traction and flotation. First cost is remarkably low for this kind of heavy performance!

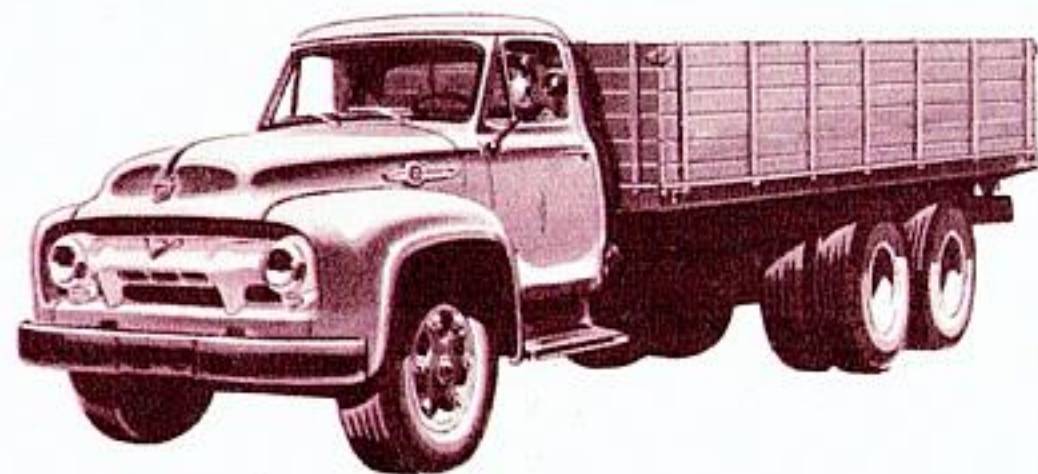
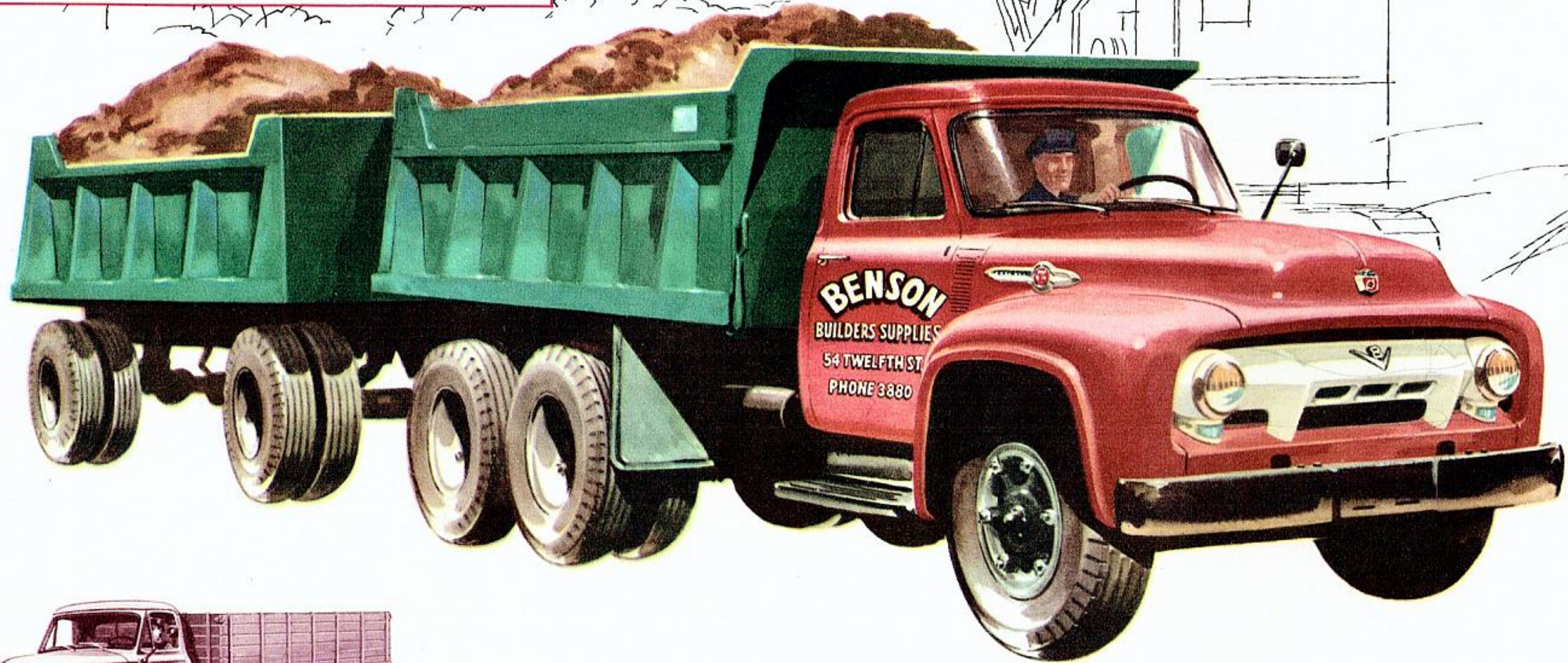
NEW SERIES T-800 TANDEM AXLE BIG JOB

Max. Gross Vehicle Weight: 40,000 lbs.

Max. Gross Combination Weight: 60,000 lbs.

Wheelbases: 144, 156, 175 and 192 inches

For complete specifications and details, request T-Series model folder



NEW T-800 AS A TRUCK handles big payloads with the economy renowned in Ford Trucks! Choice of 4 wheelbases permits you to select the special-purpose body you require, from 9 ft. to 19 ft. long, exactly for your needs. Ideally suited as big, 5-yard concrete mixer, 10-yard dump body, massive grain hauler, etc.

All-New, Biggest Payloader in the Ford Truck Line!

All-new king-sized, factory-built Ford T-800 is the mightiest truck in the new Ford *Triple Economy* Truck line . . . handles payloads (with body) up to 29,943 lbs. . . as tractor, pulls a gross combination of 60,000 lbs. within legal limits of most States . . . has same, but extra-strength design features of its companion, the T-700 . . . new,

Low-FRICTION 170 h.p. *Cargo King* V-8 . . . choice of heavy duty 5-speed Synchro-Silent direct or overdrive transmission plus either of two 3-speed auxiliary transmissions . . . vacuum power-operated hydraulic or full air brakes with high-mounted tanks . . . *Driverized Cab* . . . *Master-Guide* Power Steering available.



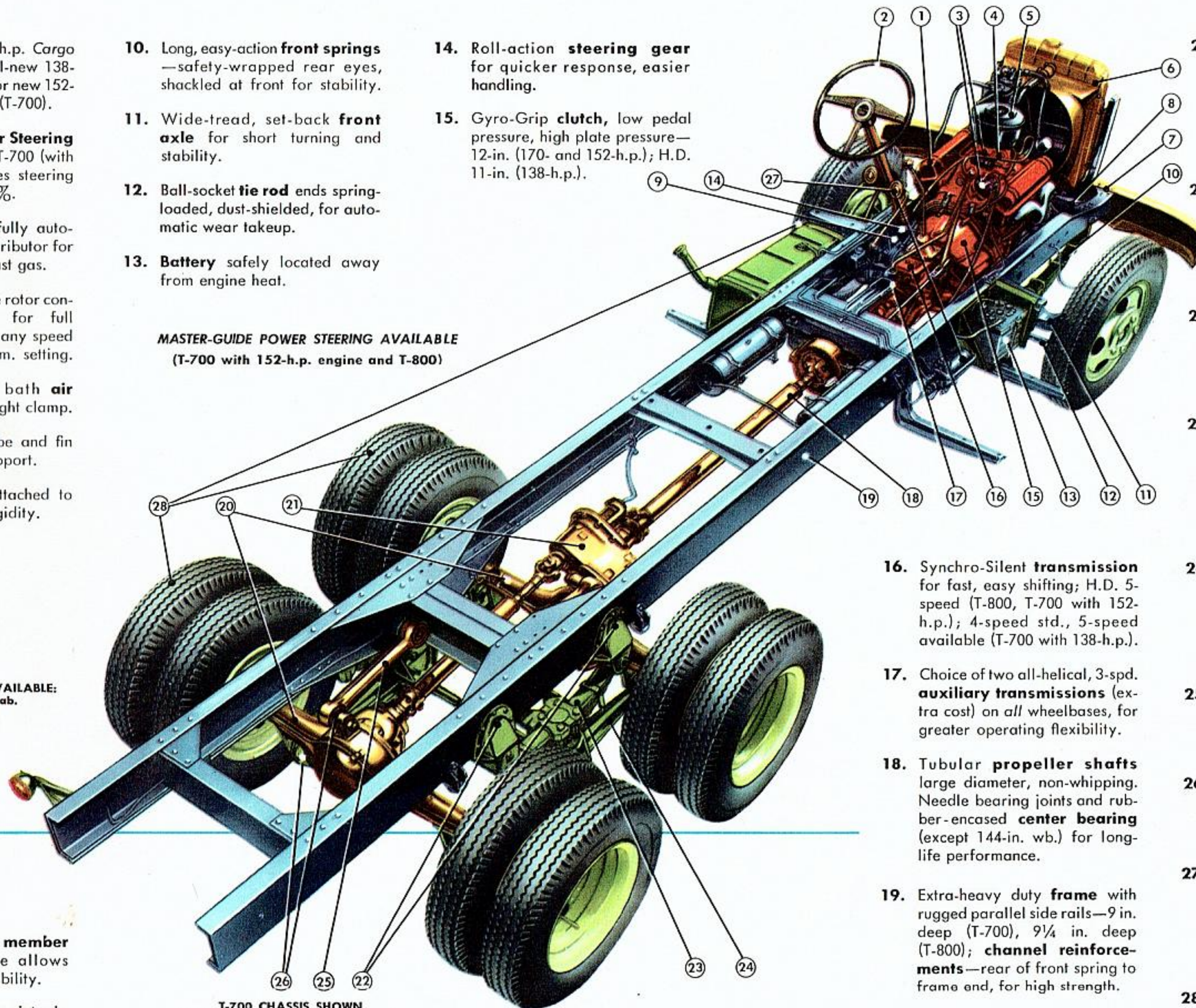
CHASSIS . . . Completely FORD-Designed and FORD-Built Tandem Chassis

1. **Engines.** New 170-h.p. *Cargo King* V-8 (T-800); all-new 138-h.p. *Power King* V-8 or new 152-h.p. *Cargo King* V-8 (T-700).
2. **Master-Guide Power Steering** available on T-800, T-700 (with 152-h.p. V-8) reduces steering effort as much as 75%.
3. Ford **Power Pilot** fully automatic carburetor-distributor for most power from least gas.
4. Integral vacuum-type rotor controlled **governor**, for full throttle operation at any speed up to governed r.p.m. setting.
5. Heavy duty oil bath **air cleaner**, with dust-tight clamp.
6. Big capacity flat tube and fin **radiator**, U-type support.
7. Channel **bumper** attached to frame for greater rigidity.

10. Long, easy-action **front springs**—safety-wrapped rear eyes, shackled at front for stability.
11. Wide-tread, set-back **front axle** for short turning and stability.
12. Ball-socket **tie rod** ends spring-loaded, dust-shielded, for automatic wear takeup.
13. **Battery** safely located away from engine heat.

14. Roll-action **steering gear** for quicker response, easier handling.
15. Gyro-Grip **clutch**, low pedal pressure, high plate pressure—12-in. (170- and 152-h.p.); H.D. 11-in. (138-h.p.).

MASTER-GUIDE POWER STEERING AVAILABLE
(T-700 with 152-h.p. engine and T-800)



20. Heavy duty, full-floating **tandem rear axles**—single-speed hypoid (T-700); single-speed spiral bevel (T-800)—with latest design rubber-bushed suspension and power divider drive with 3rd differential lockout.
21. **Power divider** with 3rd differential equalizes driving power between axles, eliminates axle fight for long gear and tire life. 3rd-differential lockout control, in cab, for greater traction.
22. **Four-point load support** eliminates frame stress concentration, relieves springs of all but load-carrying function, unaffected by axle movement.
23. Heavy duty, short-coupled **rear springs**—30 in. x 3 in. (T-700) 34 in. x 4 in. (T-800)—minimize side-sway, promote smooth level ride, absorb road shock. Spring eyes at forward end safety-wrapped for reliability.
24. Parallel **equalizing beams** hold perfect axle alignment, distribute weight equally, keep wheels parallel to frame. Walking action levels road humps by 50%, absorbs road shocks.
25. **Torque rods** absorb start-stop thrusts, prevent axles from revolving, help keep axles parallel to each other.
26. **Rubber bushings** at all 10 torque arm, equalizing beam wear-points reduce shock, prolong life, cut lubrication needs.
27. Vacuum power-operated, self-energizing hydraulic **brakes** on all six wheels for greater safety. Air-over-hydraulic available on T-700, full air brakes available on T-800.
28. **Ten tires** give greater safety, better flotation, more traction. Equal loading (10% on each tire) for longer life.

16. **Synchro-Silent transmission** for fast, easy shifting; H.D. 5-speed (T-800, T-700 with 152-h.p.); 4-speed std., 5-speed available (T-700 with 138-h.p.).
17. Choice of two all-helical, 3-spd. **auxiliary transmissions** (extra cost) on all wheelbases, for greater operating flexibility.
18. Tubular **propeller shafts** large diameter, non-whipping. Needle bearing joints and rubber-encased **center bearing** (except 144-in. wb.) for long-life performance.
19. Extra-heavy duty **frame** with rugged parallel side rails—9 in. deep (T-700), 9 1/4 in. deep (T-800); **channel reinforcements**—rear of front spring to frame end, for high strength.

CHASSIS MODEL AVAILABLE:
Chassis with cab.

8. Wide front **cross member** with parallel frame allows roomy engine accessibility.
9. **Engine mounting** 3-point rubber cushioned.

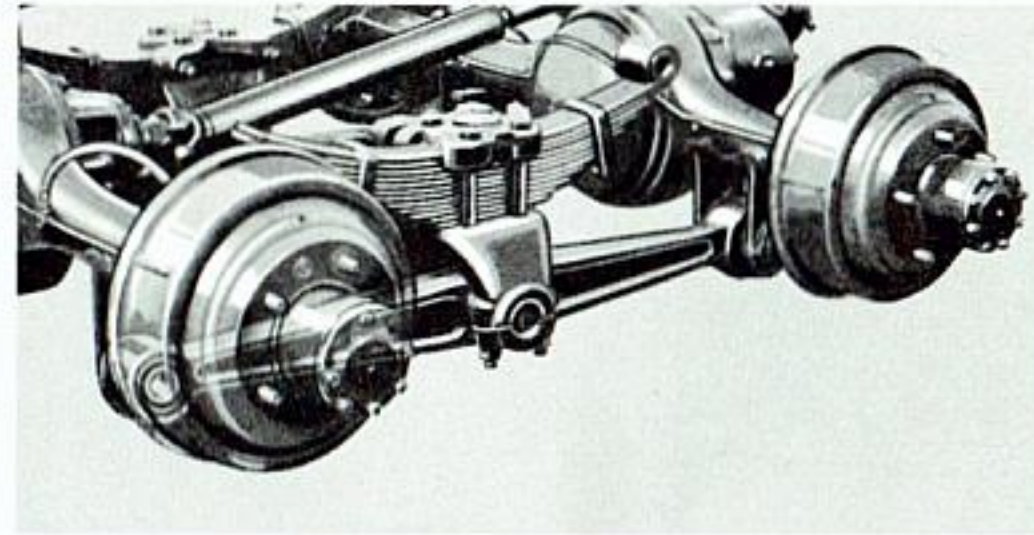
T-700 CHASSIS SHOWN
Tachometer available at extra cost.

Most Modern, Thoroughly Proved 6-Wheelers in the Industry!

MOST ADVANCED DESIGN IN FEATURES AND OPTIONS . . . MOST MODERN, STURDY CONSTRUCTION

NEW TANDEM DRIVE AXLES

. . . provide every outstanding performance characteristic for rough off-road or smooth on-road duty; constructional simplicity with maximum strength for greater economy, less wear. Third (inter-axle) differential in power divider allows freer rolling for greater economy on the highway. Increased traction is obtained in tough going by locking out third differential, controlled from cab. More flotation, with eight rear tires, helps hold truck up on mud, sand, snow. Walking action permits driving wheels to hug road, levels off humps 50% and minimizes "bounce." Rubber-bushed equalizing beams and torque rods keep axles parallel, distribute weight equally and absorb axle torque under all conditions. Under-axle suspension has low center of gravity, minimum side-sway.

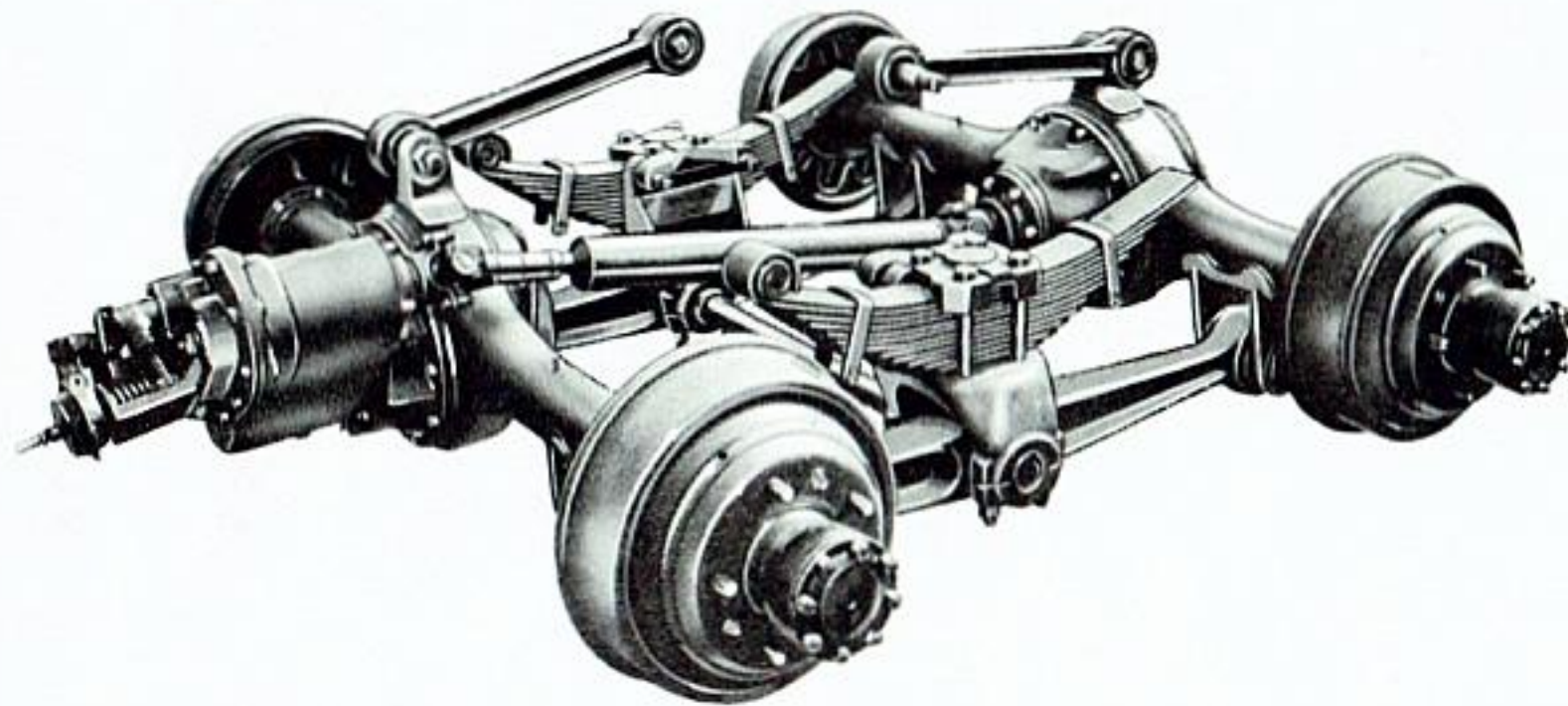


EQUALIZING BEAM CONSTRUCTION

Two equalizing beams—one on each side—use "fulcrum" principle to provide absolutely equal distribution of weight between the two rear axles, regardless of road or load conditions. Beams also act as levers to reduce the power needed to lift the load over road irregularities because they level off the bump by 50%. For example, when the wheels travel over a 6-inch obstruction in the road, the chassis raises only 3 inches. Thus, road shocks are absorbed before reaching springs. This design assures perfect axle alignment and always keeps wheels parallel to the frame.

