1935 *Another* **FORD** TRIUMPH OF ENGINEERING

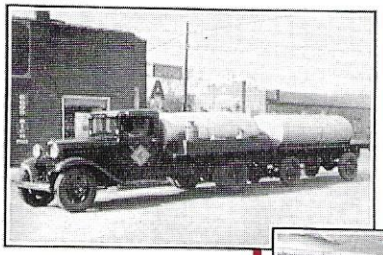
FORD

double duty V-8 TRUCKS

AND COMMERCIAL CARS

BUILT TO MEET THE NEW-DAY NEEDS OF BOTH THE HAULER AND DELIVERY MAN

FORD V·8 PERFORMANCE IS MODERN TRUCK PERFORMANCE

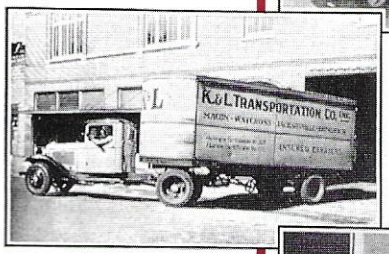


In 1932 Ford made the V-8 engine available to the commercial field. Owners quickly discovered finer performance.

During 1933 the Ford V-8 truck found a ready market among delivery men, who liked its speed, reliability and economy.

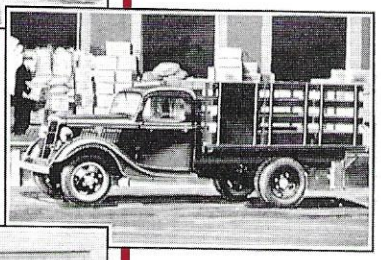
Haulers discovered that the 1933 Ford V-8 truck gave them power and ruggedness they needed as well as faster speeds.

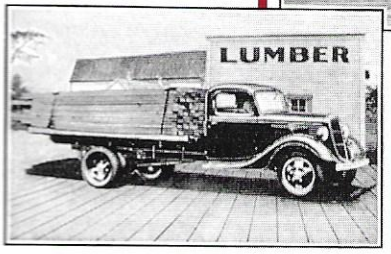
Again in 1934 buyers of delivery equipment found the Ford V-8 truck met their demands for all types of delivery work.



The 1934 Ford V-8 truck also proved itself a favorite with haulers. Many heavy haulers adopted it for semi-trailers.

This year the delivery truck owner will find in the 1935 Ford V-8 truck all the features needed for fast delivery service.





And the heavy hauler will find in this same truck the features he requires for dependability under all hauling conditions.

Tried and Proved by Millions of Miles in All Types of Service

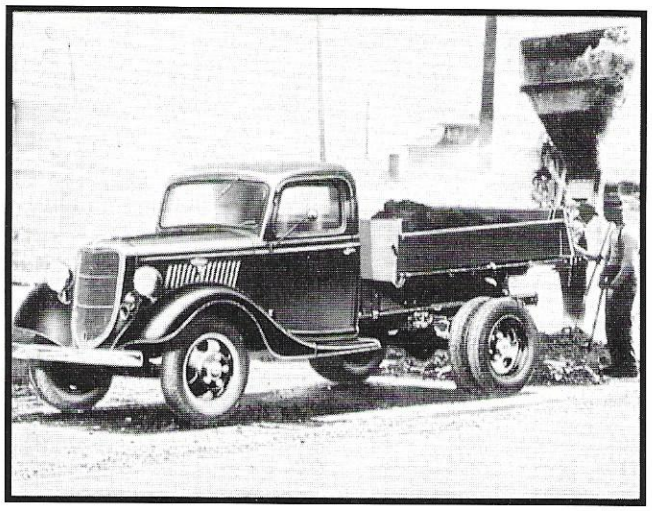
Thousands upon thousands of Ford V-8 trucks and commercial cars are now on the road saving their owners money and serving them well. Time . . . and the acid test of actual service, have proved the V-8 a powerful, dependable, economical engine in all kinds of commercial use.

Thousands of letters from V-8 truck owners voice their satisfaction with the outstanding accomplishments of the V-8 engine, under a wide range of operating conditions. Timber men in the Great Northwest boast of the ability of the Ford V-8 truck to make its way over roads that are little more than narrow trails, cleared through dense forests. Grocery men located in cities that teem with millions of people, praise the nimbleness of the Ford V-8 truck in traffic. Farmers tell of their experiences hauling heavy loads of produce, grain, livestock and fruit long distances to market over every conceivable type of road.

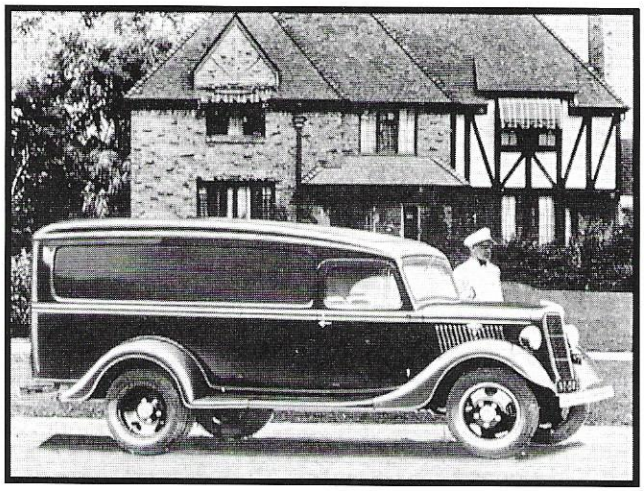
Manufacturers . . . wholesalers . . . bakers . . . cleaners and dyers . . . laundries . . . oil companies . . . road contractors . . . builders . . . coalmen . . . milk dealers . . . department stores . . . truck owners in every line of business and in every state in the Union, proclaim V-8 performance the most modern, most dependable and most economical truck performance ever offered to the hauler or delivery man.

The 1935 Ford V-8 Double-Duty Truck offers a combination of features needed in *BOTH* hauling and delivery service.

THE 1935 FORD V-8 TRUCKS ARE *DOUBLE-DUTY* TRUCKS



Haulers whose trucks go out with full loaas need the full 80 horsepower of the Ford V-8 Truck Engine. On return trips, they want and need V-8 speed. Records of owners show that Ford V-8 Trucks make faster round trips . . . haul more loads per day . . . at a lower cost per mile.



The delivery truck owner finds, in the 1935 Ford V-8 Truck, a combination of fast get-away that cuts down route time and smartness that attracts attention. As a result, delivery men can expect faster coverage of their routes or longer routes covered in the same time, and greater advertising value from their trucks.

And here's what

DOUBLE-DUTY

means . . . . In the last few years the whole trucking picture has changed. Truck operators have discovered they must make faster, more frequent trips. They have found it necessary to cut operating costs, and save on their original investment. Therefore it is not surprising that today the great majority of all trucks in use are of 1½-ton or less rated capacity.

These new conditions have brought about the demand for a *new* TYPE of truck. The ideal truck for today's trucking needs should combine plenty of power for hauling heavy loads . . . with high road speed and nimbleness in traffic. *This is what is meant by Double-Duty.*

The modern truck must possess the strength and stamina to stand up under the most severe punishment of roads and loads . . . yet this strength must be built in without adding dead weight that hampers performance and runs up operating costs.

Every truck owner today wants a truck that is good looking, that adds prestige to his name and impresses his customers . . . yet in every detail of line and arrangement, it must be practical and built for maximum usefulness.

In other words, the majority of truck operators today need a truck which possesses all these "double-duty" characteristics. So . . . for 1935 Ford has built a truck that has them ALL.

The 1935 Ford V-8 Double-Duty Truck combines all of the characteristics needed in this new era of truck operations. It is efficient, economical and practical for fast delivery work and for heavy-duty hauling . . . or for any truck uses in between these extremes.

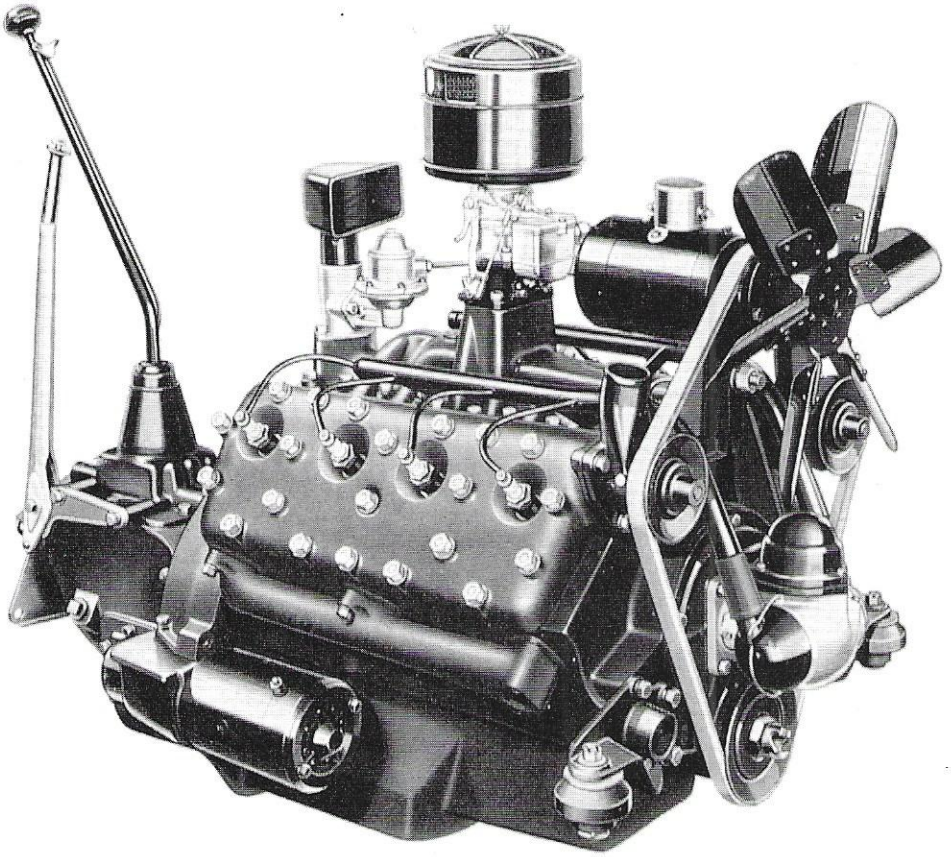
V·8 PERFORMANCE WITH *PROVED* 4-CYLINDER ECONOMY

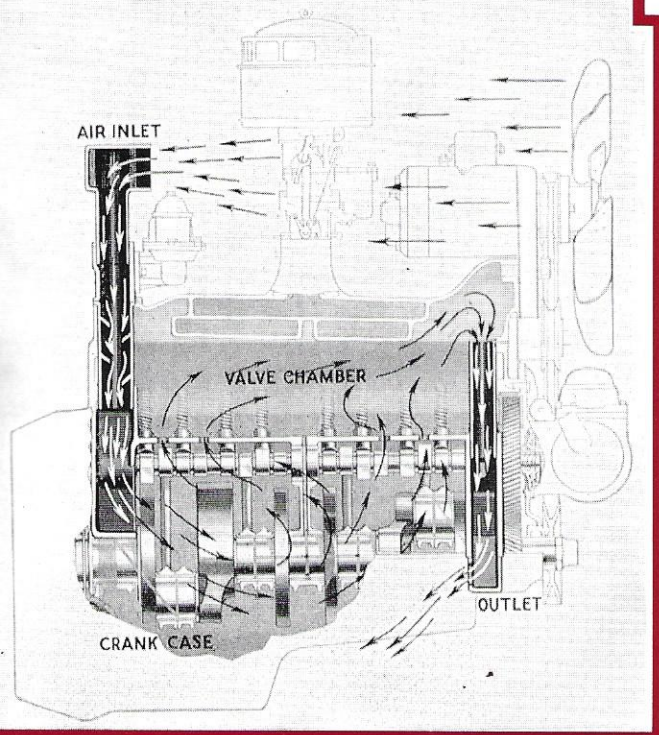
The Ford V-8 truck engine develops more than 80-horsepower according to dynamometer tests. For more than two years this engine has proved its economy and reliability in service.

