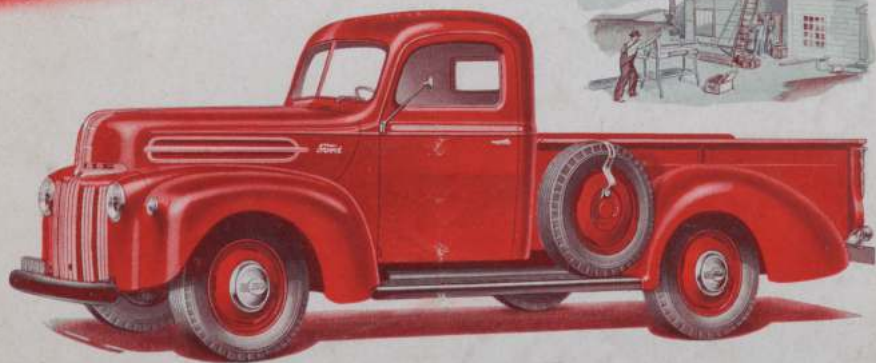


The New 1945

FORD PICKUP

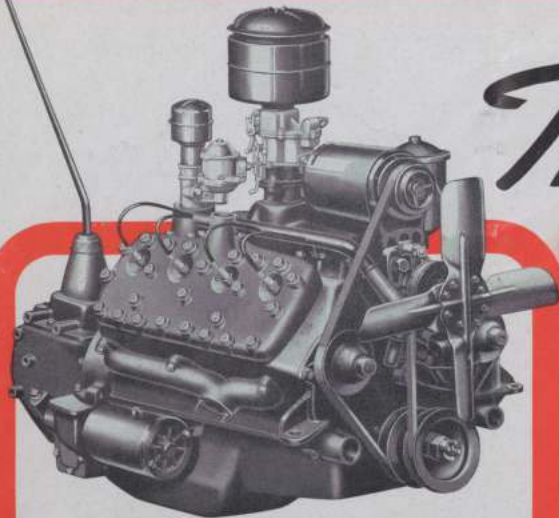
100-HORSEPOWER V-8
ENGINE, WITH MANY
NEW AND VITAL ENGI-
NEERING DEVELOPMENTS

114-INCH WHEELBASE



Ford

The 1945 FORD PICKUP



A still finer 100-horsepower FORD V-8 TRUCK ENGINE with important engineering advancements

NEW Ford steel-cored Silvaloy rod bearings, more enduring than ever in severe service • NEW aluminum alloy cam-ground pistons with 4 rings each, for oil economy • BIGGER, more efficient oil pump and IMPROVED rear bearing oil seal • NEW shot-peened and rust-proofed valve springs for long life • NEW efficiency in cooling • in ignition • in carburetion • in lubrication • Far-reaching ADVANCEMENTS in ease and economy of servicing operations.

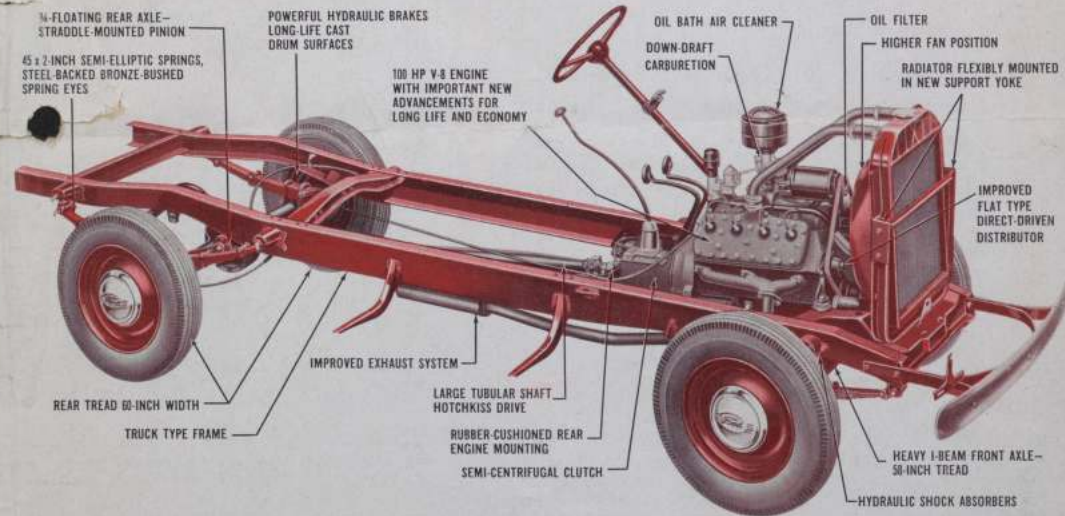
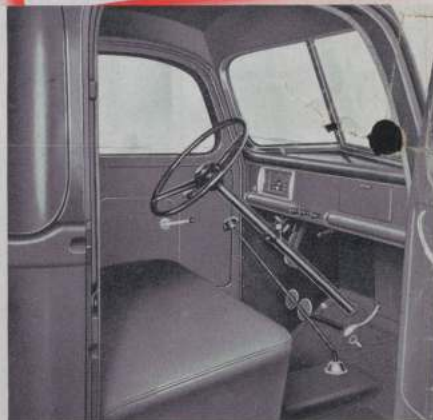
PROVED—Registrations show "more Ford Trucks on the road"

