

1939

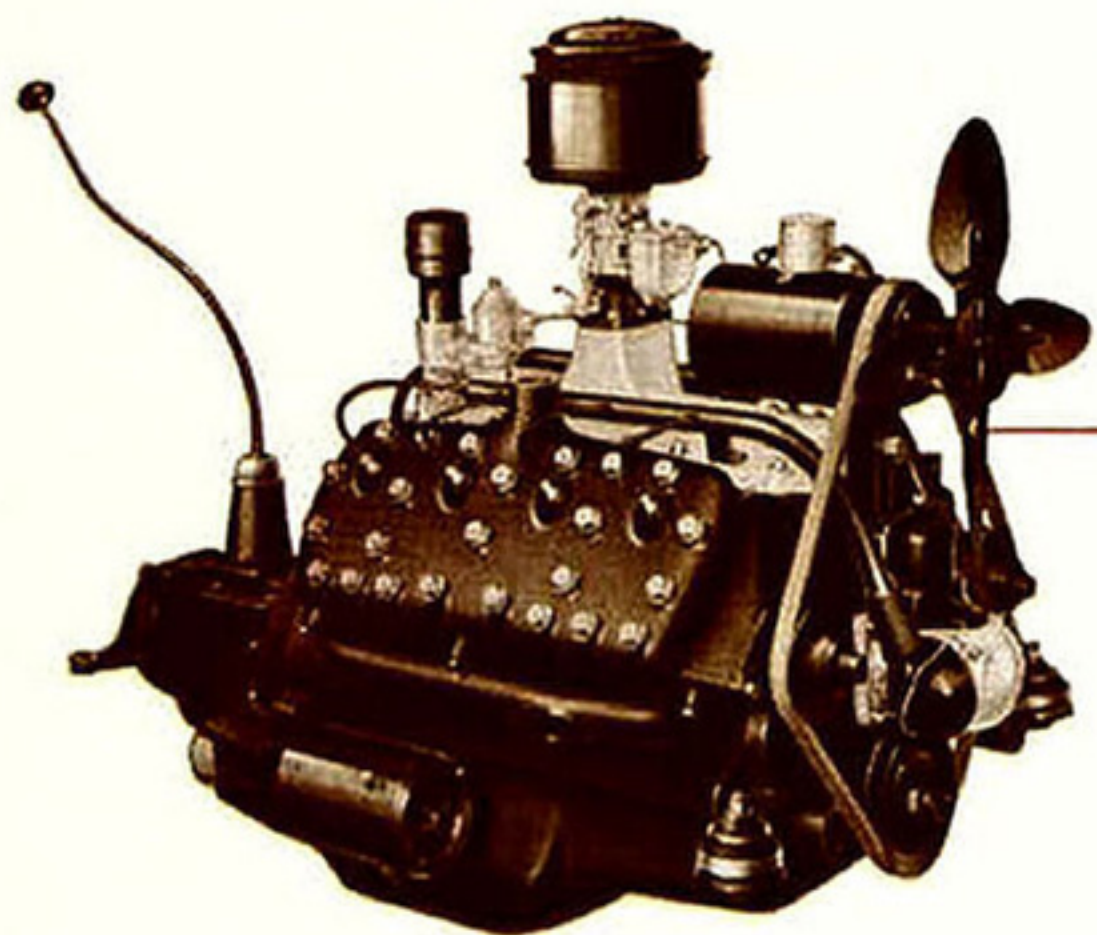


**FORD V-8**

**COMMERCIAL CARS**

# 2 V-8 ENGINES

60-85 HORSEPOWER



• More than five million Ford V-8 engines have been built. Seven years of V-8 production have brought continuous improvement in performance, economy and engine life.

This improvement has been made on three fronts. *Better design*, as in the larger, sturdier crankshaft with removable bearings. *Better materials*, such as wear-resisting cast-alloy steel for the crankshaft, and special hard surface alloy iron for the camshaft and valve lifters. *Greater manufacturing precision*—with extremely close tolerances, and automatic inspection machines to maintain these fine tolerances in production.

Recent developments in finishing crankshafts, cylinder walls, pistons, pins, and other parts, produce surfaces so smooth that they are gaged in millionths of an inch. For 1939, new type piston rings increase oil economy. Tungsten steel valve seat inserts are used for all intake and exhaust valves in the 35 hp engine, and for exhaust valves in the 60. All these refinements mean greater economy, increased efficiency and longer life.

## PROVED ECONOMY

### FOR FAST DELIVERY AND LIGHT HAULING IN ALL FIELDS

The 1939 line of Ford V-8 Commercial Cars makes *Ford economy* available for every kind of light hauling and delivery requirement. And *Ford economy* is *over-all economy*. It means delivering more loads in less time . . . covering more miles per day . . . with reduced operating and maintenance costs all along the line.

Coupled with dependable, dollar-saving performance is the *distinctive appearance* of the new Ford V-8 Commercial Cars. Their good looks and modern lines mark your business as progressive, up-to-date, thoroughly in keeping with the times.

Match Ford V-8 Commercial Cars against any other units of comparable size and price. Compare them point for point. You will find that Ford Commercial Cars offer you many outstanding features.

A choice of *two* V-8 engines—the improved 35, or the Thrifty 60. Big, powerful hydraulic brakes that give you what you want in quick, straight-line stops with easy pedal pressure—precision-built to meet high Ford standards of safety and performance. Rugged, X-type frame for unusual strength and dependability. Three-quarter floating rear axle with straddle-mounted pinion for efficient transmission of power. Worm and roller steering for easier handling. Bodies built with exceptional ruggedness for hard service. All these are earmarks of quality construction. To you, they mean greater value, greater economy for your Commercial Car dollar.

