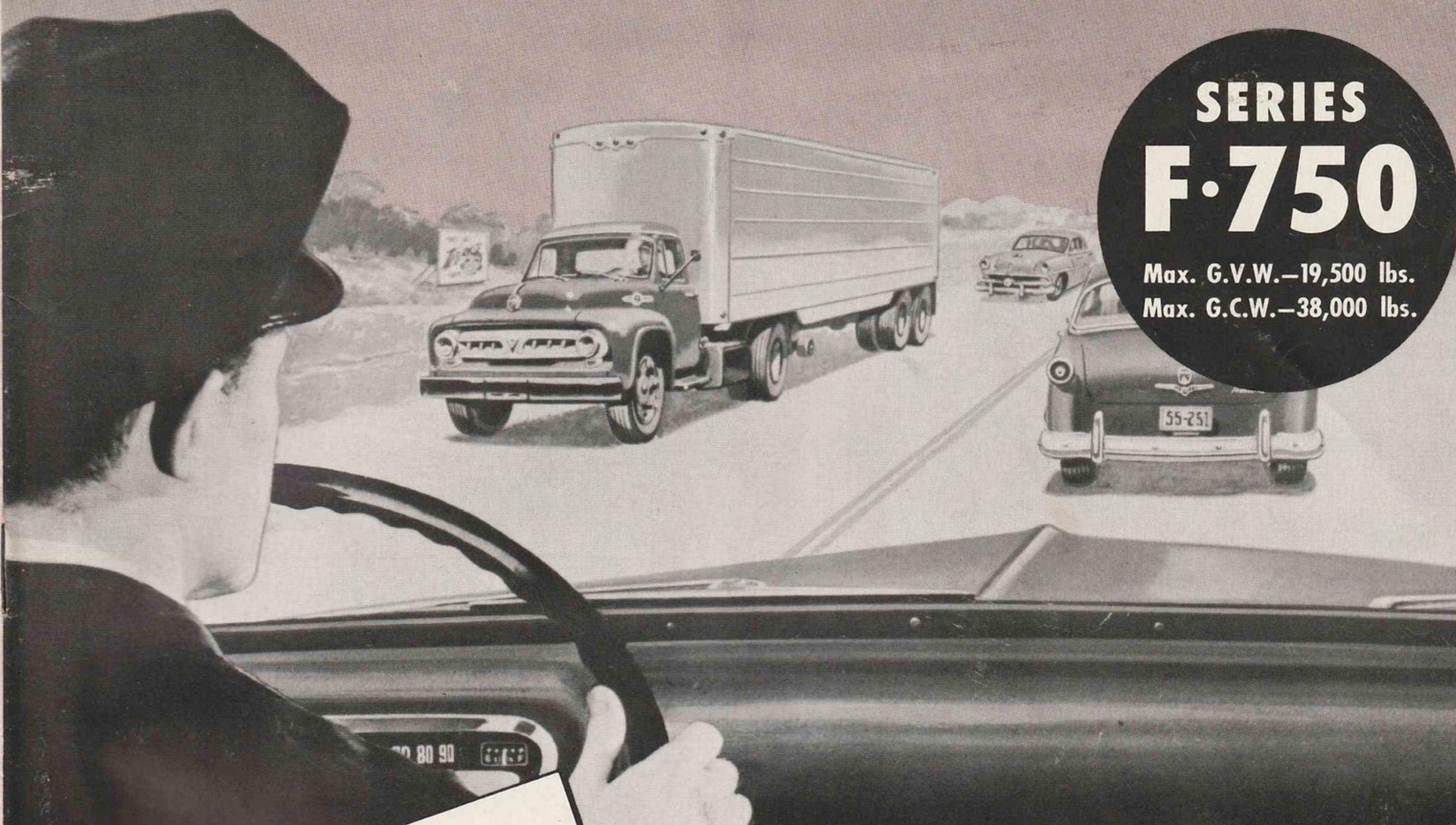
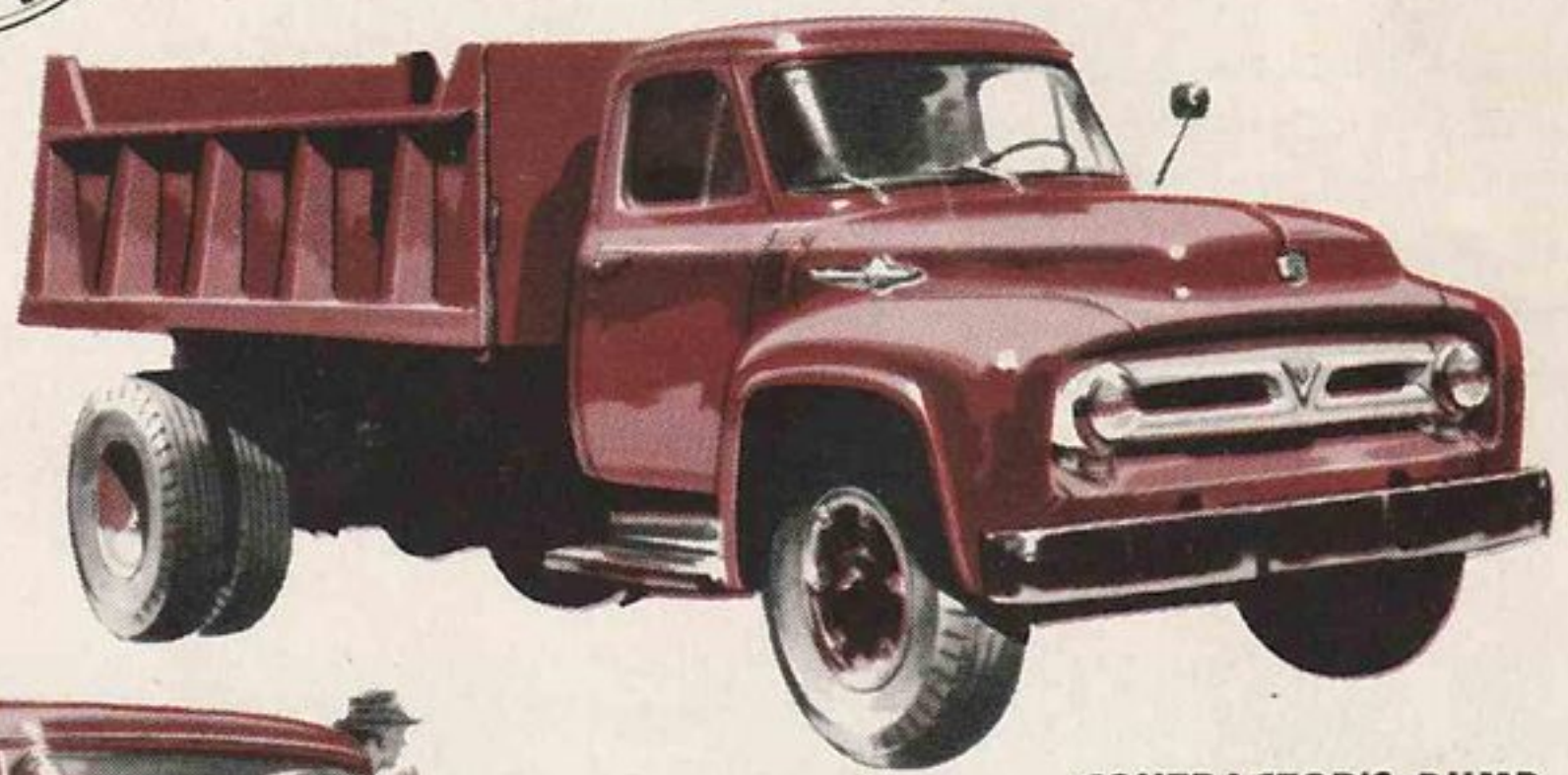


**SERIES  
F-750**

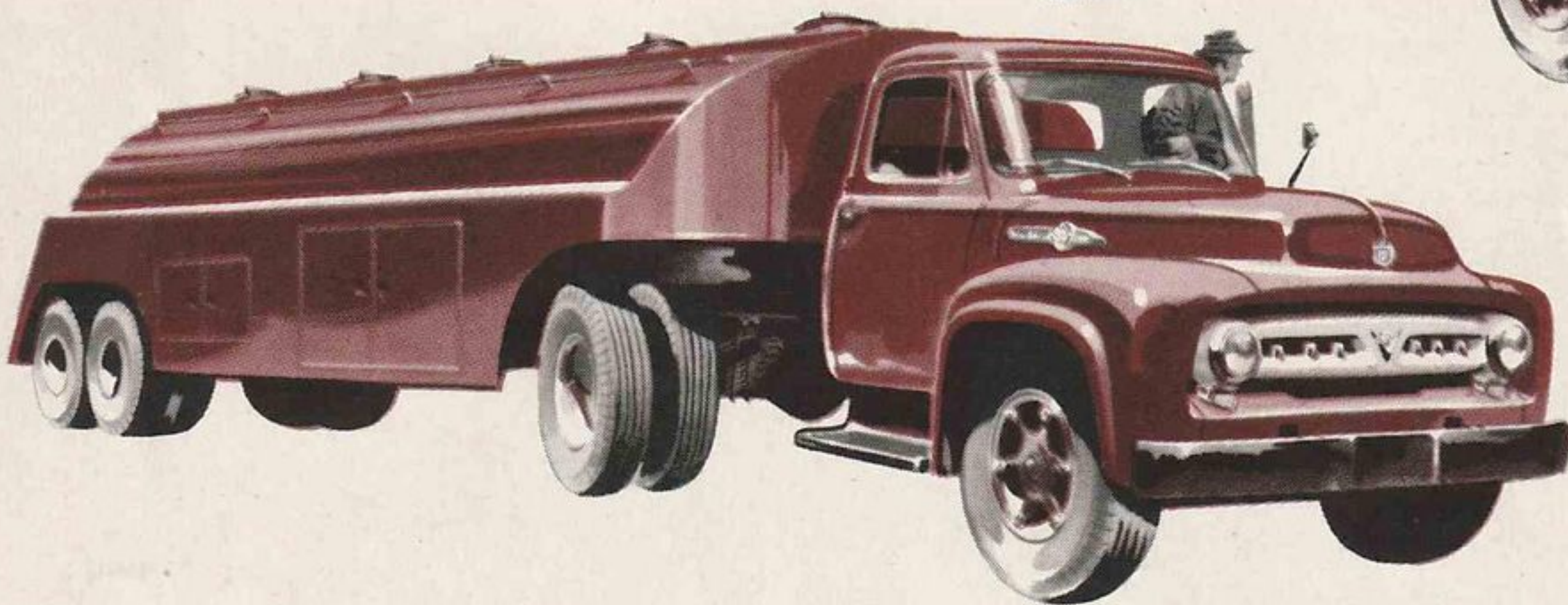
Max. G.V.W.—19,500 lbs.  
Max. G.C.W.—38,000 lbs.



