
Get the Facts
and you'll get a
FORD
FORD
1941 FORD TRUCKS

FORD A GREAT NAME
WHEREVER GOODS ARE HAULED

The old idea that a truck had to be heavy and costly is gone. The Ford Truck, showing the way with new alloy steels that are both light and strong, has taken the place of these big, awkward units—and has brought new ideas of speed and economy to practically every type of hauling and delivery job.

It is a common sight nowadays to see Ford Trucks working alongside other units of three or four times their rated capacity. Owners have been quick to learn that while a bigger truck may haul a heavier load, the Ford can haul two or three loads in the same time—and do it at less cost. As a result of this discovery, there has been a natural desire on the part of these owners to carry the experiment farther—to see just how much punishment a Ford can take, and how long it can stay on the job.

Thus, there have come to light a number of astonishing case histories. Fully documented reports of Ford Trucks giving good, economical service for hundreds of thousands of hard truck miles. Real-life stories of astonishing durability and performance. And while some of these cases sound almost incredible, no one who knows the quality of Ford engineering, materials, and workmanship can be the least surprised. In 1941, put a Ford to work on *your* job!

• (Top) 1935 131½ inch Ford Dump Truck with special body and trailing axle, owned by S. H. Bacon Co. of Los Angeles, California. When photographed, the truck had seen more than 400,000 miles of service.

• (Center) 1934 Ford Tractor owned by C. E. Rimmer of Lodi, California. For months on end, the unit was kept on the job 20 hours a day. It accumulated more than 600,000 miles.

• (Bottom) 112 inch Ford Panel, bought in November, 1935, by Joy V. Thrash of Emporia, Kansas. Mileage exceeded 508,000 when the picture was made.

COMBINED CHASSIS SPECIFICATIONS

CLUTCH—Semi-centrifugal type

	Regulars, C.O.E. 85 hp ¾- and One-Ton	30 hp ¾- and One-Ton Commercial Cars
Diameter	11 in.	9 in.
Friction Area	123.7 sq in.	75.3 sq in.

TRANSMISSION—Regular, C.O.E. and 30 hp ¾-Ton and One-Ton Trucks: 4-speed transmission. Spur gear type. Power take-off opening. 85 hp ¾-Ton, One-Ton Trucks and Commercial Cars: 3-speed transmission with helical countershaft drive and constant mesh second speed gears. Synchronizer for second and high. 4-speed transmission is optional at extra cost except in Sedan Delivery.

UNIVERSAL JOINTS—Needle roller bearing type in all units except Commercial Cars which have hardened pins and bushings.

FRAME—Trucks: Channel type, standard 34-inch width.

Main Side Members	Regular and C.O.E.	¾- and One-Ton
Depth of Channel	7 in.	6 in.
Width of Flanges	2.75 in.	2.25 in.
Thickness	0.21 in.	0.19 in.

Commercial Car Frame: X-type. Side members 5.5 in. deep with 2 in. flanges. Thickness 0.11 in.

FRONT AXLE—Reverse Elliott, I-beam section. Heat-treated alloy steel.

FRONT SPRINGS—Trucks: Longitudinal. All leaves chrome alloy steel. Self-lubricating shackle bearings.

	Regular C.O.E.	¾- and One-Ton
Length	36 in.	36 in.
Width	2 in.	2.25 in.	1.75 in.
Number of Leaves	11	13	8

Commercial Car: Transverse type. Length 43.75 in. Width 2 in. No. leaves 10. Self-lubricating shackle bearings and inter-leaf spring lubrication.

STEERING—Worm and roller type.

	Regular and C.O.E.	¾- and One-Ton Commercial Car
Steering Gear Ratio	18.4 to 1	18.2 to 1
Steering Wheel Diameter	18 in.	17 in.

REAR AXLE—Trucks: Full-floating with straddle-mounted pinion and ring gear thrust plate.

	Regular and C.O.E.	¾- and One-Ton
Axle Ratio	Optional: 5.14, 5.83 and 6.67 to 1	30 hp—6.67 to 1 85 hp—4.86 to 1

Two-speed axle with ratios of 5.83 and 8.11 to 1 available in Regular and C.O.E. Trucks at extra cost. Commercial Car: ¾-floating with straddle-mounted pinion. Gear ratio—30 hp—4.55 to 1, 85 hp—3.78 or 4.11 to 1.

REAR SPRINGS—Trucks: Longitudinal. All leaves chrome alloy steel.

	Regular and C.O.E.	¾- and One-Ton
Length	45 in.	45 in.
Width	2.5 in.	2.25 in.
Number of Leaves	12 Panel 7	Panel 12, others 13 One-Ton only, 14

Commercial Car: Transverse. Chrome alloy steel leaves. Self-lubricating shackle bearings. Inter-leaf lubrication.
Length 46.5 in. Width 2.25 in. No. Leaves—10, 11 or 12

AUXILIARY SPRINGS—5 leaves. Standard on Dump Trucks. Optional on other Regular and C.O.E. units at extra cost.