In those two years, this engine has won the admiration and respect of so many thousands of truck owners that "V-8 Performance" has become something more than a phrase . . . it has become a yardstick by which truck operators measure all truck performance.

With the exception of one change, the 1935 Ford V-8 truck engine is the same sturdy, powerful engine which truck operators have discovered uses no more fuel than a "four".

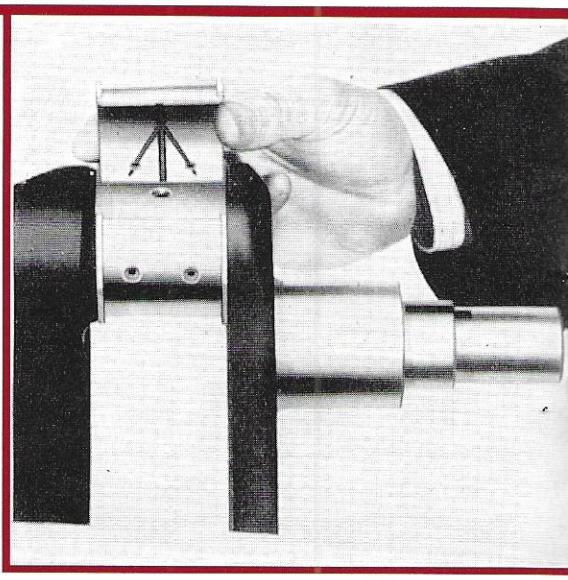
This single change is the addition of directed-flow crankcase ventilation.





AT RIGHT •

Heavy-duty copper-lead connecting rod bearings resist burning out, pounding out and spalling. These bearings are of the "floating" type, providing an oil film between the bearing and the rod and another film between the bearing and the crank pin. They are found only in high-priced heavy-duty trucks, aircraft engines and expensive custom-built motors.

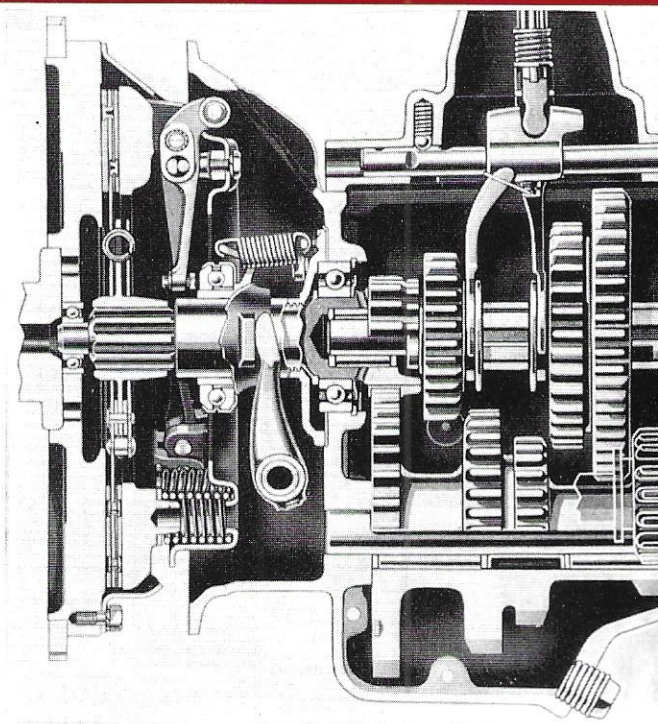


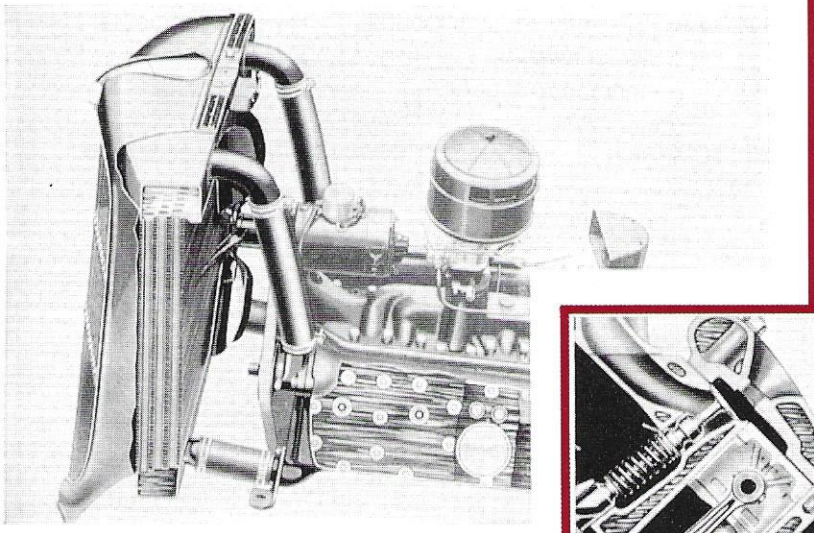
AT LEFT •

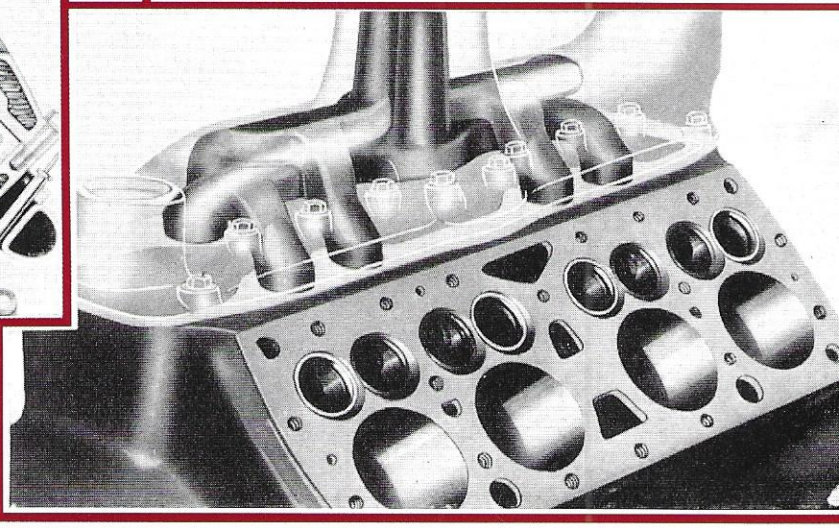
Diagram showing circulation of air provided by the new directed-flow crankcase ventilation system. Unburned fuel, water vapor and other fumes are removed, reducing oil dilution. Acid fumes are drawn off, reducing the danger of corrosion. "Sludge" formation is held to a minimum.

RELIABILITY FEATURES OF THE FORD V-8 TRUCK ENGINE

A new heavy-duty truck-type clutch is built for longer life and smoother engagement. This newly designed clutch has lower pedal pressure at idling speeds. The clutch release levers are weighted at the outer ends and increase plate pressure more than 100 per cent by centrifugal force as the engine speed increases. This feature assures maximum resistance to slippage. Clutch diameter is increased to 11 inches, giving more than 123 square inches of frictional surface. Clutch housing is integral with transmission case. Heavy-duty, four-speed truck transmission, with larger frictional area. Simplified design with fewer parts. Clutch ventilated for cooler operation.

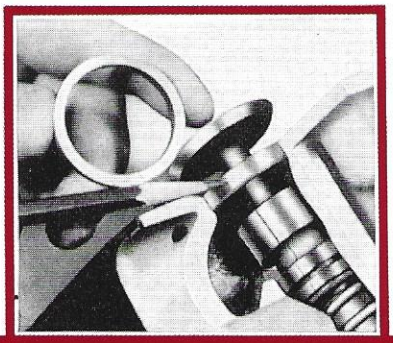






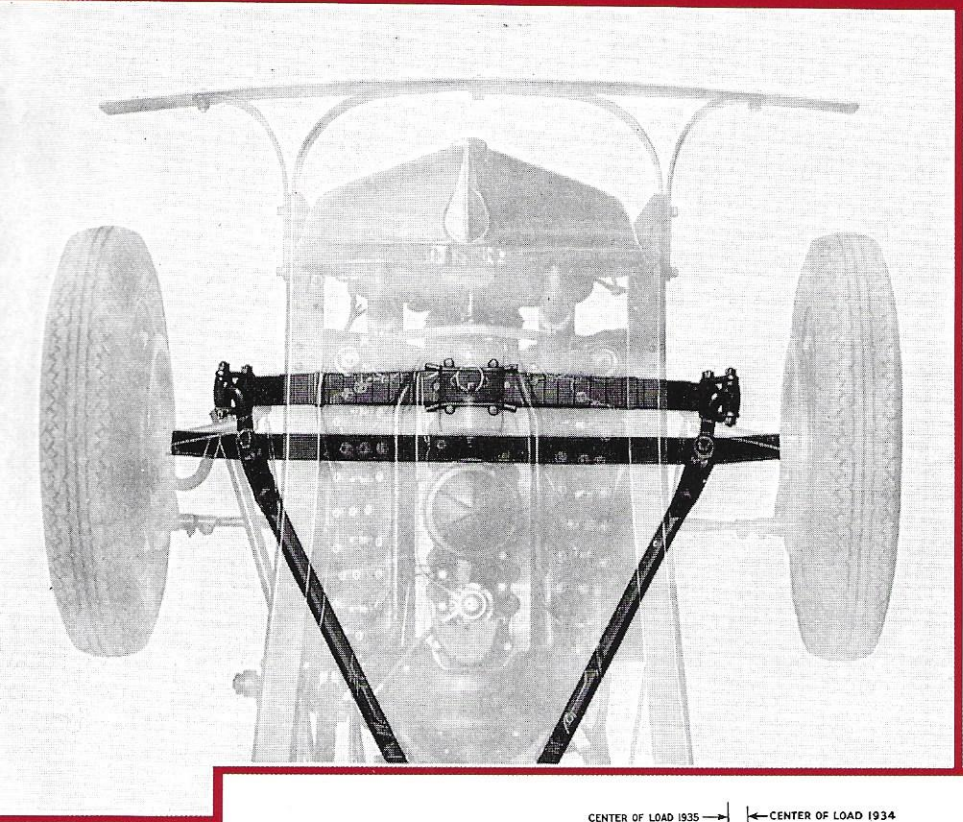
The wider radiator now has 15 per cent greater cooling area. More water per minute is forced through the cooling system by the larger water pump impellers. The 15½-inch six-blade fan draws a greater volume of air through the radiator. Water-jackets extend the full length of the cylinder walls and along the upper part of the crankcase, keeping both the engine and the oil in the crankcase at efficient operating temperatures.

Exhaust valve seat inserts are of high-alloy tungsten chrome steel. Valve grinding is seldom necessary. The valves are made of a high-alloy chrome-nickel and are assembled with the guides and valve springs as a unit. Valve clearances are set at the factory. Because of the small amount of wear on the head and seat, no adjustments are required.



