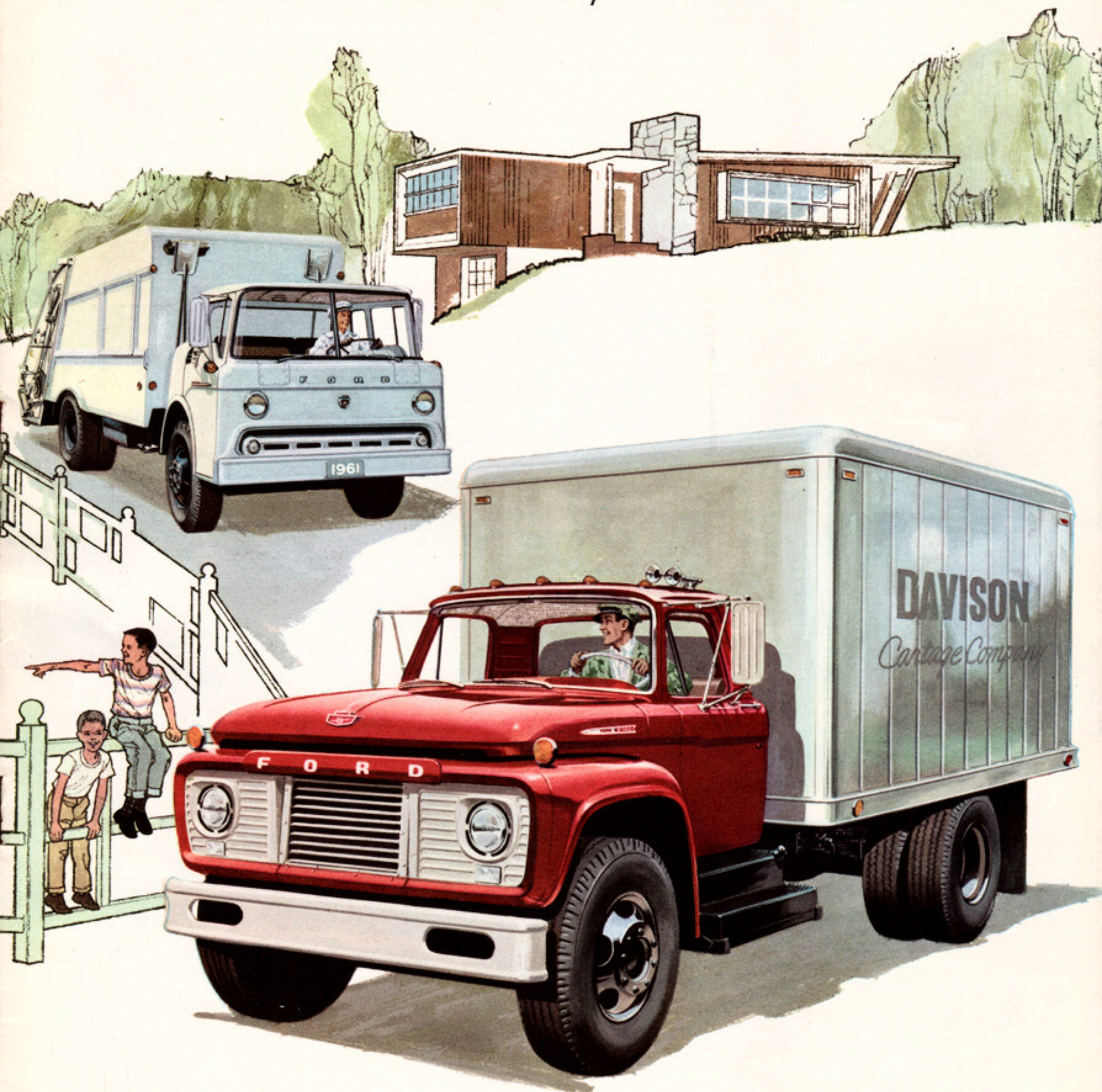


1961 FORD TRUCKS

CONVENTIONAL F-750 • F-800 / TILT CAB C-750 • C-800



FOUR HEAVY DUTY SERIES . . . 28 MODELS

Economy never came in such a choice!

Ford Heavies for '61 offer economical

performance and added versatility!