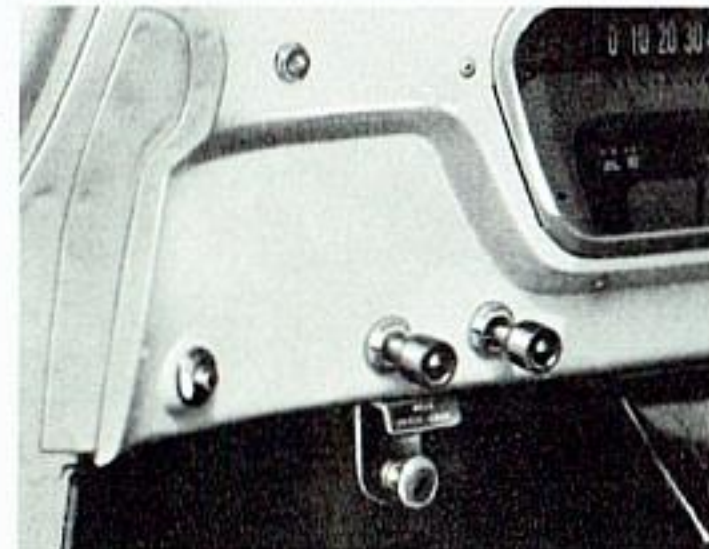
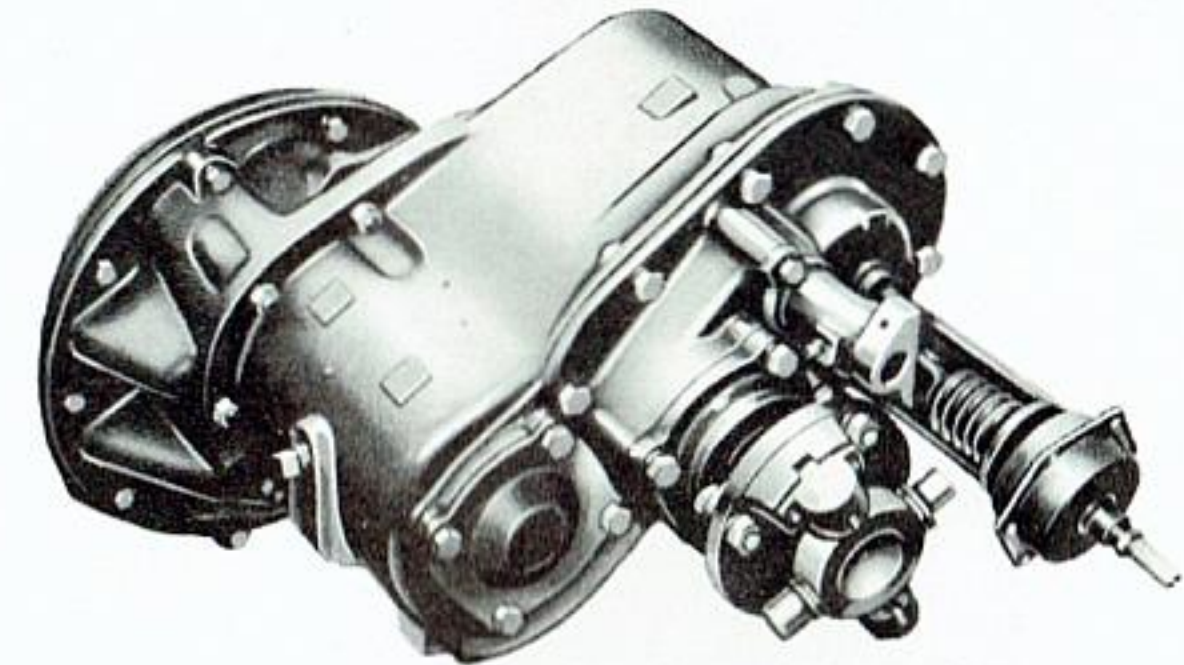
TANDEM REAR AXLE CHASSIS FEATURES

For complete details, ask your Ford Truck Dealer to show you the 1954 Ford Truck Handbook



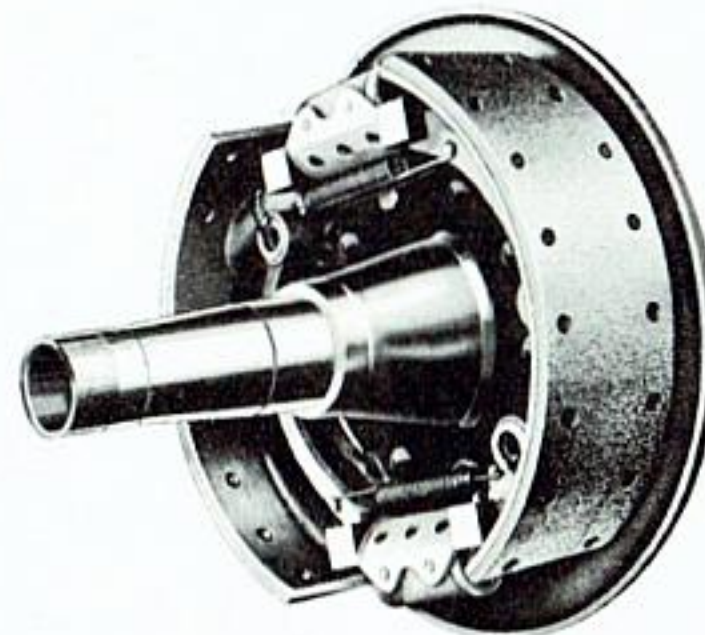
POWER DIVIDER WITH 3RD DIFFERENTIAL

Equalized driving power enables the extra heavy rear axles to share the work uniformly for longer gear and tire life. Third differential, located in power divider, eliminates "axle fight" that could produce severe stresses in power train. It provides compensating action between axles. Placement on the forward assembly, rather than in between, requires only one propeller shaft.



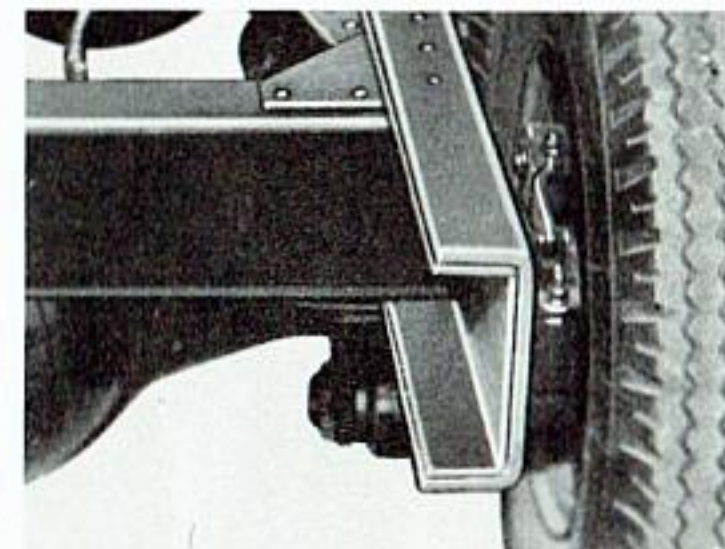
DIFFERENTIAL LOCKOUT STANDARD

By locking out normal, highway-traveling, third differential action, it produces same positive traction for both axles as "straight-thru" drive for off-road service. Controlled by easily reached button, with red warning light on instrument panel in cab.



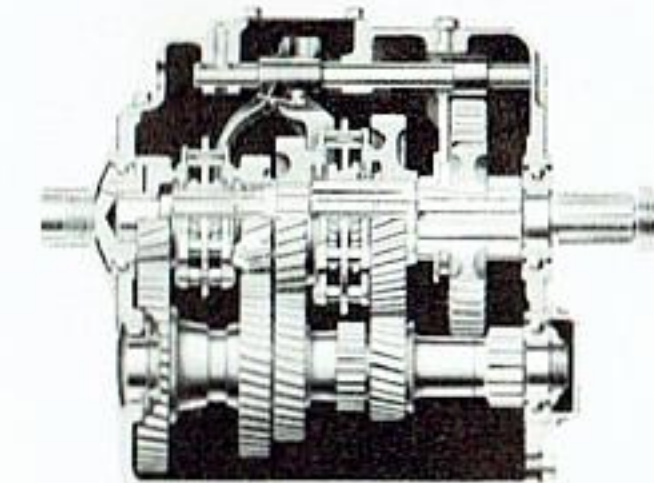
POWERFUL BRAKING SYSTEMS

Extra set of rear brakes with tandem design means greater stopping safety, less unit lining wear. Vacuum power-operated hydraulic standard. Air-over-hydraulic (T-700) or full air brakes (T-800) available, with high-mounted, frame-protected air tanks.



SUPER-STRONG FRAMES

Extra-heavy, double channel frame with parallel side rails—9 in. deep (T-700), 9 1/4 in. deep (T-800). Channel reinforcement extends from rear of front spring to end of frame for high carrying strength. Section modulus—13.83 (T-700); 20.356 (T-800).



WIDE TRANSMISSION CHOICE

For greatest operating flexibility, 4- and 5-speed direct or overdrive Synchro-Silent transmissions are available, including either of two all-helical 3-speed auxiliary transmissions for all wheelbases, including 144-in. Power take-off openings on all types.

C-SERIES . . . The New Ford Cab Forward Line



Series C-500—max. G.V.W. 14,000 lbs.
max. G.C.W. 24,000 lbs.



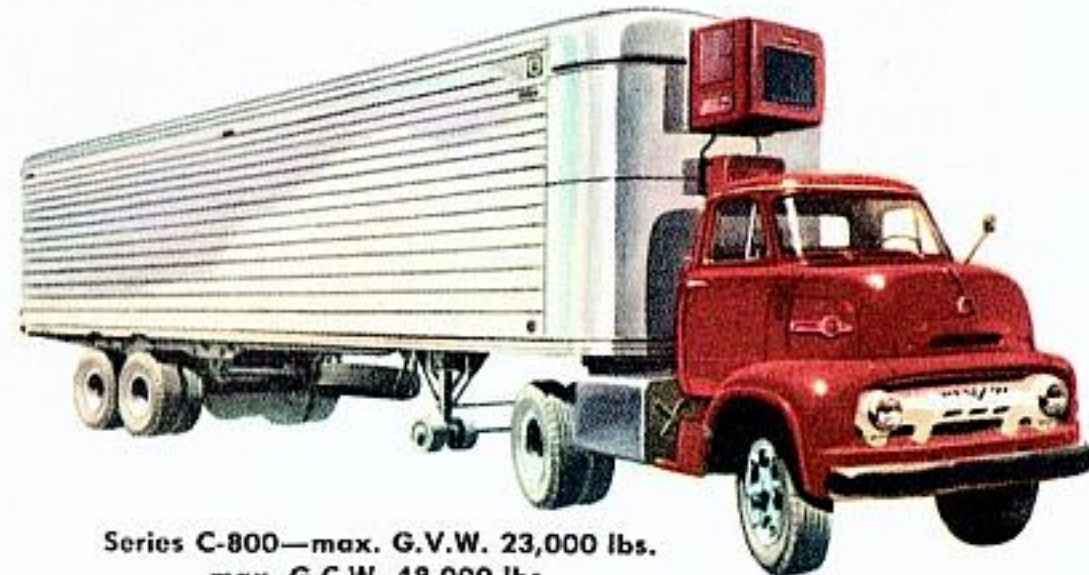
Series C-600—max. G.V.W. 16,000 lbs.
max. G.C.W. 28,000 lbs.



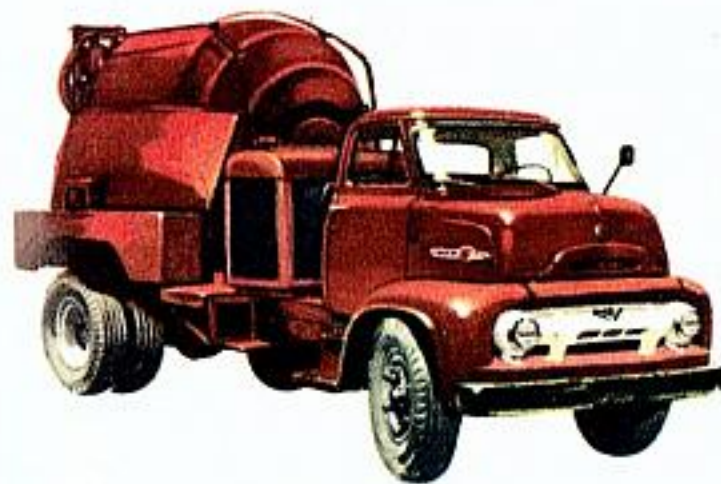
Series C-700—max. G.V.W. 19,500 lbs.
max. G.C.W. 34,000 lbs.



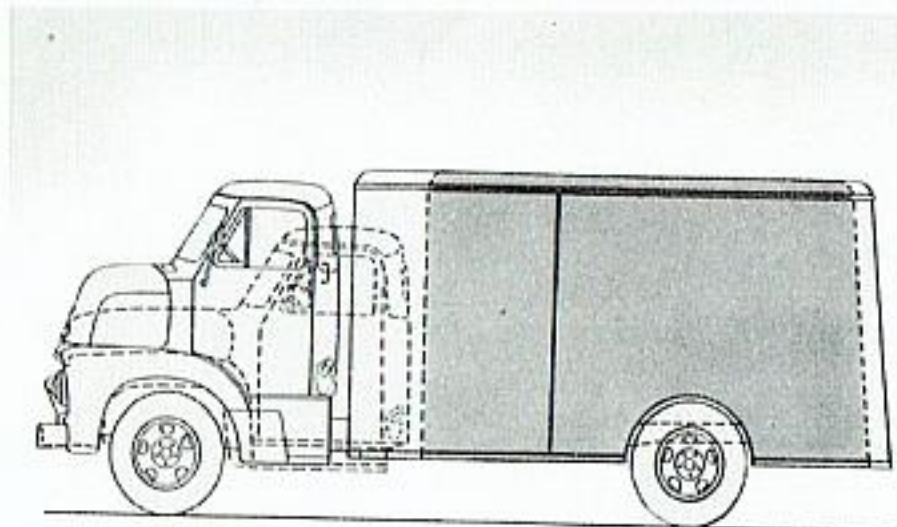
Series C-750—max. G.V.W. 19,500 lbs.
max. G.C.W. 38,000 lbs.



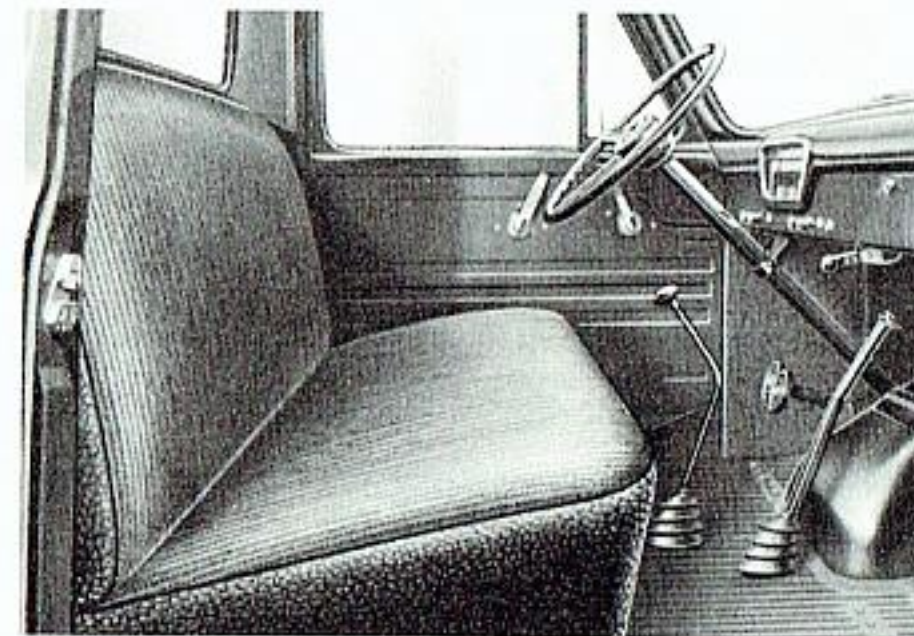
Series C-800—max. G.V.W. 23,000 lbs.
max. G.C.W. 48,000 lbs.



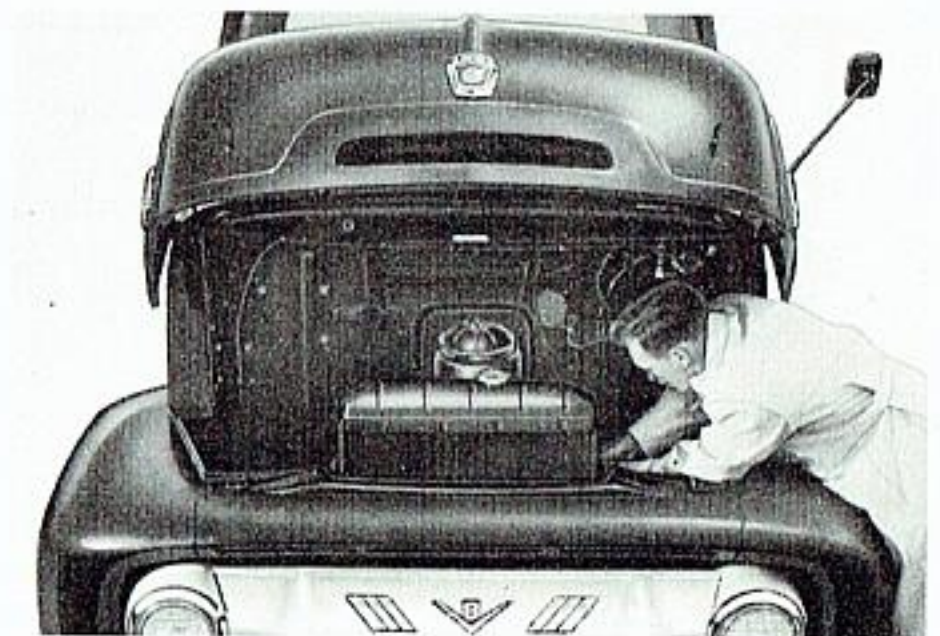
Series C-900—max. G.V.W. 27,000 lbs.
max. G.C.W. 55,000 lbs.



MORE LOADSPACE ON SAME WHEELBASE LENGTH!
Ford Cab Forward models are "closer-coupled" for more cargo than conventional models of same wheelbase length . . . providing up to 3 feet more load space without adding extra weight on rear axle! Front axle carries more of the load. Result is better load balance, and better over-all maneuverability in traffic-congested areas.



MORE TRUCK-DRIVING COMFORT AND EFFICIENCY!
Conventional-truck styling in this spacious *Driverized Cab* gives you abundant roominess all around—lots of foot, leg, elbow and hip room! Big 3-man, full-width seat has new full-breathing woven vinyl upholstery, non-sag springs, exclusive *seat shock snubbers*, 2-way adjustment. Visibility unlimited with over 2103 sq. in. of safety glass.



MORE ENGINE ACCESSIBILITY FROM FRONT!
Conventional-truck accessibility with well-forward placement of short V-8 motor permits nearly *all* engine servicing within easy reach over front fender. Coil and distributor under small, quickly-removable toeboard cover. Brake drums are demountable, axle shafts removable. Ford Cab Forwards offer genuine low-cost servicing facility!

6 Series—C-500, C-600, C-700, C-750, C-800, C-900
G.V.W. up to 27,000 lbs.; G.C.W. up to 55,000 lbs.

6 wheelbase lengths
from 110 inches to 158 inches

Choice of 4 new, high-compression
LOW-FRICTION, overhead-valve V-8 engines:
130 h.p., 138 h.p., 152 h.p., 170 h.p.

Choice of 9- and 12-ft. Stake or Platform
bodies or Chassis-Cab

Wide choice of transmissions, axles, brakes, clutches, wheels,
tires and other chassis equipment to fit your job exactly!

Here's new *Triple Economy* in the expanded line of 1954 Ford C-Series Cab Forward Trucks! New C-700 (p. 34) and C-900 (p. 37), bring you capacities up to 27,000 lbs. G.V.W. and 55,000 lbs. G.C.W.! Four new, more powerful V-8 engines! Big *Driverized Cab* with full-width seat! In every way, new Ford *Triple Economy Cab Forward* models give you more truck for the money.

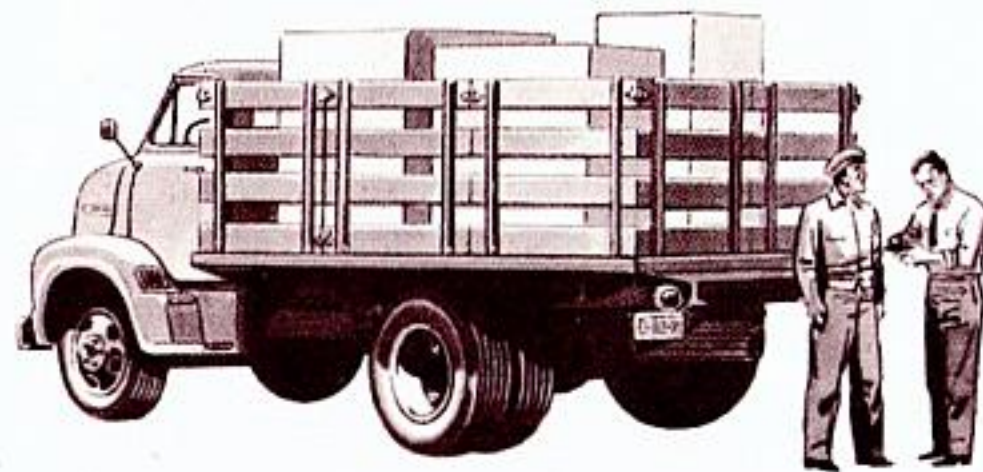
NEW SERIES C-500

Max. Gross Vehicle Weight: 14,000 lbs.

Max. Gross Combination Weight: 24,000 lbs.

