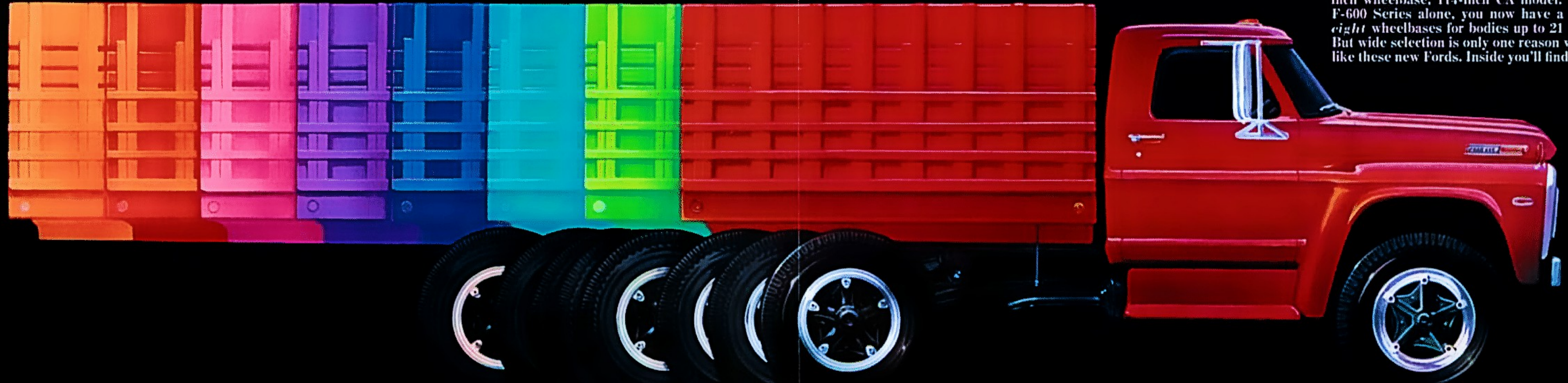


**Ford**  
**trucks**  
**will take on**  
**any body!**



# Ford trucks will take on any body!

Now Ford makes it easier than ever to match truck chassis and bodies. For example, consider chassis suited for today's popular 16-foot bodies. First, Ford introduced a new 180-inch wheelbase F-600 model with 108-inch CA dimension. Now Ford adds a 186-inch wheelbase, 114-inch CA model. In Ford's F-600 Series alone, you now have a choice of *eight* wheelbases for bodies up to 21 feet long. But wide selection is only one reason why you'll like these new Fords. Inside you'll find 32 more!



**Now 8 wheelbases in Ford's F-600 alone...**



# ...and here are 32 more reasons to pick a Ford F-600.

1. **Ruggedly reinforced hood** tells you a lot about the way this Ford Truck is put together. Just look at the premium double-wall construction (*below*).



2. **Husky frame** is rugged ladder type. Optional inverted "L" reinforcement is available for use in severe service.

3. **The reliable electrical system** provides unusually high capacity, starting with a 42-ampere alternator as standard.

4. **Galvanizing in key areas** and extensive use of zinc-rich primers help protect cab and front-end sheetmetal from rust and corrosion for longer life.

5. **Standard clutch** is a husky 13 inches, not 12 inches as on some makes. Big 183.4-sq. in. lining area contributes to long life and reduced upkeep costs.

6. **Big self-adjusting brakes** of vacuum hydraulic type are standard. A split vacuum-hydraulic brake system is available as an option on F-Series.

7. **Front springs** are smooth-riding slipper type with iso-pads to cut transfer of road noise and vibration to the cab.

8. **Variable-rate rear springs** have cam mountings. The cams automatically shorten the working spring length to stiffen springs as the load increases.

9. **Man-size steering wheel** (*right*) is 20 inches in diameter, not 18 inches like some. Result: better leverage, easier steering.



10. **Optional power steering** makes turning even easier, less tiring for the driver. Integral design is simple, more reliable.

11. **Diamond 4-point mounting** of cab and sheetmetal reduces transfer of twist and stress from frame, extends cab life.

12. **Extra big windshield** gives you excellent forward visibility. Altogether, you have over 19 sq. ft. of glass around you at front, sides and rear.

13. **Chair-high seat** gives better body support for all-day comfort.

14. **Heavy-duty black vinyl** is available for seat upholstery in any cab. A Ford better idea for longer seat life.

15. **Solid cab doors** supported 1600 pounds when bridged between two sawhorses in test of strength (*shown at right*). Door of another-make cab bent at 900 pounds in same test. From reinforced roof to box-type floor bracing, Ford cabs are built extra strong to stay tight and quiet longer.



