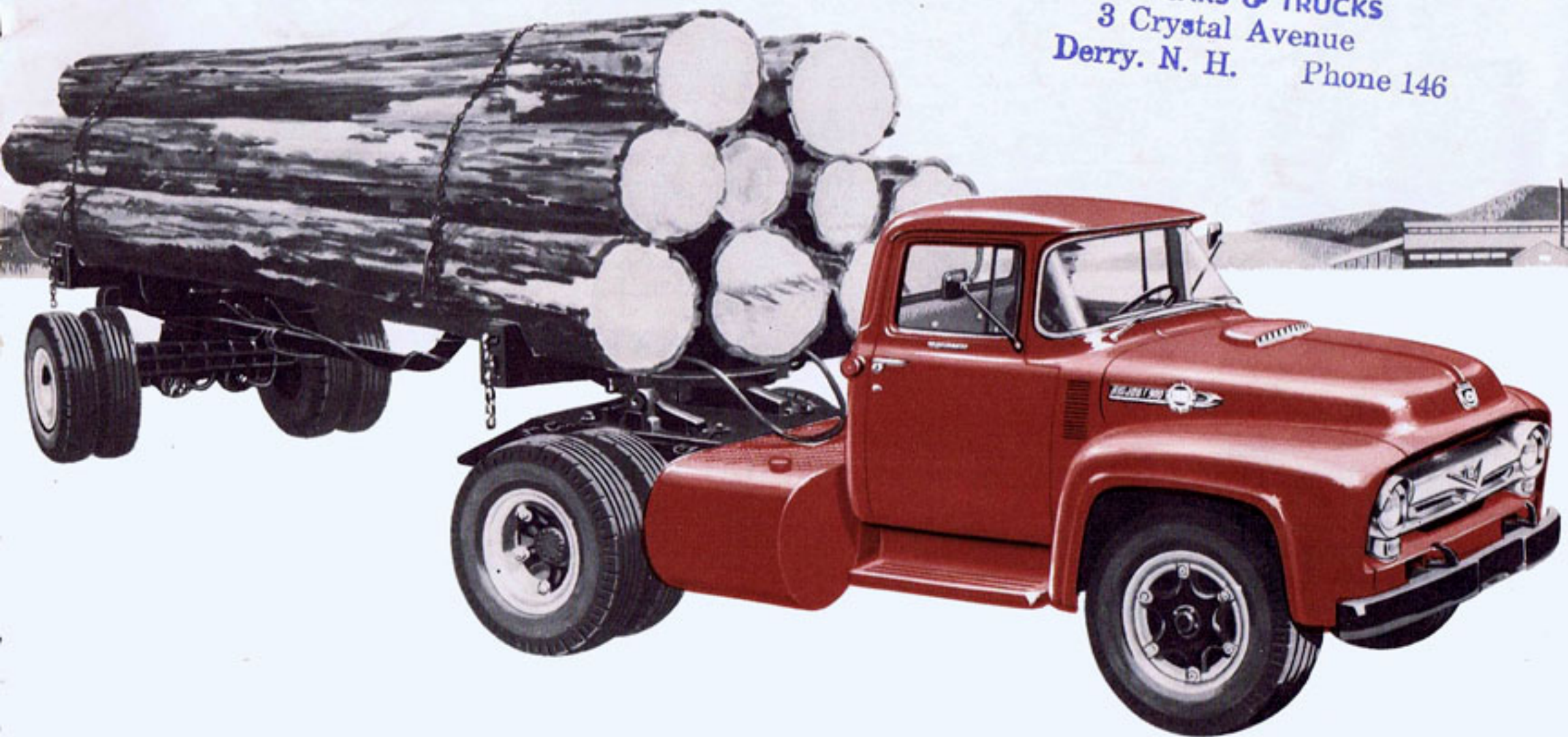


SERIES F-900

NEW MAX. GVW—29,000 LBS.
MAX. GCW—55,000 LBS.

RAICHE MOTOR SALES
FORD CARS & TRUCKS
3 Crystal Avenue
Derry, N. H. Phone 146



1956 Ford Triple Economy Trucks

*NEW Power! NEW Comfort! NEW Styling!
NEW Lifeguard Design!*

Biggest of Ford's 4-wheel big jobs... with durability to spare!

Ford's new, higher-powered F-900 BIG JOB is built for hard work... longer truck life... and economy outstanding in a truck so large!

FORD's new F-900 is big in power, in capacity, in comfort and convenience... and just as big in its ability to work harder, longer, give you a good return on your investment. The reason: *big* 3-way savings made possible by Ford's exclusive *Triple Economy*!

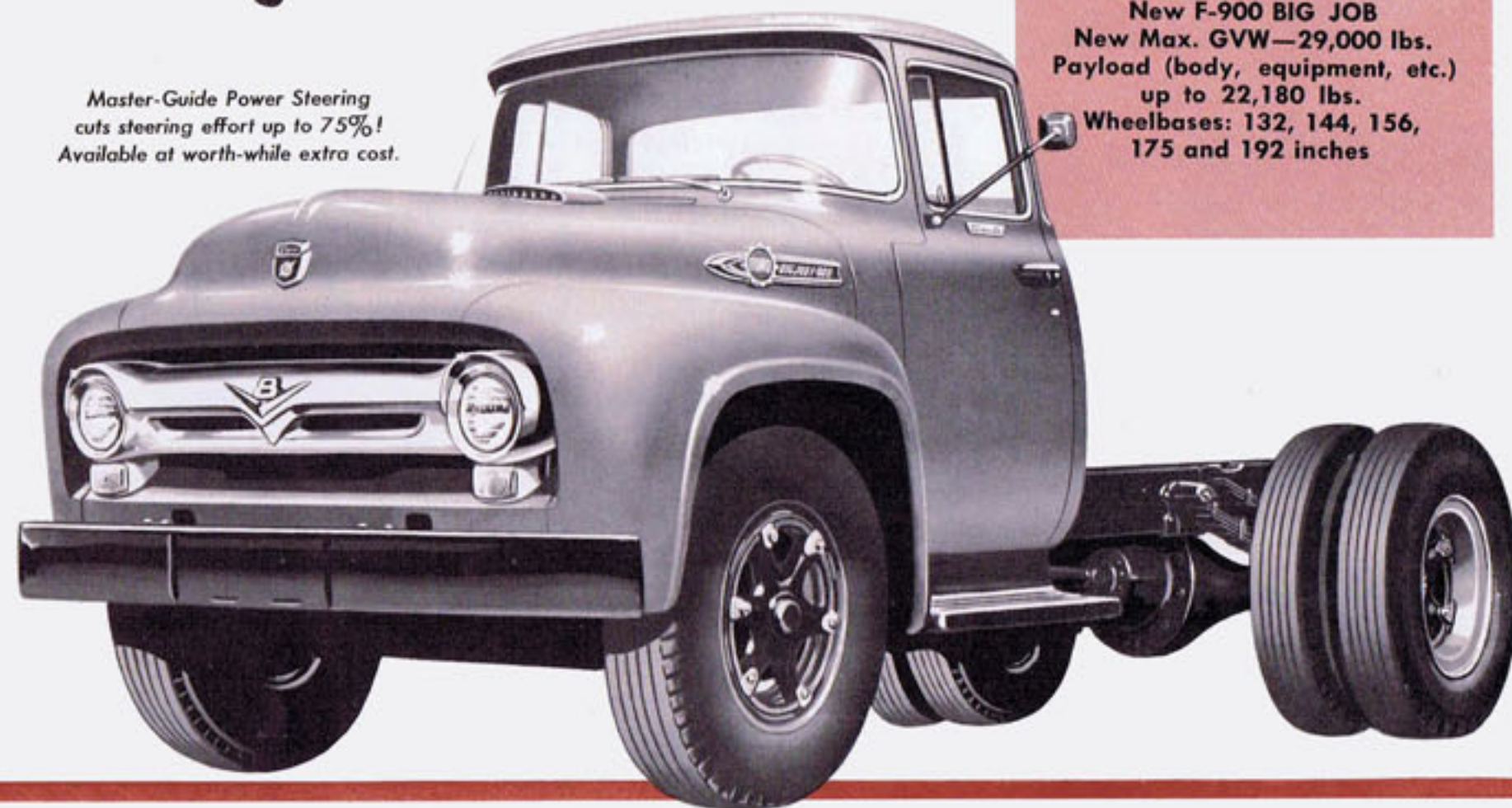
1. Save with faster-moving, longer-lasting power. Choose from two new, more powerful, more durable engines... the mighty *Torque King Y-8's*, up to 200 h.p.! Both develop their enormous power reserves with easy-operating, gas-saving efficiency of *Superior SHORT STROKE* design. New, higher-compression performance! The new *Special Y-8* features four-barrel carburetion... to boost power output even further! With important durability advancements such as sodium-cooled exhaust valves, dished-type intake valves and stress-relieved cylinder heads, these engines will take plenty of punishment... give long, low-cost service!