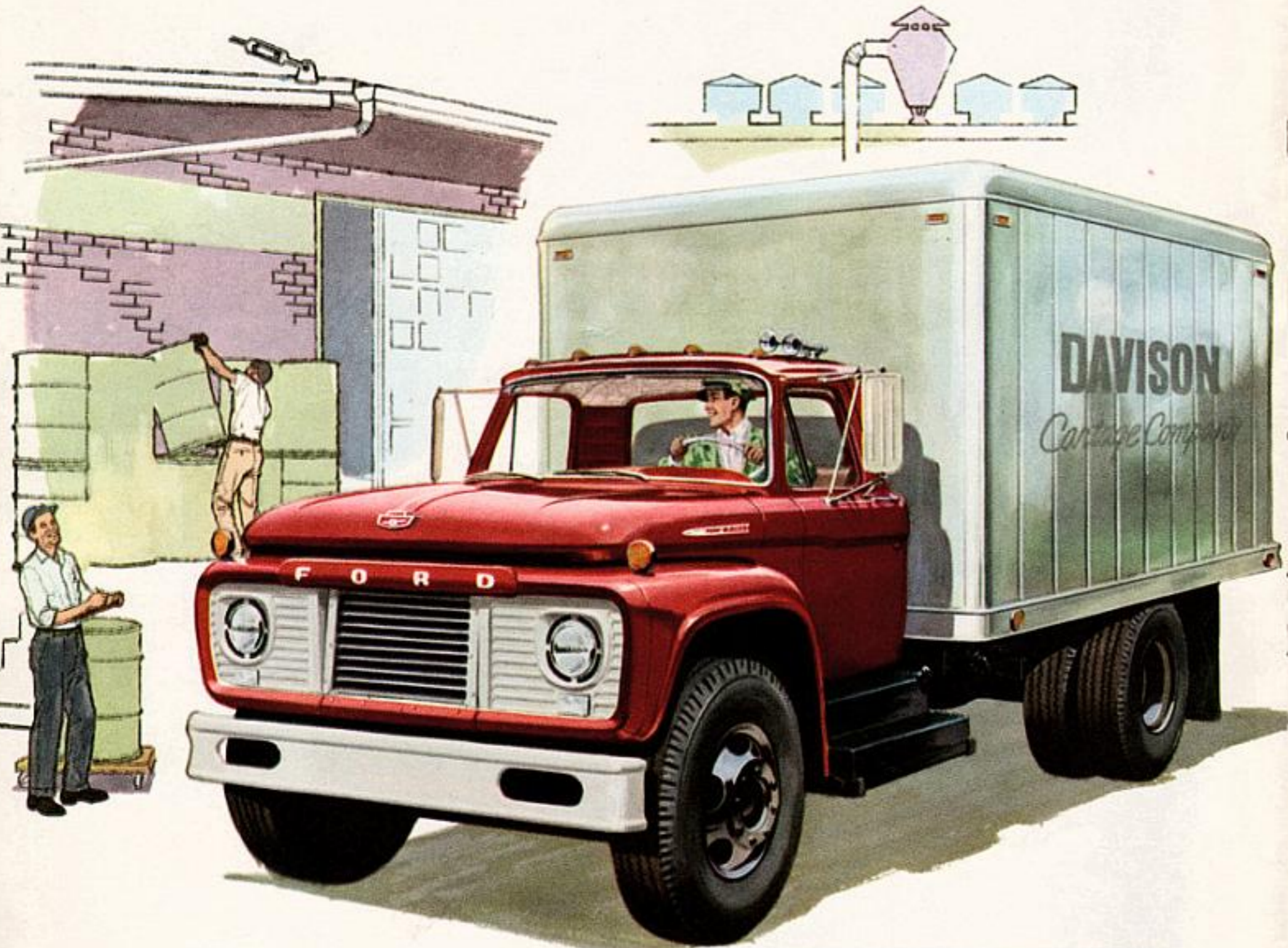
GVW: 22,000 lb.
Opt. GVW: 25,000 lb.
GCW: 42,000 lb.
Opt. GCW: 50,000 lb.

F-750

Wheelbases:
134, 146, 158, 176, 194, 212 in.