Wheelbases: 110, 134 and 158 inches

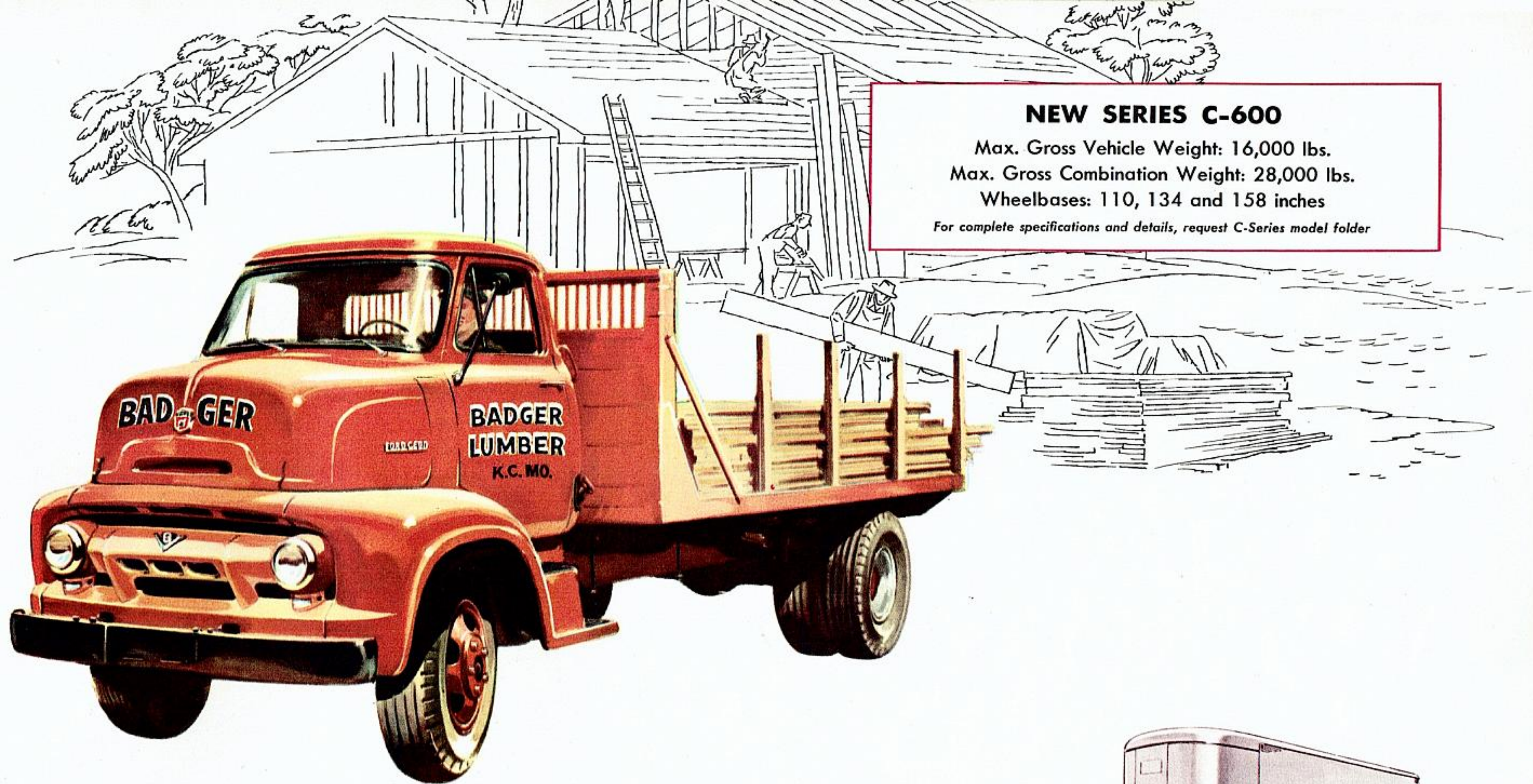
For complete specifications and details, request C-Series model folder



NEW C-500 9- OR 12-FT. STAKE-PLATFORM with sturdy wood platform floor $6\frac{3}{4}$ ft. wide. Floor is interlocked and protected by steel skid strips. Steel-staked, straight-grained wood racks are $3\frac{1}{2}$ ft. high. Interlocked sections easily removed for quick side or rear loading. Excellent for general hauling of tall, bulky loads.

Compact Design for Thrifty Hauling!

New Ford C-500 takes big loads on a short, compact truck that slips in and out of traffic more easily . . . ideal for restricted-area deliveries, especially where many stops are required . . . choice of three wheelbases . . . takes any special truck body from $7\frac{1}{2}$ to 17 ft. long . . . packs a payload (with body) up to 9,183 lbs. . . short wheelbase also the economy standout for tractor service . . . offers thrifty power reserves in new high-compression, short-stroke *Power King* V-8 developing 130 horsepower . . . incorporates all Ford Cab Forward engine accessibility features for low-cost maintenance . . . *Driverized* Cab with 3-man-wide seat, visibility unlimited . . . *Deluxe Driverized* Cab with 16 custom extras available at slight extra cost.



NEW SERIES C-600

Max. Gross Vehicle Weight: 16,000 lbs.
 Max. Gross Combination Weight: 28,000 lbs.
 Wheelbases: 110, 134 and 158 inches

For complete specifications and details, request C-Series model folder

Big in All But Cost and Wheelbase!

Hauls payloads including body up to 5½ tons . . . and features high performance with bedrock economy . . . choice of all-new 130- or 138-h.p. high-compression *Power King* V-8 with modern overhead-valve, LOW-FRICTION design . . . available also as 9- or 12-ft. Platform-Stake for handling tall, bulky loads . . . in tractor service, hauls a 35-ft. semi-trailer for an overall unit length of 45 feet, permissible in all States . . . *Driverized* or *Deluxe Driverized* Cabs for the utmost in driver-saving efficiency . . . choice of Synchro-Silent 4-speed and 5-speed direct or overdrive transmissions . . . single-speed hypoid and 2-speed planet rear axles . . . C-600 is a favorite for rough off-road work, or all-purpose hauling.



NEW C-600 TRACTOR WITH SEMI-TRAILER. 110-in. wheelbase Chassis with Cab provides the time-saving, work-saving maneuverability that makes it an ideal tractor in semi-trailer service. Hauls any special-purpose semi-trailer up to 35 ft. long, delivers high-calibre performance in the 28,000-lb. G.C.W. class.

NEW SERIES C-700 BIG JOB

Max. Gross Vehicle Weight, 19,500 lbs.

Max. Gross Combination Weight: 34,000 lbs.

Wheelbases: 116, 132 and 156 inches

For complete specifications and details, request C-Series model folder



NEW C-700 WITH COAL DUMP BODY. Whatever your hauling vocation, if you need lowest-cost, big-load performance in a sweet-handling extra heavy duty cab forward truck, you need Ford's new C-700. It's applicable to any job because every major truck body builder makes bodies for Ford Cab Forward models!

New Extra Heavy of the "Snub Nose" Trucks!

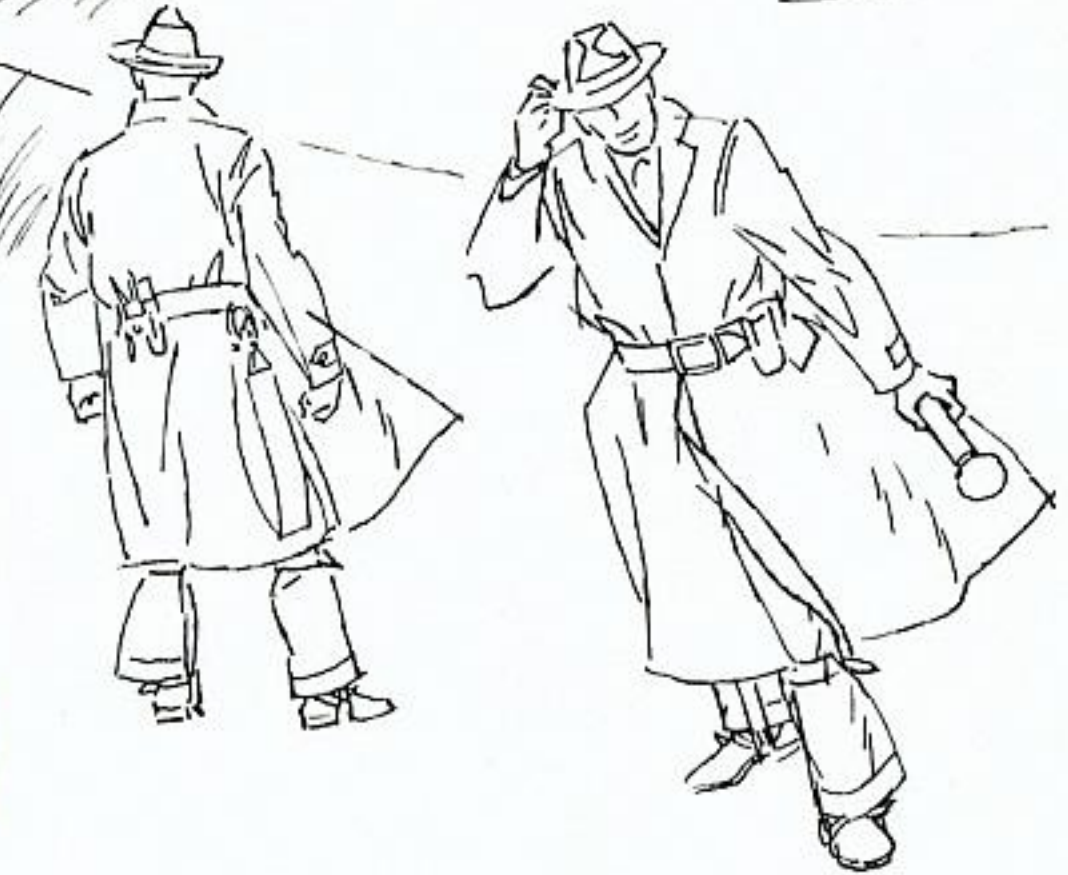
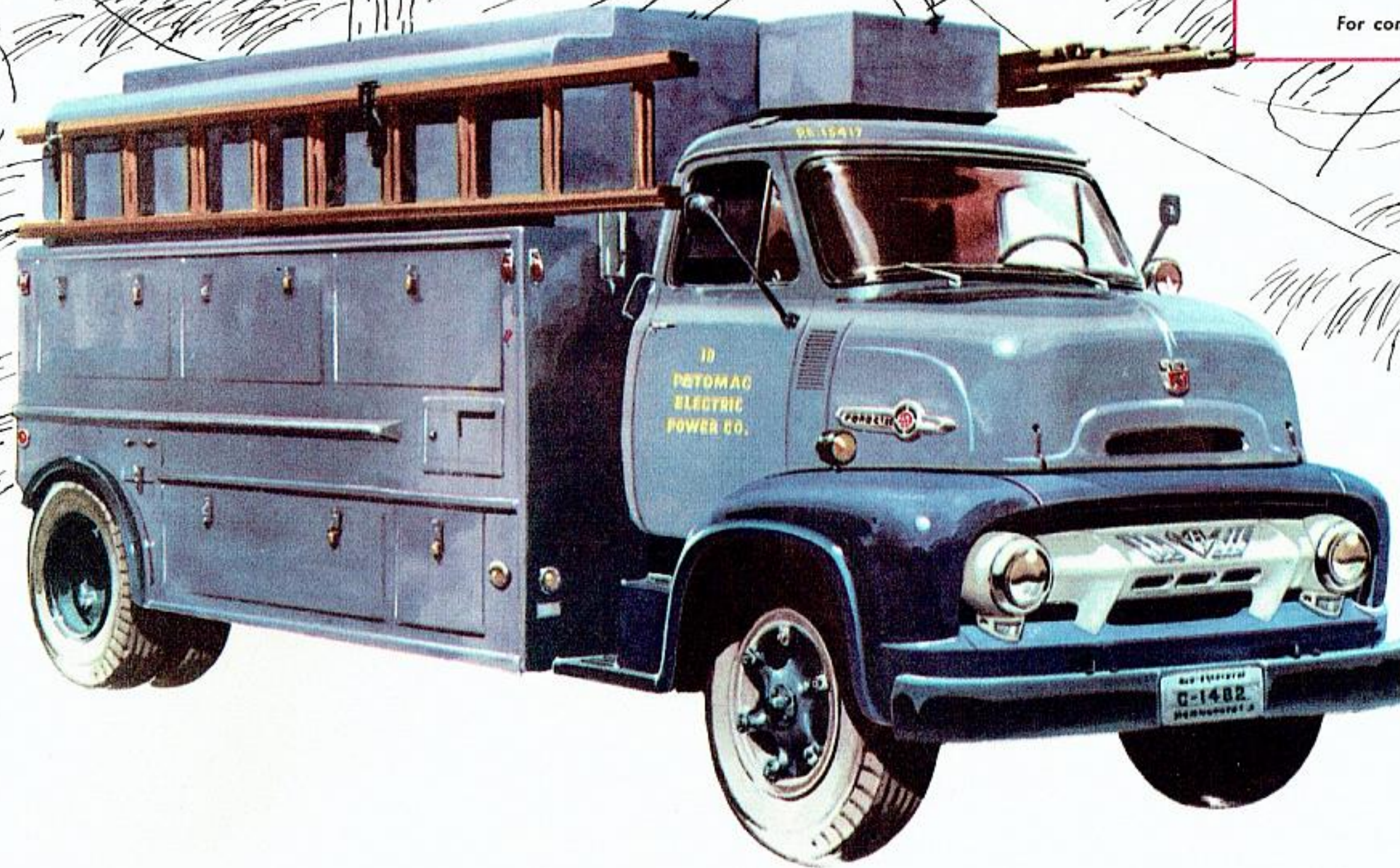
New C-700 is the lowest-cost BIG JOB in Ford's newly-expanded C-Series line, with G.V.W. up to 19,500 lbs. . . . its all-new, short-stroke design, 138-h.p. *Power King* V-8 engine with overhead valves and high compression makes it the dependable champ of operating economy among cab forward models in extra-heavy hauling around congested areas . . . takes payloads with body up to 13,406 lbs. . . . offers a choice of three wheelbases to accommodate the special-purpose body of your choice, from 8 to 16½ ft. long . . . comes with Ford's 3-man

Driverized Cab designed for greatest driver efficiency, or at slightly extra cost, the *Deluxe Driverized* Cab, most handsome "customized" cab on the road, today.

NEW SERIES C-750 BIG JOB

Max. Gross Vehicle Weight: 19,500 lbs.
Max. Gross Combination Weight: 38,000 lbs.
Wheelbases: 116, 132 and 156 inches

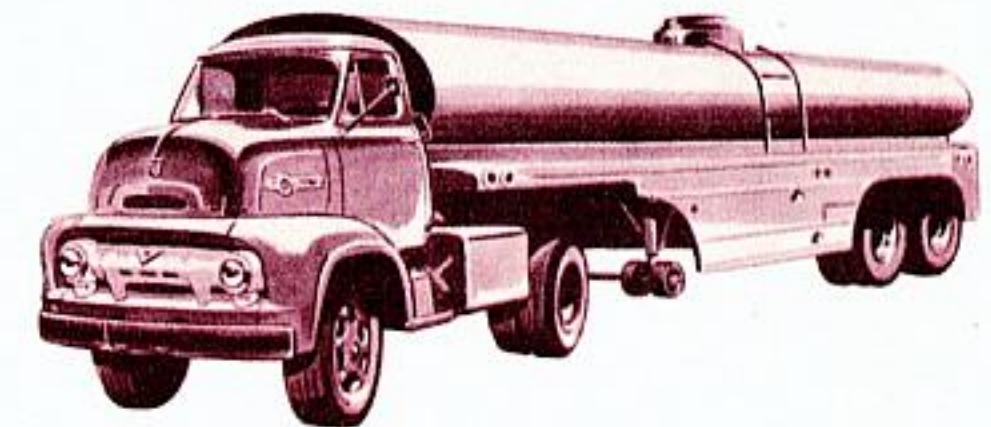
For complete specifications and details, request C-Series model folder



Stands Out in Tough Extra Heavy Service!

Ford's new C-750 Cab Forward truck brings extra stamina and new, high-compression power to its weight class . . . under its short hood is the mighty 152-h.p. *Cargo King* V-8 with overhead valves and short piston stroke to improve fuel economy, reduce parts wear, prolong engine life . . .

three wheelbases take special-purpose bodies from 8 to 16½ ft. long . . . payload with body is up to 13,252 lbs. . . with choice of heavy duty 5-speed Synchro-Silent transmissions—direct or overdrive . . . single or 2-speed axles . . . vacuum power-operated or air-over-hydraulic brakes . . . the C-750 is a truck that delivers top efficiency and its Ford 3-man *Driverized* Cab keeps drivers more comfortable, more alert, conserves their energy.



NEW C-750 WITH MILK TANK SEMI-TRAILER. The 116-in. wheelbase chassis-cab has ideal 66-in. CA dimension for tractor service. Short wheelbase legally handles a longer trailer. Direct gear gradeability, with 38,000 lbs. trailer gross, is 1.9% at 21.6 m.p.h. . . . calculated top road speed is over 48 m.p.h.

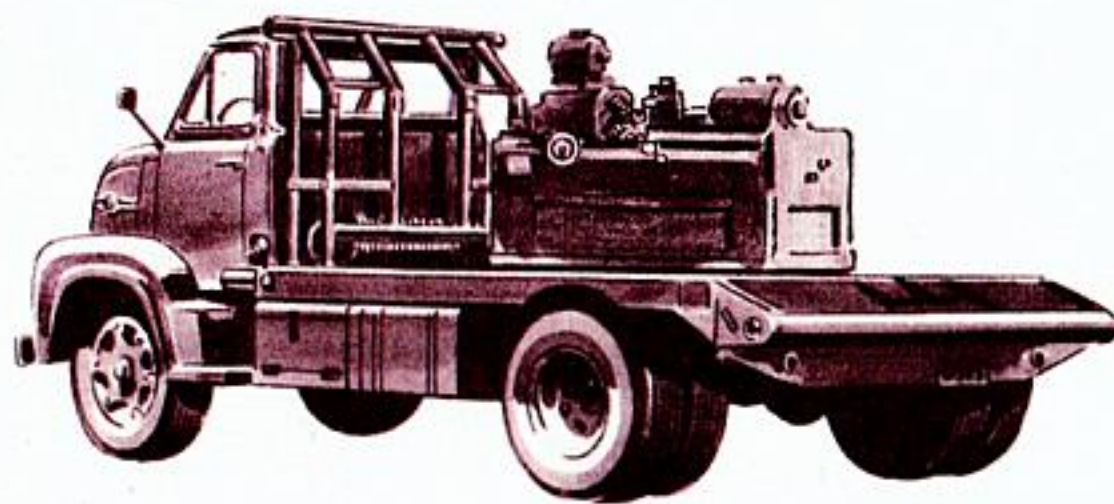
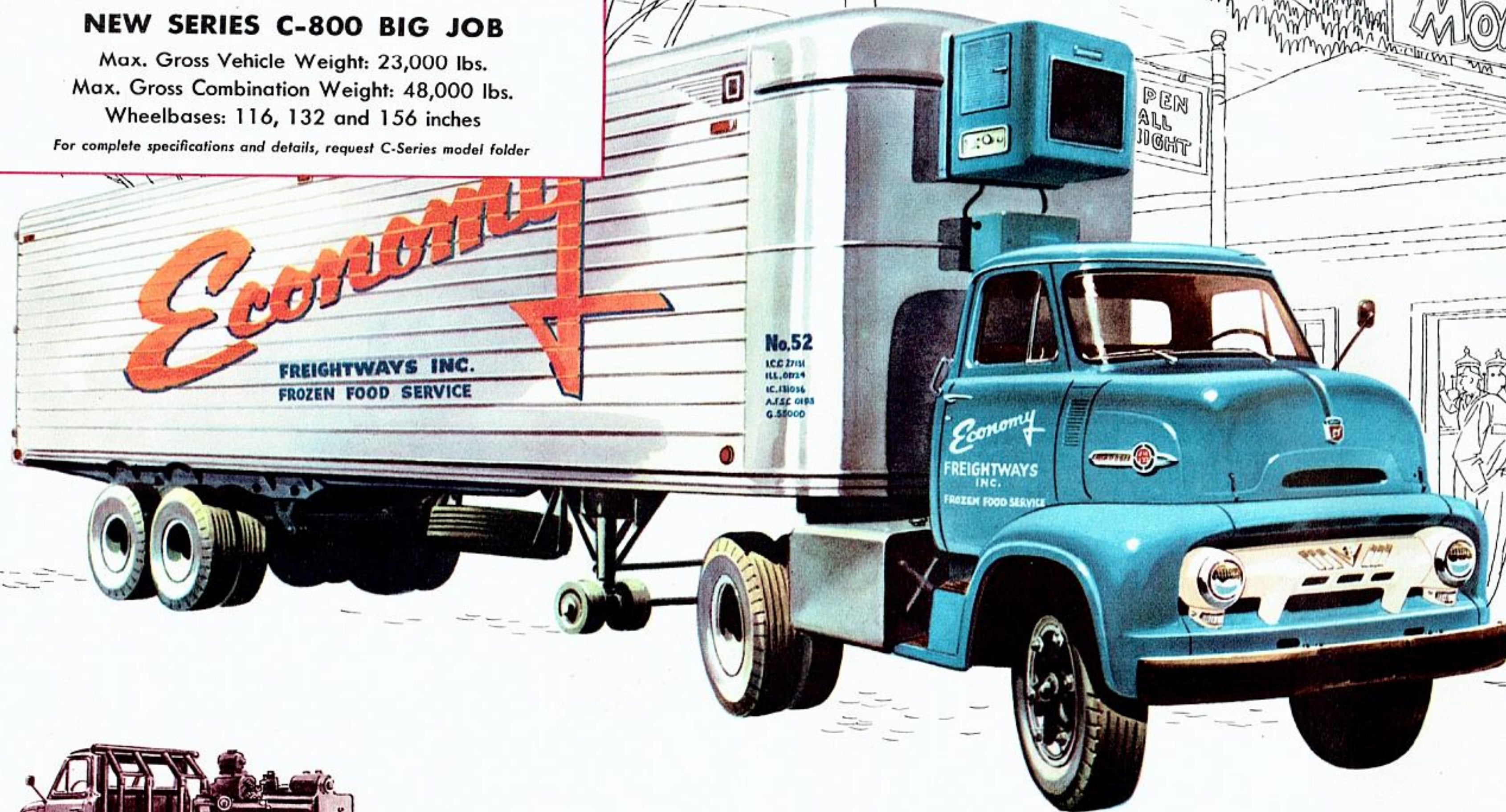
NEW SERIES C-800 BIG JOB

Max. Gross Vehicle Weight: 23,000 lbs.