WHEELBRAKES—Hydraulic

	Regular and C.O.E.	¾-Ton Commercial Car	One-Ton
Front	14 x 2 in.	12 x 1.75 in.	12 x 1.75 in.
Rear	15 x 3.5 in.	12 x 1.75 in.	14 x 2 in.
Lining Area	303 sq in.	162 sq in.	186.8 sq in.

HANDBRAKE—Mechanical. Regular and C.O.E.: On driveshaft. 7.81 x 2.5 in. Lining area 60.45 sq in. ¾- and One-Ton, Commercial Cars: Handbrake operates rear wheelbrakes.

WHEELS—Regular and C.O.E.: 20 in. diameter, 5 in. rim. One-Ton: 17 in. diameter, 5 in. rim. ¾-Ton: 16 in. diameter, 5 in. rim. Commercial Car: 16 in. diameter, 4 in. rim.

TIRES—

	Regular and C.O.E.	¾-Ton	One-Ton	Commercial Car
Front	6.00-20 6-ply	6.50-16 6-ply	6.00-17 6-ply	6.00-16 4-ply
Rear	6.50-20 8-ply	7.00-16 6-ply	7.00-17 6-ply	6.00-16 4-ply
Spare	None	7.00-16 6-ply	7.00-17 6-ply	6.00-16 4-ply

Dual wheels and oversize tires for Regular and C.O.E. Trucks, also oversize tires for all other units available at extra cost.

TREAD—

	Regular and C.O.E.	¾- and One-Ton	Commercial Car
Front	58.8 in. (C.O.E. 62.8 in.)	55.75 in.	55.75 in.
Rear	57.1 in. (dual 65 in.)	57 in.	58.25 in.

TURNING RADIUS—

Regular C.O.E.		¾- and One-Ton	Commercial Car
19 ft	(101 in.)		
25 ft	(134 in.)	22 ft	20 ft
29.5 ft	(158 in.)	29 ft	
36 ft	(194 in.)		

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1941 FORD CHASSIS

There is a *standard* Ford unit for 95% of all hauling needs. New line for 1941 provides a broad choice of 42 body and chassis types, 6 wheelbases, 2 V-8 engines and the new 30 hp 4-cylinder Ford Economy Engine. The 4 Ford chassis shown here are masssive and rugged for long, punishing service and low-cost maintenance.

★ **HYDRAULIC BRAKES**—big and powerful for smooth, straight stops.

★ **FULL-FLOATING REAR AXLE** in Trucks; ¾-FLOATING in Commercial Cars. TWO-SPEED AXLE is supplied for Regular and C.O.E. Trucks at moderate extra cost.

★ **REAR SPRINGS**—new rear springs with increased load capacity on all Regular and C.O.E. Trucks. Also new auxiliary springs.