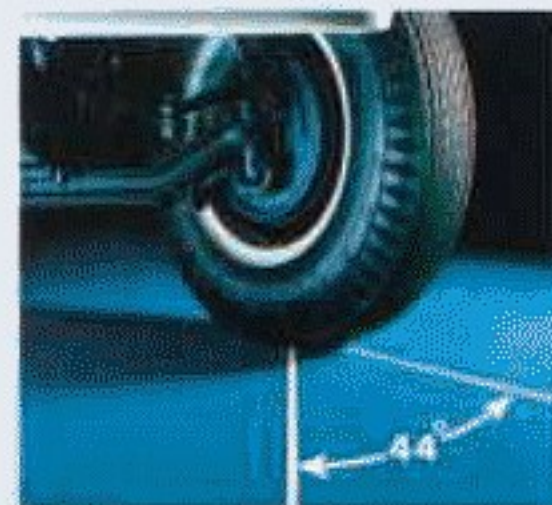
16. **Double-yoke door latches** are the strongest type used in trucks today, an added measure of security. The cab door pillars are reinforced from floor to roof to maintain firm door alignment.



17. **Real 3-man cab** provides 65 inches of shoulder room. And even the middle man has legroom and a place to put his feet. (*See diagram at the left.*)

18. **Easy cab entry** starts with a low step up from ground. Ford's door opening is also larger in size than most others.

19. **Wide-track front axles** let wheels cut as sharply as 44° (*right*). Ford's full-cab F-600 can actually turn in less space than most short conventionals.



20. **Pick from four front axles** to match the needs of your job precisely: 5000, 5500, 6000 and 7000 lb. capacity. Not every make offers a wide choice like this.

21. **Rear axles** are offered either single-speed or 2-speed in capacities of 15,000 and 17,500 lb. Some makes offer you a more limited choice of rear axles.

22. **Standard Six** is heavy-duty, 300-cu. in. engine with forged crankshaft, 7 main bearings, roto-coil exhaust valves with tungsten-cobalt facings for longer life.

23. **Choose from three V-8's** up to 361 cu. in. Heavy-duty V-8's have such true big-engine features as sodium-cooled exhaust valves and valve seat inserts.

24. **Ford V-Series Diesels** built by Caterpillar offer Diesel economy yet drive like powerful gas jobs. Result: they're

the most popular Diesels in their class.

25. **Long, wide engine compartment** makes entire length of engine accessible for time-saving servicing ease (*shown at right with hood and air cleaner removed*).

26. **Battery, oil, water** can be checked from one place up front. Washer reservoir, distributor, spark plugs, PCV valve and the other routine service items are also all within easy reach.

27. **Four-speed transmission** is now available with any gas engine, including 361 V-8. Another opportunity to save.

28. **Five-speed transmissions** are offered in both direct drive and overdrive types for best performance and economy on your job. Not on some other makes.

29. **Allison 4-speed automatic** can now be specified with 330 HD V-8 or larger gasoline engine for straight trucks not used in off-the-road service.



F-Series crew cab



30. **A Ford C6 3-speed automatic** is now available at low cost for straight trucks to 17,000-lb. GVW operated on road.

31. **Factory-installed crew cab** (*below left*) looks right, fits right, gives choice of either bench type or individual seats to accommodate up to six big men.

32. **Four-wheel drive** is now offered for F-600 models — outstandingly rugged, maneuverable trucks (*below right*). Fully synchronized 4-speed transmission and 2-speed transfer case are standard.



F-600 4-wheel drive



**F-SERIES**  
long conventional trucks





# Only Ford gives you such a great choice of medium/heavy types, models, power.



F-Series standard cab with optional heavy-duty black vinyl seat trim.

If you need any more reasons to pick Ford over other Medium/Heavies consider this: Ford Medium/Heavies have outsold all others for years! Or this: Ford gives you a choice of *three* different types of trucks, three different cab configurations in the medium-duty range. Each type offers a broad range of models and equipment, including both gas and Diesel engines. That means you'll have no

trouble finding the right Ford truck to do your job right.

In addition to a wide choice of F-Series capacities and chassis lengths, Ford offers the Louisville Line LN-Series short conventionals (*right*). They're the only trucks in the medium-duty field with a tilting front end for easy servicing. They're also the only conventional-type

trucks that can outmaneuver the F-Series. The LN-Series not only surpasses all other makes in roominess, visibility and handling, they have the same cab construction and many of the same engineering features as big Ford line-haulers. Like these: Dual hydraulic brakes or Ford's exclusive SplitAire brake system. Unique color-coded air tubing for quicker tracing of lines. Durable Hypalon® insulation for all electrical wiring. Electrical junction blocks in four locations for easy circuit testing. Deep-dip Electrocoat prime paint process to cover areas spraying can't reach and help protect the cab and sheetmetal parts against rust and corrosion.

Ford C-Series tilts (*below*) are another reason why Ford Medium/Heavies outsell all other makes year after year. They're America's favorite tilts by more than 2 to 1. And for '72, a new, longer wheelbase will take bodies up to 27 feet!