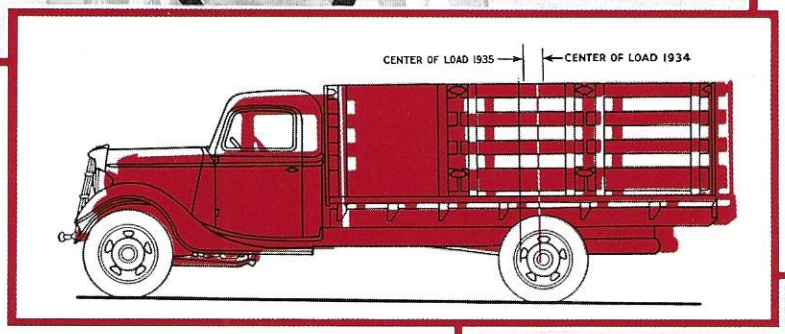
Much of the unusual fuel economy of the V-8 engine is due to the economical dual down-draft carburetor and dual intake manifold. The short length of the V-type engine cuts down the distance the mixture must travel through the intake manifold. All cylinders receive an equal amount of fuel. No "starved" end cylinders with this design. Letters from owners back up the statement that the V-8 engine uses no more fuel than a "four". The use of eight cylinders does not mean the addition of two or four extra consumers. Eight cylinders merely describes the way the fuel is distributed, not amount used. *For example: a gallon can be divided into eight pints or four quarts. In either case it is still only one gallon.*

Here's the Inside Story of



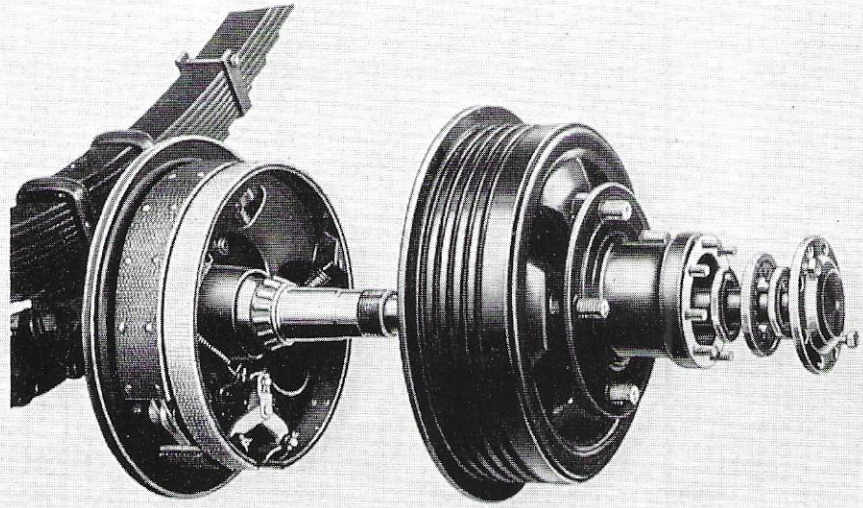
New Front-End Construction

The front spring has been moved 4 inches forward of the front axle. The engine has been moved forward $8\frac{11}{16}$ inches. This, together with the space-saving design of the V-type engine, permits more of the total chassis length to be devoted to load space. The distance from the back of the cab to the center of the rear axle has been increased by $6\frac{1}{2}$ inches, permitting acute angle turns with full-width semi-trailers. This construction reduces the body over-hang and permits a more ideal distribution of load. Load center is moved forward so that more of the load now rides ahead of the rear axle. Putting more of the weight on the front axle results not only in better load distribution but means better braking and more uniform tire and brake wear.

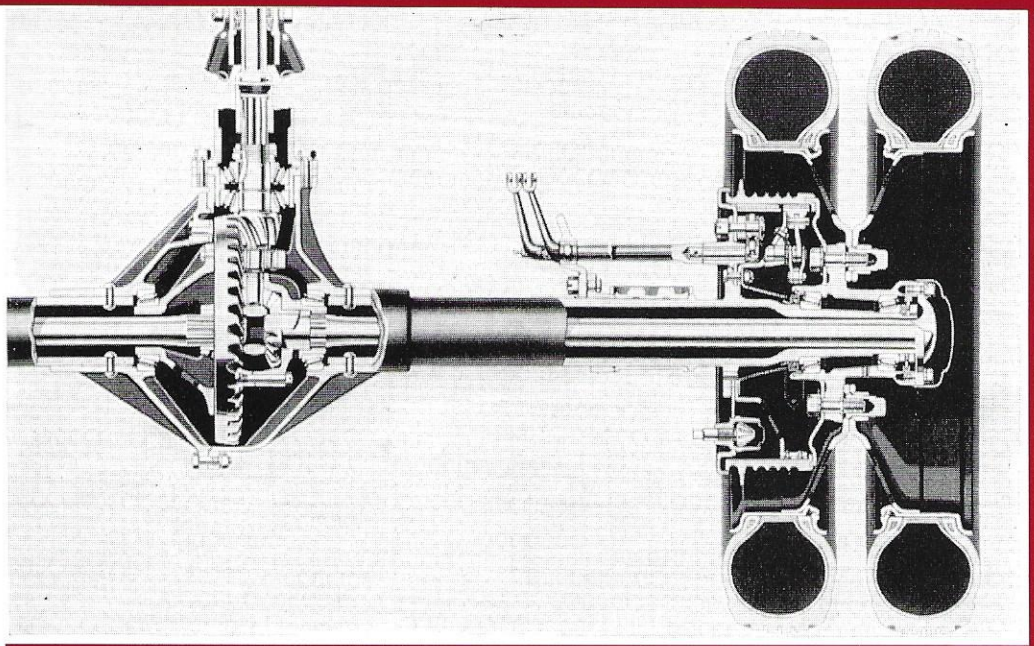


Quick-Stopping, Rib-Cooled Brakes

New cast alloy iron brake drums with integral cooling ribs. An extra large reinforcing rib serves to prevent distortion. Rear drum steel mounted. Cast-iron braking surface minimizes scoring. Drums will not "bell-mouth" or expand to cause "fading", when making quick stops in rapid succession. Brake shoe pressure is more evenly distributed by newly-designed internal mechanism. Longer life between adjustments. Moving load center forward improves distribution of braking. Redesigned parking brake lever, with two-toothed pawl and wider sector provides greater strength and safety. Parking brake operates on the rear wheels, and is entirely independent of the service brakes.



Double-Duty Construction

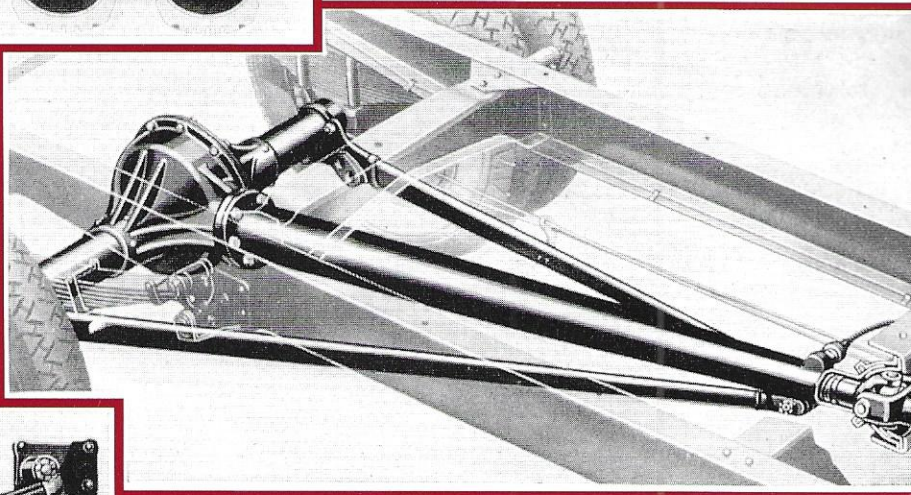


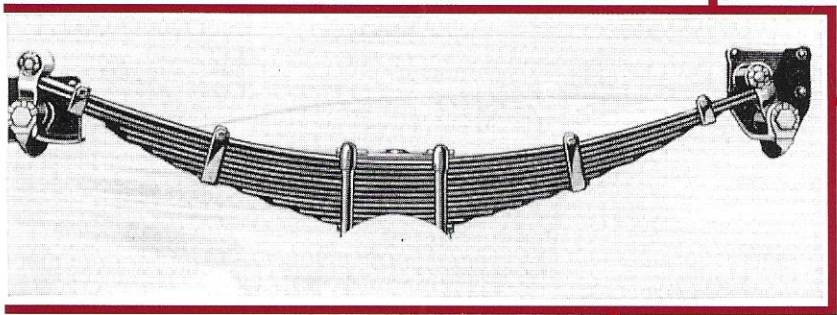
Full-Floating Rear Axle

Most dependable and accessible type of truck axle construction, the load being carried directly on the heavy axle housing instead of on the axle shaft. The only function of the axle shafts is to turn the wheels. Axle shafts can be quickly and easily removed without jacking up the truck. The driving pinion is straddle-mounted between heavy-duty roller bearings, and the ring gear is backed by a thrust-plate. The combination of these features maintains better ring gear and pinion alignment under severe shock loads. Wheel bearings are located directly under load centers with dual rear wheels.

Full Torque-Tube Drive

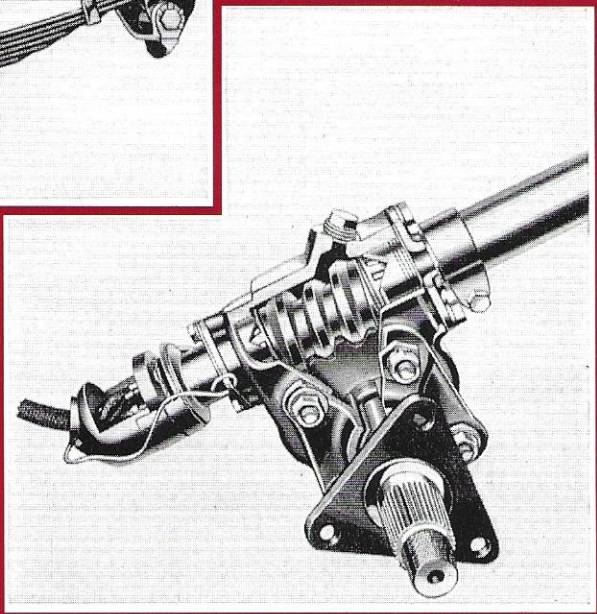
All driving and braking stresses are transmitted directly to the frame through the full torque-tube and radius rods. The springs have no other function to perform except support the load and cushion it against road shocks. This type of drive has proved its reliability on Ford trucks over many years of service under the most severe conditions.





Free-Shackled, Semi-Elliptic Rear Springs

The free-shackled semi-elliptic rear springs support the frame at four widely separated points, reducing frame flexure and body-weave. Spring eyes and shackle bearings are equipped with steel-backed bronze bushings. Spring brackets extend under frame side rail. Auxiliary springs, recommended for unusually heavy loads, are available at slight additional cost.

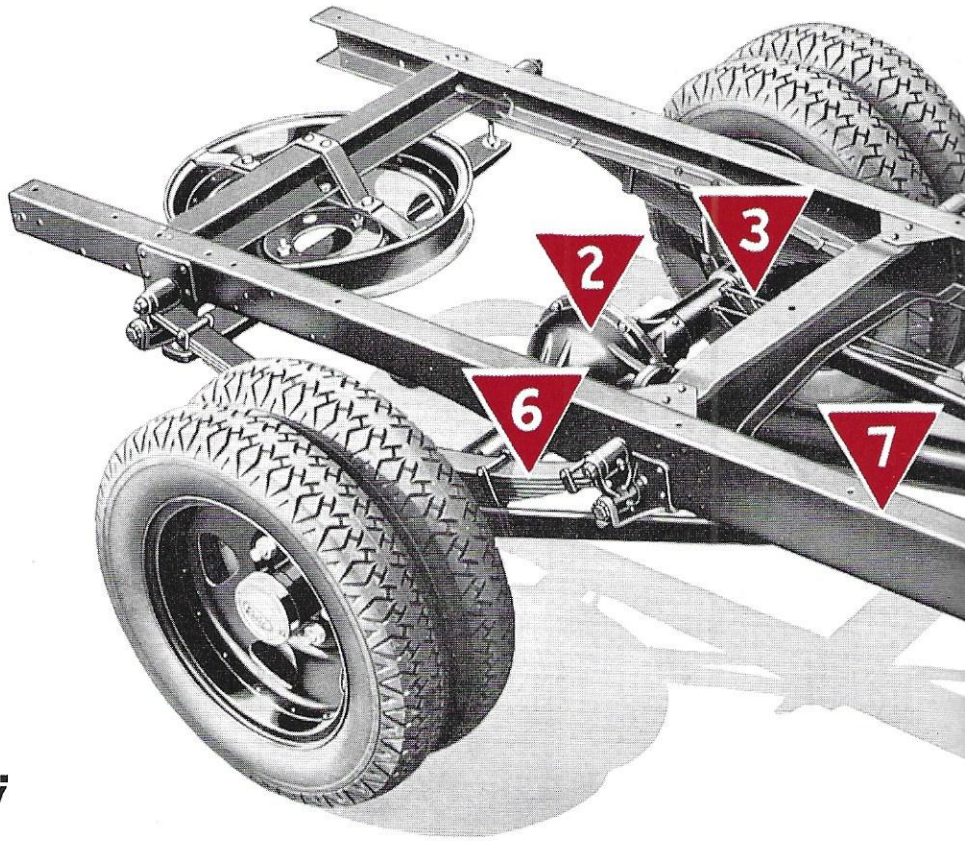


17 to 1 Steering Gear Ratio

The steering gear is of the "worm and sector" type. The worm gear, of "hour-glass" construction, has a tendency to keep the sector in the straight ahead position. The 17 to 1 steering ratio makes the truck easy to handle. The worm gear is mounted on tapered roller bearings, which have automatic adjustment for wear.

