

FORD TRUCKS

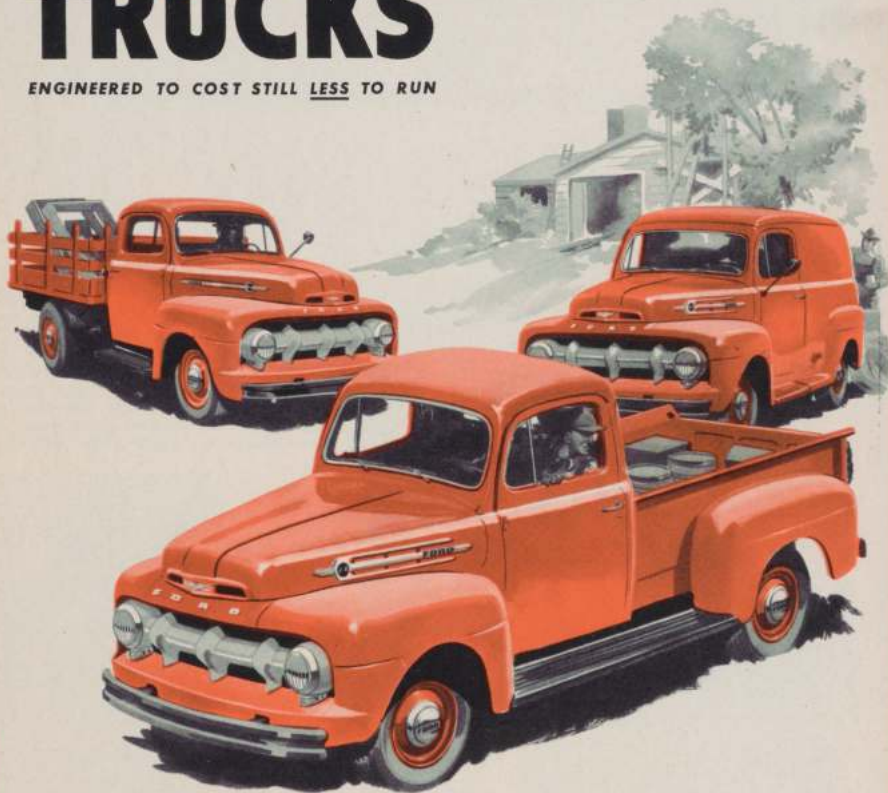
for '52

ENGINEERED TO COST STILL LESS TO RUN

SERIES

F-1

MAX. G.V.W. 4700 LBS.



NEW POWER! NEW PERFORMANCE! NEW ECONOMY!

SERIES F-1 6½-FT. PICKUP . . .

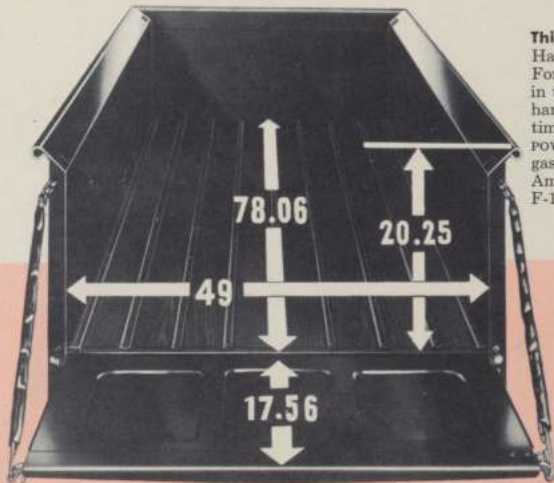
MAX. G.V.W.: 4700 LBS.
(Severe Service Rating)
WHEELBASE: 114 INCHES
PAYLOAD, (equipment, etc.)
UP TO 1480 LBS.



America's No. 1 Economy Truck!

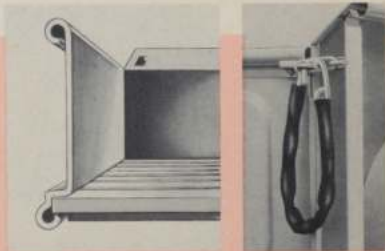
This Big-load Hustler Goes Light On Your Budget!

Haul big loads—and hold down expenses with the new Ford F-1 Pickup! The F-1 has one of the biggest bodies in the half-ton field. Its up-and-at-'em power means easy handling that gets jobs done quicker, saves you costly time! Save money every mile with the fully-proven POWER PILOT, which gives you most power from the least gas under widely varying operating conditions! For America's No. 1 Economy Truck Value, choose the Ford F-1 Pickup—the biggest seller in the Ford Truck line!



BIG PAYLOAD SPACE with HIGH SIDE PANELS

One of the biggest in the half-ton field, the F-1 Pickup body handles standard four-foot-wide building materials . . . is long enough to carry the average door! The heavy-gage steel panels with roll top flare boards are smooth, without obstruction to "catch" or mar material being hauled. There are no wheelhouses to take up valuable payload space. High 20-inch side panels provide more protection against load shifting.



GRAIN-TIGHT TAILGATE

Sand, grain or similar loads are sealed in the Ford Pickup body by specially designed overlapping, grain-tight tailgate, held snugly to body sides and floor by anti-rattle locking link chain. Rolled edge of tailgate tapers to wider cross section at center for greater strength, prevents sagging under strain of heavy cargo.

