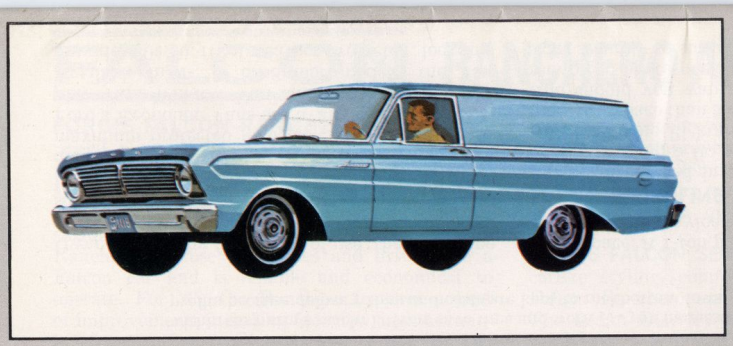


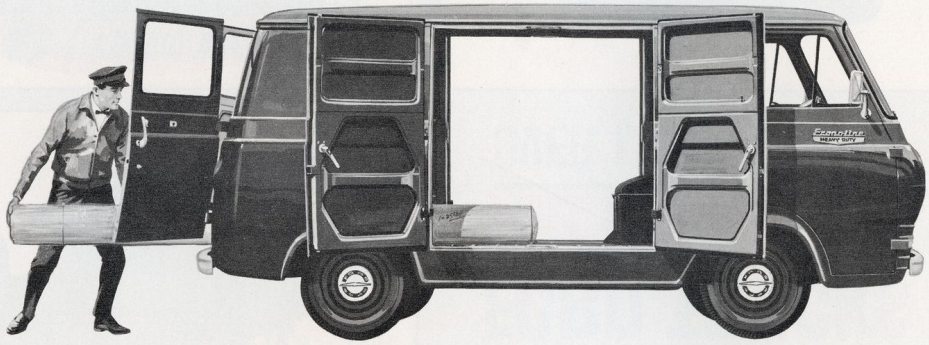
1965 FORD TRUCKS

FULL LINE CATALOG

OVER 1,000 MODELS

FORD ECONOLINE TRUCKS

Easy loading and unloading, big loadspace, and economy of operation make Ford Econolines the most sought after compact delivery trucks in the industry. The Econoline's 90-inch wheelbase, short overall length and 34½-ft. turning diameter mean you can park in less space, maneuver better in traffic . . . save time and money. For '65, a host of improvements provide Econolines with better performance, increased reliability and more ease for the driver than ever before. A 170-cu. in. Six is now standard; a big 240-cu. in. Six is optional. Ford Econolines are priced low, and operating costs are at a minimum.

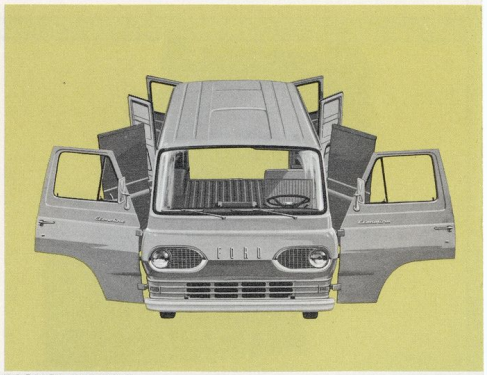


LOADING EASE AND BIG LOADSPACE!

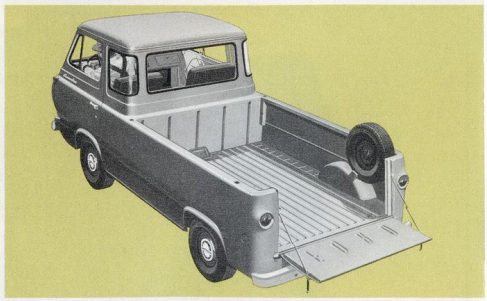
The Econoline Van with optional left-side doors lets you load from three sides onto a low, flat, steel-ribbed floor that's over 5 feet wide and 7 feet long to the back of the engine compartment . . . up to 12¾ ft. long from rear doors to dash panel. No need to arrange your cargo on a "first-on, last-off" basis as every part of the load is within easy arm's reach. Drivers save time and work . . . you increase profits because delivery time and costs are kept to rockbottom lows!

Owner-proved by four years of use, the Econoline Van is by far the most popular closed-body truck sold anywhere! The Econoline was the first to bring an outstanding new design concept to the delivery truck market . . . the perfect answer to maximum protected loadspace at minimum cost. Ford's Econoline Vans are available as Van, Display Van, Window Van and Panel Van models. Available in 4-, 6- or 8-door models, the Van provides 204 cu. ft. of weather-protected, lockable cargo space. A 1-ton payload package option gives you a 2100-lb. payload capacity.

FORD'S ECONOLINE PICKUP can haul up to a full 1-ton payload in a cargo box that measures over 7 ft. long, 5 ft. wide and almost 2 ft. deep. The Econoline Pickup provides as much as 23% more loadspace than a conventional ½-ton pickup. And should you want to double your loadspace, reinforced stake pockets will hold stake or panel sides securely to support tall or bulky loads.



ECONOLINE VAN



ECONOLINE PICKUP

FALCON RANCHERO AND SEDAN DELIVERY

FORD'S FALCON RANCHERO is the budget-priced, prestige pickup for town and country. It's just about perfect for people who want car comfort and styling—and 800 pounds of carrying capacity, too! Salesmen, architects, engineers, contractors, suburbanites and ranchers like the Falcon Ranchero because it handles and drives like a Falcon car and is reliable and economical to operate. For '65, the Ranchero features a host of improvements including four new engines ranging from 105 to 225 horsepower, a new 3-speed Cruise-O-Matic transmission, lower ratio rear axle for greater economy, crisp interior and exterior styling, and improved handling. For sports car get-up-and-go, a 289-cu. in. V-8 (with two- or four-venturi carburetor) matched with a 4-speed stick-shift transmission gives standout performance!

FORD'S FALCON SEDAN DELIVERY has all the carlike styling, comfort and driving ease of a Falcon Ranchero and can haul a 700-lb. load. The Sedan Delivery has over 27 sq. ft. of flat cargo floor space (7 ft. long from back of driver's seat to tailgate) that is protected from the weather and is lockable and accessible from the front seat or tailgate. Tailgate window can be lowered manually or electrically (optional) for ventilation or access to the tailgate latch. The rear opening is 45½ inches wide and 27 inches high to accommodate moderate-size packages. A weather-sealed plywood floor has longitudinal steel skid strips to help ease cargo in and out. In addition, all main underbody structural members are heavily galvanized for protection against rust and corrosion. Look to a Falcon Sedan Delivery for an unbeatable combination of operating economy and fast delivery!

SERIES		RANCHERO SEDAN DEL'Y	ECONOLINE Std.	ECONOLINE 1-Ton (Opt.)
GVW RATING (lb.) MAX.		3,640	4,350*	4,930
AXLE, FRONT—Cap'y (lb.)		1,650▲	2,150	2,150
AXLE, REAR—Cap'y (lb.)	Std.	2,000†	2,300	2,780†
	Opt.	2,450†	2,780†	
BRAKES, SERVICE		Hydraulic		
BRAKES, PARKING		Rear Wheels		
ENGINE	Std.	170-cu. in. Six	170-cu. in. Six	
	Opt.	200-cu. in. Six 289-cu.in.V-8 (2V) 289-cu.in.V-8 (4V)	240-cu. in. Six	
CLUTCH (Dia. in.)	Std.	8.5 (w/Sixes) 10.5 (w/V-8)	8.5 (w/170 Six) HD 10 (w/240 Six)	
TRANSMISSIONS	Std.	3-Speed (D)	3-Speed (D)	
	Opt.	4-Speed (D) Cruise-O-Matic	Cruise-O-Matic	
SPRINGS, FRONT-Cap'y (lb.)	Std.	1,195	855	955
	Opt.	1,400#	955	
SPRINGS, REAR-Cap'y (lb.)	Std.	950	1,025	1,230
	Opt.	—	1,230	—
POWER STEERING		Opt.	N.A.	
TIRES (Tubeless)	Std.	6.95 x 14 4 PR	6.50 x 13 4 PR	7.35 x 14 8 PR
Max. Rear,	Opt.	7.35 x 14 4 PR	7.35 x 14 8 PR	7.00 x 14 8 PR TT

*Requires 6.95-14 8 PR tires #Standard w/V-8. N.A. w/Six
▲Rating for front angle-poised, ball-joint suspension TT—Truck Type
(D) Direct Drive †Available w/Limited-Slip differential

FORD LIGHT-DUTY TRUCKS

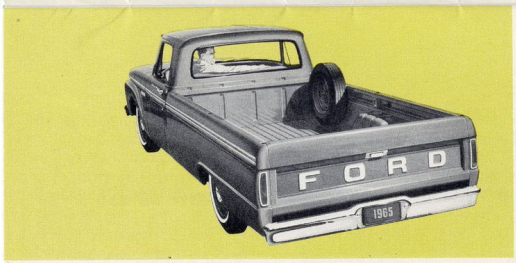
F-100, F-250, F-350

1965 Ford F-100 and F-250 trucks have a new kind of ride, handling and performance that excels anything previously available. This is the result of Ford's new exclusive Twin-I-Beam independent front suspension that gives you not one, but *two* front axles. Both are forged steel I-beams. Twin-I-Beam suspension gives you the best ride and handling of any full-size pickup on the road today. In addition, three new, more powerful engines give better performance than ever before. Economy is outstanding, too! Ford's new engines can cruise at lower rpm's and thereby use less fuel than the engines they replaced. Oil change and chassis lubrication intervals have been extended to 6,000 miles or 6 months, whichever comes first.

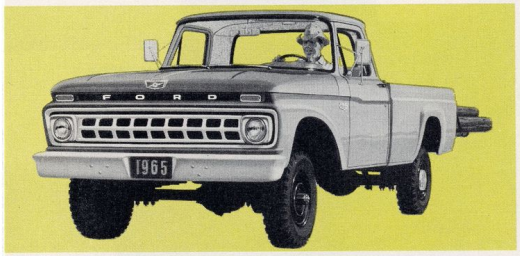
F-100 STYLESIDE PICKUP

TWIN I BEAM
INDEPENDENT SUSPENSION

F-100 separate Styleside (illustrated) and Flareside pick-ups are available with 115- and 129-inch wheelbases and have 6½- or 8-ft. cargo boxes. (Flareside pickup has running boards between cab and rear fenders.)



F-250 STYLESIDE
F-250 trucks have a new longer 129-inch wheelbase and have 8-foot bodies. Styleside (illustrated) and Flareside pickup bodies are available. The Styleside has 76.4-cu. ft. capacity; Flareside has 65.4-cu. ft. capacity; 7½-ft. stake models have 108.7-cu. ft. capacity. The 129-inch wheelbase is ideal for accommodating 10-ft. cab-over camper coaches.



FOUR-WHEEL DRIVE
F-100 and F-250 4-wheel drive trucks have rugged "go anywhere" ability for severe off-highway work. Both series take 8-ft. bodies on 120-inch wheelbase chassis. Pickup, stake, platform, and chassis-cab models are available.