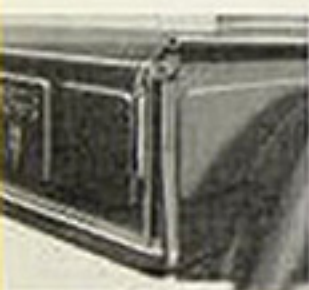
In twenty-one years, building more than four million commercial transportation units, the Ford Motor Company has learned a lot about hauling and delivery requirements—and a lot about economy. Today, *Ford economy* is an important reason why there are more Ford units on the road than any other make. *Ford economy* may mean the difference between profit and loss in your business.



Panel body sides protected by steel lower panels and hardwood slats. Passenger seat at additional cost.



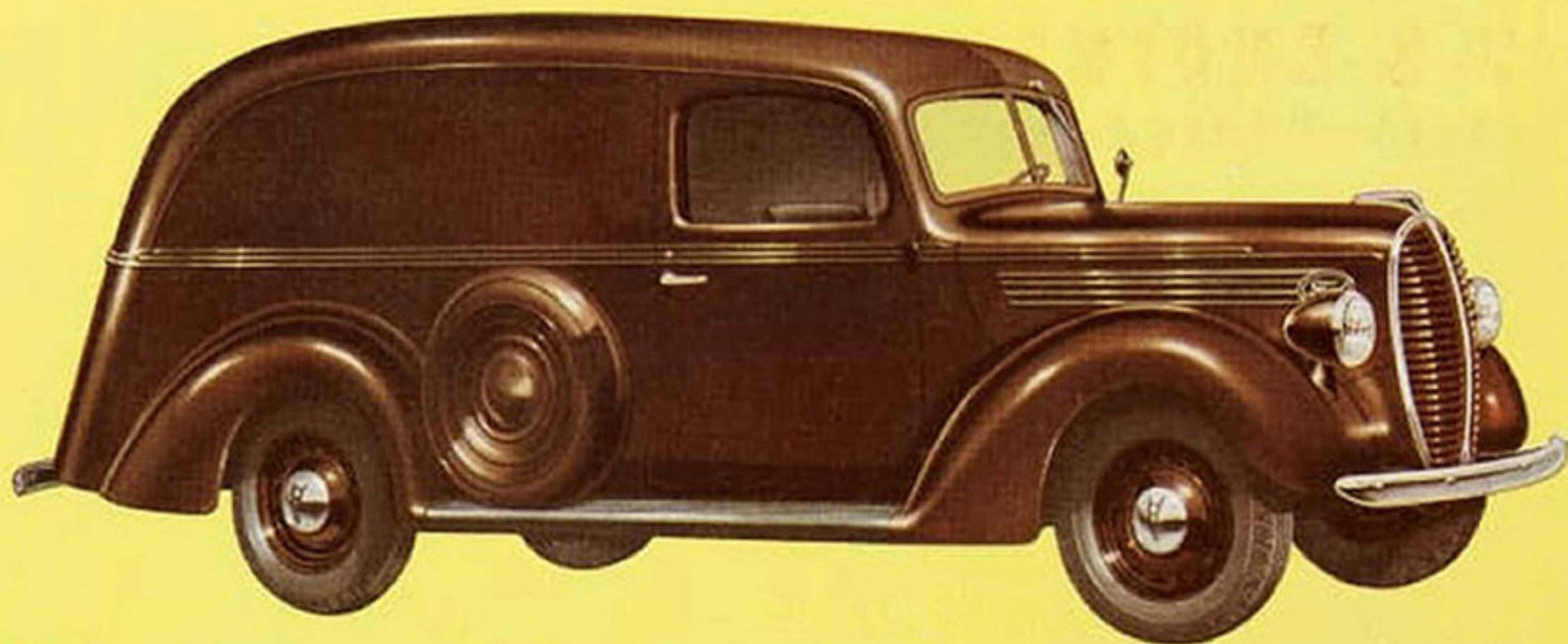
The Panel is available with durable, waterproof fibre board lining at low additional cost. The hardwood floor is protected by steel skid strips.



Pickup tail gate has drop chains with locking link which clamp body sides to tail gate for added support.

