

# MERCURY LIGHT and HEAVY TRUCKS



**A COMPLETE RANGE**  
**1/2 TO 3 TONS**

**FOR**  
**1946**

# MERCURY..

## ENTERS THE HAULING FIELD

EVERYTHING IN  
ADVANCED TRUCK  
STYLE AND  
ENGINEERING!

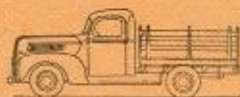
Here is Canada's newest line of trucks, bearing a name of fame in the automotive field! Now, for the first time, Mercury enters the hauling field, bringing you a complete line of units covering the  $\frac{1}{2}$  to 3-Ton field. New special Truck Engines power them... sleek new lines and gleaming grilles give them outstanding style... and they have everything you've always wanted for driver comfort. These proud new trucks by Mercury are *truck engineered*—by truck specialists—for your truck job. Look them over... try them "on-the-job." See why truck buyers everywhere are hauling Mercury trucks for 1946 as the most advanced trucks on the road!



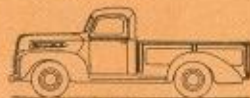
114"  $\frac{1}{2}$ -Ton Pickup



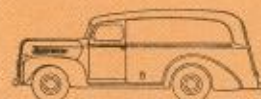
114"  $\frac{1}{2}$ -Ton Panel



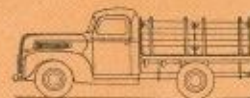
114"  $\frac{1}{2}$ -Ton Stake



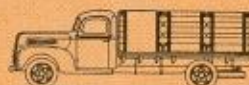
122" 1-Ton Express



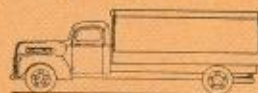
122" 1-Ton Panel



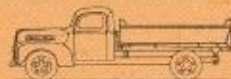
122" 1-Ton Stake



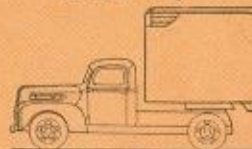
134"  $1\frac{1}{2}$ -Ton Stake



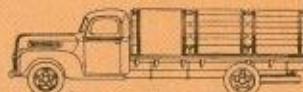
158" 2-Ton Platform



134" 3-Ton Dump



134" 3-Ton Tractor



176" 3-Ton Heavy Duty Stake



194" School Bus

AT PRICES  
BEGINNING  
WITH THE  
LOWEST!

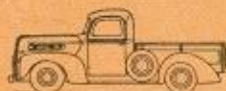
With everything for standout style, everything for advancement and dependability—Mercury Trucks are priced right down with the lowest! The "first cost" fits any operator's budget... and costs for operation and maintenance are right in keeping with the low initial price. When you buy a Mercury Truck you buy extra hauling ability, increased truck performance, a truck-built unit that stands up, plus the smartest truck styling on the road—and Mercury brings you all these important extra values with worthwhile savings on purchase price, running costs and upkeep. Compare values—compare costs—and you'll decide your wisest truck investment is *Mercury*.

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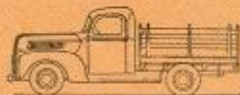
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114" 1/2-Ton Pickup



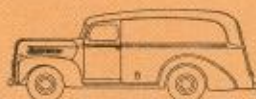
114" 1/2-Ton Panel



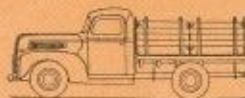
114" 1/2-Ton Stake



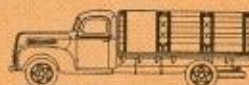
122" 1-Ton Express



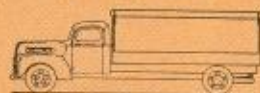
122" 1-Ton Panel



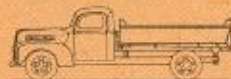
122" 1-Ton Stake



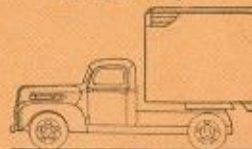
134" 1 1/2-Ton Stake



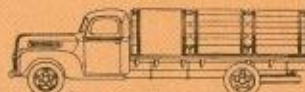
158" 2-Ton Platform



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# OUTSTANDING *Driver Comfort*

## MERCURY CABS

Mercury Truck cabs are engineered to combine safety, improved vision, and added comfort. Even when the adjustable cushioned seat is furthest forward—in "passenger-car position"—you'll find leg-room to spare. All the driver-comfort features on this page are standard equipment with Mercury Trucks. They are important features that help to make the operator's job more pleasant... a few of the many features that make Mercury Trucks "first in driver comfort."

**CIGAR LIGHTER** is another convenience and safety feature. Lighting matches causes glare and reflection from the windshield in night driving, preventing a clear view of the road. Built-in cigar lighter banishes this hazard.



**SHIFTOGUIDE SPEEDOMETER.** The graded speedometer readings show when to shift gears to get greatest pulling ability and most economical operation.



**DUAL WINDSHIELD WIPERS** and two adjustable sun visors are standard equipment on all Mercury Truck models. These features make driving easier and safer. They mean better vision in wet weather and when driving "against the sun," resulting in less strain and fatigue to the operator.



**THE DOME LIGHT** is another feature that shows how cab design contributes to driver convenience. A touch of the switch and the cab is illuminated with a soft, glare-free light which makes it easy for the driver to check road maps or fill out reports.

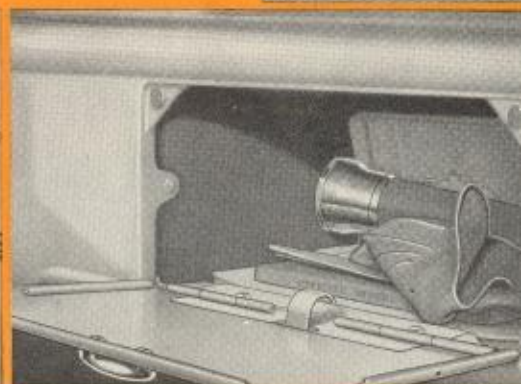
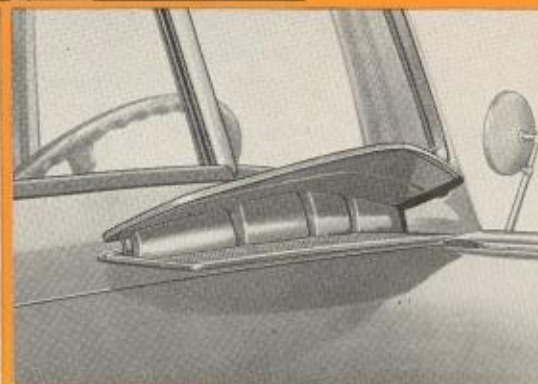