A Rugged All-Purpose Utility Truck

● Designed to do 1001 Jobs at Lowest Cost!

HEAVY STEEL SIDE PANELS,
with sturdy flare boards for extra strength,
have a smooth surface, with no wheelhouse or
other obstructions to "nag" loads.

STAKE POCKETS

in corner posts permit mounting of uprights for special sides and tops.

SEASONED-WOOD FLOOR

boards are interlocked with durable steel skid strips for lasting service and fullest protection. Full-length skid strips are level with lowered tailgate to facilitate loading.

ROLLED EDGES

reinforce the flare boards . . . add to body rigidity . . . aid loading and unloading heavy objects over sides.

HUSKY CORNER POSTS

of heavy steel with wide flanges welded to outside of body sides provide extra rigidity.

REAR BUMPER SHOWN OPTIONAL AT EXTRA COST.



MORE LOADING EASE with LOW FLOOR-TO- GROUND HEIGHT and FLUSH TAILGATE!

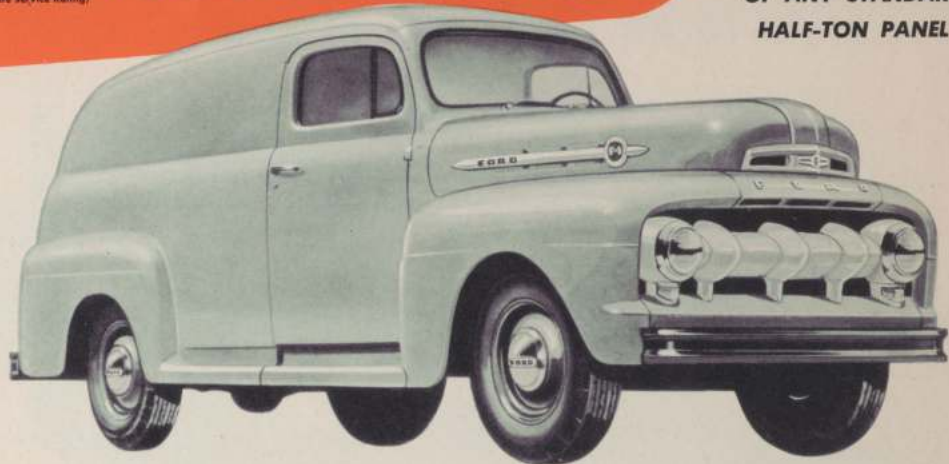
Low 24.09" (loaded), 26.7" (empty), floor-to-ground height is a big advantage for the man who does the loading and unloading. It means less work, more time saved, easier handling of bulky loads. Tailgate, when lowered, is flush with floor and skid strips, providing an all-level platform for sliding heavy crates easily into position.



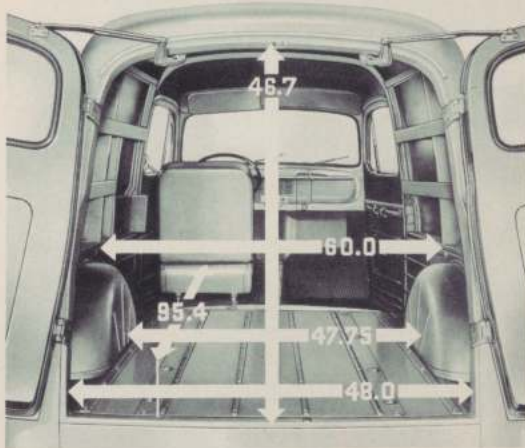
SERIES F-1 8-FT. PANELS

Max. G.V.W.: 4700 lbs. • Wheelbase: 114 inches • Payload (equipment, etc.) up to 1330 lbs.
(Severe Service Rating)

LONGEST, HIGHEST
LOAD SPACE
OF ANY STANDARD
HALF-TON PANEL



Long! Roomy! Handsome!



BIG PAYLOAD SPACE AND LOAD-DOOR OPENING

55-inch interior height permits easier, safer handling of items that need lots of "head room." Extra length alongside driver's seat accommodates loads up to 11½' long . . . lots of "leg room." Big rear door opening, approximately 4 ft. by 4 ft., makes loading and unloading easier and faster. Heavy door checks allow rear doors to open fully or hold firmly at 90°.

Why take less—when you can be the proud owner of the Panel with the LONGEST load space and the BIGGEST loading door in the half-ton field! The Ford F-1 Panel has the LOOKS that mark your business as progressive . . . the PERFORMANCE that lets you make more stops per day, more trips per week . . . the ECONOMY that holds running costs down to only a few cents a mile! And you get a choice of 2 handsome designs—the F-1 Panel and the 5-STAR EXTRA Panel which has 18 "customized" extras for more driving ease and load protection.



NO RUST AND BETTER STYLING

with Integral Rear Fenders. Ford Panel rear fenders and side panels made in one piece. The smooth flowing lines resulting from this modern styling contain no unsightly seams to catch water and eventually rust out. One-piece design provides more strength and rigidity.

EXCLUSIVE! The only INSULATED Factory-Built Panel in the Low-Price Field—the 5-Star Extra!