STRENGTH and POWER REQUI
SPEED and APPEARANCE NEED
COMBINED IN THIS FORD V·8 D

★ 80-horsepower V-8 truck engine uses no more fuel than a "four". • New directed-flow crankcase ventilation reduces oil dilution. • Exhaust valve seat inserts materially increase the mileage between valve grindings. • Precision-set valves require no adjustment. • Polished, mirror-finish cylinder walls. • Heavy-duty, copper-lead connecting rod bearings resist pounding out, burning out and spalling. • All moving parts are light in weight, releasing a greater percentage of power for actual use. • Light-weight, cast-alloy pistons. • Special truck-type cylinder heads. • Dual carburetor and dual intake manifold give better mileage.



1 New, Improved Load Distribution

2 Full-Floating Rear Axle

3 Quick-Stopping Brakes; Rib-Cooled Drums

4 New Type, Larger, Heavy-Duty Clutch

5 New, High-Efficiency Cooling System

6 New Spring Suspension

7 Straight, Deep, Rugged Frame

8 Full Torque-Tube Drive

9 Heavy-Duty, 4-Speed Truck Transmission

10

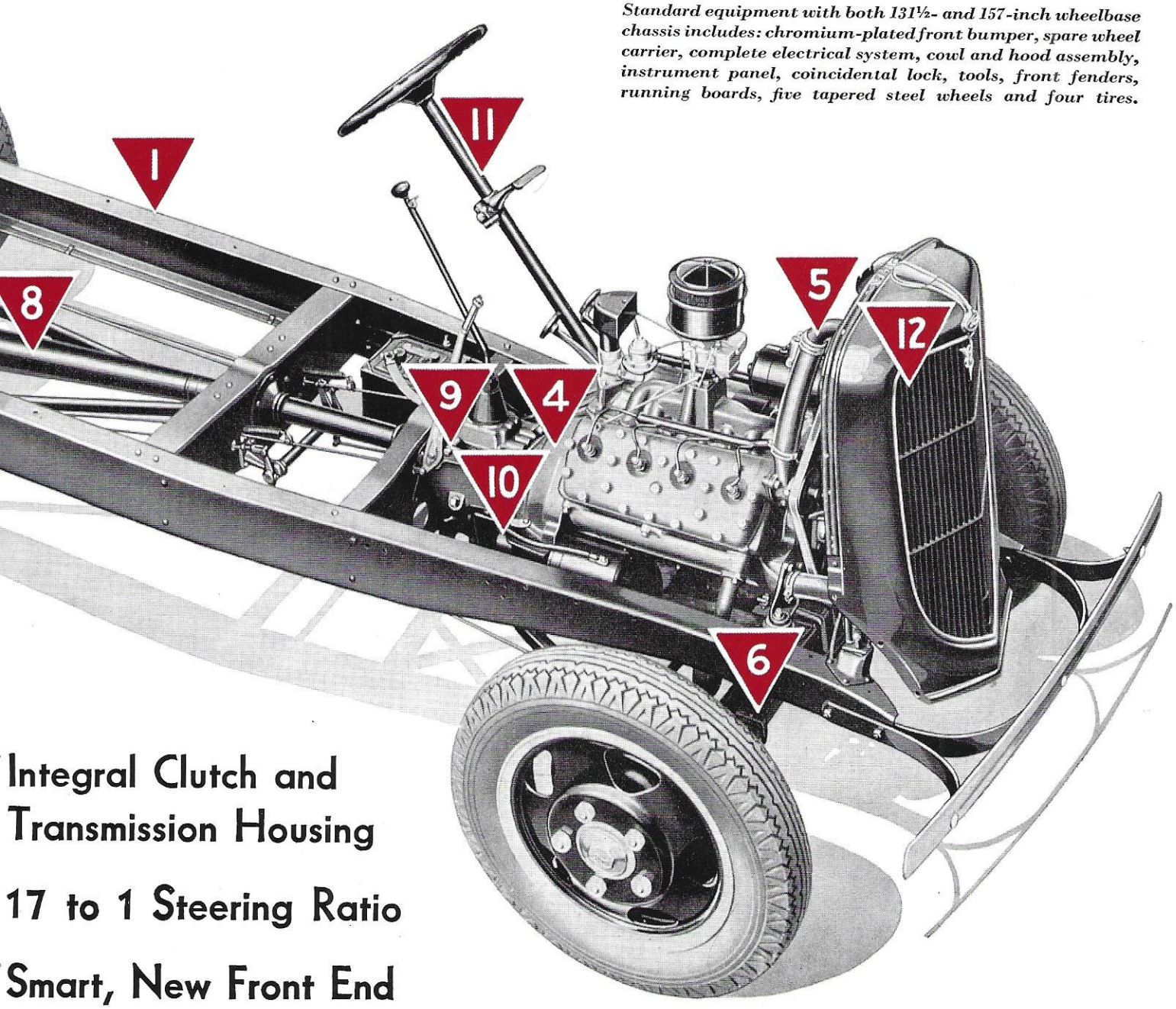
11

12

RED BY THE HAULER . . . PLUS
ED IN DELIVERY SERVICE ARE
OUBLE-DUTY TRUCK FOR 1935

131½-INCH WHEELBASE CHASSIS WITH DUAL REAR WHEELS

Standard equipment with both 131½- and 157-inch wheelbase chassis includes: chromium-plated front bumper, spare wheel carrier, complete electrical system, cowl and hood assembly, instrument panel, coincidental lock, tools, front fenders, running boards, five tapered steel wheels and four tires.

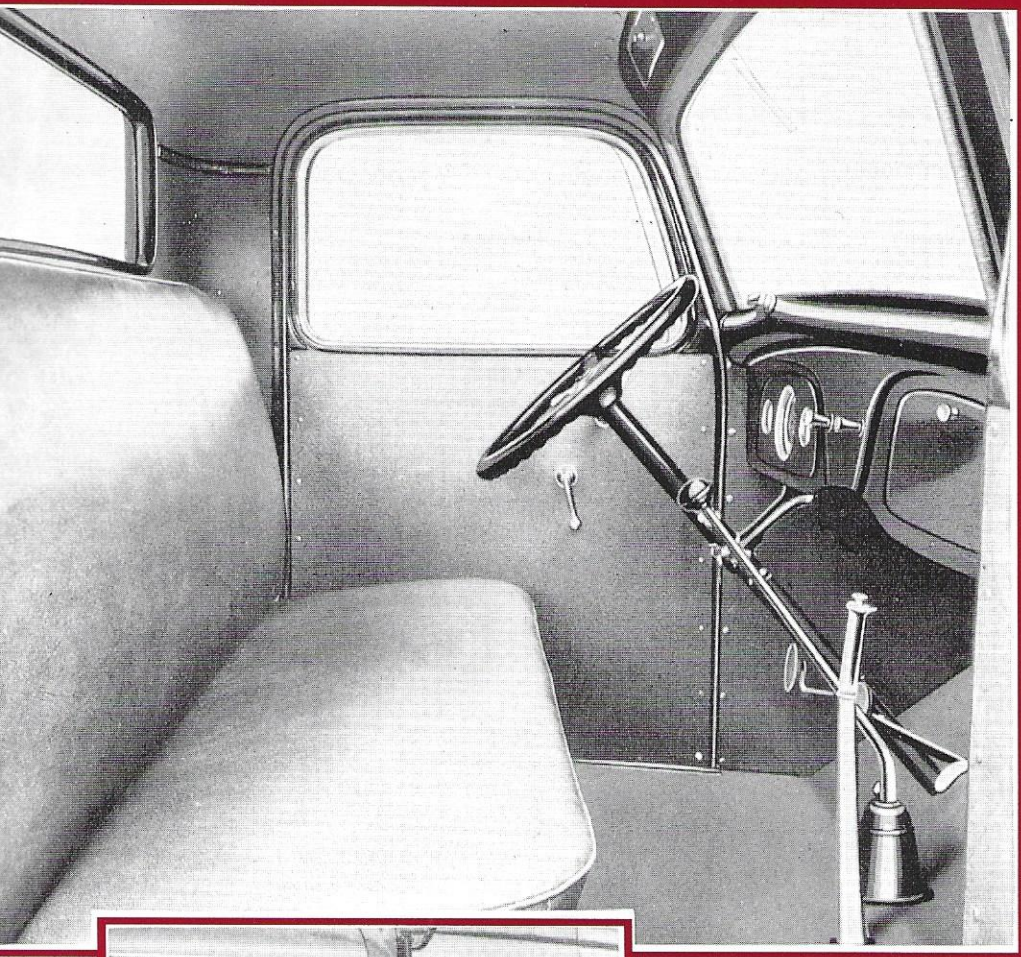


Integral Clutch and Transmission Housing

17 to 1 Steering Ratio

Smart, New Front End

PASSENGER CAR COMFORT FOR THE DRIVER



The new, Coupe-Type Cab is of welded, all-steel construction. It is designed to give the driver passenger car comfort and greater protection. Many new features have been added to make it easier for the man who spends many hours a day at the wheel.

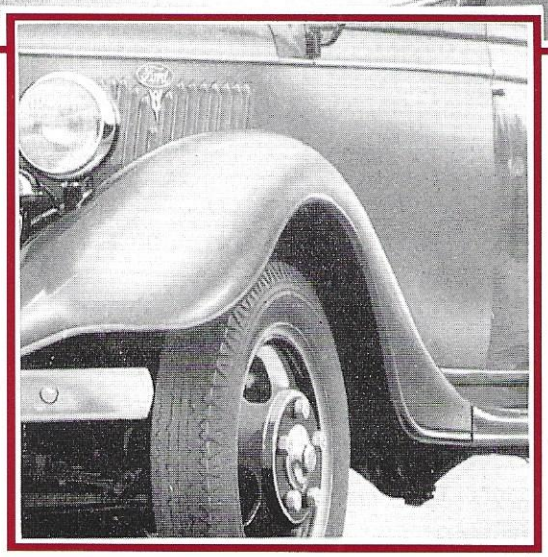
Safety-glass is standard equipment in the windshield and all windows.

The new triple ventilation system includes: (1) Clear-vision ventilation in the door windows; (2) Easy-opening windshield, operated by a single center control; (3) Large, screened cowl ventilator.

The inside of the cab is fully lined with a durable material in an attractive, pebble-grain finish. Roof and dash are insulated.

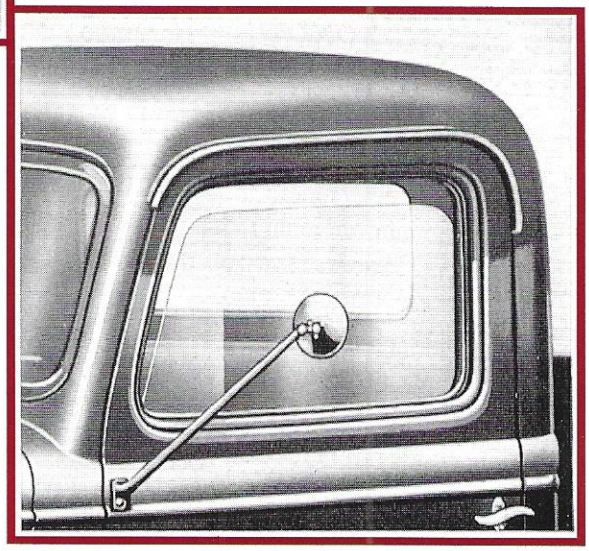
The new, adjustable seat is of the tilting-back type with comfortable, mattress-top seat cushions. Seat width increased to 48¾ inches.

