

1961 FORD TRUCKS

FULL LINE FOLDER . . .
NOW OVER 600 MODELS



From Econoline to Diesels... Economy never came in such a choice

Ford Econoline . . . all-the-way new



New Econoline Van provides up to 39% more loadspace than $\frac{1}{2}$ -ton panels—a huge 204.4 cubic feet! Yet its short 168.4-inch over-all length and 90-inch wheelbase give better maneuverability. Large, double cargo doors on both rear and right side provide easy rear and curb-side loading or unloading.



New Econoline Station Bus gives stylish and thrifty transportation for eight, with plenty of extra room for luggage. And, in just minutes, it converts into a utility van with over 204 cubic feet of loadspace. It's a good-looking, smooth-riding Station Bus that's easy to drive and very economical to operate.



- 1. Low price!** The Econoline Pickup is actually priced below many conventional pickups!
- 2. Up to 30 mpg!** Save as much as 40% on gas! High power-to-weight ratio for lively performance!
- 3. Less dead weight!** 1,050 lb. less chassis weight to haul! Up to 1,650 lb. payload!
- 4. Bigger loadspace!** 7-ft. box—up to 23% more room, but 3 ft. less truck length to handle!

to save in 4 big ways!

The new Ford Econoline represents the most significant Pickup, Van and Station Bus advances in a generation. Their attractive style and functional design bring you maximum value and economy with far more loadspace or passenger area. Although hundreds of pounds lighter, their new construction provides needed strength and stamina. And all main underbody structural members are heavily zinc-coated to resist rust.

The power is forward where it should be. And what power it is! The 144 Economy Six engine that gave 30 mpg in certified tests, and goes a full 4,000 miles between oil changes. The Econoline's simplification of design and better accessibility mean lower maintenance costs, too.

Durable, soft-action rear suspension system with variable-rate semi-elliptic leaf springs

Convenient steering column shift lever controls the 3-speed Synchro-Silent transmission for easy manual operation

Direct-acting, telescopic shock absorbers are standard front and rear, for a softer ride



Efficient engine cooling system. Fresh air is channeled through the grille and radiator over the "up front" engine for more effective cooling and longer engine life

I-Beam front axle and leaf springs maintain better wheel alignment and reduce tire scuffing. Front tires can last up to twice as long, compared to tires on independent-type front suspensions

New Econoline $\frac{1}{2}$ -ton Pickup with up to 23% more loadspace than conventional $\frac{1}{2}$ -tonners. The large 7-foot box provides a whopping 73 cubic feet of usable loadspace, and 1,650 pounds of payload. And this new pickup costs less than many conventional half-tonners. Its cab-forward design and short 90-inch wheelbase mean you get the same driving and parking ease found in all Ford Econoline units.



1961 Ford Falcon Ranchero Pickup . . . Economy never had such style

The compact Falcon Pickup is a wonderful combination of admiration-capturing styling and thrifty economy. Your savings start with its low, low price. And continue with the Falcon Economy Six that can deliver over 30 mpg—shown in certified tests by independent automotive experts! A high-performance Six is also available. And all-round operating costs—oil, tires, parts and insurance—are rock-bottom low. The Ranchero's big 6-ft. box provides 31.6 cu. ft. of loadspace.



FALCON SEDAN DELIVERY The smart, new Falcon Sedan Delivery provides a full 76.2-cu. ft. of enclosed loadspace. The tailgate opening is nearly 4 feet wide at the floor. Maximum cargo length at floor is 87 inches, 106.2 inches with tailgate down. The load area is lined with sturdy hardboard from floor to headlining.



F-600 two-tonner offers a new power choice for '61, including the big all-truck 152-hp Six (available about Feb. 15). And the longer front and rear springs mean a smoother ride—without rubber-robbing independent front suspension.



F-100 Styleside Pickup has one-piece cab-body design for greater durability and more load-space. The 6½-ft. model has over 65 cu. ft. of load-space, and the 8-ft. box has almost 80 cu. ft.

Conventional Series F-100

All Ford conventional F-Series models provide tremendous advancements for '61. The new F-100 and F-250 Styleside Pickups have one-piece cab-body design for more usable load-space. Longer wheelbases and new cab mounts give a much improved ride. The sturdy Mediums offer a bigger, more economical power choice and a host of chassis improvements for added durability.

Ford F-750 through F-1100 models have a 28-inch bumper-to-axle and 102-inch bumper-to-back-of-cab dimension. This means longer trailers for a given over-all length and higher payloads, especially in the "bridge formula" states. The new 212-inch wheelbase models handle bodies up to 21 feet long for straight truck operations.



F-250 STYLESIDE



F-350 FLARESIDE



F-500 STAKE



F-700



F-800



F-950



F-1000



F-1100



Rugged "go anywhere" 4-Wheel Drive units are available in ½- and ¾-ton Flareside Pickups, Chassis-Cab models for custom bodies and ¾-ton Stakes.

through F-1100

A SPECIFICATION SHEET IS AVAILABLE FOR EACH MEDIUM DUTY AND LARGER MODEL. For additional information on Ford Trucks, please ask for the following model folders: Flatbed, Rancher, Sedan Delivery, Econoline Bus, Econoline Van, Pickup, School Bus, Parcel Delivery, F&C 500-700, Heavy Duty, Tandem, Super Duty, H-Series. An interesting new book on the Ford economy story is also available.



F-750



F-850 short wheelbase tractors feature a single-channel frame of extra high-tensile steel for lower chassis weight, greater legal payloads and added durability. Four Super Duty V-8 engines are available for exceptional performance and economy.



C-550



C-700



C-750



C-800



C-850



C-950



C-1000



C-1100

Tilt Cab Series C-550

The compact design of Ford C-Series trucks provides all the popular cab-to-axle dimensions with much shorter wheelbases than possible with conventional units. This means longer bodies and trailers within the same over-all length limits. And they haul bigger payloads legally because proportionately more chassis and payload weight is carried on the front axle. And for '61 the C-700 through C-1100 models are available in 175-inch wheelbases to accommodate bodies up to 22 feet long.