CUSTOM-BUILT QUALITY AT LOW FORD PRICE!



The new 5-STAR EXTRA Panel is the smartest 1½-ton Panel on the road! At slight extra cost, you get 18 "customized" extras that provide the features of the 5-STAR EXTRA Cab for more driving ease, plus full body interior insulation for greater load protection.



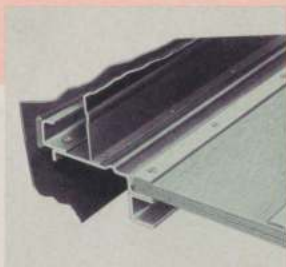
LOOK AT ALL THESE FEATURES AT SLIGHT EXTRA COST

- 1. EXTRA RIDING EASE**—foam rubber seat padding in driver's seat.
- 2. EXTRA INSULATION**—headlining backed by 1½" glass wool insulating pad extending the length of roof panel—more sound deadener on side doors—heavy masonite lining on panel sides!
- 3. EXTRA LOOKS**—distinctive new hood trim—chrome windshield molding—bright metal Air Wing window frames and divider bars!
- 4. EXTRA APPOINTMENTS**—two-tone driver's seat upholstery—customized door panel trim.
- 5. EXTRA CONVENIENCES**—two sun visors—matched door locks on all doors—grip-type arm rest on each front door—illuminated cigar lighter—sturdy dispatch box lock—dome light with automatic door switches—twin, matched-tone electric harness



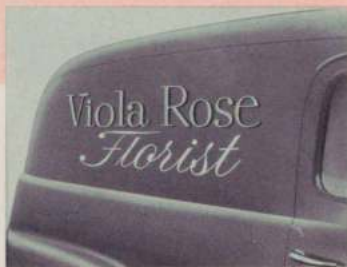
TWO TAIL LIGHTS FOR EXTRA SAFETY

For driving at night and especially when loading and unloading after dark, two tail lights (standard) provide the Ford driver with more protection. Each light is mounted directly on the body, clearly defining truck width.



DUST-TIGHT, FUME-TIGHT LOAD PROTECTION

Sealed-tight joining of solid plywood floor and steel cross sill supports to wheelhouse strips and side panels keeps out dust, fumes and moisture—means extra protection for your loads. Driver's compartment is fully weather-stripped.



SMART ADVERTISING SPACE WHEREVER YOU GO!

About 6 ft. by 1¾ ft. of unobstructed side-panel space above the crease line gives you an excellent display area for your firm name or other framed advertising messages. The smart-styled Ford F-1 Panels provide an attractive advertising billboard on wheels, demand attention wherever they go.

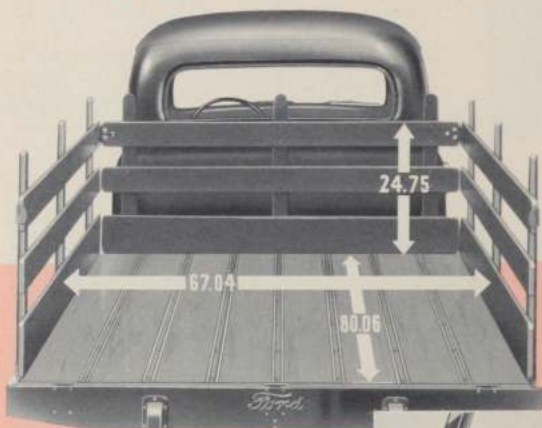
SERIES F-1 6½-FT. PLATFORM-STAKE

Max. G. V. W.: 4700 lbs. • Wheelbase: 114 inches • Payload (equipment, etc.) up to 1410 lbs.
(Severe Service Rating)



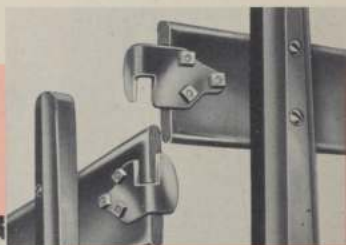
Thrifty Master of Light, Bulky Payloads!

The F-1 Platform-Stake is a versatile hustler . . . easily adaptable for hauling a wide variety of cargo . . . easily loaded or unloaded from rear or sides. Seasoned, sturdy wood floor is protected by steel skid strips for long, severe service and easier loading and unloading of bulky cargoes. Easily removable stake racks permit changing the Stake into a Platform in a few minutes' time.



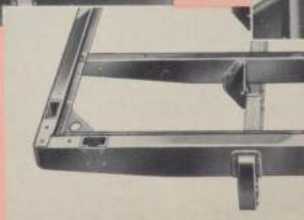
PILE LOADS "SKY-HIGH"

On the big F-1 Stake, the platform is 6½ ft. long, over 5½ ft. wide. Removable stake racks are made of sturdy, straight-grained wood. Stout one-piece sections are quickly and easily removed for speedy loading from rear or sides. Heavy steel rub rail and steel caps on body sill ends offer platform protection all around when backing into and parking alongside loading docks.



Strong Interlocking Steel Plates

Stake sections are held firmly with interlocking steel plates. Bolted to rack boards for extra strength. Plates are firm-holding, yet easily locked or unlocked.