2. Save with work-cutting Driverized Cab Comfort! The most comfortable and easiest-working cab in any truck is Ford's new *Driverized Cab*! New full-wrap windshield gives you visibility *unlimited*... and there's a new full-wrap *rear* window available, too! Full foam-rubber seat comfort in the *Custom Cab*... optional Power Steering that cuts steering effort up to 75%... new, exclusive Lifeguard design safety features... are a few of the advancements that bring new handling ease and driver protection to the extra heavy duty field!

3. Save with Ford's greater load-carrying ability! Heavy loads are no strain on an F-900... even when the going is rough! New, higher-capacity tubeless tires... easy-shifting Heavy Duty Synchro-Silent transmissions... extra toughness in frame, springs, axles, every component... boost maximum GVW to a giant 29,000 lbs.! Big, hefty maximum GCW is 55,000 lbs.!

Master-Guide Power Steering cuts steering effort up to 75%! Available at worth-while extra cost.

New F-900 BIG JOB
New Max. GVW—29,000 lbs.
Payload (body, equipment, etc.)
up to 22,180 lbs.
Wheelbases: 132, 144, 156,
175 and 192 inches



CONCRETE MIXER—156- and 175-in. wbs.



LOGGER—156-, 175- and 192-in. wbs.



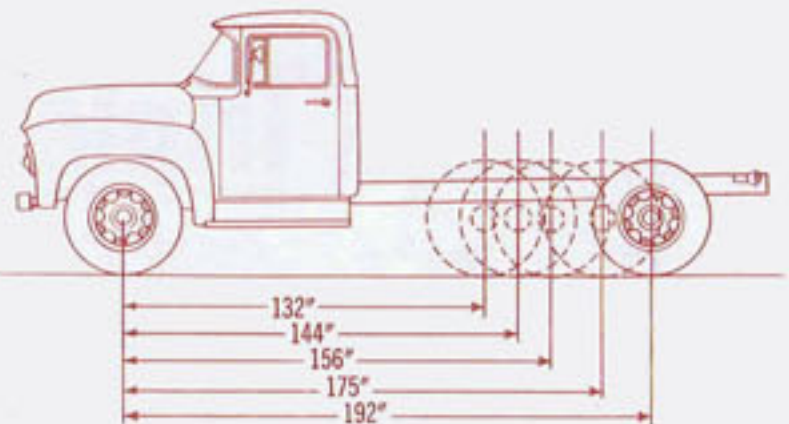
BITUMINOUS (TAR) DISTRIBUTOR—156- and 175-in. wbs.

VERSATILE F-900's TAKE ANY SPECIAL BODY FROM 7½ TO 19 FT. LONG—KEEP MOUNTING COSTS LOW!

Any special-purpose body your job calls for can be mounted easily on an F-900 chassis—in a minimum time, at minimum cost, thanks to clean chassis design! Chassis-cab models for 2-unit bodies, and chassis-cowl models for single-unit bodies, are available in five wheelbase lengths as follows:

| | |
|-----------------------------|------------------------------|
| 132-in. for 7½-9 ft. bodies | 156-in. for 10-13 ft. bodies |
| 144-in. for 9-11 ft. bodies | 175-in. for 13-16 ft. bodies |
| | 192-in. for 16-19 ft. bodies |

Every major body and equipment builder supplies bodies to fit F-900 chassis. Your Ford Dealer will be glad to help you make your selection... and can arrange to deliver your truck equipped exactly the way you want it, ready to work!



NEW F-900 BIG JOB TRACTOR
Max. GVW—55,000 lbs.
Wheelbases: 132 and 144 in.



RUGGED! POWERFUL! MOST EFFICIENT TRACTOR IN THE 55,000-LB. GCW CLASS!

HERE'S a lean, tough-muscled tractor that takes to hard labor without working up a sweat! Ford's new F-900 tractor! It's *efficiency-powered*... by *Superior SHORT STROKE* engines, the most modern in the industry! It's *efficiency-built*... with ruggedness in every component part, yet no excess weight! It's *easy to handle*... thanks to exclusive *Driverized* comfort and convenience!

Available in two wheelbase lengths—132 and 144 inches—an F-900 tractor is a well-matched companion for any semi-trailer your job calls for! Choose from two new, mightier engines—the *Torque King Y-8's*—up to 200 horsepower! Both bring new high performance and extra-long-life advancements!

Equipment choices are wide! Choose from two 5-speed transmissions, with direct or overdrive, both of easier-shifting Synchro-Silent design... two rear axles, single-speed or *electric-shift* 2-speed... new blow-out-resistant tubeless tires, up to 12 x 22.5, 14-p.r.... vacuum-power-operated hydraulic or full-air brake systems... *Master-Guide* Power Steering. Nowhere else in the 55,000-lb. GCW class can you so closely match your every tractor requirement!