There is a wide range of "custom tailor" components including a new 152-hp Six for C-550 and C-600 models, 187-hp HD V-8 for the C-700, and the 231-hp or 253-hp Super Duty V-8's for the C-850. Comfortable Unison-Action driver's seat, factory-installed fiberglass sleeper cab for C-700 and up, power steering, heavy-duty steering gear, horizontal-sweep Parallel Action windshield wipers and a wider choice of axles are all available.

The maintenance savings possible with Tilt Cabs are important, too. The cab tilts forward in a matter of seconds exposing the entire engine and power train for easier inspection and servicing. And reliable printed electrical circuits for instrument cluster wiring are color-coded for easier maintenance.

through C-1100



C-600 offers all the maneuverability and payload advantages of Ford's tilt-cab design combined with a modern six-cylinder engine (available Feb. 15) for greater economy. And it's available with Ford 12-ft. factory-installed Platform-Stake body. Custom bodies, like the popular bottler's body shown, may be easily installed.



SCHOOL BUS B-SERIES

The nation's school bus leader in safety, durability and economy! Rugged deep-channel frames, strong front and rear axles, husky springs and heavy-duty brakes all contribute to long-lasting, safer operation. Economical engines available are the 135-hp Six, 152-hp Six, 160-hp V-8, 173-hp HD V-8, 187-hp HD V-8 and 200-hp HD V-8. Four B-Series chassis are available; they accommodate from 36- to 66-passenger bodies.



PARCEL DELIVERY P-SERIES

The Parcel Delivery line brings bigger savings to a greater number of operations with a complete range of models from 4,000-lb. to 15,000-lb. GVW. The P-100 stripped-chassis model with 144 Economy Six engine is an unmatched thrift unit for lightweight, stop-go loads. For longer routes and heavier payloads, Ford offers the P-350, 400 and 500 Series with windshield-front-end or stripped-chassis models.



T-850 tractor with axle-forward design provides a short 102-inch BBC to haul longer high-cube trailers. High-tensile steel frame provides strength for durability and lightweight design for maximum payloads.



T-700



T-750



T-800



T-950



Tilt Cab Tandem Axle Series . . . now you can get the servicing and handling ease of Ford's modern tilt-cab design plus tandem-axle haulability in four factory-engineered Tilt Cab Tandems. These extra-heavy-duty models are available on a special order basis in GVW's from 35,000 lb. to 51,000 lb. with GCW ratings up to 75,000 lb.

Tandem Series T-700 through T-950

More durable than ever, '61 Ford Tandems are engineered to give you added flexibility, greater economy and significant payload advancements. A greater variety of chassis options lets you choose the right power train and load-carrying components to fit your operation. Eaton or Timken rear axles now available in tandem assemblies with 22,000-lb., 28,000-lb., 30,000-lb., 34,000-lb. and 38,000-lb. capacity. Aluminum walking beams as well as aluminum wheels and gas tanks are also available to keep chassis weights low and payloads high. And the T-750 and larger models may be ordered with 212-inch wheelbase to allow up to 21-foot bodies in straight-truck application.

Ford Driverized Cab Durability

Ford conventional cabs for '61 are wider, lower and more comfortable. There's better visibility, too, with 28% greater glass area. And positive, Tandem Action electrical windshield wipers are standard. The cab heater provides unexcelled comfort with about 50% more heater and blower capacity. Structural improvements in cab and independent mounting system (750-1100) which separates cab from surrounding sheet metal, greatly improves durability.

Ford Tilt Cabs have printed electrical circuits for greater reliability and simplified maintenance. Comfortable Unison-Action driver's seat and modern sleeper cab are C-Series options for '61.

CONVENTIONAL AND TILT CAB FEATURES

STANDARD CAB

- Brown basket weave vinyl seat upholstery with dark brown morocco-grained vinyl bolster and seat facings
- Lifeguard steering wheel • Safety Double-Grip door latches
- 1 3/4-in. plastic foam seat pad (F-100, 250)
- Rearview mirror (interior on Pickups, left hand exterior on others)
- All-weather ventilation • Concentric steering column (F-100, 250)
- Defroster vents located for better air distribution
- Dome light • Left sun visor • Ash receptacle • Dispatch box
- Dual electric windshield wipers • Theft-retardant ignition switch

CUSTOM CAB

(in addition to standard features)

- Twill stripe woven plastic upholstery with brown woven-in bolster and brown morocco-grained vinyl facings
- Perforated, insulated headlining (F-100, 250 Stylesides only)
- Chrome-trimmed instrument cluster • White steering wheel
- Coat hook • Chrome horn ring (F-100-600, C-550, C-600)
- Foam rubber in seat cushion and back
- Fold-down arm rest on driver's side (Tilt Cab)
- Arm rest on left door (conventionals)
- Sound deadener on floor and rear cab panel
- Cigar-cigarette lighter • Sun visor on right side
- Insulation on cowl wall in cab (conventionals)
- Bright-metal grille and headlight assembly (F-100 through F-700)
- Bright-metal windshield reveal molding
- Custom Cab emblem on each door • Matched locks on both doors