**DESIGNED FOR  
MODERN, LOW-COST  
SPEED-HAULING**



**CONTRACTOR'S DUMP**

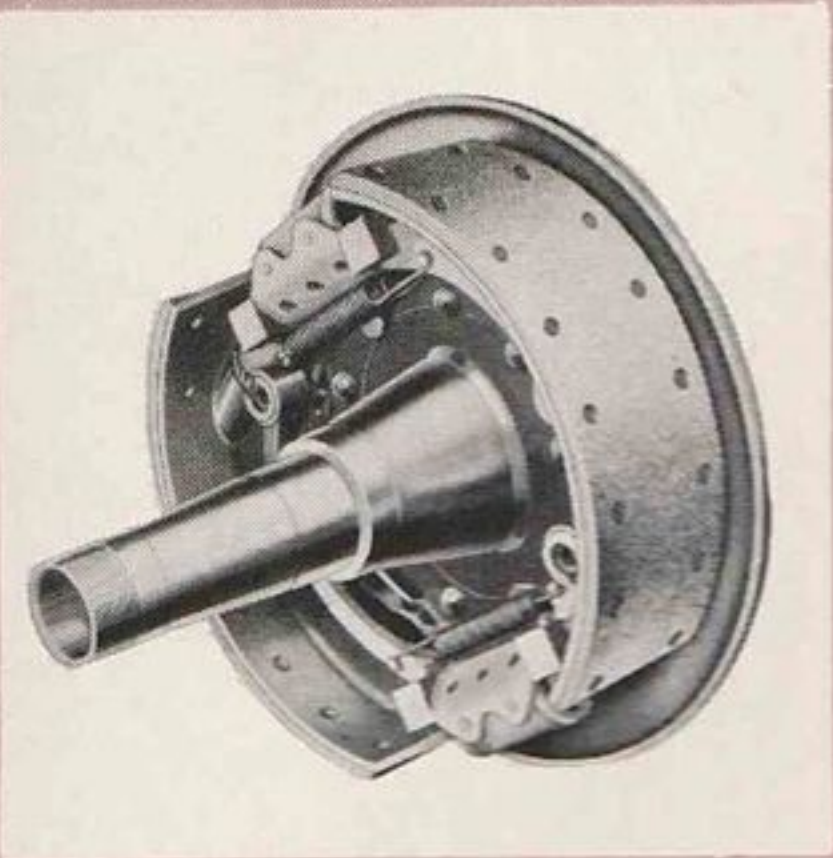


**TRACTOR WITH TANK SEMI-TRAILER**

**COMPLETELY NEW FOR '53!**

**FORD *ECONOMY* TRUCKS**

**SAVE TIME • SAVE MONEY • LAST LONGER!**



**Powerful, double-cylinder rear brakes** are self-energizing hydraulic designed for smooth, fast stops with light pedal pressures. Vacuum power operation. New air-over-hydraulic brake system also available.

Heavy duty oil-bath air cleaner

Rugged flat tube and fin radiator; U-type support

Integral vacuum-type rotor controlled governor

Ford Power Pilot fully automatic carburetor-distributor for most power from the least gas

Channel bumper attached directly to frame

145-h.p. Cargo King V-8 for high sustained torque

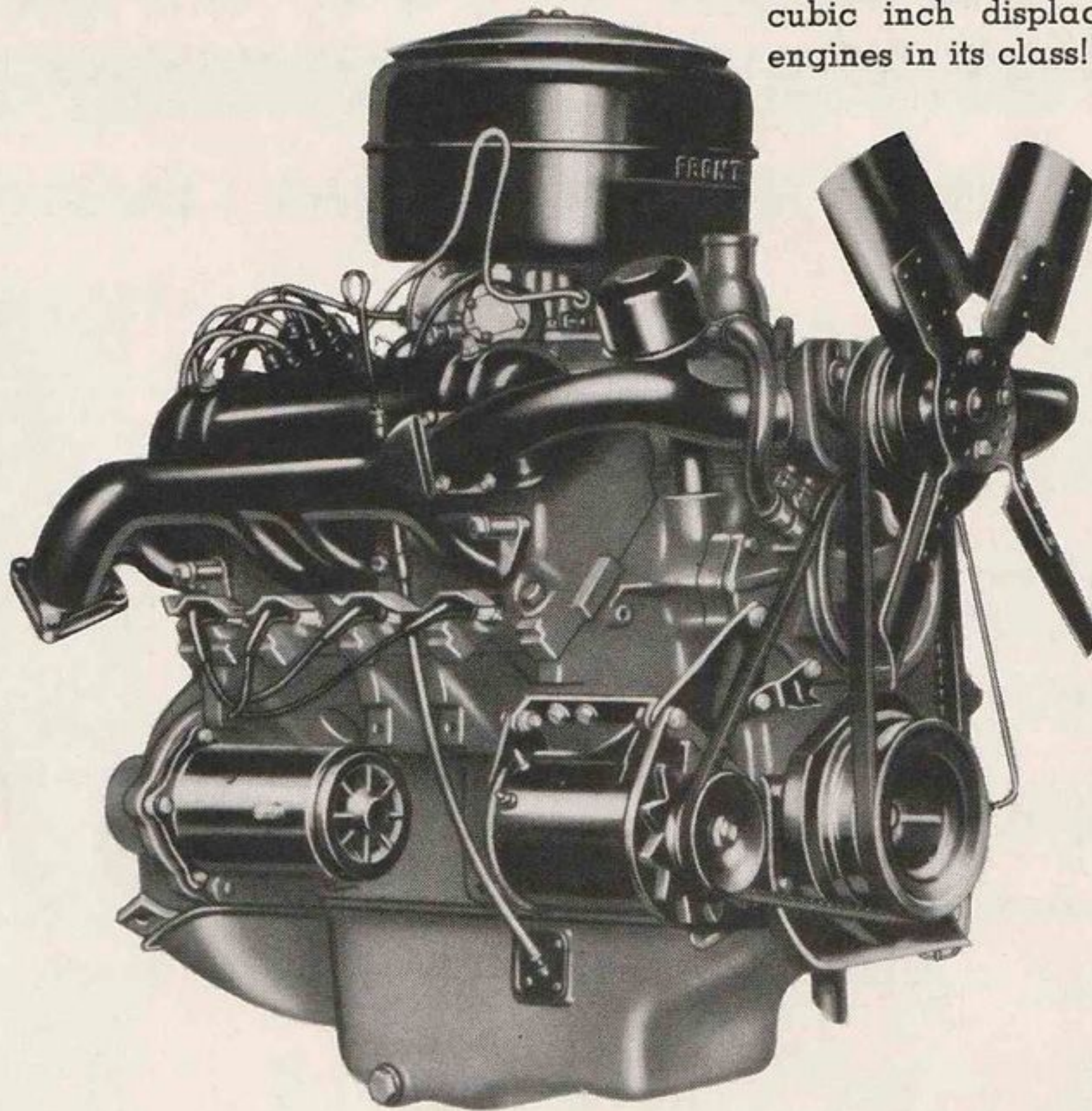
New, wider frame front cross members for improved engine accessibility

New set-back wide-tread front axle for shorter turning, more stability

New battery location away from engine heat

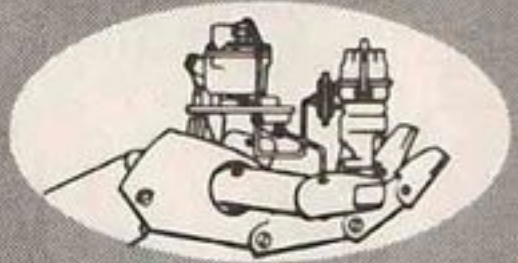
Solid steering drag link, automatic tie rod ends—with dust shields

This high-compression, **LOW-FRICTION** overhead valve truck engine develops up to 39% more net horsepower per cubic inch displacement than other engines in its class!



**DISPLACEMENT—279 cu. in.**  
**HORSEPOWER—145 at 3,800 r.p.m.**  
**TORQUE—244 lbs.-ft. at 1,900-2,100 r.p.m.**

**BORE—3.56 in.**  
**STROKE—3.50 in.**  
**COMPRESSION RATIO—7.0 to 1**



### Fully-Proven **POWER PILOT**

gives Most Power from Least Gas . . . automatically meters and fires the right amount of gas, to match all operating conditions.