Max. Gross Combination Weight: 48,000 lbs.

Wheelbases: 116, 132 and 156 inches

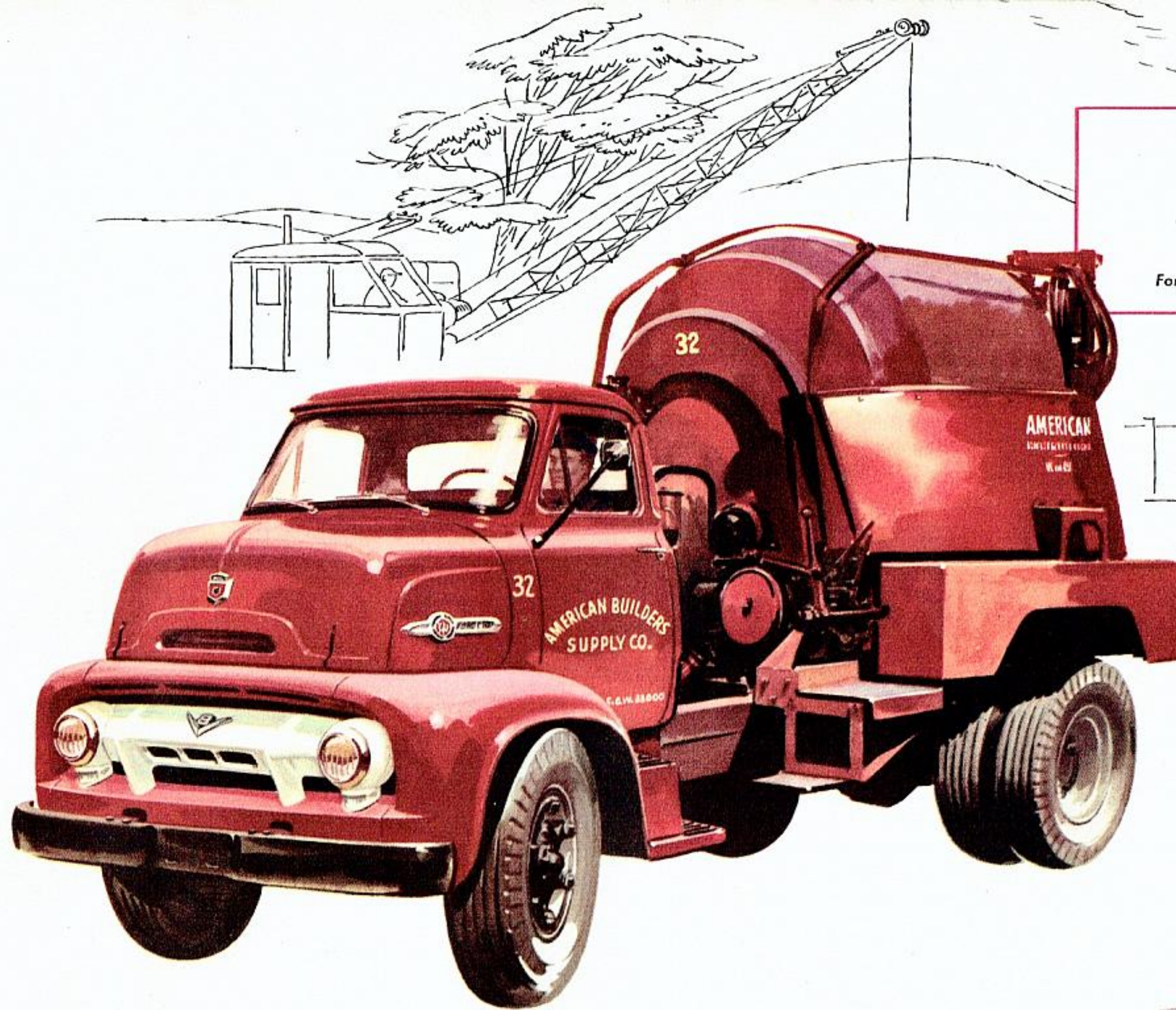
For complete specifications and details, request C-Series model folder



NEW C-800 AS STEEL-BED TRUCK WITH WINCH. If your job requires hauling heavy machinery, heavy equipment . . . heavy anything . . . with a short overall length, then the new Ford C-800 is the right truck for you. Three wheelbases are generously dimensioned for mounting the special-purpose body of your choice, from 8 to 16½ ft. long. Payload, including body, etc., goes up over 8 tons.

Hauls Extra Heavy Loads with the Greatest Ease!

Ford's new C-800 BIG JOB will repay you in time, labor and money savings . . . powered by the mighty new, high-compression 170-h.p. *Cargo King* V-8 with overhead valves, short piston stroke to reduce fuel and service costs . . . the "close-coupled" 116-in. wheelbase model handles 35-ft. trailers within legal limitations of all States . . . new *Driverized Cabs*—with spacious conventional-cab freedom and conveniences—offer *complete* driver comfort . . . heavy duty Synchro-Silent 5-speed direct or overdrive transmission, single- or 2-speed rear axle . . . vacuum power-operated hydraulic or air-over-hydraulic or full air brakes.



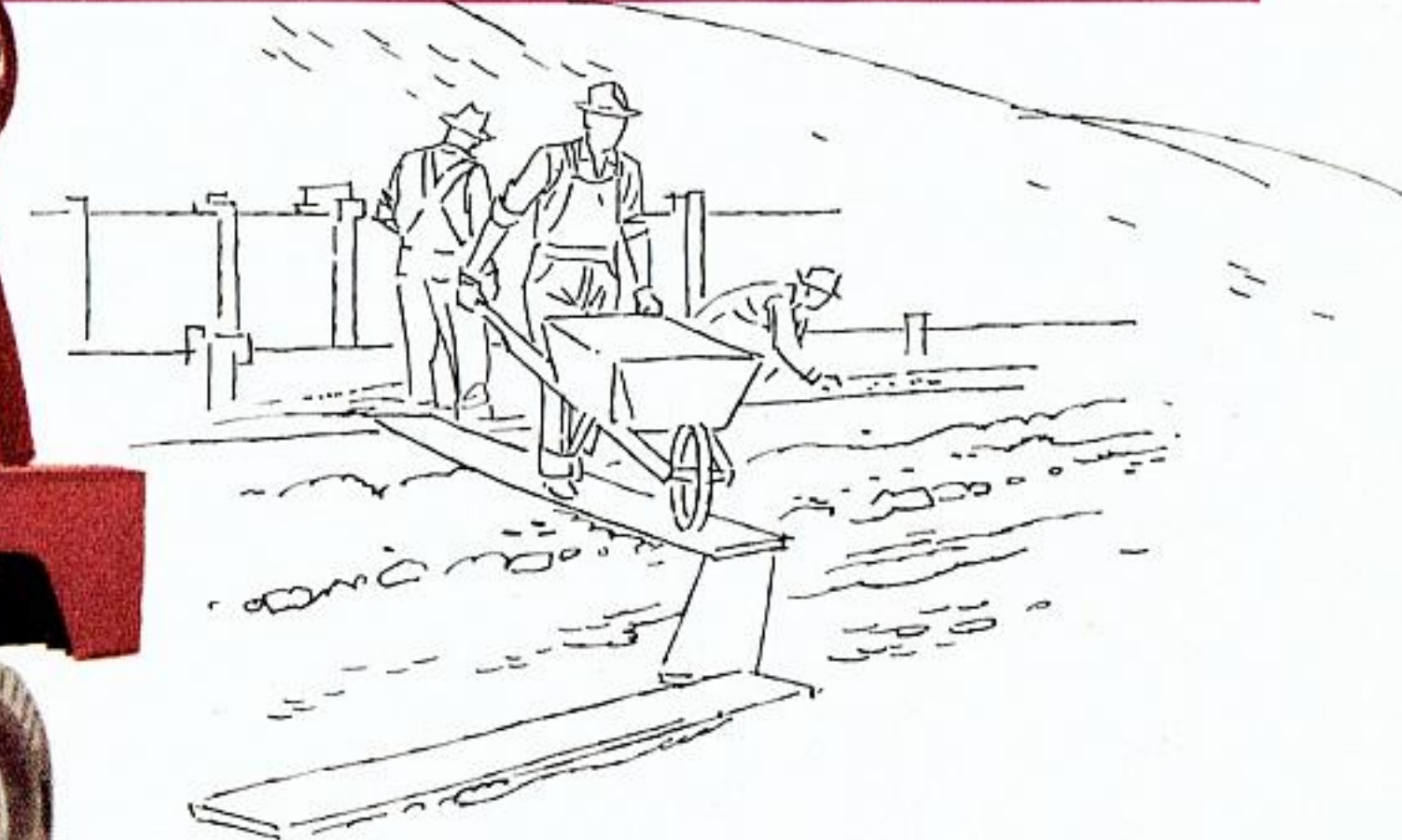
NEW SERIES C-900 BIG JOB

Max. Gross Vehicle Weight: 27,000 lbs.

Max. Gross Combination Weight: 55,000 lbs.

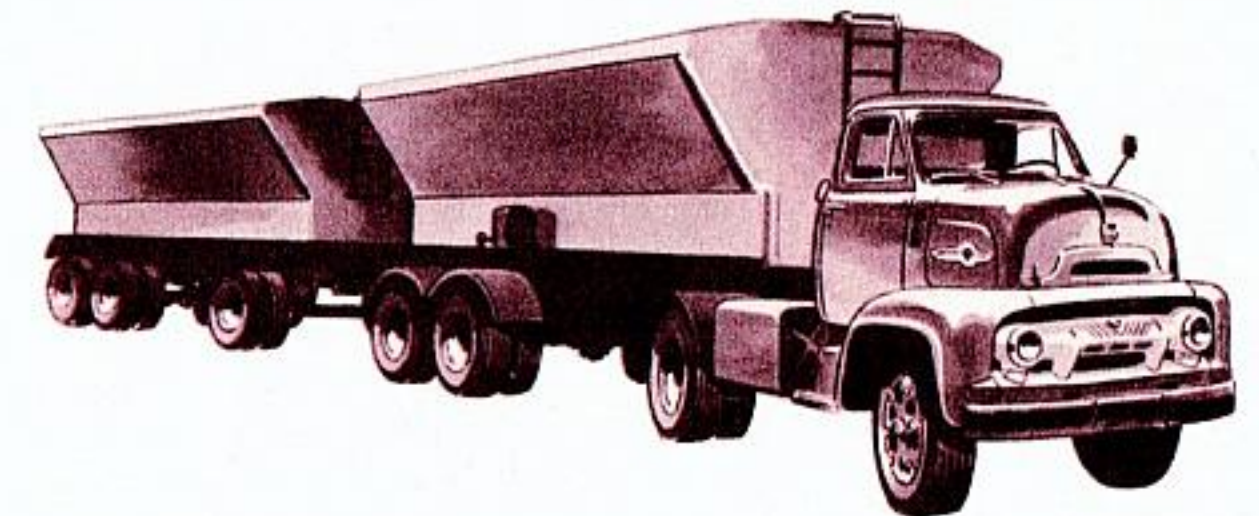
Wheelbases: 116, 132 and 156 inches

For complete specifications and details, request C-Series model folder



Mighty New King of Ford's Cab Forward Giants!

New C-900 Big Job has the largest cab forward capacities ever offered by Ford . . . with high performance ability plus low operating cost provided by the mighty new, high-compression *Cargo King V-8* with 170 horsepower, overhead valves and short piston stroke . . . takes body and payloads up to 19,902 lbs. . . choice of two heavy duty 5-speed Synchro-Silent transmissions, direct or overdrive . . . vacuum power-operated hydraulic or full air brakes . . . heavy capacity single- or 2-speed rear axles . . . Ford's 3-man *Driverized* or *Deluxe Driverized* Cab saves driver's time and conserves his energy, keeps him at his most comfortable best.



NEW C-900 AS TRACTOR WITH BULK CEMENT SEMI-TRAILER. Mighty pulling power is built into the C-900 Big Job. As a 116-inch wheelbase tractor, it pulls longer trailers within the overall length limits, greatly increases your payload-per-trip profits! Ideal for use around congested industrial areas!



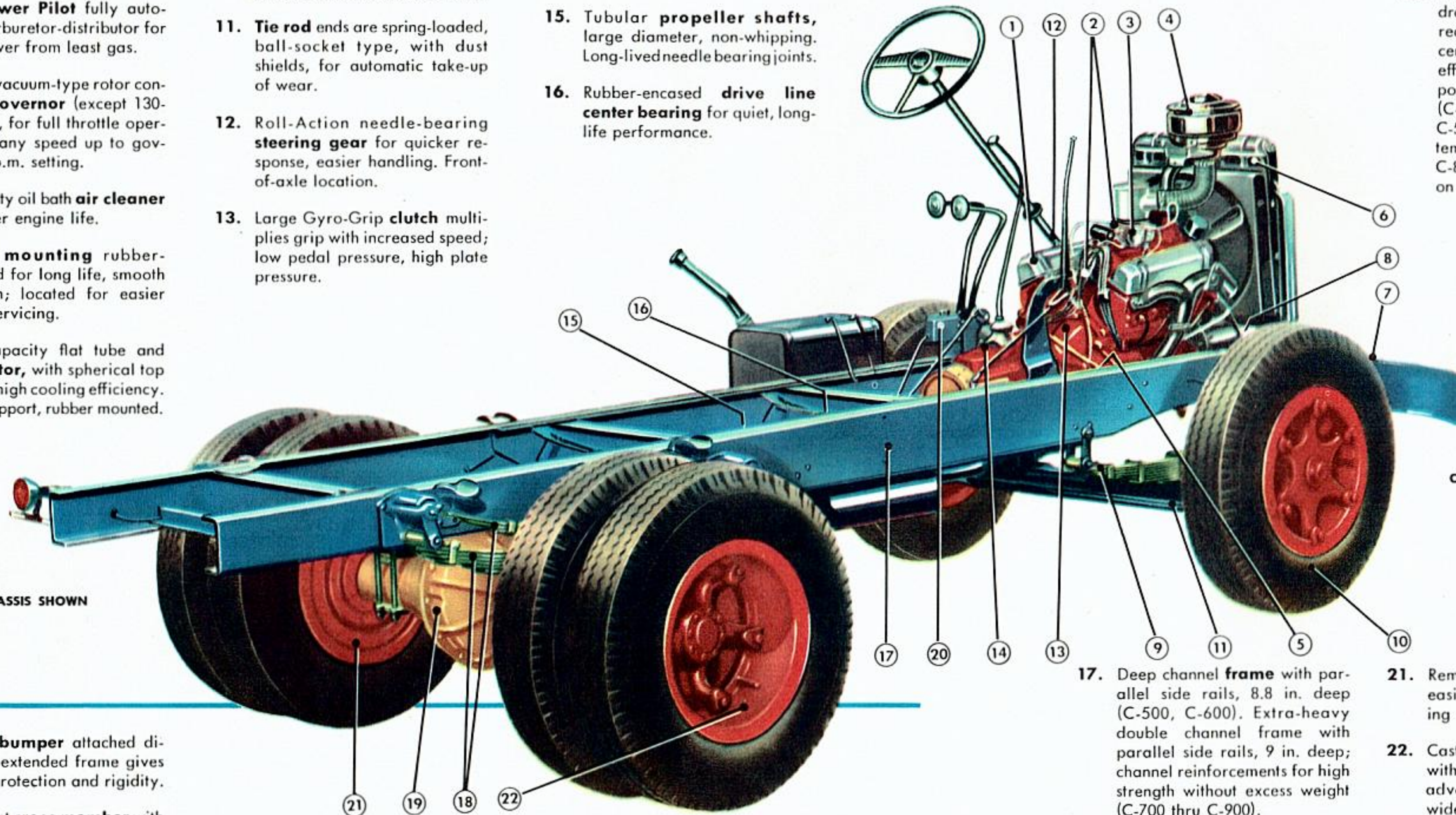
CHASSIS... Cab Forward Chassis Design at its Compact, Low-Cost Best!

- 1. **Engines:** New 170-h.p. *Cargo King V-8* (C-900, C-800); new 152-h.p. *Cargo King V-8* (C-750); all-new 138-h.p. *Power King V-8* (C-700, avail. C-600); all-new 130-h.p. *Power King V-8* (C-600, C-500).
- 2. Ford **Power Pilot** fully automatic carburetor-distributor for most power from least gas.
- 3. Integral vacuum-type rotor controlled **governor** (except 130-h.p. V-8), for full throttle operation at any speed up to governed r.p.m. setting.
- 4. Heavy duty oil bath **air cleaner** for longer engine life.
- 5. **Engine mounting** rubber-cushioned for long life, smooth operation; located for easier engine servicing.
- 6. Large capacity flat tube and fin **radiator**, with spherical top tank, for high cooling efficiency. U-type support, rubber mounted.

- 9. Long, easy-action **front springs**—double-wrapped front eyes for safety, shackled at rear for stable steering.
- 10. Wide-tread, I-beam **front axle** for shorter turning, more stability, greater maneuverability.
- 11. **Tie rod ends** are spring-loaded, ball-socket type, with dust shields, for automatic take-up of wear.
- 12. Roll-Action needle-bearing **steering gear** for quicker response, easier handling. Front-of-axle location.
- 13. Large Gyro-Grip **clutch** multiplies grip with increased speed; low pedal pressure, high plate pressure.

- 14. Synchro-Silent **transmission**, eliminates "double clutching;" H. D. 5-speed direct or over-drive (C-900, C-800, C-750); 4-speed std. (C-700, C-600, C-500), 5-speed direct or over-drive available (C-700, C-600).
- 15. Tubular **propeller shafts**, large diameter, non-whipping. Long-lived needle bearing joints.
- 16. Rubber-encased **drive line center bearing** for quiet, long-life performance.

- 19. Full-floating **rear axle**—hypoid on C-500 thru C-750; spiral bevel on C-800, C-900. Single-speed standard, 2-speed planet with electric shift available, for performance flexibility.
- 20. Powerful self-energizing hydraulic **brakes**; double cylinder rear with high-torque, self-centering action for greater efficiency, longer life. Vacuum power operation is standard (C-600 thru C-900, available C-500). Air-over-hydraulic system available on C-750 and C-800; full air brakes available on C-800 and C-900.



C-750 CHASSIS SHOWN

CHASSIS MODEL AVAILABLE:
Chassis with cab.

- 7. Channel **bumper** attached directly to extended frame gives greater protection and rigidity.
- 8. Wide front **cross member** with parallel frame allows roomy engine accessibility.

- 17. Deep channel **frame** with parallel side rails, 8.8 in. deep (C-500, C-600). Extra-heavy double channel frame with parallel side rails, 9 in. deep; channel reinforcements for high strength without excess weight (C-700 thru C-900).
- 18. Wide-span 52-in. **rear springs**, with auxiliary (std. C-600 thru C-900, available C-500), for balanced load support. Low deflection rate, high capacity prolongs spring life.

- 21. Removable **brake drums** for easier servicing. Cast iron braking surface for longer life.
- 22. Cast spoke **wheels** standard with demountable 3-piece rims, advanced type in regular or wide base sizes (C-700 thru C-900). Tapered steel disc wheels with integral advanced rims standard on C-500, C-600 (optional C-700 thru C-900). Wide choice of tire sizes to match load requirements

Tachometer available
C-700 thru C-900, at extra cost.

ALL THE CAB FORWARD FEATURES MOST LIKED BY TRUCKMEN AND OWNERS!

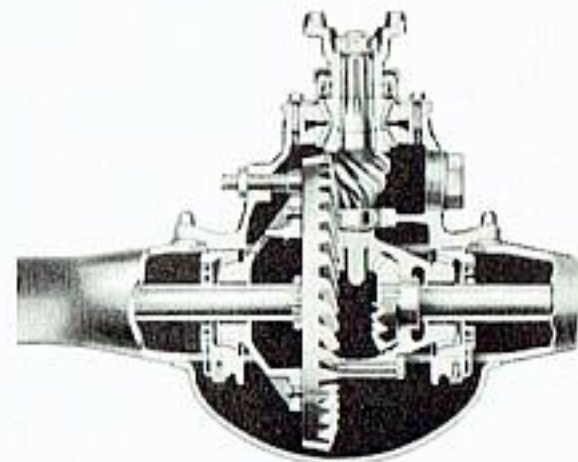
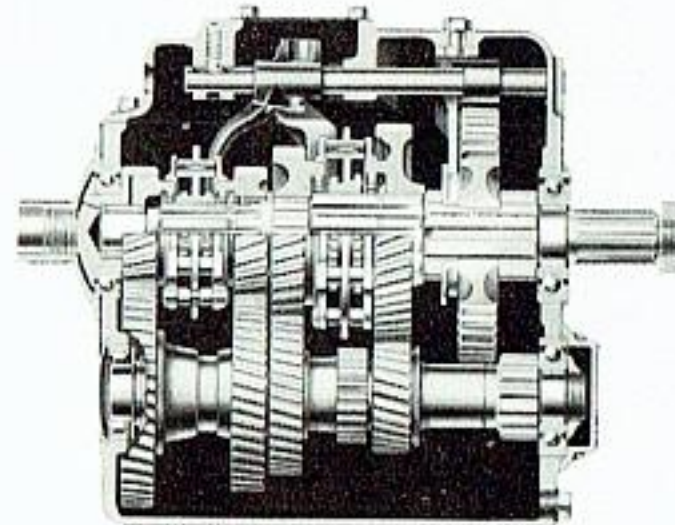
EASY-RIDING, LEVEL ACTION CAB SUSPENSION

In Ford Cab Forward models, the 3-man *Driverized Cab* is rigidly attached to a sub-frame and the sub-frame is mounted on frame by advanced type, double-forked Level Action links at the rear, and rubber pads and insulated bolts at the front. System eliminates road induced vibration, noise and torsional twist between cab and frame, prolongs cab life!