F-350 STAKE
The F-350 Series 9-ft. stake with dual rear wheels (illustrated) carries a 10,000-lb. max. GVW rating. Maximum GVW for pickup models with single rear tires is 8,000 pounds. Other models for this series are platform, chassis-cab, chassis-cowl, and chassis-windshield models. Wheelbase is 132 inches.

Ford pickups are available in a wide range of models, sizes and ratings to meet any pickup requirement. Each model represents top value in its class. 1965 F-100 and F-250 Styleside pickup boxes feature doublewall side panels and tailgate to provide increased strength and to protect exterior sheetmetal. Cabs are more spacious.

A new flex-joint steering column minimizes the transfer of road shock to the steering wheel. Flat-top wheelhousings afford better loading arrangements.

Other popular Ford Styleside pickup features include a one-hand-operated, centrally located tailgate latch; fold-in type tailgate straps that can support 1-ton loads, and an optional tool compartment under the cargo floor and in front of the right rear wheel opening.

All three Ford light-duty series offer Styleside and Flareside pickups, stake, platform and chassis-cab models. In addition, Ford pickup and chassis-cab models are ideal recreational vehicles when equipped with one of Ford's three "Camper Special" packages. Camper coach bodies can be slipped into the Styleside pickup in a matter of minutes, or mounted directly to the frame of chassis-cab models.

SERIES		F-100	F-100 (4 x 4)	F-250	F-250 (4 x 4)	F-350
GVW RATING (lb.) MAX.		5,000	5,600	7,500	7,700	10,000
AXLE, FRONT—Cap'y (lb.)	Std.	2,600 (TIB)	3,000	3,000 (TIB)	3,000	3,800
	Opt.				3,500	
AXLE, REAR—Cap'y (lb.)	Std.	3,300		5,200		7,400
	Opt.	3,300 Limited-Slip		5,200 Limited-Slip		
BRAKES, SERVICE	Std.	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic
	Opt.					Vac.-Hyd.
BRAKES, PARKING	Std.	Rear Wheels				Internal Shoe
ENGINE	Std.	240-cu. in. Six				
	Opt.	300-cu. in. Six 352-cu. in. V-8				
CLUTCH (Dia. in.)	Std.	10	HD 11	10	HD 11	
	Opt.	HD 11		HD 11		
TRANSMISSIONS	Std.	3-Speed (D) 3-Speed (O) 4-Speed (D) Cruise-O-Matic	3-Speed (D) 4-Speed (D)	3-Speed (D) 4-Speed (D) Cruise-O-Matic	3-Speed (D) 4-Speed (D)	4-Speed (D) HD 3-Speed (D) Cruise-O-Matic
FRAME Wheelbases (in.)		115, 129	120	129	120	132
Section Modulus:	Std.	2.98	4.74	3.71	4.74	5.27
SPRINGS, FRONT—Cap'y (lb.)	Std.	1,005	1,200	1,005	1,350	1,150
	Opt.	1,125 1,250		1,125 1,250		1,350
SPRINGS, REAR—Cap'y (lb.)	Std.	950	1,450	1,450	1,950	2,000
	■Opt.	1,250, 1,650 ■1,400, ■1,700	1,950	1,950, 2,400 ■2,500, ■2,950	2,400, ■2,500 ■2,950	3,200 ■3,800
TIRES (Tubeless**)	Std.	7.75 x 15—4 PR PT	7.75 x 15—4 PR PT	6.50-16—6 PR PT	6.50-16—6 PR PT	8-17.5—6 PR
Max. Rear,	Opt.	7-17.5—6 PR	7-17.5—6 PR	8-19.5—8 PR	8-19.5—8 PR	8-17.5—8 PR Dual Rear

■Combined capacity of main and auxiliary shown wherever auxiliary springs are standard or optional **Comparable tube-type available PT—Passenger Type
(D) Direct Drive (O) Overdrive (TIB) Twin-I-Beam

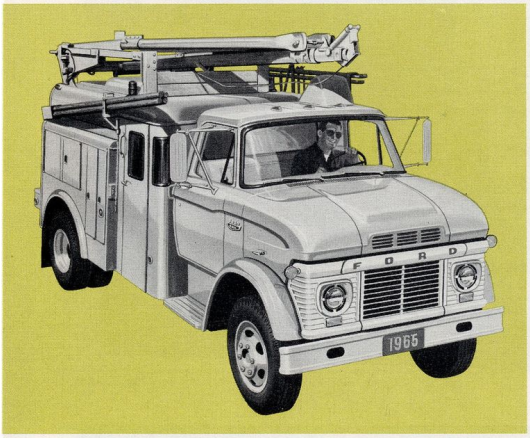
FORD MEDIUM-DUTY TRUCKS GASOLINE POWERED

F-500 AND F-600 105.5″ BBC | **N-500 AND N-600** 89″ BBC | **C-550 AND C-600** 82.5″ BBC

New standard equipment for 1965 Ford medium-duty trucks provides these Fords with greater reliability, economy and durability than ever before! For example, the new larger 240- and 300-cu. in. Sixes have more power, greater stamina and better acceleration than previous Ford Sixes. The optional 330-cu. in. V-8's continue to provide Ford mediums with the added power and torque needed to maintain highway speeds at part throttle and with less downshifting. This means you get better average road speeds, faster trips and increased income per hour. Other new standard reliability features include a battery-saving alternator, improved 2-stage oil filter, more reliable and durable wiring harness and a positive-engagement starting motor.

F-SERIES MEDIUMS are reliable low cost "money-makers"! Downtime and operating costs are kept to a minimum because of Ford low-maintenance chassis components, such as slipper-type springs that require less lubrication, and variable-rate, radius-leaf type rear springs that ride well empty or loaded.

C-SERIES MEDIUMS have set-back front axle design for superior maneuverability and to permit more payload to be carried on the front axle. Ford's popular tilt cab provides outstanding driver visibility, big-cab roominess and comfort, and excellent engine accessibility. Cab tilts forward in seconds to expose the entire engine to permit quick and easier maintenance.



N-SERIES MEDIUMS with a short 89-inch bumper-to-back-of-cab dimension boost loadspace and payload without increasing the wheelbase. Narrow front fender widths give N-Series trucks time-saving maneuverability. Visibility is excellent because the driver sits high above the sloping, short hood. A new longer 199-inch wheelbase with a 138-inch cab-to-rear-axle dimension is available on N-600 Series to accommodate bodies up to 21 feet long.

SERIES		F-500	F-600	C-550	C-600	N-500	N-600
GVW RATING (lb.) MAX.		20,000	23,000	20,000	23,000	20,000	23,000
GCW RATING (lb.) MAX.		25,000	32,000	25,000	32,000	25,000	32,000
AXLE, FRONT—Cap'y (lb.)	Std.	5,000	5,000	6,000	6,000	5,000	5,000
	Opt.		5,500 6,000		7,000		5,500 6,000
AXLE, REAR—Cap'y (lb.)	Std.	11,000 13,000 15,000	15,000 17,000	13,000 15,000	15,000 17,000	11,000 13,000 15,000	15,000 17,000
BRAKES, SERVICE	Std.	Hydraulic Vac.-Hyd.	Vac.-Hyd. HD Vac.-Hyd. Air-Over-Hyd. Full Air	Hydraulic Vac.-Hyd.	Vac.-Hyd. HD Vac.-Hyd. Air-Over-Hyd. Full Air	Hydraulic Vac.-Hyd.	Vac.-Hyd. HD Vac.-Hyd. Air-Over-Hyd. Full Air
BRAKES, PARKING	Std.	Internal Shoe					
	Opt.		*Maxibrake		*Maxibrake		*Maxibrake
ENGINE	Std.	240-cu. in. Six 300-cu. in. Six 330-cu. in. V-8	240-cu. in. Six 300-cu. in. HD Six 330-cu. in. V-8 330-cu. in. HD V-8	300-cu. in. HD Six 330-cu. in. V-8	300-cu. in. HD Six 330-cu. in. V-8 330-cu. in. HD V-8	240-cu. in. Six 300-cu. in. Six 330-cu. in. V-8	240-cu. in. Six 300-cu. in. HD Six 330-cu. in. V-8 330-cu. in. HD V-8
CLUTCH (Dia. in.)	Std.	HD 11 12, 13		12 13		HD 11 12, 13	
	Opt.						
TRANSMISSIONS	Std.	4-Speed (D) 5-Speed (D) 5-Speed (O)					
	Opt.						
FRAME Wheelbases (in.)		132, 156	132, 144, 156, 174 / 194	99, 111, 135, 153		121, 132, 144	121, 132, 144, 163, 181 / 199
Section Modulus:	Std.	9.45	9.45 / 10.64	9.95		9.45	9.45 / 10.64
	Opt.		11.84 18.00				11.84† 18.00
SPRINGS, FRONT—Cap'y (lb.)	Std.	1,750 2,700	2,700 3,500	2,500	2,500 2,800 3,900	1,750 2,700	2,700 3,500
SPRINGS, REAR—Cap'y (lb.)	Std.	4,500 6,700 ■6,750, ■8,950	6,700 8,100, 9,300 10,400, ■8,950 ■10,350, ■11,550 ■12,650	■6,200	■6,200 ■7,250 ■10,000	4,500 6,700 ■6,750, ■8,950	6,700 8,100, 9,300 10,400, ■8,950 ■10,350, ■11,550 ■12,650
POWER STEERING		Optional					
WHEELS	Std.	6-Hole Disc	6-Hole Disc Cast Spoke	6-Hole Disc	6-Hole Disc Cast Spoke	6-Hole Disc	6-Hole Disc Cast Spoke
	Opt.						
TIRES (Tube-Type)	Std.	7.00 x 20 8 PR	7.50 x 20 8 PR	7.00 x 20 8 PR	7.50 x 20 8 PR	7.00 x 20 8 PR	7.50 x 20 8 PR
	Max. Rear, Opt.	8.25 x 20 10 PR	9.00 x 20 10 PR	8.25 x 20 10 PR	9.00 x 20 10 PR	8.25 x 20 10 PR	9.00 x 20 10 PR

■Combined capacity of main and auxiliary shown wherever auxiliary springs are standard or optional †N.A. w/121″ or 199″ wb. *Full air brakes required
(D) Direct Drive (O) Overdrive

FORD PARCEL DELIVERY TRUCKS GASOLINE/DIESEL POWERED

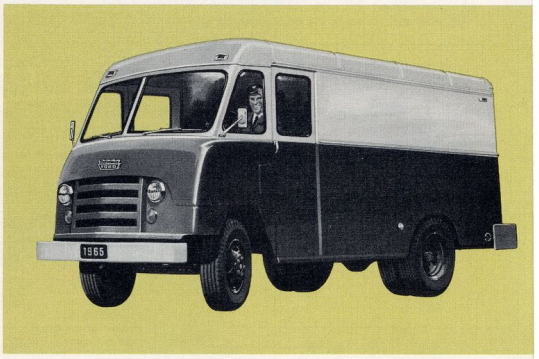
P-100 THRU P-500 P-3500 THRU P-5000

Ford parcels have long been the favorites of many small and large city-delivery fleets because Ford chassis are designed to take the constant punishment of severe stop-go delivery work.

