



6½ FT. PICKUP
114" WHEELBASE



7½ FT. PANEL
114" WHEELBASE



6½ FT. STAKE
114" WHEELBASE



6½ FT. SEDAN DELIVERY
114" WHEELBASE



8 FT. EXPRESS
122" WHEELBASE



7½ FT. STAKE
122" WHEELBASE



9 FT. STAKE
134" WHEELBASE



9 FT. PANEL
122" WHEELBASE



12 FT. STAKE
158" WHEELBASE



STANDARD FORD TRUCK BODIES

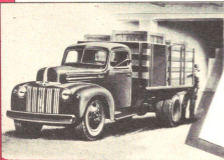
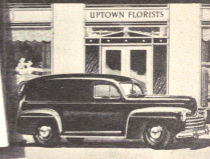
TRUCK-ENGINEERED • TRUCK-BUILT • BY TRUCK MEN

FORD-BUILT TRUCK BODIES

Deliver the Goods

Advertising Punch

The smartness of Ford styling has a tangible dollars-and-cents advertising value. Trucks do a job of "meeting the public" for you. So, put your best foot forward with Ford styling.

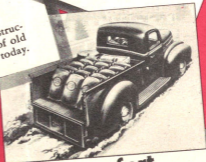


Big Load Capacity

Standard Ford bodies are designed and built with ample load capacity to carry great bulk . . . great variety of merchandise. You'll find that load spaces are generous, that ease of loading and unloading have been given full consideration, that bodies are positioned for good weight distribution to front and rear axles.

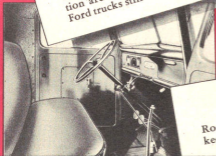
Ruggedness and Durability

Inherent, long-life qualities of Ford construction are self-evident in the thousands of old Ford trucks still "delivering the goods" today.



Driver Comfort

Room, lots of it. Cushions that "give." Features to keep the weather out, or bring it in as desired. These are but a few of many reasons why Ford is first in driver comfort.



FORD TRUCKS MEAN BUSINESS

*On The
Record*

AMERICA'S MOST POPULAR TRUCKS



(Short tire at extra cost, if available)

The 114-inch wheelbase Light Duty Truck is available with Pickup, Panel or Stake body. This model features 34-inch truck-width frame, $\frac{3}{4}$ -floating rear axle, 10-inch clutch, open-type drive lines, 12-inch brakes.



The 122-inch wheelbase Tonner Truck is available with Express, Panel or Stake body. This model features full-floating rear axle, 4-speed transmission, 11-inch clutch, open-type drive lines, brakes, 12-inch front and 14-inch rear.



Ford Heavy Duty Chassis available in lengths suitable for bodies from 7 ft. to 22 ft. Conventional: two wheelbases for bodies in 9-ft. and 12-ft. range. Cab-Over-Engine: three wheelbases for bodies ranging from 7 $\frac{1}{2}$ ft. to 17 $\frac{1}{2}$ ft. Dump Chassis, 7-8 ft. range. School Bus Chassis: two wheelbases for bodies ranging from 14 ft. to 22 ft.

SMARTLY DESIGNED • SOUNDLY ENGINEERED • SOLIDLY BUILT

FORD

PICKUP and EXPRESS

BODIES

QUALITY FEATURES



To give added strength and rigidity to Ford Pickup and Express bodies, wide horizontal REINFORCING RIBS are stamped into the heavy-gauge front body panel.



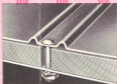
Husky CORNER POSTS featuring an arched lower section, make a strong contribution to the durability of Ford Pickup and Express bodies.



Flare-boards are reinforced by ROLLED-EDGE construction. STAKE POCKETS permit mounting of uprights for special sides and tops.



The Ford Pickup body has an ALL-STEEL FLOOR with stamped-in skid strips. A hardwood sub-floor supports the steel floor. Tonner Express has firmly interlocked HARDWOOD FLOOR BOARDS, protected by durable steel skid-strips.