**HANDY ASH TRAY** adds to safety by reducing fire danger. It aids, too, in keeping the cab interior clean. Con-

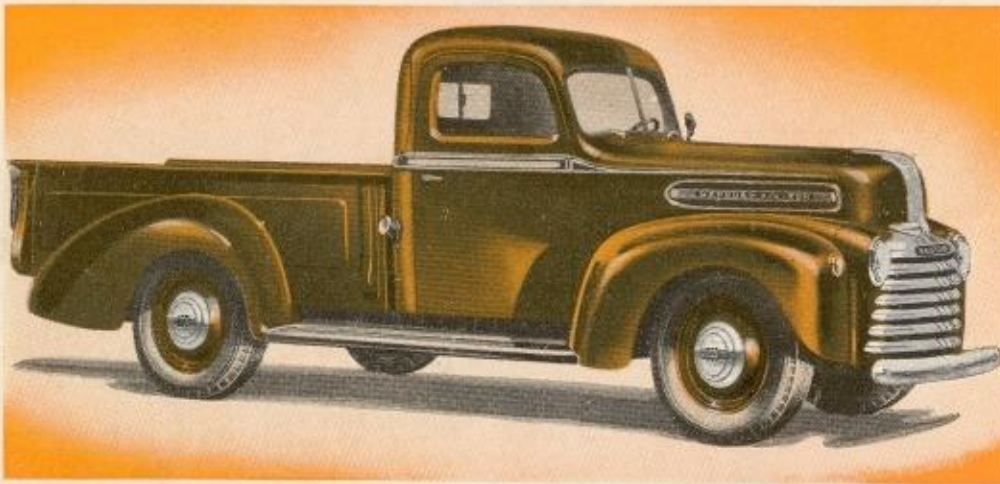
**FOR DRIVER'S COMFORT** the rear window slides open from the centre. This means the cab is much cooler in hot summer

**COWL VENTILATOR IS RUBBER SEALED** and screened to keep out insects. Friction-device lever, operated from under instru-

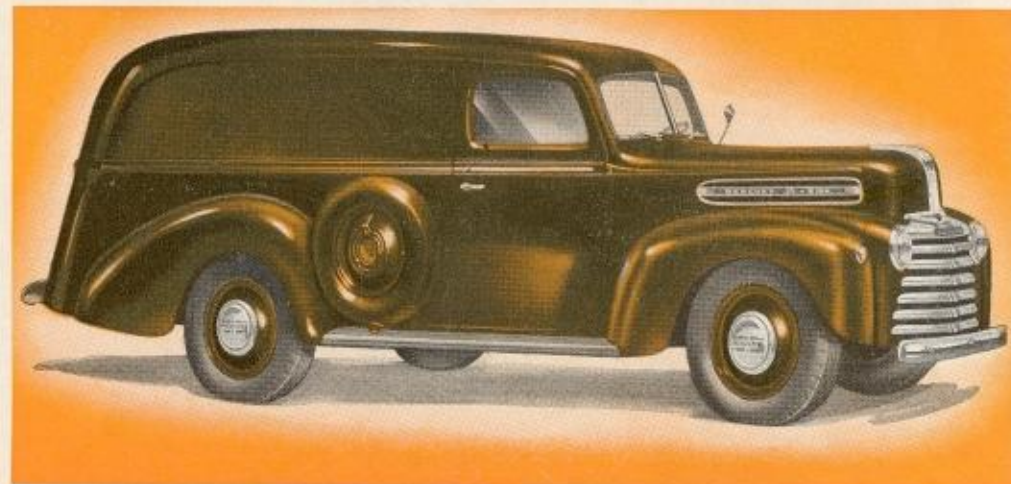
**ROOMY DISPATCH BOX** is at the right side of the instrument panel. Strong spring-loaded hinges hold the door tightly closed



# SMARTEST TRUCK



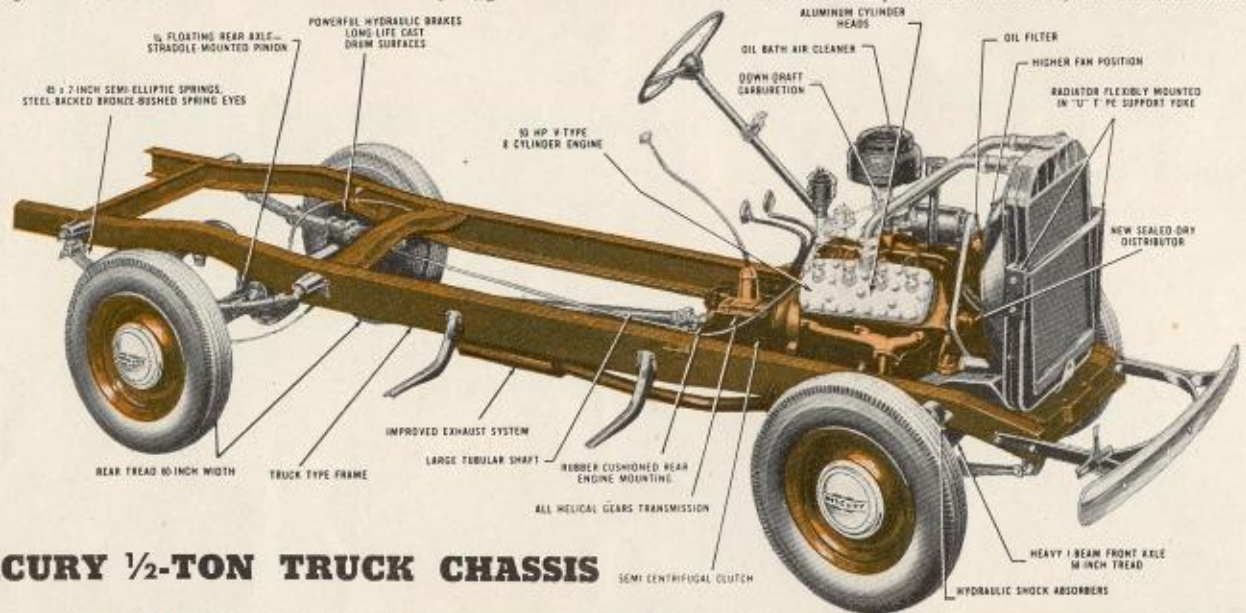
**1/2-TON, 114" Wb. PICK-UP** brings Mercury style and performance to one of Canada's most widely used truck types. Width of steel body is 48.5 inches, load length is 78.76 inches. Extra low loading height of 24.7 inches.



**1/2-TON, 114" Wb. PANEL** sets a new high in distinguished style, with rock-bottom economy. Mercury's 1/2-Ton line also includes chassis with cab, chassis with cowl, chassis with windshield.



**TRUCK-BUILT SPRING LEAVES** are of special alloy steel with tensile strength of 200,000 lbs. per sq. in. Heavy spring brackets are securely attached to frame. Shackle pins have large bearing surfaces, and resist side thrust for greater riding stability.



## MERCURY 1/2-TON TRUCK CHASSIS



**ALL-HELICAL GEAR TRANSMISSION** (selective 3-speed) with blocker-type synchronizers means easy, quiet shifting. All gears are forged from special heat treated alloy steel, making teeth and splines highly resistant to wear.