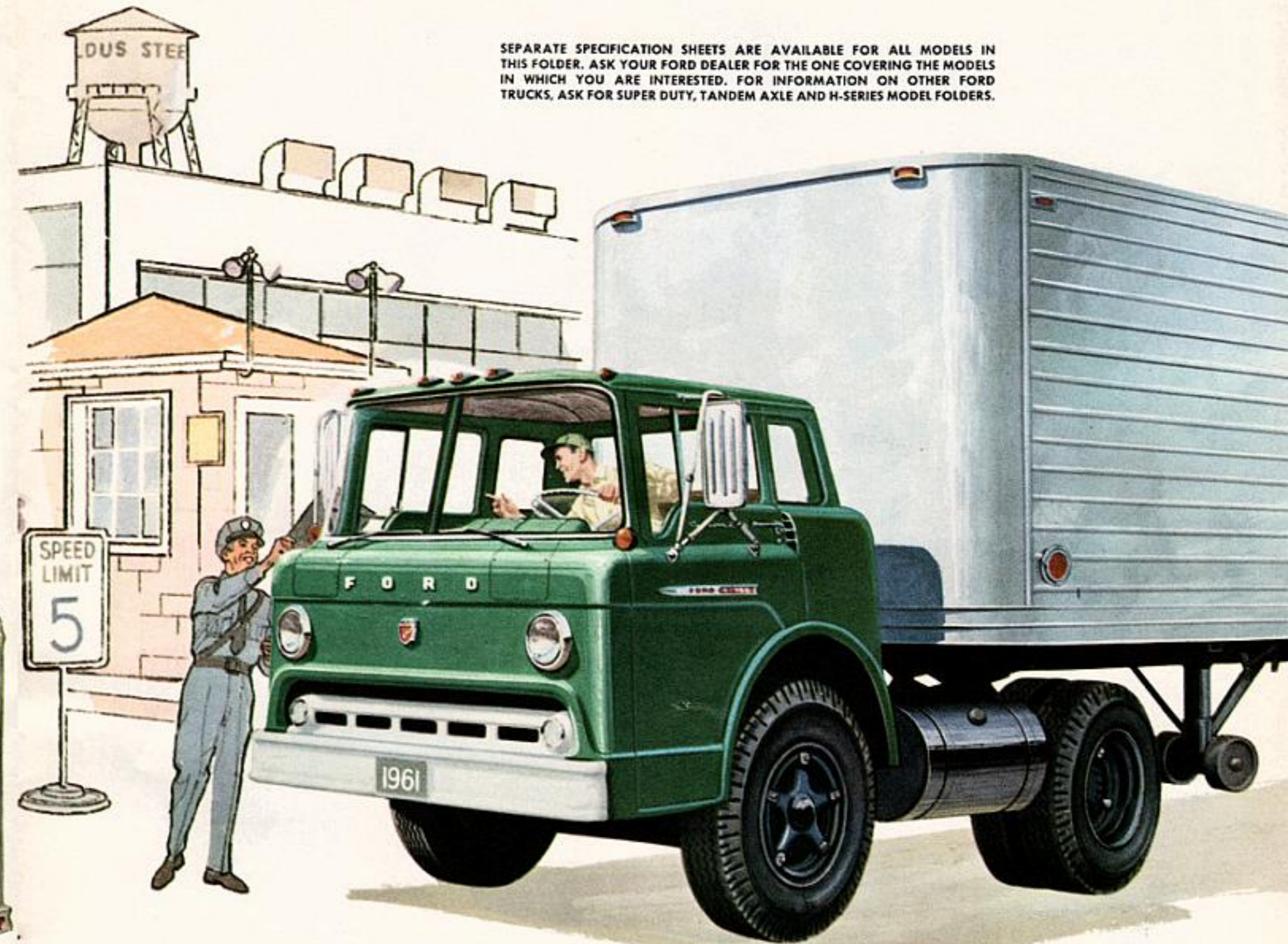
Ford covers the top end of the 19,501—26,000-lb. GVW class with two conventional and two Tilt Cab Heavies that have proved to be the economy and performance leaders of this class. For '61, the big 332 HD V-8 is standard in all the 750 as well as the 800 models. And, a wider choice of chassis options makes these dependable units more adaptable to a wider-than-ever range of jobs.

F-Series models have a 102-inch bumper-to-back-of-cab dimension with front axle set back 28 inches from front bumper. This permits longer trailers within a given over-all length and higher allowable payloads—especially in the "bridge formula" states.



FORD F-750's have 6,000-lb. front axle and 16,000-lb. single-speed rear axle standard, with 7,000-lb. front and 18,500-lb. rear axles available. Both front axles feature a wider track for increased maneuverability and greater stability.

SEPARATE SPECIFICATION SHEETS ARE AVAILABLE FOR ALL MODELS IN THIS FOLDER. ASK YOUR FORD DEALER FOR THE ONE COVERING THE MODELS IN WHICH YOU ARE INTERESTED. FOR INFORMATION ON OTHER FORD TRUCKS, ASK FOR SUPER DUTY, TANDEM AXLE AND H-SERIES MODEL FOLDERS.



FORD C-750's have 7,000-lb. front axle and 16,000-lb. single-speed rear axle standard, with 18,500-lb. rear axles optional. Tractor package with ICC-approved brake and electrical equipment is available for models equipped with air brakes.

C-Series models offer all the maneuverability and payload advantages of tilt-cab design plus long-lived dependability. Printed electrical circuits for instrument panel wiring provide increased reliability and each circuit is color-coded for simplified maintenance. There's less chance of loose connections. Ford's C-Series cabs are now available with a lightweight fiberglass sleeper cab that provides a full 25-inch sleeping width compartment yet has only an 84.5 inch BBC length. Unison-Action driver's seat is also available for added driving comfort.

GVW: 23,000 lb.
Opt. GVW: 25,000 lb.
GCW: 42,000 lb.
Opt. GCW: 50,000 lb.