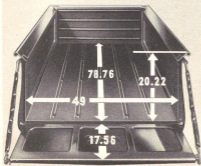
Closed tailgate is held in place by anti-rattle DROP CHAINS with forged steel locking links which clamp gate firmly to body sides. Tailgate may be lowered flush with floor, or swung all the way down.



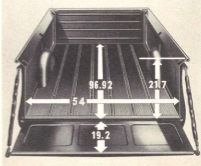
Pickup and Express body heavy-gauge steel SIDE PANELS are stamped with a wide recess. These recessed panels not only reinforce the body by increasing its rigidity, but minimize the possibility of panel vibration and "drumming" noises.



Tailgate for Pickup and Express has a ROLLED-EDGE, formed like a truss . . . large at center, tapering toward ends . . . to keep gate from buckling under load. Deep panels are stamped into gate for extra strength.



LIGHT DUTY PICKUP



TONNER EXPRESS

FORD PANEL BODIES

QUALITY
FEATURES



Tight, rubber DOOR SEAL is designed to prevent penetration of dust, fumes and moisture into body interior.



Typical of the durability of Ford welded steel panel bodies is construction at the ROOF CORNER. Drip mold is welded to roof rail and roof panel. This assembly is then welded to body side panel. Joint thoroughly waterproofed by double-sealing with caulking compound.



Double rear door on Panel and single rear door on Sedan Delivery are hinged to welded one-piece channel steel DOOR FRAME, to maintain permanent door alignment. Sedan Delivery has spring-actuated rear door check. Panel bodies have a two-position rear door check—90° or full open.

SIDE MIRROR is standard equipment on Light Duty and Tonner Panels, also Sedan Delivery.



INTERIOR LIGHTS are standard equipment on Panel bodies (illustrated), also Sedan Delivery.

Light Duty and Tonner Panels SEALED against dust, fumes and water by tongue and groove floor with rubber seal and double sealing of panel sides at floor with felt and rubber. Sedan Delivery has sealer strip for steel sub-floor, special weather-seal walk between floor and side of body.



For greater driving comfort, SEAT in Panel bodies and Sedan Delivery is adjustable to the extent of 4 1/2 inches.



To protect truck against pilferage, an indestructible rear DOOR LOCK is standard equipment on Panels, Sedan Delivery.

REAR BUMPER is standard for Light Duty Panel and Sedan Delivery, optional for Tonner Panel.

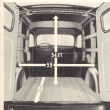


Steel INNER PANELS extending above the tops of the wheelhousings protect body side panels. Sedan Delivery interior is fully lined with a durable, water-proof, washable material.



EXTERIOR DOOR PANELS are welded to exterior panels. Scamped recess increases strength.

Hardwood FLOORING in Panel bodies is protected by steel skid-strips, or illustrated. In Sedan Delivery, steel floor has a plywood platform protected by steel skid-strips.



LIGHT DUTY PANEL



TONNER PANEL



SEDAN DELIVERY

MORE FORD TRUCKS IN USE TODAY THAN ANY OTHER MAKE!

FORD STAKE BODIES

QUALITY
FEATURES

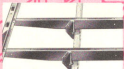
MORE FORD TRUCKS IN USE TODAY THAN ANY OTHER MAKE!



Center Stake section on Heavy Duty Stake bodies swings on an easily removable, long HINGE PIN. All sections are quickly demountable.

Stake sections are held tightly together at the top by strong steel INTERLOCKING PLATES, bolted to the hardwood rack boards.

Forward stake section on each side of 9-ft. and 12-ft. Stake bodies feature a large metal SIGN-PANEL.



FRAME for Stake bodies is built like a bridge. Steel side rails are riveted to cross girders which rest on steel plates set on body sills. Steel gussets are riveted to girders, bolted to sills.



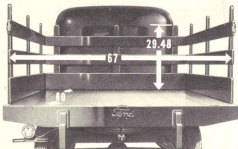
Heavy Duty Stake bodies feature U-shaped STEEL STAKES which offer maximum durability with minimum weight. Stakes for Tonner and Light Duty are straight-grained hardwood.