Available with gas or Diesel power, 1965 Ford parcel chassis feature high-strength steel ladder-type frames to provide solid support for all types of bodies, short turning diameters for excellent maneuverability, and new more powerful and durable high-displacement Sixes to give you improved performance over previous Ford Sixes. 1965 Ford clutches have been improved to provide longer clutch life. Other standard features include an alternator that charges the battery even at engine idle, a positive-engagement starting motor that provides surer starts, and an Orscheln parking brake lever.

Ford parcels come in stripped-chassis models in six wheelbases ranging from 96 to 154 inches. Available by special order are larger P-600 Series models with GVW's up to 17,000 lb.

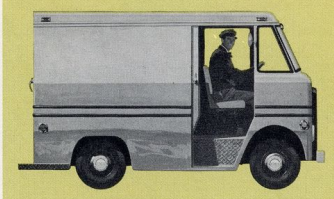
SERIES		P-100	P-350	P-400	P-500	P-3500	P-4000	P-5000
GVW RATING (lb.) MAX.		5,000	8,000	10,000	15,000	8,000	10,000	15,000
AXLE, FRONT—Cap'y (lb.)	Std.	2,600	3,800		4,700	3,800		4,700
AXLE, REAR—Cap'y (lb.)	Std.	3,300	5,200	7,400	11,000	5,200	7,400	11,000
	Opt.		5,200†		13,000	7,400		
			7,400					
BRAKES, SERVICE	Std.	Hydraulic	Hydraulic Vac.-Hyd.			Hydraulic	Hydraulic Vac.-Hyd.	
	Opt.							
BRAKES, PARKING	Std.	Cable-type, Rear Wheels	External Band					
ENGINE	Std.	170-cu. in. Six	240-cu. in. Six			220-cu. in. Diesel		
	Opt.		300-cu. in. Six					
CLUTCH (Dia. in.)	Std.	10	HD 11			HD 11		HD 12
TRANSMISSIONS	Std.	3-Speed (D)	MD 3-Speed (D) HD 3-Speed (D) 4-Speed (D) Cruise-O-Matic		HD 3-Speed (D) 4-Speed (D) Cruise-O-Matic	HD 3-Speed (D) 4-Speed (D)		
	Opt.							



P-5000 SERIES is powered by Ford's proven 4-cylinder, 70-hp Diesel engine. In typical door-to-door delivery service where a great deal of engine idling and part throttle operation takes place, a Ford Diesel engine can cut your gasoline fuel costs in half. Maintenance and downtime is remarkably low with a Ford Diesel because the Diesel requires less maintenance than a comparable-size gasoline engine.

FRAME — Wheelbases (in.)	96, 102	104, 122	137	137 154	104, 122	137	137 154
FRAME — Section Modulus: Std.	2.65	3.34	6.24	6.24 9.45	3.34	6.24	6.24 9.45
SPRINGS, FRONT— Cap'y (lb.) — Std.	1,020	1,350		1,750	1,350		1,750
SPRINGS, FRONT— Cap'y (lb.) — Opt.	1,050	1,750		2,200	1,750		2,200
SPRINGS, REAR— Cap'y (lb.) — Std.	1,025	1,950	2,000	3,600	1,950	2,000	3,600
SPRINGS, REAR— Cap'y (lb.) — Opt.	1,250, 1,650	2,400, 2,750	3,200, ■3,800	4,500 ■5,300, ■6,200	2,400, 2,750	3,200, ■3,800	4,500, ■5,300 ■6,200
WHEELS — Std.	Disc						
TIRES (Tubeless*) — Std.	7.75 x 15—4 PR (PT)	7-17.5—6 PR	8-17.5—6 PR	8-19.5—8 PR	7-17.5—6 PR	8-17.5—6 PR	8-19.5—8 PR
TIRES (Tubeless*) — Max. Rear, Opt.	6.50 x 16—6 PR	8-17.5—6 PR Dual	8-17.5—8 PR Dual	8-22.5—8 PR Dual	8-17.5—6 PR Dual	8-17.5—8 PR Dual	8-22.5—8 PR Dual

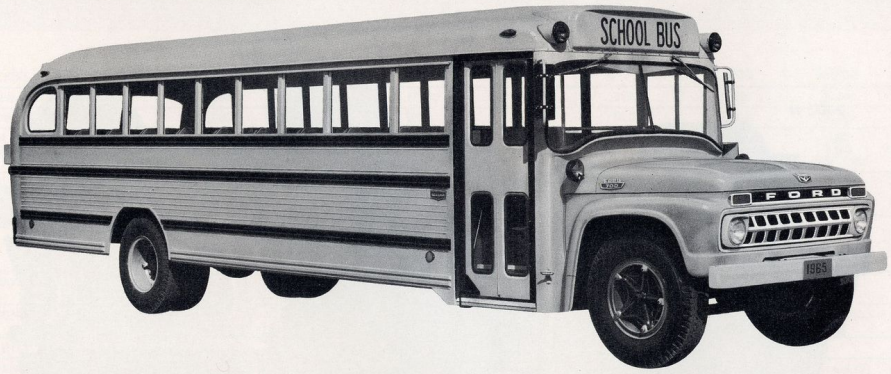
■Combined capacity of main and auxiliary shown wherever auxiliary springs are optional *Comparable tube-type available PT—Passenger Type
(D) Direct Drive †Limited-Slip



P-100 SERIES is available in 96-inch or 102-inch wheelbases. Ford's economy-winning 105-hp 170-cu. in. Six, 3-speed fully synchronized manual transmission, and a heavy-duty 10-inch clutch provide you with reliable, thrifty performance on any light-weight delivery run.

FORD SCHOOL BUS CHASSIS

B-500 B-600 B-700 B-750



Not only can Ford school bus chassis meet or exceed minimum standards recommended by the National Education Association, but in addition they offer a wide choice of power trains and other chassis components to meet your exact requirements. For example, three new, more powerful high-displacement Sixes and four high-displacement V-8's are available. Torque-matched heavy-duty clutches are designed to give long life service. 4-speed direct drive and 5-speed direct and overdrive transmissions are offered, and rugged Rockwell or Eaton single- or two-speed rear axles provide many years of trouble-free service. In addition, power brakes and steering, sturdy front springs, progressive-rate rear springs and new driver-designed controls contribute greatly to improved passenger comfort and driver efficiency. Whatever your transportation requirements may be, your Ford Dealer will be glad to help you write the specifications which are in the best interests of your community.

SERIES	B-500	B-600	B-700	B-750
GVW RATING (lb.) MAX.	20,000	23,000	25,500	
AXLE, FRONT—Cap'y (lb.) — Std.	5,000	5,000	5,500	
AXLE, FRONT—Cap'y (lb.) — Opt.		5,500, 6,000	6,000, 7,000	
AXLE, REAR—Cap'y (lb.) — Std.	11,000	15,000	15,000	17,000
AXLE, REAR—Cap'y (lb.) — Opt.	13,000 15,000	17,000	17,000 18,500	18,500
BRAKES, SERVICE — Std.	Hydraulic Vac.-Hyd.	Vac.-Hyd. HD Vac.-Hyd. Air-Over-Hyd. Full Air	Vac.-Hyd. HD Vac.-Hyd. Air-Over-Hyd. Full Air	
BRAKES, PARKING — Std.	Internal Shoe			
BRAKES, PARKING — Opt.	—	*Maxibrake		
ENGINE — Std.	240-cu. in. Six 300-cu. in. Six 330-cu. in. V-8	240-cu. in. Six 300-cu. in. HD Six 330-cu. in. V-8 330-cu. in. HD V-8	330-cu. in. V-8 330-cu. in. HD V-8	361-cu. in. HD V-8 391-cu. in. HD V-8
CLUTCH (Dia. in.) — Std.	HD 11 12, 13		13	

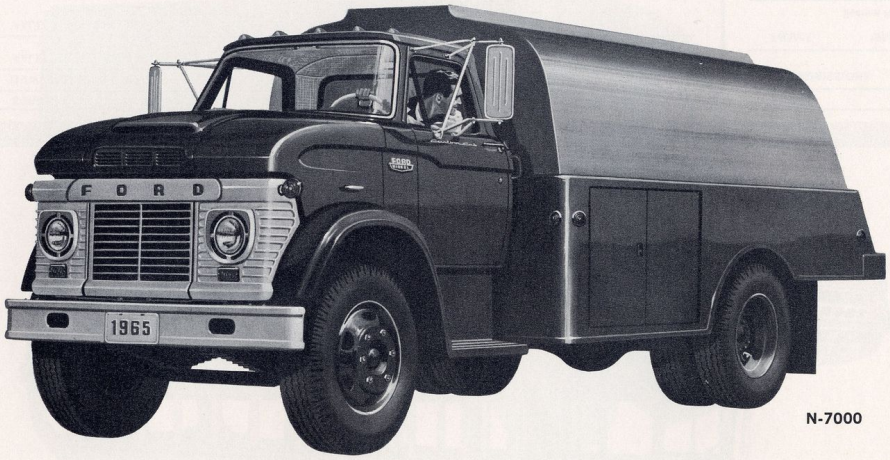
SERIES	B-500	B-600	B-700	B-750
TRANSMISSIONS — Std.	4-Speed (D)			5-Speed (D)
TRANSMISSIONS — Opt.	5-Speed (D) (O)			5-Speed (D) (O)
FRAME — Wheelbases (in.)	156	198.5 222.5 242.5	242.5, 260.5	
FRAME — Section Modulus: Std.	9.45	10.64 13.22	13.22	
SPRINGS, FRONT— Cap'y (lb.) — Std.	1,750	2,700	2,700	2,700
SPRINGS, FRONT— Cap'y (lb.) — Opt.	2,700	3,500	3,500	3,500
SPRINGS, REAR— Cap'y (lb.) — Std.	6,700	6,700	8,100	8,100
SPRINGS, REAR— Cap'y (lb.) — Opt.		8,100, 9,300	9,300	9,300
POWER STEERING	Optional			
WHEELS — Std.	6-Hole Disc	6-Hole Disc Cast Spoke	Cast Spoke 6- or 10-Hole Disc	
TIRES (Tube-type) — Std.	7.00 x 20 8 PR	7.50 x 20 8 PR	7.50 x 20 8 PR	8.25 x 20 10 PR
TIRES (Tube-type) — Max. Rear, Opt.	8.25 x 20 10 PR	9.00 x 20 10 PR	10.00 x 20 12 PR	10.00 x 20 12 PR*

(D) Direct Drive (O) Overdrive *Flotation tires available w/B-750. Consult your Ford Dealer *Requires full air brakes