## 145-H.P. CARGO KING V-8

Here's the most efficient Ford Truck engine ever built! This V-8 power plant actually cuts down on "power waste" . . . new "short-stroke" design with bore-stroke ratio of nearly 1 to 1 cuts piston travel up to 20%, provides big savings in gasoline! This 279 cu. in. V-8 gives you more power, more speed, more time savings.

Dual downdraft carburetor for better performance and economy.

Free-Turn valves (both intake and exhaust) for self cleaning, better seating. Forged exhaust valves resist bending and warping, prolong valve life.

Valve guides integral with cylinder head for better heat transfer.

Steel head gasket for positive seal, more power.

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

Autothermic pistons of aluminum alloy with steel struts for controlled piston-to-wall clearance.

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

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

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

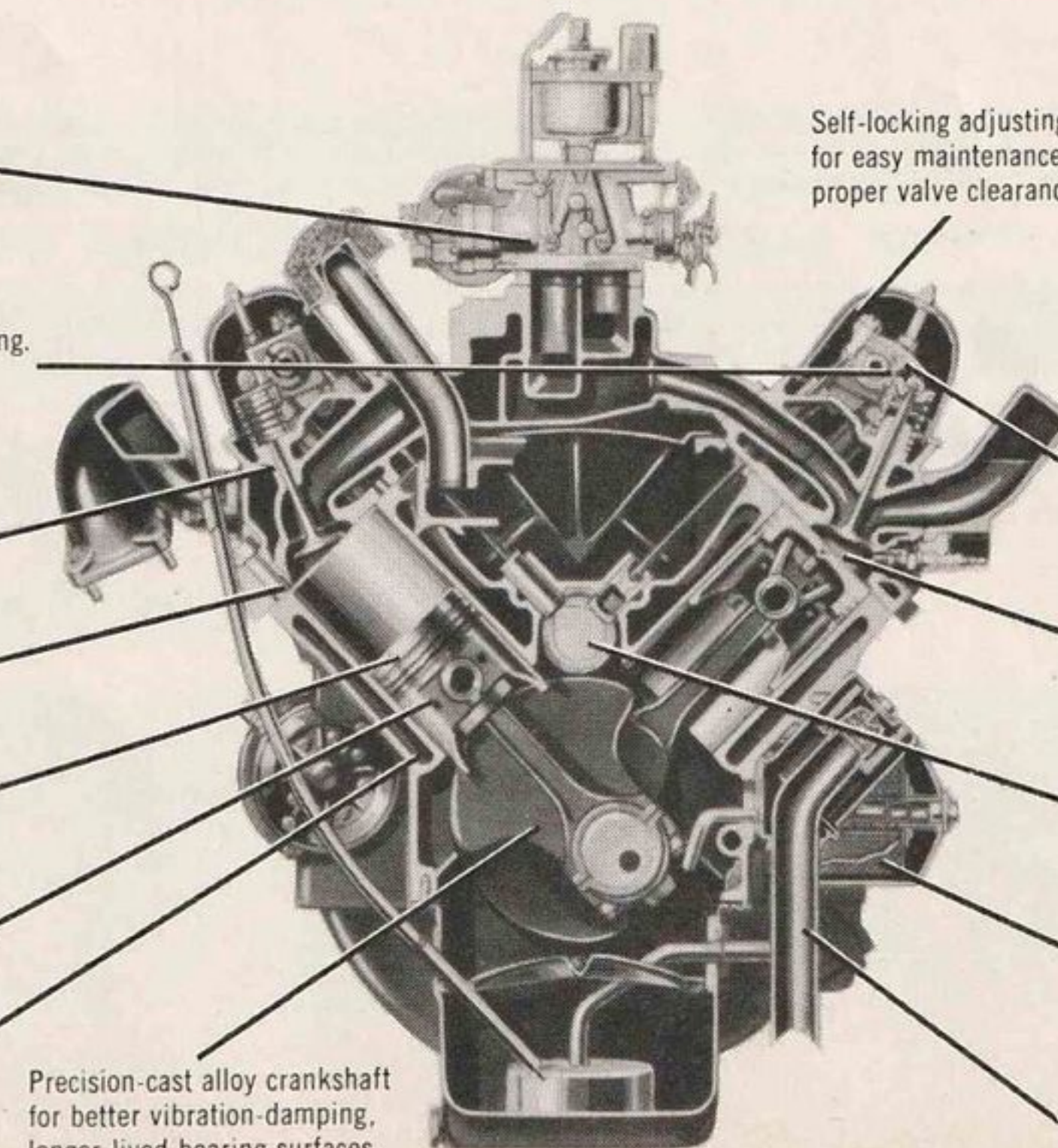
Precision molded, cast alloy rocker arm for greater durability.

Flame-Flow combustion chambers for more efficiency.

High-Lift camshaft with timing chain drive for quiet operation, fast valve action.

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

Crankcase ventilation system withdraws harmful vapors.

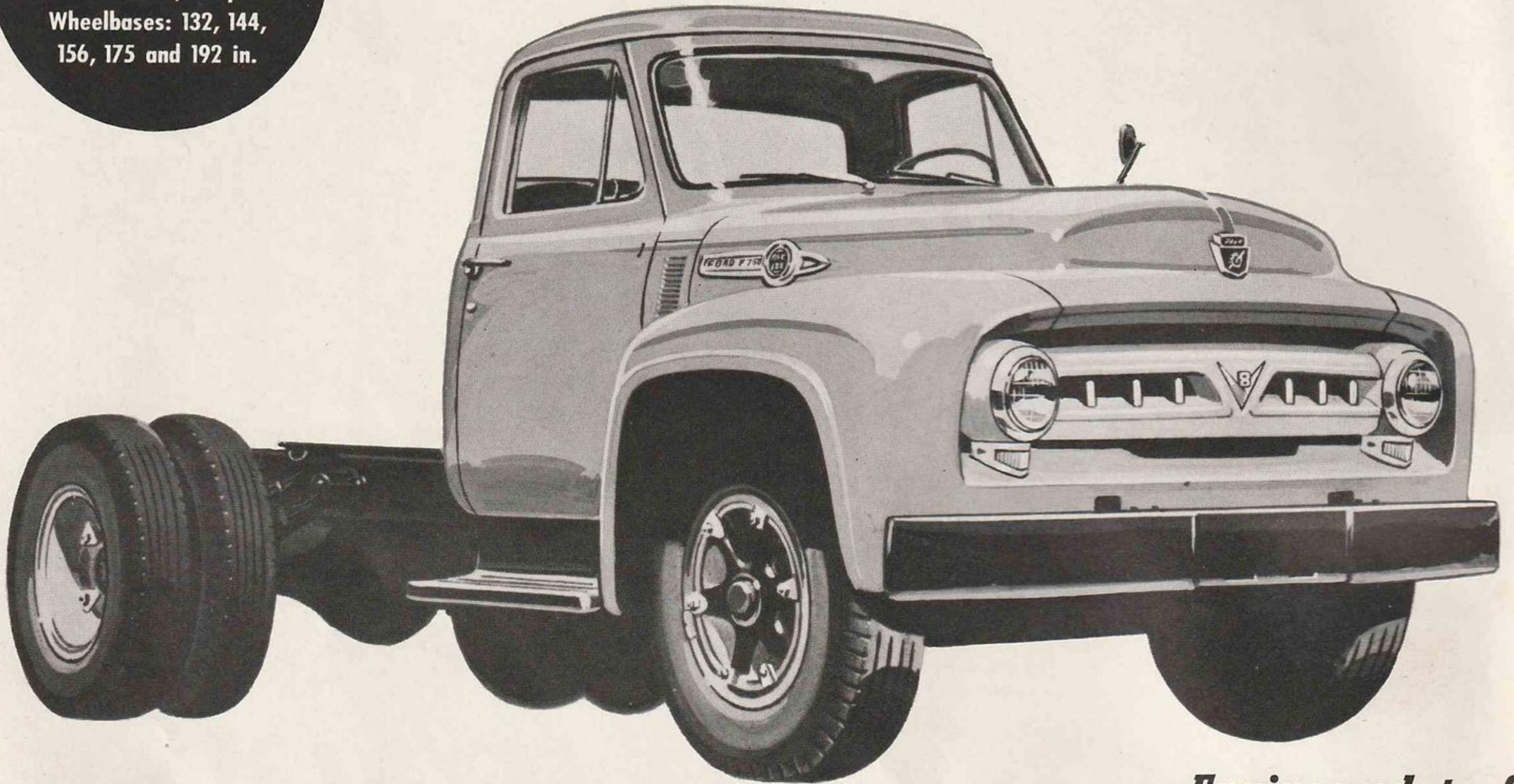


**ALL-NEW F-750**

**BIG JOB**

Max. G.V.W. 19,500 pounds  
Wheelbases: 132, 144,  
156, 175 and 192 in.

# Speed Hauling Standout for



## **HERE'S ALL-OUT PERFORMANCE FOR ALL-AROUND TRUCK OPERATION!**

This powerful F-750 Big Job makes tough trucking assignments look easy! On or off the road, it's a sure bet for fast, dependable, economical performance! For flash-away response when traveling across country, the F-750's 145-h.p. V-8 will pull its 19,500 gross at a calculated top speed of over 60 mph. Here's real hauling power, riding pleasure and profitable truck operation . . . the all-new F-750 Big Job.