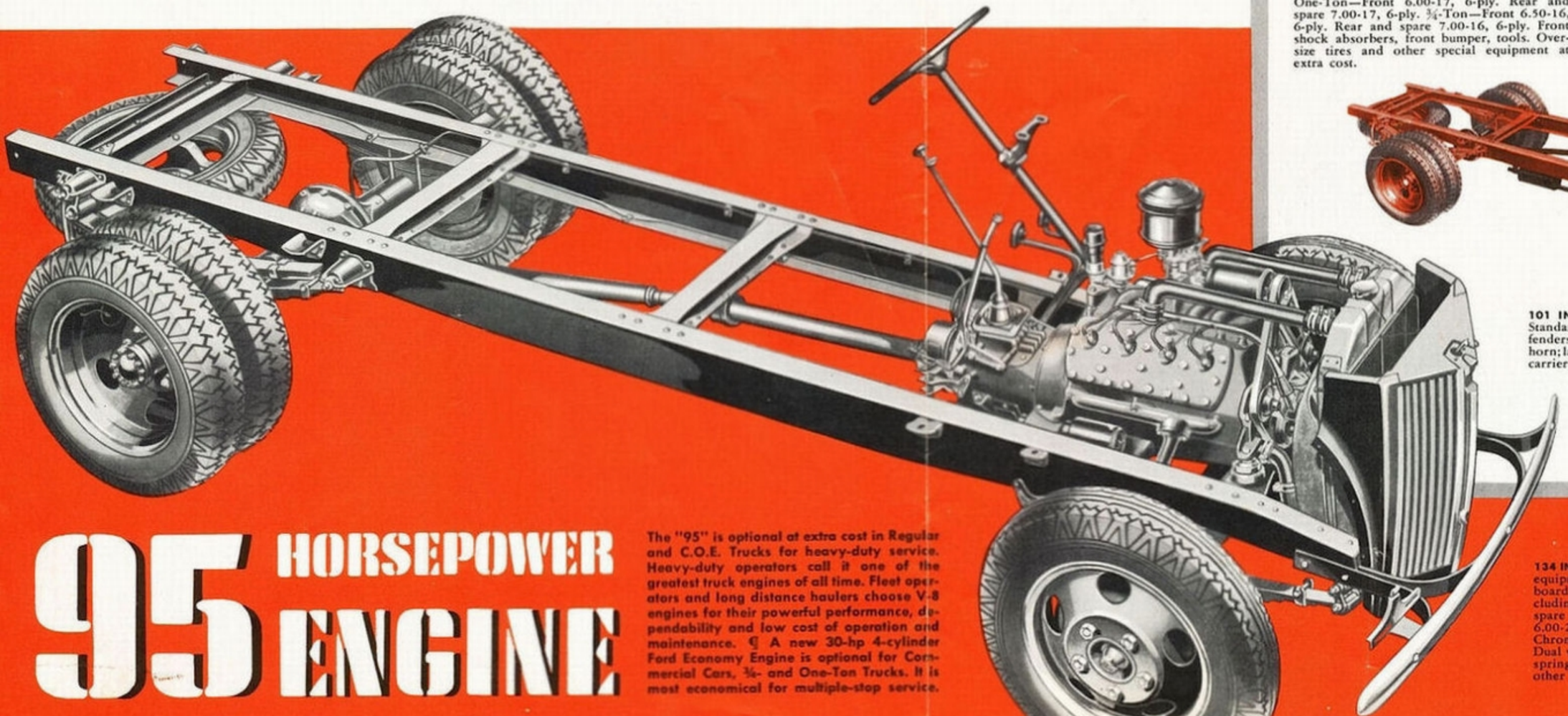
★ **SEMI-CENTRIFUGAL CLUTCHES** in all Trucks and Commercial Cars. This type clutch is particularly reliable for hard service.

★ **UNIVERSAL JOINTS** in all Ford Trucks are fitted with needle roller bearings to minimize friction and reduce wear.

★ **WORM AND ROLLER STEERING** in Ford Trucks and Commercial Cars makes steering easy and keeps friction low.

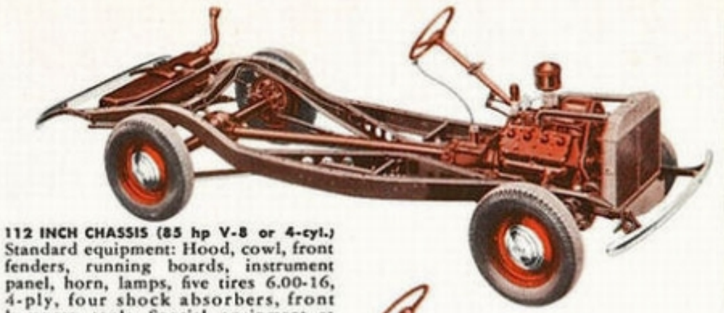
★ **FRONT AXLES** in Regular and C.O.E. Trucks have extra large spindles, spindle bolts and bushings for great strength and reliability in heavy-duty service.

★ **CHASSIS ACCESSIBILITY** — simplified Ford Truck chassis design saves substantially on the cost of inspections and repairs.



95 HORSEPOWER ENGINE

The "95" is optional at extra cost in Regular and C.O.E. Trucks for heavy-duty service. Heavy-duty operators call it one of the greatest truck engines of all time. Fleet operators and long distance haulers choose V-8 engines for their powerful performance, dependability and low cost of operation and maintenance. ¶ A new 30-hp 4-cylinder Ford Economy Engine is optional for Commercial Cars, ¾- and One-Ton Trucks. It is most economical for multiple-stop service.



112 INCH CHASSIS (85 hp V-8 or 4-cyl.) Standard equipment: Hood, cowl, front fenders, running boards, instrument panel, horn, lamps, five tires 6.00-16, 4-ply, four shock absorbers, front bumpers, tools. Special equipment at extra cost.

122 INCH CHASSIS (85 hp V-8 or 4-cyl.) Standard equipment: Hood, cowl, front fenders, running boards, instrument panel, horn, lamps. Tires: One-Ton—Front 6.00-17, 6-ply. Rear and spare 7.00-17, 6-ply. ¾-Ton—Front 6.50-16, 6-ply. Rear and spare 7.00-16, 6-ply. Front shock absorbers, front bumper, tools. Oversize tires and other special equipment at extra cost.