C-750

Wheelbases:
99, 111, 135, 153, 175 in.

Ford Heavies for '61 provide greater durability for tough on-or-off-road work!

GVW: 24,000 lb.
Opt. GVW: 25,000 lb., 27,000 lb.
GCW: 50,000 lb.

F-800

Wheelbases:
134, 146, 158, 176, 194, 212 in.

Independent mounting systems for F-Series cab and radiator effectively separate both from adjacent sheet metal parts for greater durability. Extra long and wide leaf front springs absorb more road shock, give a smoother ride. Radius-rod-leaf type rear springs provide better axle alignment, improved ride and longer spring life. Top of frame is rivet-free from rear of cab to the rearmost cross member, with cross members fastened to frame web for easier mounting of bodies and fifth wheels.



FORD F-800's have 6,000-lb. front axle and 18,500-lb. single-speed rear axle standard, with 7,000-lb., 9,000-lb. and 11,000-lb. front axles available. Rear axle options include both Timken and Eaton models of 22,000-lb. capacity.



FORD C-800's have a 9,000-lb. front axle and an 18,500-lb. rear axle standard, to take maximum advantage of the 1/3-2/3 weight distribution obtained with tilt-cab design. 11,000-lb. front and 22,000-lb. rear axles are available.

GVW: 27,000 lb.
GCW: 50,000 lb.

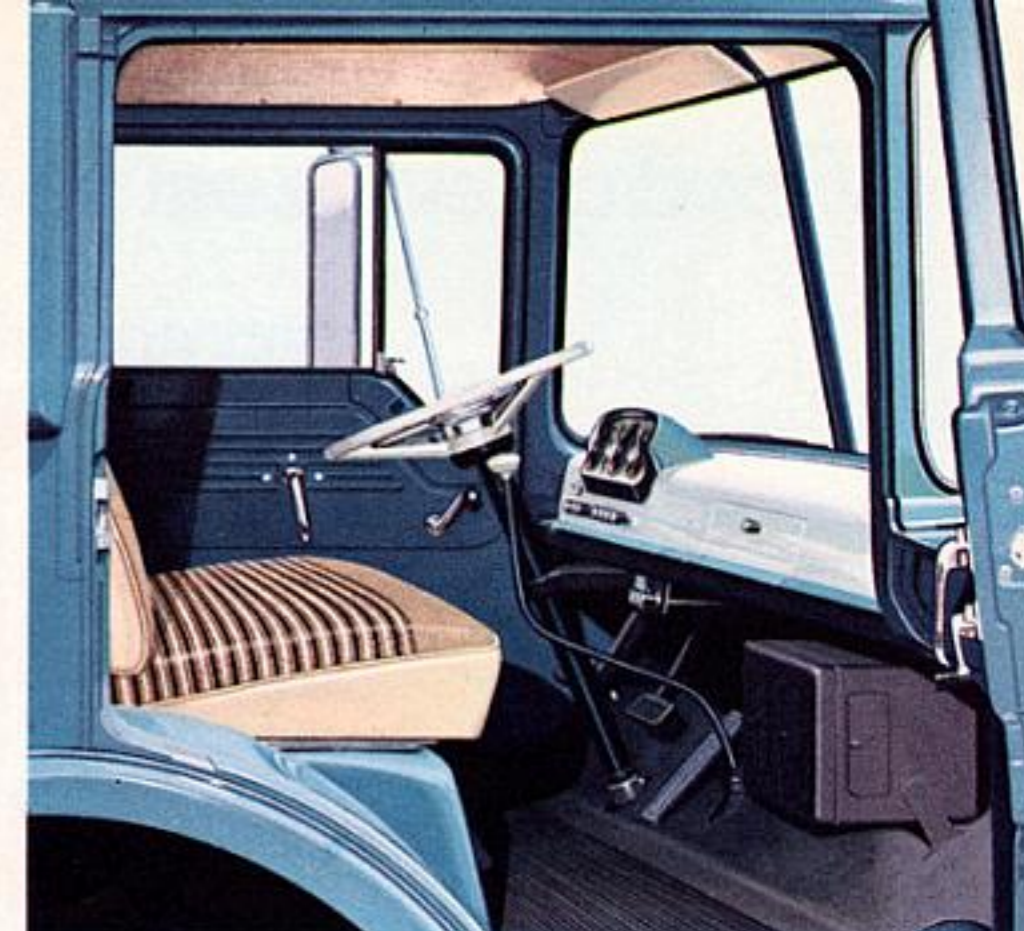
C-800

Wheelbases:
99, 111, 135, 153, 175 in.