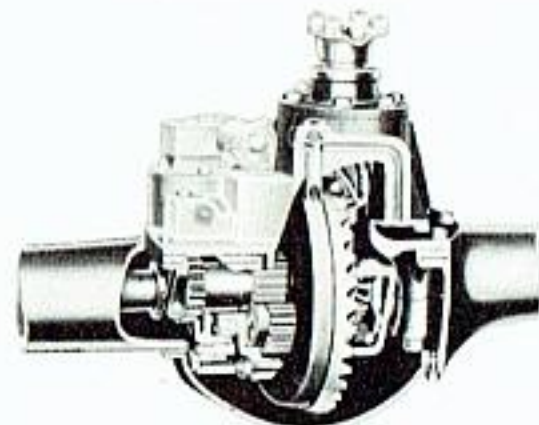
4- AND 5-SPEED SYNCHRO-SILENT TRANSMISSIONS

Engineered for heavy service. All standard transmissions are Synchro-Silent. 4-speed std. on C-500, C-600, C-700. 5-speed overdrive and direct-in-fifth available, C-600, C-700. Heavy Duty 5-speed Overdrive (shown) for greater operating economy, std. on C-750, available on C-800, C-900. Heavy Duty 5-speed Direct for greater pulling power std. on C-800, C-900, with Overdrive type available.



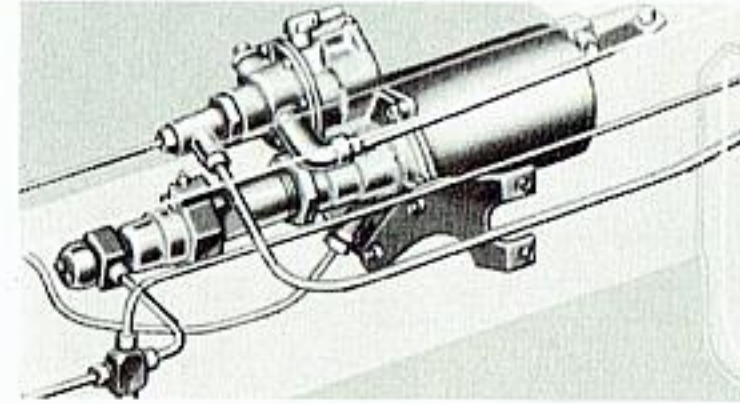
HYPOID SINGLE-SPEED REAR AXLES

On C-500, C-600 (shown), C-700 and C-750 are full-floating type. Sturdy, quiet-running hypoid pinion is straddle-mounted for improved alignment, long life. 4-pinion differential spreads power load evenly for greater reliability. Heavy, single-speed spiral bevel axle standard on C-800, C-900. See specifications chart (pages 46, 47) for wide choice of axle ratios.



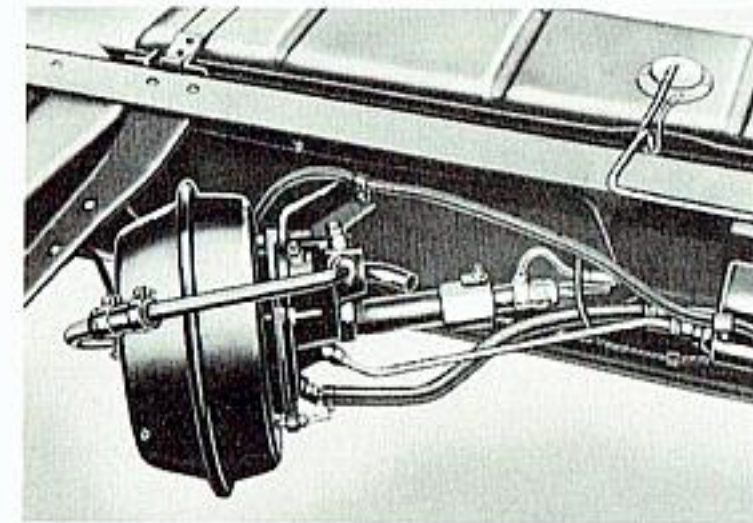
2-SPEED PLANET TYPE REAR AXLES

Available on all C-Series models. Provide wide operating flexibility, more economy, longer life. For open-road, or light work, single-reduction high-speed range saves fuel, cuts engine maintenance. Double-reduction low-speed range gives extra pulling power. With 5-speed transmission, offers 10 forward speeds, 2 reverse. Electric shift for greater convenience. Wide choice of ratios.



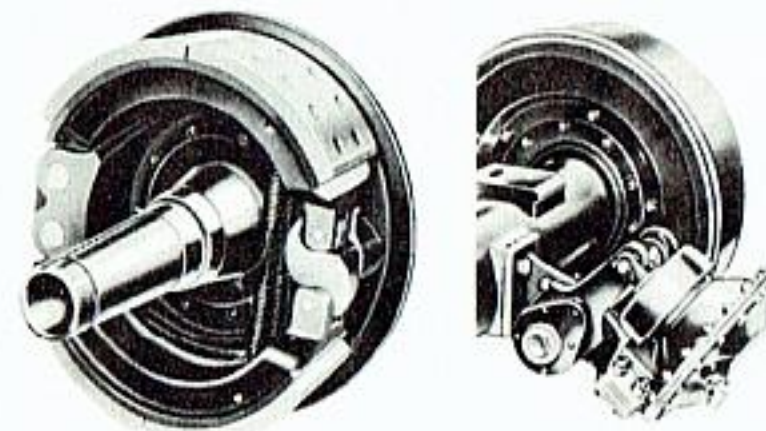
AIR-OVER-HYDRAULIC SYSTEM

Available on C-750, C-800. Consists of standard hydraulic brakes plus an air compressor with same air tank facilities as full air type. Air pressure is supplied to an air booster which multiplies braking power instantly for fast, smooth stops. Provides the same braking power control to the trailer as full air system, with less weight and at lower cost.



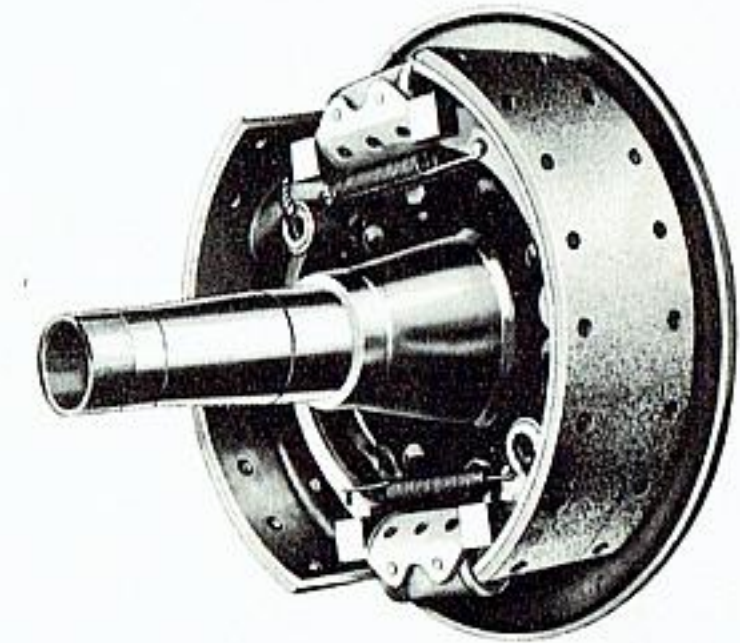
VACUUM POWER BRAKING

Vacuum actuation of hydraulic system reduces pedal pressures—multiplies braking power over 100%. Normal brake "feel" is retained. Standard on C-600 through C-900 (available on C-500 at extra cost).



CAB FORWARD CHASSIS FEATURES

For complete details,
ask your
Ford Truck Dealer
to show you the 1954
Ford Truck Handbook



POWERFUL

DOUBLE-CYLINDER REAR BRAKES

Sizes up to 16 x 6 in. on C-900, are powerful, self-energizing hydraulic type for smoother, safer stops with light pedal pressure. Self-centering action, forward and reverse, applies equalized pressure over entire lining, reduces wear and cuts down on adjustment requirements. Non-scoring brake drums are demountable for easy servicing.

FULL AIR BRAKE SYSTEM

Available, extra cost, on C-800 and C-900, give smooth, instant braking power for maximum loads. Heavy two-shoe type with slack adjusters, rear 16½ x 6 inches on C-900. Treadle-type pedal with quick-release valve for positive control. Air warning buzzer. Trailer connections can be made easily.

P-SERIES ... The New Ford Parcel Delivery Chassis Line!



P-350 Parcel Delivery Chassis



P-500 Parcel Delivery Chassis

Series P-350, with G.V.W. to 7,800 lbs.
Series P-500, with G.V.W. to 14,000 lbs.

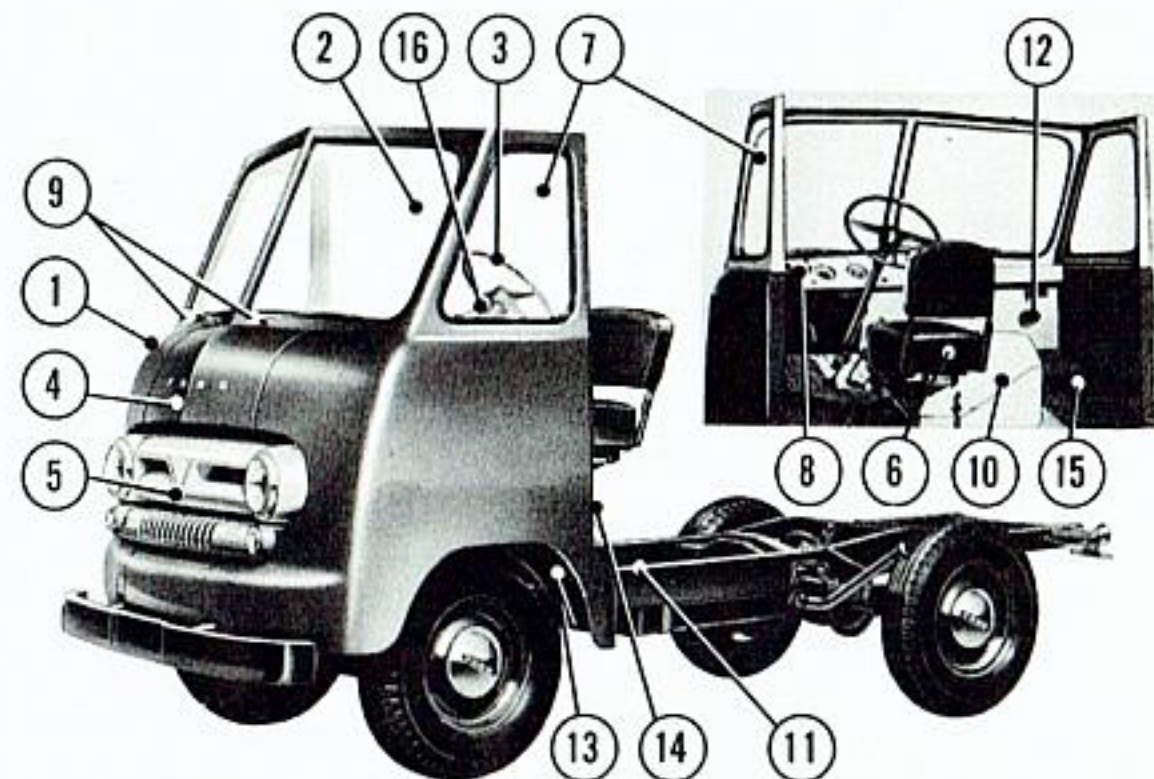
Forward control chassis with windshield front end
or as stripped chassis models

3 wheelbases—104 and 122 inches (P-350), 130 inches (P-500)
For custom-built bodies 7 to 11½ ft. long, from 250 to 400 cu. ft. (P-350); bodies 10½ ft. long to 12½ ft. long, from 350 to 450 cu. ft. (P-500)

New, high-compression, short-stroke 115-h.p. Cost Clipper Six

P-350 available with *Fordomatic Drive*
P-500 available with *Power Braking*

Series P-600 Parcel Delivery Chassis with 16,000 lbs. G.V.W.
available on special order through your Ford Dealer



THESE 16 STANDARD FORD FEATURES KEEP BODY AND OPERATING COSTS DOWN!

1. Cowl 2. Windshield 3. Forward Located Controls 4. Hinged Panel above Grille 5. Removable Grill and Headlights 6. Adjustable, Tilt-forward Driver's Seat with Folding Back 7. Front Quarter Windows with Door Pillars 8. Instrument Panel 9. Two Windshield Wipers 10. Heavily Insulated Engine Cover 11. Low In-frame Fuel Tank 12. 2 Fresh Air Intakes with Remote Regulators 13. Integral Front Wheelhouses 14. Straight Door Pillar Posts (above wheelhouse) 15. Steel Safety-Tread Toe Boards 16. Steering Column Gearshift.

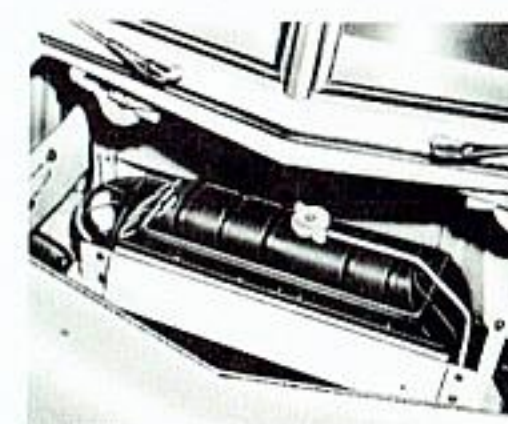
New 1954 P-Series Ford Parcel Delivery Chassis introduce *Triple Economy* into the door-to-door delivery field! Initial cost is low, and Ford's skillful design permits fitting the body of your choice without costly alteration or special equipment. Operating costs are traditionally low, yet the new deep-block, 115-h.p. *Cost Clipper Six* with overhead valves is designed to give you more gas-saving power, smoother performance and longer life! All controls are set well forward to give you more body space, more profitable loadspace, without increasing overall truck length. Features like *Fordomatic Drive*, now available in all P-350 Series, mean more time saved per delivery, per trip, per day!



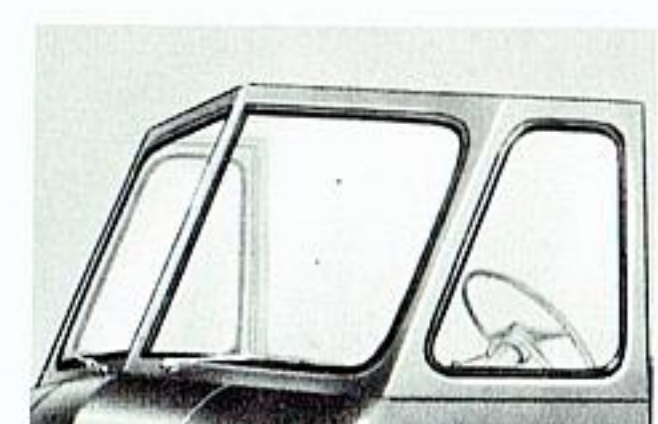
Low frame-to-ground height saves loading effort, lets driver handle merchandise quicker, easier, safer. Driver's seat tilts forward to clear aisle, leaving open passage for easier load handling.



Windshield top edge on Ford Parcel Delivery chassis is designed and constructed for simplified mounting of a wide variety of body styles. Door pillar posts are vertically straight to facilitate door fitting.



Hinged panel above grille swings out for quick access to air cleaner, radiator. Access plug below grille permits easy greasing of steering sector. "Workbench" engine accessibility for fast, low-cost service.

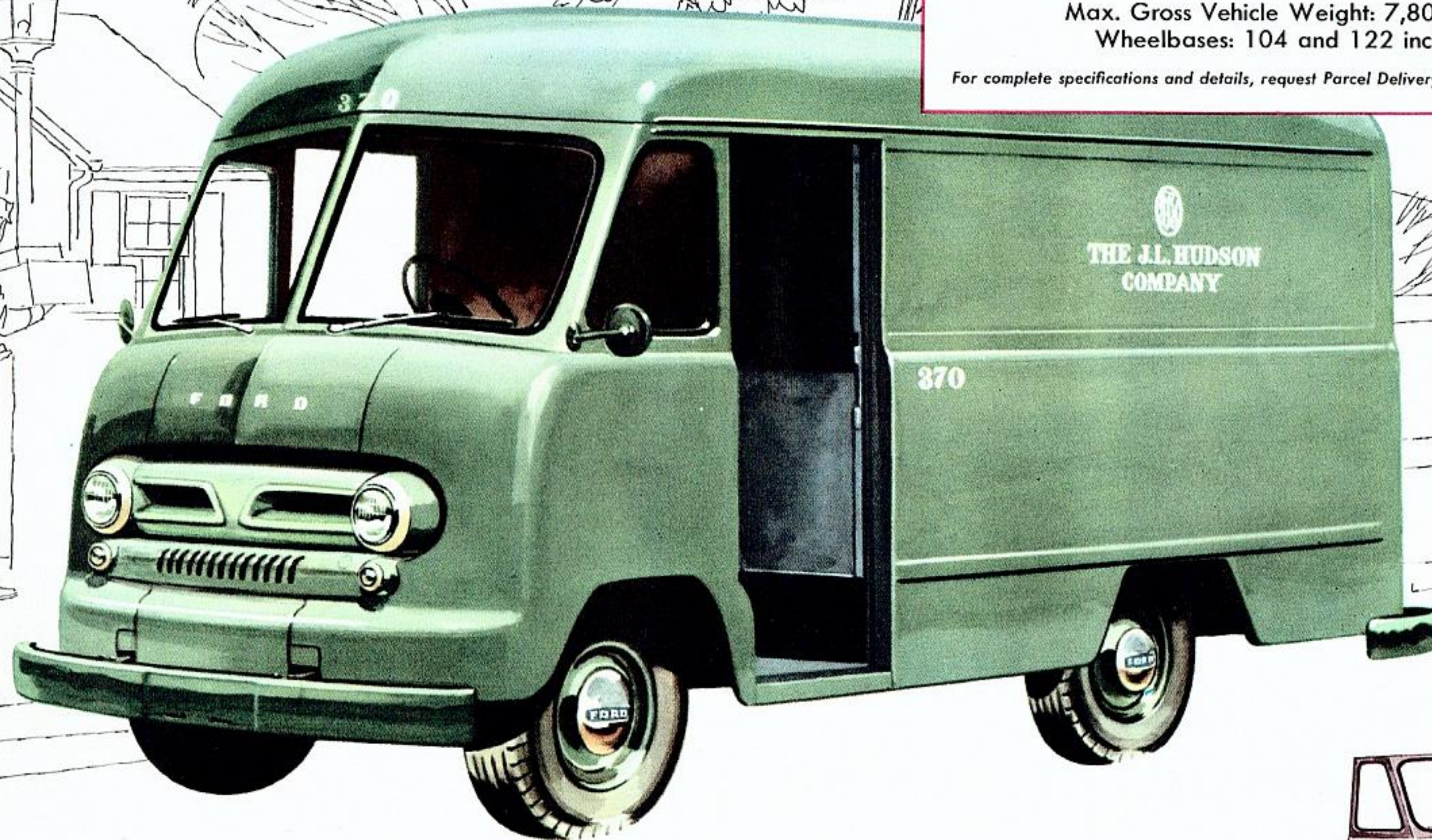


Bus-type visibility in the large glass area in windshield and big side windows contributes to safer, easier driving. Steering column gearshift provides passenger-car shifting ease and convenience, eliminates obstructions of floor shift lever and transmission tower.

**NEW SERIES P-350
PARCEL DELIVERY CHASSIS**

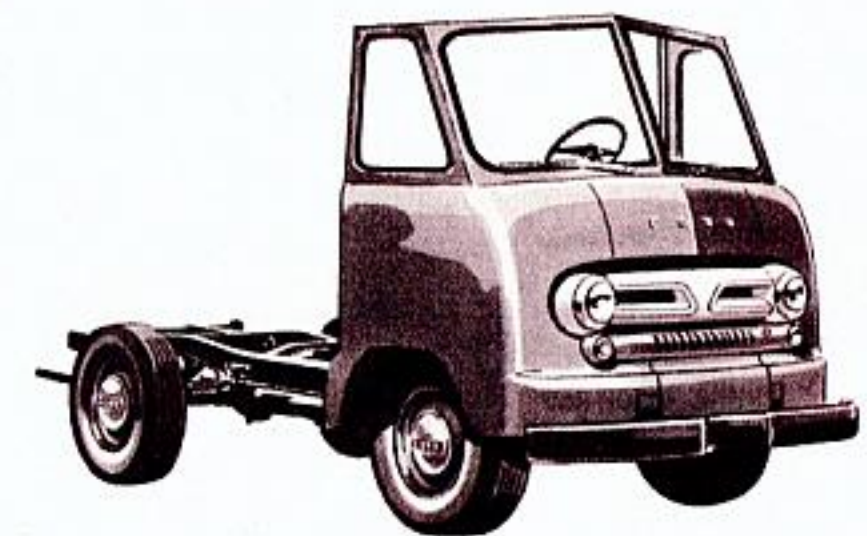
Max. Gross Vehicle Weight: 7,800 lbs.
Wheelbases: 104 and 122 inches

For complete specifications and details, request Parcel Delivery Chassis model folder



Doubles the Loadspace, Boosts the Profits!