FORD HEAVY-DUTY TRUCKS

GASOLINE AND DIESEL POWERED

F-700, 750, 800 C-700, 750, 800 N-700, 750 N-6000, 7000 C-6000, 7000

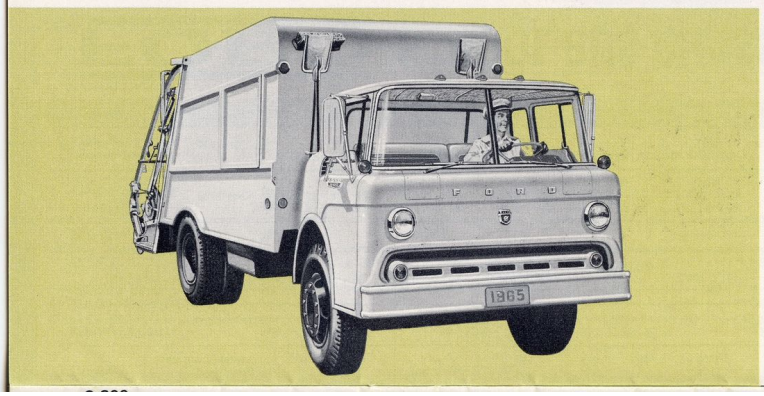


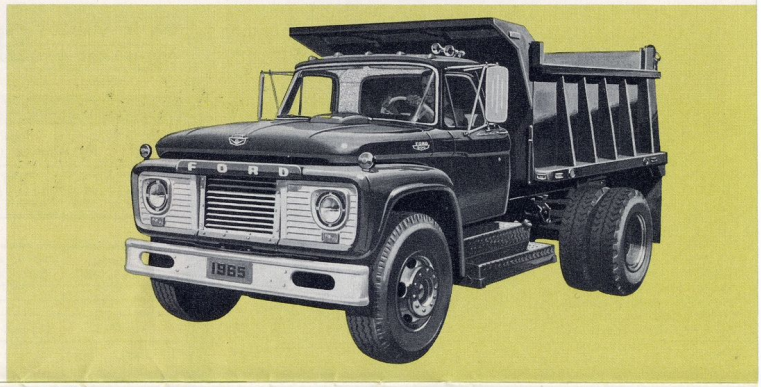
N-7000

Known for rugged dependability everywhere, Ford heavy-duty tilts and long- and short-BBC conventionals offer a wide selection of chassis components for straight-truck and tractor-trailer applications. For '65, three proven high-displacement, heavy-duty V-8 engines provide plenty of power, economy and durability. High displacement gives these engines the power and torque to operate in the economy rpm range, thus providing longer engine life, more miles per gallon, less downtime and faster trip time. Ford's optional Perma-Tuned transistorized ignition installed on these V-8's further reduces engine maintenance costs and downtime by eliminating three out of every four ignition tune-ups.

Diesel power is offered in C- and N-6000 and 7000 Series trucks. A Ford-built 6-cylinder, 330-cu. in., 112-hp Diesel can provide twice the fuel economy of a comparable gasoline engine in typical city delivery work.

N-SERIES with short 89-inch bumper-to-back-of-cab design permits transferring more chassis and payload weight to the front axle than is possible with longer BBC conventionals. This short BBC design allows longer bodies on straight-truck models within the same overall length. In addition, N-Series' narrow front fender widths provide improved maneuverability. Visibility is excellent, too, because the driver sits high above the short sloping hood.





C-800

C-SERIES—C-Series Fords have a short 82.5-inch bumper-to-back-of-cab dimension that permits hauling longer bodies or trailers than conventional series trucks. The C-Series set-back front axle design allows higher front axle loadings . . . as much as 1,000 pounds more payload on the front axle than is possible with some conventionals.

Tilt cabs are big, roomy and comfortable . . . a great favorite with drivers. Driver visibility is exceptionally good because of the huge windshield and absence of hood. Maneuverability is outstanding because of the compact design and shorter wheelbases and overall lengths. Engine servicing and maintenance is easier as the cab tilts forward in seconds completely exposing the engine for maximum accessibility.

F-800

F-SERIES—Ford's F-700, 750 and 800 Series conventionals are low-cost workhorses that can handle most jobs economically and effectively.

Ford F-700 and 750 Series trucks have slipper-type front springs and variable-rate, radius-leaf type rear springs to provide a smoother ride, empty or loaded.

F-800 trucks feature full-depth frame rails; higher capacity front axle and front springs; and independent mounting of cab, radiator and front fenders. This independent 3-point cab mounting permits the frame to flex independently of the cab, radiator and fenders . . . improves the ride and greatly extends the life of each unit. F-700 and 750 Series front-end sheetmetal is shown on page 6.

SERIES		F-700	F-750	F-800	C-700	C-750	C-800	N-700	N-750	N-6000	N-7000	C-6000	C-7000
GVW RATING (lb.) MAX.		25,500	25,500	27,500	25,500	25,500	27,500	25,500	25,500	23,000	25,500	23,000	25,500
GCW RATING (lb.) MAX.		42,000	50,000	50,000	42,000	50,000	50,000	42,000	50,000	—	—	—	—
AXLE, FRONT— Cap'y (lb.)	Std.	5,000	5,500	6,000	7,000	7,000	9,000	5,000	5,500	5,000	5,000	6,000	7,000
	Opt.	5,500, 6,000 7,000	6,000, 7,000	7,000, 9,000 11,000, 12,000			11,000 12,000	5,500 6,000, 7,000	6,000, 7,000 9,000	5,500 6,000	5,500 6,000, 7,000	7,000	
AXLE, REAR— Cap'y (lb.)	Std.	17,000	17,000	17,000	17,000	17,000	18,500	17,000	17,000	15,000	17,000	15,000	17,000
	Opt.	18,500	18,500	18,500 22,000	18,500	18,500	22,000	18,500	18,500	17,000	18,500	17,000	18,500
BRAKES, SERVICE	Std.	Vac.-Hyd.											
	Opt.	HD Vac.-Hyd. Air-Over-Hyd. Full Air											
BRAKES, PARKING	Std.	Internal Shoe											
	Opt.	Maxibrake											
ENGINE	Std.	330-cu. in. HD V-8	361-cu. in. HD V-8		330-cu. in. HD V-8	361-cu. in. HD V-8		330-cu. in. HD V-8	361-cu. in. HD V-8	330-cu. in. Diesel			
	Opt.		391-cu. in. HD V-8			391-cu. in. HD V-8			391-cu. in. HD V-8				
CLUTCH (Dia. in.)	Std.	13								12			
TRANSMISSIONS	Std.	4-Speed (D) 5-Speed (D) (O)	5-Speed (D) 5-Speed (D) (O)	5-Speed (D) 5-Speed (D) (O) 8-Speed (D) Transmatic	4-Speed (D) 5-Speed (D) (O) Transmatic	5-Speed (D) 5-Speed (D) (O) Transmatic	5-Speed (D) 5-Speed (D) (O) 8-Speed (D) Transmatic	4-Speed (D) 5-Speed (D) (O)	5-Speed (D) 5-Speed (D) (O)	5-Speed (D) 5-Speed (D)(O)			
	Opt.												
FRAME Wheelbases (in.)		132, 144, 156, 174, 194, 212		134, 146, 158, 176, 194, 212	99, 111, 135, 153 175	99, 111, 135, 153, 175		121, 132, 144, 163, 181, 199, 212		121, 132, 199 144, 163, 181	121, 132, 144, 163, 181, 199, 212	99, 111, 135, 153	99, 111, 135, 153 175
Section Modulus:	Std.	10.64		11.05	9.95 14.93	14.93		10.64		9.45 10.64	10.64	9.95	9.95 14.93
	Opt.	18.00		19.19‡	14.93			18.00		18.0	18.00		14.93
SPRINGS, FRONT— Cap'y (lb.)	Std.	2,700		3,000	3,000		4,000	2,700		2,700		2,500	3,000
	Opt.	3,500		4,000 5,000			5,000	3,500		3,500		2,800, 3,900	
SPRINGS, REAR— Cap'y (lb.)	■Std.	8,100			■6,800		■7,800	8,100		6,700	8,100	■6,200	■6,800
	■Opt.	9,300, 10,400 ■10,350, ■11,550, ■12,650			■7,800 ■8,700, ■10,000		■8,700 ■9,450 ■10,000	9,300, 10,400 ■10,350, ■11,550 ■12,650		8,100, 9,300 10,400, ■8,950 ■10,350, ■11,550 ■12,650	9,300, 10,400 ■10,350, ■11,550 ■12,650	■7,250, ■10,000	■7,800 ■8,700 ■10,000
POWER STEERING		Optional*										N.A.	
WHEELS	Std.	Cast Spoke 6- or 10-Hole Disc					Cast Spoke 10-Hole Disc	Cast Spoke 6- or 10-Hole Disc		6-Hole Disc Cast Spoke	Cast Spoke 6- or 10-Hole Disc	6-Hole Disc Cast Spoke	Cast Spoke 6- or 10-Hole Disc
	Opt.												
♦TIRES (Tube-Type)	Std.	7.50 x 20—8 PR	8.25 x 20—10 PR	9.00 x 20—10 PR	7.50 x 20—8 PR	8.25 x 20—10 PR	9.00 x 20—10 PR	7.50 x 20—8 PR	8.25 x 20—10 PR	7.50 x 20—8 PR	7.50 x 20—8 PR	7.50 x 20—8 PR	7.50 x 20—8 PR
Max. Rear,	Opt.	10.00 x 20—12 PR	10.00 x 20—12 PR	11.00 x 20—12 PR	10.00 x 20—12 PR	10.00 x 20—12 PR	11.00 x 20—12 PR	10.00 x 20—12 PR	10.00 x 20—12 PR	9.00 x 20—10 PR	10.00 x 20—12 PR	9.00 x 20—10 PR	10.00 x 20—12 PR

*N.A. with 11,000-lb. front axle
(D) Direct Drive (O) Overdrive
‡36,000-lb. or 50,000-lb. tensile strength steel
♦Flotation tires available 750 and 800 Series. Consult your Ford Dealer
■Combined capacity of main and auxiliary also shown wherever auxiliary springs are standard or optional

FORD SINGLE-AXLE TRUCKS

SUPER DUTY POWERED

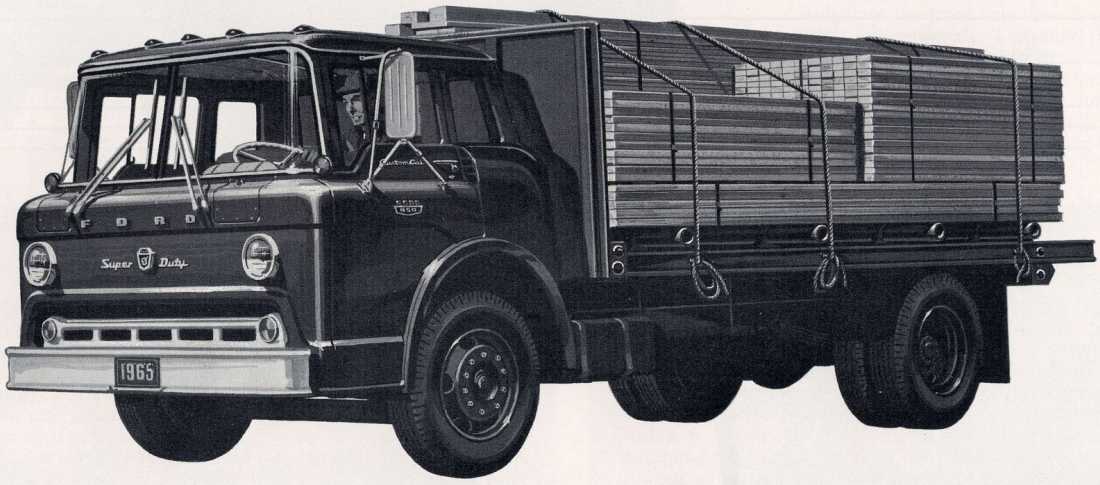
F-850 THRU 1100 C-850 THRU 1100 N-850 THRU 1100 H-1000

Ford offers a choice of thirteen Super Duty series with single rear axles to give you the exact high-performance truck you need. Ford's popular C- and H-Series tilts with compact 82.5″ BBC design allow better payload weight distribution and exceptional maneuverability. Ford N-Series conventionals with 89″ BBC design also provide exceptional maneuverability, short-hood visibility and load-carrying advantages for just a few dollars more than you'd pay for long-BBC conventionals.