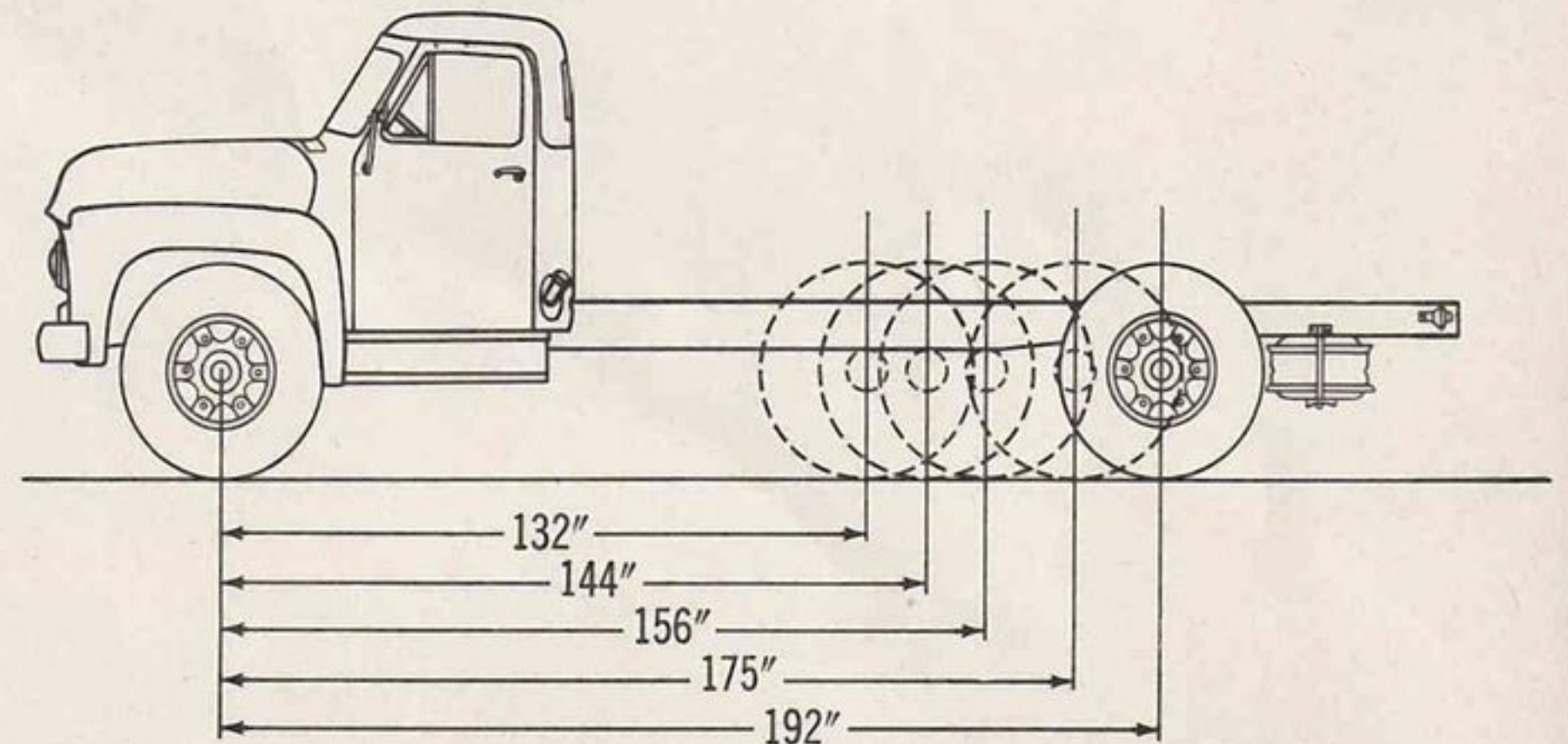
## **Engineered to GET**

New Ford *Economy* Trucks for '53 are engineered with many time- and labor-saving features to do their jobs faster, handle more deliveries per hour, make more trips per day.

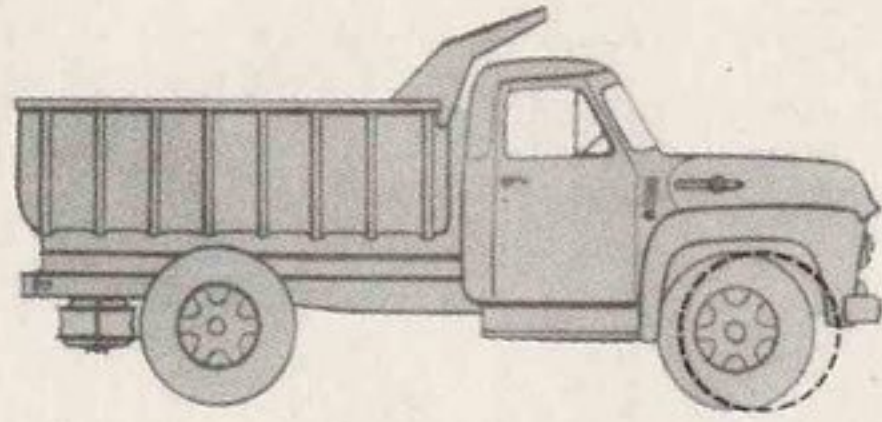
New Ford *Driverized* Cabs reduce driver fatigue, provide unmatched driver efficiency that enables drivers to do more work with greater ease and safety. Ultra-modern Ford high-compression, LOW-FRICTION power plant develops high sustained torque that moves big loads faster . . . while saving

## **F-750 CHASSIS-CAB MODELS PLUS MANY EQUIPMENT OPTIONS TO GIVE YOU EXACTLY THE RIGHT TRUCK FOR YOUR JOB!**

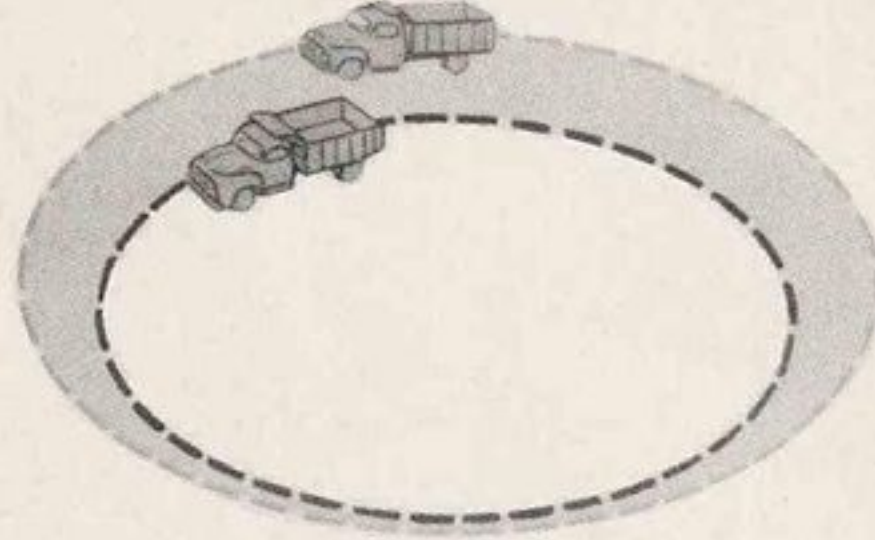
You can choose from five wheelbase lengths—132, 144, 156, 175 or 192 inches—plus a wide variety of available equipment to fit your specific operating requirements. The F-750 takes special purpose bodies from 7½ to 19 feet. Payload capacity, including body, equipment, etc., goes over 6½ tons. Your Ford Dealer will help you select the exact cab, axle, brakes, transmission, springs, wheels and tires to provide the most efficient power-chassis-body combination for your work needs!



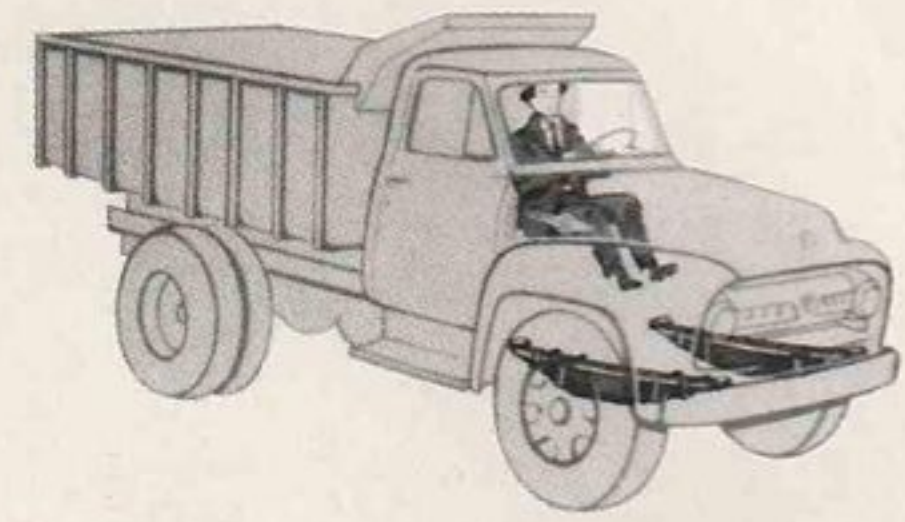
**ALL-NEW FORD CHASSIS DESIGN GIVES YOU ALL-NEW STEERING EASE  
... WORK-SAVING, TIME-SAVING MANEUVERABILITY!**



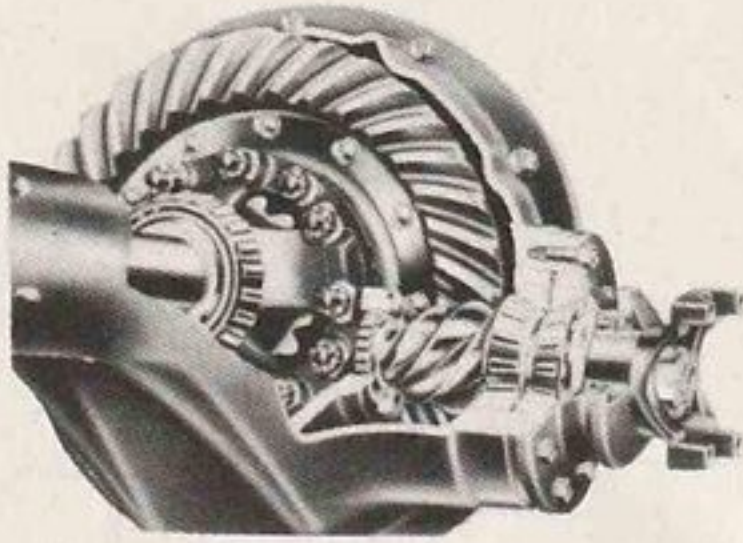
**New wide-tread front axle** is set back to provide a shorter wheelbase. Front axle supports larger share of load for better weight distribution.