Long wheelbase models have been added in both the F- and C-Series. Special bodies up to 21 feet long can be installed in F-Series units and the C-Series will now accommodate bodies up to 22 feet. Timken rear axles of 22,000-lb. capacity are now available for F- and C-800 Series. Electrical system reliability is improved with chassis wires fastened to frame web by snap-on plastic clips. Wires are removed from frame edge or bottom, placing them out of the way of moisture, mud and ice.



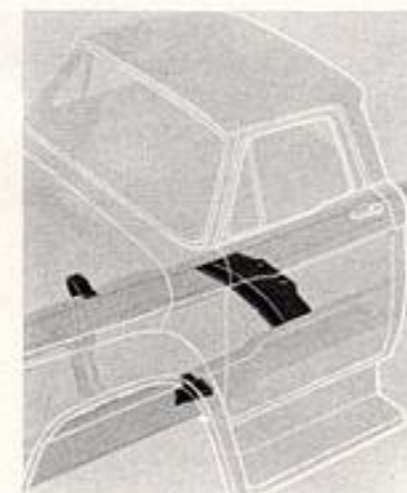
CONVENTIONAL CUSTOM CAB



CUSTOM TILT CAB

Ford Driverized Cabs

Ford conventional cabs for '61 are wider and more durable. Cab life is greatly increased by a triangular mounting system, thicker metal in floor pan and door inner panels, and a flat floor reinforced for heavy service.



Cab mounting system consists of two front supports located on frame outriggers, and two closely spaced rear supports. This arrangement provides the required stability while permitting the cab to "rock" independently of frame, fenders and front-end sheet metal so that sheet metal strains are reduced and ride is improved.

Conventional Cab Mounting



The Ford Tilt Cabs offer greater electrical system reliability and simplified maintenance with printed circuits for the instrument cluster wiring. Comfortable Unison-Action driver's seat, fiberglass sleeper cab and "horizontal sweep" Parallel Action windshield wipers are all new C-Series options for '61. Sleeper cab compartment (shown above) meets all ICC requirements. And the attractive exterior colors are in Ford's famous Diamond Lustre Finish that stays new looking far longer. Two-tone paint treatment is available on C-Series models.

CONVENTIONAL AND TILT CAB FEATURES

STANDARD CAB

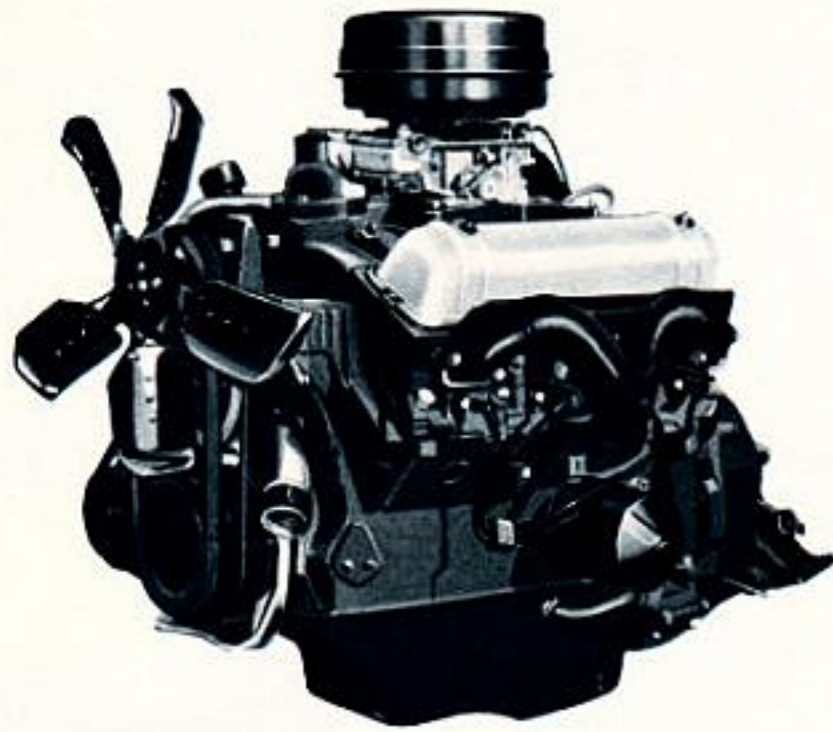
- Brown basket weave pattern vinyl seat upholstery with dark brown vinyl bolster and seat facings
- Lifeguard steering wheel
- Safety Double-Grip door latches
- Dome light
- Left sun visor
- Ash receptacle
- Dispatch box
- Electric windshield wipers
- Theft-retardant ignition switch
- Sound deadener on floor and rear panel

CUSTOM CAB

(Features shown are in addition to those of the standard cab)