New Ford P-350 Parcel Delivery Chassis gives you efficient, low-cost door-to-door delivery in an economical design . . . it more than doubles loadspace over conventional, light duty panel trucks . . . accommodates bodies from 7 to 11½ ft. long, with capacities up to 400 cu. ft. . . you can choose the body style most perfectly suited to your needs . . . powered by new, short-stroke 115-h.p. *Cost Clipper Six* for thrifty, gas-saving operation . . . *Fordomatic* now available for automatic no-clutch driving—eliminates 14 separate motions going from low to high gear, reduces driving effort 90% . . . here's the ideal truck for multi-stop delivery service of any kind.

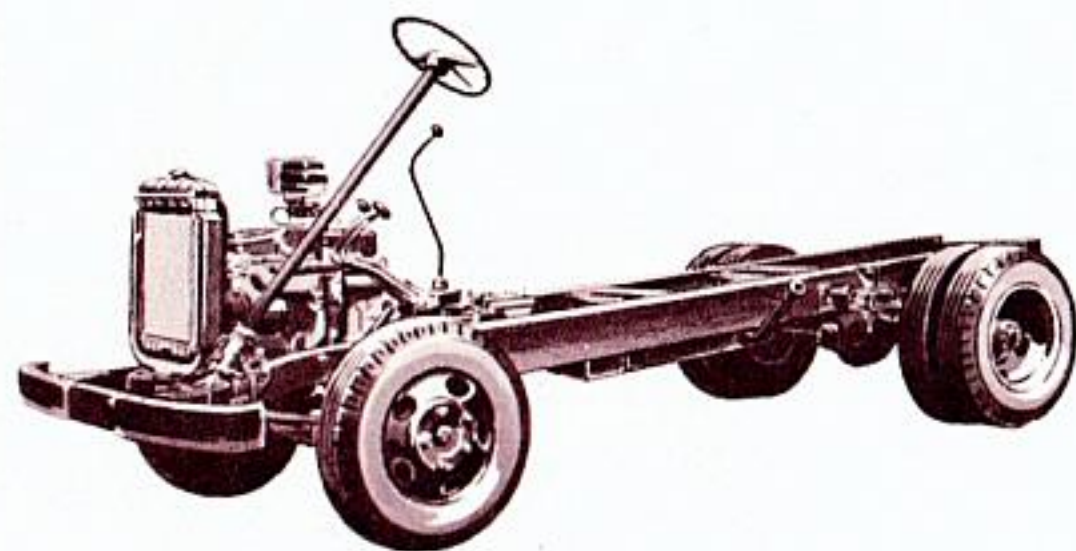
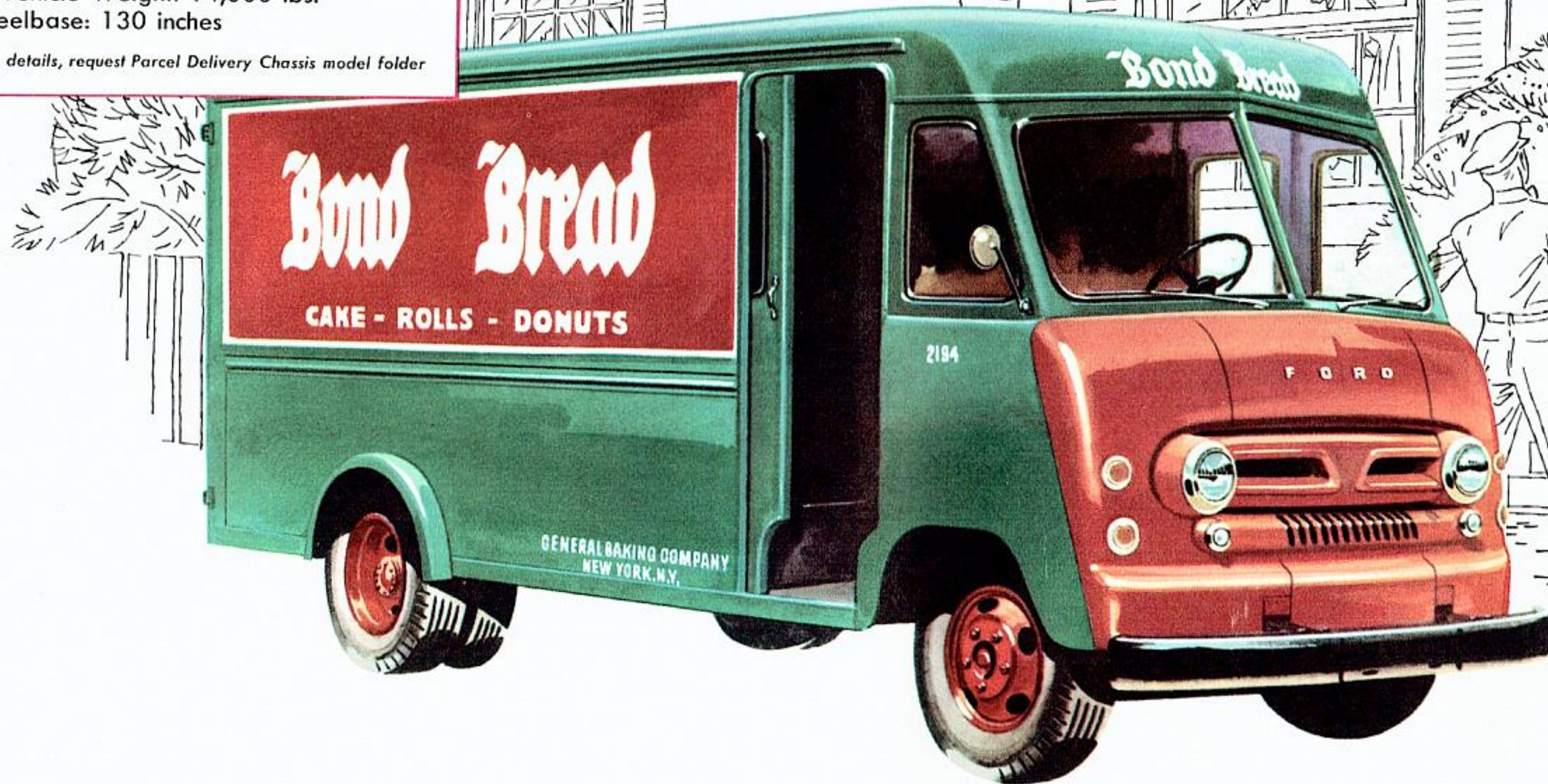


NEW P-350 CHASSIS-WINDSHIELD has body and payload capacity up to 4618 lbs. Also available as stripped-chassis model. The 104-in. wheelbase takes custom bodies from 7 to 9 ft. long, with up to 250 cu. ft. capacity. The 122-in. wheelbase accommodates bodies from 9½ to 11½ ft. long, with capacities up to 400 cu. ft.

**NEW SERIES P-500
PARCEL DELIVERY CHASSIS**

Max. Gross Vehicle Weight: 14,000 lbs.
Wheelbase: 130 inches

For complete specifications and details, request Parcel Delivery Chassis model folder



NEW P-500 STRIPPED CHASSIS. Body and payload up to 10,202 lbs. Also available as chassis-windshield. Lets you order the body design, loadspace size and shelving arrangement that best suits your needs. P-600 model with 130-in wheelbase, for 10½- to 12½-ft. custom bodies with capacity to 450 cu. ft. also available on special order. Max. G.V.W. of P-600 is 16,000 lbs.

Hauls Big Loads, Cuts Stop-and-Go Costs!

For your heavier, multi-stop delivery loads, new Ford P-500 Parcel Delivery Chassis offers you new higher performance plus thrifty operation . . . 130-inch wheelbase accommodates your choice of special-purpose body from 10½ to 12½ ft. long, with capacities ranging up to 450 cu. ft. . . . time and effort-saving features like low loading height and low step-up from ground multiply driver productivity, boost driver efficiency, result in more deliveries per day . . . powered by new, high-compression, short-stroke 115-h.p. *Cost Clipper* Six with efficient overhead-valve design . . . short wheelbase promotes easier handling in congested traffic areas.

B-SERIES ... The New Ford School Bus Safety Chassis



B-600 SCHOOL BUS CHASSIS WITH BODY
192-in. wb., up to 54-passenger loads.
210-in. wb., 55-passenger loads.



B-500 SCHOOL BUS CHASSIS WITH BODY
154-in. wb., up to 36-passenger loads.



B-700 SCHOOL BUS CHASSIS WITH BODY
233-in. wb., 61-passenger loads.



B-750 SCHOOL BUS CHASSIS WITH BODY
233 in. wb., 61 passenger loads.

4 Series—B-500, B-600, B-700, B-750
for bus bodies with 36- to 61-passenger capacity

G.V.W. from 12,000 to 20,000 lbs.

5 Chassis—4 wheelbase lengths—
154, 192, 210 and 233 inches

Choices of new, high-compression engines, including
Six or V-8, from 115 h.p. to 152 h.p.

Wide choice of equipment, including
Master-Guide Power Steering on B-750—all chassis
tested to provide most safety, dependability
and economical transportation

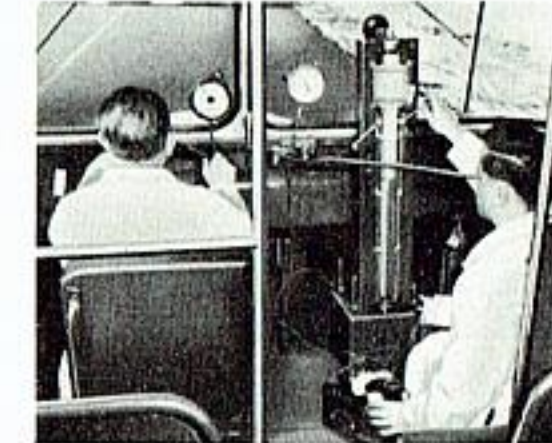
New Ford B-Series School Bus Safety Chassis feature advancements and low-budget operation not obtainable in any other school bus chassis of low initial cost! All chassis are rigorously tested to prove they surpass those high standards set by the National Education Association. In addition, they are designed with Ford's traditional operating economy built in. Newly available in Series B-600 is a new, longer wheelbase—210 inches long, for 55-passenger bodies. New, high-compression Six and V-8's bring new, greater performance and economy to the nation's school transportation field. Many private industries too, use these thrifty vehicles for transporting personnel economically, safely.



TESTED SAFETY! Chassis are road-tested in every phase of performance, for utmost safety. Here, a Ford School Bus descends Ford's 30% test track grade and is braked to test hill-holding and safe-braking ability under extreme conditions.



PROVED COMFORT! Both reliability and riding comfort are checked in detail. Springs and axles prove their stamina on the rough "cobblestone" road. Ford's progressive-type, multi-rate rear springs and all other comfort features are thoroughly tested.



MEASURED ECONOMY! Ford engineers meter fuel, to the Ford School Bus high-performance, high-compression engine. They prove that the new short-stroke Six and V-8's cost less to run, under all kinds of road and weather conditions!

**NEW SERIES B-500 AND B-600
SCHOOL BUS SAFETY CHASSIS**

Series B-500—154-in. wb. for up to 36-passenger bodies—G.V.W. 12,000 lbs.

Series B-600—192-in. wb. for up to 54-passenger bodies—G.V.W. 16,000 lbs.; 210-in. wb. for 55-passenger bodies—G.V.W. 17,000 lbs.

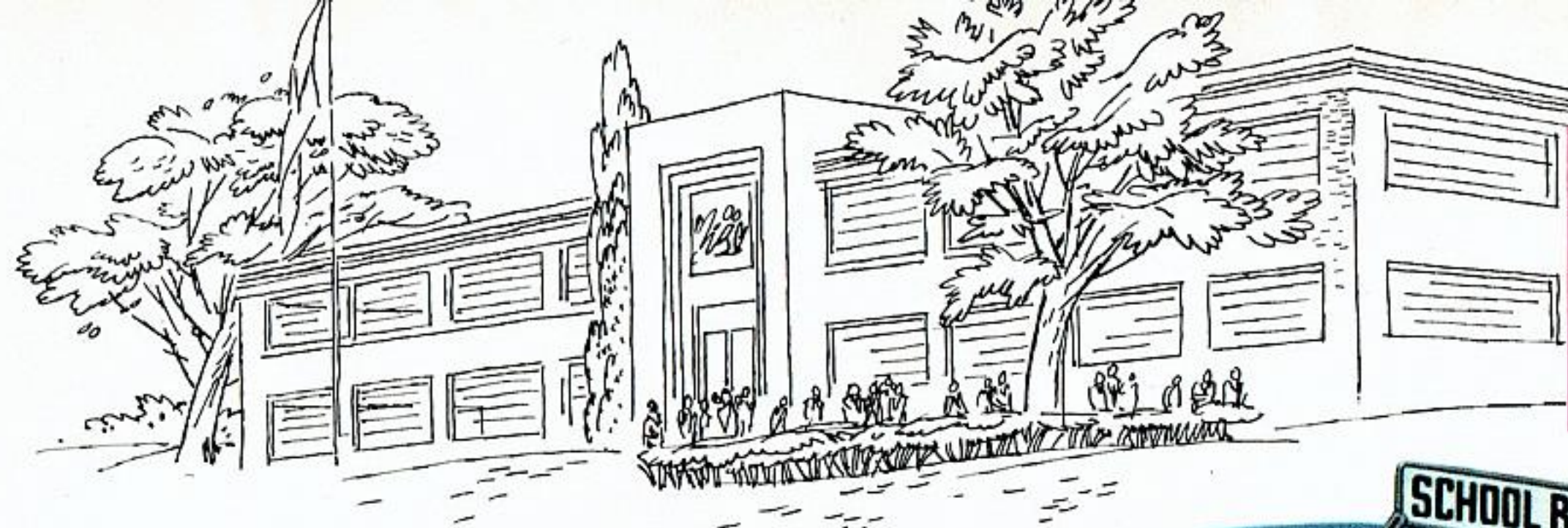
For complete specifications and details, request School Bus Safety Chassis model folder



NEW B-500 SCHOOL BUS SAFETY CHASSIS WITH 36-PASSENGER BODY. Bedrock economy in a smaller-sized chassis with 154-inch wheelbase. The Ford B-500 has all the tested safety features of its companion model, the B-600. You get a choice of 115-h.p. *Cost Clipper Six* or all-new 130-h.p. *Power King V-8* with high compression, real gas savings from short piston stroke design!

Built Safely for Low-Budget Operation!

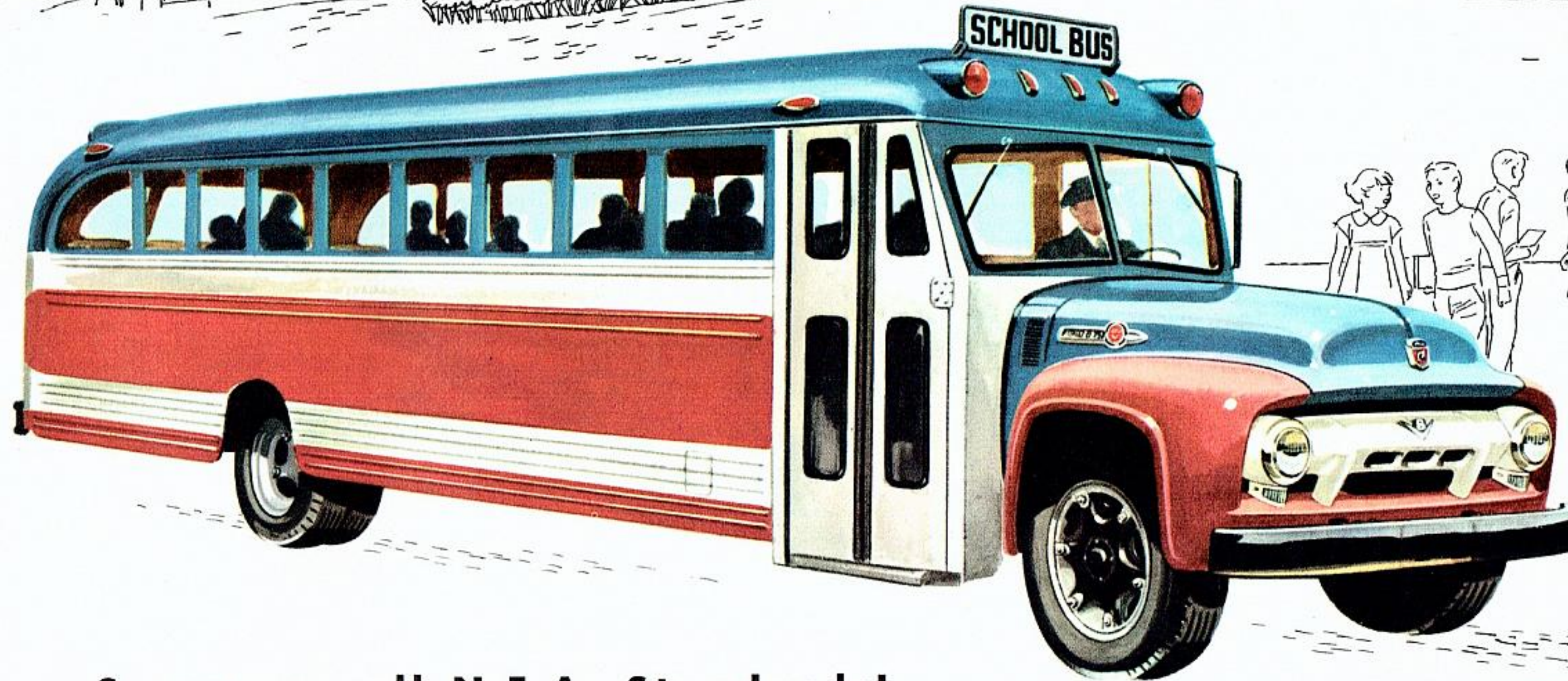
Safety comes first in these new Ford School Bus *Safety Chassis* . . . from powerful self-energizing brakes to husky steel frame . . . vacuum-power brakes (standard, B-600—available, B-500) . . . independent propeller-shaft hand brake for positive-control parking . . . short turning provides safer maneuverability . . . wide-tread front axle gives greater stability, cost-cutting service accessibility . . . new 210-in. wheelbase for 55-passenger bodies (shown) . . . smooth, safe Roll Action steering . . . driveshaft guards . . . extended exhaust pipe to carry fumes away from body . . . safety fuel tank . . . new, overhead-valve engines in choice of 115-h.p. *Cost Clipper Six* (special order), 130-h.p. or 138-h.p. *Power King V-8*'s on B-600.



**NEW SERIES B-700 and B-750
SCHOOL BUS SAFETY CHASSIS**

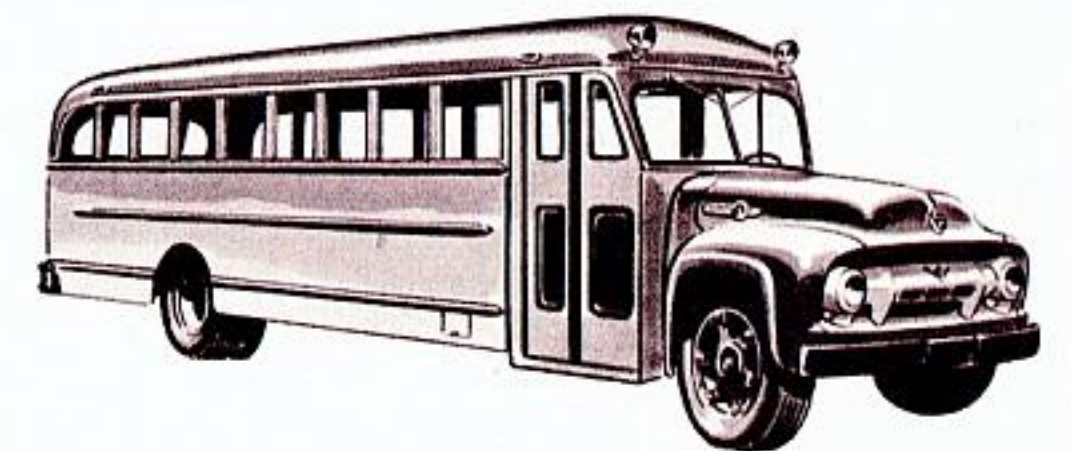
233-in. wheelbase for 61-passenger bus bodies—
G.V.W., 19,500 lbs. (B-700), 20,000 lbs. (B-750)

For complete specifications and details, request
School Bus Safety Chassis model folder



Surpasses all N.E.A. Standards!

New B-700 and B-750 (shown above) afford full protection for the precious "loads" they carry . . . tested and proved to pass all requirements set by N.E.A. . . . long 233-inch wheelbase, accommodating 61-passenger bus bodies, is ideal for school systems with increased pupil loads . . . also used by large commercial firms, public utilities, etc., for safe, quick transportation of company personnel . . . new *Master-Guide* Power Steering available on B-750 to reduce turning effort as much as 75% . . . new, high-compression short-stroke design 152-h.p. *Cargo King* V-8 standard on B-750 . . . Synchro-Silent 5-speed overdrive or direct-in-fifth transmission for smoother, quieter shifting, longer life . . . greater safety, comfort and reliability at low first cost, extra-low operating cost.