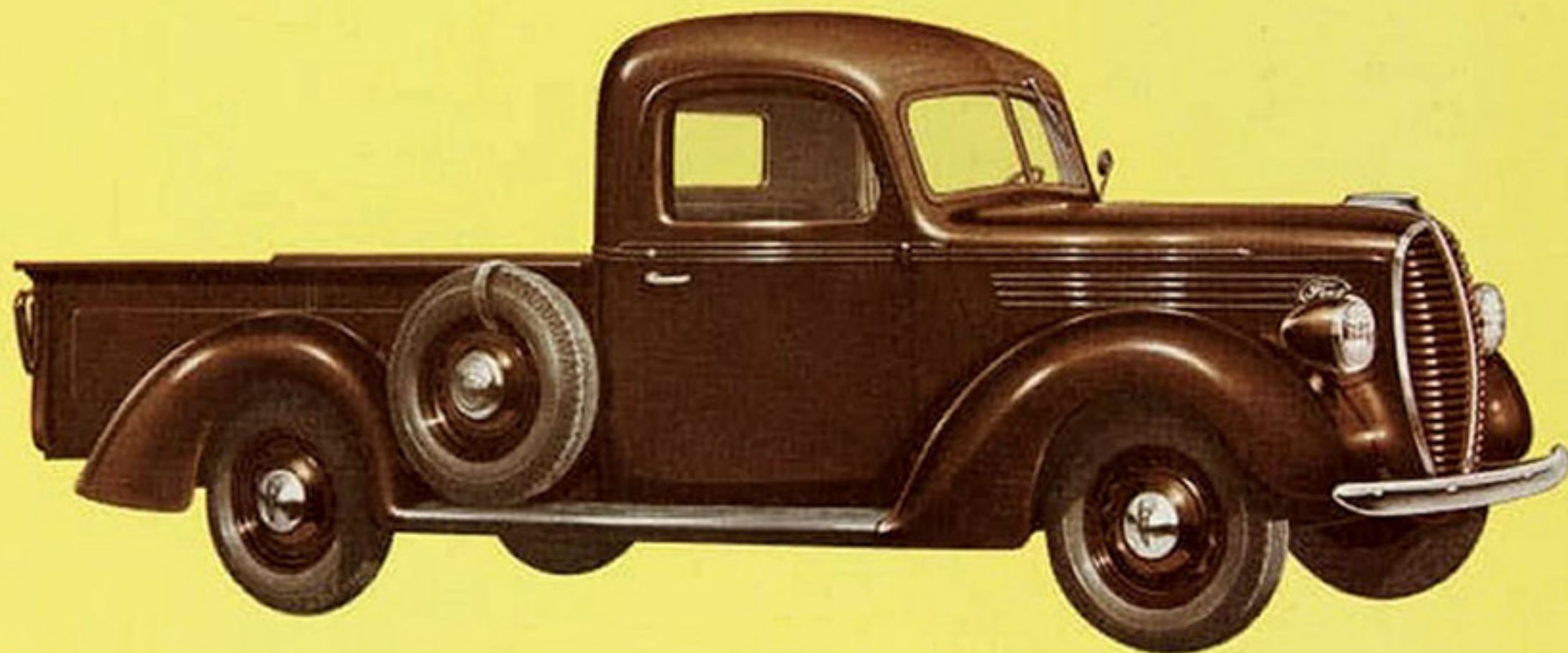


Pickup has sockets in flareboards for adding side boards, rack or top. Front panel, which is same height as flareboards, is strongly reinforced.



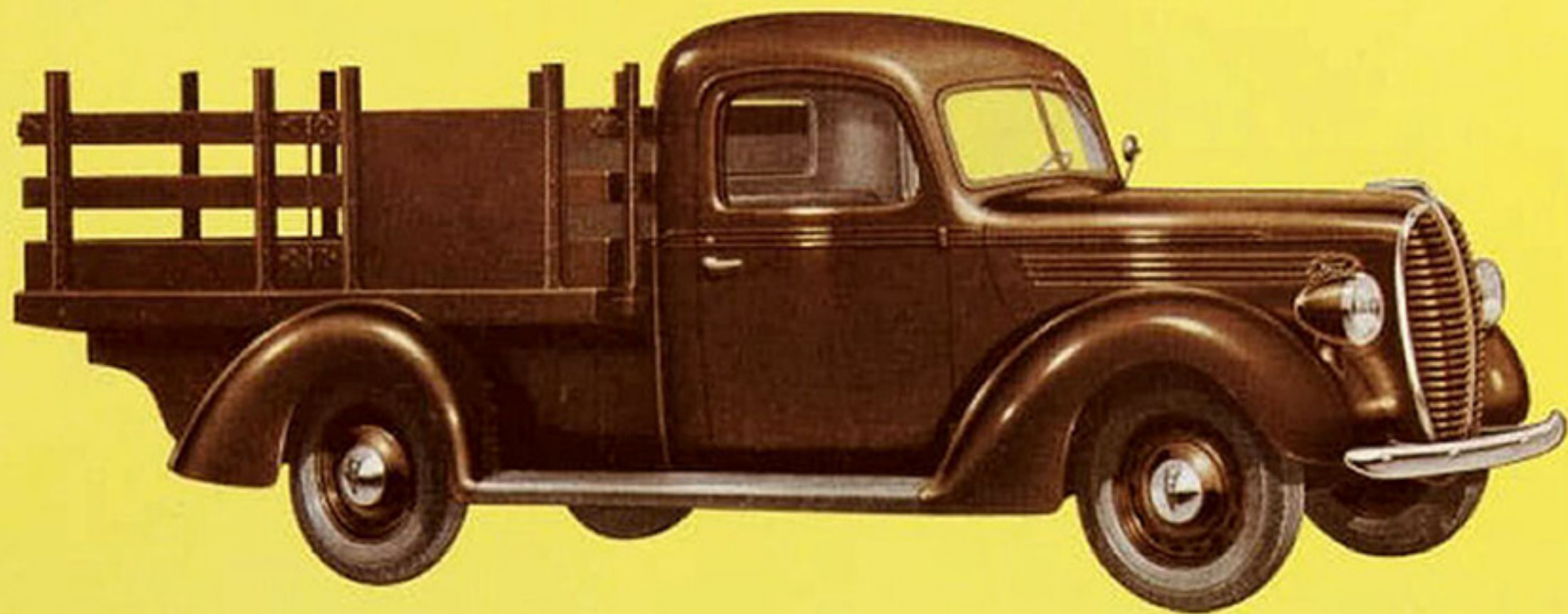
**PANEL** This unit combines good looks with great structural strength—and brings unusual economy to many delivery operations. All-steel body with sides double-sealed at floor with rubber and felt. Rear doors hung

in one-piece channel steel frame for greater strength and rubber sealed around edges. Load length, 87.75 inches at floor; width, 55 inches; height, 51.75 inches. Rear door opening is 46.25 inches wide and 44 inches high.