Sturdy Bridge-Type Frame

Heavy-gauge steel side rails are riveted to steel cross girders for extra strength and durability. Heavy steel angle brackets are riveted to girders, bolted to sills. All corners are reinforced with large steel gusset plates.

CHOOSE FROM 2 GREAT FORD CABS

Designed for Comfort, Safety, Efficiency!

THE 5-STAR CAB ...



More Comfort!

65-coil spring Coach seat with 2-way adjustment for more riding ease. Level Action suspension reduces jars and jolts from roughest roads! Weather stripping throughout... fume-tight, dust-tight design!

More Convenience!

Steering column gearshift for passenger-car ease of shifting! Uncrowded riding comfort with ample head, leg, foot and elbow room... wide, tall doors for easy entrance and exit!



More Safety!

Welded all-steel cab—featuring double-panel all-steel doors! Big instrument dials for split-second reading! Easy-to-reach controls! Double windshield wipers for improved vision!



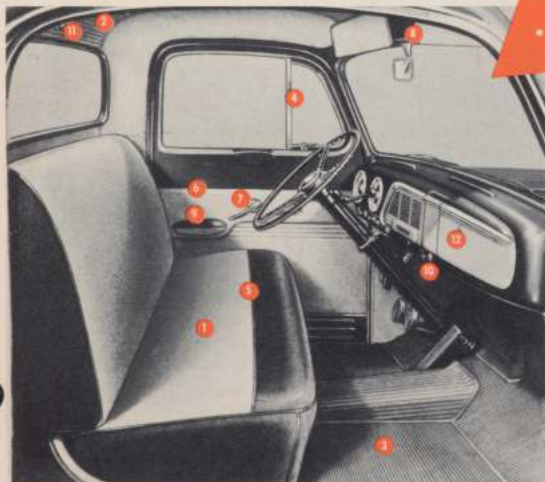
More Style!

Beautiful massive-modern exteriors with ivory finish grille! Seven attractive body colors! Harmonized interior trim!

More Visibility!



Full rear visibility with 3½-ft. wide rear window! Flat, one-piece windshield for distortion-free visibility with no center obstruction. Narrow corner posts—large area door glass!



... THE 5-STAR EXTRA

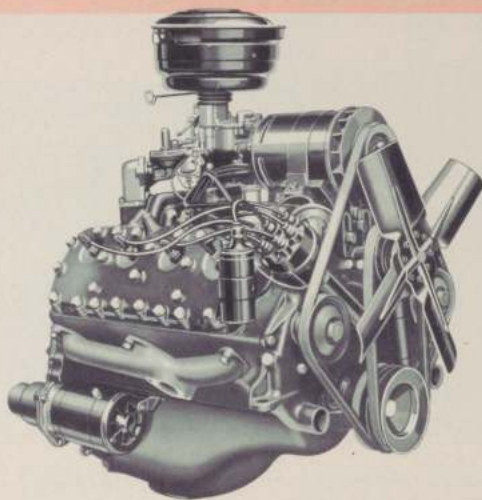
GIVES YOU ALL THESE EXTRA FEATURES AT ONLY SLIGHT EXTRA COST!

1. Resilient foam rubber padding in full-width Coach seat
2. Headlining, backed by 1½-in. glass wool insulating pad!
3. Sound deadener on door, floor and rear cab panels!
4. Bright finish Air Wing window frames and divider bars!
5. Two-tone seat upholstery!
6. Customized door and body panel trim!
7. Sturdy, bright finish hardware escutcheons!
8. Two adjustable sun visors!
9. Grip-type arm rest on both doors!
10. Illuminated cigar lighter!
11. Dome light with automatic door switches!
12. Sturdy lock on dispatch box!

In addition to the above features, shown on the illustration at left, the 5-STAR EXTRA Cab also gives you:

- Distinctive hood ornamentation.
- Chrome windshield molding.
- Door lock on each door.
- Twin, matched-tone, trumpet-blast, electric horns.

Only Ford Gives You a Power Pilot



WORLD-FAMOUS 106-h.p. V-8

For '52—More Power! More Performance!

You get new power . . . new performance in Ford's great 239 cu. in. V-8. Advanced for 1952 with 106 horsepower, this smooth 8-cylinder power plant hustles big loads through on schedule, gives more thrifty work-hours of reliable transportation. Packed with advancements—lightweight autothermic pistons for controlled clearance . . . Self-cleaning Free-Turn valves . . . Waterproof ignition . . . Power Pilot carburetion-ignition . . . Full Pressure lubrication for longer life . . . Series-Flow cooling for closer temperature control.

DISPLACEMENT—239 cu. in.
BRAKE HORSEPOWER—106 at 3,500 r.p.m.
TORQUE—194 lbs.-ft. at 1,900-2,100 r.p.m.