**SEMI-CENTRIFUGAL CLUTCH** transmits full engine torque easily and smoothly with low pedal pressure.

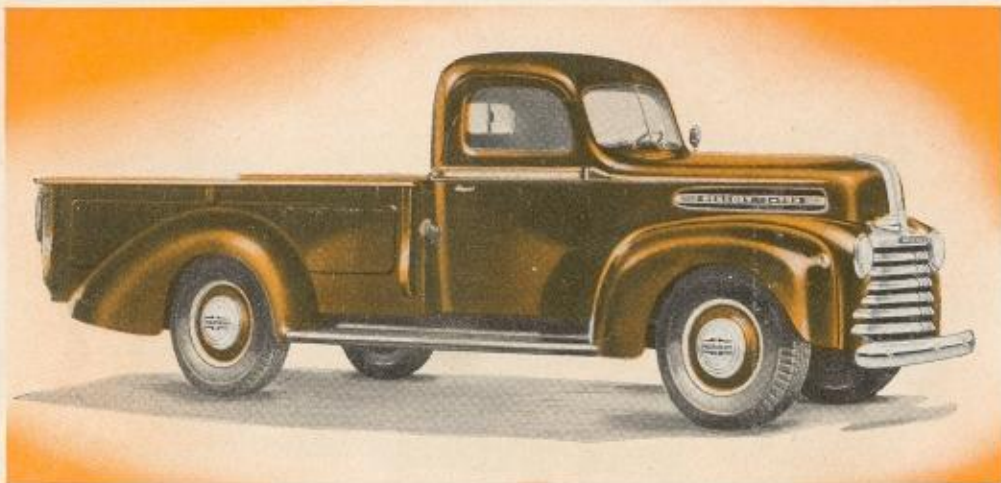
**BRAKES** are self-centring hydraulic. Each shoe anchored with independent piston in



**HEAVY 3/4 FLOATING TYPE REAR AXLE** with straddle-mounted pinion. Differential carrier mounted on large tapered roller bearings, spaced to distribute load equally.

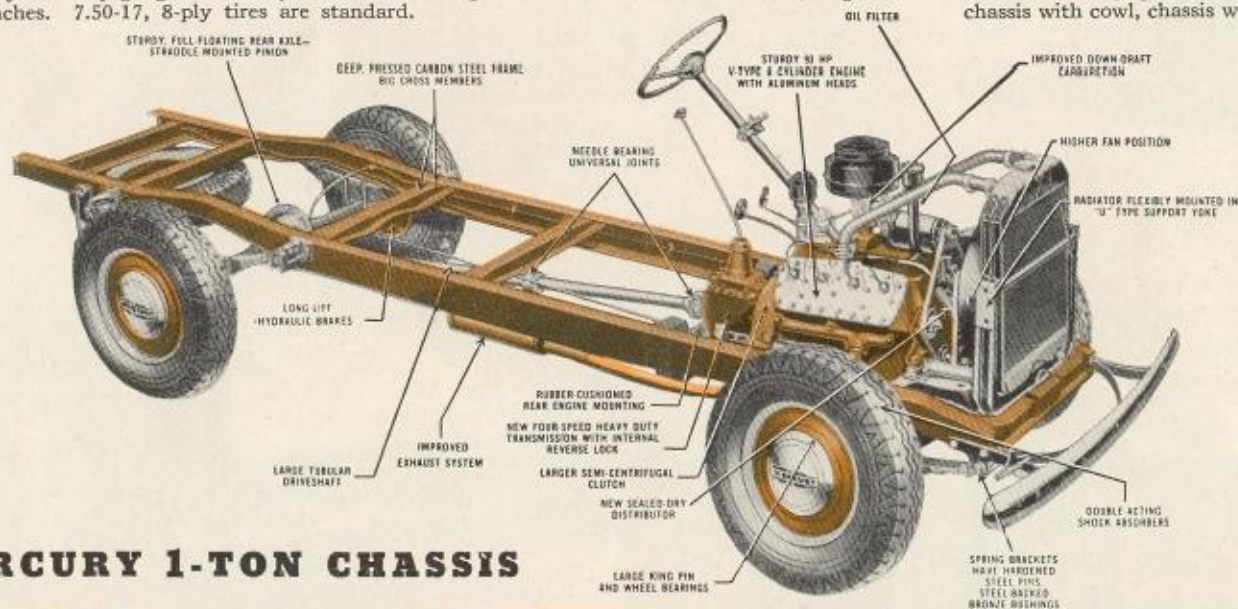


# LINE EVER BUILT



**1-TON, 122" Wb. EXPRESS.** This new Mercury Truck features sturdiness, load space and economy. Heavy-gauge steel body sides. Load length 96.92 inches, width 54 inches, height 22.2 inches. 7.50-17, 8-ply tires are standard.

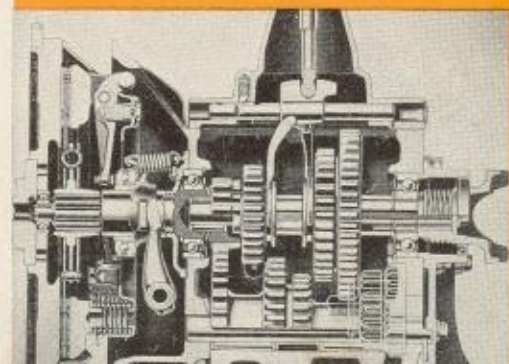
**1-TON, 122" Wb. PANEL.** Stylish and practical, this unit is ideally suited for the job that demands utility plus smartest appearance. The Mercury 1-Ton line is also available as chassis with cowl, chassis with cab or chassis with windshield.



## MERCURY 1-TON CHASSIS

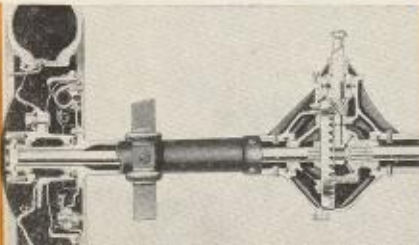


**SMOOTH, EFFICIENT** driving power is transmitted by tubular shafts, needle bearing universal joints and rubber encased centre bearing. Front joint is split type for easy servicing of clutch and transmission.



**FOUR SPEED TRANSMISSION** is of rugged, heavy duty design with wide gear tooth faces for long, hard service. Heat treated alloy steel teeth and splines are highly resistant to wear. Internal spring-type

**FULL FLOATING REAR AXLE** with straddle-mounted driving pinion and 4-pinion differential. Full floating design is superior because all the load is transferred to the wheels through axle housing, not