All series described on pages 12 and 13 are powered by Ford's 100,000-mile-warranted* Super Duty engines. Perma-Tuned transistorized ignition is optional on all Super Duty V-8's to improve combustion, high-speed engine performance, and fuel economy, and to increase spark plug and breaker point life. Standard equipment for Super Duties includes 13-inch two-plate clutches, rugged 5-speed transmissions, tough I-beam front axles, hi-tensile strength steel frames (except C-Series which use double-channel frames), alternators . . . everything you need to put you dollars ahead on big-tonnage hauls.

Options for Super Duty trucks include an 11,000-lb. center-point-steering front axle, a wide choice of single- and two-speed rear axle capacities and ratios, front and rear springs to match your loads, a choice of 5-speed transmissions, 8- and 10-speed Roadranger transmissions, 6-speed fully automatic transmissions, 3- and 4-speed auxiliary transmissions, sleeper cab with or without air conditioning, and many other components to tailor Super Duty single-axle models to your job.

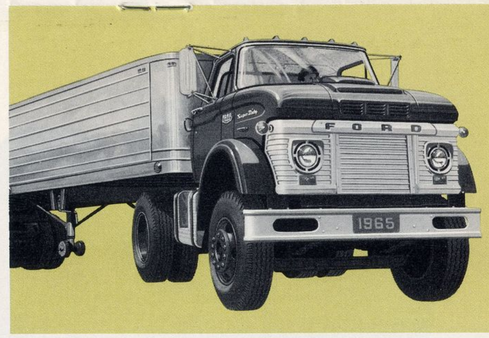
See 100,000-mile warranty on page 18.



C-850 SERIES with standard 9000-lb. front axle and 18,500-lb. rear axle permits ideal ½-½ payload weight distribution because of the set-back front axle location. Also available are 11,000- and 12,000-lb. front axles, 18,500-lb. and 22,000-lb. single- and two-speed rear axles, full air brakes and power steering.

F-950 SERIES

H-1000 SERIES



N-1000 SERIES

SERIES		F-850	F-950	F-1000	F-1100	C-850	C-950	C-1000	C-1100	N-850	N-950	N-1000	N-1100	H-1000
GVW RATING	MAX.	27,500	34,000	36,000	38,000	27,500	34,000	36,000	36,000	27,500	34,000	36,000	38,000	—
GCW RATING	MAX.	50,000	55,000	65,000	—	50,000	55,000	65,000	—	50,000	55,000	65,000	—	76,800
AXLE, FRONT—Cap'y (lb.)	Std. Opt.	7,000 9,000, 11,000, 12,000		9,000 11,000, 12,000, 15,000		9,000 11,000, 12,000	9,000 11,000, 12,000, 15,000			7,000 9,000, 11,000, 12,000		9,000 11,000, 12,000, 15,000		
AXLE, REAR—Cap'y (lb.)	Std. Opt.	18,500 22,000	22,000 23,000	23,000	29,000	18,500 22,000	22,000 23,000	23,000	29,000	18,500 22,000	22,000 23,000	23,000	29,000	22,000 23,000
BRAKES, SERVICE	Std. Opt.	Vac.-Hyd. HD Vac. Hyd., Rear Air-Over-Hyd. Full Air HD Full Air, Frt.	Vac.-Hyd. Full Air HD Full Air, Front	Full Air HD Full Air, Front		Vac.-Hyd. HD Vac. Hyd., Rear Air-Over-Hyd. Full Air HD Full Air, Front	Vac.-Hyd. Full Air HD Full Air, Front	Full Air HD Full Air, Front		Vac.-Hyd. HD Vac. Hyd., Rear Air-Over-Hyd. Full Air HD Full Air, Frt.	Vac.-Hyd. Full Air HD Full Air, Front	Full Air HD Full Air, Front		
BRAKES, PARKING	Std. Opt.	Internal Shoe Maxibrake			Internal Shoe —	Internal Shoe Maxibrake			Internal Shoe —	Internal Shoe Maxibrake			Internal Shoe —	Maxibrake —
ENGINES	Std. Opt.	401-cu. in. 4V SD V-8 401-cu. in. 2V SD V-8 477-cu. in. 2V SD V-8 477-cu. in. 4V SD V-8		477-cu. in. 4V SD V-8 477-cu. in. 2V SD V-8 534-cu. in. 4V SD V-8		401-cu. in. 4V SD V-8 401-cu. in. 2V SD V-8 477-cu. in. 2V SD V-8 477-cu. in. 4V SD V-8		477-cu. in. 4V SD V-8 477-cu. in. 2V SD V-8 534-cu. in. 4V SD V-8		401-cu. in. 4V SD V-8 401-cu. in. 2V SD V-8 477-cu. in. 2V SD V-8 477-cu. in. 4V SD V-8		477-cu. in. 4V SD V-8 477-cu. in. 2V SD V-8 534-cu. in. 4V SD V-8		477-cu. in. 4V SD V-8 534-cu. in. 4V SD V-8
CLUTCH (Dia. in.)	Std.	13—2-Plate												
TRANSMISSIONS	Std. Opt.	5-Speed (D) 5-Speed (D)(O) 8-Speed (D) Transmatic	5-Speed (D) 5-Speed (D) (O) 8-Speed (D) Transmatic	5-Speed (D) 5-Speed (D) (O) 8-Speed (D) 10-Speed (D)(O) Transmatic	5-Speed (D) 5-Speed (D) 10-Speed(D)(O) Transmatic	5-Speed (D) 5-Speed (D) (O) 8-Speed (D) Transmatic		5-Speed (D) 5-Speed (D) (O) 8-Speed (D) 10-Speed(D)(O) Transmatic	5-Speed (D) 5-Speed (D) 10-Speed(D)(O) Transmatic	5-Speed (D) 5-Speed (D) (O) 8-Speed (D)		5-Speed (D) 5-Speed (D) (O) 8-Speed (D) 10-Speed(D)(O)	5-Speed (D) 5-Speed (D) 10-Speed(D)(O)	5-Speed (D) 5-Speed (D) (O) 8-Speed (D) 10-Speed(D)(O)
Optional Auxiliaries			3- & 4-Speed	3- & 4-Speed	3- & 4-Speed					3- & 4-Speed		3- & 4-Speed	3- & 4-Speed	3- & 4-Speed
FRAME Wheelbases (in.)		146, 158, 176, 194, 212			146, 158, 176, 194, 212	99, 111, 175 135, 153	99, 111, 135, 153, 175		111, 135 153, 175	134, 146, 158, 181, 212			146, 158, 212	126, 134 158 146 176
Section Modulus	Std. Opt.	11.05‡ 21.33‡ 9.95†			21.33‡	14.93 21.75	21.75		21.75	11.05‡ 21.33‡ 9.95†			21.33‡	9.95† 11.05†
SPRINGS, FRONT—Cap'y (lb.)	Std. Opt.	3,000 4,000, 5,000		4,000 5,000						3,000 4,000, 5,000		4,000 5,000		3,000 4,000, 5,000
SPRINGS, REAR—Cap'y (lb.)	Std. Opt.	8,100 9,300, 10,400 13,000 ■10,350, ■11,550, ■12,650, ■15,250	9,300 10,400, 13,000 ■11,550, ■12,650 ■15,250	10,400 13,000 ■12,650 ■15,250	13,000 ■15,250	■7,800 ■8,700, ■9,450 ■10,000	■9,250 ■10,000	■9,650 ■10,400	■12,000	8,100 9,300, 10,400 13,000 ■10,350, ■11,550 ■12,650, ■15,250	9,300 10,400, 13,000 ■11,550, ■12,650 ■15,250	10,400 13,000 ■12,650 ■15,250	13,000 ■15,250	• 9,300, ▲ 10,400 • 10,400 ■11,550, ■12,650
POWER STEERING		Optional*												
WHEELS	Std. Opt.	Cast Spoke 10-Hole Disc												
♦TIRES (Tube-Type)	Std. Max. Rear, Opt.	9.00 x 20—10 PR 11.00 x 20—12 PR	10.00 x 20—12 PR 11.00 x 20—14 PR			9.00 x 20—10 PR 11.00 x 20—12 PR	10.00 x 20—12 PR 11.00 x 20—14 PR			9.00 x 20—10 PR 11.00 x 20—12 PR	10.00 x 20—12 PR 11.00 x 20—14 PR			

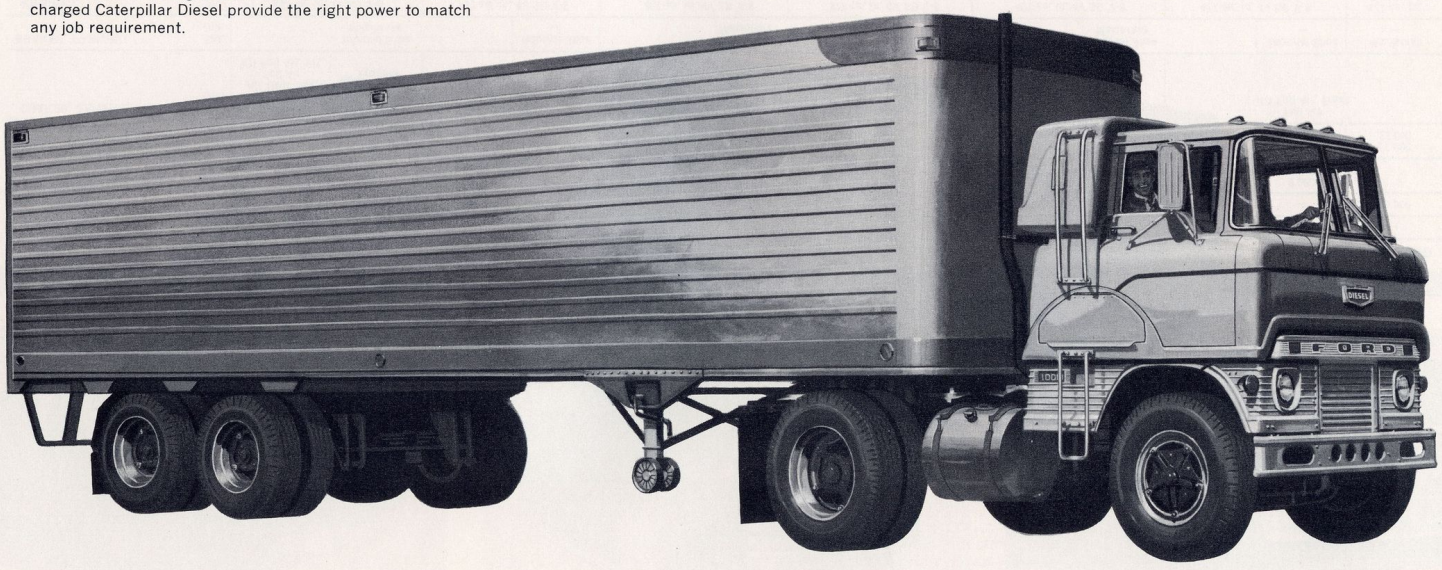
*N.A. with 11,000-lb. front axle †80,000-lb. tensile strength steel ‡50,000-lb. tensile strength steel •146", 158", 176" wb. ▲126", 134" wb. ■Combined capacity of main and auxiliary also shown wherever auxiliary springs are standard or optional
(D) Direct Drive (O) Overdrive ♦Flotation tires available. Consult your Ford Dealer