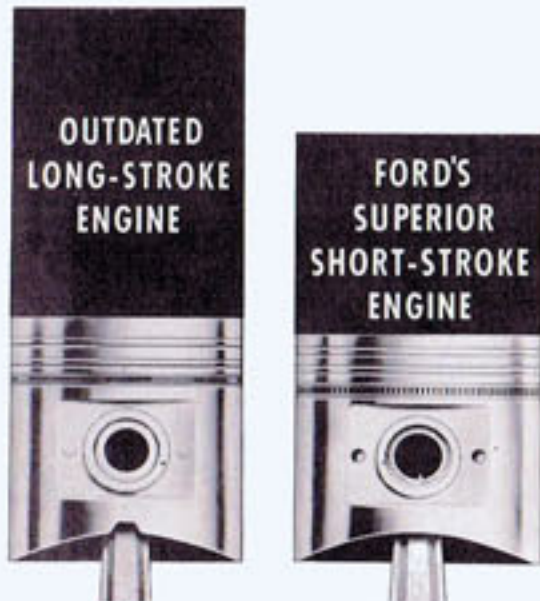


1. LOOK UNDER THE HOOD!

FORD STRETCHES ENGINE LIFE WITH SUPERIOR

Short Stroke design!

The most efficient power in trucks today is *short-stroke* power. Without working nearly as hard, a short-stroke engine produces more power than a long-stroke engine. Ford Short Stroke engines do just this. They reduce internal friction . . . they save moving parts wear . . . they save gas . . . they give you more *usable* power. And, most important of all, **THEY LAST LONGER!**



OUTDATED LONG-STROKE ENGINE
Piston of long-stroke engine travels greater distance and at much higher speed

FORD'S SUPERIOR SHORT-STROKE ENGINE
Ford Short Stroke design cuts piston travel, piston speed, reduces frictional power waste

LESS POWER WASTE. Because pistons travel a shorter distance and at slower speed, less power is lost to friction within the engine . . . and more power is delivered to the rear wheels!

LONGER RING LIFE. There's far less "ring rub" in a Ford Short Stroke engine . . . and this means that rings, ordinarily one of the first parts that need replacing, stay on the job much longer.

GREATER GAS SAVINGS. Because a Ford Short Stroke engine loses less power to engine friction, it makes more effective use of fuel. You get greater gas savings every mile!

FEWER REPAIR BILLS. Ford Short Stroke engines not only cost less to operate, but cost less to *maintain*, too. Longer-wearing parts help keep your truck out of the repair shop, and out on the road.

Save with faster-moving, longer-lasting power—now in two H.D. Y-8s!

Now up to 200 horsepower . . . to move heavy loads faster! New durability and economy first with Ford in trucks of this size!

Ford, the Short Stroke leader, leads again with *Superior* SHORT STROKE power, the most modern in trucks today . . . available for F-900's in two new, more powerful *Torque King* Y-8 engines!

These engines develop their tremendous power reserves with new, higher compression . . . a new, 12-volt ignition system . . . new, more positive valve action . . . big performance features that help hustle your biggest loads with time- and money-savings never before possible in trucks so large!

Ford's new *Torque King* Special Y-8 gives even greater high-torque acceleration with new four-barrel carburetion, exclusive new hood-mounted air scoop, and an efficiency-boosting dual exhaust system.

Both *Torque Kings* give you the long-life advantages of sodium-cooled exhaust valves . . . stress-relieved cylinder heads . . . a redesigned, more rigid Y-block . . . more efficient cooling. You can expect unusually long, low-cost service from Ford's new *Torque King* Y-8's!



New 7.5 to 1 Compression—the highest in this truck class—puts greater "thrust" on piston heads, greater "snap" in performance! Combustion chambers are wedge-shaped for higher turbulence . . . greater efficiency.



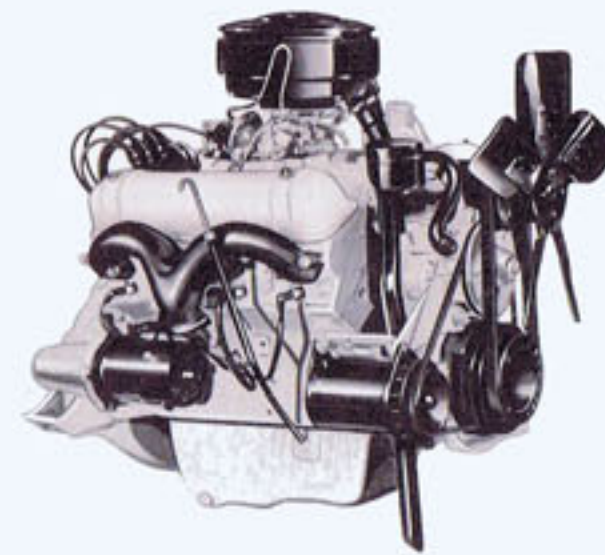
New, More Rigid Y-Blocks are even sturdier for precise bearing alignment, smoother operation, longer engine life. Stress-relieved cylinder heads reduce warpage, give tighter seal around compression areas, higher performance.



New 12-Volt Ignition System keeps more energy "on tap" for faster, more dependable all-weather starting, better ignition, livelier performance. Also maintains higher lighting intensity for tractor-trailer operation.



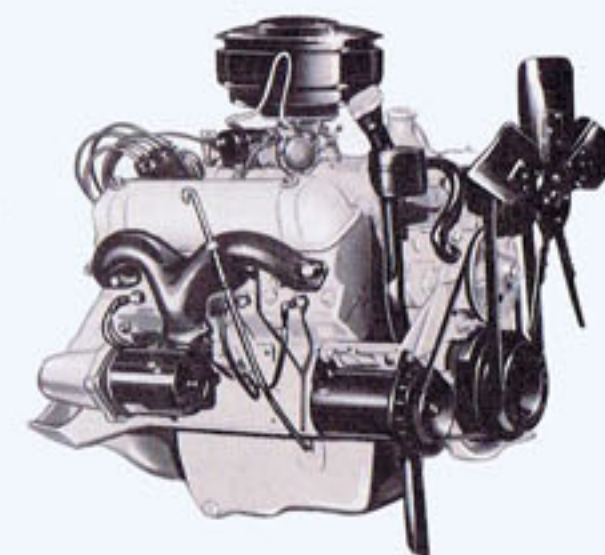
Sodium-Cooled Exhaust Valves run up to 225 degrees cooler, last far longer than ordinary valves! Intake valves are dish-type for tighter seal. Improved breathing gives smoother performance, better gas economy.