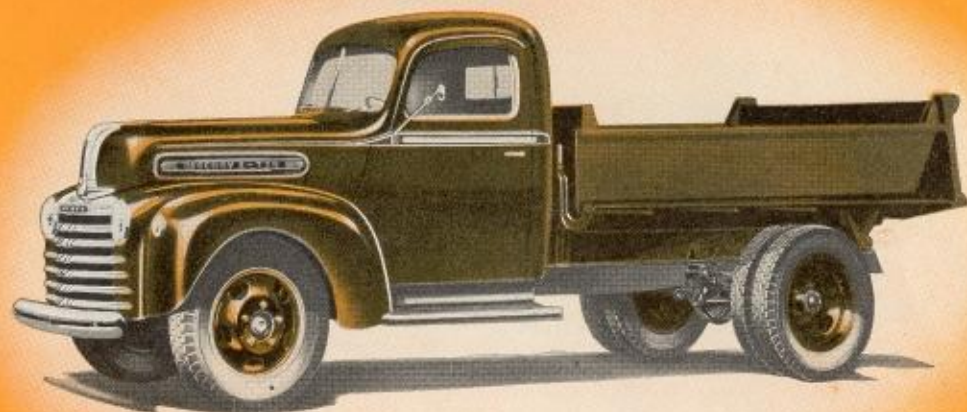
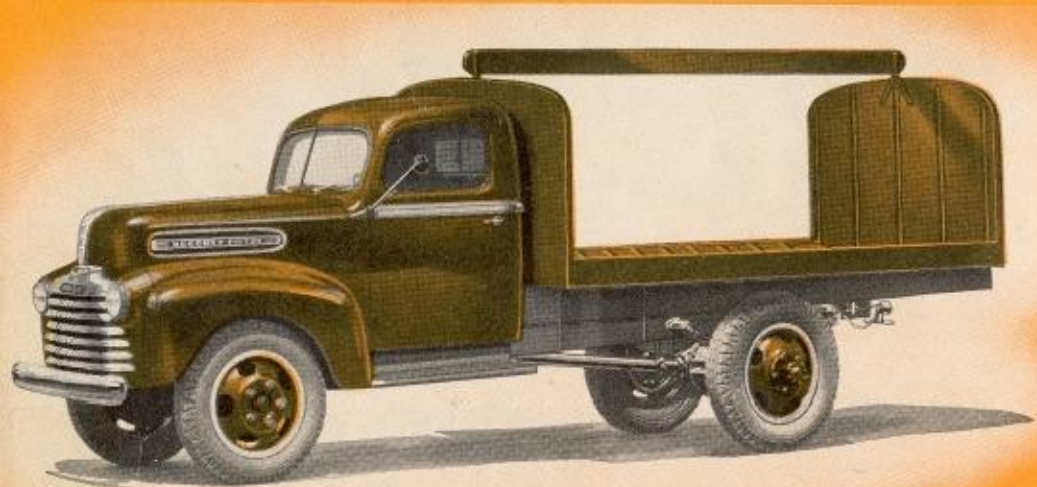


**MERCURY ONE TON TRUCK WHEELS** are 17 inches in diameter. Ample road clearance with stylish good looks. Large (6 in.) full truck type rim is riveted to a steel disc for sturdiness. Tires 7.50-17,



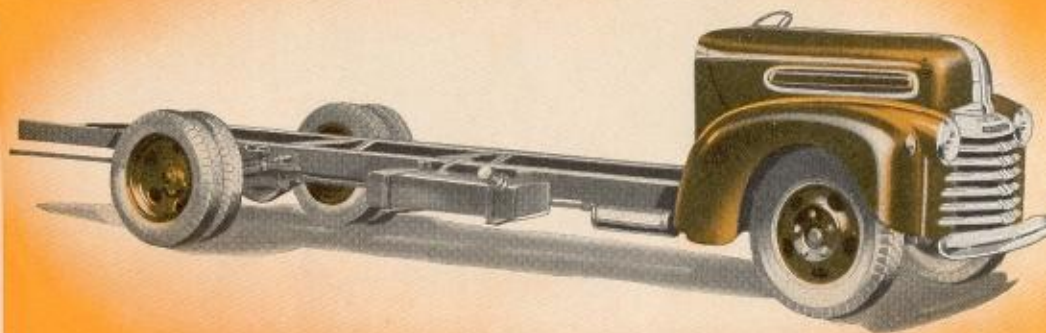
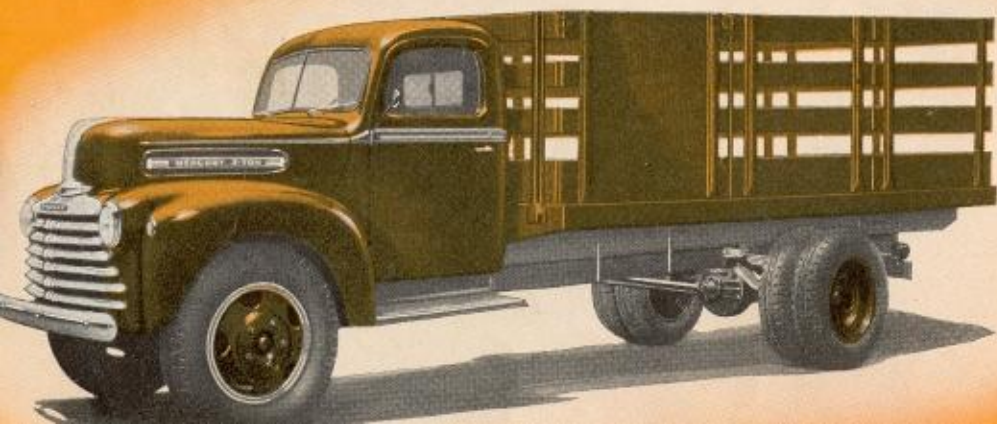
# A FAMILY OF PRESTIGE, STAMINA AND LONG LIFE

**MERCURY 1½-TON TRUCKS** offer standout style and hauling ability in the general utility range. Available in 134" and 158" wheelbases. Four speed transmission is standard. Variety of tire options and wheel equipment. 1½-ton line includes chassis with cowl; chassis with windshield; chassis with cab.



**MERCURY 3-TON DUMP TRUCK AND TRACTOR TRUCK** are on a special 134" wb. chassis with cab, engineered for this specific kind of service. They will prove popular with operators who demand the utmost in performance and long life. All Mercury 3-Ton models are equipped with vacuum shift dual ratio axle and vacuum brake booster.

**MERCURY 2-TON AND 3-TON TRUCKS** are built to "take it" in the toughest kind of hauling. Reinforced frames, with heavy duty clutch, auxiliary springs and dual rear wheels. 134", 158" and 176" wheelbases. Available are: chassis with cowl; chassis with windshield; chassis with cab; dump chassis with cab (134" wb.).



**MERCURY SCHOOL BUS CHASSIS**, features a 194" wheelbase. Dual ratio vacuum shift rear axle. Braking system includes a powerful vacuum brake booster. Standard tires are 8.25-20, 10-ply front and dual rears. A twelve volt electrical system is included as standard equipment.

# MERCURY HEAVY DUTY TRUCK CHASSIS FEATURES



Rugged, heavy duty 4-speed transmission. Reliefs on pressure side of each spline on main shaft assure that 2nd and 3rd gears stay in mesh under load.



Worm and roller steering gear for easy control. Adjustments are provided for both worm and sector shaft to compensate for wear.



Rubber encased centre bearing is of self-aligning design unaffected by frame flexing, and is leakproof, dust and water-tight. Equipped with pressure lubrication fitting.



Mercury hydraulic brakes mean sure smooth stops and added safety. Brake lines are double wrapped steel tubing possessing high strength.



Mercury semi-centrifugal clutches stand up in hardest service, because centrifugal action builds up their power transmitting capacity far in excess of maximum torque.