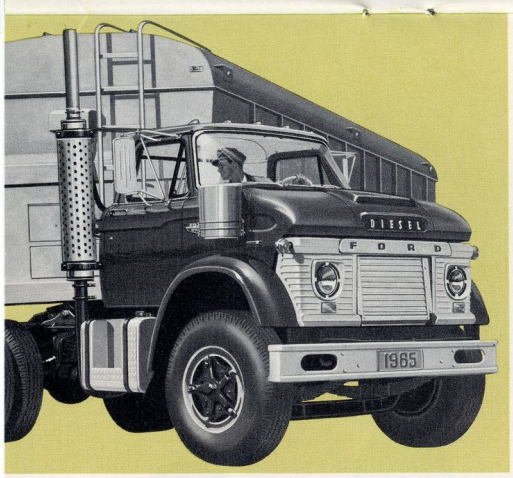
FORD SINGLE-AXLE TRUCKS DIESEL POWERED

C-8000 F-950-D THRU 1100-D N-950-D THRU 1100-D H-1000-D

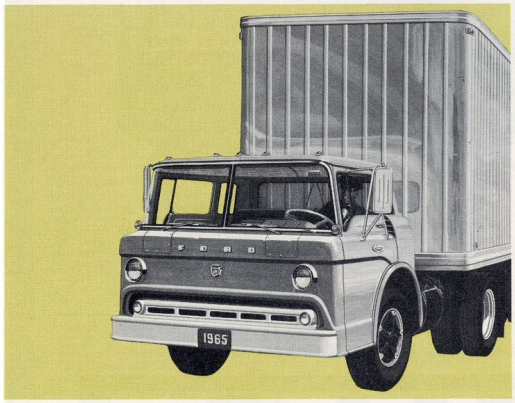
For '65, twelve economy-proven Diesel engines ranging from 160 to 265 horsepower are available in Ford single-axle trucks. You can choose from nine straight Sixes, two V-8's and one V-6 Diesel to get the power you need for your particular application. New for '65 and by special order only are three Cummins straight-six Diesels (CF-160, C-160 and C-180) which are available in Ford's new 99-inch wheelbase (72-inch CA) C-8000 Series. And for operators that have tractors hauling in mountainous terrain or that require peak power for extra-heavy payloads at lower altitudes, a 220-hp Caterpillar straight-six turbo-charged Diesel is also available on special order. No matter what or where your operation may be, Ford now offers the economy Diesel that's right for you!

H-1000-D SERIES TRACTORS with short 28-inch bumper-to-front-axle and 82-inch BBC dimensions permit maximum legal gross loads in bridge-formula states and 40-ft. trailers in 50-ft. states. These short wheelbase tractors have a short turning diameter to provide outstanding maneuverability. A choice of eight Cummins Diesels and one turbo-charged Caterpillar Diesel provide the right power to match any job requirement.

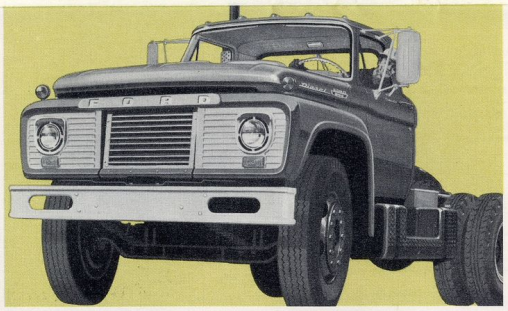




N-1000-D SERIES Fords with 89-inch BBC dimension provide excellent maneuverability and added payload advantages compared to longer BBC conventionals. Set-forward front axle design permits hauling maximum payloads in bridge-formula states. A choice of six Cummins Diesels gives you the right power for your job.



C-8000 SERIES (Special Order) For '65, Ford makes available by special order a brand-new series of heavy-duty Diesel-powered tilt-cab trucks. The C-8000 Series has a 99-inch wheelbase and can be powered by 160- or 180-horsepower Cummins Diesels. See specification chart at right for more details regarding this new truck series.



F-950-D SERIES tractors have the ruggedness and stamina to handle the toughest hauling jobs. Weight-saving, extra-strong high tensile steel frames and compact V-6 Diesel engines make them ideal for many applications.

SERIES		C-8000 (Special Order)	F-950-D	F-1000-D	F-1100-D	N-950-D	N-1000-D	N-1100-D	H-1000-D
GVW RATING (lb.) MAX.		27,500	34,000	36,000	38,000	34,000	36,000	38,000	—
GCW RATING (lb.) MAX.		50,000	55,000	65,000	—	55,000	76,800	—	76,800
AXLE, FRONT—Cap'y (lb.)	Std.	9,000	7,000	9,000		7,000	9,000		
	Opt.		9,000, 11,000 12,000	11,000, 12,000, 15,000		9,000, 11,000 12,000	11,000, 12,000, 15,000		
AXLE, REAR—Cap'y (lb.)	Std.	18,500	22,000	23,000	29,000	22,000	23,000	29,000	23,000
	Opt.		18,500 23,000			18,500 23,000	18,500 22,000		18,500 22,000
BRAKES, SERVICE	Std.	Full Air	Full Air						
	Opt.		HD Full Air, Front						
BRAKES, PARKING	Std.		Internal Shoe						Maxibrake
	Opt.		Maxibrake		—	Maxibrake		—	—
ENGINE	Std.	CF-160 C-160 C-180	V6E-195				NHE-180 NHE-195, 225 NH-220, 250 V6E-195	V6E-195	NHE-180 NHE-195, 225 NH-220, 250 V6E-195, V8-265 V8E-235 Caterpillar 1673††
	Opt.								
CLUTCH (Dia. in.)	Std.	14—2-Plate							
TRANSMISSIONS	Std.	5-Spd.(D)	5-Spd.(D)				5-Spd.(O)	5-Spd.(D)	5-Spd.(O)
	Opt.	5-Spd.(D)	5-Spd.(D)(O) 12-Spd.(O)				5-Spd.(D)(O) 10-Spd.(D)(O) 12-Spd.(O)	5-Spd.(D)(O) 12-Spd.(O)	5-Spd.(D)(O) 10-Spd.(D)(O) 12-Spd.(O)
Optional Auxiliaries			3- and 4-Spd.				3- and 4-Spd.	3- and 4-Spd.	3- and 4-Spd.
FRAME Wheelbases (in.)		99	146, 158, 176, 194, 212		146, 158, 176 194, 212	134, 146, 158, 181, 212		146, 158, 212	126, 134 158 146 176
Section Modulus:	Std.	14.93	11.05‡		21.33‡	11.05‡		21.33‡	9.95† 11.05†
	Opt.		9.95† 21.33‡			9.95† 21.33‡			
SPRINGS, FRONT— Cap'y (lb.)	Std.	4,000	3,000	4,000		3,000	4,000		
	Opt.		4,000, 5,000	5,000		4,000, 5,000	5,000		
SPRINGS, REAR— Cap'y (lb.)	Std.	8,700	9,300	10,400	13,000	9,300	10,400	13,000	•9,300, ▲10,400
	■Opt.		10,400, 13,000 ■11,550, ■12,650 ■15,250	13,000 ■12,650 ■15,250	■15,250	10,400, 13,000 ■11,550, ■12,650 ■15,250	13,000 ■12,650 ■15,250	■15,250	•10,400 ■11,550, ■12,650
POWER STEERING		Optional*							
WHEELS	Std.	Cast Spoke	Cast Spoke						
	Opt.		10-Hole Disc						
TIRES (Tube-Type)	Std.	9.00 x 20—10 PR	10.00 x 20—12 PR						
Max. Rear,	Opt.	11.00 x 20—12 PR	11.00 x 20—14 PR						

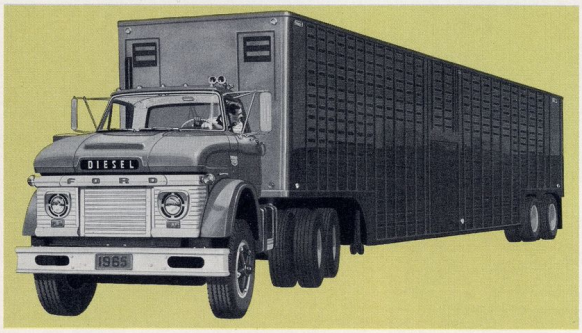
*N.A. with 11,000-lb. front axle †80,000-lb. tensile strength steel ‡50,000-lb. tensile strength steel •146", 158", 176" wb.
■Capacity of main and auxiliary also shown wherever auxiliary springs are optional ▲126", 134" wb.
(D) Direct Drive (O) Overdrive ††Special order

FORD TANDEM-AXLE TRUCKS GASOLINE & DIESEL POWERED

T-700 THRU 950 CT-750 THRU 950 NT-850, NT-950
HT-950 T-8000 T-850-D, T-950-D NT-850-D, NT-950-D HT-950-D

For straight-truck applications, normal highway tractor duty or severe on- or off-highway service, Ford offers 18 tandem series. Twelve series are gasoline powered and six are Diesel powered. Ford tandems are available in a wide choice of single- and two-speed dual-drive tandem axles, dual-drive three-speed tandem axles (Diesel engines only), single- and two-speed pusher axles with Page and Page suspensions, standard and lightweight rear suspensions, transmissions up to 12 speeds, and auxiliary transmissions.