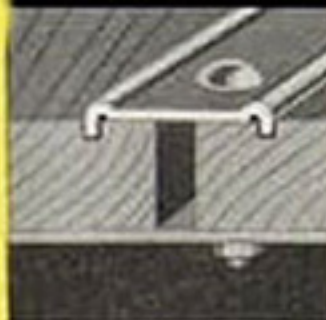
**PICKUP** A real utility unit that costs little to own and operate. Ideal for scores of light hauling jobs in many fields. Welded, heavy-gage steel body. Truss section, rolled-edge tail gate, rounded corner posts and rolled-

edge flareboards for greater strength. Skid strips are stamped in the steel floor. A wood sub-floor furnishes extra support. Load length is 77.75 inches; width, 46 inches. Height to top of the flareboards is 20.25 inches.



**STAKE AND PLATFORM** A strongly built unit that will make money—and *save* money—for its owner. Very rugged. Adaptable to many uses. Stake sides are hinged and removable for easier loading. Built with a

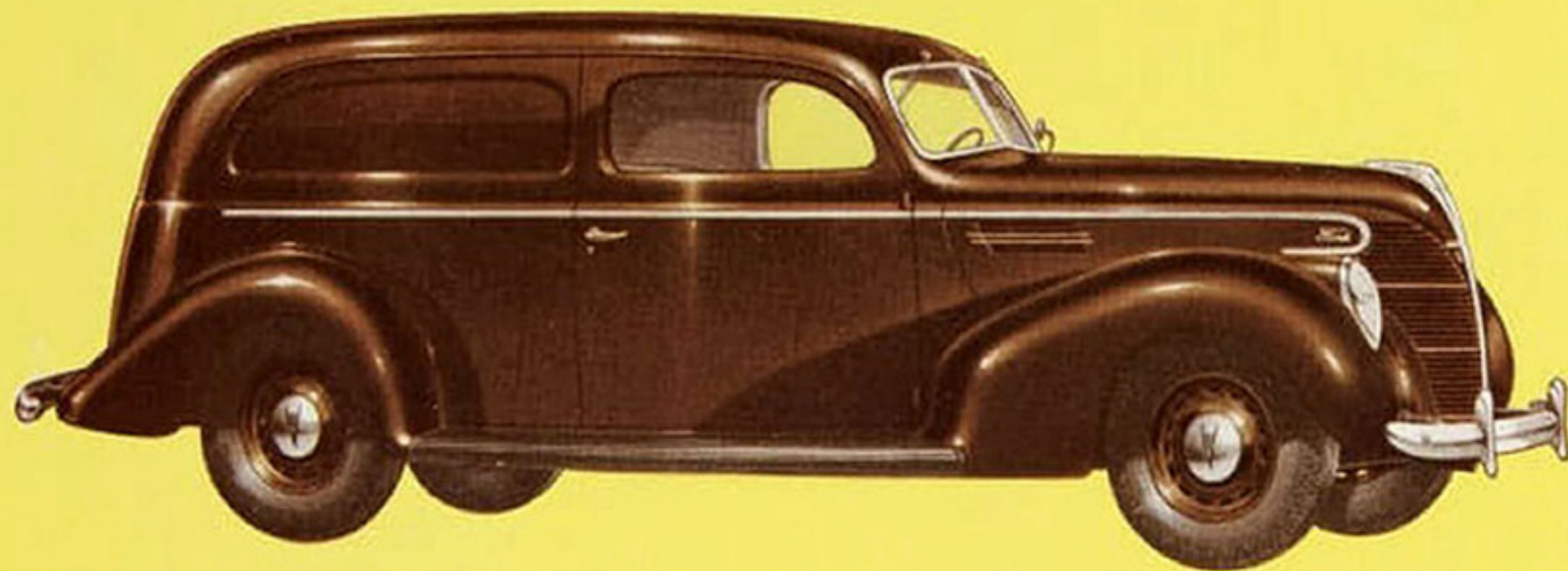
heavy-gage steel platform like the big Ford Trucks. Hardwood floor planking locked together and protected by steel skid strips. Load length 80 inches, width 62 inches. The seasoned hardwood stake sections are 29.5 inches high.



On all Stake and Platform bodies, steel skid strips clamp floor planking to steel cross sills. This prevents warping and keeps floor tight.



Sturdy construction at rear corner of the Stake and Platform body. Body sills are attached to the frame by strong steel stampings which prevent damage when backing into loading docks. Steel caps are riveted to frame rail and bolted to body sills.



**SEDAN DELIVERY** The modern styling of this unit brings prestige to the store or shop whose name it carries. Hardwood floor protected by steel skid strips. Fully lined and insulated interior. Friction-type door

checks to hold all doors when in open position. Load length, 65 inches at floor; width, 52 inches; height, 44.75 inches. Rear opening is 34.25 inches wide, 36.5 inches high. Spare wheel is mounted inside of body,



Fully-lined interior of Sedan Delivery. Side panels are double-sealed at floor. Passenger seat and right-hand sun visor are extra.