HEAVY DUTY, FULL FLOATING REAR AXLE, STRADDLE-MOUNTED PINION DUAL RATIO VACUUM SHIFT STANDARD ON 3-TON

EXTRA LARGE HYDRAULIC BRAKES

LARGE TUBULAR DRIVESHAFT

DEEP FRAME WITH REINFORCEMENTS HEAVY CROSS MEMBERS

HIGH TORQUE V-TYPE EIGHT CYL. POWERFUL ENGINE WITH ALUMINUM HEADS

OIL FILTER

OVERSIZE SEMI-CENTRIFUGAL CLUTCH

BALANCED DOWN-DRAFT CARBURETION

HIGH OUTPUT GENERATOR

RADIATOR FLEXIBLY MOUNTED IN NEW SUPPORT YOKE

NEEDLE BEARINGS UNIVERSAL JOINTS

STURDY BRACKETS, HARDENED STEEL PINS, STEEL-BACKED BRONZE BUSHINGS

NEW HEAVIER FRONT CROSS MEMBER

8 HUB STUD ADAPTERS

12 LEAF REAR SPRINGS WITH AUXILIARY SPRINGS

CUSHION MOUNTED CENTRE BALL BEARING

VACUUM BRAKE BOOSTER STANDARD ON 3-TON

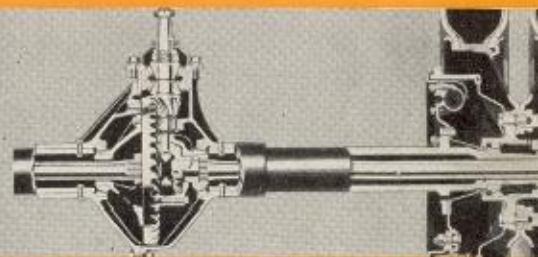
NEW FOUR-SPEED HEAVY DUTY TRANSMISSION WITH INTERNAL REVERSE LOCK

NEW SEALED-DRY DISTRIBUTOR

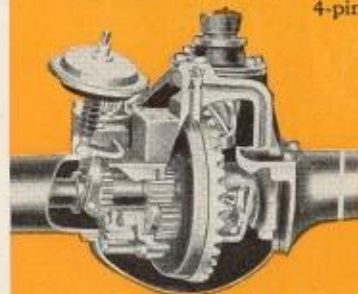
EXTRA LARGE KING PIN AND WHEEL BEARINGS

SPRING BRACKETS HAVE HARDENED STEEL PINS, STEEL-BACKED BRONZE BUSHINGS

## MERCURY 3-TON HEAVY DUTY CHASSIS



Heavy duty full floating rear axle has large wide-spaced wheel bearings for full load carrying capacity. Straddle-mounted drive pinion. Sturdy 4-pinion type differential.



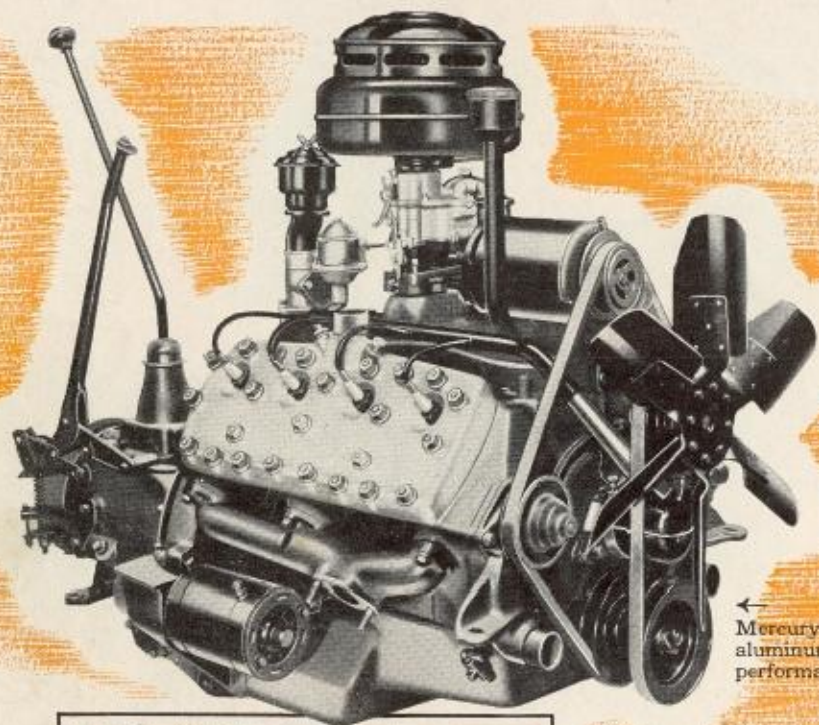
Dual Ratio Axle is a combination single and double reduction axle. There are 2 separate gear sets—providing 8 forward speeds and 2 reverse for extra pulling power, faster schedules.



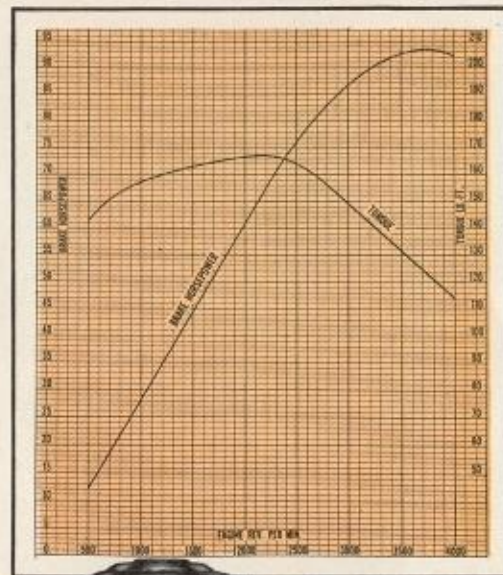
Four Semi-Elliptic Springs of special alloy steel are a feature of Mercury Heavy Trucks. Twelve leaf rear springs with 5-leaf auxiliary springs on 2-ton chassis and 7-leaf on 3-ton chassis.



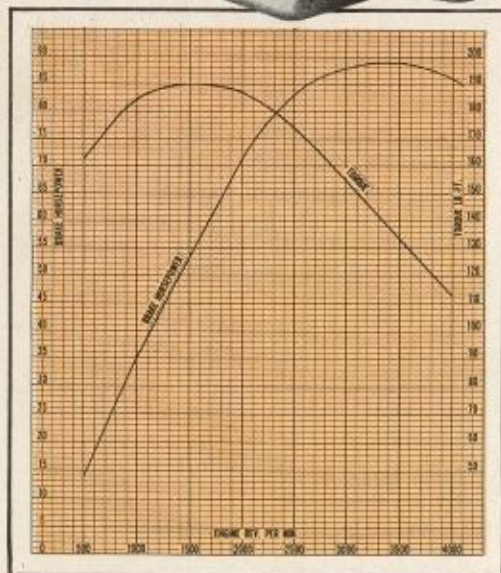
# HIGH TORQUE...SMOOTH POWER... WITH FAMOUS V-TYPE ENGINE DESIGN