The driver does not have to lift the seat to replenish his fuel supply, because the new twenty-gallon gasoline tank has a conveniently located filler-cap.



The rolled edges of the deep-skirted fenders provide a drain trough for water thrown up by the tires, preventing excessive splashing of the body. The fenders are Bonderized to prevent rust and finished in enduring Ford baked enamel, in colors that match the cab and hood. These are qualities of importance to truck owners who take pride in appearance.

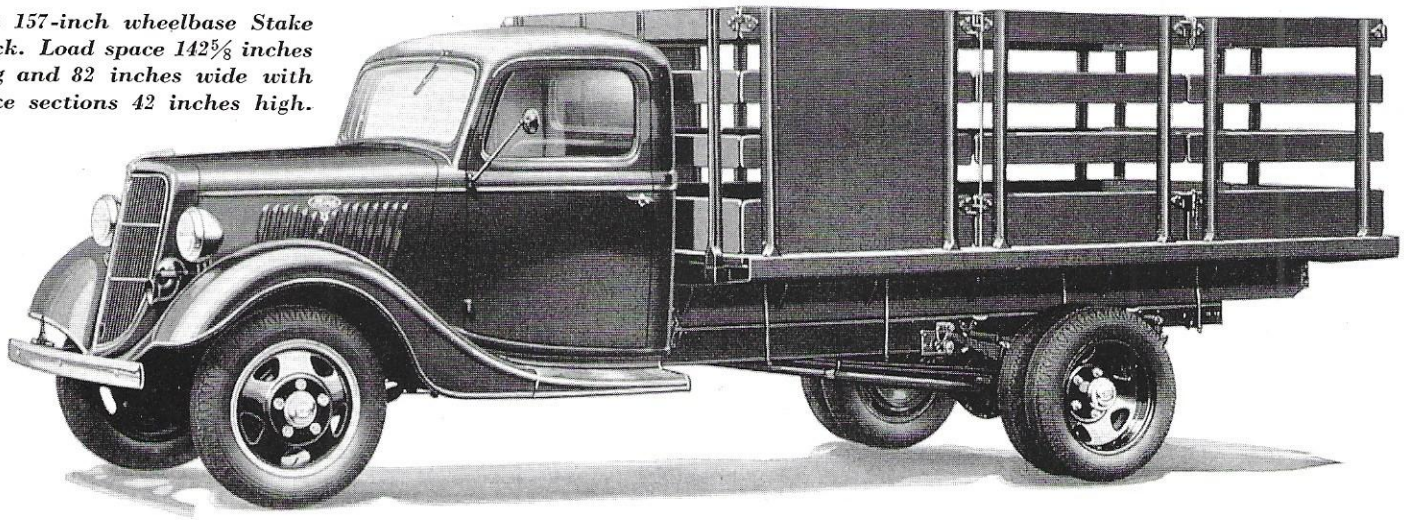
The instrument panel includes speedometer, ammeter and fuel gauge of passenger car design. They are grouped together in an attractive panel, located at the left side of the instrument board directly in front of the driver. A dispatch box is provided at the right side of the instrument board. All controls are within easy reach.

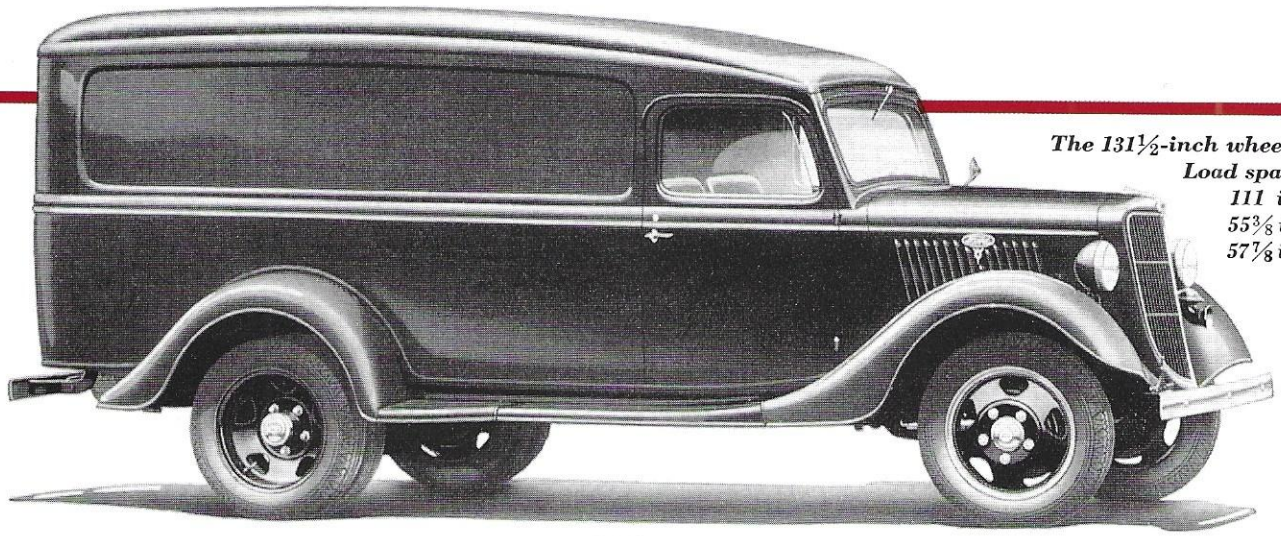


The same clear-vision ventilation system which has proved so popular in Ford V-8 Passenger Cars is standard on the 1935 Ford V-8 Truck and Commercial Car. There is nothing to obstruct side vision. Safety-glass is standard throughout. Further protection to the driver is afforded by the welded, all-steel construction. The comfort of the driver has been considered in every detail of the cab.

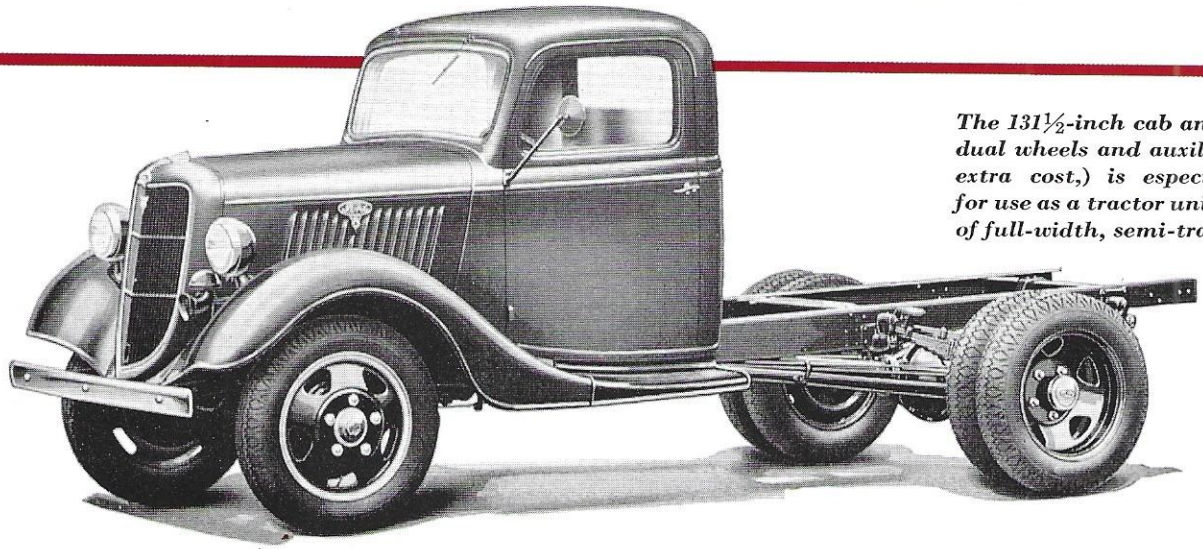
STRENGTH AND CONVENIENCE BUILT INTO EVERY FORD BODY TYPE

The 157-inch wheelbase Stake truck. Load space 142⅝ inches long and 82 inches wide with stake sections 42 inches high.

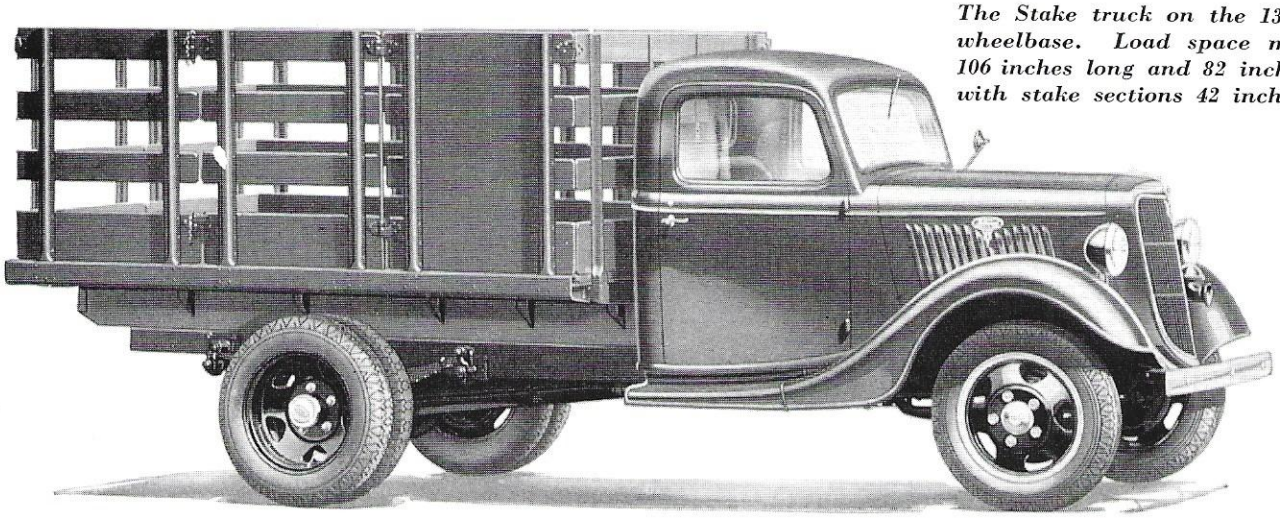




The 131½-inch wheelbase Panel. Load space measures 111 inches long, 55⅜ inches wide, 57⅞ inches high.

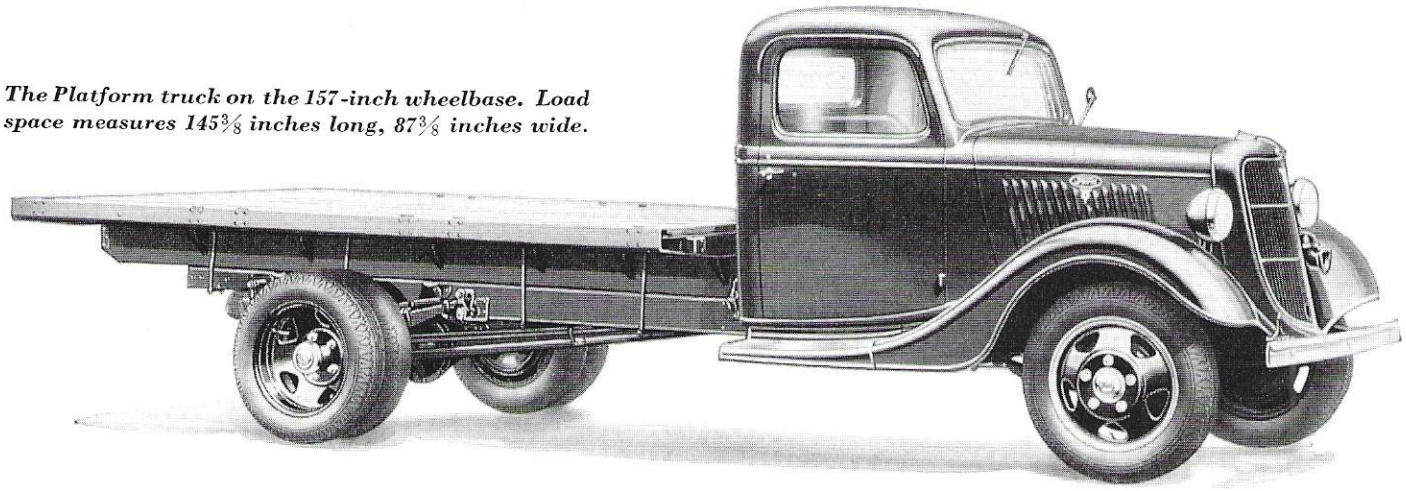


The 131½-inch cab and chassis, with dual wheels and auxiliary springs (at extra cost,) is especially adaptable for use as a tractor unit with all types of full-width, semi-trailers.