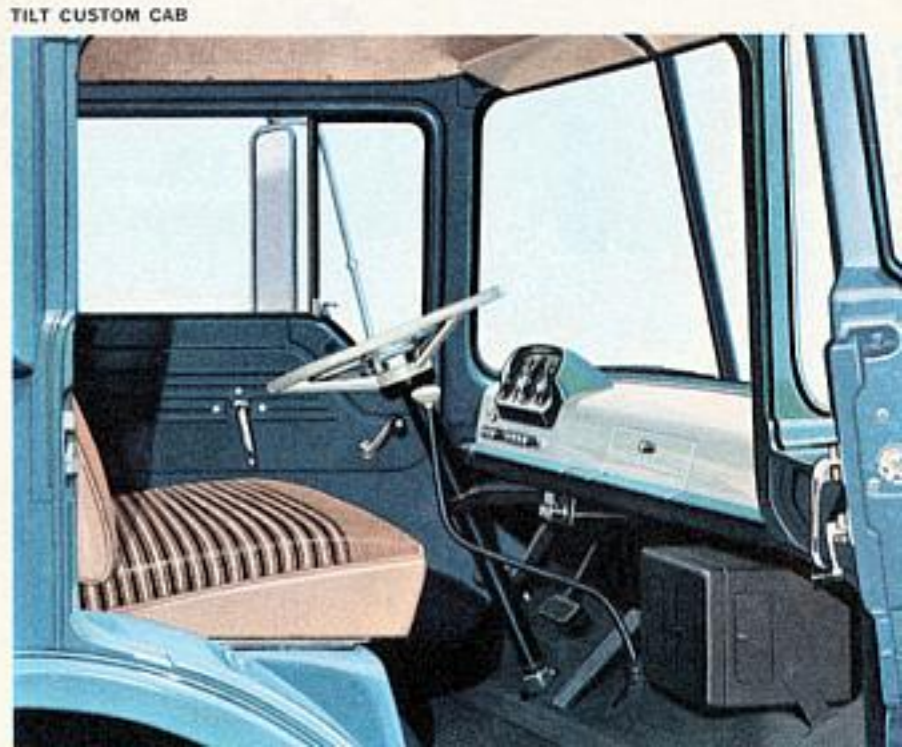
Three-Point cab mounts . . . two front mounts outside frame with two closely spaced rear mounts form a triangular cab support. This system provides stability and permits cab to "rock" independently of frame twist. Cab sheet metal strains are greatly reduced and ride is improved on all conventional cabs (F-750-1100 and T-700-950).



Parallel Action wipers clear a bigger windshield vantage area. And convenient access panels to the wiper motors cut service time and expense. These dependable, air-operated wipers are standard on all H-Series and C-1000 and C-1100 Series (optional on smaller C-Series models, electric or air operated).



CONVENTIONAL CUSTOM CAB



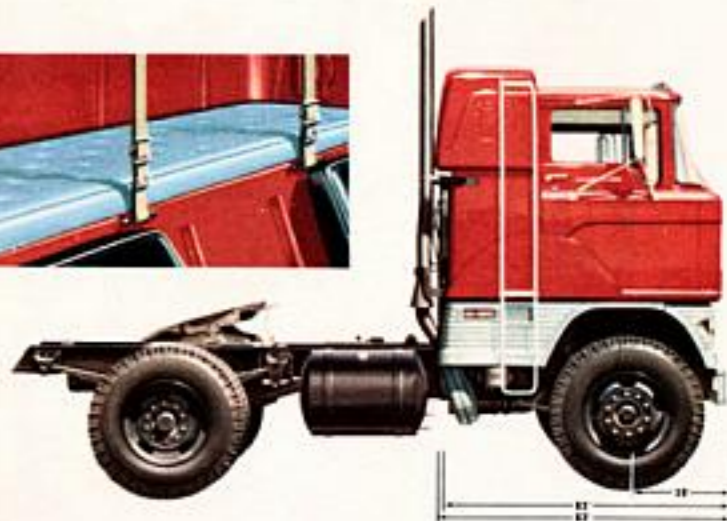
TILT CUSTOM CAB

Big Ford H-Series . . . Diesel or Gasoline

Modern Ford H-Series tilt-cab tractors offer *proven* diesel or "Big V" gasoline engines for maximum economy and durability. Their extra strong, lightweight components together with 28-inch bumper to axle design permit maximum legal gross loads in most "bridge formula" states. Short 82-inch BBC provides proper dimensions to handle longer high-cube trailers. And optional engines, transmissions, auxiliaries and rear axles permit you to "custom tailor" these units to your exact hauling requirements. For recommended power train combinations please see your Ford Dealer.

Ford HT- and HDT-Series tilt-cab tandem axle tractors are available with dual drive and pusher-type bogies. And the Page and Page pusher axle suspensions have an optional belt drive installation to convert the dead axle into a driving axle. For peak payloads, modern lightweight components are used throughout where consistent with maximum strength and durability. Extra high-tensile steel frame, fiberglass cab skirts, and optional aluminum walking beams, wheels and fuel tanks are further examples of Ford's weight-saving design.

NEW FORD TILT CAB SLEEPER COMPARTMENT



The Ford sleeper compartment (available C-700 through C-1100 and all H-Series models) has almost 7 feet of stretch-out length, with over 2 feet from the mattress to roof. The compartment is constructed with strong, lightweight fiberglass. And is available with a 76" x 24½" x 4½" foam rubber or innerspring mattress. Two wide, strong safety straps extend from the roof to seat-back. Fresh air vents at both sides of the compartment combined with the excellent cab ventilation system provide maximum sleeping comfort. This spacious sleeper cab adds only one inch to the H-Series BBC dimensions: two inches on C-Series—still allowing you to pull long, high-cube trailers.



- **Stationary control tower** carries positive-action transmission and parking brake levers that do not tilt with the cab. Transmission and brake linkage is simple and easily maintained.
- **Strong, lightweight fiberglass skirts** are used below cab, to control road splash and provide a highly attractive appearance.
- **Simple tilting mechanism** for fast, easy operation. Large coil springs and simple latch mechanism are practically maintenance free.
- **Air cleaner** is protected under the cab, yet draws in cool outside air. And its location allows air to follow a short, straight path to the engine with fewer hoses and connections to maintain.



MAXIMUM GCW: 65,000 LB.

HT-850 tandem tractor has 226-hp Super Duty V-8 standard, and 206-hp, 231-hp, 253-hp or 266-hp SD V-8's are optional.

HDT-850 tandem tractor has 180-hp Cummins diesel standard, and 195-hp, 220-hp diesels or 180-hp and 195-hp economy diesels are optional.