- Twill stripe woven plastic seat upholstery with brown woven-in bolster on front edge of cushion and top of seat-back—C-Series has vinyl seat-back bolster
- Chrome-trimmed instrument cluster
- White Lifeguard steering wheel
- Foam rubber in entire seat cushion and back (Driver's section only in C-Series seat-back)
- Fold-down arm rest on driver's side (C-Series)
- Arm rest on left door (F-Series)
- Cigar-cigarette lighter
- Sun visor on right side
- Insulation on cowl wall in cab (F-Series)
- Bright-metal windshield reveal molding
- Custom Cab emblem on each door
- Matched key locks on both doors
- Coat hook
- Two-tone paint treatment on dash (Also doors on F-Series)

Ford Heavies feature 332 HD V-8 for greater earning power



332 HD V-8

Bore—3.80 in. **Stroke**—3.66 in.
4-barrel Carburetor
Brake Horsepower—200 @ 3800 rpm
Maximum Torque—307 lbs-ft @ 2600-2800 rpm

Ford's 332 HD V-8 is built with special emphasis on durability. Stress-relieved cylinder heads, 4-ring aluminum alloy pistons, intake valve seat inserts, sodium-cooled exhaust valves and tungsten-cobalt alloy exhaust valve seat inserts are typical heavy-duty features of this engine. A positive crankcase ventilation system for even greater engine life is optional.

And with Ford's modern short-stroke design, pistons travel at slower speeds for less engine effort and wear. This means more efficient, dependable power and long-lived durability that add up to greater operating economy. You get topnotch performance on regular gasoline.

Frames for Ford's F-Series models have been designed to make mounting of bodies and equipment easier. Side rails are straight for full length, with no rivet heads on top from rear cab mount to the rear-most cross member. Rear frame cross member on the short wheelbase models has drop-center section for improved trailer kingpin clearance, making trailer coupling faster and easier.

Both the conventional and tilt-cab frames incorporate the nominal 34-inch width behind the cab but the tilt-cab frames are specially engineered to lower the engine and thus permit the use of a full-width cab seat. A check of the features shown on this spread will show that Ford chassis are efficiency-built—with extra strength in every component part, yet with no excess weight.

Single-speed rear axle is standard with electric-shift two-speed types available. Optional axles for '61 permit wide selection of makes, capacities and ratios.

Vacuum-hydraulic brakes are standard with air-over-hydraulic or full-air optional. Air brake drums are centrifugally cast within a steel outer shell for greater durability and longer life.

with wide range of chassis options in all types of operations!

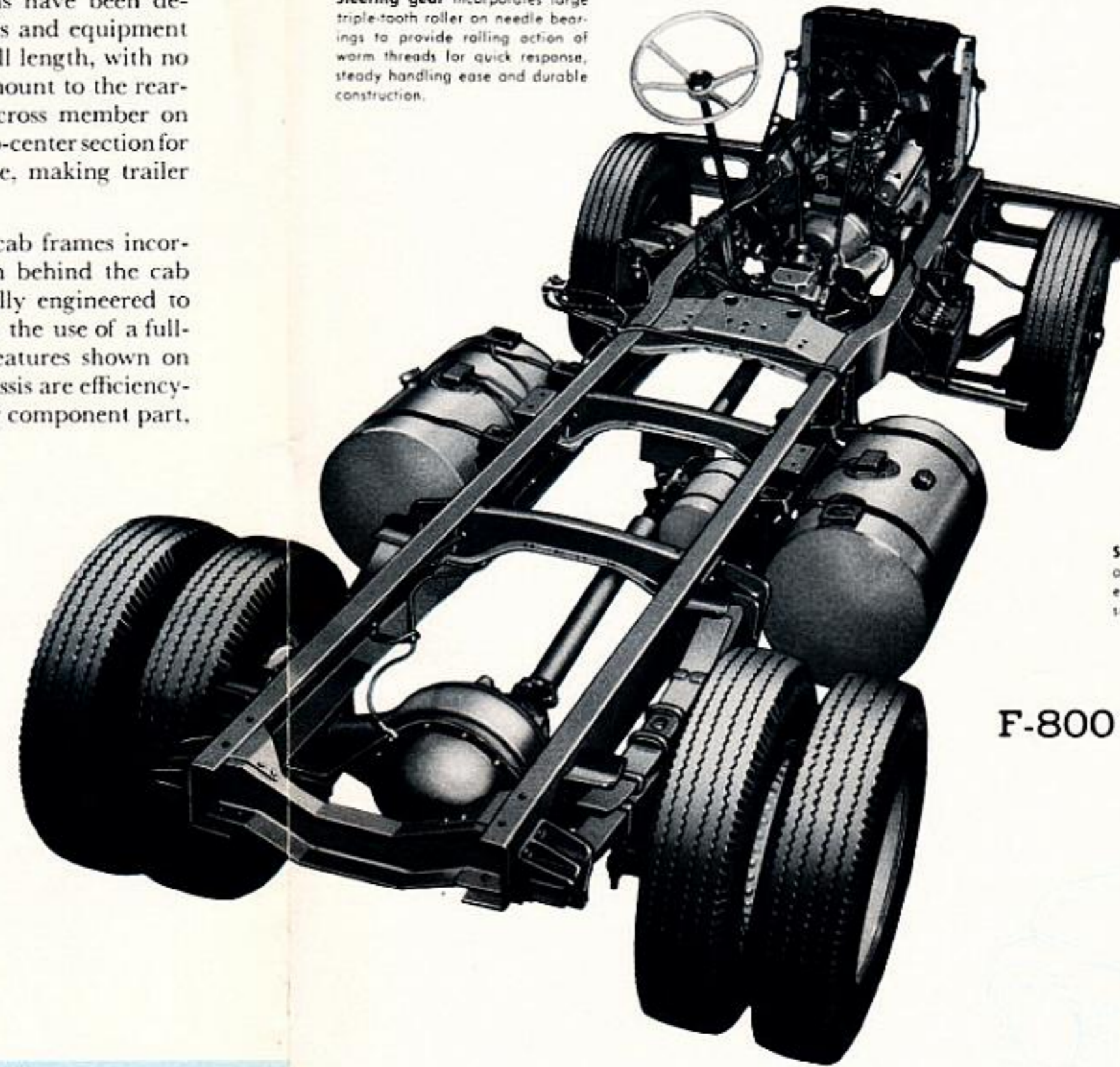
Steering gear incorporates large triple-tooth roller on needle bearings to provide ralling action of worm threads for quick response, steady handling ease and durable construction.