101 INCH C.O.E. CHASSIS (85 or 95 hp) Standard equipment: Cab, hood, front fenders; running boards; instrument panel; horn; lamps. 23 gallon fuel tank; spare wheel carrier; five wheels. Tires: Front 6.00-20, 6-ply. Rear 6.50-20 (32 x 6) 8-ply. Front bumper; jack and tool kit. Dual wheels, heavy-duty tires, spare tire, auxiliary springs, two-speed axle, frame reinforcements and other special equipment available at additional cost.

134 INCH REGULAR CHASSIS (85 or 95 hp) Standard equipment: Hood; cowl; front fenders; running boards; instrument panel; electrical system including horn and lamps. 18 gallon fuel tank; spare wheel carrier; five wheels. Tires: Front 6.00-20, 6-ply. Rear 6.50-20 (32 x 6) 8-ply. Chromium plated front bumper; jack and tool kit. Dual wheels, heavy-duty tires, spare tire, auxiliary springs, two-speed axle, frame reinforcements, other special equipment optional at extra cost.

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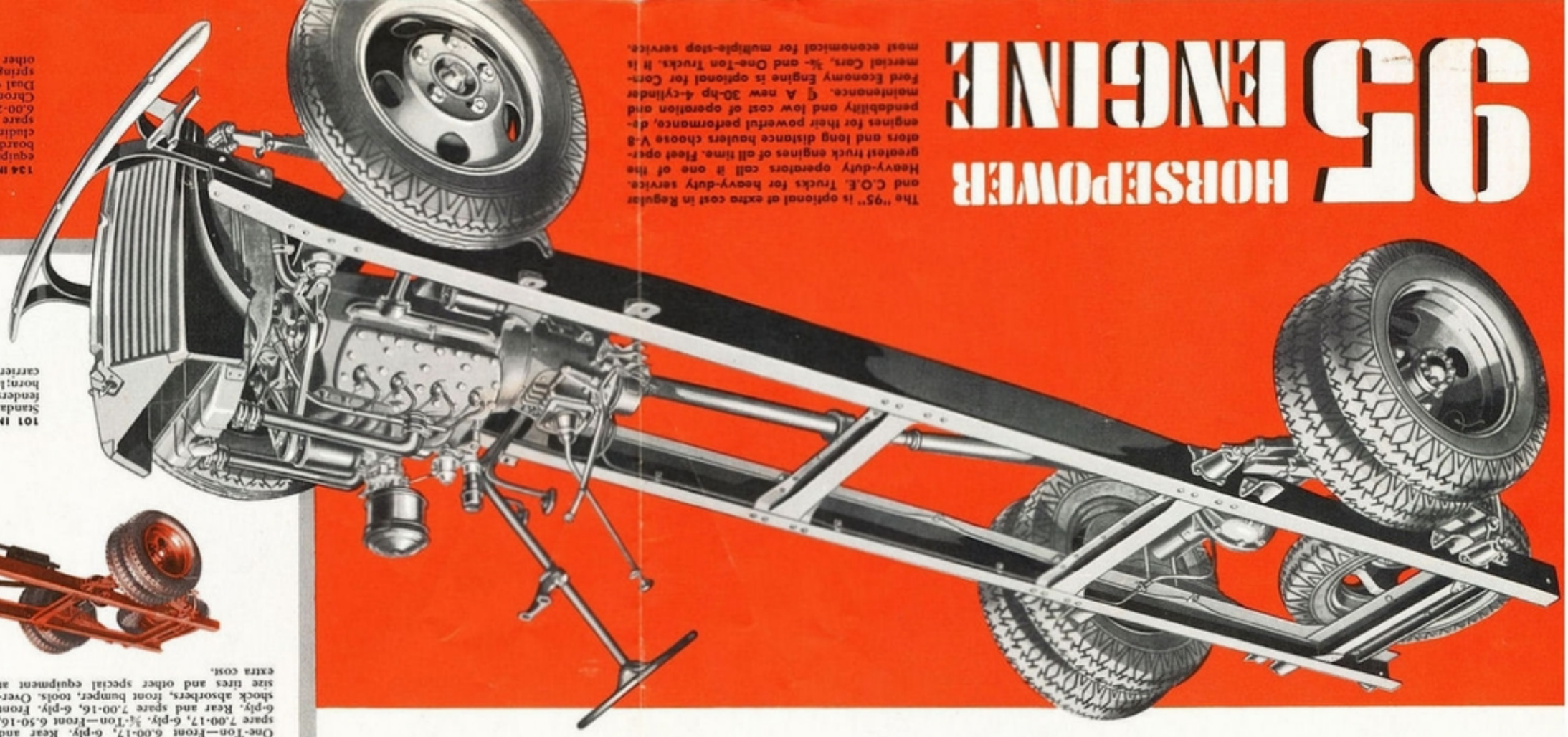

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112 INCH CHASSIS (85 hp V-8 or 4-cyl.) Standard equipment: Hood, cowl, front fenders, running boards, instrument panel, horn, lamps, tires: 6.00-16, 6-ply. Rear and spare 7.00-16, 6-ply. Front shock absorbers, front bumper, tools. Oversize tires and other special equipment at extra cost.