Rubber seal around the Panel doors keeps out dust and moisture. Doors open to 180 degree angle. Steel skid strips protect floor.

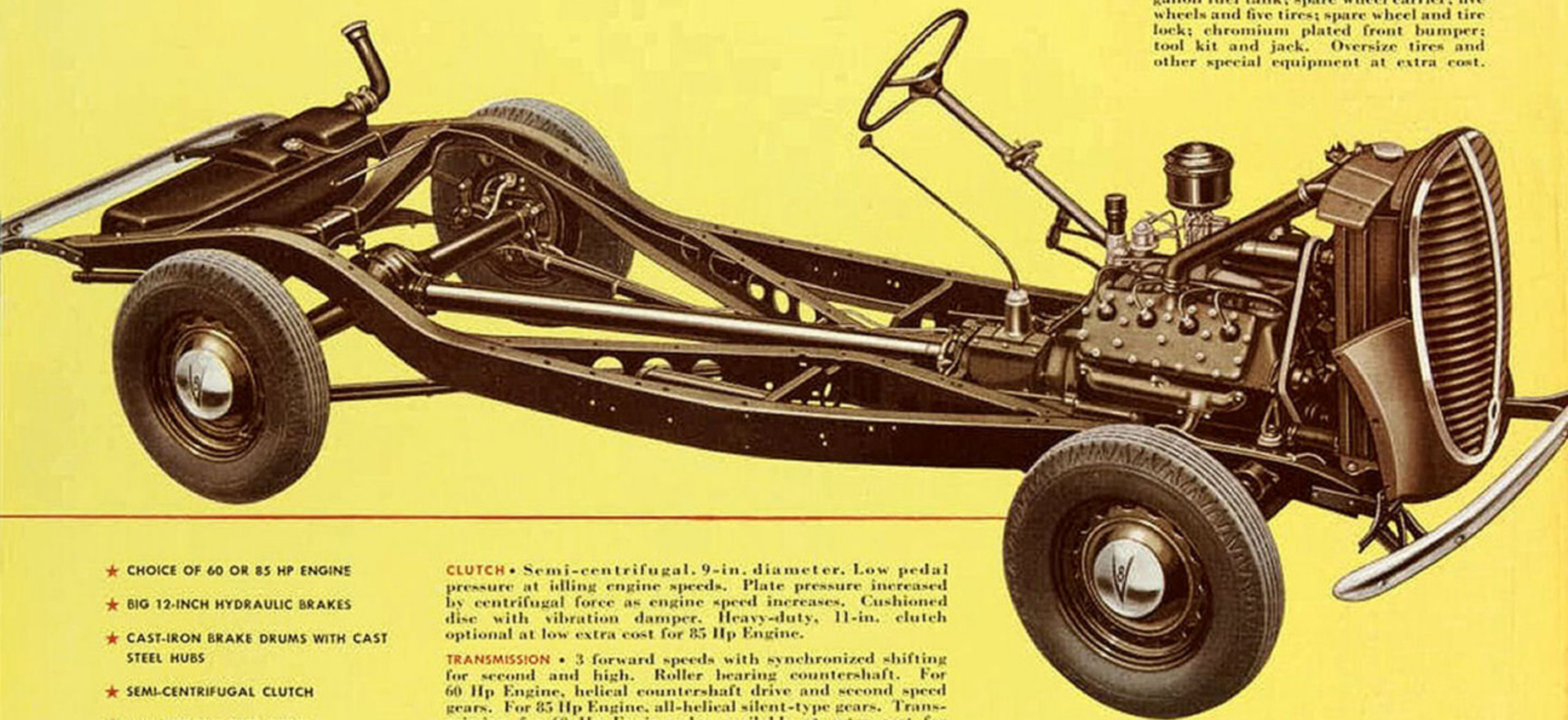
## **SAFETY · COMFORT PROTECTION FOR THE DRIVER**

Ford Cabs and Driver Compartments provide safety, comfort and convenience for the driver. They are attractive in appearance—their durability adds to Ford economy. Driver protection is provided by welded steel construction, reinforced with steel. Windshield and windows are Safety Glass. • Comfort is assured by well-designed seat cushions and backs, and by insulation against heat, cold, and sound in the roof, sides, dash and floor. Windows and doors are effectively weather-stripped—the windshield opens, and there is a large screened cowl ventilator. Window regulators are crank-type—easily operated door-latch handles lock doors from inside—roomy dispatch box is in the instrument panel. • Cabs and Driver Compartments are fully lined. Cushions are upholstered with long-wearing coated waterproof fabric. Doors are trimmed with full metal panels. Hardware is of high quality. Door hinges are strong steel forgings instead of stampings. These features all help to reduce maintenance expense, and thus contribute to greater economy.



# COMMERCIAL CAR CHASSIS 112-INCH WHEELBASE

**STANDARD EQUIPMENT FOR DRIVEAWAY CHASSIS**—Hood and cowl assembly; front fenders and running boards; instrument panel with standard instruments; electrical system including horn, headlamps, combination stop and tail light; 14-gallon fuel tank; spare wheel carrier; five wheels and five tires; spare wheel and tire lock; chromium plated front bumper; tool kit and jack. Oversize tires and other special equipment at extra cost.