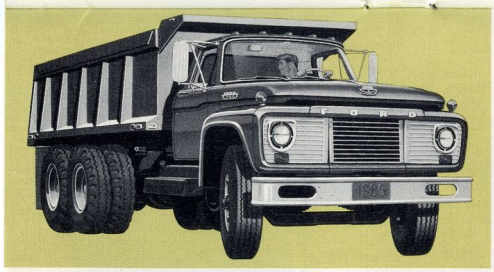
HT-950-D



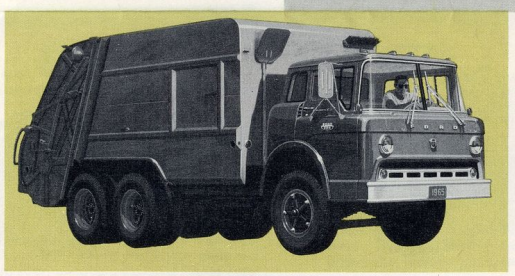
NT-950-D

SERIES		T-700	T-750	T-800	T-850	T-950
GVW RATING (lb.) MAX.		37,000	41,000	49,000	51,000	78,000
GCW RATING (lb.) MAX.		—	50,000		70,000	75,000
AXLE, FRONT— Cap'y (lb.)	Std.	6,000	7,000	9,000	9,000	
	Opt.	7,000	9,000, 11,000 12,000	11,000, 12,000 15,000	11,000, 12,000, 15,000 18,000	
AXLE, REAR— Cap'y (lb.)	Std.	22,000	30,000	34,000	32,000	38,000
	Opt.	30,000			34,000	44,000 50,000 60,000
BRAKES, SERVICE	Std.	Vac.-Hyd.	Vac.-Hyd.			Full Air
	Opt.	HD Vac.-Hyd. Air-Over-Hyd. Full Air	HD Vac.-Hyd., Rear Full Air HD Full Air, Front			HD Full Air, Front
BRAKES, PARKING	Std.	Internal Shoe				
	Opt.	Maxibrake				
ENGINE	Std.	330-cu. in. HD V-8	361-cu. in. HD V-8		401-cu. in. 4V SD V-8	
	Opt.		391-cu. in. HD V-8		401-cu. in. 2V SD V-8 477-cu. in. 2V SD V-8 477-cu. in. 4V SD V-8 534-cu. in. 4V SD V-8	
CLUTCH (Dia. in.)	Std.	13—1-Plate			13—2-Plate	
TRANSMISSIONS	Std.	5-Speed (D) Transmatic	5-Speed (D) 5-Speed (D) 8-Speed (D) Transmatic		5-Speed (D) 5-Speed (D) 8-Speed (D) 10-Speed (D) (O) Transmatic	
	Opt.					
Optional Auxiliaries		3-Speed	3- and 4-Speed		3- and 4-Speed	
FRAME Wheelbase (in.)		158, 176, 194	158, 176, 194, 212		146, 158, 176 194, 212	158, 176 194, 212
Section Modulus: †Min.		11.05	11.05		11.05	25.80
Max.		19.19	25.80		25.80	37.00
SPRINGS, FRONT— Cap'y (lb.)	Std.	4,000	4,000	4,000		
	Opt.	3,000	3,000, 5,000	5,000		
SPRINGS, REAR— Cap'y (lb.)	Std.	9,500	15,500			16,600
	Max.	15,500				19,000
POWER STEERING		Optional▲				
WHEELS	Std.	Cast Spoke		Cast Spoke		
	Opt.	6- or 10-Hole Disc		10-Hole Disc		
♦TIRES (Tube-Type)	Std.	7.50 x 20—8 PR	8.25 x 20—10 PR	9.00 x 20—10 PR	8.25 x 20—10 PR	10.00 x 20—12 PR
Max. Rear,	Opt.	9.00 x 20—10 PR	10.00 x 20—12 PR	11.00 x 20—12 PR	11.00 x 20—12 PR	12.00 x 20—16 PR

†Section modulus and frame material vary according to series and wheelbases. Consult your Ford Dealer
▲N.A. with 11,000-lb. front axle. Incl. w/18,000-lb. front axle
♦Flotation tires available. Consult your Ford Dealer
(D) Direct Drive (O) Overdrive



T-950



CT-800

T-8000 (By Special Order)

SERIES		CT-750	CT-800	CT-850	CT-950	NT-850	NT-950	HT-950	T-8000 Special Order	T-850-D	T-950-D	NT-850-D	NT-950-D	HT-950-D
GVW RATING (lb.) MAX.		41,000	49,000		51,000	49,000	53,000	—	43,000	51,000	56,000	49,000	53,000	—
GCW RATING (lb.) MAX.		50,000		70,000	75,000	70,000	75,000	76,800	50,000	65,000		76,800		
AXLE, FRONT—Cap'y (lb.)	Std.	9,000 11,000, 12,000	9,000 11,000, 12,000, 15,000					12,000 11,000, 15,000	9,000 —	9,000 11,000, 12,000 15,000, 18,000		9,000 11,000, 12,000, 15,000		12,000 11,000, 15,000
	Opt.													
AXLE, REAR—Cap'y (lb.)	Std.	30,000	34,000	32,000 34,000	38,000	32,000 34,000	38,000	34,000 32,000 38,000	30,000	32,000 34,000	38,000	34,000 32,000 38,000	38,000	34,000 32,000 38,000
	Opt.													
BRAKES, SERVICE	Std.	Full Air HD Full Air, Front				Vac.-Hyd. HD Vac.-Hyd., Rear Full Air HD Full Air, Front	Full Air HD Full Air, Front	Full Air	Full Air	Full Air HD Full Air, Front				Full Air
	Opt.													
BRAKES, PARKING	Std.	Internal Shoe Maxibrake						Maxibrake —	Internal Shoe Maxibrake					Maxibrake —
	Opt.													
ENGINES	Std.	361-cu. in. HD V-8 391-cu. in. HD V-8		401-cu. in. 4V SD V-8 401-cu. in. 2V SD V-8 477-cu. in. 4V SD V-8 477-cu. in. 2V SD V-8 534-cu. in. 4V SD V-8				477-cu. in. 4V SD V-8 534-cu. in. 4V SD V-8	CF-160 C-160 C-180	V6E-195		NHE-195 NHE-225 NH-220, 250 V6E-195	NHE-180 NHE-195, 225 NH-220, 250 V6E-195	NHE-180 NHE-195, 225 NH-220, 250 V6E-195, V8E-235 V8-265 Caterpillar 1673‡
	Opt.													
CLUTCH (Dia. in.)	Std.	13—1-Plate		13—2-Plate					14—2-Plate					
TRANSMISSIONS	Std.	5-Speed (D) 5-Speed (D) 8-Speed (D) Transmatic		5-Speed (D) 5-Speed (D) 8-Speed (D)		5-Speed (D) 5-Speed (D)(O) 8-Speed (D) 10-Speed (D)(O)		5-Speed (D) 5-Speed (D) (O) 8-Speed (D) 10-Speed (D)(O)	5-Speed (D) 5-Speed (D)	5-Speed (D) 5-Speed (D) (O) 12-Speed (O)		5-Speed (O) 5-Speed (D) (O) 10-Speed (D)(O) 12-Speed (O)		
	Opt.													
Optional Auxiliaries						3- and 4-Speed		3- and 4-Speed	3-Speed	3- and 4-Speed		3- and 4-Speed		
FRAME Wheelbases (in.)		135, 153, 161				134, 146, 158, 212	146, 158, 176, 194, 212	138, 146, 158	158	146, 158, 176, 194, 212	158, 176, 194, 212	134, 146, 158, 212	146, 158, 176, 194, 212	138, 146, 158, 246
Section Modulus: †Min.			21.75	21.75		11.05	25.80			11.05	25.80	11.05	25.80	11.05
Max.		21.75	34.89	34.89	34.89	25.80	37.0	11.05	19.19	25.80	37.0	25.80	37.0	19.19
SPRINGS, FRONT—Cap'y (lb.)	Std.	4,000						5,000	4,000	4,000				5,000
	Opt.	5,000						4,000		5,000				4,000
SPRINGS, REAR—Cap'y (lb.)	Std.	15,500			16,600	15,500	16,600	15,500▲	15,500	15,500	16,600	15,500	16,600	15,500▲
	Max.							16,600				16,600		16,600
POWER STEERING		Optional*												
WHEELS	Std.	Cast Spoke 10-Hole Disc												
	Opt.													
♦TIRES (Tube-type)	Std.	8.25x20—10 PR	9.00x20—10 PR	8.25x20—10 PR	10.00x20—12 PR	8.25x20—10 PR	10.00x20—12 PR	10.00x20—12 PR	9.00x20—10 PR	8.25x20—10 PR	10.00x20—12 PR	9.00x20—10 PR	10.00x20—12 PR	10.00x20—12 PR
Max. Rear,	Opt.	10.00x20—12 PR	11.00x20—12 PR	11.00x20—12 PR	11.00x20—14 PR	11.00x20—12 PR	11.00x20—14 PR	11.00x20—14 PR	11.00x20—12 PR	11.00x20—12 PR	11.00x20—12 PR	11.00x20—12 PR	11.00x20—14 PR	11.00x20—14 PR

*N.A. with 11,000-lb. front axle ▲Rubber cushion w/alum. saddles and steel beams ♦Flotation tires available. Consult your Ford Dealer
†Section modulus and frame material vary according to series and wheelbases. Consult your Ford Dealer ‡Special order

FORD GASOLINE ENGINES 6 OR V-8 ECONOMY & POWER

1965 Ford gasoline-powered trucks are equipped with the finest economy-proved engines available, including five gas-saving Sixes and twelve powerful V-8's, all designed to operate on regular gasoline! For the fifth consecutive year, Ford Dealers offer a 100,000-mile or 24-month warranty on all Super Duty V-8's. Check a few Super Duty engine features and you will understand why Ford's 100,000-mile warranty can be so liberal.

The 330-, 361- and 391-cu. in. high-displacement V-8's, introduced in 1964 models, have already proven themselves to be "on-the-job-money-makers!"

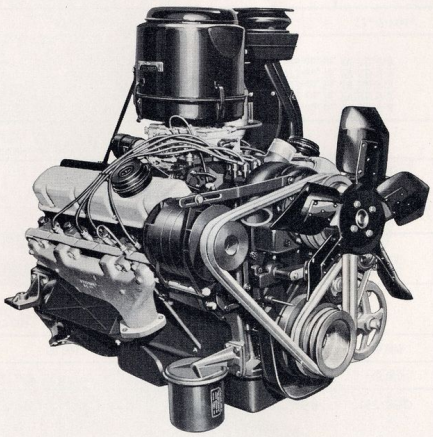
And for '65, new 240- and 300-cu. in. Sixes and 289- and 352-cu. in. V-8's have greater power and torque than the engines they replace. They can cruise at low speed in the economy rpm range. This means more part throttle operation resulting in easier working engines, increased engine life, more miles per gallon, and less downtime.

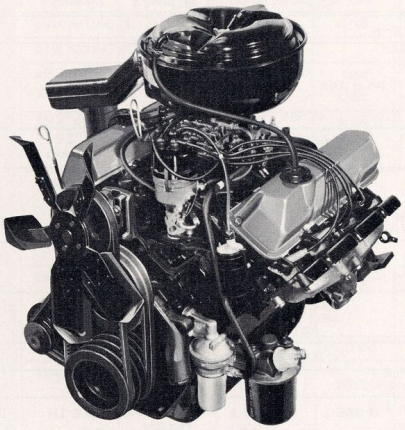
In addition, Ford optional Perma-Tuned transistorized ignition systems continue to be available on all heavy-duty and Super Duty V-8's to provide high performance and improved fuel economy.

401 SD V-8

477 SD V-8

534 SD V-8





330 V-8

330 HD V-8

361 HD V-8

391 HD V-8

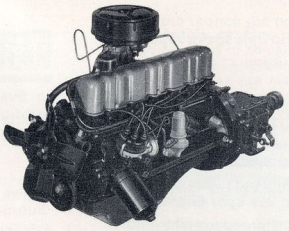
100,000-MILE

Ford Motor Company warrants to truck owners each 401-, 477-, and 534-cu. in. Super Duty engine for 100,000 miles, 24 months, or 3,000 engine hours, whichever occurs first. Ford Dealers will replace all major engine parts (including block, heads, crankshaft, valves, rings, pistons) found defective in material or workmanship. The warranty covers full cost of replacement parts during the entire warranty period, plus full labor costs for 50,000 miles or 1,500 hours and a sliding scale thereafter during the first 24-month period.