NEW 190-h.p. TORQUE KING Y-8

Displacement—332 cu. in.
Brake Horsepower—190 at 3800 rpm (gov. speed)
Torque—306 lbs.-ft. at 2000-2600 rpm
Bore—3.80 in.
Stroke—3.66 in.
Compression Ratio—7.5 to 1

Ford's mighty *Torque King* is a heavy duty power plant in every part! Nowhere else in this truck class will you find as many extra-tough durability advancements combined with the operating efficiency of modern Short Stroke design!



NEW 200-h.p. TORQUE KING SPECIAL Y-8

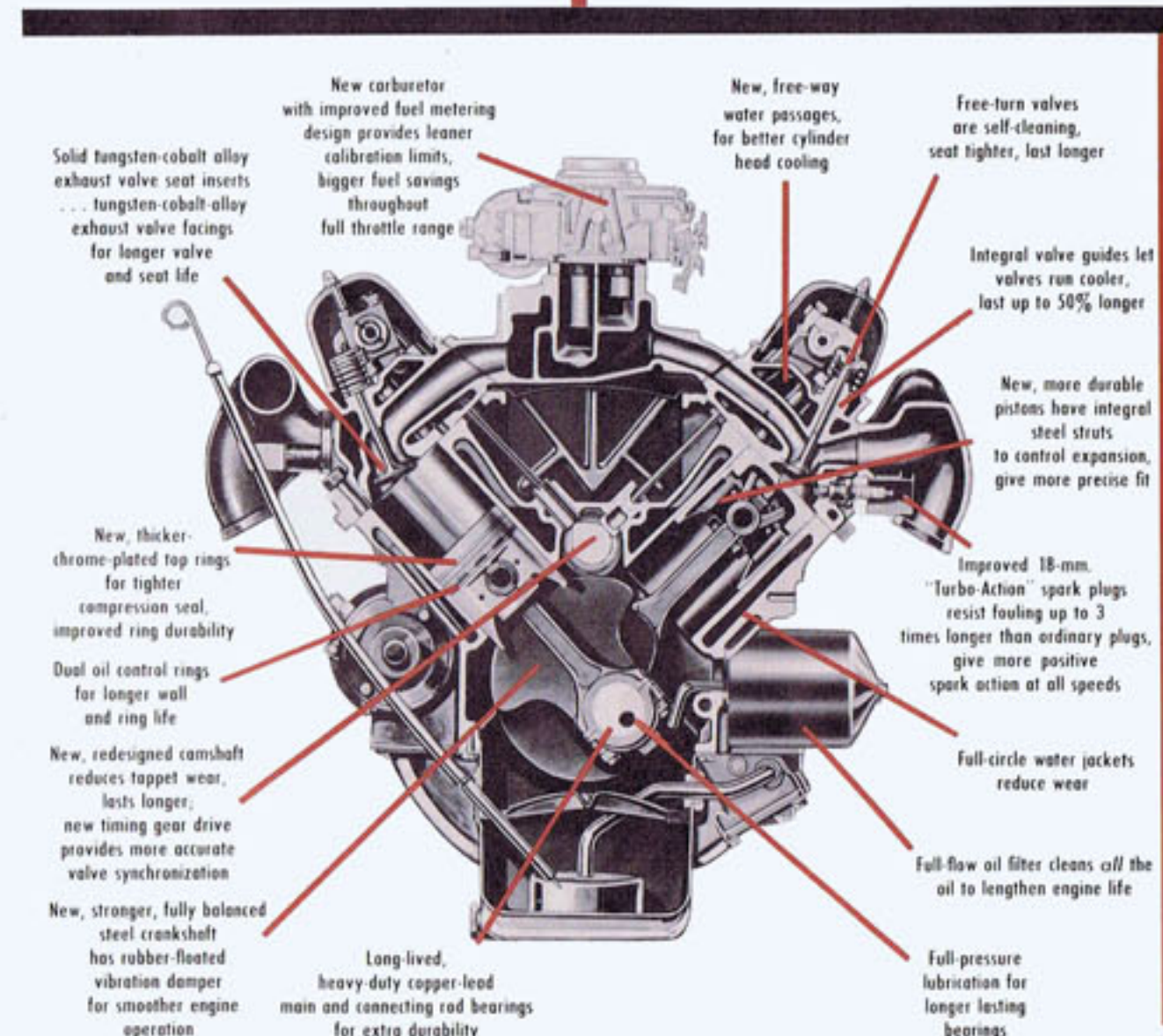
Displacement—332 cu. in.
Brake Horsepower—200 at 3800 rpm (gov. speed)
Torque—316 lbs.-ft. at 2100-2700 rpm
Bore—3.80 in.
Stroke—3.66 in.
Compression Ratio—7.5 to 1

Here you'll find all the high performance and durability features that distinguish the *Torque King* Y-8—with the added responsiveness of new four-barrel carburetion, exclusive hood-mounted air scoop, and power-boosting dual exhausts.



NEW FOUR-BARREL CARBURETION

New Four-Barrel Carburetion gives the *Torque King* Special Y-8 power with a brand-new "punch!" Two primary barrels furnish the required fuel-air mixture for normal cruising speeds . . . but, when added torque is needed, two secondary barrels go into action automatically, unleashing big power reserves! Automatic actuation of secondary barrels **ONLY AS NEEDED** makes for top economy at all speeds.



New carburetor with improved fuel metering design provides leaner calibration limits, bigger fuel savings throughout full throttle range

New, free-way water passages, for better cylinder head cooling

Free-turn valves are self-cleaning, seat tighter, last longer

Integral valve guides let valves run cooler, last up to 50% longer

New, more durable pistons have integral steel struts to control expansion, give more precise fit

Improved 18-mm. "Turbo-Action" spark plugs resist fouling up to 3 times longer than ordinary plugs, give more positive spark action at all speeds

Full-circle water jackets reduce wear

Full-flow oil filter cleans all the oil to lengthen engine life

Full-pressure lubrication for longer lasting bearings

Long-lived, heavy-duty copper-lead main and connecting rod bearings for extra durability

New, thicker-chrome-plated top rings for tighter compression seal, improved ring durability

Dual oil control rings for longer wall and ring life

New, redesigned camshaft reduces tappet wear, lasts longer; new timing gear drive provides more accurate valve synchronization

New, stronger, fully balanced steel crankshaft has rubber-floated vibration damper for smoother engine operation

Solid tungsten-cobalt alloy exhaust valve seat inserts . . . tungsten-cobalt alloy exhaust valve facings for longer valve and seat life



EXCLUSIVE HOOD AIR SCOOP

Exclusive Hood-Mounted Air Scoop supplies fresh air directly to four-barrel carburetor . . . enables carburetor to turn out a proper fuel-air mixture at all speeds! Prevents "starvation" mixtures at higher speeds. Air-scoop damper can be controlled manually from inside cab—so driver can block off outside air supply in cold weather for faster engine warm-up.



2. LOOK IN THE CAB!

Save with work-cutting Driverized Cab comfort!