- ★ CHOICE OF 60 OR 85 HP ENGINE
- ★ BIG 12-INCH HYDRAULIC BRAKES
- ★ CAST-IRON BRAKE DRUMS WITH CAST STEEL HUBS
- ★ SEMI-CENTRIFUGAL CLUTCH
- ★ FULL TORQUE TUBE DRIVE
- ★ THREE-QUARTER FLOATING REAR AXLE
- ★ STRADDLE-MOUNTED PINION
- ★ STURDY FRAME—X-MEMBER REINFORCEMENT WITH BOX SECTIONS
- ★ LONG TRANSVERSE SPRINGS WITH INTERLEAF LUBRICATION
- ★ WORM AND ROLLER STEERING
- ★ FOUR DOUBLE-ACTING, ADJUSTABLE HYDRAULIC SHOCK ABSORBERS

**CLUTCH** • Semi-centrifugal, 9-in. diameter. Low pedal pressure at idling engine speeds. Plate pressure increased by centrifugal force as engine speed increases. Cushioned disc with vibration damper. Heavy-duty, 11-in. clutch optional at low extra cost for 85 Hp Engine.

**TRANSMISSION** • 3 forward speeds with synchronized shifting for second and high. Roller bearing countershaft. For 60 Hp Engine, helical countershaft drive and second speed gears. For 85 Hp Engine, all-helical silent-type gears. Transmission for 60 Hp Engine also available at extra cost for 85 Hp Engine if lower reduction ratios are desired.

**FRAME** • Double-drop design. X-member channels form box sections with side members and extend to ends of frame.

**FRONT AXLE** • Heat-treated alloy steel. Adjustable tapered roller front wheel bearings. Anti-friction type spindle thrust bearings.

**STEERING** • Worm and roller. Ratio 18.2 to 1. Worm mounted on tapered roller bearings. Wheel diameter 17 in.

**BRAKES** • Hydraulic. 12-in. diameter, 1.75 in. wide. Lining area 162 sq in. Cast iron drums with steel drum discs. Handbrake operates rear wheelbrakes.

**REAR AXLE** • Three-quarter floating. Straddle-mounted driving pinion. Gear ratios: 60 Hp Engine, 4.44 to 1; 85 Hp Engine,

3.78 to 1. Optional gear ratio: 4.11 to 1.

**SPRINGS** • Transverse front and rear. Chrome-alloy steel leaves. Length: front 40.25 in., rear 46.5 in. Width: front 2 in., rear 2.25 in. Oilless bearing type shackles. Inter-leaf spring lubrication.

**SHOCK ABSORBERS** • Four. Double-acting, adjustable hydraulic.

**WHEELS** • Five. Cold drawn steel, 16 x 4 in.

**TIRES** • 6.00-16 in., 4-ply. Available at small extra charge: 6.00-16, 6-ply or 6.50-16, 6-ply tires. Also special tire and wheel equipment for increased road clearance.

**TREAD** • Front, 55.75 in. Rear, 58.25 in.

**WHEELBASE** • 112 in. **TURNING RADIUS**, 20 feet.

# ENGINE

## SPECIFICATIONS

**60 HORSEPOWER ENGINE** • Bore 2.6 in. Stroke 3.2 in. Piston displacement 136 cu in. Brake horsepower 60 at 3500 rpm. Taxable horsepower rating 21.6.

**85 HORSEPOWER ENGINE** • Bore 3.062 in. Stroke 3.75 in. Piston displacement 221 cu in. Brake horsepower 85 at 3000 rpm. Taxable horsepower rating 30.

**ENGINE BLOCK** • Semi-steel. Full-length water jackets. Polished, mirror-finish cylinders.

**CRANKSHAFT** • Ford cast-alloy steel. Fully counterbalanced with integral counterweights. Weight: 60 Hp Engine, 44.9 pounds; 85 Hp Engine, 66 pounds. Three main bearings. Total surface area: 60 Hp Engine, 27.2 sq in; 85 Hp Engine, 38.31 sq in.

**CONNECTING RODS** • Side by side in pairs on floating-type bearings.

**PISTONS** • Light-weight, cast alloy. Floating type piston pins.

**CAMSHAFT** • Cast-alloy iron. Three steel-backed babbit bearings. Camshaft is gear driven.

**VALVES** • Chrome-nickel alloy steel.

**VALVE SEAT INSERTS** • Tungsten steel for all intake and exhaust valves in 85 Hp engine and for exhaust valves in the 60 Hp engine.

**ENGINE LUBRICATION** • Direct pressure oiling to all crankshaft, camshaft, and connecting rod bearings; also to timing gears. Crankcase oil capacity: 60 Hp Engine, 4 quarts; 85 Hp Engine, 5 quarts.

**COOLING** • Two centrifugal water pumps. Parkless, self-lubricating type. Fan size and radiator capacity vary according to the unit.

**FUEL SYSTEM** • Dual down-draft carburetor. Air cleaner and silencer. Mechanical pump.

**IGNITION** • Direct-driven. Fully automatic spark advance—vacuum-controlled governor.

**GENERATOR** • 6-volt. Air cooled.

**BATTERY** • 17-plate, 100 ampere-hour capacity.

*The Ford Motor Company, whose policy is one of continuous improvement, reserves the right to change specifications, design or prices, without incurring obligation.*

## ALL THESE FEATURES REPRESENT EXTRA VALUE

At the Ford plant, the search for new, better materials is never ending. Today, 47 different steels are used in making Ford Commercial Cars. Some of the parts made from these specially developed metals are unseen. Even visible parts give little apparent indication of the precision with which they are made—or the ingenious, Ford-developed automatic machines which test and inspect them.