Radiator construction features soldered lock-seam joints and thicker tank and header walls for greater strength and rigidity.

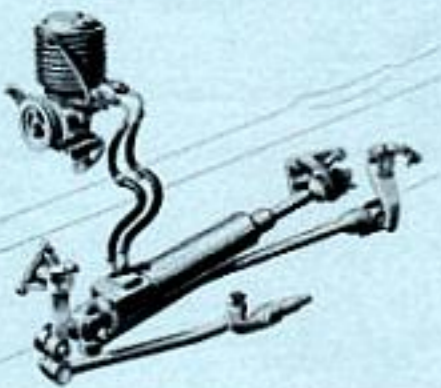
High capacity front axles have wider tread which provides increased stability when cornering or in rough terrain.

Internal shoe parking brake on rear of transmission affords extra protection from water and dirt.

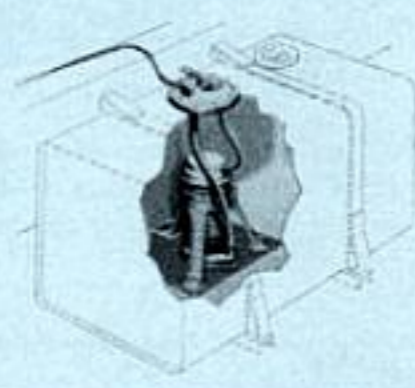
Straight-line drive with large diameter tubular shafts and rubber-encased center bearing gives smooth power flow.



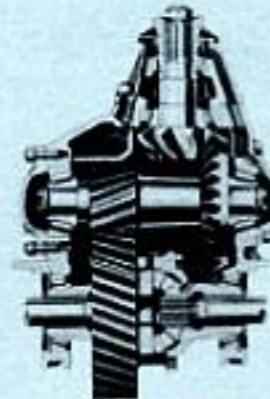
F-800 Conventional Chassis



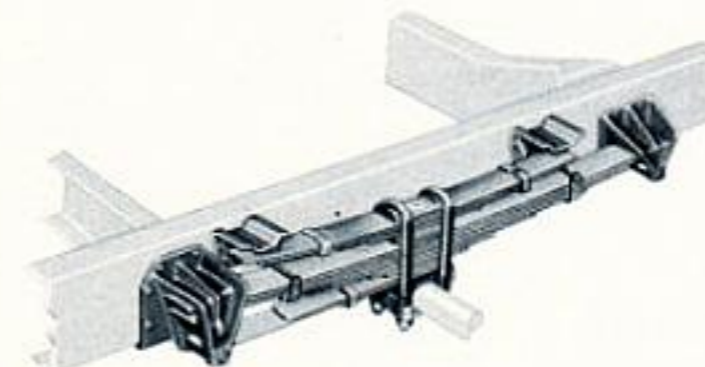
Master-Guide power steering option greatly reduces driver steering effort for safe, smooth and easy handling. This full-time system is available on both F- and C-Series models (F-Series illustrated).