New Exclusive Lifeguard Design Safety Features! New Visibility! New "Leadership Look" Styling!

Only Ford's *Driverized Cab* offers so many time-saving, effort-saving features! Big, wide-opening doors make Ford's Cab the *easiest* to get in and out of. Try the comfort! That Standard Cab seat has exclusive shock snubbers . . . the *Custom Cab* seat, full foam-rubber seat and back. *ALL* Ford Cabs have visibility *unlimited*, thanks to a new, full-wrap windshield . . . and there's a new, full-wrap *rear* window available, too! The new high-dial instrument panel is clearly readable day or night!

The new Lifeguard Steering Wheel (standard in *all* Ford Cabs) is designed to give the driver added protection against contact with the steering column in the event of accident. New Lifeguard Double-grip Door Latches reduce the possibility of doors jarring open under impact. New Lifeguard seat belts (extra cost)! Nowhere else in the truck industry will you find so handsome, so comfortable, so *secure* a cab!

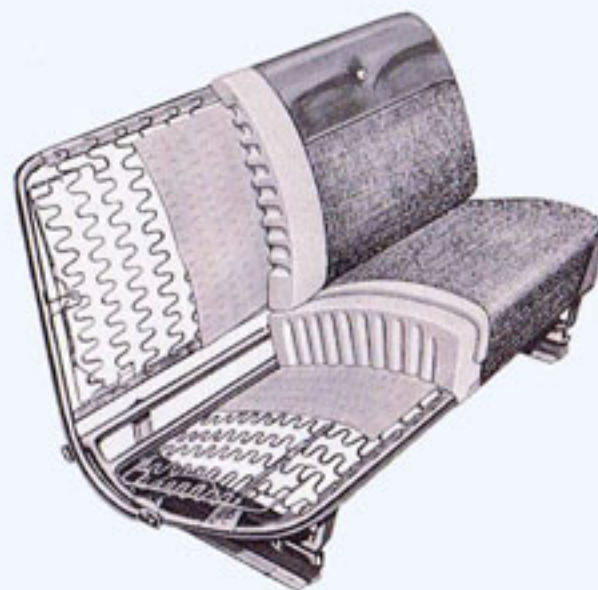
GREATEST CAB LUXURY AND VALUE OF THEM ALL —FORD'S CUSTOM DRIVERIZED CAB!

Add to Ford's Standard Cab features all these custom "extras," and you can see why Ford's *Custom Driverized Cab* (shown) is well worth its small additional cost!

Color-keyed, two-tone upholstery • Full foam-rubber cushioning, 5-in. deep seat, 3-in. deep back • Custom interior trim • Perforated thermacoustic headlining backed by glass-wool insulation • Arm rest on driver's door • Dome light • Extra insulation and sound deadener • Two sun visors • Cigar lighter • Matched key locks on both doors • Bright metal grille and exterior trim.



Handsome new full-wrap windshield has almost 1,000 square inches of glass, gives the driver forward visibility he's never had before! Looking *behind* is just as easy. Ford's standard rear window is over four feet wide . . . up to a foot and a half wider than standard windows of other-make trucks! And a new full-wrap rear window is available in both Standard and *Custom* Cabs (at extra cost) for still greater vision.



World's most comfortable cab seat! Ford's *Custom Cab* seat (shown) has five soft inches of foam rubber . . . the seat back has *three!* Handsome new upholstery combinations are color-keyed. Standard Cab seat has non-sag spring construction, exclusive shock snubbers. In *all* Ford Cabs, upholstery is of woven plastic that "breathes" for all-weather comfort . . . looks better, is easy to clean, lasts far longer!



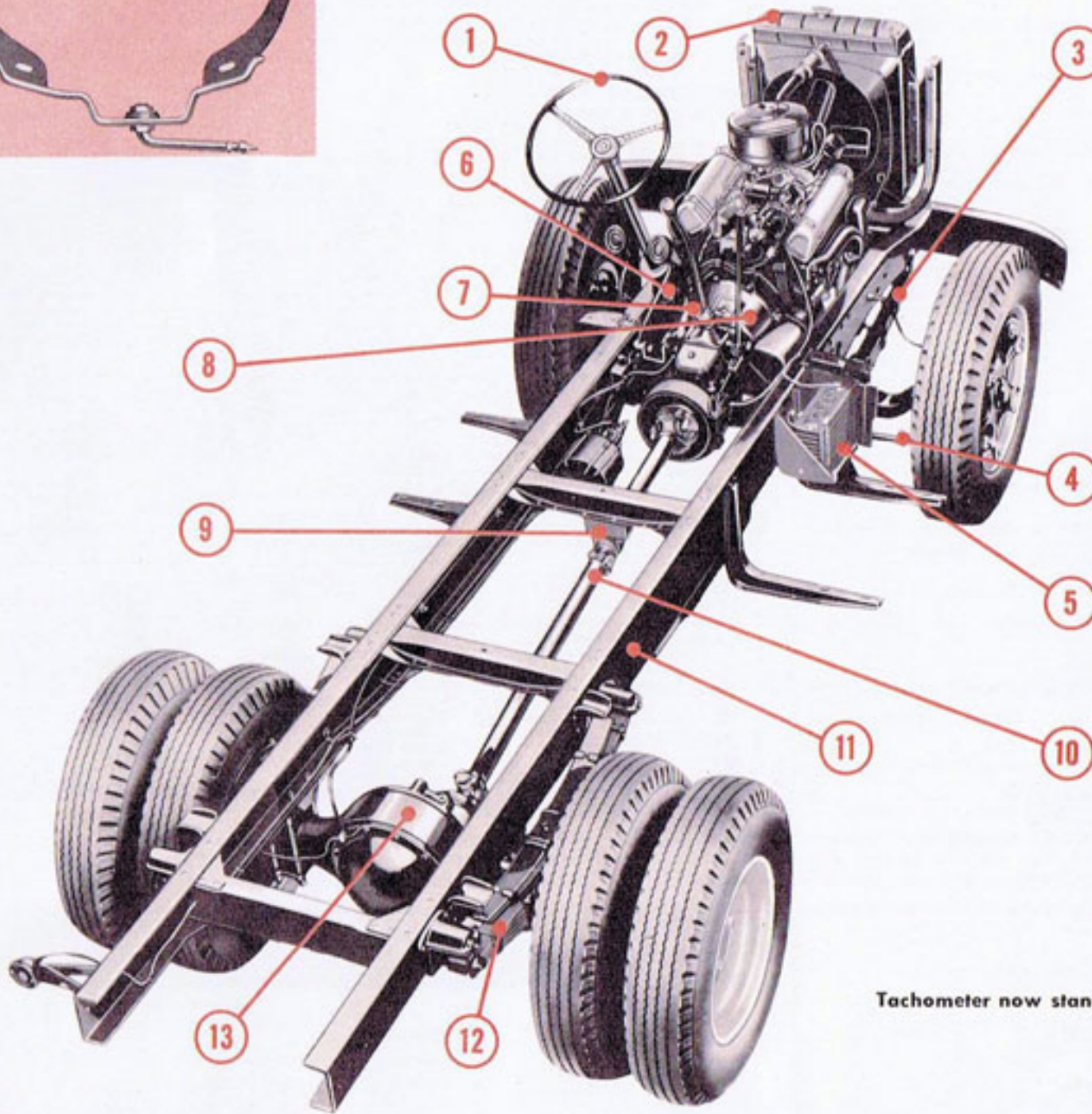
**3. LOOK
AT THE CHASSIS!**

Save with Ford's extra ruggedness, giant payload capacities!