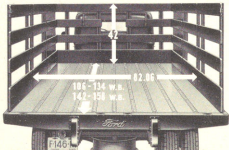
The ends of body sills are protected from damage by durable STEEL CAPS which are riveted to the frame rail and bolted to the sills.



All four corners of the steel framing for Stake bodies are reinforced with large steel GUSSET PLATES. Stake pockets set flush with the floor are doubly reinforced; welded to inside of frame rail, riveted to outside.



Half-ton stake illustrated. Tonner stake loading space: 90 in. long, 74 in. wide, 32 in. high stakes.



LIGHT DUTY AND TONNER STAKE

HEAVY DUTY STAKE—9 Ft. OR 12 Ft.

Over 100 Trucks To Choose from



114" Chassis with Cow



122" Chassis with Cow



134" (and 138") Chassis with Cow



134" (and 138") School Bus Chassis with Cow



114" Chassis with Woodfield



122" Chassis with Woodfield



114" Chassis with Cab



122" Chassis with Cab



134" (and 138") Chassis with Cab



138" (101", 134") C.O.E. Chassis with Cab



114" Chassis with 6 1/2-ft. Stake



122" Chassis with 7 1/2-ft. Stake



138" (and 134") Chassis with 12-ft. (and 9-ft.) Stake Beds



114" Chassis with 6 1/2-ft. Pickup



122" Chassis with 8-ft. Express



114" Chassis with 6 1/2-ft. Sedan Delivery Body



114" Chassis with 7 1/2-ft. Panel



122" Chassis with 9-ft. Panel



134" Dump Chassis with Cab



138" (and 134") Chassis with Woodfield

FORD TRUCK FEATURES

ENGINES

Choice of two great truck engines—100 H. P. Ford V-8 or 90 H. P. Ford Six.

4-ring cast-iron aluminum pistons that fit better when hot, save on gas and oil.

Turbo-colored combustion chambers create high turbulence, promote efficient combustion.

Pressure lubrication to main, camshaft and connecting rod bearings for longer life.

Precision-set valves—no lifters to adjust.

Valve seat inserts for better seal, longer life.

Pressure-valve radiator cap reduces loss of coolant, improves operating efficiency.

Flat tube and fin radiator for more strength, greater cooling efficiency.

Sealed-dry distributor for quicker, more reliable starting.

Thermostatic manifold heat control for quicker warm-up.

Removable-type main and connecting rod bearings, cut maintenance costs, save truck time.

TRUCK CHASSIS

Load-free axle shafts in all models, relieve load stress on shafts, reduce breakage.

Straddle-mounted axle pistons in all models, for better gear contact, longer gear life.

Open-type drive lines for easier inspection and maintenance.

Four pinion axle differentials in all models for better distribution of axle driving stresses.

Compact front end design which gives more load space, better load balance.

Semi-centrifugal clutch for "softer" pedal.

Worm and needle bearing roller-type steering gear for easier steering, longer gear life.

Low loading heights to ease the job of loading and unloading.

SEDAN DELIVERY

Smart, Ford de luxe passenger car styling.

Floor to ground height only 21.57 inches when loaded, eases job of loading and unloading.

Reinforced x-member frame, box-type sections, offer greater rigidity, longer body life.

Finger-tip steering post gearshift for easier shifting, unobstructed driver's compartment.

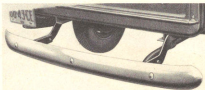
Large diameter brakes with self-cleaning shoes which distribute lining wear more evenly.

Full torque tube drive with radius rods that keep rear axle in line.

FORD TRUCK BODY OPTIONAL EQUIPMENT



(Left) Comfortable, right-hand passenger seat for Panel and Sedan Delivery matches standard driver's seat.



(Above) Optional rear bumper for Pickup, Express, and Tonner Panel. Standard on Light Duty Panel, Sedan Delivery.