APPROVED—"On more jobs, for more good reasons"

IMPROVED—In a score of important ways

This truck is designed to meet the needs of the largest of all groups of truck operators. It embodies the first important benefits of more than four years of highly intensified truck engineering research. Advancements in automotive engineering, developed in Ford laboratories during this long period of single-minded service to our nation's one great cause, now bear first fruit. It is an even longer-lived, more economical Ford Commercial Car than the millions of these sturdy Ford vehicles that have served American commerce so well in the past!

THE IMPROVED 114-INCH WHEELBASE TRUCK-TYPE CHASSIS



NEW 4-RING ALUMINUM PISTONS—bringing new economy—cooling efficiency advanced—right and left cylinder heads interchangeable—lower-cost service.

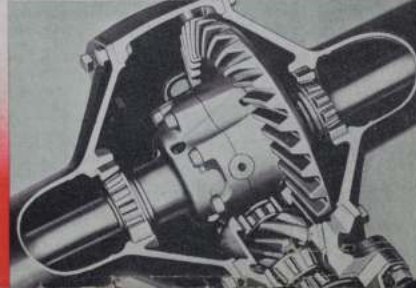
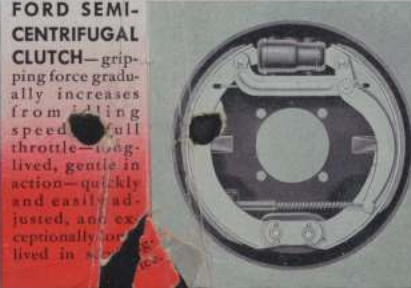
NEW STEEL-CORED SILVALOY BEARINGS—providing 2 to 3 times the service life of any connecting-rod bearings in Ford history—especially under severe operating conditions.

COUPE COMFORT—TRUCK DURABILITY—designed for greater driver comfort and minimum fatigue, the Ford Cab thereby contributes notably to safety. Back cushion has 2-inch adjustment. Visibility is excellent. Instruments and controls are of good quality.

FORD SEMI-CENTRIFUGAL CLUTCH—gripping force gradually increases from idling speed to full throttle—engaged, gentle in action—quickly and easily adjusted, and exceptionally long-lived in service.

BIG, EXTRA-EFFECTIVE HYDRAULIC BRAKES—afford easy control with an exceptionally large margin of capacity—a famous Ford safety feature. Cast iron brake drum surfaces are highly score-resistant, non-warping.

NO LOAD CARRIED ON FORD AXLE SHAFTS—Axle shafts transmit power only, in the sturdy 1/4-floating rear axle—construction noted for its long life and freedom from repairs. Pinion gear straddle-mounted on three large roller bearings; differential carrier and ring-gear on two such bearings.



SPECIFICATIONS

THE ENGINE

100 HORSEPOWER • Bore 3.187 inches. Stroke 3.75 inches. Piston displacement 239 cu. in. Brake horsepower 100 at 3800 rpm. Torque 176 lbs-ft at 2000 rpm. Taxable horsepower rating 32.5.

ENGINE BLOCK • Ford cast semi-steel. Cylinders and crankcase integrally cast. Full-length water jackets. Polished micro-finish cylinders. Heads interchangeable, right and left.

CRANKSHAFT • Cast alloy steel. Fully counter-balanced, integral counterweights. Weight: 69.2 pounds. Three main bearings. Main bearing surface area: 36.99 sq. in.

CONNECTING RODS • Alloy steel forgings. Mounted side-by-side in pairs on new Ford steel-cored Silvaloy bearings of floating type, affording greater strength and longer life under severe operating conditions. Bronze piston pin bushings.