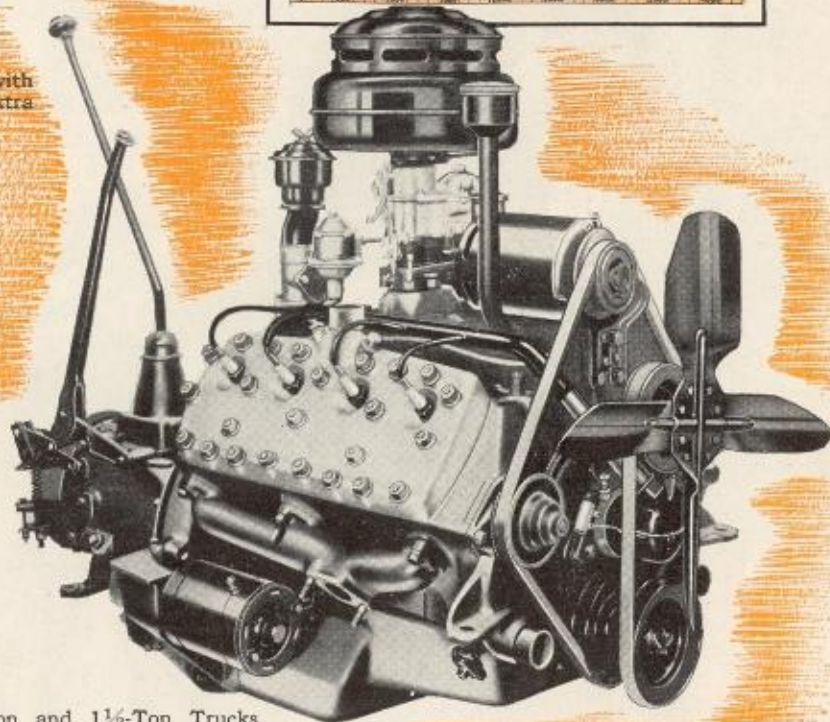
Here's the Mercury 2- and 3-Ton Truck engine with the special *High Torque* camshaft . . . which means high power output at most used speeds. Maximum torque developed is 188 lbs.-ft. at 1400 rpm. This engine gives hauling ability to spare for big truck jobs.



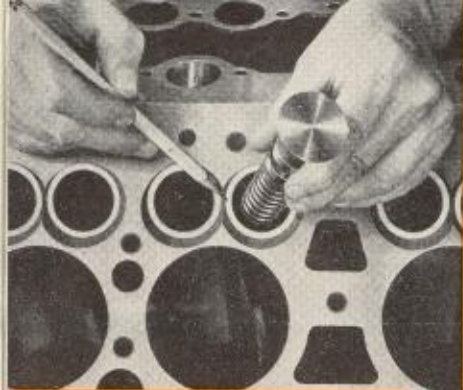
← Mercury 2- and 3-Ton Truck Engine . . . with aluminum cylinder heads . . . built for extra performance, longer life.



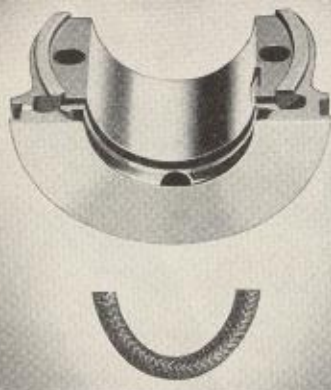
Here's the Mercury power plant that will set new performance records in the 1/2-Ton, 1-Ton and 1 1/2-Ton class. It offers many advanced features plus the advantages of aluminum cylinder heads. Examine the torque chart for convincing evidence of its high performance.



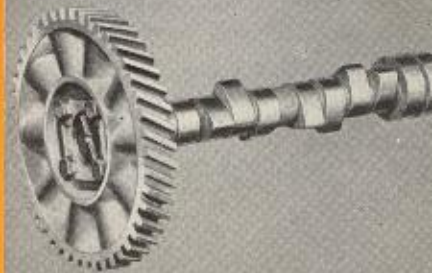
Mercury 1/2-Ton, 1-Ton and 1 1/2-Ton Trucks are powered by this economical, V-type engine, developing 166 lbs.-ft. of torque at 2200 rpm.



**OIL SEAL** on crankshaft rear main bearing is positive type preventing oil leakage from crankcase when truck is operating on steep inclines. Piloted main bearing caps reduce bearing wear.



**CAMSHAFT** is special cast alloy iron type with three steel-backed babbit bearings. Aluminum timing-gear . . . bolted on . . . gives long life and quiet operation. High torque design used in 239 cubic inch truck engines.



**HARD ALLOY STEEL** for all intake and exhaust valve seat inserts. Controlled cylinder wall finish—to a degree of smoothness which maintains an adequate oil film on the walls—means long piston and cylinder bore life.

## THESE FEATURES ADD TO PERFORMANCE LOWER UPKEEP COSTS

**PISTONS** are lightweight aluminum for prolonged bearing life. Four piston rings, two compression and two for oil control, assure long-life performance with unusual oil economy.



V-type engines came home from the war as seasoned veterans. They pushed, hauled and flew Allied battle equipment all around the globe. Mercury Truck engineers

have learned from war experience just what it takes to make a *better* truck engine. Now they're passing this valuable knowledge on to operators in the form of new, important features that cut



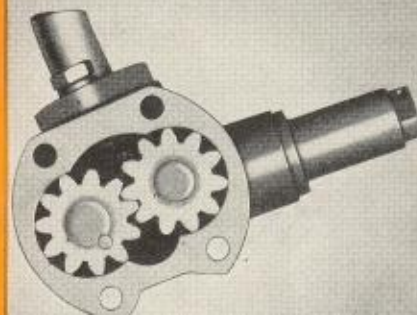
costs and boost performance. Battle-testing gives to Mercury Truck engine design elements that will make Mercury Trucks hauling leaders today and for years to come.



**ALUMINUM CYLINDER HEADS** give extra power and are fully interchangeable for simpler, lower-cost servicing. Centrally located water outlets assure better cooling for cylinders and adequate circulation.



**CENTRIFUGE CRANKSHAFT** is provided with sediment traps to prevent foreign matter injuring connecting rod bearings. Each crankpin has twin oil holes to lubricate the fixed connecting rod bearing liners.

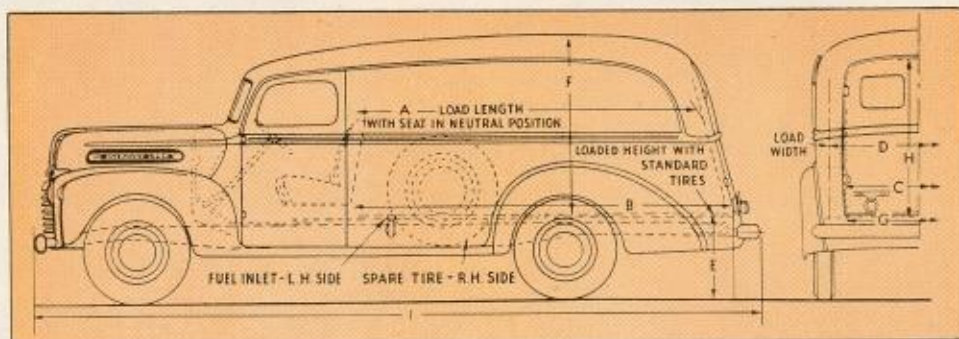


**OIL PUMP** is of extra-large capacity delivering high oil pressure for positive lubrication at all times on all bearings. Direct pressure oiling also to timing gears. Replaceable cartridge type oil filter is standard.