MAXIMUM GCW: 76,800 LB.

HT-950 tandem tractor has the proven 266-hp Super Duty V-8 engine standard, for exceptional power and performance.

HDT-950 tandem tractor has the big 220-hp Cummins diesel engine standard, for durable and economical performance.



MAXIMUM GCW: 65,000 LB.

H-950 tractor has 226-hp Super Duty V-8 standard, and 206-hp, 231-hp, 253-hp or 266-hp SD V-8's are optional.

HD-950 tractor has 180-hp Cummins diesel standard; 195-hp, 220-hp diesels or 180-hp and 195-hp economy diesels optional.

MAXIMUM GCW: 76,800 LB.

H-1000 tractor has 266-hp Super Duty V-8 engine standard.

HD-1000 tractor has 220-hp Cummins diesel engine standard.

Modern Ford Truck engines — Six or V-8 economy and power

For 1961 Ford offers a great new line-up of four advanced six-cylinder truck engines for outstanding economy. The 85-hp Economy Six can give over 30 miles on a gallon of regular gas—proved in certified tests by independent automotive experts! The new high-performance 101-hp Six brings increased power to the economy field. The 135-hp Six is the same engine that beat all comparable sixes for gas mileage in the 1960 Economy Showdown U.S.A. And for medium-duty buyers . . . there's the big, all-truck 152-hp Six that offers greater power and durability, combined with low, low operating costs.

For Industrial Engine Applications Write To:
INDUSTRIAL ENGINE DEPT., FORD DIVISION OF FORD MOTOR COMPANY
P. O. BOX 166, DEARBORN, MICHIGAN

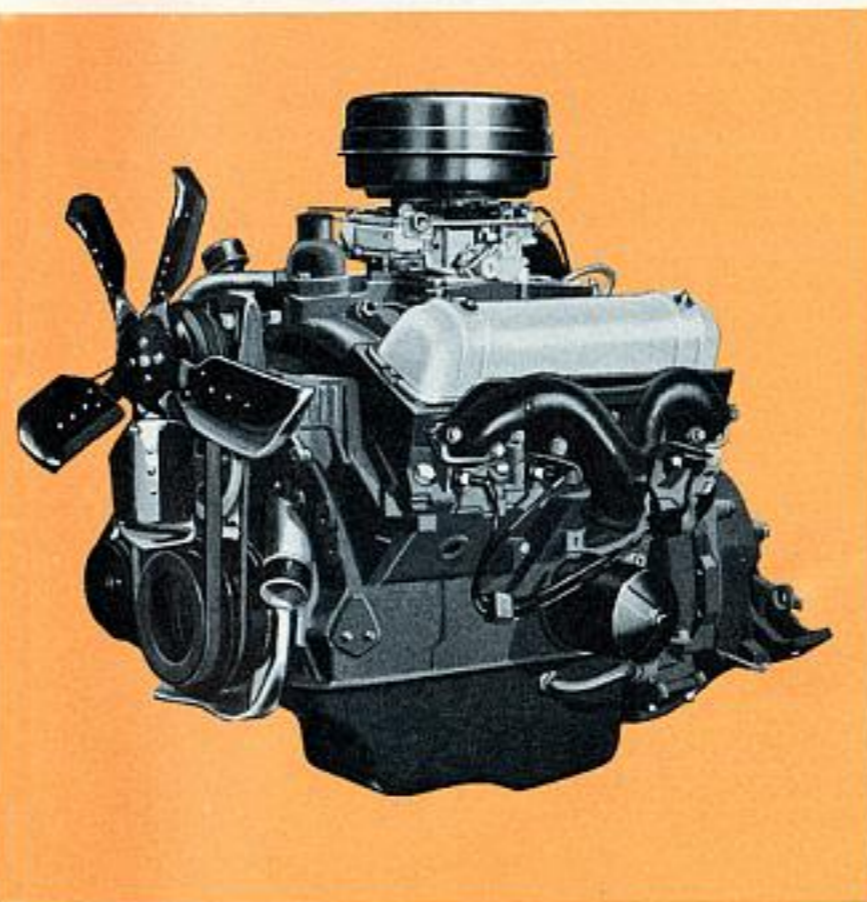
135-hp 223 SIX

Brake Horsepower—135 @ 4000 rpm
Torque—200 lbs-ft @ 1800-2400 rpm
Bore—3.62 in. **Stroke**—3.60 in.
Displacement—223 cu. in.



101-hp 170 SIX

Brake Horsepower—101 @ 4400 rpm
Torque—156 lbs-ft @ 2400 rpm
Bore—3.50 in. **Stroke**—2.94 in.
Displacement—170 cu. in.



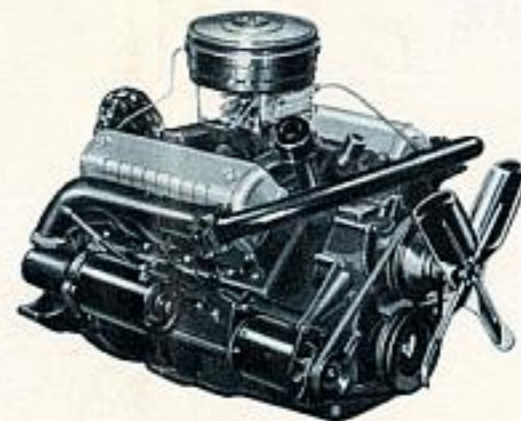
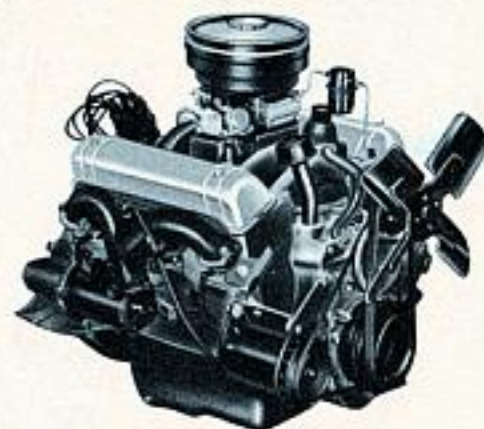
200-hp 332 HD V-8

Brake Horsepower—200 @ 3800 rpm
Torque—307 lbs-ft @ 2600-2800 rpm
Bore—3.80 in. **Stroke**—3.66 in.
Displacement—332 cu. in.