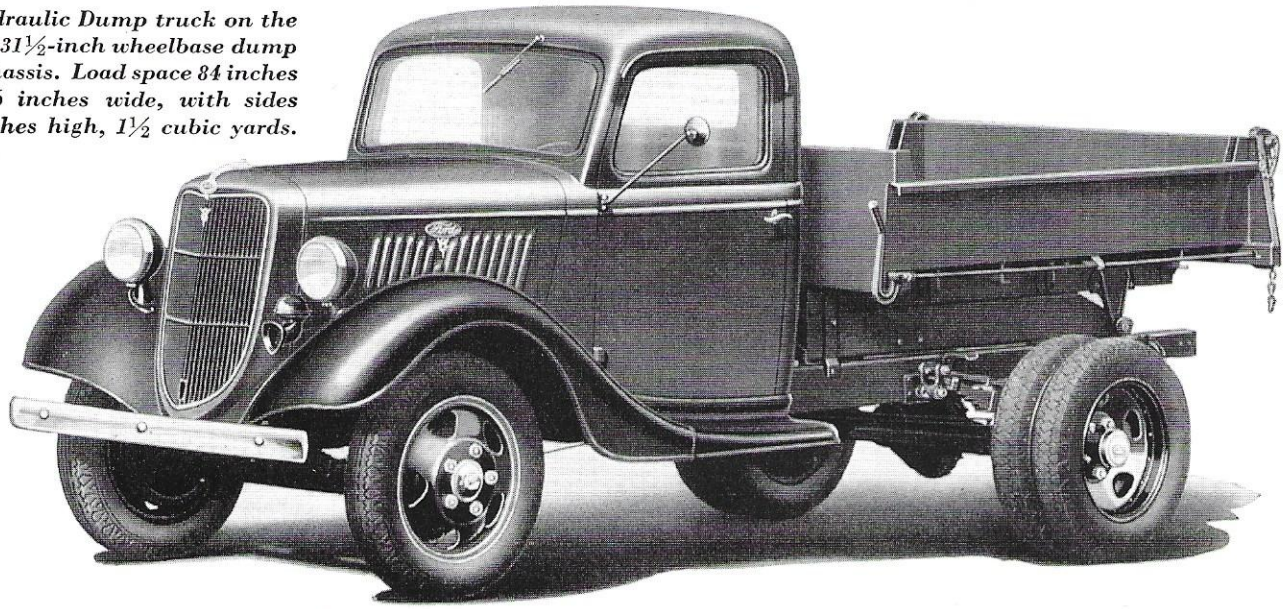


The Stake truck on the 131½-inch wheelbase. Load space measures 106 inches long and 82 inches wide with stake sections 42 inches high.

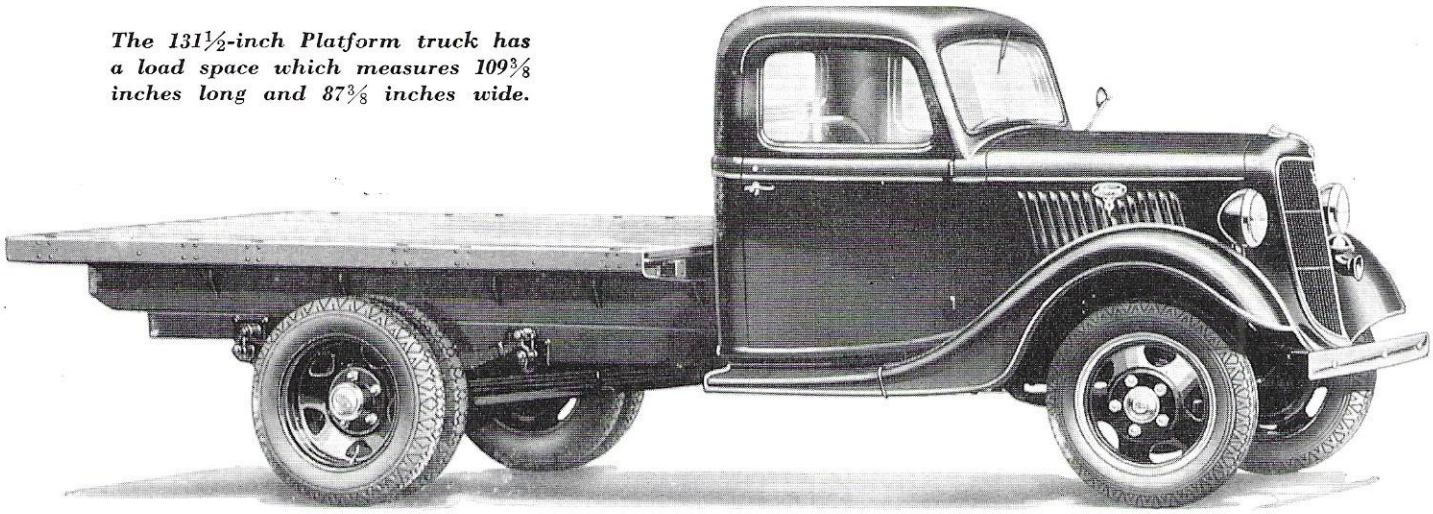
The Platform truck on the 157-inch wheelbase. Load space measures 145⅜ inches long, 87⅜ inches wide.

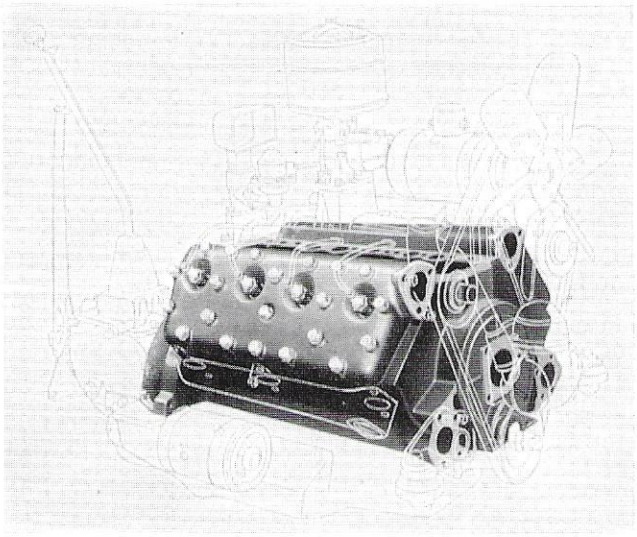


The Hydraulic Dump truck on the special 131½-inch wheelbase dump truck chassis. Load space 84 inches long, 66 inches wide, with sides 12⅝ inches high, 1½ cubic yards.



The 131½-inch Platform truck has a load space which measures 109⅜ inches long and 87⅜ inches wide.





LOW-COST ENGINE EXCHANGE PLAN

After thousands of miles of reliable and economical service, the Ford V-8 Truck Engine can be exchanged for a block-tested, factory-reconditioned engine (cylinder assembly, including heads). This exclusive Ford service restores original high efficiency and power to the Ford V-8 Truck at a cost of only $49.50, f.o.b. Ford Branch (slightly higher West of the Rockies).

The reconditioning is done by the same men, methods and precision machinery used in the manufacture of new engines. The same high grade materials are used. This engine exchange service is of triple benefit to the truck owner. (1) The change-over can be made in a few hours, reducing the amount of time the truck is idle. (2) It *gives new engine performance* at less than half the cost of an ordinary engine overhaul. (3) Quality work is assured.

In addition many other reconditioned parts can be purchased at much less than the usual cost of repairs. Among these other exchange items are, the distributor, carburetor, fuel pump, clutch pressure plate; and for the commercial car, shock absorbers, clutch disc assembly and brake shoes.

OPTIONAL EQUIPMENT AT EXTRA COST

DUAL REAR WHEELS AND TIRES Tapered, steel disc wheels equipped with 6-ply 6.00 x 20 balloon tires are available as regular extra equipment. Various oversize tire options are available on 20 x 5, 20 x 6 and 18 x 7 rim sizes.

FRAME EXTENSIONS • Fit into ends of frame side members. Effective length—10½ inches and 20 inches.

OIL BATH TYPE AIR CLEANER Recommended where trucks operate under dusty conditions.

AUXILIARY SPRINGS • Added spring capacity for heavy loads.

COMBINATION TEMPERATURE GAUGE AND AMMETER Replaces standard ammeter on instrument panel. Installed without interfering with other equipment.

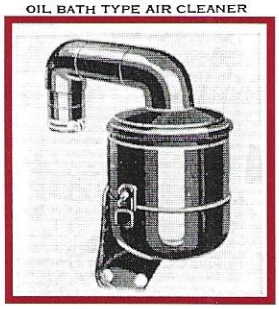
GOVERNOR • Prevents racing engine in gears and extremely fast driving.

COMBINATION OIL PRESSURE AND FUEL GAUGE • Replaces standard fuel gauge. Gives driver constant check on oil pressure.

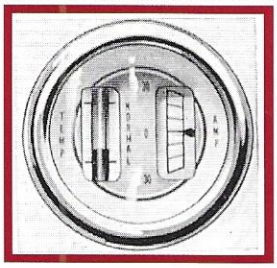
POWER TAKE-OFF • Easily attached to right side of transmission case. Control inside of cab.

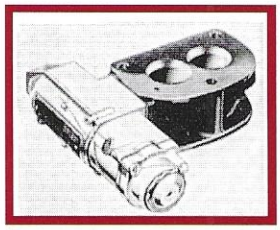
SLIDING REAR WINDOW • Furnishes more air circulation in cab.