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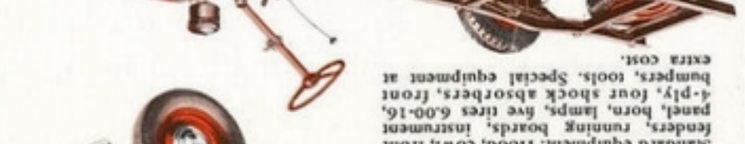

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FRAME—Trucks: Channel type, standard 34-inch width.

Main Side Members	Regular and C.O.E.	¾- and One-Ton
Depth of Channel	7 in.	6 in.
Width of Flanges	2.75 in.	2.25 in.
Thickness	0.21 in.	0.19 in.

Commercial Car Frame: X-type. Side members 5.5 in. deep with 2 in. flanges. Thickness 0.11 in.

FRONT AXLE—Reverse Elliott, I-beam section. Heat-treated alloy steel.

FRONT SPRINGS—Trucks: Longitudinal. All leaves chrome alloy steel. Self-lubricating shackle bearings.

	Regular	C.O.E.	¾- and One-Ton
Length	36 in.	38 in.	36 in.
Width	2 in.	2.25 in.	1.75 in.
Number of Leaves	11	13	8

Commercial Car: Transverse type. Length 43.75 in. Width 2 in. No. leaves 10. Self-lubricating shackle bearings and inter-leaf spring lubrication.

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Steering Gear Ratio	18.4 to 1	18.2 to 1
Steering Wheel Diameter	18 in.	17 in.

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Commercial Car: Transverse. Chrome alloy steel leaves. Self-lubricating shackle bearings. Inter-leaf lubrication.
Length 46.5 in. Width 2.25 in. No. Leaves—10,11 or 12

AUXILIARY SPRINGS—5 leaves. Standard on Dump Trucks. Optional on other Regular and C.O.E. units at extra cost.

WHEELBRAKES—Hydraulic

	Regular and C.O.E.	¾-Ton Commercial Car	One-Ton
Front	14 x 2 in.	12 x 1.75 in.	12 x 1.75 in.
Rear	15 x 3.5 in.	12 x 1.75 in.	14 x 2 in.
Lining Area	303 sq in.	162 sq in.	186.8 sq in.

HANDBRAKE—Mechanical. Regular and C.O.E.: On driveshaft. 7.81 x 2.5 in. Lining area 60.45 sq in. ¾- and One-Ton, Commercial Cars: Handbrake operates rear wheelbrakes.

WHEELS—Regular and C.O.E.: 20 in. diameter, 5 in. rim. One-Ton: 17 in. diameter, 5 in. rim. ¾-Ton: 16 in. diameter, 5 in. rim. Commercial Car: 16 in. diameter, 4 in. rim.

TIRES—

	Regular and C.O.E.	¾-Ton	One-Ton	Commercial Car
Front	6.00-20 6-ply	6.50-16 6-ply	6.00-17 6-ply	6.00-16 4-ply
Rear	6.50-20 8-ply	7.00-16 6-ply	7.00-17 6-ply	6.00-16 4-ply
Spare	None	7.00-16 6-ply	7.00-17 6-ply	6.00-16 4-ply

Dual wheels and oversize tires for Regular and C.O.E. Trucks, also oversize tires for all other units available at extra cost.

TREAD—

	Regular and C.O.E.	¾- and One-Ton	Commercial Car
Front	58.8 in. (C.O.E. 62.8 in.)	55.75 in.	55.75 in.
Rear	57.1 in. (dual 65 in.)	57 in.	58.25 in.

TURNING RADIUS—

Regular C.O.E.	¾- and One-Ton	Commercial Car
(101 in.) 19 ft	22 ft	20 ft
25 ft (134 in.) 25 ft		
29.5 ft (158 in.) 29 ft		
36 ft (194 in.)		