# BUILT FOR *BIG* LOADS

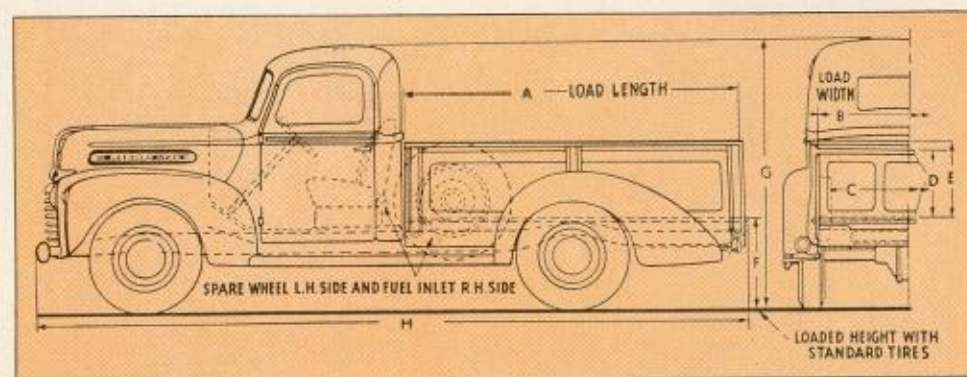
IMPORTANT DIMENSIONS		
	114" wb. Panel	122" wb. Panel
A	78.87"	97.29"
B	90.0"	108.58"
C	47.5"	47.5"
D	55.0"	55.4"
E	22.77"	25.0"
F	54.81"	55.21"
G	46.2"	46.2"
H	47.25"	46.5"
I	200.23"	217.32"

With standard tire equipment



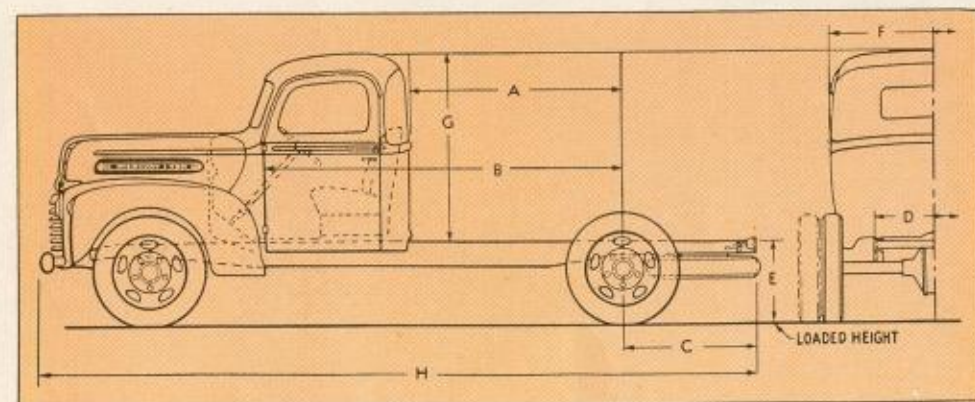
IMPORTANT DIMENSIONS		
	114" wb. Pickup	122" wb. Express
A	76.76"	96.92"
B	49.0"	54.0"
C	49.0"	48.5"
D	17.56"	19.7"
E	20.22"	22.2"
F	23.73"	25.9"
G	74.75"	76.0"
H	185.84"	204.02"

With standard tire equipment



IMPORTANT BODY BUILDING DIMENSIONS					
	114" wb.	122" wb.	134" wb.	158" wb.	176" wb.
A	40.06"	48.06"	60.06"	84.06"	102.06"
B	60.77"	88.77"	100.77"	124.77"	142.77"
C	35.81"	48.0"	38.5"	38.5"	56.5"
D	34.0"	34.0"	34.0"	34.0"	34.0"
E	20.95"	22.4"	*28.45"	*28.45"	*28.45"
F	60.34"	60.34"	60.34"	60.34"	60.34"
G	53.11"	53.11"	53.11"	53.11"	53.11"
H	182.63"	202.82"	206.32"	229.32"	265.32"

\*with 7.00 x 20 tires



# DOMINION-WIDE SERVICE FACILITIES

## Save Time and Money with the PARTS EXCHANGE PLAN

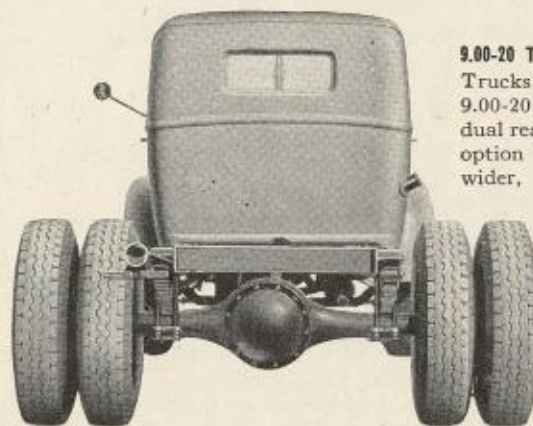
### Parts Exchange Plan

applies to the following:

**FACTORY REBUILT  
CYLINDER ASSEMBLY  
CLUTCH PRESSURE  
PLATE ASSEMBLY  
GENERATOR ARMATURE  
VOLTAGE REGULATOR  
SHOCK ABSORBERS**

This plan is designed to save time for the Mercury Truck owner—and save money on overall operating costs. It helps you keep your equipment on the road and “on schedule”. Ask your Mercury and Lincoln Dealer for details.

Wherever you operate in Canada, there's a Mercury dealer within “easy servicing” distance. He offers you fast parts service . . . the skill of highly trained mechanics . . . courteous help from truck service specialists who really *know* Mercury trucks.



**9.00-20 TIRE OPTION.** All 3-Ton Trucks are available with 9.00-20, 10-ply tires, front and dual rears, at extra cost. This option includes a heavier, wider, front axle assembly with six stud hubs and wider dual ratio rear axle with six stud hubs. Spacers are provided in grille, front fenders and running boards to accommodate larger tire equipment.



Home of Canada's newest trucks, at Windsor, Ont.



Ad. 605

# S P E C I F I C A T I O N S

**2 and 3-TON TRUCK ENGINE**—Piston displacement, 239 cu. in. Taxable horsepower rating 32.5. Max. torque 188 lb.-ft. at 1400 R.P.M.

**1/2, 1 and 1-1/2-TON TRUCK ENGINE**—Piston displacement, 221 cu. in. Taxable horsepower rating 30. Max. torque 166 lb.-ft. at 2200 R.P.M.

**ENGINE BLOCK**—Cast alloy iron. Cylinders and crankcase integrally cast. Full-length water jackets. Controlled cylinder wall finish.

**CRANKSHAFT**—Cast alloy steel. Integral counter-weights. Centrifuge type sediment traps at each crankpin.

**PISTONS**—Aluminum alloy. 4 rings, 2 compression, 2 oil control.

**CAMSHAFT**—Special high torque type in 2 and 3-ton engines. Cast alloy iron, 3 steel backed babbit bearings. Aluminum timing gear—bolted on.

**VALVES**—Special high-chrome nickel alloy steel. Valve springs shot blasted and rust proofed.

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

**ENGINE LUBRICATION**—Large capacity oil pump giving direct pressure oiling to all main, connecting rod and camshaft bearings; also to timing gears. Oil filter, replaceable cartridge type.

**ENGINE OIL PAN**—Divided, split flywheel housing. Removable oil pan plate below oil pump screen.

**COOLING**—Two centrifugal water pumps, packless, self-lubricating type. 6-blade fan, 2- and 3-ton engines; 4-blade fan, 1/2, 1 and 1 1/2-ton engines.

**FUEL SYSTEM**—Dual down-draft, balanced type carburetor, fitted with oil bath air cleaner. Direct driven mechanical fuel pump.