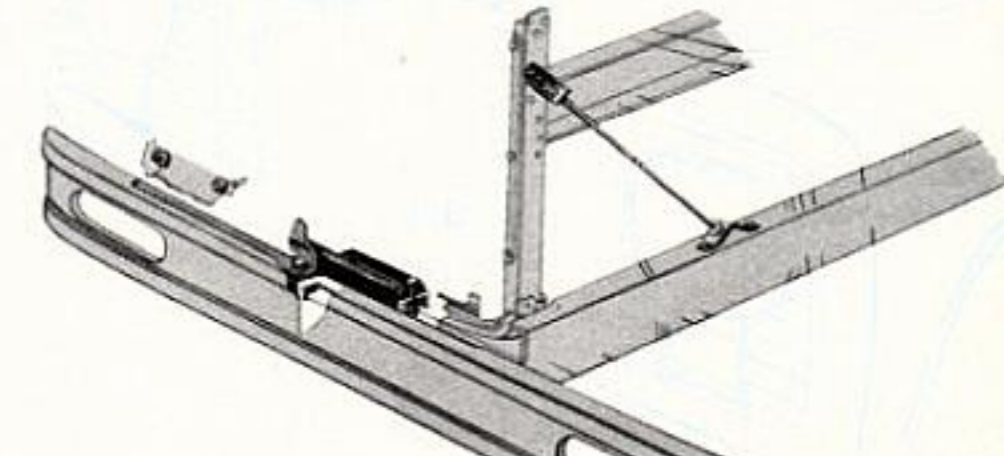
Electric fuel pump mounted in standard and optional tanks is a reliable source of fuel. Pump is independent of engine rpm's—provides ample fuel at any vehicle speed, virtually eliminates vapor lock!



Timken rear axles of 22,000-lb. capacity are new options for F- and C-800 Series. They are available with double reduction single-speed or double reduction two-speed gearing, in a wide variety of ratios.



Radius-rod-leaf rear springs, standard on F-Series, maintain more accurate axle alignment, give longer spring life. Lower section functions as a radius rod to transmit driving and braking thrusts. Upper leaves are free to serve as load-carrying members.



Independent radiator mounting system prevents transfer of road shocks through sheet metal and greatly extends radiator life. Radiator "horseshollar" is center-mounted on front cross member with diagonal braces to the frame side rail for added support. Fenders and front-end sheet metal have no connection with radiator and are also separated from the cab for greater durability.

FORD Truck Bonus Benefits

1

LOW INITIAL INVESTMENT

Ford's Heavy Duty Series are not only priced lower than many other makes, but they give you more value for your transportation dollar. Every model is available with a wide choice of options to enable you to get the exact truck you need for your operation.

2

MAXIMUM LOADS

Ford's realistic GVW and GCW ratings plus judicious use of materials having high strength-to-weight ratios for the major load-carrying components result in bigger payloads. Reduced bumper-to-back-of-cab dimensions and short bumper-to-front-axle dimensions permit maximum payloads—especially in those states having "bridge formula" limits.

3

LOW OPERATING COSTS

Ford's short-stroke engines are designed to give you more usable power from each gallon of gas. They're mighty easy on oil, too! You can choose from an almost limitless number of transmission and axle ratio combinations for the best economy with the kind of performance you need.

4

LOW MAINTENANCE COST

Ford's F- and C-Series trucks are engineered and built to provide top performance in toughest service. They offer completely balanced design throughout with ample reserve capacity in all components. And when repairs are needed, you save again because Ford Parts cost less.

5

GREATER DEPENDABILITY

Ford's electrical system is one of the most troublefree in the industry. Chassis wires are held in frame web where they are protected from moisture, dirt and road salt. Electric pumps mounted in the fuel tanks deliver ample fuel to carburetor at all times—and Ford's Full-Flow oil filters and oil-bath air cleaners effectively protect the engine from dirt and abrasives.

6

LONGER LIFE

The same factors that are responsible for Ford's lower maintenance costs and greater dependability also contribute to longer life. Constant attention to detail, rigorous testing, careful craftsmanship and the desire to build the best—make Ford the endurance champ.

AND YOU CAN GET LOW-COST FORD DEALER SERVICE COAST-TO-COAST

OVER 6,800 FORD DEALERS

Whatever your route, even if you are on a coast-to-coast trip, you'll always find one of the more than 6,800 Ford Dealers nearby to give quick assistance in solving most service problems. In this great service network are hundreds of specially trained Heavy Duty dealers with the modern facilities and know-how to provide the kind of service you need to keep your truck on the job. These strategically located specialists offer prompt parts delivery and can arrange for on-location service to keep your trucks rolling. And, because these dealers carry a complete stock of normal replacement parts, you need not invest in a large parts inventory of your own.



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FORD TRUCKS COST LESS . . . tests certified by independent automotive experts prove it!



FORD DIVISION. *Ford Motor Company,*