**Lean, husky, longer-lasting—F-900 chassis takes
up to 29,000 lbs. GVW, up to 55,000 lbs. GCW!**



New Tubeless Tires are standard—a Ford first! These tires are higher in capacity than ordinary tube-type tires, run up to 25 degrees cooler and give longer mileage. They're more resistant to blowouts and punctures. And when repairs are required, they can be made in about one-fourth the time usually required.



Tachometer now standard

1. Master-Guide Power Steering, extra cost, cuts steering effort as much as 75%.

2. Large capacity flat tube and fin radiator with spherical top tank gives high cooling efficiency. Durable long-life U-type support.

3. Long, easy-action front springs—double-wrapped rear eyes for safety, shackled at front for stable steering.

4. Tie rod ends are spring-loaded for automatic take-up of wear.

5. New, higher-capacity 12-volt, 70-amp.-hr. battery gives faster all-weather starting, greater reserve for lights.

6. Roll Action steering gives quick response, easy handling.

7. Engine mounting rubber-cushioned for smoother engine operation, reduced vibration.

8. 12-in. Gyro-Grip Clutch uses centrifugal force and new, sturdier springs for more positive engagement; requires low pedal pressure.

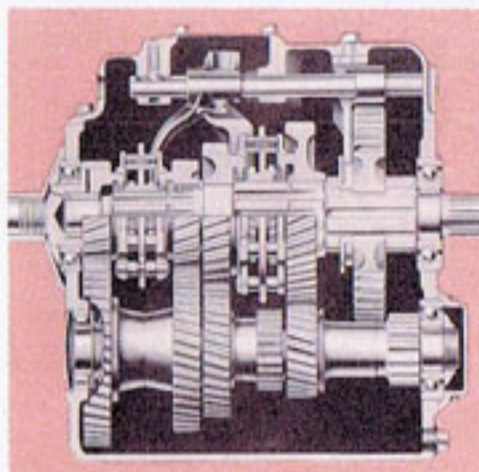
9. New rubber cushion encases center bearing, absorbs as much as 80% of shaft vibration, gives quieter, smoother ride.

10. Straight-line drive with large diameter tubular propeller shafts—gives smooth power flow.

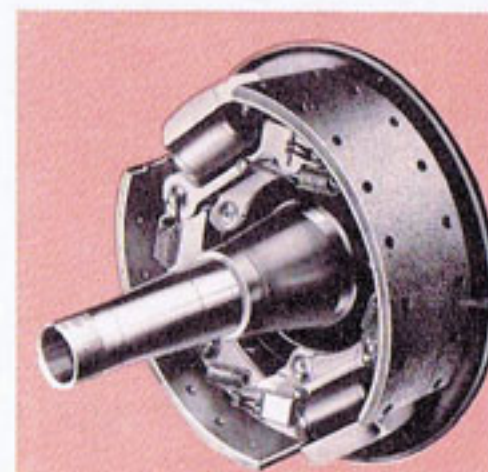
11. Extra-rugged frame has 9-in. deep parallel side rails, channel reinforcement throughout maximum section.

12. Wide-span rear springs with auxiliary provide sturdy, balanced load support.

13. H. D. single-speed rear axle with one-piece banjo housing, standard; *electric-shift* 2-speed planet type available.



Synchro-Silent Transmissions! Heavy duty 5-speed direct-in-fifth, standard. Synchronizers in top four speeds give smooth, easy shifting, greater safety in "down shifting." Available: Heavy duty 5-speed with overdrive.



Big, Powerful Brakes! Standard brakes are easy-stopping vacuum-power-operated hydraulic. Double-cylinder rears have new, thicker linings that last up to 33% longer—self-centering shoes for more positive shoe alignment. Full-air system available.

F-900

Specifications

RATINGS: TRUCK—MAX. GVW 29,000 LBS. • TRACTOR-TRAILER—MAX. GCW 55,000 LBS.

AXLE, FRONT

Capacity—lbs. 9000
Size (Height x Width x Web) Modified I-Beam 3.62 x 3.25 x 0.50

AXLE, REAR

Capacity—lbs. 21,000
Type—Standard Single Reduction—Spiral Bevel—Full-Floating
Axle Ratio 7.67 to 1
Opt. Axle (Extra Cost)—Type—Ratio Two-Speed Planet, Full-Floating—7.17/9.77

BRAKES, SERVICE

Standard—Type Vacuum-Power-Operated, Hydraulic, Two-Shoe
Front: Double Anchor. Rear: Double Cylinder, Self-Energizing
Front Brake (Drum Diam. x Lining Width—Thickness)—in. 16 x 2 1/4—3/4
Rear Brake (Drum Diam. x Lining Width—Thickness)—in. 16 x 6—1/2
Total Area—sq. in.: Lining—Drum 542—829
Booster Single-unit—Power Cylinder, Hyd. Vac. Valve and Slave Cyl.
Effective Piston Diam.—in. 9 1/2
Optional (Extra Cost)—Type Full Air Operated, Heavy Two-Shoe with Slack Adjusters
Front Brake (Drum Diam. x Lining Width—Thickness)—in. 16 x 2 1/4—0.302
Rear Brake (Drum Diam. x Lining Width—Thickness)—in. 16 1/2 x 6—0.75
Total Area—sq. in.: Lining—Drum 569—848
Compressor 2-Cylinder, Water Cooled, 7 1/2 Cu. Ft. Displ. at 1250 RPM
Air Reservoir Tanks Two—1200 Cu. In. Cap'y. Each: Air Gage on Instrument Panel, Air Warning Buzzer

BRAKE, HAND

Type Drum and Contracting Band at Rear of Transmission on Drive Line
Size (Drum Diam. x Lining Width—Thickness)—in. 10 1/2 x 3—5/16
Total Lining Area—sq. in. 98

BUMPER

Type Curved, Truck-Type Channel Bolted Direct to Front of Frame Side Rails

CLUTCH

Type 12-in. Gyro-Grip, Semi-Centrifugal Single Plate
Total Frictional Area—sq. in. 149.2