BORE—3.1875 in.
STROKE—3.75 in.
COMPRESSION RATIO—6.8 to 1

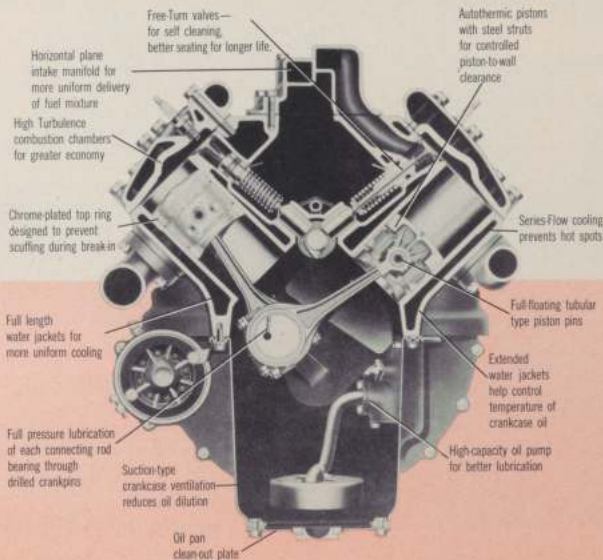


FORD'S

POWER Most Power

The Ford Truck Power Pilot automatically meters and fires the right amount of gas, at precisely the right instant, to match all operating conditions.

Unlike conventional systems, the Power Pilot uses only one control instead of

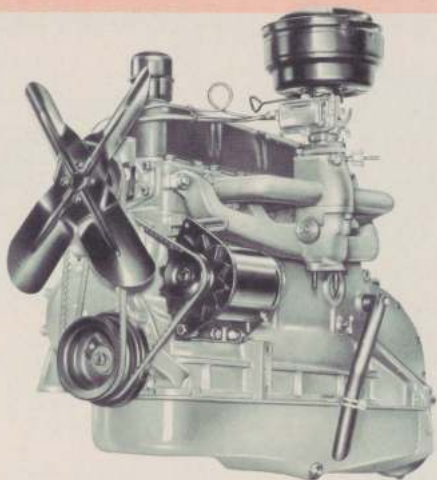


Big Main Bearings are easily replaceable. Precision, thin shell, steel-backed, anti-friction alloy for longer wear. Capable of withstanding heavy pounding without fatigue. Exceptionally wide, locked-in design for better oil retention and control. Flanged rear main bearing has wide flange at each end to absorb crankshaft thrust in both directions.

Power Choice of V-8 or SIX

NEW COST CLIPPER 101-h.p. SIX High-Compression, LOW-FRICTION Design

Now in an F-1 Ford Truck, you can get an ultra-modern High-compression, LOW-FRICTION overhead valve engine. This great new Ford Truck Six cuts down on "power waste," delivers more usable horsepower per cubic inch displacement, saves up to 14% on gas! New short-stroke design cuts down piston travel 18%. There is less friction drag, less friction heat, less friction wear. New 7 to 1 ratio gives high-compression performance that means faster acceleration, more pulling ability for time-saving speed hauling on regular gas!



PROVEN

PILOT from Least Gas!

two, yet is designed to synchronize firing twice as accurately.

You can use regular gas . . . you get no-knock performance. Only Ford in the low-price field gives you Power Pilot Economy. Standard on all Ford Trucks.

DISPLACEMENT—215 cu. in.
BRAKE HORSEPOWER—101 at 3,500 r.p.m.
TORQUE—185 lbs.-ft. at 1,300-1,700 r.p.m.

BORE—3.562 in.
STROKE—3.6 in.
COMPRESSION RATIO—7.0 to 1



New Flame-Flow Combustion Chambers provide most efficient combustion with high output, on regular fuel. Chamber design improves gas mileage with high-turbulence, controlled flame propagation. Overhead valve design provides better heat factors, easier breathing, straight-line delivery of fuel-air mixture for most operating efficiency.

Self-locking adjusting screw for easy maintenance of proper valve clearance

Flame-Flow combustion chambers for more efficiency

Chrome-plated top ring designed to prevent scuffing during break-in

Full-floating piston pins for longer life

High-Lift camshaft for fast valve action

Full-Flow oil filter cleans all the oil, prolongs engine life

Precision-cast alloy crankshaft for better vibration-damping, longer-lived bearing surfaces

High-capacity oil pump for better lubrication

Precision molded, cast alloy rocker arm for greater durability

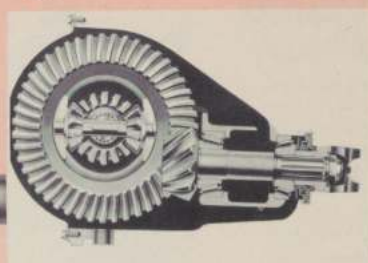
Free-Turn valves for self-cleaning, better seating

Autothermic pistons with steel struts for controlled piston-to-wall clearance

Full-length water jackets surround each cylinder, maintain cylinder bore, reduce wear

Full pressure lubrication of each connecting rod bearing through drilled crankpins

RUGGED FORD CHASSIS Gives You a Long Lifetime of Economy!

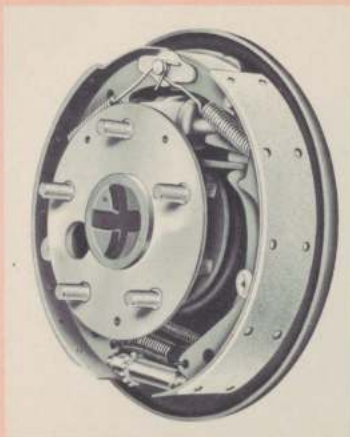


HYPOID REAR AXLE for extra reserves of strength and longer life. Big drive pinion spreads torque over greater tooth area for quiet operation, more dependability. Choice of two axle ratios—3.92 to 1 or 4.27 to 1—for greater operating flexibility.