NEW B-700 WITH 61-PASSENGER BUS BODY. 233-in. wheelbase is ideal for 61-passenger bus bodies. Has maximum G.V.W. of 19,500 lbs. Powered by all-new, high-compression, overhead-valve 138-h.p. *Power King* V-8 with short stroke design. All school bus body builders build bus bodies for Ford School Bus *Safety Chassis*!

FORD TRIPLE ECONOMY TRUCK CHASSIS SPECIFICATIONS • 5 NEW LINES FOR

LINE	CONVENTIONAL - F-SERIES													TANDEM					
	SERIES	COURIER	F-100	F-250	F-350	F-500	F-600	F-700	F-750	F-800	F-900	T-700							
RATING	Max. G.V.W. (Max. G.C.W.), Lbs.	4600	4800	6900	9500	14000 (24000)	16000 (28000)	19500 (34000)	19500 (38000)	22000 (48000)	27000 (55000)	27000 (42000)	152-h.p. V-8						
REAR TIRE SIZE FOR MAX. G.V.W.	p.r. = Ply Rating	7.10-15 4-p.r.	6.50-16 6-p.r.	7.50-17 8-p.r.	7.50-16 6-p.r. Dual	7.50-20 8-p.r. Dual	8.25-20 10-p.r. Dual	9.00-20 10-p.r. Dual	9.00-20 10-p.r. Dual	10.00-20 12-p.r. Dual	11.00-20 14-p.r. Dual	8.25-20 10-p.r.							
AXLE, FRONT (Set Back, Wide Tread)	Capacity, Lbs. Tread (Std. Tires), In.	2250 58.0	2600 60.6	2600 60.5	3200 62.2	4000 63.9	4600 62.7	6000 70.4	6000 68.8	7000 69.2	8000 70.5	6000 68.3							
AXLE, REAR	Capacity, Lbs. Type	3000 Hypoid—½ Fl.	3300 Hypoid—½ Fl.	5000 Hypoid—Full Fl.	7200 Hypoid—Full Fl.	11000 Hypoid—Full Fl.	13000 Hypoid—Full Fl.	15000 Hypoid—Full Fl.	15000 Hypoid—Full Fl.	17000 Sp. Bev.—Full Fl.	21000 Sp. Bev.—Full Fl.	22000* Hypoid—Full Fl.							
	Tread (Std. Tires), In. Axle Ratios (to 1)	56.0 4.09—4.27—3.54	60.0 3.92—4.27—4.09	62.0 4.86	62.5 R—65.0 DR 5.14—5.83	66.5 6.20—6.80	67.1 6.80—6.20	69.5 7.20	69.5 7.20	71.7 7.17—7.67	71.2 7.67	71.1 6.70*—7.79*							
	OPTIONAL Type Axle Ratios (to 1)					2-Speed Planet 5.83/8.11	2-Speed Planet 5.83/8.11—6.33/8.81	2-Speed Planet 6.50/9.04	2-Speed Planet 6.50/9.04	2-Speed Planet 6.50/9.04	2-Speed Planet 7.17/9.77								
BRAKES, SERVICE (Hydraulic)	Size—Front, In. —Rear, In. Total Area (Sq. In.) Lining—Drum	11 x 2 11 x 1½ 159—259	11 x 2 11 x 1½ 179—259	12 x 2 12 x 2 196—302	12 x 2 13 x 2½ 231—355	13 x 2½ 14½ x 3½ 323—494	13 x 2½ 15 x 4 366—561	16 x 2½ 15 x 5 444—697	16 x 2½ 15 x 5 444—697	16 x 2½ 16 x 5 485—729	Air Brakes Opt. F—16 x 2½ R—16½ x 5½ 534—796	16 x 2½ 16 x 6 542—829	Air Brakes Opt. F—16 x 2½ R—16½ x 6 569—848	16 x 2½ 15 x 4 625—980					
	Single Unit Vacuum Booster—Type—Size Optional Air-Over-Hydraulic Actuation of Std. Brakes		Opt.—Diaphragm, 5½			Opt.—Diaphragm, 8½	Std.—Diaphragm, 8½	Std.—Diaphragm, 10½	Std.—Diaphragm, 10½	Air Booster, 4½	Air Booster, 4½		Std.—Piston, 9½ Air Booster, 4½						
ENGINES AVAILABLE		115-h.p. Six or 130-h.p. V-8	115-h.p. Six or 130-h.p. V-8	115-h.p. Six or 130-h.p. V-8	115-h.p. Six or 130-h.p. V-8	115-h.p. Six or 130-h.p. V-8	130-h.p. V-8 138-h.p. V-8	138-h.p. V-8	152-h.p. V-8	170-h.p. V-8	170-h.p. V-8	138-h.p. V-8	152-h.p. V-8						
CLUTCH (Gyro-Grip)	Diameter, In.—Frictional Area (Sq. In.)	9.5—85.2 (Six) 10—85.5 (V-8)	10—85.5	10—85.5	11—123.7	11—123.7	11—123.7 11 H.D.—123.7	11 Heavy Duty—123.7	12—149.2	12—149.2	12—149.2	11 H.D.—123.7	12—149.2						
TRANSMISSION (Helical Synchro-Silent)	STANDARD—Type H.D.—Heavy Duty OD—Overdrive *—With Single Rears #—Auxiliary (All Helical Gears)	3-Speed Overdrive, Fordomatic	3-Speed H.D. 3-Speed, 4-Speed, Overdrive, Fordomatic	Heavy Duty 3-Speed 4-Speed, Fordomatic	Heavy Duty 3-Speed 4-Speed, Fordomatic*	4-Speed —	4-Speed 5-Speed Overdrive 5-Speed Direct	4-Speed 5-Speed Overdrive 5-Speed Direct	H.D. 5-Speed OD. H.D. 5-Speed Direct	H.D. 5-Speed Direct H.D. 5-Speed OD.	H.D. 5-Speed Direct H.D. 5-Speed OD.	4-Speed 5-Speed OD or Dir 3-Speed Aux. #	H.D. 5-Speed Direct H.D. 5-Speed OD						
DRIVE LINE		Straight-Line Drive, Open Tubular Propeller Shaft(s) and Needle Bearing Joints.																	
FRAME (Parallel Channel)	Wheelbases, In. Max. Side Rail Dimensions, In.—Depth x Flange x Thickness Channel Reinforcement Section Modulus	115.5 4 x 2 x 0.106 — 1.808	110 5.92 x 2.25 x 0.15 — 2.65	118 6 x 2.25 x 0.19 — 3.34	130 7 x 2.75 x 0.212 — 5.27	130 7 x 2.75 x 0.212	154 8.88 x 2.88 x 0.25	130 8.88 x 2.88 x 0.25	172 9 x 3 x 0.25	132 9 x 3 x 0.25	144 9 x 3 x 0.25	156 9 x 3 x 0.25	175 9 x 3 x 0.25	192 9 x 3 x 0.25	132 9 x 3 x 0.25	144 9 x 3 x 0.25	156 9 x 3 x 0.25	175 9 x 3 x 0.25	192 9 x 3 x 0.25
FUEL TANK	Gals. Capacity—Chassis Cab	19—Under Floor	17—Inside Left Rail 17—Left, Under Cab	17—Inside Left Rail 17—Left, Under Cab	17—Inside Left Rail 17—Left, Under Cab	24—Outside Left Rail 20—Left, Under Cab	24—Outside Left Rail 20—Left, Under Cab	24—Outside Left Rail 20—Left, Under Cab	24—Outside Left Rail 20—Left, Under Cab	24—Outside Left Rail 20—Left, Under Cab	24—Outside Left Rail 20—Left, Under Cab	24—Outside Left Rail 20—Left, Under Cab	24—Outside Left Rail 20—Left, Under Cab	24—Outside Left Rail 20—Left, Under Cab	20—Left Under Cab				
SPRINGS, FRONT	Size (Length x Width), In.—No. Leaves Type	4.0 Dia. Coil Single Stage	4.2 x 1.75—8 Single Stage	4.2 x 1.75—7 Single Stage	4.5 x 2—7 Single Stage	4.5 x 2—8 Sgl. Stage Std. (Aux. Opt.)	4.5 x 2—8 Main and Auxiliary	4.5 x 2—8 Main and Auxiliary	4.5 x 2—8 Main and Auxiliary	4.5 x 2—8 Main and Auxiliary	4.5 x 2—8 Main and Auxiliary	4.5 x 2—8 Main and Auxiliary	4.5 x 2—8 Main and Auxiliary	4.5 x 2—8 Main and Auxiliary	4.5 x 2—8 Main and Auxiliary				
SPRINGS, REAR	§—With Dual Rear Tires MAIN—Standard AUXILIARY	53 x 2—9 —	48 x 2—8, (7 Panel) —	48 x 2.25—9 —	52 x 2.25—8 (10 opt. §) Opt. 37 x 2.25—4½	52 x 2.5—10 Opt. 37 x 2.5—6	52 x 2.5—10 37 x 2.5—6	52 x 3—13 37.5 x 3—7	52 x 3—13 37.5 x 3—7	52 x 3—14 37.5 x 3—7	52 x 3—13 37.5 x 3—7	52 x 3—13 37.5 x 3—7	52 x 3—13 37.5 x 3—7	52 x 3—13 37.5 x 3—7	30 x 3—12				
WHEELS AND RIMS	Number—Size: Standard c.s. = 4 cast spoke wheels and 7 demountable rims # = 6 cast spoke wheels and 11 demountable rims d. = disc wheels with integral rims	5—15 x 5K —	5—16 x 4½K —	5—16 x 6L 5—17 x 5.50 RH5°	5—17 x 5.50, RH5° 7—16 x 5.50 F.	7—20 x 5.0, RH5° 7—20 x 6.0, RH5°	7—20 x 6.0, RH5° —	c.s.—20 x 6.0, R5° c.s.—20 x 6.5, R5°	c.s.—20 x 6.5, R5° c.s.—20 x 7.0, R5°	c.s.—20 x 7.0, R5° c.s.—20 x 7.5, R5°	c.s.—20 x 7.0, R5° c.s.—20 x 7.5, R5°	c.s.—20 x 7.0, R5° c.s.—20 x 7.5, R5°	c.s.—20 x 7.0, R5° c.s.—20 x 7.5, R5°	c.s.—20 x 7.0, R5° c.s.—20 x 7.5, R5°	11d.—20 x 6.0, RH5°				
TIRES	Size—Ply Rating: Standard F = Front R = Single Rear D.R. = Dual Rear S = Spare ⊕ = With 2-Speed Axle Only	6.70 x 15—4 F. R. & S. 7.10 x 15—4 F. R. & S. 7.10 x 15—6 F. R. & S.	6.00 x 16—6 F. R. & S. 6.00 x 16—4 F. R. & S. 6.50 x 16—6 F. R. & S.	6.50 x 16—6 F. & R. 7.00 x 16—6 F. & R. 7.00 x 17—6 F. & R. 7.50 x 17—8 F. & R.	7.00 x 17—6 F. & R. 7.00 x 17—8 F. & R. 7.50 x 17—8 R. 7.50 x 17—8 F. & R. 7.50 x 16—6 F. & D. R.	6.50 x 20—6 F. & D. R. 7.00 x 20—8 F. & D. R. 7.50 x 20—8 F. & D. R. 7.50 x 20—8 F. & D. R. 7.50 x 20—8 F. & D. R.	7.50 x 20—8 F. & D. R. 8.25 x 20—10 F. & D. R. 8.25 x 20—10 F. & D. R. 8.25 x 20—10 F. & D. R. 8.25 x 20—10 F. & D. R.	8.25 x 20—10 F. & D. R. 9.00 x 20—10 F. & D. R. 9.00 x 20—10 F. & D. R. 9.00 x 20—10 F. & D. R. 9.00 x 20—10 F. & D. R.	9.00 x 20—10 F. & D. R. 10.00 x 20—12 F. & D. R. 10.00 x 20—12 F. & D. R. 10.00 x 22—12 F. & D. R. 11.00 x 22—12 F. & D. R.	9.00 x 20—10 F. & D. R. 10.00 x 20—12 F. & D. R. 10.00 x 20—12 F. & D. R. 10.00 x 22—12 F. & D. R. 11.00 x 22—12 F. & D. R.	10.00 x 20—12 F. & D. R. 11.00 x 20—12 F. & D. R. 11.00 x 20—14 F. & D. R. 10.00 x 22—12 F. & D. R. 11.00 x 22—12 F. & D. R.	10.00 x 20—12 F. & D. R. 11.00 x 20—12 F. & D. R. 11.00 x 20—14 F. & D. R. 10.00 x 22—12 F. & D. R. 11.00 x 22—12 F. & D. R.	7.50 x 20—8 F. & D. R. 8.25 x 20—10 F. & D. R.						
	Optional equipment, shown in bold face italics, is available at extra cost.																		

FORD TRUCK PARTS, ACCESSORIES AND OPTIONAL EQUIPMENT AVAILABLE

AVAILABLE THROUGH FORD DEALERS AT EXTRA COST

***MAGICAIRE SYSTEM** with efficient heater-defroster, has cowl-side fresh air intake, high air velocity at nozzles, large defroster pattern for freedom from windshield fogging. Selective warm air temperature control for individual comfort.

***RECIRCULATING HEATER-DEFROSTER** distributes heat to all parts of cab. Parcel Delivery heater also available.

FORD TRUCK RADIO. Five tubes plus rectifier.

SEAT COVERS, of strong waterproofed fiber.

SEALED BEAM SPOTLIGHT with bracket.

STOP LAMP, 8-in. dia., red lens with universal bracket.

FIRE EXTINGUISHER, 1½-qt. capacity.

HOOD ORNAMENT, distinctive design, bright finish.

RADIATOR GRILLE GUARDS. Heavy duty type.

REFLECTOR FLARE SET. Complete kit, three flares, three flags and three spring-type steel flagstaves. Meets ICC requirements. For day or night use.

***WINDSHIELD WASHER** for greater visibility in bad weather.

EXTENSION ARM MIRROR. 6-in. adjustment. To replace left-

hand fixed long arm type or as extra installation on r.h. side.

MIRROR ARM BRACES, for above, to reduce image vibration.

TOW HOOKS. For pulling or towing.

GAS TANK LOCKING CAP. Tumbler lock with rain guard.

HEAVY DUTY BATTERY. 100-amp. hr. for Series 100 thru 350; 120-amp. hr. for F-100 thru F- and C-700 (T-700 with 138-h.p.); 136-amp. hr. for all Series; 155-amp. hr. for Series 500 and up.

H. D. GENERATOR. 32-amp. low cut-in for P-350, P-500, F-100 thru F-600, C-500, C-600; 50-amp. for Series 100 thru 700 (T-700 with 138-h.p.); 60-amp. for all Series.

HAND THROTTLE, F-100 and F-250. (Standard other series).

DIRECTIONAL TURN SIGNALS, flasher type, for more safety. Self-cancelling steering column control.

HAND BRAKE SIGNAL for F-100 all transmissions; F-250, F-350, P-350 and P-500 (3-speed transmission only).

ENGINE COMPARTMENT LAMP.

***HUB CAPS** for F-250 front and rear wheels.

GOVERNOR, for models with 115-h.p. Six and 130-h.p. V-8.

FRAME EXTENSION, 8½-in. and 32-in. for F-350 through F-600 (130-in. and 154-in. wheelbases).

SHOCK ABSORBERS, double acting, front and rear.

SPLASH GUARDS in 3 sizes. Meets State requirements.

AVAILABLE THROUGH PRODUCTION AT EXTRA COST

I-REST TINTED SAFETY GLASS—reduces glare and heat.

SEAT, auxiliary, for F-100 Panels, Courier. Also, full-width available for Courier.

REAR BUMPER—F-100 Pickup, F-250 and F-350 Express.

TACHOMETER, in F-, C-700 thru 900; T-700, T-800.

OIL FILTER, for models with 115-h.p. Six and 130-h.p. V-8.

H. D. FAN, Series 500 and up, for severe operations.

H. D. RADIATOR, in F-100, F-250, F-350, P-350.

ELECTRIC WINDSHIELD WIPERS, dual, positive action, in F-100 thru F-600, C-500 and C-600 (Std in Series 700, up).

FUEL PUMP WITH VACUUM BOOSTER, for positive windshield wiper control, P-350, P-500, B-500 (V-8), B-600.

BATTERY, 120-amp. hr. for F-100 thru F- and C-700 (T-700 with 138-h.p.)

GENERATOR, 50-amp. for B-500 thru B-700.

MASTER-GUIDE POWER STEERING, for F-, B-, T-Series (152-, 170-h.p. V-8).

TAIL LIGHT on right side (std. on Courier and F-100 Panels).

SPARE TIRE, for F-250 and F-350 (except dual option).

TIRE CARRIER, rear of frame, for F-, C-Series 700 thru 900; B-700, B-750. Side-mounted type for Pickups and Expresses.

OTHER OPTIONAL EQUIPMENT SHOWN ON CHART ABOVE: Fordomatic, Overdrive, Auxiliary Transmissions, H.D. 3-speed, 4-speed, 5-speed and H.D. 5-speed transmissions, 2-speed rear axles, auxiliary rear springs, H.D. rear springs, progressive rear springs, brake booster, air-over-hydraulic brake system, full air brakes, H.D. frame and rims, wheels and tires.

MANY OTHER PARTS, ACCESSORIES, OPTIONS to fit your special truck needs are available through your Ford Dealer.

*Also available through production.

The specifications contained in this catalog were in effect at the time it was approved for printing. The Ford Division of Ford Motor Company, whose policy is one of continuous improvement, reserves the right, however, to discontinue models or change at any time, specifications, design or prices without notice and without incurring any obligation. Availability of equipment, accessories and trim is dependent on material supply conditions. Deluxe Driverized Cab and accessories wherever shown are optional at extra cost. Special equipment wherever shown, such as trailers, special-purpose bodies, etc., is typical of the full range of equipment built by body and equipment manufacturers for use on Ford Trucks. For further information, see your Ford Dealer.

'54 • FORD OFFERS MORE TRUCK FOR THE MONEY . . . RIGHT DOWN THE LINE!