There are four modern Short Stroke V-8's for Ford's Light, Medium or Heavy Duty models. The largest is a 200-hp HD 332 V-8. This powerful, high-performance engine has special emphasis on rugged durability. Its efficient four-barrel carburetor permits precise fuel metering to the engine for any operating requirement. Stress-relieved cylinder heads, 4-ring aluminum alloy pistons, sodium-cooled exhaust valves and tungsten-cobalt alloy exhaust valve seat inserts are typical heavy-duty features.

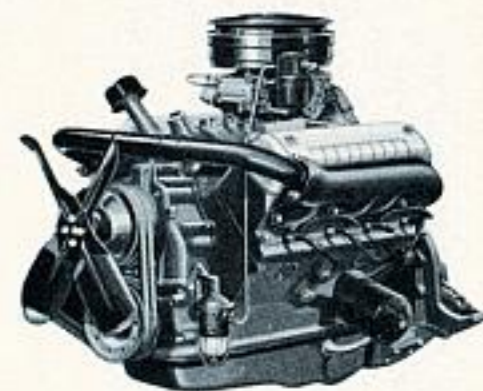
187-hp 302 HD V-8

Brake Horsepower—187 @ 3800 rpm
Torque—280 lbs-ft @ 2600-2800 rpm
Bore—3.62 in. **Stroke**—3.66 in.
Displacement—302 cu. in.



160-hp 292 V-8

Brake Horsepower—160 @ 4000 rpm
Torque—270 lbs-ft @ 1800-2000 rpm
Bore—3.75 in. **Stroke**—3.30 in.
Displacement—292 cu. in.

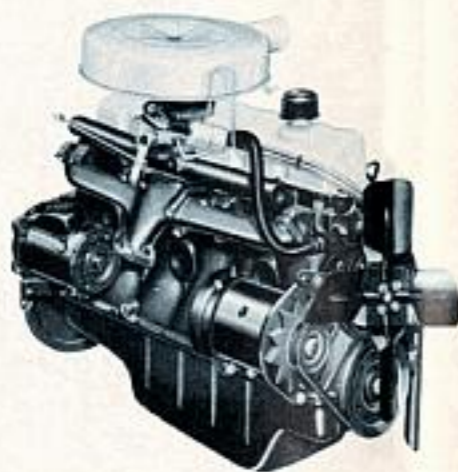
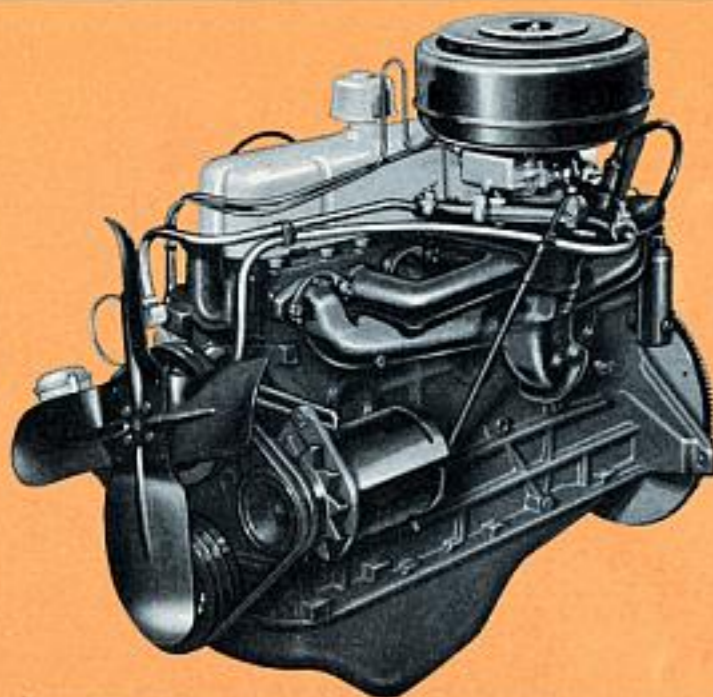


173-hp 292 HD V-8

Brake Horsepower—173 @ 4000 rpm
Torque—274 lbs-ft @ 2000-2600 rpm
Bore—3.75 in. **Stroke**—3.30 in.
Displacement—292 cu. in.

152-hp 262 SIX

(available about Feb. 15)
Brake Horsepower—152 @ 4000 rpm
Torque—238 lbs-ft @ 1400-1800 rpm
Bore—3.72 in. **Stroke**—4.03 in.
Displacement—262 cu. in.



85-hp 144 SIX

Brake Horsepower—85 @ 4200 rpm
Torque—134 lbs-ft @ 2000 rpm
Bore—3.50 in. **Stroke**—2.50 in.
Displacement—144 cu. in.

Ford offers the right power selection (gas or diesel) for any job

Whatever your extra-heavy-duty job, the advanced design of these big Ford gasoline engines means more efficient, dependable power and long-lived durability. They're similar to modern diesels in performance, economy and durability characteristics.

Ford Super Duty engines with up to 534-cubic-inch displacement . . . up to 266 horsepower for outstanding performance. These truck engines are the most modern, most efficient and most durable gasoline engines in their field. And their clean, simple design with maximum accessibility means reduced maintenance costs. The Ford Super Duty V-8's have been thoroughly proven by more than 3 years' successful operation in leading truck fleets, coast to coast.

And all major parts of Ford's Super Duty engines are backed by the most liberal **WARRANTY** in the industry! See your Ford Dealer for full details.