**IGNITION**—Sealed-dry, direct-driven, distributor. Neoprene covered ignition wiring.

**BATTERY**—17-plate. 120 ampere-hour capacity. 167 ampere-hour capacity on school bus chassis.

## 1/2-Ton Truck Chassis 114" W.B.

**CLUTCH**—Semi-centrifugal type. Diameter 10 in. Total friction area 85.5 sq. in.

**TRANSMISSION**—Three forward speeds. Helical gears and blocker-type synchronizer.

**UNIVERSAL JOINTS**—Needle roller bearing type.

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

**FRONT AXLE**—Heat-treated alloy steel I-beam.

**REAR AXLE**—3/4-floating type. Spiral bevel gear drive with straddle-mounted pinion. Gear ratio 3.78 to 1. Optional ratio 4.11 to 1.

**SPRINGS**—Alloy steel. 2 front: length 36 in., width 1.75 in. 2 rear: length 45 in., width 2 in.

**SHOCK ABSORBERS**—4. Double-acting, adjustable hydraulic.

**STEERING**—Worm and roller type. Ratio 18.2 to 1.

**BRAKES**—8 Degree self-centring hydraulic 12 x 1.75 in., front and rear. Lining area 162 sq. in. Handbrake operates rear wheel brakes.

**WHEELS**—Five. Disc Type. 16 x 4.5.

**TIRES**—Four. 6.50-16, 6-ply.

**TREAD**—Front 58 in. Rear 60 in.

**TURNING RADIUS**—21.25 ft.

## 1-Ton Truck Chassis 122" W.B.

**CLUTCH**—Semi-centrifugal type. Diameter, 11 in., total friction area 123.7 sq. in.

**TRANSMISSION**—4-speed heavy duty, truck-type. Power take-off opening. Internal spring type reverse lock.

**UNIVERSAL JOINTS**—Needle roller bearing type.

**FRAME**—Pressed steel channel. Frame width 34 in. Side members: depth 6 in., width 2.25 in., thickness 0.19 in.

**FRONT AXLE**—Heat-treated alloy steel I-beam.

**REAR AXLE**—Full-floating. Straddle-mounted pinion. Gear ratio, 4.86 to 1. Optional ratio, 4.11 to 1.

**SPRINGS**—Special alloy steel. Front: length 36 in., width 1.75 in. Rear: length 45 in., width 2.25 in.

**SHOCK ABSORBERS**—Double-acting, adjustable hydraulic on front.

**STEERING**—Worm and roller. Ratio 18.2 to 1. Steering wheel diameter, 17 in.

**BRAKES**—HYDRAULIC—Front 12 x 1.75 in., rear 14 x 2 in. Lining area 186.8 sq. in. Brake drums: Composite, cast iron braking surface with steel disc. Hand lever for parking brakes on rear wheels.

**WHEELS**—Five. Full truck type, 17 x 6 in.

**TIRES**—Four 7.50 x 17, 8-ply, all around.

**TREAD**—Front 58 in. Rear 60 in.

**TURNING RADIUS**—25.75 feet.

## 1 1/2-Ton Truck Chassis 134" and 158" W.B.

## 2-Ton and 3-Ton Chassis 134", 158" and 176" W.B. 194" W.B. School Bus Chassis

**CLUTCH**—1 1/2-Ton semi-centrifugal type. Diameter 11 in. Frictional area 123.7 sq. in. 2, 3-ton and school bus chassis—special heavy-duty semi-centrifugal truck type. Area 123.7 sq. in.

**TRANSMISSION**—Four speed heavy duty truck-type, power take-off opening. Internal spring type reverse lock.

**UNIVERSAL JOINTS**—Needle roller bearing type.

**FRAME**—1 1/2, 2, 3-Ton and school bus chassis width 34 in. 1 1/2-Ton pressed steel channels. Side member depth 7 in., width, 2.75 in., thickness, 0.21 in. 2, 3-Ton and school bus chassis—special alloy steel inside channel reinforcements in zone of maximum stresses. Side members maximum depth 7 in., maximum width, 2.75 in., maximum thickness 0.34 in., 3-Ton dump and tractor truck have special frame and reinforcements. 176 in. wheelbase, 2 and 3-ton, special alloy steel frame with special alloy steel inside channel reinforcements in zone of maximum stresses. Side members, maximum depth, 7 inches, maximum width 3 in., maximum thickness, 0.34 in.

**FRONT AXLE**—Heat-treated alloy steel I-beam.

**REAR AXLE**—Full-floating. Spiral bevel gear drive with straddle-mounted pinion and ring gear thrust plate. The two-speed axle in the 3-Ton Truck has all above features plus vacuum shift. Gear ratios: 1 1/2-Ton—5.83 to 1; 2-Ton—6.67 to 1; 5.83 to 1 optional; 3-Ton—6.33 and 8.80 to 1 standard and 5.83 and 8.11 to 1 optional.

**SPRINGS**—Chrome alloy steel, longitudinal front and rear. Front: Length 36 in., width 2 in. Rear: Length 45 in., width 2.5 in.; Auxiliary springs, standard equipment, 5-leaf on 2-Ton and 7-leaf on 3-Ton Trucks; length 32.5 in., width 2.5 in.

**STEERING**—Worm and roller. Ratio 18.4 to 1. Diameter steering wheel, 18 in.

**BRAKES**—Service: Hydraulic. Front: 14 x 2 in. Rear: 15 x 3.5 in. Lining area: 303 sq. in. Vacuum brake booster on 3-Ton and school bus chassis. Composite brake drums, cast iron rings and steel drum discs. Handbrake: 7.81 x 2.5 in. on driveshaft.

**WHEELS**—(Standard Tires) 1 1/2-Ton—Five tapered disc type, 20 in. diameter, 6 in. rims front, 7 in. rear. 2-Ton—Seven tapered disc type, 20-in. diameter, 6 in. rims, 3-Ton and school bus chassis—Seven tapered disc type, 20-in. diameter, 7 in. rims.

**TIRES** (Standard) 1 1/2-Ton—6.50—20 8-ply front and 7.50—20 10-ply single rear. 2-Ton—7.00—20 8-ply front, 7.00—20 10-ply dual rears. 3-Ton—7.50—20 8-ply front, 7.50—20 10-ply dual rears. School Bus chassis—8.25—20 10-ply front and dual rears. Other tire sizes at extra cost.

**TREAD — FRONT:** 1 1/2 and 2-Ton 57.50 in.; 176 W.B. 2-Ton 61.91 in.; 3-Ton 56.20 in.; 134 in. W.B. 3-Ton Dump, Tractor Truck, 176 in. W.B. 3-Ton and School Bus Chassis 60.65 in. Rear: 1 1/2-Ton 58.88 in. (single tires), 2-Ton 65.12 in. and 3-Ton and School Bus Chassis 65.25 in. (dual tires). Special wide tread rear axle-front 62.15 in., rear 72.60 in.

**TURNING RADIUS**—134 in. W.B.—27.1 ft. 158 in. W.B.—30.5 ft. 176 in. W.B. 33 ft. School Bus Chassis—38 ft.

Ford Motor Company of Canada, Limited, whose policy is one of continuous improvement, reserves the right, subject to Government regulation, to change specifications and prices, at any time without notice or incurring liability to purchasers.

# MERCURY AND LINCOLN DIVISION

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