-SERIES		CAB FORWARD - C-SERIES						PARCEL DELIVERY - P-SERIES		SCHOOL BUS - B-SERIES			
T-800	C-500	C-600	C-700	C-750	C-800	C-900	P-350	P-500	B-500	B-600	B-700	B-750	
40000 (60000)	14000 (24000)	16000 (28000)	19500 (34000)	19500 (38000)	23000 (48000)	27000 (55000)	7800	14000	12000	16000 (192")-17000 (210")	19500	20000	
10.00-20 12-p.r.	7.50-20 8-p.r. Dual	8.25-20 10-p.r. Dual	9.00-20 10-p.r.	9.00-20 10-p.r. Dual	10.00-20 12-p.r. Dual	11.00-20 14-p.r.	7.50-17 8-p.r.	7.50-20 8-p.r. Dual	7.00-20 8-p.r. Dual	8.25-20 10-p.r. Dual	9.00-20 10-p.r. Dual	9.00-20 10-p.r. Dual	
9000	4600	4600	7000	7000	7000	8000	3200	4600	4000	4600	6000	6000	
71.6	68.4	67.3	71.9	70.3	69.2	70.5	62.3	64.0	63.9	62.7	70.4	68.8	
32000*	11000	13000	15000	15000	17000	21000	5000	11000	11000	13000	15000	15000	
Sp. Bev.—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Sp. Bev.—Full Fl.	Sp. Bev.—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	
71.8	66.5	67.1	69.5	69.5	71.7	71.2	62.0	62.7R-66.5DR	66.5	67.1	69.5	69.5	
8.60*-7.80*	6.20-6.80	6.80-6.20	7.20	7.20	7.17-7.67	7.67	4.86	6.20-6.80	6.20-6.80	6.80-6.20	7.20	7.20	
	2-Speed Planet	2-Speed Planet	2-Speed Planet	2-Speed Planet	2-Speed Planet	2-Speed Planet		2-Speed Planet	2-Speed Planet	2-Speed Planet	2-Speed Planet	2-Speed Planet	
	5.83/8.11	5.83/8.11-6.33/8.81	6.50/9.04	6.50/9.04	6.50/9.04	7.17/9.77		5.83/8.11	5.83/8.11	5.83/8.11-6.33/8.81	6.50/9.04	6.50/9.04	
16 x 2 1/4 16 x 5 17-1232	Air Brakes Opt. F-16 x 2 1/4 R-16 1/2 x 5 1/2 916-1367	13 x 2 1/4 14 1/2 x 3 1/2 15 x 4 323-494 366-561	13 x 2 1/4 15 x 4 366-561	16 x 2 1/4 15 x 5 444-697	16 x 2 1/4 15 x 5 444-697	16 x 2 1/4 16 x 5 485-729 534-796	Air Brakes Opt. F-16 x 2 1/4 R-16 1/2 x 5 1/2 542-829 569-848	12 x 2 12 x 2 196-302	13 x 2 1/4 14 1/2 x 3 1/2 15 x 4 323-494 366-561	13 x 2 1/4 14 1/2 x 3 1/2 15 x 4 323-494 366-561	13 x 2 1/4 15 x 4 366-561	16 x 2 1/4 15 x 5 444-697	16 x 2 1/4 15 x 5 444-697
Std.—Tandem Piston, 9%	Opt.—Diaphragm, 8%	Std.—Diaphragm, 8%	Std.—Diaphragm, 10%	Std.—Diaphragm, 10%	Std.—Diaphragm, 10%	Std.—Diaphragm, 10%	Std.—Piston, 9%	Opt.—Diaphragm, 8%	Opt.—Diaphragm, 8%	Std.—Diaphragm, 8%	Std.—Diaphragm, 10%	Std.—Diaphragm, 10%	
170-h.p. V-8	130-h.p. V-8	130-h.p. V-8	138-h.p. V-8	138-h.p. V-8	152-h.p. V-8	170-h.p. V-8	170-h.p. V-8	115-h.p. Six	115-h.p. Six	115-h.p. Six or 130-h.p. V-8	130-h.p. V-8 or 138-h.p. V-8	138-h.p. V-8	152-h.p. V-8
12-149.2	11-123.7	11-123.7	11 H.D.-123.7	11 Heavy Duty-123.7	12-149.2	12-149.2	12-149.2	11-123.7	11-123.7	11 Heavy Duty-123.7	11 Heavy Duty-123.7	11 Heavy Duty-123.7	12-149.2
H.D. 5-Speed Direct	4-Speed	4-Speed	4-Speed	H.D. 5-Speed OD.	H.D. 5-Speed Direct	H.D. 5-Speed OD.	H.D. 5-Speed Dir.	Heavy Duty 3-Speed	Heavy Duty 3-Speed	4-Speed	4-Speed	4-Speed	H.D. 5-Speed OD.
H.D. 5-Speed OD 3-Speed Aux. #	—	5-Speed Overdrive 5-Speed Direct	5-Speed Overdrive 5-Speed Direct	H.D. 5-Speed Direct	H.D. 5-Speed OD.	H.D. 5-Speed OD.	4-Speed, Fordomatic	4-Speed	Heavy Duty 3-Speed	5-Speed Overdrive 5-Speed Direct	5-Speed Overdrive 5-Speed Direct	H.D. 5-Speed Direct	
Ball Center Bearing(s) on all but 104-in. (P-350), 110-in. (F-100), 115.5-in. (Courier) and 144-in. (T-700 and T-800) Wheelbases.													
144 156 175 192	110 134 158	110 134 158	116 132 156	116 132 156	116 132 156	116 132 156	104 122	130	154	192 210	233	233	
9.25 x 3.5 x 0.38	8.88 x 2.88 x 0.25	8.88 x 2.88 x 0.25	9 x 3 x 0.25	9 x 3 x 0.25	9 x 3 x 0.25	9 x 3 x 0.25	6 x 2.25 x 0.19	8.88 x 2.88 x 0.25	8.88 x 2.88 x 0.25	8.94 x 2.90 x 0.28	9 x 3 x 0.25	9 x 3 x 0.25	
Standard	—	—	Standard	Standard	Standard	Standard	—	—	—	—	Standard	Standard	
20.36	8.80	8.80	13.83	13.83	13.83	13.83	3.34	8.80	8.80	9.92	13.83	13.83	
20—Left, Under Cab	20—Left, Under Cab	20—Left, Under Cab	20—Left, Under Cab	20—Left, Under Cab	20—Left, Under Cab	20—Left, Under Cab	17—Inside Left Rail	17—Inside Left Rail	30—Outside Right Rail	30—Outside Right Rail	30—Outside Right Rail	30—Outside Right Rail	
46 x 2.5-12	45 x 2.25-8	45 x 2.25-8	46 x 2.5-12	46 x 2.5-12	46 x 2.5-12	46 x 2.5-12	45 x 2-7	45 x 2.25-8	45 x 2-8	45 x 2-8	46 x 2.5-12	46 x 2.5-12	
	Sgl. Stage Std. (Aux. Opt.)	Main and Auxiliary	Main and Auxiliary	Main and Auxiliary	Main and Auxiliary	Main and Auxiliary	Single Stage	Sgl. Stage Std. (Aux. Opt.)	Progressive	Progressive	Progressive	Progressive	
34 x 4-12	52 x 2.5-10	52 x 2.5-10	52 x 3-13	52 x 3-13	52 x 3-13	52 x 3-14	48 x 2.25-9	52 x 2.5-8	52 x 2.5-10	52 x 2.5-13	52 x 3-12	52 x 3-12	
	Opt. 37 x 2.5-6	37 x 2.5-6	37.5 x 3-7	37.5 x 3-7	37.5 x 3-7	37.5 x 3-7		Opt. 37 x 2.5-6					
φ—20 x 7.0, R5°	7—20 x 5.0, RH5°	7—20 x 6.0, RH5°	c.s.—20 x 6.0, R5°	c.s.—20 x 6.5, R5°	c.s.—20 x 7.0, R5°	c.s.—20 x 7.0, R5°	4-16 x 5.50F	F. 2-18 x 5.0, RH5° R. 2-18 x 6.5, R5°	7-20 x 5.0, RH5°	7-20 x 6.0, RH5°	c.s.—20 x 6.0, R5°	c.s.—20 x 6.5, R5°	
φ—20 x 7.5, R5°	7—20 x 6.0, RH5°		c.s.—20 x 6.5, R5°	c.s.—20 x 7.0, R5°	c.s.—20 x 7.5, R5°	c.s.—20 x 7.5, R5°	4-17 x 5.50, RH5°	6-18 x 5.0, RH5°	7-20 x 6.0, RH5°		c.s.—20 x 6.5, R5°	c.s.—20 x 7.0, R5°	
Std.—20 x 7.0, R5°			c.s.—20 x 7.0, R5°	7d.—20 x 6.5, RH5°	7d.—20 x 7.0, R5°	7d.—20 x 7.5, R5°		6-20 x 6.0, RH5°			c.s.—20 x 7.0, R5°	7d.—20 x 6.5, RH5°	
			7d.—20 x 6.5, RH5°			7d.—22 x 7.5, R5°					7d.—20 x 6.5, RH5°		
9.00 x 20-10 F. & D. R.	6.50 x 20-6 F. & D. R.	7.50 x 20-8 F. & D. R.	7.50 x 20-8 F. & D. R.	8.25 x 20-10 F. & D. R.	9.00 x 20-10 F. & D. R.	10.00 x 20-12 F. & D. R.	7.00 x 16-6 F. & R.	7.00 x 18-8 F. & 8.25 x 18-10 R.	6.50 x 20-6 F. & D. R.	7.50 x 20-8 F. & D. R.	7.50 x 20-8 F. & D. R.	8.25 x 20-10 F. & D. R.	
11.00 x 20-12 F. & D. R.	7.00 x 20-8 F. & D. R.	7.50 x 20-8 F. & 8.25 x 20-10 D. R.	7.50 x 20-8 F. & 8.25 x 20-10 D. R.	9.00 x 20-10 F. & D. R.	10.00 x 20-12 F. & D. R.	11.00 x 20-12 F. & D. R.	7.50 x 16-8 F. & R.	7.00 x 18-8 F.&D.R. 7.50 x 20-8 F.&D.R.	7.00 x 20-8 F.&D.R.	7.50 x 20-8 F.& 8.25 x 20-10 D.R.	7.50 x 20-8 F.& 8.25 x 20-10 D.R.	9.00 x 20-10 F.&D.R.	
	7.50 x 20-8 F. & 8.25 x 20-10 D.R.Ⓛ	8.25 x 20-10 F. & D. R.	8.25 x 20-10 F. & D. R.			10.00 x 22-12 F. & D. R.			7.50 x 20-8 F. & 8.25 x 20-10 D.R.Ⓛ		8.25 x 20-10 F. & 9.00 x 20-10 D.R.		
			8.25 x 20-10 F. & 9.00 x 20-10 D. R.								8.25 x 20-10 F. & 9.00 x 20-10 D. R.		
			9.00 x 20-10 F. & D. R.								9.00 x 20-10 F.&D.R.		

BODY LENGTH RANGE FROM 5 1/2 TO 19 FT.

PAYLOAD CAPACITY (including Body) FROM 1,900 lbs. to 29,943 lbs.

F-, T-, and C-Series—Chassis with Cab.

B-Series—Chassis with Cowl.

P-Series—Chassis with Windshield Front End

SERIES	WHEELBASE (Inches)	BODY LENGTH (Feet)	BODY & PAYLOAD (Pounds)*
F-100	110	5 1/2 - 6 1/2	1900
F-250	118	7 - 8	3455
F-350	130	7 1/2 - 9	3406 (Single tires) 5745 (Dual tires)
F-500	130	7 1/2 - 9	9473
F-500	154	10 - 13	9303
F-600	130	7 1/2 - 9	11089
F-600	154	10 - 13	11024
F-600	172	13 - 16	10934
F-700	132	7 1/2 - 9	13706
F-700	144	9 - 11	13616
F-700	156	10 - 13	13436
F-700	175	13 - 16	13251
F-700	192	16 - 19	13186
F-750	132	7 1/2 - 9	13457
F-750	144	9 - 11	13397
F-750	156	10 - 13	13337
F-750	175	13 - 16	13242
F-750	192	16 - 19	13007
F-800	132	7 1/2 - 9	15366
F-800	144	9 - 11	15291
F-800	156	10 - 13	15231
F-800	175	13 - 16	15161
F-800	192	16 - 19	15056
F-900	132	7 1/2 - 9	20117
F-900	144	9 - 11	20037
F-900	156	10 - 13	19917
F-900	175	13 - 16	19807
F-900	192	16 - 19	19557
T-700	144	9 - 11	19225
T-700	156	10 - 13	19165
T-700	175	13 - 16	19070
T-700	192	16 - 19	18835
T-800	144	9 - 11	29943
T-800	156	10 - 13	29868
T-800	175	13 - 16	29758
T-800	192	16 - 19	29648
C-500	110	7 1/2 - 9	9183
C-500	134	10 - 13	9058
C-500	158	14 - 17	8883
C-600	110	7 1/2 - 9	11034
C-600	134	10 - 13	10889
C-600	158	14 - 17	10734
C-700	116	8 - 10	13406
C-700	132	10 - 12 1/2	13316
C-700	156	14 - 16 1/2	13176
C-750	116	8 - 10	13252
C-750	132	10 - 12 1/2	13162
C-750	156	14 - 16 1/2	13022
C-800	116	8 - 10	16311
C-800	132	10 - 12 1/2	16201
C-800	156	14 - 16 1/2	16081
C-900	116	8 - 10	19902
C-900	132	10 - 12 1/2	19797
C-900	156	14 - 16 1/2	19672
B-500	154	UP to 36 PASS.	7873
B-600	192	UP to 54 PASS.	11214
B-600	210	55 PASS.	12064
B-700	233	61 PASS.	13448
B-750	233	61 PASS.	13774
P-350	104	7 - 9	4618
P-350	122	9 1/2 - 11 1/2	4563
P-500	130	10 1/2 - 12 1/2	9497

TRACTOR SEMI-TRAILER PAYLOAD CAPACITY (including trailer chassis and body) from 18,868 lbs. to 49,628 lbs.

*Truck "Body and Payload" figures are based on maximum G.V.W. less curb weight of unit with max. size rear tires but without allowance for special equipment or driver. **Trailer, Body and Payload" figures are based on maximum G.C.W. less curb weight of tractor chassis-cab with max. size rear tires and lower 5th wheel (assumed 315 lbs.) but without allowance for special tractor equipment or driver.

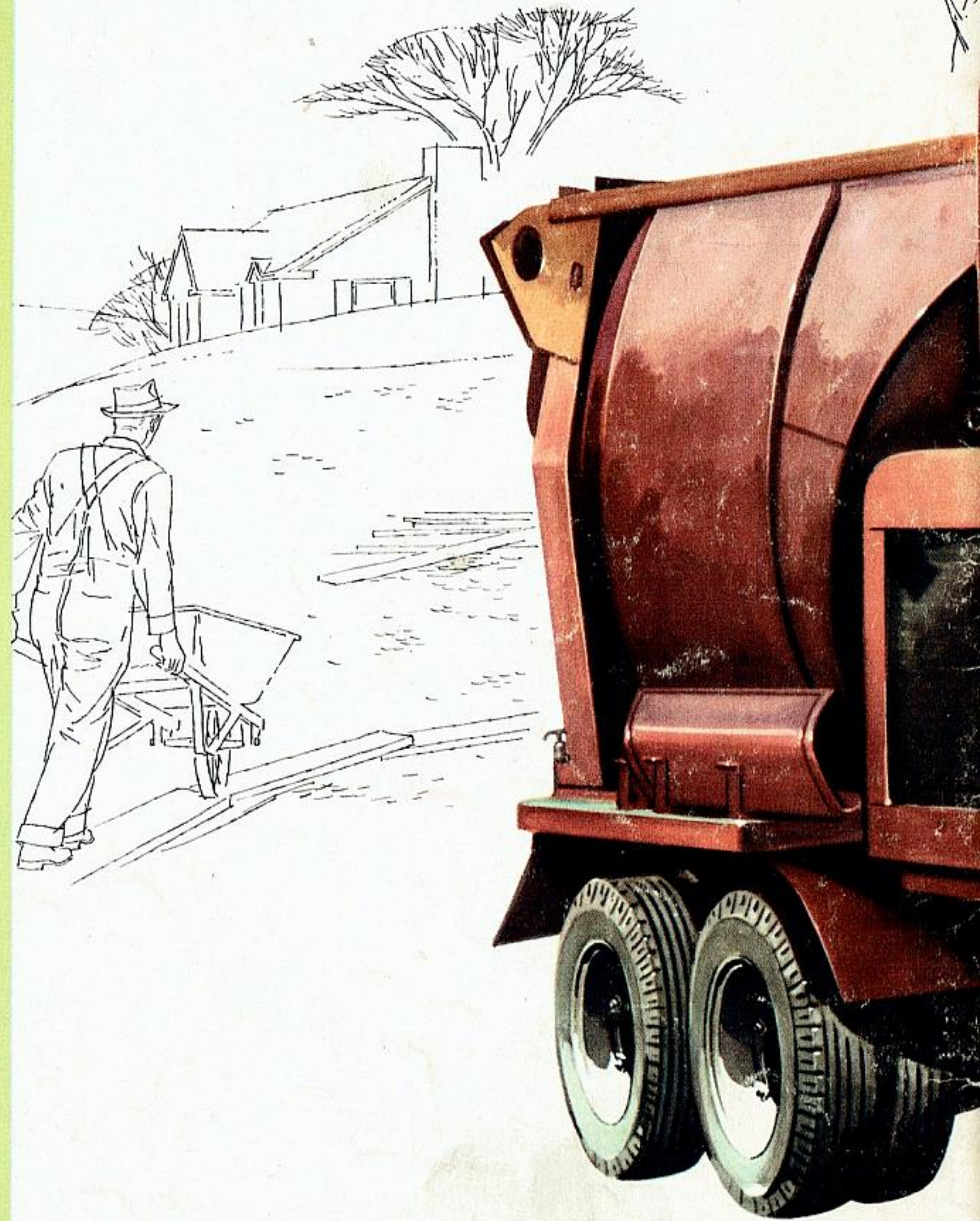
†Cab to Ⓞ of tandem rear axles.

SERIES	WHEELBASE (Inches)	CAB TO Ⓞ REAR AXLE (Inches)	TRAILER CHASSIS, BODY & PAYLOAD (Pounds)**
F-500	130	60.5	19058
F-600	130	60.5	22774
F-700	132	60.5	27891
F-700	144	72.5	27801
F-750	132	60.5	31642
F-750	144	72.5	31582
F-800	132	60.5	41051
F-800	144	72.5	40976
F-900	132	60.5	47802
F-900	144	72.5	47722
T-700	144	72.5†	33670
T-800	144	72.5†	49628
C-500	110	60	18868
C-600	110	60	22719
C-700	116	66	27591
C-750	116	66	31437
C-800	116	66	40996
C-900	116	66	47587

FORD TRIPLE ECONOMY TRUCKS ★ 221 New Models!

SERIES	MAX. G.V.W. (LBS.)	MAX. G.C.W. (LBS.)	REAR TIRES FOR MAX. G.V.W.	ENGINES AVAILABLE	WHEELBASES	PICKUP EXPRESS	PANEL	STAKE	PLAT-FORM	CHASSIS-CAB (CA)	CHASSIS-WOSH'D(WDA)	CHASSIS-COWL (CLA)	UNITS	TOTAL	
															UNITS
CONVENTIONAL F SERIES	Courier	4600	—	7.10 x 15-6	115-H.P. SIX 130-H.P. V-8	115.5	6½'						1	2	
	F-100	4800	—	6.50 x 16-6	115-H.P. SIX 130-H.P. V-8	110	6½'	8½'	6½'	6½'	40.5"	71"	84"	7	14
														7	
	F-250	6900	—	7.50 x 17-8	115-H.P. SIX 130-H.P. V-8	118	8'		7½'	7½'	48.5"	79"	92"	6	12
														6	
	F-350	9500	—	7.50 x 16-6 DUAL	115-H.P. SIX 130-H.P. V-8	130	9'†		9'	9'	60.5"	91"	104"	6	12
														6	
	F-500	14000	24000	7.50 x 20-8 DUAL	115-H.P. SIX 130-H.P. V-8	130			9'	9'	60.5" (TR.)	91"	104"	10	20
														10	
	F-600	16000	28000	8.25 x 20-10 DUAL	115-H.P. SIX* 130-H.P. V-8 138-H.P. V-8	130			9'	9'	60.5" (TR.)	91"	104"	15	39
														15	
														9	
	F-700	19500	34000	9.00 x 20-10 DUAL	138-H.P. V-8	132			9'	9'	60.5" (TR.)	91"	104"	3	15
														3	
														3	
3															
3															
F-750	19500	38000	9.00 x 20-10 DUAL	152-H.P. V-8	132			9'	9'	60.5" (TR.)	91"	104"	3	15	
													3		
													3		
													3		
													3		
F-800	22000	48000	10.00 x 20-12 DUAL	170-H.P. V-8	132			9'	9'	60.5" (TR.)	91"	104"	3	15	
													3		
													3		
													3		
													3		
F-900	27000	55000	11.00 x 20-14 DUAL	170-H.P. V-8	132			9'	9'	60.5" (TR.)	91"	104"	3	15	
													3		
													3		
													3		
													3		
													TOTAL 159		
TANDEM AXLE T SERIES	T-700	27000	42000§	8.25 x 20-10 DUAL	138-H.P. V-8 152-H.P. V-8	144				72.5" (TR.)	91"	104"	2	8	
													2		
T-800	40000	60000	10.00 x 20-12 DUAL	170-H.P. V-8	144					72.5" (TR.)	91"	104"	1	4	
													1		
													1		
													1		
													1		
													TOTAL 12		
CAB FORWARD C SERIES	C-500	14000	24000	7.50 x 20-8 DUAL	130-H.P. V-8	110	9'	9'	60" (TR.)	84"	91"	104"	3	7	
						134	12'	12'	84"	84"	91"	104"	3		
						158			108"	108"	91"	104"	1		
	C-600	16000	28000	8.25 x 20-10 DUAL	130-H.P. V-8 138-H.P. V-8	110	9'	9'	60" (TR.)	84"	91"	104"	6	14	
						134	12'	12'	84"	84"	91"	104"	6		
						158			108"	108"	91"	104"	2		
	C-700	19500	34000	9.00 x 20-10 DUAL	138-H.P. V-8	116			66" (TR.)	82"	91"	104"	1	3	
						132	9'	9'	82"	82"	91"	104"	1		
	C-750	19500	38000	9.00 x 20-10 DUAL	152-H.P. V-8	116			66" (TR.)	82"	91"	104"	1	3	
						132	9'	9'	82"	82"	91"	104"	1		
C-800	23000	48000	10.00 x 20-12 DUAL	170-H.P. V-8	116			66" (TR.)	82"	91"	104"	1	3		
					132	9'	9'	82"	82"	91"	104"	1			
					156			106"	106"	91"	104"	1			
C-900	27000	55000	11.00 x 20-14 DUAL	170-H.P. V-8	116			66" (TR.)	82"	91"	104"	1	3		
					132	9'	9'	82"	82"	91"	104"	1			
													TOTAL 33		
SCHOOL BUS B SERIES	B-500	UP TO 36 PASS.	12000	7.00 x 20-8 DUAL	115-H.P. SIX OR 130-H.P. V-8	154				128"	166"	205"	2	2	
													3		
	B-600	UP TO 54 PASS.	16000	17000	8.25 x 20-10 DUAL	115-H.P. SIX,* 130-H.P. V-8 OR 138-H.P. V-8	192				166"	184"	205"	3	5
														2	
B-700	61 PASS.	19500		9.00 x 20-10 DUAL	138-H.P. V-8	233				205"	205"	1	1		
B-750	61 PASS.	20000		9.00 x 20-10 DUAL	152-H.P. V-8	233				205"	205"	205"	1	1	
													TOTAL 9		
PARCEL DELIVERY P SERIES	P-350	7800	7.50 x 17-8	115-H.P. SIX	104					87.5"	80.3"	98.3"	2	4	
													2		
	P-500	14000	7.50 x 20-8 DUAL	115-H.P. SIX	130					113.5"	106.3"	106.3"	2	2	
P-600*	16000	8.25 x 20-10 DUAL	115-H.P. SIX	130					113.5**	106.3**	106.3**	2	2		
													TOTAL 8		
													GRAND TOTAL 221		

(CA)—Back of Cab to Ⓞ Rear Axle. (WDA)—Windshield to Ⓞ Rear Axle. (CLA)—Back of Cowl to Ⓞ Rear Axle.
 *On special order only. †With Single Rear Tires only (up to 7.50 x 17-8). (TR)—Or Tractor. §With 152-h.p. only.
 ‡With V-8 only. ††Dimensions—Door Pillar to Ⓞ Rear Axle. ‡‡Dimensions—Steering Wheel to Ⓞ Rear Axle.



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