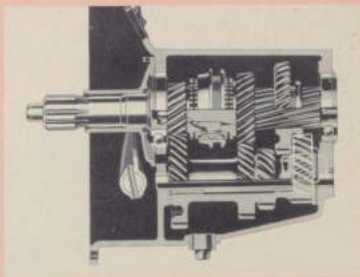
AXLE SHAFTS ARE EASILY REMOVABLE from wheel end. Thus maintenance is quick and easy because inspection and adjustment can be made without removing housing or disturbing brake line connections. Sealed wheel bearings of high capacity are permanently pre-lubricated and require no periodic maintenance.



DIRECT, DOUBLE-ACTING, HYDRAULIC SHOCK ABSORBERS, front and rear, provide an instant cushioning effect on spring action, both on compression and rebound. Rubber grommets at mounting points provide insulation against squeaks and rattles.



POWERFUL HYDRAULIC BRAKES provide safe, sure stopping control for rated loads. Self-emergizing action builds up brake shoe pressure within the brake itself, eases foot pedal pressure. Large cast iron drums dissipate heat faster, minimize scoring. Removable brake drums simplify maintenance.

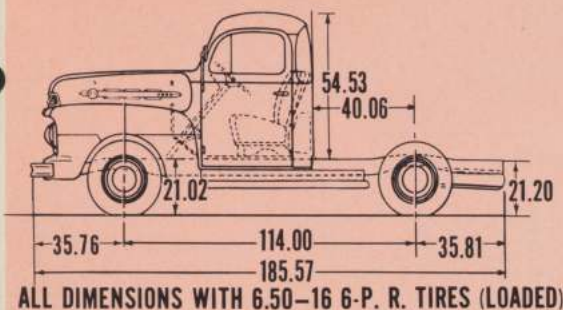


3-SPEED SYNCHRO-SILENT TRANSMISSION, standard with steering-column gearshift, is engineered for quiet operation, easy shifting. Quiet helical gears throughout with synchronizers in second and high speeds . . . add longer, smooth running life. All forward speed gears are mounted on ball or roller type bearings to keep friction low, minimize wear, and maintain high power transmitting efficiency. Heavy-duty 3-speed helical Synchro-Silent, or 4-speed spur transmissions are optional at extra cost.

NO OTHER HALF-TON TRUCK GIVES YOU ALL THESE FEATURES

POWER PILOT ECONOMY—most power from least gas! ★ **10" GYRO-GRIP CLUTCH**—positive action, quiet operation, long life! ★ **NEEDLE-BEARING UNIVERSAL JOINTS** for unexcelled durability! ★ **ROLL-ACTION STEERING** for easy, quick-response handling! ★ **AUTOMATIC TIE ROD ENDS**, spring-loaded to take up wear! ★ **REMOVABLE BRAKE DRUMS**, non-warping, easy to remove or replace! Rugged **CHANNEL FRAME**, engineered for great strength without excess weight . . . kick-up over rear axle provides low loading height! ★ **REAR SPRINGS** of high tensile strength provide safe, sure handling of even the most fragile loads!

SERIES F-1 CHASSIS-CAB ESPECIALLY SUITED FOR CUSTOM-BUILT BODIES FROM 5½ TO 6½ FT.



Three Ford F-1 chassis models are available on the 114-inch wheelbase for special-purpose bodies to fit your specific load space requirements—the chassis-cab for 2-unit bodies and the chassis-windshield or chassis-cowl for single-unit custom bodies. Body and payload capacity (with equipment and driver) goes up to 1850 lbs. for the chassis-cab (see *Capacity Chart* below), up to 2350 lbs. for the chassis-windshield, up to 2380 lbs. for the chassis-cowl.

CAPACITY CHART—SERIES F-1 CHASSIS WITH CAB

TIRES—5. SIZE—front, rear and spare	6.00-16 4-p.r.	6.00-16 6-p.r.	6.50-16 6-p.r.
GROSS VEHICLE WEIGHT RATING (Severe Service Rating)	4000 lbs.	4400 lbs.	4700 lbs.
*CURB WEIGHT (with fuel and water) (est.)	2825 lbs.	2843 lbs.	2850 lbs.
*PAYLOAD, BODY, EQUIPMENT, ETC. (approx.)	1175 lbs.	1557 lbs.	1850 lbs.

*With Six engine. For V-8 engine add 40 lbs. to "curb weight" and deduct like amount from "payload."