It is only through actual use that you can fully appreciate what all this means. Each new material—each new standard of precision means improved performance, better economy, or longer life for the unit. Illustrated below are a few of the many extra-quality engine and chassis features that contribute directly toward getting your job done well and at low cost with Ford V-8 Commercial Cars.



● Crankshafts are Ford cast-alloy steel—unusually hard and wear-resisting. Bearing surfaces are micro-mirror finished.



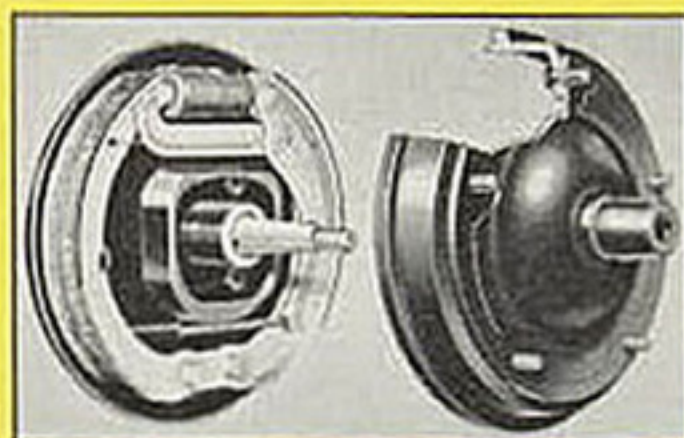
● Cast-alloy iron camshafts, developed by Ford to secure harder cam and bearing surfaces, are very highly resistant to wear.



● Tungsten steel inserts are now used for all valve seats in the 85 Hp engine and for exhaust valve seats in the 60 Hp engine.



● Pistons are light-weight cast alloy. New type piston rings increase oil economy. Floating-type connecting rod bearings prevent thrust from continually occurring at same place on the bearing, thus reducing wear to a minimum.



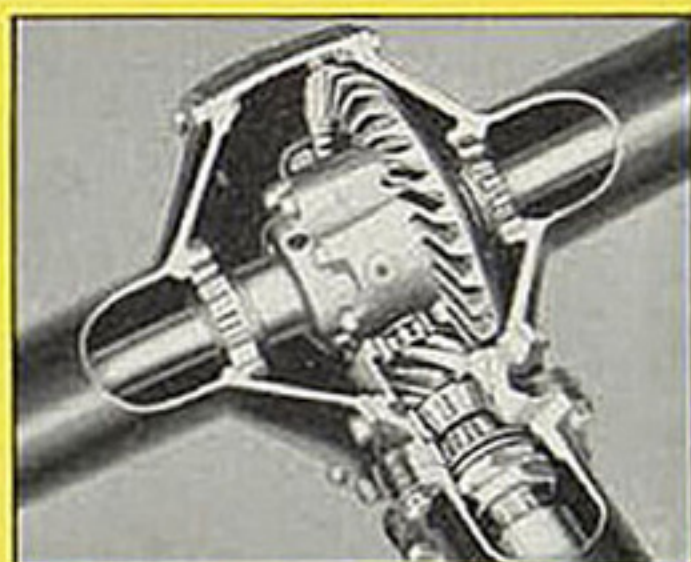
● Big hydraulic brakes, 12 inches in diameter and 1.75 inches wide, enable smooth straight-line stopping with easy pedal pressure. Large brake lining area of 162 square inches assures long lining life.



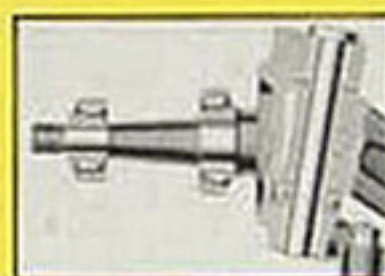
● Worm and roller type gear makes steering easier. Friction is reduced because the roller has a rolling action on the worm instead of a sliding action. Gear can easily be adjusted to compensate for wear without replacing parts.



● The full torque-tube drive adds ruggedness and durability to the chassis by relieving rear spring of driving and braking forces. With this design a slip joint at the forward end of tube is not used. Consequently, fore and aft alignment of rear axle with chassis is definitely maintained.



● Rugged rear axle construction insures high power-transmitting efficiency and freedom from axle failure. Pinion is straddle-mounted—two tapered roller bearings in front and another roller bearing in back. The extra bearing in back of pinion prevents it from springing away from ring gear, maintains gear tooth alignment.



● Tapered roller front wheel bearings are adjustable for wear. Anti-friction spindle thrust bearings used for easier steering.



● Oilless spring shackles do not require any lubrication—an economy feature.



● Ford inter-leaf spring lubrication insures quiet, uniform spring action. The spring leaf grooves serve as reservoirs.