534 SD V-8

Brake Horsepower—266 @ 3200 rpm
Torque—481 lbs-ft @ 1800-1800 rpm
4-Barrel Carburetor
Bore—4.50 in. Stroke—4.20 in.



534 SD V-8

Integral valve guides permit cooler valve operation and give greater valve stem durability.

Intake and exhaust valve seat inserts and positive valve rotators . . . plus sodium-cooled exhaust valves with tungsten-cobalt alloy facings for long valve and seat life.

Externally balanced, forged-steel crankshaft equalizes bearing loads for greater durability, longer bearing life.

Two-quart capacity, two-stage action oil filter gives filtering efficiency over entire span of cartridge life.

Block-mounted internal rotor-type oil pump for fast, full oil delivery through integral oil passages.

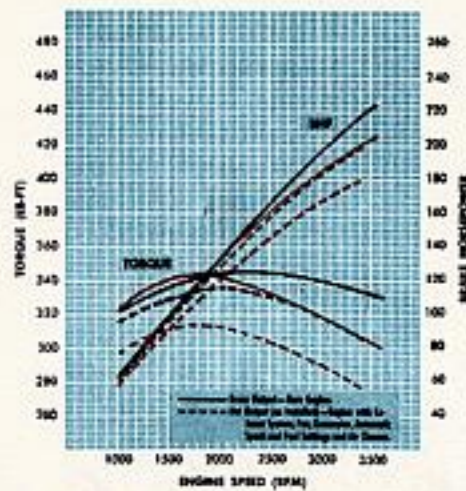
Water-jacketed manifold and induction passages provides stabilized fuel-air mixture temperature from carburetor to cylinders for increased fuel economy.

Four-ring machined-head, turbulence-top pistons have cast-iron insert in top ring groove for long life; integral steel struts control expansion.

Chrome-plated top two compression rings and oil ring for tighter compression seal and greater resistance to wear.

18-mm. spark plugs afford excellent firing efficiency; have water-jacketed bases for improved cooling; resist fouling up to 3 times longer than ordinary plugs. Note excellent accessibility and protection from manifold heat.

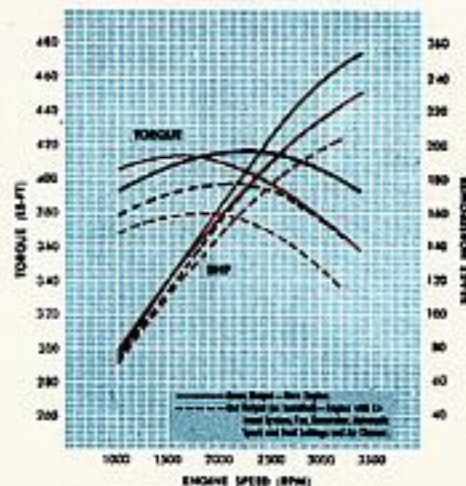
Full-circle water jackets around cylinder walls provide fast warm-up, uniform expansion and better transfer of combustion heat for longer engine life.



401 SD V-8

Brake Horsepower—226 @ 3600 rpm
Torque—343 lbs-ft @ 2000-2600 rpm
4-Barrel Carburetor
Bore—4.12 in. Stroke—3.75 in.

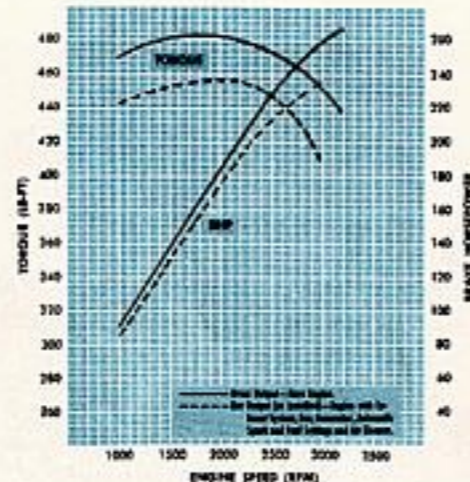
206-hp 401 with 2-barrel carburetor is optional (power curves shown in red).



477 SD V-8

Brake Horsepower—257 @ 2400 rpm
Torque—415 lbs-ft @ 2000-2600 rpm
4-Barrel Carburetor
Bore—4.50 in. Stroke—3.75 in.

231-hp 477 with 2-barrel carburetor is optional (power curves shown in red).

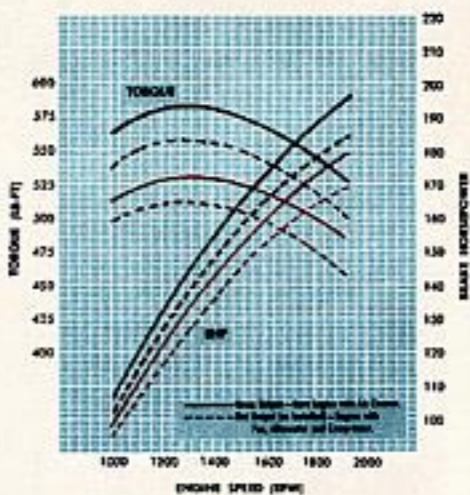
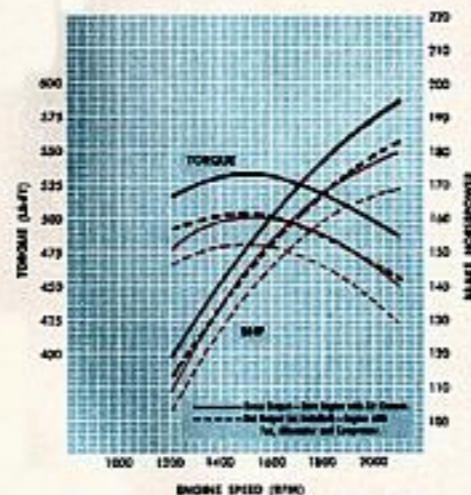


To meet today's needs for lower truck operating costs, better performance, greater dependability and more profits . . . five proven Cummins diesel engines are available for HD- and HDT-Series models. These powerful engines are all dynamometer-tested before installation to be certain they deliver rated horsepower and torque.