SERIES F-1 BODY SPECIFICATIONS—CONDENSED

<p>6½-FT. PICKUP BODY</p>	<p>BODY—welded steel construction; smooth side panels with no wheel-house obstruction.</p> <p>CORNER POSTS—Box type of husky steel; welded to body.</p> <p>FLOOR—sturdy, seasoned wood protected by steel skid strips.</p>	<p>FRONT PANEL—full height, reinforced.</p> <p>LOAD SPACE—unobstructed, no wheelhouses; 78.06" long; 49" wide; 20" to top of flare; 45 cu. ft. capacity.</p> <p>LOADING HEIGHT—26.7", floor to ground, unloaded; 24" loaded.</p>	<p>STAKE POCKETS—four, in corner posts for mounting uprights.</p> <p>TAILGATE—heavy, stamped steel, grain-light panel design, reinforced edge. Anti-rattle drop chains, with steel locking links hold tailgate flush with floor and skid strips.</p>
<p>8-FT. PANEL BODY</p>	<p>BODY—reinforced welded steel; top and side panels shaped and welded to rear fenders.</p> <p>DRIVER'S COMPARTMENT—spacious; weather-sealed windows, doors. Individual type driver's seat, 3" adjustment. 5-STAR EXTRA Panel has many features for added riding ease, style and driver efficiency.</p> <p>FLOOR—solid plywood, well supported. Steel skid strips. Dust-, moisture-sealed at body side panels.</p>	<p>INTERIOR—steel panel-protected sides, floor to top of wheelhouses—Panel has wood slats above; 5-STAR EXTRA Panel has heavy masonite lining above wheelhouses on panel sides, and perforated headlining backed by thick glass wool insulating pad extending full length of roof panel.</p> <p>LOAD SPACE—95.4" long on floor (138.5" alongside driver); 60" wide; 55.43" high. Total capacity (including space beside driver) 160.3 cu. ft.</p>	<p>LOADING HEIGHT—23.82", floor to ground, loaded.</p> <p>LOCKS—rear panel doors and right hand (Panel), right and left hand (5-STAR EXTRA Panel).</p> <p>REAR DOORS—hinged to welded one-piece steel door frame; fitted with soft rubber seals. 2-position door checks 90° or full open.</p> <p>REAR DOOR OPENING—48" wide, 46.7" high.</p>
<p>6½-FT. PLATFORM & STAKE BODY</p>	<p>LOAD SPACE—platform; 84.3" long x 71.28" wide; stake: 80" long, 67" wide, 29.54" high stakes.</p> <p>LOADING HEIGHT—32.64" with 6.50-16 tires, loaded.</p> <p>FLOOR—sturdy seasoned wood, protected by steel skid strips.</p>	<p>PLATFORM—bridge-type construction; heavy-gage steel framing riveted to cross girders; steel angle brackets riveted to girders. Corners reinforced with steel gusset plates.</p> <p>STAKE RACKS—removable; sturdy, straight-grained wood, one-piece side and end sections.</p>	<p>RACK INTERLOCKING PLATES—strong-holding, easily locked or unlocked. Bolted to rack boards.</p> <p>RUB RAIL—steel, around platform; steel caps on ends of body sills.</p> <p>STAKE POCKETS—flush with floor; lined with steel; welded to inside of frame rail, riveted to outside.</p>

Series F-1 Specifications!

MAXIMUM GROSS VEHICLE WEIGHT 4,700 POUNDS

AXLE FRONT

Capacity—lbs.	3900
Type	Modified I-Beam
Material	Heat-Treated Alloy Steel Forging
Sire (Height x Width x Web)—in.	2.29 x 1.6 x 0.23

AXLE REAR

Capacity—lbs.	3900
Type	Hypoid
Axle Shaft Diameter at Spine—in.	1.25
Axle Ratio—Standard	3.92 to 1
Optional	4.27 to 1

BRAKES, SERVICE

Type	Hydraulic, Two-Shoe, Single Anchor, Self-Energizing
Front Brake (Drum Diam. x Lining Width—Thickness)—in.	11 x 2-3/16
Rear Brake (Drum Diam. x Lining Width—Thickness)—in.	11 x 1 1/2 x 3/16
Total Area, Drum—Lining—sq. in.	239-178
Drums—Type	Demountable
Material	Composite—Cast Iron Fused to Steel Back
Brake, Hand	Cable with Equalizer Applying Rear Wheel Brakes

BUMPER

Type	Curved, Truck-Type Channel
Mounting	Bolted Direct to Front Frame Side Rail

CLUTCH

Type	Gyro-Grip, Semi-Centrifugal Single Plate
Diameter, Outside—in.	10
Total Frictional Area—sq. in.	85.0
Cover Plate	Ventilated Type
Pressure Plate	Cast Iron
Clutch Disc	Cushioned High with Vibration Damper
Release Bearing	Pre-lubricated
Pilot Bearing	Copper Graphite Bushing
Attachment—Levers to Pressure Plate	Needle Roller Bearings

COOLING SYSTEM

Capacity—gals.	Six
Radiator	Flat Tube and Fin—Pressure Cap
Thermostat(s)	In Engine Water Outlet(s)
Fan, Diameter—In.	V-8 17—Blade
	V-6 18 1/2—Blade

DRIVE LINE

Propeller Shaft—Number	Hotchkins, Straight-Line Drive
	One, Tubular, Forged Steel Ends
Universal Joints—Number, Type	Two, Needle Roller Bearing

ELECTRICAL SYSTEM

Battery	6-Volt, 15-Plate, 90-Amp. Hr. Capacity
Generator	35 Amp. 230 Watts
Ignition	Full Vacuum Controlled System Fully Automatic
Distributor	Metallized Open Wiring in Rubber Grommets with Moisture-Proof Boots Over Spark Plugs
Head Lights	Sealed Beam, Foot-Switch Beam Control
Starter	High Torque, Automatic Engagement, Solenoid
Parking Lights	Left-hand Combination Stop and Tail Light (Dual Tail Lights standard on Panel); Instrument Lights; Ignition Switch with Key Lock; Circuit Breakers; Voltage Regulator.