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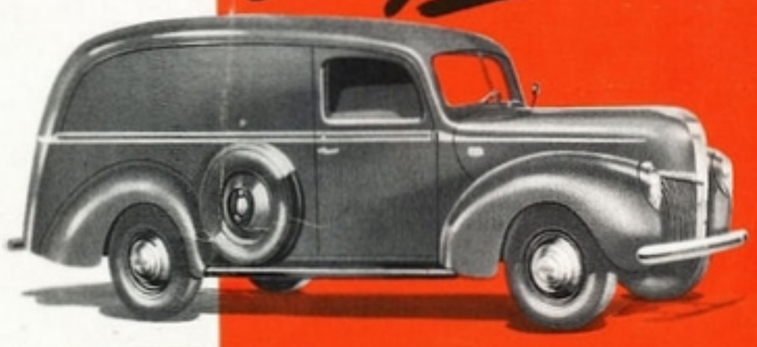
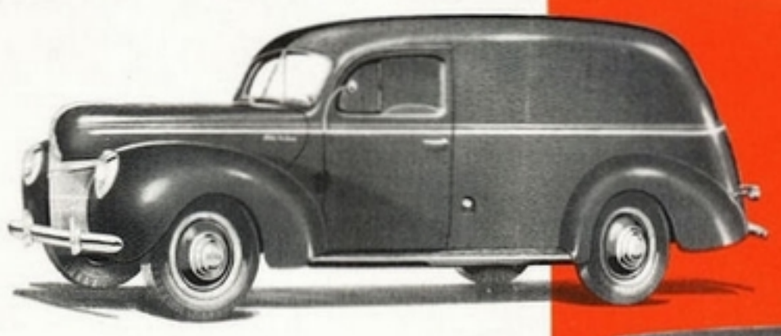
FORD ECONOMY FOR YOUR JOB

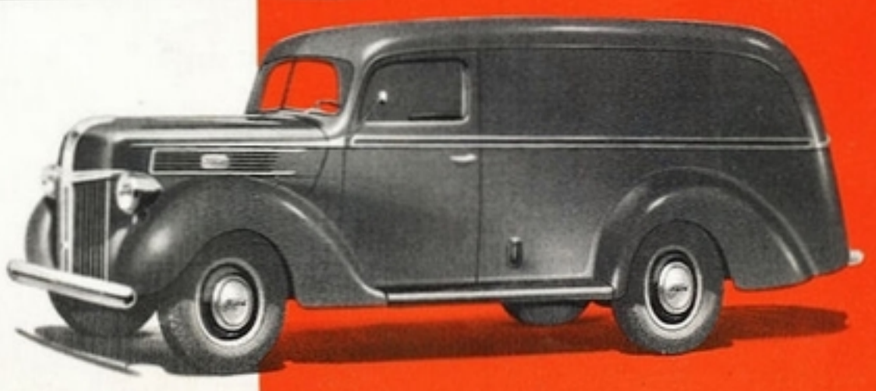
Low first Cost! High Gas Mileage! Easy on Oil!



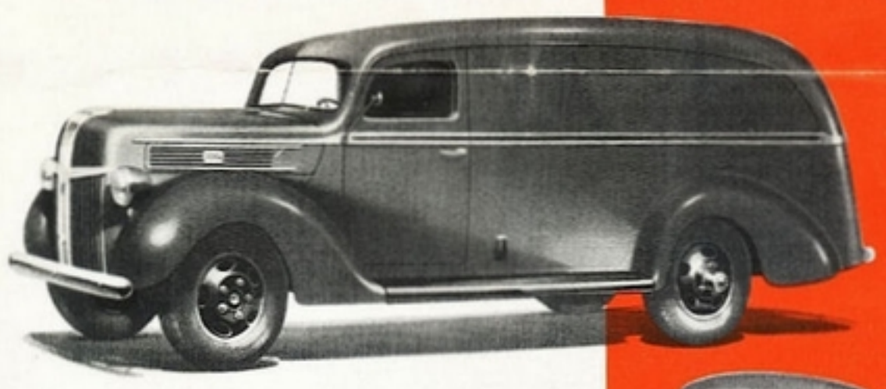
112 INCH PANEL (85 hp V-8 or 30 hp 4 cyl.) This unit combines attractive appearance with rugged dependability and low cost of operation—a combination desired by many progressive stores and tradesmen. It is ideal for door-to-door delivery. Ford quality-built through and through—it has the sturdy construction features of the larger Panels.



112 INCH SEDAN DELIVERY (85 hp V-8 or 30 hp 4 cyl.) This beautiful unit is the last word in smart modern delivery equipment. It builds prestige for the owner whose name it displays. Yet low price and low operating cost put the Sedan Delivery within reach of all who have need for a unit of this size. The choice of salesmen who carry sample kits.