PISTONS • Lightweight cam-ground aluminum alloy pistons carrying four rings each. Floating-type piston pins with bearing surfaces in both rod and piston.

CAMSHAFT • Wear-resisting, special cast alloy iron. Three steel-backed babbit bearings. Aluminum timing gear—long-lived, quiet.

VALVES • All intake and exhaust valves are special heat-resisting alloy steel. Mushroom-end valve stems. Lightweight, hollow-cast, one-piece valve lifters. Valves are precision-set. Valve springs shot-blasted, rust-proofed for long life.

VALVE SEAT INSERTS • Hard alloy steel for all intake and exhaust valves.

ENGINE LUBRICATION • Direct pressure oiling to all main, connecting rod and camshaft bearings; also to timing gears. New rear main bearing oil seal. Larger capacity oil pump. Replaceable cartridge type oil filter. Crankcase oil capacity 5 quarts.

CRANKCASE VENTILATION • Directed-flow through crankcase.

COOLING • Two centrifugal water pumps, self-sealing and self-lubricating type. Thermostatic temperature control.

FUEL SYSTEM • Dual down-draft carburetor with duplex-intake manifold. Oil bath air cleaner. Mechanical fuel pump.

IGNITION • Direct-driven distributor. Coil in waterproof housing. Fully automatic spark advance with vacuum control.

BATTERY • 15-plate, 100-ampere-hour capacity.

THE CHASSIS

CLUTCH • Semi-centrifugal type. Diameter 10 in. Total friction area 83.5 sq. in.

TRANSMISSION • Three forward speeds. Roller and ball bearings in all forward speeds. Blocker-type synchronizer. All helical, silent-type gears.

UNIVERSAL JOINTS • Highly efficient, needle bearing type for long life in severe service.

FRAME • Truck-type pressed steel channel. Frame width 34 in. Side members: depth 5.92 in., width 2.25 in., thickness 0.15 in.

FRONT AXLE • Heat-treated alloy steel forging.

REAR AXLE • Three-quarter-floating type. Spiral bevel gear drive with straddle-mounted pinion, Four-pinion type differential. Gear ratio: 3.78 to 1.

SPRINGS • Semi-Elliptic, Hotchkiss Drive. Special alloy steel. Front: length 36 in., width 1.75 in. Rear: length 45 in., width 2.00 in. Hardened steel pins and steel-backed bronze bushings.

SHOCK ABSORBERS • Four. Double-acting, adjustable hydraulic.

STEERING • Worm-and-roller type. Ratio 18.2 to 1. Steering wheel diameter 17 inches.

BRAKES • Hydraulic. Independently anchored two-shoe type. 12 in. x 1.75 in., front and rear. Lining area 162 sq. in. Brake drums with cast iron braking surfaces fused to pressed steel drum rings. Hand brake operates rear wheel brakes.

WHEELS • Five. Disc type. 16-in. diameter, 4.50-in. rims.

TIRES • Four. 6.50-16, 6-ply.

TREAD • Front 58 inches. Rear 60 inches.

TURNING RADIUS • 21.25 feet.

EQUIPMENT

STANDARD EQUIPMENT FOR CHASSIS • Includes hood and cowl assembly; front fenders and running boards on chassis with cab; rear fenders included on Pickup; instrument panel with standard instruments; electrical system including horn, headlamps, combination stop and tail lamp; 19-gallon fuel tank; spare wheel carrier; five wheels and four tires; spare wheel and tire lock; front bumper; jack and tool kit. Extra tire and rear-view mirror shown in front page illustration, extra equipment at additional cost.

AVAILABLE AS COMPLETE UNIT, WITH BODY, OR AS CAB-AND-CHASSIS ONLY

THE FORD MOTOR COMPANY, WHOSE POLICY IS ONE OF CONTINUOUS IMPROVEMENT, RESERVES THE RIGHT TO CHANGE SPECIFICATIONS, DESIGN OR PRICES WITHOUT INCURRING OBLIGATION.

SAVE TIME and MONEY with the FORD EXCHANGE PLAN!

The Ford Engine and Parts Exchange Plan saves time for the Ford V-8 Truck operator, and saves dollars on his over-all operating costs. It enables him to keep his truck on the job and avoids costly delays. He gets more economical operation and greatly extends the useful life of his unit. Ford V-8 cylinder assemblies and various other reconditioned units may be obtained from your Ford Dealer.