**New shorter turning**, the result of Ford's new front axle design, provides time-saving maneuverability. Turning diameters are up to 12 ft. less.

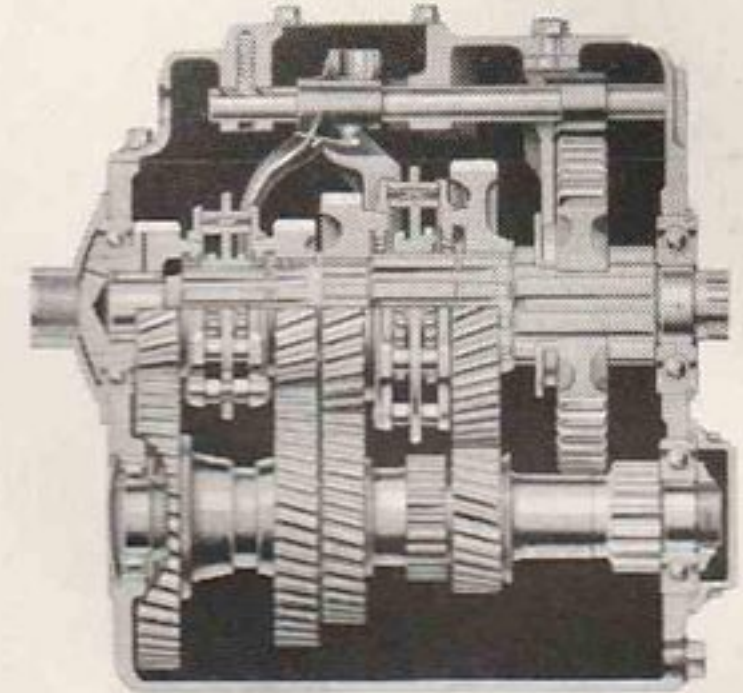


**New ride control** for the driver. With shorter wheelbase, driver sits nearer the easy-riding front springs, farther from load-supporting rear springs.



**Choice of single-speed or 2-speed rear axles**—Full floating, hypoid rear axle (standard) with rigid split-type housing allows use of bigger drive pinion, spreads torque over greater tooth area for more quiet, more durable, smoother operation. 7.2 to 1 ratio. Two-speed hypoid rear axle available for greater operating flexibility, more economy. Electric shift. Ratio: 6.50/9.04 to 1.

**Heavy Duty 5-speed Synchro-Silent transmissions** for smooth, quiet shifting ease... no "double clutching"! Overdrive transmission (std.) reduces engine rpm.'s about 20% for comparable road speeds, gives greater economy. Optional direct-in-fifth transmission gives greater performance in lower speeds for fast acceleration of heavy loads, hill climbing, and off-road work.



**Most Advanced Chassis in Trucking!**

Roll Action needle bearing steering gear, 3 teeth in mesh, reduces friction

12-inch Gyro-Grip clutch; low pedal pressure—high plate pressure

Heavy duty 5-speed Synchro-Silent transmission—overdrive std., direct drive opt.

New gas tank location saves cab space

New, extra heavy duty frame, with rugged parallel side rails, 9 in. deep, with channel reinforcement for greater strength

Powerful hydraulic brakes—double cylinder, self-energizing—with vacuum booster. Air-over-hydraulic system avail.

Needle bearing universal joints for longer life

Rugged hypoid full-floating rear axle; 2-speed axle available

Wide-span, 13-leaf, 52" x 3" rear main springs, with 7 leaf auxiliary

Engine mounting 3-point rubber-cushioned; rear mounting under clutch housing for easier maintenance

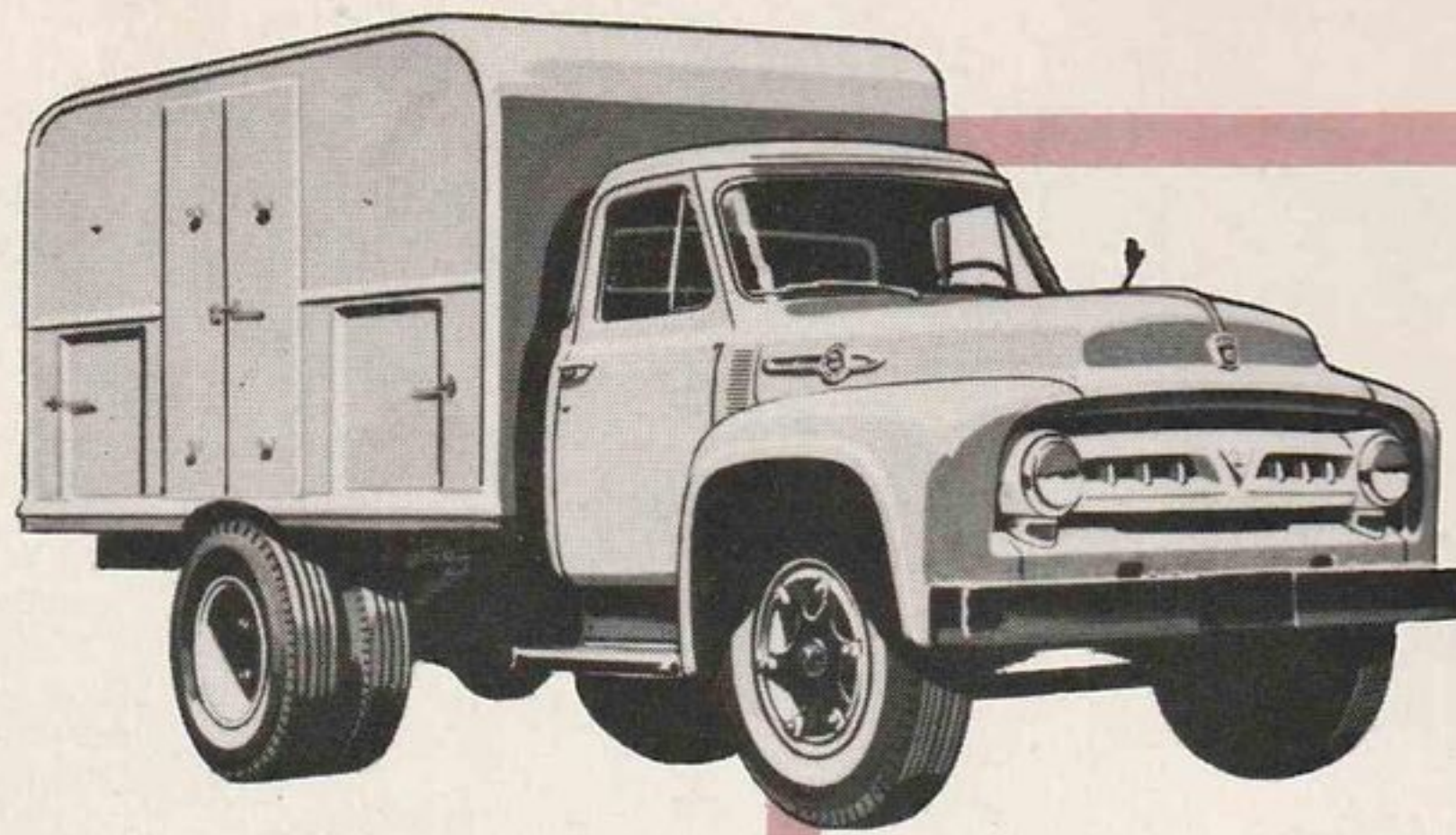
Rubber-encased drive line center bearing for quiet, long-life performance

Tubular propeller shafts, large diameter, non-whipping

20-inch wheels, cast spoke std. Advanced design 3-piece rims with 5" tapered bead seat

**ALL-NEW F-750  
CHASSIS-CAB**

Payload (body, equipment, etc.)  
—up to 13,253 lbs.