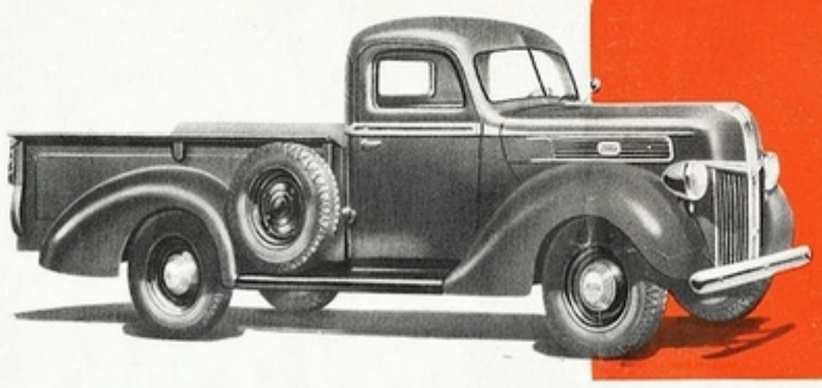


122 INCH ¾- AND ONE-TON PANELS (85 hp V-8 or 30 hp 4 cyl.). Designed for the "in-between" loads too heavy or bulky to be hauled by a Ford Commercial Car but not heavy enough to require one of the larger Panels. For operators who engage in door-to-door delivery, and others who wish to cut costs to the minimum, the new 4-cylinder engine is available.

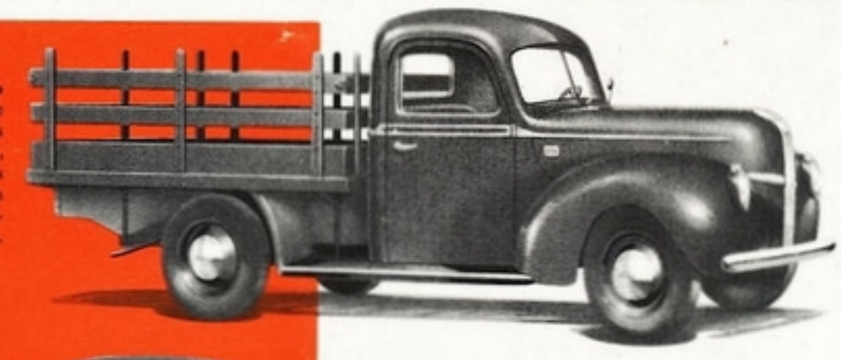


134 INCH PANEL (85 or 95 hp) A big, handsome truck for big heavy loads. Body has remarkable strength because of the way in which the steel top, roof rail and body sides are formed and welded. Alignment of rear doors is maintained by hanging them in a welded, one-piece channel steel frame. Weather stripping on rear doors is improved. The body sides are protected by durable hardwood slats.

112 INCH PICKUP (85 hp V-8 or 30 hp 4 cyl.) This low-priced unit of a thousand uses offers handsome new styling to operators who take pride in the looks of their equipment. Sturdy welded steel body with reinforced side panels will withstand hard usage. Spare wheel and tire have a hardened steel clamp and lock. Oversize tires and other special equipment extra.



122 INCH ONE-TON EXPRESS (85 hp V-8 or 30 hp 4 cyl.) This unit and the ¾-Ton Express Truck on the same wheelbase are economical for loads too bulky or too heavy for the 112 inch Pickup. They provide dependable transportation at very low running cost. For farmers, manufacturers, and others who haul loads in the One-Ton and ¾-Ton Range. The optional 4-cylinder Ford Economy Engine further reduces the cost of operation.

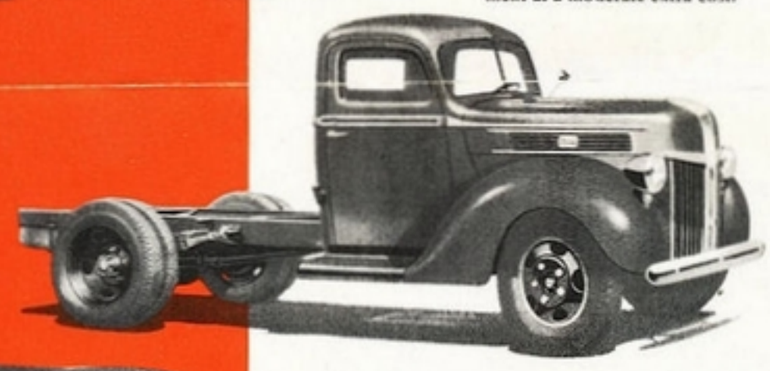


112 INCH STAKE (85 hp V-8 or 30 hp 4 cyl.) Low loading height and wide load space have popularized this unit with farmers, poultry raisers, nurserymen and others whose jobs call for a light, fast stake. Platform frame has steel, bridge-like construction similar to larger Ford Stakes. Oversize tires at small extra cost.