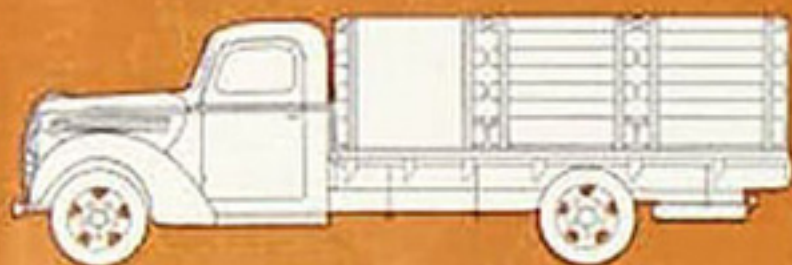
# 1939 FORD V-8 TRUCKS

95-85-60 HORSEPOWER — A UNIT TO FIT YOUR NEEDS

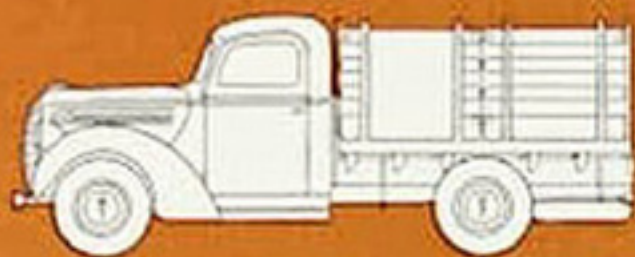
Below are a few of the 34 Ford V-8 Truck body and chassis types. They are the finest in all Ford history. Wheelbases range from 101 inches to 191 inches. For 1939, these Trucks are distinguished by new front-end styling. They are equipped with big, powerful, hydraulic brakes

for quick, straight-line stopping. Availability of a new 95 Hp Engine increases the range of their performance. These new Trucks, like the Commercial Cars, are designed and built to do more work in less time at lower cost. Any Ford dealer will be glad to give you complete information.

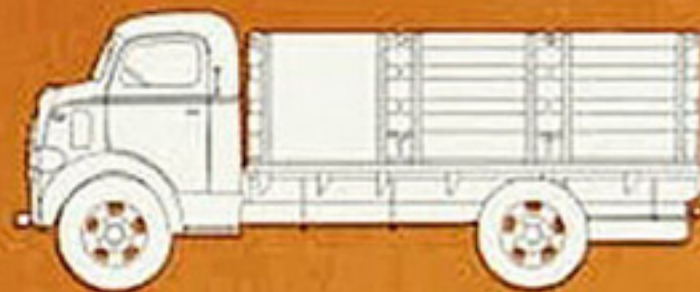
*Ford Motor Company, Builders of Ford V-8 and Mercury Cars, Ford Trucks, Commercial Cars, Station Wagons and Transit Busses.*



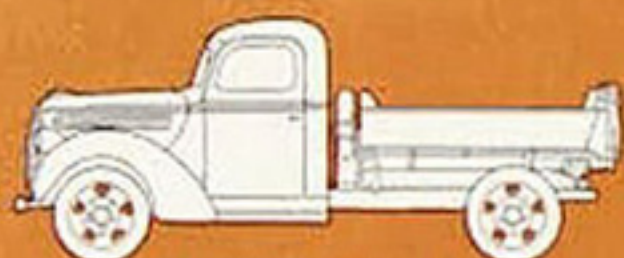
157-INCH STAKE



122-INCH STAKE



134-INCH C.O.E. STAKE



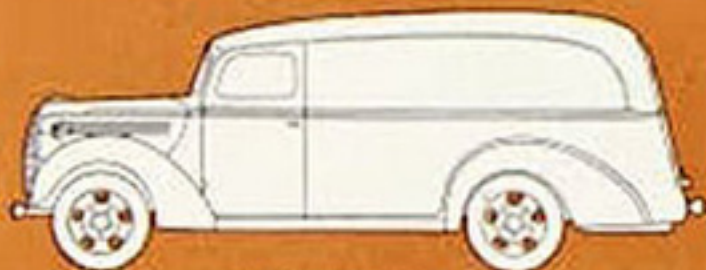
134-INCH DUMP TRUCK



122-INCH EXPRESS



101-INCH C.O.E. DUMP TRUCK



134-INCH PANEL



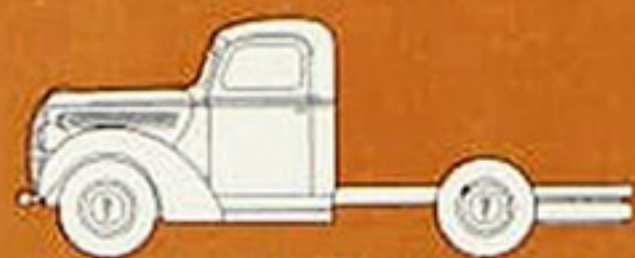
122-INCH PANEL



101-INCH C.O.E. CHASSIS WITH CAB



134-INCH CHASSIS WITH CAB



122-INCH CHASSIS WITH CAB



157-INCH C.O.E. CHASSIS WITH WINDSHIELD

## FORD PARTS EXCHANGE

*What is it?* It is the modern method of assuring low-cost maintenance. When your engine reaches the stage where it needs a general overhauling, or when other assemblies become worn from long service, you can exchange them at any Ford dealer's for factory-reconditioned assemblies.

*How do you profit by it?*

**IT SAVES YOU TIME.** A factory-reconditioned assembly can be installed in much less time than it takes to overhaul the original assembly. A complete engine exchange requires only a few hours.

**IT SAVES YOU MONEY.** Ordinarily, you pay less for a Ford exchange engine than it would cost to have the unit repaired locally. Why? Because Ford uses the *same efficient methods*, and the *same types of machines* for factory-reconditioning that are used in making *new parts*. This cuts costs—and the savings are passed on to you.

## MAKE AN ON-THE-JOB TEST

In the showroom, you can examine a Ford V-8 Commercial Car. But to find out what the unit will *do*, arrange through a Ford dealer for an On-The-Job Test. Let the unit *show* its ability with a load similar to yours—under your own normal conditions. Get the facts first-hand. That's the common-sense way of judging any Commercial Car. No charge—no obligation. Ask any Ford dealer.