All Ford Medium/Heavies give you a great selection of engines, gas or Diesel. These include America's favorite truck gas V-8's, thrifty Sixes and Ford V-Series Diesels built by Caterpillar.

Everything considered, your Ford Dealer has the best reasons (*not just the most*) for you to go see him about a truck.



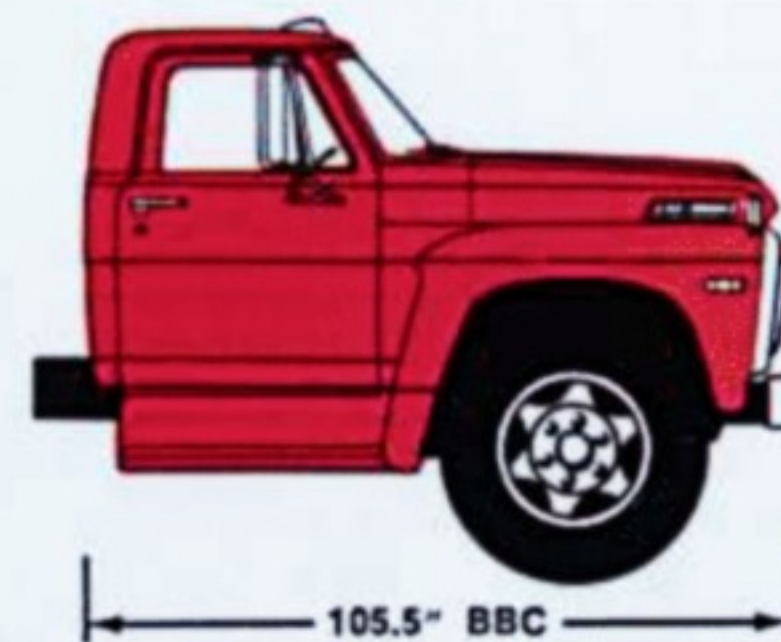
**LN-SERIES**  
**short conventional trucks**





**C-SERIES**  
tilt cab trucks

## BASIC SPECIFICATIONS



105.5" BBC

F-SERIES LONG CONVENTIONAL— 105.5" BBC							
		GAS			DIESEL		
		F-500	F-600	F-700	F-750	F-6000	F-7000
Max. GVW (lb.)		19,200	24,000	25,500	27,500	24,000	27,500
Max. GCW (lb.)		25,000	32,000	42,000	50,000	42,000	50,000
Axle, Front (000 lb.)	Std. Opt.	5	5 5.5, 6, 7	5 5.5, 6, 7	5.5 6, 7, 9	5 5.5, 6, 7	5 5.5, 6, 7, 9
Axle, Rear (000 lb.)	Std. Opt.	13 15	15 17.5	17.5 18.5	17.5 18.5	15 17.5	17.5 18.5
Engines	Std. Opt.	300 Six 330 V-8	300 HD Six 330 V-8 330 HD V-8 361 HD V-8	330 HD V-8 361 HD V-8	361 HD V-8 391 HD V-8	V150 V175	V175 V200



95.3" BBC

LN-SERIES SHORT CONVENTIONAL— 95.3" BBC						
		GAS			DIESEL	
		LN-600	LN-700	LN-750	LN-6000	LN-7000
Max. GVW (lb.)		24,000	25,500	27,500	24,000	27,500
Max. GCW (lb.)		32,000	42,000	50,000	42,000	50,000
Axle, Front (000 lb.)	Std. Opt.	5 5.5, 6, 7	5 5.5, 6, 7	5.5 6, 7, 9	5 5.5, 6, 7	5 5.5, 6, 7, 9
Axle, Rear (000 lb.)	Std. Opt.	15 17.5	17.5 18.5	17.5 18.5	15 17.5	17.5 18.5
Engines	Std. Opt.	300 HD Six 330 V-8 330 HD V-8 361 HD V-8	330 HD V-8 361 HD V-8	361 HD V-8 391 HD V-8	V150 V175	V175 V200



82.5" BBC\*

C-SERIES TILT CAB— 82.5" BBC*						
		GAS			DIESEL	
		C-600	C-700	C-750	C-6000	C-7000
Max. GVW (lb.)		23,000	25,500	27,500	23,000	27,500
Max. GCW (lb.)		32,000	42,000	50,000	42,000	50,000
Axle, Front (000 lb.)	Std. Opt.	7 6	7	7 9	7 6	7 9
Axle, Rear (000 lb.)	Std. Opt.	15 17.5	17.5 18.5	17.5 18.5	15 17.5	17.5 18.5
Engines	Std. Opt.	300 HD Six 330 V-8 330 HD V-8 361 HD V-8	330 HD V-8 361 HD V-8	361 HD V-8 391 HD V-8	V150 V175	V175 V200

\*86.5" BBC on Diesels



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