122 INCH ¾-TON STAKE (85 hp V-8 or 30 hp 4 cyl.) Also available in One-Ton capacity. For maximum strength the platform frame is built like a bridge, with the steel frame riveted to big steel cross girders. Large steel interlocking plates, bolted to the corners of top rack boards, tie the rack sections rigidly together to prevent weaving. These and other construction features mean long truck life, less expense for body maintenance.

101 INCH C.O.E. STAKE (85 or 95 hp) This truck has the advantage of great maneuverability in congested areas. Chassis and engine are readily accessible for easy servicing. Roomy, comfortable cab is easy to enter. This truck as Chassis with Cab is an ideal tractor unit. Its extremely short length makes possible the use of long trailer bodies. Special equipment as indicated for 134 inch C.O.E. Platform at extra cost.

134 INCH C.O.E. PLATFORM (85 or 95 hp) A husky hauler that combines maximum payload space with short overall length—145 inches of load length on a wheelbase of only 134 inches. Popular with building suppliers and operators of lumber yards. Dual wheels, heavy-duty tires, spare tire, auxiliary springs, two-speed axle and other special equipment at a moderate extra cost.



134 INCH REGULAR CHASSIS WITH CAB (85 or 95 hp) For special purpose bodies or bodies now in use on other units. Fitted with a fifth wheel it is an economical low-cost tractor for use with semi-trailer. Regular Chassis with Cab also is offered with 158-inch wheelbase. The 85 hp engine is standard. The 95 hp engine for heavier duty costs slightly more. Special equipment as indicated for the Regular Stake Truck is available at extra cost.

158 INCH REGULAR STAKE (85 or 95 hp) Distinguished new styling enhances the appearance of this new truck which is built to haul big loads at low cost. Stake racks are of first quality hardwood. Auxiliary springs, dual wheels, heavy-duty tires, spare tire, two-speed axle and other special equipment at low extra cost.

134 INCH DUMP TRUCK (85 or 95 hp) Ford Dump Trucks handle tough jobs easily because they are built for punishing service. Dump Body is welded, heavy-gage steel. Capacity 1½ cubic yards. Pockets are provided for side boards. Auxiliary springs are standard. Dual wheels, heavy-duty tires and spare, two-speed axle and reinforced frame are available at extra cost.

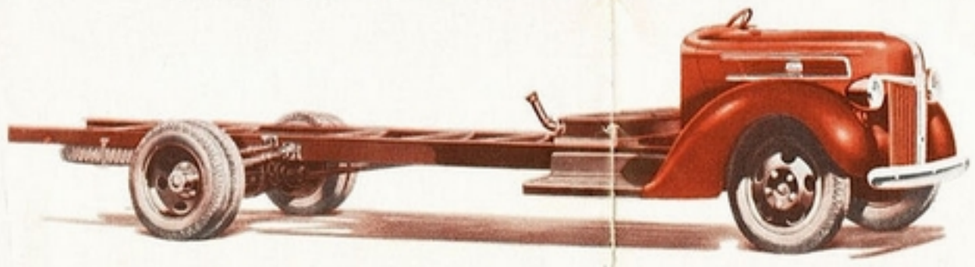
Ford Trucks and Commercial Cars have done a great job of work in the past. They are built to meet popular demand for dollar-saving dependability. This year they incorporate new engine and chassis refinements that are designed to cut costs further in every branch of the hauling and delivery field!

They're newly styled. They're easy on gas. They're easy on oil. Their low-cost maintenance is going to make many an operator open his eyes wide. They have generous margins of power, economy and reliability to handle America's trucking jobs that must be done with speed, thrift and efficiency.

There's a 1941 Ford unit to do any job—your job. That's more than a statement, it's a challenge—and an invitation. Accept it—see a Ford Dealer and arrange with him to make an actual "on-the-job" test of the Ford unit that best meets your needs—with your own loads, over your own routes!

112 INCH CHASSIS WITH WINDSHIELD (85 hp V-8 or 30 hp 4-cyl.) Also available as Chassis with Cab and Chassis with Cowl. Many operators of large fleets, such as dairymen and others engaged in door-to-door delivery, purchase either of these units and mount bodies of their own design. Spare wheel and tire are standard equipment. Oversize tires extra.

194 INCH CHASSIS WITH COWL (85 or 95 hp) Designed primarily for long schoolbus bodies. Chassis with Cab and Chassis with Windshield types are also supplied on 134 and 158 inch wheelbases. Standard cab-to-axle dimensions and frame width make it easy to equip with a wide range of special bodies. Special equipment is available at extra cost.



158 INCH C.O.E. CHASSIS WITH CAB (85 or 95 hp) Supplied also on 101 and 134 inch wheelbases. These units have standardized frame dimensions to facilitate mounting standard or special bodies. Short wheelbase of the 101 inch Chassis with Cab permits use of longer semi-trailers without increasing overall length. Special equipment at extra cost.