**MILK VAN**  
156, 175, 192-in. wbs.

**F-750 BIG JOB CHASSIS ARE BUILT TO  
ACCOMMODATE ANY TYPE OF SPECIAL  
BODY FROM 7½ TO 19 FT.**

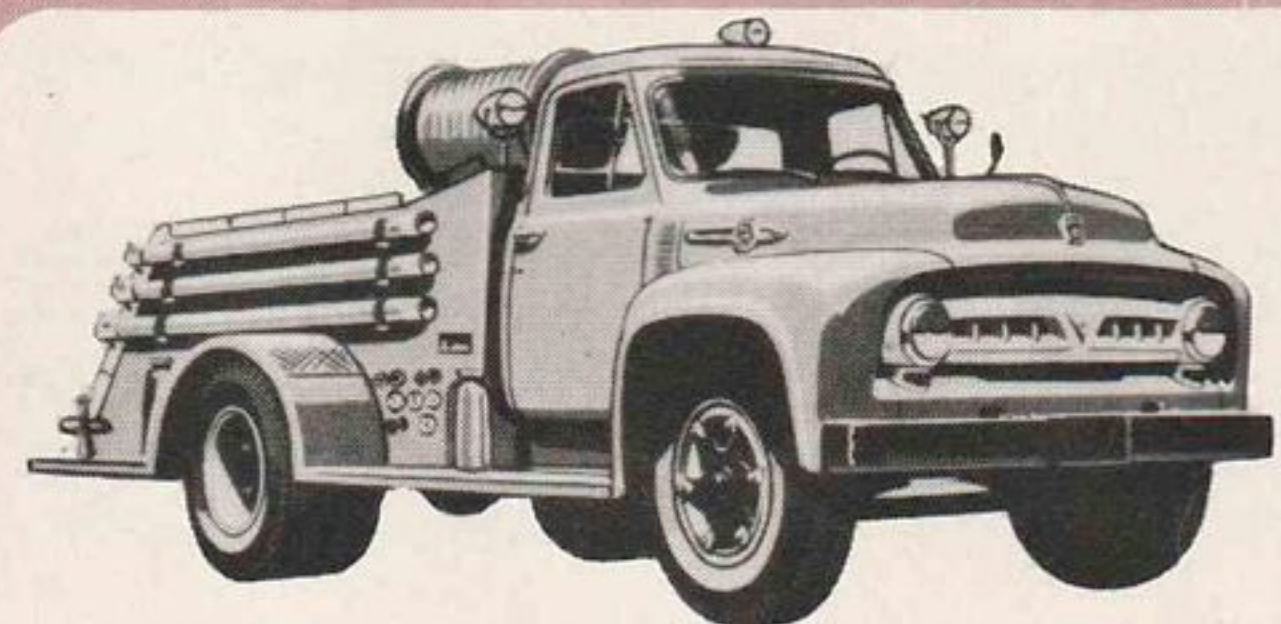
The Ford F-750 Big Job chassis are built to handle any kind of special-purpose body . . . almost any kind of load. Chassis-cab models are available on 5 wheelbase lengths for 2-unit bodies as follows: 132-in. for 7½-9 ft.; 144-in. for 9-11 ft.; 156-in. for 10-13 ft.; 175-in. for 13-16 ft.; and, 192-in. for 16-19 ft. body length ranges. Body and equipment manufacturers offer a wide variety of vocational and specialized bodies for use on this Ford giant. Look at the examples shown at the right. Your Ford Dealer will be delighted to aid you in selecting *exactly* the right body and equipment for your work requirements.



**GRAIN**  
156, 175, 192-in. wbs.



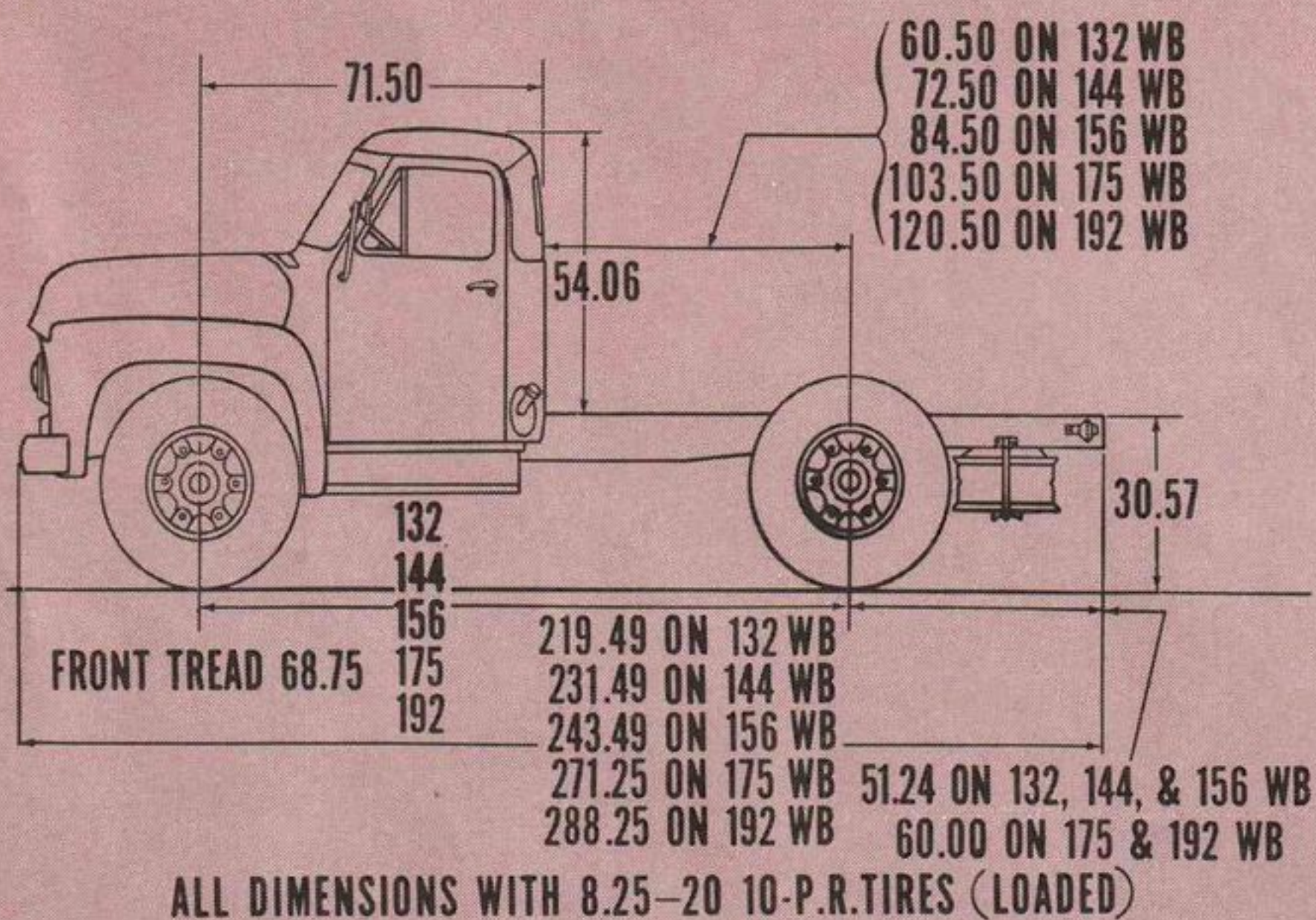
**REFRIGERATOR**  
156, 175, 192-in. wbs.



**FIRE ENGINE**  
144, 156, 175-in. wbs.



**CORRUGATED VAN**  
156, 175, 192-in. wbs.



**CAPACITY CHART—SERIES F-750 CHASSIS WITH CAB**

TIRES—6. SIZE—front and dual rear . . . . .	8.25-20 10-ply rating					9.00-20 10-ply rating				
	17,000 lbs. / 19,500 lbs. †									
GROSS VEHICLE WEIGHT RATING . . . . . (Severe Service Rating)										
WHEELBASE—(in.) . . . . .	132	144	156	175	192	132	144	156	175	192
*CURB WEIGHT—(with fuel and water) (est.) (lbs.) . .	6,125	6,190	6,230	6,280	6,320	6,247	6,312	6,352	6,402	6,442
*PAYLOAD, BODY, EQUIPMENT, ETC. (approx.) (lbs.) . .	10,875	10,810	10,770	10,720	10,680	13,253	13,188	13,148	13,098	13,058

\* For 2-speed axle add 115 lbs. to "curb weight" and deduct from "payload." For disc wheels deduct 10 lbs. from "curb weight" and add to "payload."  
 † For air booster add 100 lbs. to "curb weight" and deduct from "payload."  
 ‡ With heavy duty rear springs.

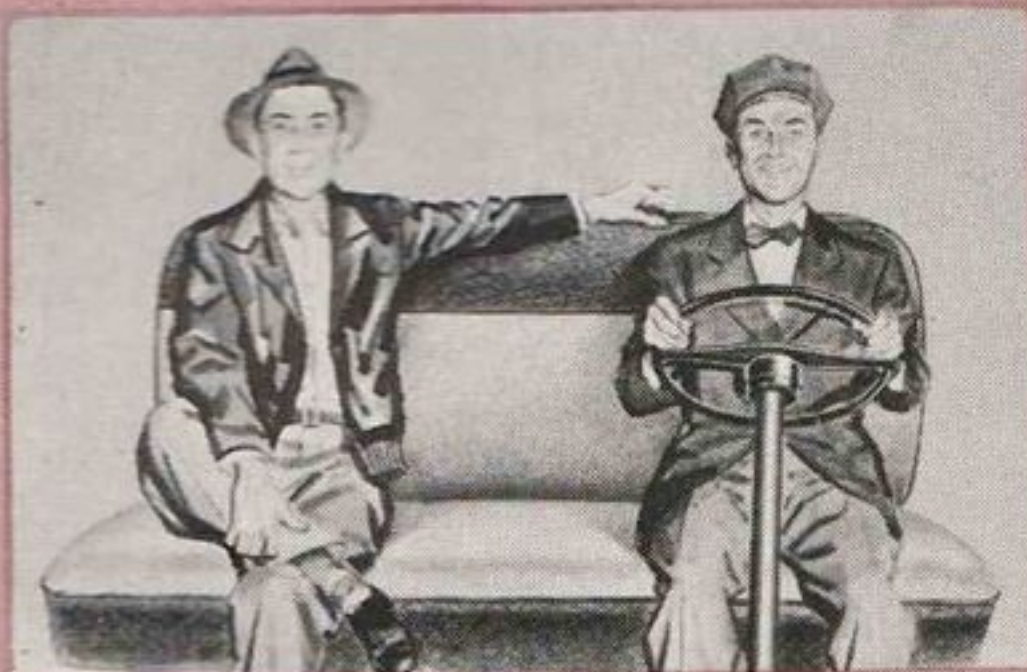
# All-New Comfort Ride—in Every Way!