COOLING SYSTEM

Capacity—qts. 27
Radiator Flat Tube and Fin—Pressure Cap
Thermostat In Engine Water Outlet
Fan, Diameter—in. Std.—18 1/2—4-Blade; opt.—18 1/2—5-Blade

DRIVE LINE

Type Hotchkiss, Straight Line Drive
Propeller Shafts—Number Two, Tubular, Forged Steel Ends
Diameter, in.: 132' & 156' Wbs. 3.0 (front and rear)
144' wb. 3.0 (front)—3.5 (rear)
175' wb. 4.0 (front)—3.0 (rear)
192' wb. 4.0 (front and rear)
Universal Joints—Number, Type Three, Needle Roller Bearing
Center Bearing Rubber Encased Ball Type

ELECTRICAL SYSTEM

Battery Heavy Duty 12-Volt, 78-Plate, 70-Amp. Hr. Capacity
Generator 30-Amp., 450 Watts
Ignition: Full Vacuum Controlled System, Fully Automatic Distributor; Metal-Clad Coil;
Open Wiring in Rubber Grommets with Moisture-proof Boots over Spark Plugs
Head lights Sealed Beam, Foot-Switch Beam Control
Starter: High Torque, Automatic Engagement, Solenoid Switch, Ignition Key Control
Parking Lights: Left-hand Combination Stop and Tail Light; Instrument Lights; Ignition
Switch with Key Lock; Circuit Breakers; Voltage Regulator.

ENGINE

| | TORQUE KING Y-8 (Std.) | TORQUE KING Special Y-8 (opt.) |
|--------------------------------------|----------------------------|-----------------------------------|
| Bore and Stroke, in. | 3.80 x 3.66 | 3.80 x 3.66 |
| Displacement—cu. in. | 332 | 332 |
| Governed Speed—rpm (factory setting) | 3600 (load)—3800 (no load) | |
| Max. Brake Horsepower—RPM | 190 @ 3800 | 200 @ 3800 |
| Max. Torque—Lbs.-Ft.—RPM | 306 @ 2000-2600 | 316 @ 2100-2700 |
| Compression Ratio | 7.5 to 1 | 7.5 to 1 |

FRAME

Side Rails—Type Parallel, Channel Section—Tapered Front and Rear
Max. Section (Depth x Flange x Thick.)—in. 9 x 3 x 1/4
Reinforcement Channel, Inside Side Rail*
Max. Section (Depth x Flange x Thick.)—in. 8.5 x 2.56 x 0.15
Section Modulus 13.83
Cross Members—Type Flanged "U" Type with Alligator Jaw and Channel Sections
Number—132' and 144' Wbs. 5
156', 175' and 192' Wbs. 6
*Reinforcements extend from rear brackets of front to front brackets of rear springs.

Comparative information in this folder was obtained from authoritative sources, but is not guaranteed. Ford Truck specifications shown were in effect at time of printing. The Ford Division of Ford Motor Co., whose policy is one of continuous improvement, reserves the right, however, to discontinue models or change at any time, specifications, design or prices without notice and without incurring any obligation.

FUEL SYSTEM

Carburetor—190 h.p. Y-8 Dual Concentric Downdraft
—200 h.p. Y-8 Four-Barrel Concentric Downdraft
Air Cleaner Heavy Duty Oil Bath, One Qt. Capacity
Fuel Pump and Filter Diaphragm Type, Driven from Camshaft
Fuel Tank—Chassis with Cab 18-Gal., Inside Cab, behind Seat
Fuel Filler Tube Extension to Outside Cab—Right Side, Easy-On Cap

LUBRICATION

Engine Full Pressure Feed to All Main, Crankpin and Camshaft Bearings
Crankcase Capacity 9 Qts. (dry); 8 Qts. (refill)
Chassis Fittings for Pressure Lubrication

SPRINGS

| | Front | Main | Rear | Auxiliary |
|--|----------|-----------------|------------|-----------|
| Length x Width—in. | 46 x 2.5 | 52 x 3.0 | 37.5 x 3.0 | |
| Number of Leaves and Defl. Rate—lbs. per in. | 12—994 | 13—1650 | 7—1750 | |
| Capacity at Spg. Pad (Norm. Defl.)—Per Spring—lbs. | 3000 | 8750 (combined) | | |

NOTE: For 29,000 lbs. GVW optional heavy 12-leaf rear main springs (at extra cost) are required—deflection rate 2030 lbs. per in.; combined capacity (with auxiliary) 10,000 lbs. per spring.

STEERING

Type Worm and Dual Row Needle Bearing Roller
Ratio 24.4 to 1
Wheel 20-in. Dia., 3-Spoke
Wheelbase 132" 144" 156" 175" 192"
Turning Circle Diam., Right or Left—ft. 45.9 49.2 52.5 57.7 62.4
Tie Rod Ball Stud and Socket, Spring Loaded for Automatic take-up of Wear, Equipped with Rubber Dust Shields

TRANSMISSION

Standard Heavy Duty 5-Speed Synchro-Silent Direct-In-Fifth
Optional Heavy Duty 5-Speed Synchro-Silent Overdrive
Gear Positions First Second Third Fourth Fifth Reverse
Ratios (to 1): H.D. 5-Speed Direct 7.58 4.38* 2.40* 1.48* 1.00* 7.51
H.D. 5-Speed Overdrive 6.06 3.50* 1.80* 1.00* 0.799* 6.00
Power Take-Off Opening S.A.E. 6-Bolt, On Both Sides
*Synchronized Speeds

WHEELS AND TIRES

Wheels—Standard Four—22.5-inch Cast Spoke Type
Optional (extra cost) Seven—10-stud Steel Disc Type
Rims—Standard Size and Type Seven—22.5 x 7.50
Tires—Standard Size—Front and Dual Rear Six—11-22.5 12-Ply Rating

STANDARD EQUIPMENT, Chassis-Cab, in addition to items specified above:

| | | |
|-------------------------|-------------------------|--------------------------|
| Center Cowl Ventilator | Choke Button | Sun Visor, Left Side |
| Curved Instrument Panel | Light Switch | Full-Wrap Windshield |
| Speedometer | Hand Throttle | Dual Positive Action |
| Water Temperature Gage | Oil Filter, Replaceable | Electric Windshield |
| Oil Pressure Gage | Cartridge Type | Wipers |
| Fuel Gage | Engine Governor | Mirror, Rear View, Left |
| Charge Indicator | Twin, Matched-Tone | Hand Outside, Long Arm |
| Tachometer, Mechanical | Electric Horns | Door Lock, Right Side |
| Ash Receptacle | Air Wing Ventilating | Short Running Boards |
| Dispatch Box | Windows in Doors | Hydraulic Jack and Tools |