OIL BATH TYPE AIR CLEANER

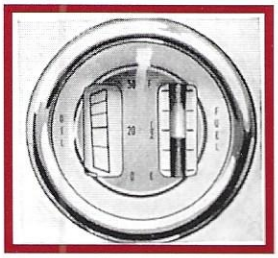


COMB. TEMP. GAUGE AND AMMETER



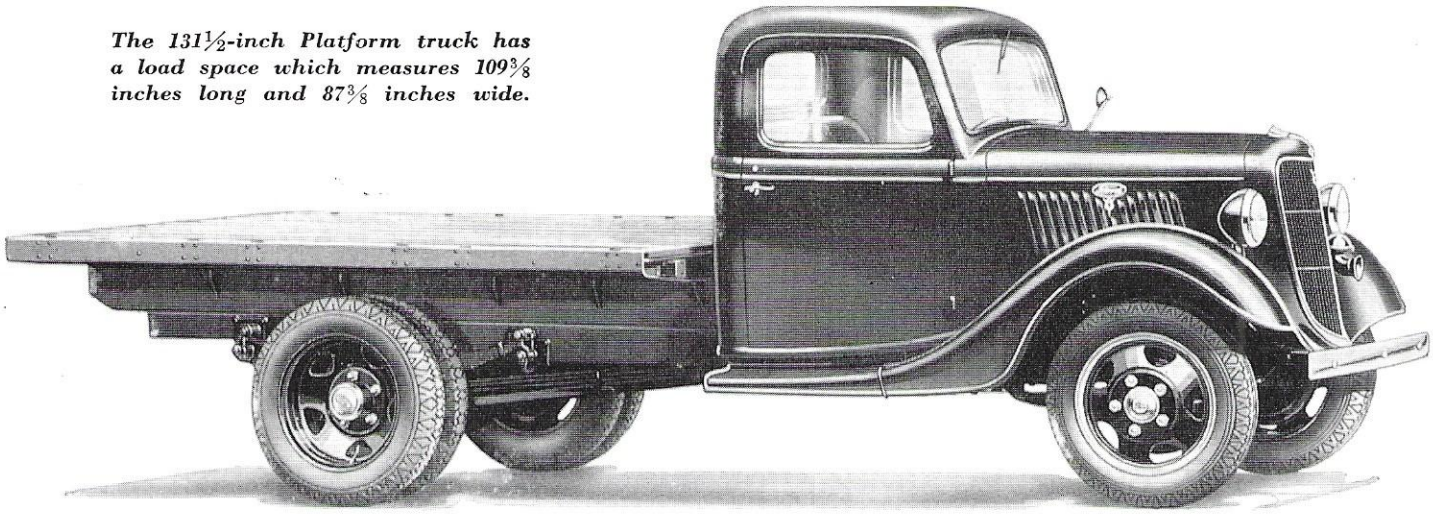


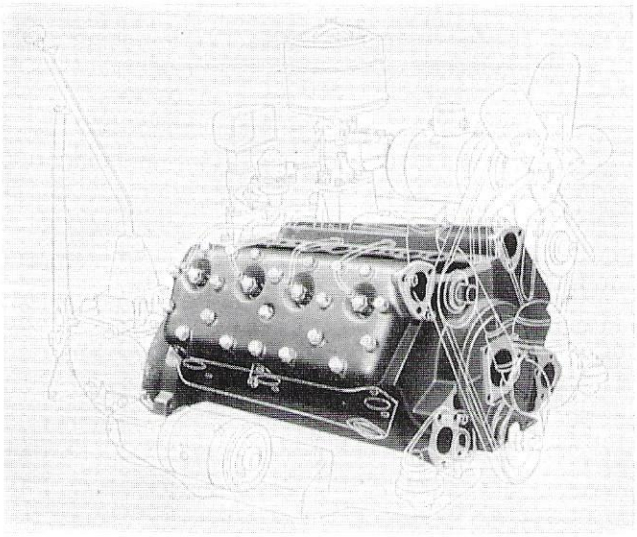
GOVERNOR



COMB. OIL PRESS. AND FUEL GAUGE

The 131½-inch Platform truck has a load space which measures 109⅜ inches long and 87⅜ inches wide.





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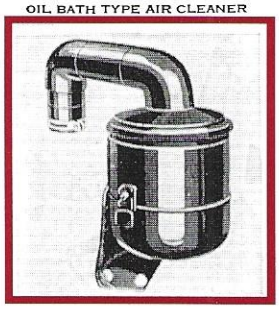

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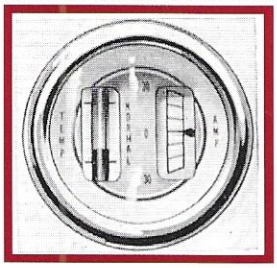
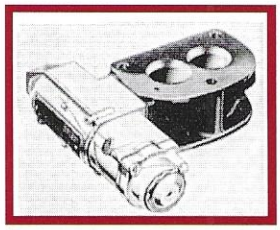
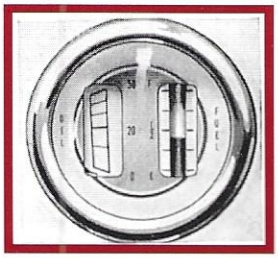


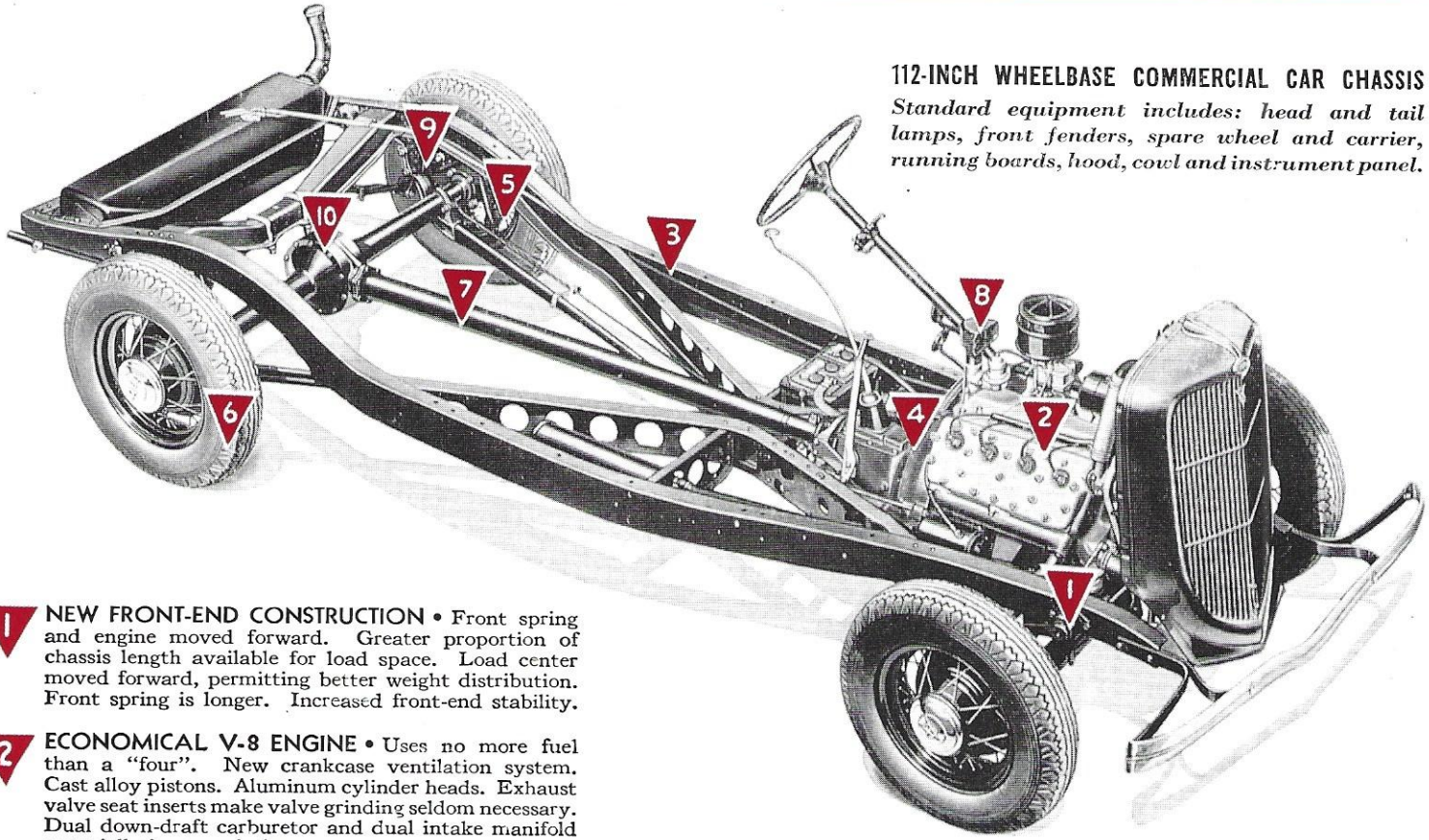


GOVERNOR



COMB. OIL PRESS. AND FUEL GAUGE

THE NEW FORD V·8 COMMERCIAL CAR



112-INCH WHEELBASE COMMERCIAL CAR CHASSIS

Standard equipment includes: head and tail lamps, front fenders, spare wheel and carrier, running boards, hood, cowl and instrument panel.

1 NEW FRONT-END CONSTRUCTION • Front spring and engine moved forward. Greater proportion of chassis length available for load space. Load center moved forward, permitting better weight distribution. Front spring is longer. Increased front-end stability.

2 ECONOMICAL V-8 ENGINE • Uses no more fuel than a "four". New crankcase ventilation system. Cast alloy pistons. Aluminum cylinder heads. Exhaust valve seat inserts make valve grinding seldom necessary. Dual down-draft carburetor and dual intake manifold materially increase fuel economy.

3 FRAME • Has been greatly strengthened with box construction at center and additional lateral members. X-member channels also form box section with frame side rails and extend full length of frame.

4 NEW-TYPE CLUTCH • Same principle as that used in the 1935 Ford V-8 Double-Duty Truck. Plate-pressure increases as speed of engine increases. Lower pedal pressure at idling speeds. Improved clutch ventilation.

5 NEW, RIB-COOLED BRAKE DRUMS • Newly-designed internal mechanism. The cast alloy iron brake drums are reinforced against "bell-mouthing" and heat is dissipated more rapidly by a series of cooling ribs. These assure quicker stops and fewer adjustments.

6 SMALLER DIAMETER WHEELS • One-piece, welded, steel-spoke wheels are smaller in diameter (16″ instead of 17″). 4″ rims. Larger tire (6.00 x 16) gives greater traction and easier riding. Heavier duty tires are available at extra cost.

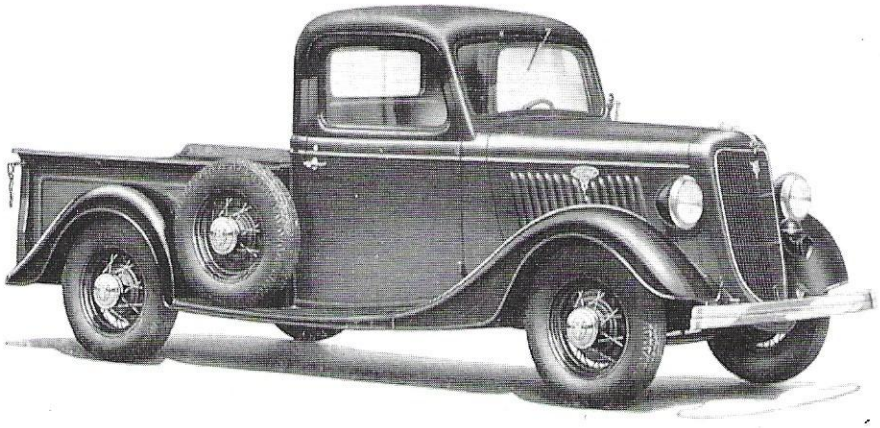
7 FULL-TORQUE-TUBE DRIVE • All driving and braking stresses are transmitted through the full torque-tube and radius rods. The springs have nothing to do but support the load and cushion it against road shocks.

8 NEW CROSS STEERING • And other chassis improvements provide stabilized, easy control at all speeds.

9 AUTOMATIC SHOCK ABSORBERS • Four, hydraulic-type, self-compensating for changes in temperature. Make riding easier. Greater load protection.

10 STRADDLE MOUNTED DRIVING PINION • Three-quarter floating rear axle.

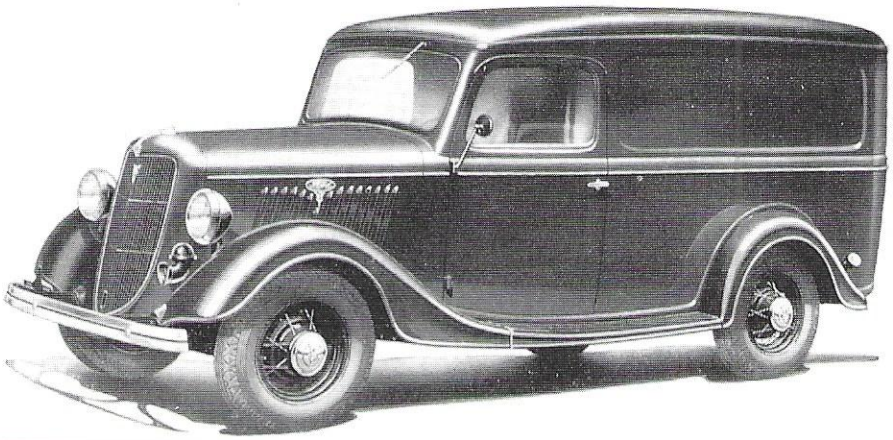
• *Safety glass throughout is standard equipment in all bodies.* • *Durable baked enamel finish.*



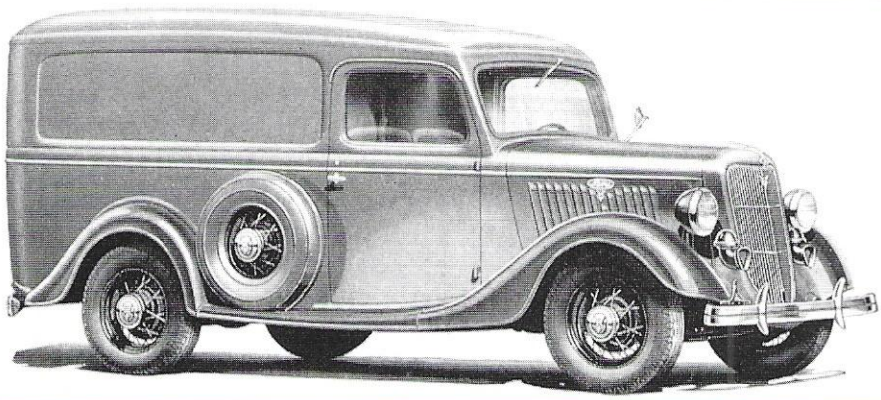
THE FORD V-8 PICKUP finds a place in almost every business from farming to manufacturing. This 1935 unit has a load space which measures 69 inches in length, 46 inches in width, and sides 14 inches high. The flare boards are fitted with sockets for side racks. The tailgate extends the full width of the body to make loading easier. Steel skid strips are stamped into the steel floor. The body is of welded steel construction.