ENGINES

	TRUCK SIX	TRUCK V-8
No. Cylinders—Bore and Stroke in.	6—3.562 x 3.6	8—3-3/16 x 3 3/4
Displacement—cu. in.	215	239
Max. Brake Horsepower @ RPM.	101 @ 3500	104 @ 3500
Max. Torque—Lbs.-Ft. @ RPM.	185 @ 1300-1700	196 @ 1900-2100
Compression Ratio.	7.0 to 1	6.8 to 1

FRAME

Side Rail—Type	Tapered Channel Section
Mat. Section (Depth x Flange x Thick.) in.	5.92 x 2.25 x 0.15
Cross Members	4-Flanged "U" Type and Channel Section
Section Modulus	2.65

FUEL SYSTEM

Carburetor	Downdraft
Air Cleaner	Heavy Duty Oil Bath, One Qt. Capacity
Fuel Pump and Filter	Diaphragm Type, Driven from Camshaft
Fuel Tank—Chassis without Cab	17-Gal. Inside Left Frame Rail
Chassis with Cab	20-Gal. Tank of floor
Fuel Filter	Tube Extension to Outside Cab or Body

LUBRICATION

Engine	Full Pressure Feed
	To All Main, Crankpin and Camshaft Bearings
Crankcase Capacity (with opt. oil filter)	8 qts. (dry); 5 qts. (refilling)
Chassis	Fittings for Pressure Lubrication

SHOCK ABSORBERS

Front and Rear	Direct, Double Acting, Permanently Sealed, Telescopic
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SPRINGS—Semi-Elliptic, Ford Alloy Steel	FRONT	REAR
Length x Width—In.	36 x 3 1/2	45 x 2
Number of Leaves and Def. Rate—lbs. per in.	8-243	10-275*
Capacity (at Normal Deflection)—Per Spring	850	1550*
*Fronds Only—8 Leaves, Rate 230 lbs. per lb.	Capacity 1050 lbs.	

STEERING

Type	Worm and Single Row Needle Bearing Roller
Ratio	18.2 to 1
Wheel	18 in. Dia., 3-Spoke
Capacity (at Normal Deflection)—Per Spring	23 1/2 (right); 22 1/2 (left)
Tie Rod	Ball Stud and Socket, Spring Loaded for Automatic Take-up of Wear, Equipped with Rubber Dust Shields

TRANSMISSION

Type	3-Speed, All-Helical, Synchronizers 2nd and High with Steering Column Gearshift Lever
Gear Positions	FIRST SECOND HIGH REVERSE
Ratio to 1	2.78 1.62 1.000 3.63

WHEELS AND TIRES

Wheel	5-16-Inch Steel Disc with 0.62-inch Offset
Rims—Size and Type	5-Hole, 5-1/2-Inch Dia. Bolt Circle
Tires—Standard Size—Front, Rear and Spare	16" 43K, Drop Center
	6.00-16 4-29 rating

CHASSIS EQUIPMENT, included as standard, in addition to items specified above:

Hood, Cowl and Dash	Bright Hub Caps	Left, Outside, Long Arm on Chassis-Cab, Stake & Platform
Front Fenders	Dual Windshield Wipers (except Owl)	Hunging Boards—Long (curved at rear end for fender) on Pickup
Center Cowl Ventilator	Single Electric Horn	Short on Panel, Stake and Platform
Steering Column	Spare Tire Carrier	Rear Bumper (Panel only)
Instrument Panel	Air Wing Ventilator	Sun Visor—Left side in Cab
Speedometer	Water Temperature Gage	Mechanical Jack (1 1/2 ton Capacity) and tool kit
Oil Pressure Gage	Fenders, Rear—on Pickup	
Fuel Gage	Guards on Stake and Platform	
Charge Indicator	Mirror, Rear View—Inside on Pickup	
Ack Receiptacle	Left, Outside, Short Arm on Panel	
Dispatch Box		
Choke Button		
Light Switch		

NOTE: Running boards are not standard on chassis with cowl or windshield.
*Except Chassis Cowl

AVAILABLE EQUIPMENT AND ACCESSORIES

(at extra cost)

5-STAR EXTRA Cab, H.D. 3-speed transmission with 11" clutch, 4-speed transmission with 11" clutch, 11" clutch, 5-6.00-16 6-p.r., 5-6.50-16 6-p.r. Rear bumper (standard on Panel), Oil Filter, Heater and defroster, fresh air type, recirculating type, Windshield Wipers, positive action (V-8), electric (Six), Heavy duty fan, Heavy duty radiator, Governors, Heavy duty springs (front and rear), Generator, 40 amp., 60 amp. Heavy duty battery, 100 amp. hr., 120 amp. hr. Directional turn signal, Fire extinguisher, Locking gas tank cap, Engine compartment lamp, Road lamp with brackets, Auxiliary seat (Panel), Spotlight with bracket, Reflector flares (3 in kit) with flags, Radiator grille guard, Radio, Rear view mirror (outside type), Seat covers, Window vent shades, Sun visor (right hand), Windshield washer.

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