The NH-180 and NH-195 have 672-cubic-inch displacements, and the NH-220 is a 743-cubic-inch-displacement engine. The NHE 180 and 195 engines are economy engines with 743-cubic-inch displacement. They are designed for greater fuel economy and less maintenance expense. They're designed to operate at slower governed rpm's, which means fewer revolutions per mile for less wear on all moving parts. And lower cylinder pressures plus lower exhaust temperatures extend engine life.

Cummins NH-180 and NH-195

Brake Horsepower (NH-180)—180 @ 2100 rpm
Brake Horsepower (NH-195)—195 @ 2100 rpm
Torque (NH-180)—504 lbs-ft @ 1500 rpm
Torque (NH-195)—535 lbs-ft @ 1500 rpm
Bore—4 1/4 in. Stroke—6 in.
Displacement—672 cu. in.
(NH-180 power curves are shown in red)

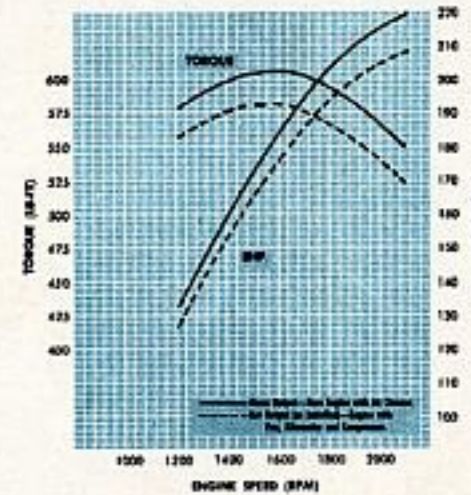


Cummins NHE-180 and NHE-195

Brake Horsepower (NHE-180)—180 @ 1950 rpm
Brake Horsepower (NHE-195)—195 @ 1950 rpm
Torque (NHE-180)—534 lbs-ft @ 1500 rpm
Torque (NHE-195)—580 lbs-ft @ 1300 rpm
Bore—5 1/2 in. Stroke—6 in.
Displacement—743 cu. in.
(NHE-180 power curves are shown in red)

Cummins NH-220

Brake Horsepower—220 @ 2100 rpm
Torque—606 lbs-ft @ 1600 rpm
Bore—5 1/2 in. Stroke—6 in.
Displacement—743 cu. in.



Large exhaust and air intake passages are designed to offer minimum restriction to exhaust and air flow. All five Cummins engines have two exhaust and two intake valves for each cylinder to facilitate complete scavenging of exhaust gases and complete filling of cylinder with fresh air.

Exhaust valves are slide-faced for long life. Stainless valve seat inserts resist corrosion by high temperature gases, require less maintenance.

Open-type combustion chamber gives most efficient combustion for more power from each gallon of fuel. Thorough mixing of fuel and air in the combustion chamber combined with camshaft controlled injection of the Cummins PE injector provides smooth, complete burning of low-test diesel fuel.

Crankshaft is precision-machined from high tensile strength steel forging. Bearing journals are induction-hardened for long life. Main and connecting rod journals are face-hardened to a depth that allows several regrinds.

Cam-ground pistons are manufactured from strong, lightweight aluminum alloy. Knurled skirt improves cylinder wall lubrication and minimizes wear.

Replaceable wet-type cylinder liners dissipate combustion chamber heat to coolant rapidly. Liners are alloy cast-iron based and lubricated to give fast break-in and long life.

Large volume water passages give even flow of coolant around cylinder liners, valves and injectors to draw excess heat from combustion chamber. Centrifugal pump circulates large volume of water.

Keystone compression rings seal the combustion chamber. Top ring is chrome-plated for long life under high temperatures and pressures.

Camshaft is geared to crankshaft for positive control of all valve and injector movements. Forged camshaft is hardened to give exceptional service life. Roller-type cam lift lowers give long, dependable life.

1961 FORD TRUCK FULL LINE CHART

LIGHT DUTY

SERIES	MAX. GVW (LB.)	ENGINES AVAILABLE	WB (IN.)	PICKUPS	VAN	BUS (PASSENGERS)	PLATFORM-STAKE	CHASSIS-CAB (CA)	CHASSIS-COWL (CLA)	CHASSIS-WDTH'D (CLA)
Falcon Ranchero	3240	85-hp SIX 101-hp SIX	109.5	6'	-					
Sedan Delivery	3240	85-hp SIX 101-hp SIX	109.5	-	7½'					
Econoline	3300 4100*	85-hp SIX	90	7'	8'	8				
F-100	5000	135-hp SIX 160-hp V-8	114 122	6½' 8'			6½'	40"	81.76"	81.32"
F-100 4-Wheel Drive	5600	135-hp SIX 160-hp V-8	120	8'			-	48"	-	-
F-250	7400	135-hp SIX 160-hp V-8	122	8'			7½'	48"	89.76"	89.32"
F-250 4-Wheel Drive	6600 7400*	135-hp SIX 160-hp V-8	120	8'			7½'	48"	-	-
F-350	7600 9800*	135-hp SIX 160-hp V-8	132	9'			9'	60"	101.76"	101.32"

MEDIUM DUTY CONVENTIONAL "F" AND TILT CAB "C" SERIES

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	PLATFORM-STAKE	CHASSIS-CAB (CA)	CHASSIS-COWL (CLA)	CHASSIS-WDTH'D (CLA)
F-500	15,000	25,000*	135-hp SIX 160-hp V-8 173-hp HD V-8	132 156	9' 12'	60" 84"	101.76" 125.76"	101.32" 125.32"
F-600	17,000 19,500* 21,000*	29,000* 32,000*	135-hp SIX 152-hp SIX† 160-hp V-8 173-hp HD V-8	132 144 156 174	9' 12'	60" 72" 84" 102"	101.76" 113.76" 125.76" 143.76"	101.32" 113.32" 125.32" 143.32"
C-550	18,000	25,000*	152-hp SIX† 160-hp V-8	99 111	12'	72" 84"		
C-600	19,500 21,000*	32,000*	173-hp HD V-8	135 153		108" 126"		