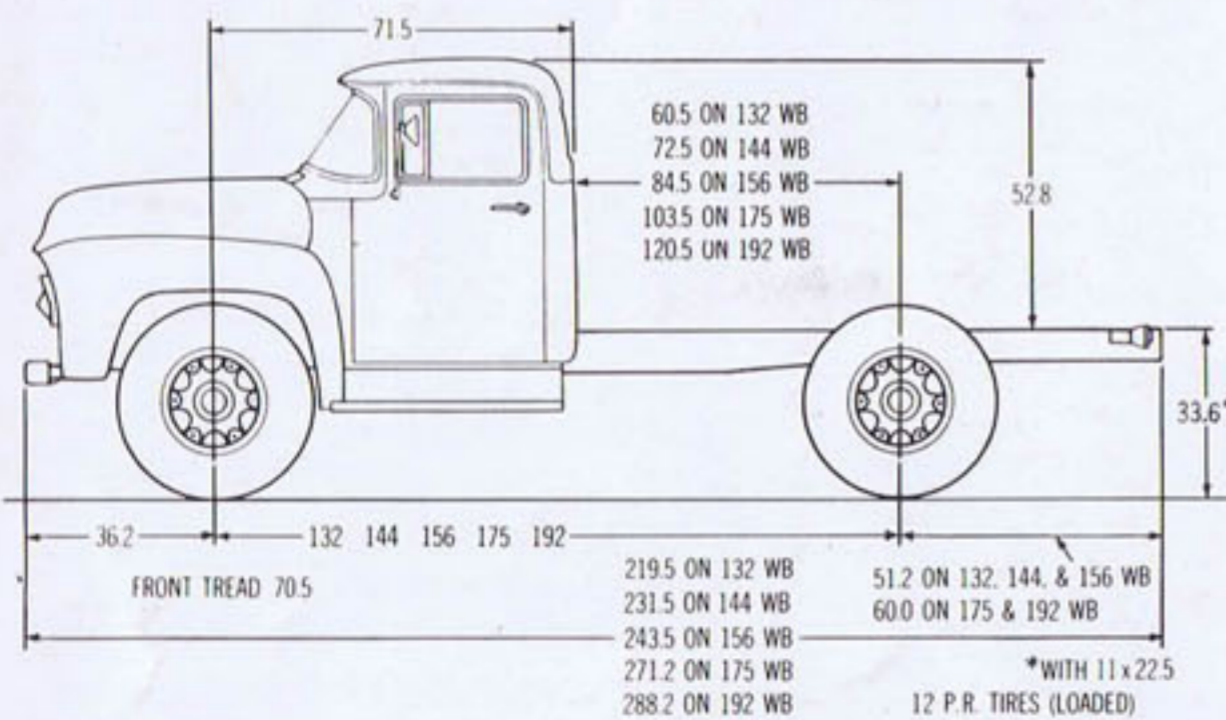
STANDARD COLORS:

Choice of Raven Black, Nocturne Blue, Meadow Green, Vermilion, Goldenglow Yellow, Diamond Blue, Meadowmist Green, or Platinum Gray (on hood, fenders, cowl, running boards, fuel filler cap, cab, and interior metal). Colonial White is available on Custom Cab roof and upper rear panel in a two-tone color combination with standard colors. Painted black are bumper, frame, fuel tank, running boards, wheels, springs, axles, tail lamp, outside mirror, door divider bar and vent window frame. Cowl models are painted prime unless standard color is specified.

AVAILABLE EQUIPMENT AND ACCESSORIES at extra cost:

| | | |
|--|---|---|
| Axle, Rear—2-Speed Planet | Radiator Grille Guard, H.D. | Visor |
| Brakes—Full Air System, with Warning Buzzer | Rear Window, Full-Wrap | Winter Windshield Wiper Blades |
| Cab, Custom | Reflector Flares (3 in Kit) with Flags | Windshield Washer |
| Carrier—Spare Wheel | Rims—Wide Base for Cast Wheels (see Wheels) | Wheels and Tires—(4) 22.5 Cast Wheels—and (7) 8.25 Rims |
| Directional Turn Signals | Seat Cover | (4) 24.5 Cast Wheels and (7) 7.50 or 8.25 Rims |
| Fan, Heavy Duty Cooling | Splash Guards (3 sizes) with brackets | (7) 22.5 x 7.5 or 8.25 Disc Wheels |
| Fire Extinguisher (1 1/2 qt.) | Spotlight with Bracket | (7) 24.5 x 7.5 or 8.25 Disc Wheels |
| Heater and Defroster—MagicAire System or Recirculating | Springs, Rear—H.D. | (6) 12-22.5 12-p.r. Tires* |
| Locking Gas Tank Cap | Stop Lamp | (6) 11-24.5 12-p.r. Tires* |
| Mirror, Outside Rear View—Right or Left, 6" adjustment | Tail Light—Right Hand | (6) 12-22.5 14 p.r. Tires* |
| Mirror Arm Braces | Thermostatic Type Cooling Fan | (6) 12-24.5 12-p.r. Tires* |
| Power Steering | Tinted Glass | |
| Radio—5 Tubes plus Rectifier, Single Knob Control | Tow Hooks | |
| | Transmission—Heavy Duty 5-Speed Overdrive | |

*Heavy Duty Rear Springs Required.



CAPACITY CHART—SERIES F-900 CHASSIS WITH CAB

Maximum GVW 29,000 lbs.

| Tires—6. Size—Front and Dual Rear | Wheel-base (Inches) | *Curb Weight with fuel and water (est.) | | | *Payload, Body, Equipment, Etc. (Approx.) (Lbs.) |
|-----------------------------------|---------------------|---|-------------|--------------|--|
| | | Front (Lbs.) | Rear (Lbs.) | Total (Lbs.) | |
| 11-22.5 12-ply rating | 132 | 3,620 | 3,020 | 6,640 | 18,360 |
| | 144 | 3,660 | 3,060 | 6,720 | 18,280 |
| | 156 | 3,710 | 3,130 | 6,840 | 18,160 |
| | 175 | 3,660 | 3,290 | 6,950 | 18,050 |
| 12-22.5 14-ply rating | 192 | 3,840 | 3,360 | 7,200 | 17,800 |
| | 132 | 3,675 | 3,145 | 6,820 | 22,180 |
| | 144 | 3,715 | 3,185 | 6,900 | 22,100 |
| | 156 | 3,765 | 3,255 | 7,020 | 21,980 |
| 175 | 3,715 | 3,415 | 7,130 | 21,870 | |
| | 192 | 3,895 | 3,485 | 7,380 | 21,620 |

*For 2-speed axle add 115 lbs. to "rear" and "total" weights and deduct from "payload." For air brakes add 100 lbs. to "front," 200 lbs. to "rear," or 300 lbs. to "total" weights and deduct from "payload." For disc wheels add 50 lbs. to "front," 65 lbs. to "rear" and 115 lbs. to "total" weights and deduct 115 lbs. from "payload." †With heavy duty rear springs.

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