## ALL-NEW DRIVERIZED CABS

Deluxe shown



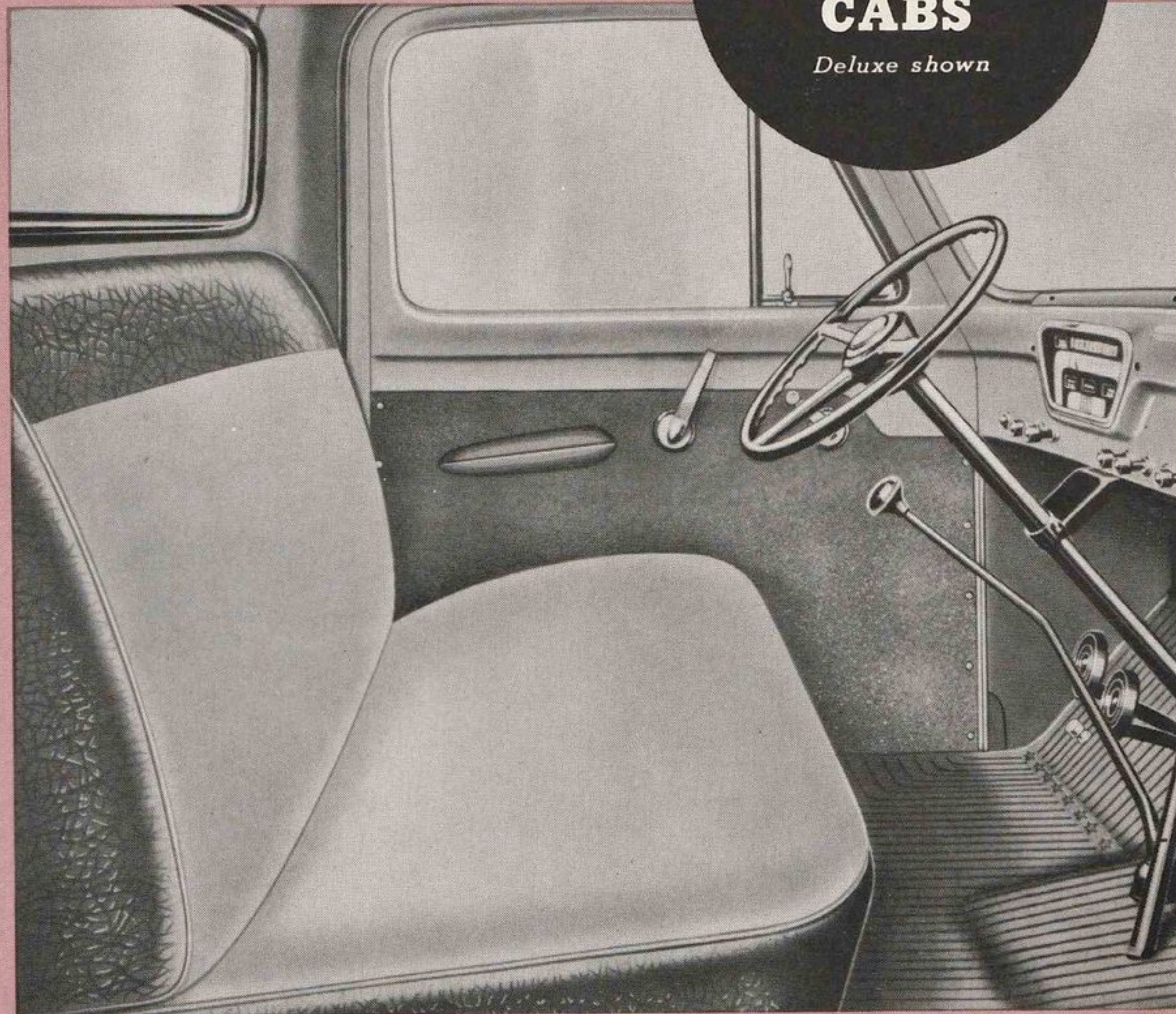
**New One-piece Curved Windshield**, 55% bigger for more visibility. Full-width rear window—4 ft. wide! Deep side windows.



**All-New Roominess** everywhere you look! With wider cab interiors, there's more hip room, shoulder room, leg room and foot room!

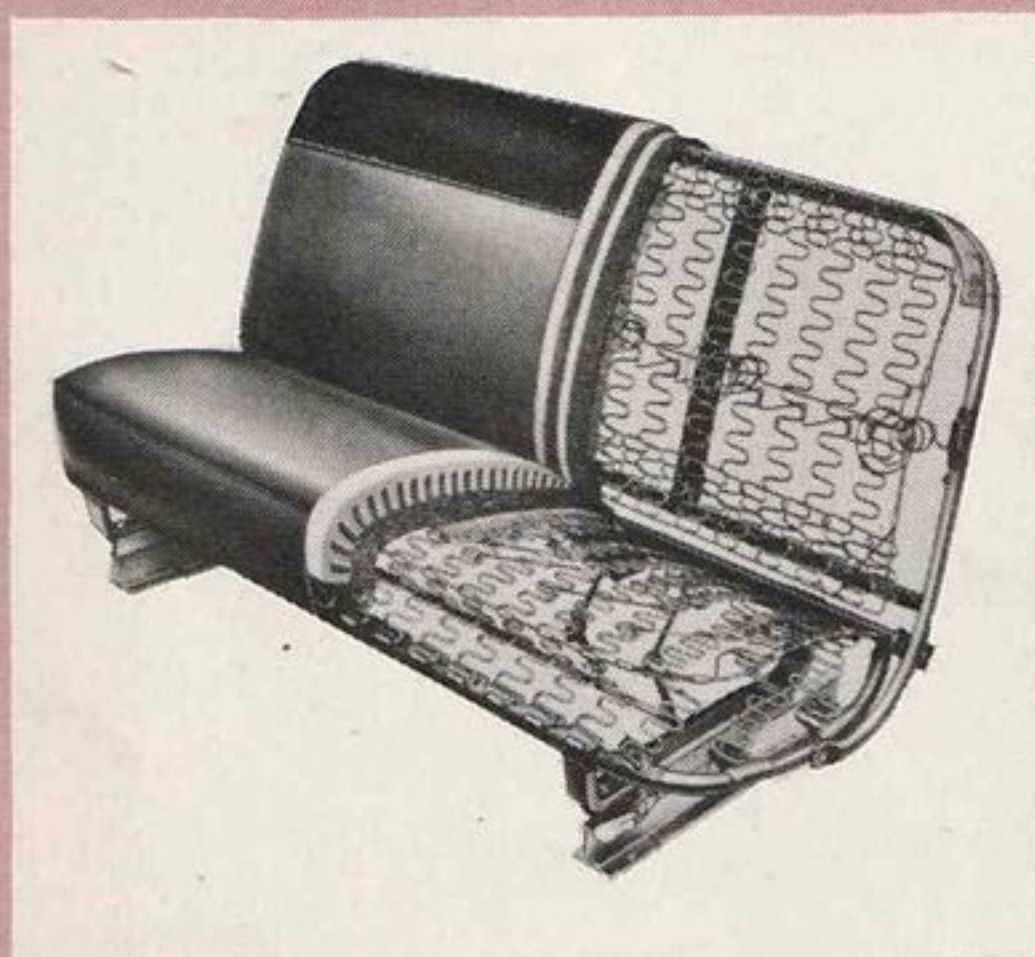


**New Curved Instrument Panel** has "cockpit" cluster with big instruments for split-second reading. Smart new interior trim.