SCHOOL BUS "B" SERIES

SERIES	CAPACITY RANGE	MAX. GVW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-COWL (CLA)
B-500	UP TO 36 PASS.	15,000	135-hp SIX 160-hp V-8 173-hp HD V-8	156	125.72"
B-600	UP TO 48 PASS. UP TO 54 PASS.	17,000 19,500*	135-hp SIX 152-hp SIX† 160-hp V-8 173-hp HD V-8	198.5 222.5	168.22" 192.22"
B-700	UP TO 60 PASS. UP TO 66 PASS.	21,000 22,000*	160-hp V-8 187-hp HD V-8	242.5 260.5	212.22" 230.22"
B-750	UP TO 60 PASS. UP TO 66 PASS.	22,000	200-hp HD V-8	242.5 260.5	212.22" 230.22"

PARCEL DELIVERY "P" SERIES

SERIES	MAX. GVW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-WDTH'D FRONT ENDS DOOR LINE TO AXLES	STRIPPED-CHASSIS STEERING WHEEL TO AXLE
P-100	4000 5000*	85-hp SIX* 135-hp SIX*	96 102	- -	78.5" 84.5"
P-350	8000	135-hp SIX 160-hp V-8	104 122	87.5" 105.5"	81.2" 99.2"
P-400	10,000	135-hp SIX 160-hp V-8	137	120.5"	114.0"
P-500	15,000	135-hp SIX 160-hp V-8	137 154	120.5" 137.5"	114.0" 131.0"

HEAVY DUTY CONVENTIONAL "F" AND TILT CAB "C" SERIES

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	CHASSIS-COWL (CLA)	SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)
F-700	21,000 22,000* 25,000*	35,000 42,000*	160-hp V-8 187-hp HD V-8	132	60"	101.76"	C-700	22,000 23,000* 25,000*	35,000 42,000*	160-hp V-8 187-hp HD V-8	99	72"
				144	72"	113.76"					111	84"
				156	84"	125.76"					135	108"
				174	102"	143.76"					153	126"
				194	122"	163.76"					175	148"
212	140"	181.76"										
F-750	22,000 25,000*	42,000 50,000*	200-hp HD V-8	134 146 158	60" 72" 84"	101.76" 113.76" 125.76"	C-750	23,000 25,000*	42,000 50,000*	200-hp HD V-8	135 153	108" 126"
F-800	24,000 25,000* 27,000*	50,000	200-hp HD V-8	176 194 212	102" 120" 138"	143.76" 163.76" 181.76"	C-800	27,000	50,000	200-hp HD V-8	175	148"

TANDEM AXLE "T" SERIES

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)
T-700	28,000 29,000* 32,000* 33,000*		187-hp HD V-8	158 176 194	84" 102" 120"
T-750	35,000 37,000*	50,000		158 176	84" 102"
T-800	39,000 41,000* 43,000* 45,000*	50,000	200-hp HD V-8	194 212	120" 138"
T-850	39,000 41,000* 43,000* 45,000*	55,000 70,000*	226-hp SD V-8 206-hp SD V-8 231-hp SD V-8 253-hp SD V-8	146 158 176 194	72" 84" 102" 120"
T-950	46,000 48,000* 51,000*	75,000	266-hp SD V-8	212	138"

SUPER DUTY CONVENTIONAL "F" AND TILT CAB "C" SERIES

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)
F-850	25,000 27,000*	50,000	226-hp SD V-8 206-hp SD V-8	146	72"	C-850	27,000	50,000	226-hp SD V-8 206-hp SD V-8	99*	72"
F-950	27,000 29,000* 31,000* 33,000*	55,000	231-hp SD V-8 253-hp SD V-8	158 176	84" 102"	C-950	30,000 31,000* 33,000*	55,000	231-hp SD V-8 253-hp SD V-8	111 135	84" 108"
F-1000	31,000 33,000*	65,000	253-hp SD V-8 231-hp SD V-8	194	120"	C-1000	31,000 33,000*	65,000	253-hp SD V-8 231-hp SD V-8	153	126"
F-1100	36,000		266-hp SD V-8	212	138"	C-1100	36,000		266-hp SD V-8	175	148"

H-SERIES TRACTORS AND TANDEM TRACTORS

SERIES	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	SERIES	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)
H-950	55,000 60,000* 65,000*	226-hp SD V-8 206-hp SD V-8 231-hp SD V-8 253-hp SD V-8 266-hp SD V-8	126	72"	HT-850	60,000 65,000*	226-hp SD V-8 206-hp SD V-8 231-hp SD V-8 253-hp SD V-8 266-hp SD V-8	138 146	84" 92"
H-1000	76,800	266-hp SD V-8	134	80"	HT-950	76,800	266-hp SD V-8	158	104"
HD-950	60,000 65,000*	NH 180 Diesel NH 195 Diesel NHE 180 Diesel NHE 195 Diesel NH 220 Diesel	146 158	92" 104"	HDT-850	60,000 65,000*	NH 180 Diesel NH 195 Diesel NHE 180 Diesel NHE 195 Diesel NH 220 Diesel	138 146 158	84" 92" 104"
HD-1000	76,800	NH 220 Diesel	176	122"	HDT-950	76,800	NH 220 Diesel	246	192"

*Optional GVW or GCW, requires Heavy Duty equipment. †Available about Feb. 15. ‡N.A. T-950. ††F-750 only (using F-700 wheelbases). ‡N.A. C-1100. *Available mid 1961. ‡Economy carburetor available.

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