Extra windshield wiper is optional at extra cost on most windshields. Standard on Sedan Delivery and C. O. E.



Hot water heater-de-froster with direct heat flow for quick warm-up, indirect for continuous driving.

FORD-BUILT BODY SPECIFICATIONS

PICKUP AND EXPRESS

Welded steel construction with reinforced side panels. Heavy corner posts welded to body sides. Four stake pockets on Pickup, six on Express. Flareboards and front panel have reinforced rolled-edge. Tailgate strengthened with tapered truss-type rolled edge. Anti-rattle drop chains clamp tailgate tightly to body sides when closed or hold tailgate flush with floor when open. Full height reinforced front panel. Pickup has steel floor with integral skid strips and supporting hardwood sub-floor. Express provided with interlocked hardwood floor protected by steel skid strips.

Dimensions	6½ Ft. Pickup	8 Ft. Express
Length.....	78.76 in.	96.92 in.
Width.....	49.00 in.	54.00 in.
(between wheelhouses)	—	48.38 in.
Tailgate height.....	17.56 in.	19.20 in.
Floor to top of flareboard.....	20.22 in.	21.70 in.
Load space.....	45 cu. ft.	62.4 cu. ft.

STAKES

Bridge-type frame construction. Steel side rails riveted to cross girders. Body sills fastened to steel cross girders with large steel brackets. Heavy hardwood floor interlocked over joints by steel skid strips bolted to cross girders providing a sealed, warp-proof floor. Steel stake pockets riveted and welded to side rails. Sill ends steel capped. Removable hardwood stake sections with straight-grained hardwood stakes; one-piece sides and ends on 6½-ft. body, two-piece hinged sides with one-piece ends on 7½-ft. body. Removable stake sections, with hardwood rack boards riveted to rigid "U"-shaped steel stakes; three-piece sides with hinged center section and front sign panels and one-piece front and two-piece rear sections on 9-ft. and

12-ft. bodies. Steel interlocks provided at top corners.

Dimensions	Stake Bodies		
	6½-Ft.	7½-Ft.	9-Ft.
Length.....	80 in.	90 in.	106 in.
Width.....	67 in.	74 in.	82 in.
Height of stakes..	29.5 in.	32 in.	42 in.

PANELS AND SEDAN DELIVERY

Panel bodies of reinforced construction, with side panels, roof rail and steel top panels shaped and welded together for rigidity and high strength. Body sides double-sealed at floor with felt and rubber. Tongue and groove hardwood floor protected by steel skid strips. Steel paneling protects sides from floor to top of wheel-houses. Rear doors hung in one-piece channel steel frame, fitted with soft rubber seals. Two-position rear door checks—90° or full open, independent rear door lock. Sedan Delivery of all-steel body construction with steel top. Steel sub-floor with plywood platform and steel skid strips. Body sides double-sealed at floor. Compartment under floor for spare wheel. Interior fully lined with durable, washable material. Rear door with independent door lock and soft rubber seal, hung in one-piece channel steel frame. Spring-type door check. Each body has safety glass throughout, fully weather-stripped windows. Driver's seat has 4.25-inch adjustment. Interior light.

Dimensions	Sedan	7½-Ft.	9-Ft.
	Delivery	Panel	Panel
Length at floor.....	78.9 in.	90 in.	108.58 in.
Width.....	60.2 in.	55 in.	55.4 in.
Height.....	44.2 in.	54.8 in.	55 in.
Rear opening—			
Width.....	39.3 in.	46.2 in.	46.2 in.
Height.....	43.4 in.	47.25 in.	46.5 in.
Body capacity.....	92.5 cu. ft.	138 cu. ft.	175 cu. ft.

The Ford Motor Company, whose policy is one of continuous improvement, reserves the right to change specifications, design or prices without incurring obligation.

FORD MOTOR COMPANY

DEARBORN, MICHIGAN

FORD TRUCKS