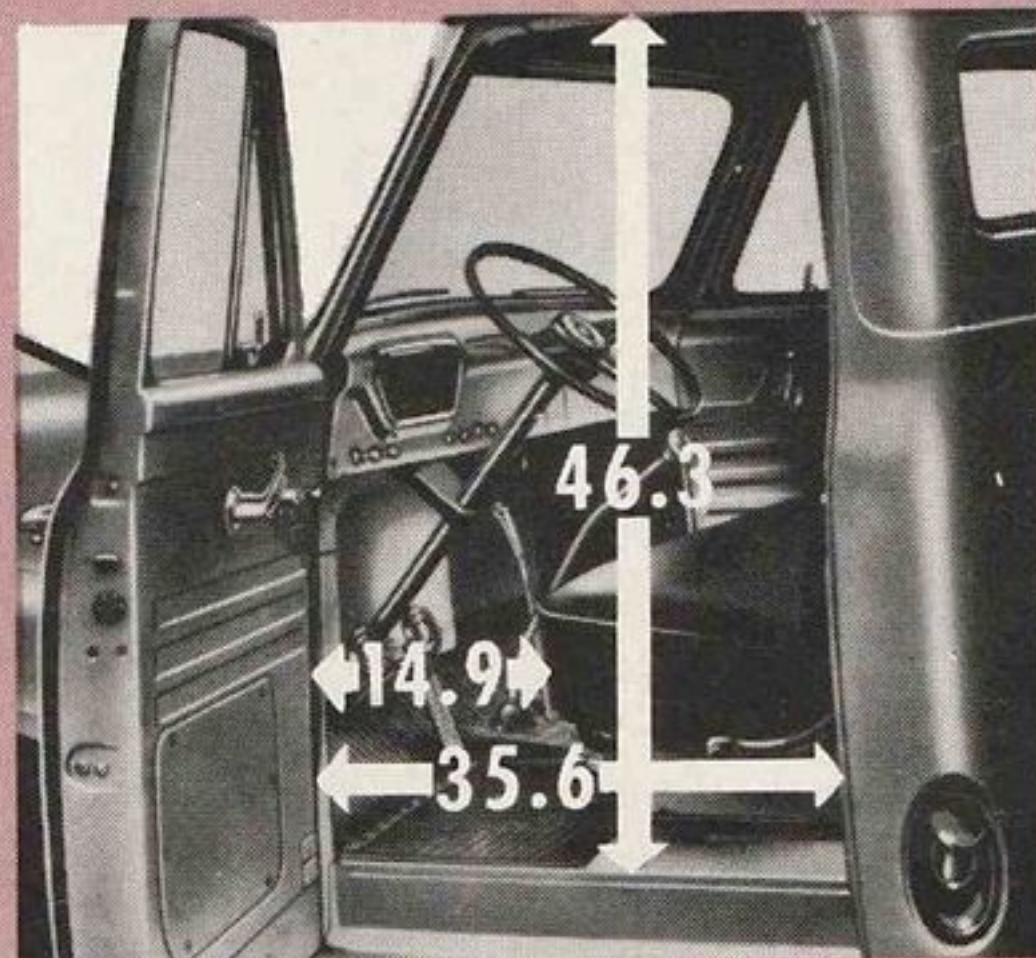


### Roomiest, Most Comfortable Truck Cabs on the American Road ... Designed to Reduce Driving Fatigue!

The all new Ford *Driverized* Cabs usher in a completely new era of truck riding comfort. They ride so easily, you handle the controls so easily, you won't believe you're riding in a truck. Every inch of these new Ford Cabs is designed to free the driver of truck fatigue . . . to make driving easier, safer and more efficient. There's more roominess, more comfort, more convenience, more visibility! Less effort required for driving means drivers stay fresh longer, like their jobs better, do more and better work.



**New Wider Seat** provides roomy comfort for 3 men. New non-sag springs. *Exclusive* Ford Counter-Shock seat snubber absorbs road shocks for a softer, smoother ride. Both seat and seat back are independently adjustable.



**New Wider Door Opening** for easy entrance and exit. New goose-neck hinges swing door outside door opening, hold door firmly for better fit. More space between seat and door pillar lets driver swing in and out with ease.

### DRIVERIZED . . . FINEST TRUCK CAB EVER BUILT!

For slight additional cost, you receive all these customized "extras"!

Foam rubber seat padding! Thermacoustic headlining, backed by glass wool insulation! Sound deadener on floor and rear panels! Two-tone seat upholstery and interior trim! Two adjustable sun visors! Two arm rests! Illuminated cigar lighter! Dome light with automatic door switches! Sturdy lock on dispatch box and both doors! Distinctive chrome or bright metal hardware and exterior trim!

### NEW FEATURES EVERYWHERE!

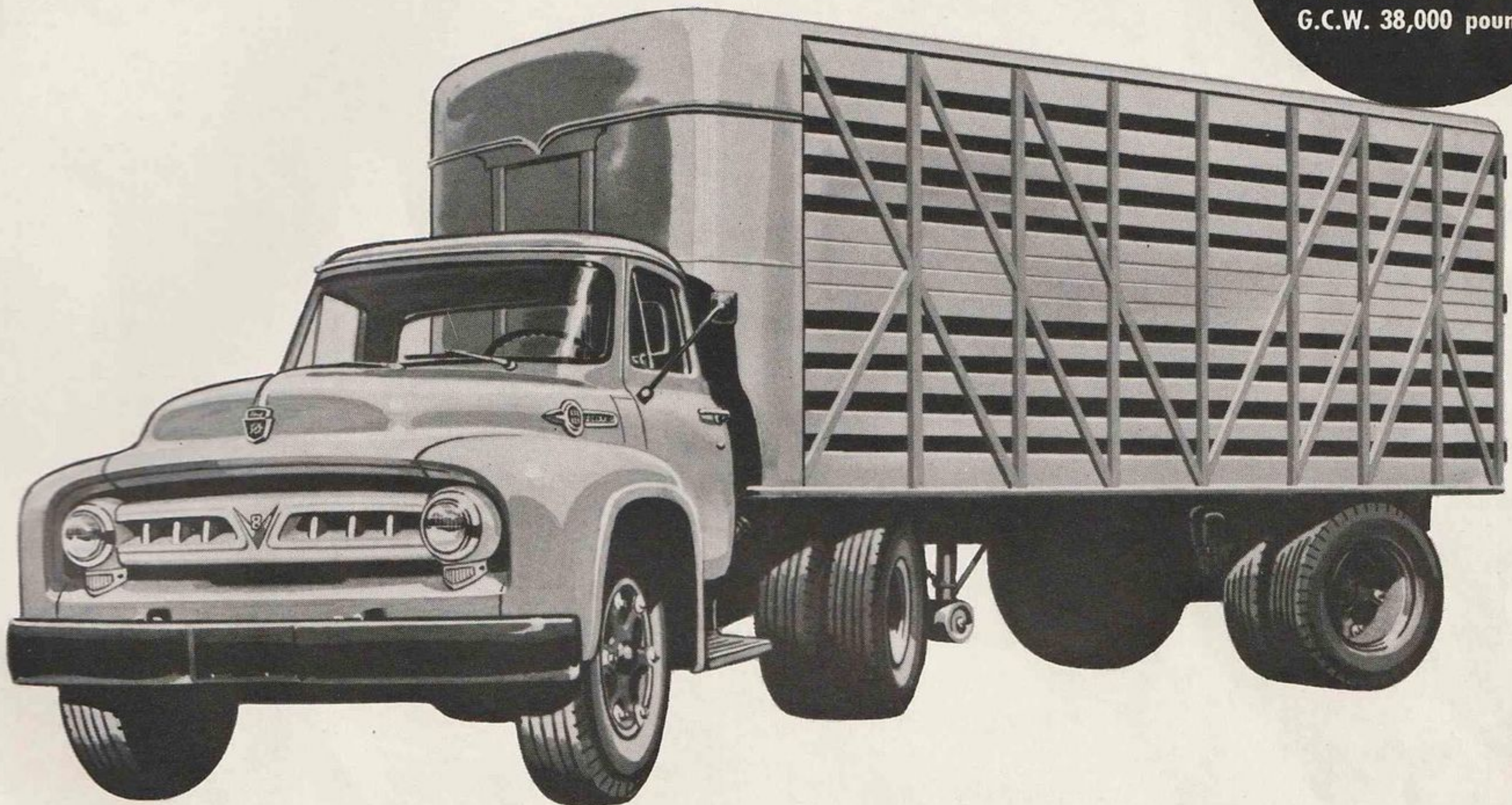
3-Way ventilation for fresh, clean air! New deeper arm-rest side windows! Improved Level-Action suspension! Fully weather-sealed construction! New insulation keeps out engine fumes! New overlapping windshield wipers! New push-button door handles! New Rotor-type door latches! New MagicAire heating, defrosting and ventilating system—most efficient in any truck (extra cost)! New stronger doors and pillar posts! Sound deadener on doors! Ideally located clutch and brake pedals!

# Extra Heavy Duty Work!

**ALL-NEW F-750**

**BIG JOB  
TRACTOR**

Wheelbases: 132 and 144 in.  
G.C.W. 38,000 pounds



## ***JOBS DONE FAST!***

on gas! New Ford shorter-wheelbase chassis and more efficient controls provide time-saving maneuverability in swift-flowing traffic and in congested areas!

For extra heavy duty trucking at its very best, choose the new Ford F-750. No other truck of comparable performance is priced so low. For low running cost, you can't beat the 145-h.p. *Cargo King* V-8, which develops up to 39% more horsepower per cu. in. than other engines in its class.

## ***HERE'S POWER PLUS ECONOMY FOR FULL PROFIT OPERATION!***

The Economy Champ of heavy haulers, this F-750 packs the brawn and power needed to wheel big cargoes easier, faster and safely! The high-compression performance of the 145-h.p. V-8 provides high torque to move the biggest loads with greater gas and oil economy than many engines of less power output. 2 wheelbases—132 and 144 inches. The F-750 tractor handles semi-trailer units of almost any standard or specialized type.



**PULLING POWER!** The *Cargo King* 145-h.p. V-8, most efficient Ford Truck engine ever built, provides power reserves for instant acceleration, passing, or hill climbing! Here's speed-hauling power to pull more ton-miles per day, pile up profit on long hauls or short pulls!



**OPERATING FLEXIBILITY!** Whether you operate over hills or level highways . . . in local or interstate hauling, the F-750, with choice of 5-speed overdrive or direct drive transmissions and single or 2-speed rear axles, provides the flexibility needed to fit your type of operation.



**DRIVING EASE!** Ford's new "Driverized" Cabs cut driving fatigue, increase driver efficiency. There is new comfort, safety, and driving ease. Steering is more responsive. Powerful hydraulic brakes and other controls are positive acting, easier operating, safer.