HAS SPEED, UTILITY AND ECONOMY

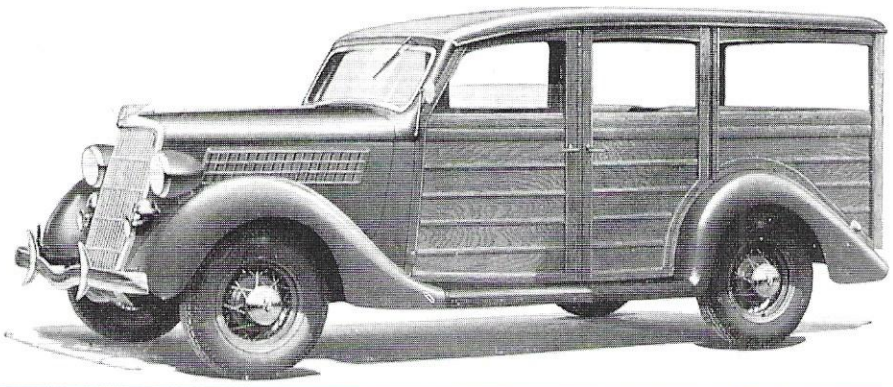
PANEL DELIVERY • This is a popular model in a wide variety of businesses, offering unusually large load space for units of this type. The hardwood floor is protected by steel skid-strips. Steel panels along the interior side walls extend to the tops of the wheel housings, and, from there up to the ceiling, the body is protected by hardwood slats. Load space same as the De Luxe Panel Delivery. Dome light is operated by a convenient switch in driver's compartment.



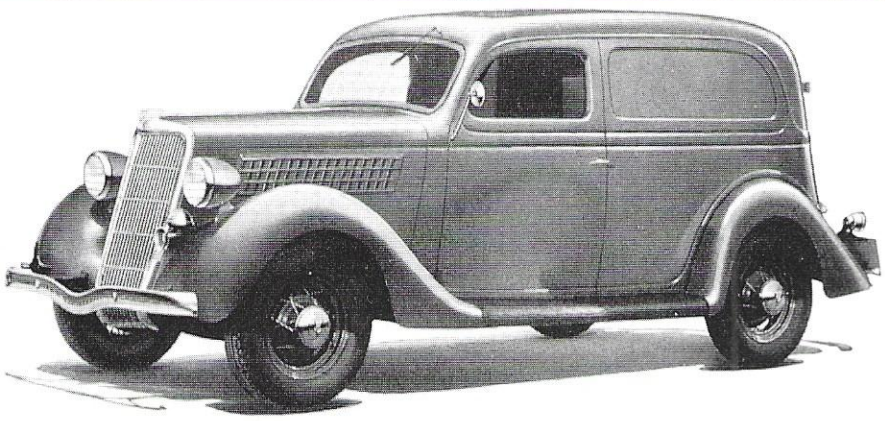
DE LUXE PANEL DELIVERY • Load space measures 77⅞ inches long, 51 inches wide and 51½ inches high. The interior is lined with heavy, insulating board. The rear view mirror and brackets are chromium plated as are the windshield wiper-blade holder and bumper guards. It is equipped with twin matched tone de luxe horns. These de luxe appointments reach a new high note of distinction in modern commercial car design. The wheels are enameled in colors that harmonize with body.



STATION WAGON • Combines the facilities of a passenger car and a light hauling unit. This unit features de luxe passenger car appointments throughout. It carries seven passengers comfortably. The rear seats are quickly and easily removed providing space for carrying baggage. Safety glass is standard in front doors and windshield. The tailgate can be lowered and used as a luggage carrier.

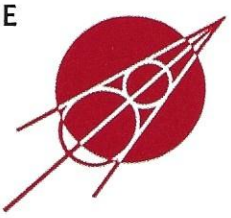


SEDAN DELIVERY • The smartest shop can add to its prestige by displaying its name on the panel of this modern, good-looking, new delivery car. But its popularity is not limited to exclusive stores. Its price is so low it is a favorite in a wide range of businesses. The load space of the body measures 65 inches long, 44 inches high and 46¾ inches wide. Passenger car appointments. The interior is completely insulated. Wheels are enameled to harmonize with body color.



SPECIFICATIONS OF THE 1935 FORD V·8 TRUCKS AND COMMERCIAL CARS

TRUCK ENGINE



Type • 90-degree, V-8, L-Head.
Bore $3\frac{1}{16}$ inches; stroke $3\frac{3}{4}$ inches.
Piston Displacement, 221 cubic inches.
Compression Ratio, 5.32 to 1.
Brake Horsepower, 80 at 3800 r.p.m.
S. A. E. Rating, 30 Horsepower.
Mounted in rubber at 3 points.

CYLINDERS • Cylinder blocks and crankcase cast integral. Completely water-jacketed cylinders and upper crankcase. Mirror-finish cylinder walls. Truck type, cast-iron cylinder heads.

CRANKSHAFT • Special Ford cast alloy steel with wear-resisting bearing surfaces. Counterbalances integral with shaft. Three main bearings 2 inches in diameter. Total main bearing surface $36\frac{1}{2}$ square inches. Accurate static and running balance.

CONNECTING RODS • Heat-treated carbon manganese steel forgings. Heavy-duty, high leaded bronze, floating connecting rod bearings. $2\frac{7}{32}$ inches in diameter.

PISTONS • Light-weight cast alloy. Fitted with 2 compression rings and one oil control ring.

VALVES • Heat-resisting chrome-nickel alloy with enlarged valve stem ends. Exhaust valve seat inserts of tungsten steel. Light weight, large diameter valve lifters with "precision-set" valve clearances.

LUBRICATION • Positive gear pump. Full pressure feed to all crankshaft, camshaft and connecting rod bearings. Crankcase capacity 5 qts.

COOLING SYSTEM • Radiator with large surface area. 6-blade, $15\frac{1}{2}$-inch fan. 2 water pumps. Waterline thermostats. Capacity $6\frac{1}{4}$ gallons.

CRANKCASE VENTILATION • Directed-flow through crankcase and valve chamber.

FUEL SYSTEM • Dual down-draft carburetor fitted with air cleaner and silencer. Dual intake manifold. Diaphragm type fuel pump.

IGNITION • Direct-driven, single-unit ignition system with distributor, coil and condenser enclosed in waterproof housing. Distributor has full-automatic control.

GENERATOR • Air-cooled, high output type.

BATTERY • 17-plate, heavy-duty type.

COMMERCIAL CAR CHASSIS

CLUTCH • Low pedal pressure at idling engine speeds. Clutch plate pressure increased by centifugal force as engine speeds up. Vibration dampener in hub.

TRANSMISSION • Three forward speeds and reverse. Constant mesh intermediate gears with synchronizer.

FRAME • Double-drop design. X-member channels form box section with side members.

FRONT AXLE • Heavy, drop-forged, alloy steel I-beam. Tapered roller front wheel bearings.

STEERING • Hour-glass worm mounted on two tapered roller bearings with automatic adjustment. Three tooth sector. Ratio 15 to 1. 17-inch steering wheel.

BRAKES—Improved mechanical 4-wheel internal expanding type. Floating wedges and shoes, self-centering, with single adjustment. Lining area 186 square inches. Cast brake drums, heavily ribbed for strength and for increased cooling area.

REAR AXLE • $\frac{3}{4}$ floating. Straddle-mounted driving pinion. Gear ratio 4.11 to 1 with 3.54 or 4.33 to 1 as optional ratios. Full torque tube with radius rods taking all driving and braking forces.

SPRINGS • Alloy steel. Transverse front and rear. Length: front $40\frac{1}{4}$ inches, rear $46\frac{1}{2}$ inches. Width: front 2 inches, rear $2\frac{1}{4}$ inches. Oilless-bearing type shackles.

SHOCK ABSORBERS • Four Houdaille hydraulic, double-acting type.

WHEELS • One-piece, welded steel spoke construction.

TIRES • 6.00 x 16, 30 pounds pressure.

TREAD • Front 55.2 inches. Rear $58\frac{1}{4}$ inches.

WHEELBASE • 112 inches. Turning circle 40 feet.

1½-TON TRUCK CHASSIS

CLUTCH • Large, heavy-duty type. 11-inch diameter. Plate pressure increased by centrifugal force as engine is speeded up. High power transmitting capacity.

TRANSMISSION Heavy-duty type. 4 forward speeds. Countershaft gears mounted on two long roller bearings. Power take-off provided for.

FRAME • High carbon frame steel with 5 crossmembers. Width across side rails, from back of cab to end of frame—38 inches. Side Rail Dimensions: Length ($131\frac{1}{2}$-inch chassis) $192\frac{5}{8}$ inches. Length (157-inch chassis) $218\frac{1}{8}$ inches. Depth (maximum) 7 inches. Width $2\frac{3}{4}$ inches. Thickness $\frac{7}{32}$ inch. Depth of main crossmember $12\frac{5}{8}$ inches.

FRONT AXLE • Large section, drop-forged I-beam of carbon manganese steel. Tapered roller front wheel bearings.

FRONT SPRING • Heavy-duty, transverse type. Chrome alloy steel. Length $36\frac{7}{8}$ inches. Width $2\frac{1}{4}$ inches.

STEERING • Worm and Sector—truck type. 17 to 1 ratio. Tapered roller bearings with automatic adjustment for wear.

REAR AXLE • Full-floating. Spiral bevel gear drive. Straddle mounted pinion with ring gear thrust plate. Wheels mounted directly on housing with double tapered roller bearings. Drive is through large torque tube with heavy radius rods. Optional gear ratios: 5.14 to 1 and 6.6 to 1.

BRAKES • Improved 4-wheel mechanical. Service brakes 14 x $2\frac{1}{2}$ inches internal expanding shoes. Hand brake 14 x $1\frac{1}{2}$ inches internal bands in rear drums, total lining area $475\frac{3}{4}$ square inches.

REAR SPRINGS • Heavy-duty, semi-elliptic type. Chrome alloy steel. 50 inches long, $2\frac{1}{2}$ inches wide. Free-shackled at both ends. Auxiliary springs available as special equipment.

WHEELS • Five. Tapered steel disc type.

TIRES • Front, 6.00 x 20, 6-ply balloons. Single Rear, 32 x 6, 8-ply, high pressure. Dual Rear, 6.00 x 20, 6-ply balloons. Oversize tire and wheel equipment available at extra cost.

TURNING CIRCLE - $131\frac{1}{2}$-inch chassis, 46 feet; 157-inch chassis, 55 feet.

TREAD • Front, $55\frac{1}{2}$ inches; Rear: Single, $57\frac{3}{8}$ inches, Dual 65 inches.

WHEELBASES • $131\frac{1}{2}$ and 157 inches.

We reserve the right to make changes, without notice, in prices, specifications and equipment at any time without incurring any obligation.

FORD MOTOR COMPANY

DEARBORN • MICHIGAN