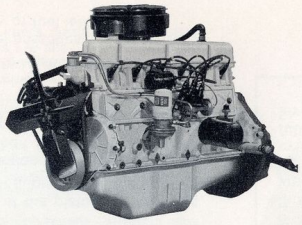
WARRANTY

- Externally balanced, forged steel crankshaft equalizes bearing loads for greater durability and longer life
- Valve seat inserts and sodium-cooled exhaust valves with tungsten-cobalt alloy facings extend valve and seat life
- Water-jacketed intake manifold and induction passages stabilize fuel-air mixture temperature from carburetor to cylinders for better fuel economy
- Four-ring, machined-head, Turbulence-Top pistons have cast-iron insert in top ring groove for long life
- Standard-equipped, water-cooled type oil cooler provides quick warm-up of engine oil, maintains proper engine oil temperature, reduces engine wear and retains lubricating quality of the oil
- Optional Perma-Tuned transistorized ignition relieves points of heavy current
- Exhaust valves are sodium-cooled (HD V-8's), and have chrome-plated stems, hard-faced inserts, and Rotocoil positive rotators for long-life service
- Aluminum pistons have cast-in, cast-iron top ring groove inserts (HD V-8's) to minimize piston and ring wear. Long piston skirts provide added strength and stability in bore. Chrome-faced oil control rings with 3-way expanders provide extra durability
- Forged steel crankshaft (HD V-8's), I-beam-shaped connecting rods, stress-relieved cylinder heads provide extra durability
- Exclusive thermostatically controlled carburetor air intake increases fuel economy by reducing the warm-up period . . . helps eliminate the possibility of carburetor icing
- Hydraulic valve lifters result in quieter running engine, lessen the need for valve adjustments
- Optional Perma-Tuned transistorized ignition gives hotter spark, better performance, and more fuel economy with fewer tune-ups

- Short-stroke low-friction design provides greater economy and longer life
- Intake manifold is cast integral with head, eliminates gaskets, studs and leakage. Equalizes fuel-air mixture delivery to all cylinders
- Tin-plated aluminum pistons resist scuffing. Cast-in steel struts maintain piston concentricity and increase bore life
- Precision-molded alloy iron crankshaft has five integrally cast counterweights. The 2-piece main bearings can be replaced without removing crankshaft
- Pivotless distributor breaker points assure positive contact point alignment



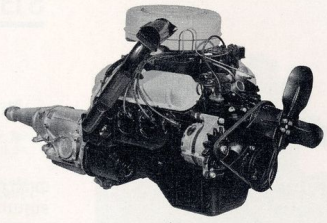
170 SIX 200 SIX



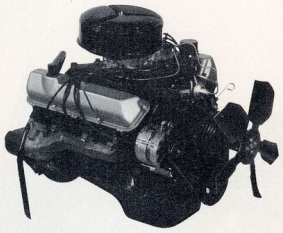
240 SIX 300 SIX 300 HD SIX

- Seven main bearings give the crankshaft added stability for longer engine life
- Heavily chrome-plated top compression ring wears less, lasts longer
- Crankshaft counterweights minimize lateral vibrations, increase life of crankshaft and engine mounts
- Hydraulic valve lifters reduce maintenance costs by virtually eliminating the need for valve adjustments . . . result in a quieter running engine
- Internal oil lines eliminate the possibility of oil line breaking, assure good oil retention for long engine life

- Precision-molded, alloy iron crankshaft with five copper-lead plated main bearings equalizes bearing loads, provides longer engine life
- Exhaust valves are made of austenitic steel; positive rotators provide scrubbing action to cut down seat deposit build-up, minimize hot spots, increase valve life
- Internal oil lines minimize possibility of oil leakage, provide long engine life
- Full-length full circle water jackets provide rapid dissipation of combustion heat, lengthen block life
- Rotor-type oil pump is more effective at engine idle, is up to 30% more durable than competitive gear-type pumps



289 V-8



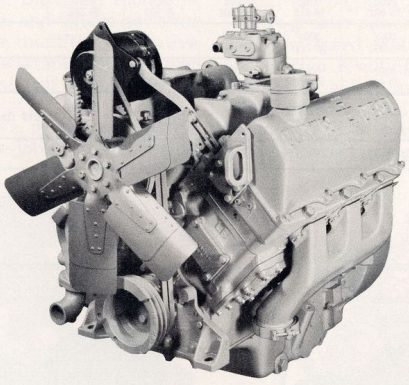
352 V-8

- Shell-molded, precision-machined crankshaft of special alloy iron provides superior balance and long life
- Three piston rings are chrome-plated or phosphate-coated to protect against corrosion, increase life
- Custom-fitted aluminum pistons with steel reinforcing struts are light in weight, yet provide extra strength in critical stress area
- Hydraulic valve lifters provide a quieter running engine, require fewer valve adjustments
- High-turbulence wedge-shaped combustion chambers give improved combustion
- Full-Flow oil filter permits 6000-mile oil change

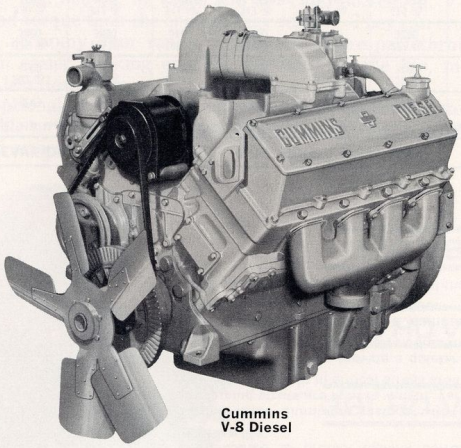
	FIVE SIXES					FOUR V-8's				THREE HEAVY-DUTY V-8's			FIVE SUPER DUTY V-8's				
	170 SIX	200 SIX	240 SIX	300 SIX	300 HD SIX	289 V-8 (2V)	289 V-8 (4V)	330 V-8 (2V)	352 V-8 (2V)	330 HD V-8 (2V)	361 HD V-8 (2V)	391 HD V-8 (4V)	401 SD V-8 (2V)	401 SD V-8 (4V)	477 SD V-8 (2V)	477 SD V-8 (4V)	534 SD V-8 (4V)
Max. Gross HP @ rpm	105 @ 4400	120 @ 4400	150 @ 4000	170 @ 3600		200 @ 4400	225 @ 4800	186@ 4000	208 @ 4400	186 @ 4000	203 @ 4000	235 @ 4000	206 @ 3600	226 @ 3600	231 @ 3400	253 @ 3400	266 @ 3200
Max. Net HP @ rpm	89 @ 3800	—	129 @ 4000	150 @ 3600		—	—	160 @ 3800	172 @ 4000	160 @ 3800	176 @ 3800	199 @ 3800	180 @ 3400	198 @ 3400	204 @ 3200	222 @ 3200	235 @ 3000
Max. Gross Torque lbs-ft @ rpm	158 @ 2400	190 @ 2400	234 @ 2200	283 @ 1400-2400		282 @ 2400	305 @ 3200	300 @ 2000	315 @ 2400	300 @ 2000	330 @ 2000	372 @ 2000	341 @ 16-1800	343 @ 20-2600	412 @ 14-1800	415 @ 20-2600	481 @ 16-1800
Max. Net Torque lbs-ft @ rpm	146 @ 2400	—	218 @ 2000	272 @ 1400-2100		—	—	280 @ 2000	295 @ 2000	280 @ 2000	308 @ 2000	342 @ 2000	314 @ 16-1800	334 @ 2000	379 @ 1800	395 @ 18-2400	455 @ 18-2200
Displacement (cu. in.)	170	200	240	300		289	289	330	352	330	361	391	401		477		534
Compression Ratio (to 1)	9.1	9.2	9.2	8.4	8.0	9.3	10.0	7.6	8.9	7.6	7.6	7.6	7.5		7.5		7.5
Air Cleaner: Capacity Type	1 pint Oil Bath	540 sq. in. Dry Type	1 pint Oil Bath	1 pint Oil Bath		540 sq. in. Dry Type		1 quart Oil Bath	1 pint Oil Bath	1 quart Oil Bath			2⅝ pint Oil Bath				

FORD DIESEL ENGINES FOR OUTSTANDING ECONOMY, PERFORMANCE & DURABILITY!

Ford's compact, lightweight Cummins V6E-195, V8E-235 and V8-265 Diesels provide superior economy and performance with important weight-saving advantages of up to 750 pounds. The V6E-195 Diesel is available in long- and short-BBC single-axle and tandem-axle conventionals and hi-tilts. The more powerful 235- and 265-hp V-8 Diesels are available in Ford hi-tilt series. Cummins Diesels are of a naturally aspirated, 4-cycle, 90-degree V-block design to provide exceptional power-to-weight performance. Still available in Ford Trucks, of course, are Cummins time-proven NH-Series Diesels, the engines that have made Cummins the most popular Diesels in American trucks for many years.



Cummins V-6 Diesel



Cummins V-8 Diesel

CUMMINS V-6 AND V-8 DIESELS

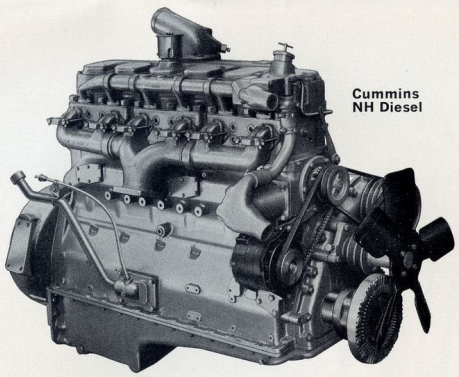
- **Fuel system** has the exclusive Cummins PT fuel pump and PTB injectors which provide maximum economy with less maintenance and adjustments
- **Lubrication system** is full pressure to all moving parts. Oil cooler and filter are standard equipment
- **Pistons** are cam ground for a more perfect fit in cylinders at operating temperatures. Manufactured from strong, lightweight aluminum alloy to extremely close weight tolerances
- **Piston pins** are 1¾" diameter, full-floating type
- **Valves** are dual intake and exhaust (four valves for each cylinder) with large 1⅞" heads to facilitate complete scavenging of exhaust gases and complete filling of cylinders with fresh air
- **Water passages** carry a large volume of water and give an even coolant flow around cylinder walls, valves and injectors to maintain even engine temperatures
- **Camshaft** is geared to crankshaft for positive control of all valve and fuel injector movements
- **Camshaft followers** are the roller type which reduce friction and increase life
- **Combustion chambers** are Cummins open type for maximum fuel economy
- **Connecting rods** are tapered at the piston pin end and have increased bearing area for superior load distribution
- **Crankshaft journals** are induction-hardened with sufficient material for several regrinds. Fully counterweighted
- **Cylinder block** has cross bolt support to main bearing caps for maximum rigidity with minimum weight
- **Cylinder liners** are wet type which effectively dissipate cylinder heat to coolant. Easy to replace during overhaul
- **Cylinder heads** with drilled fuel passages and insert-type injectors reduce the possibility of fuel leaks

CATERPILLAR 1673 DIESEL ENGINE

Available on special order only is a 4-cycle, 6-cylinder, 220-hp Caterpillar turbocharged Diesel engine. The exhaust-driven turbocharger drives a centrifugal-type air compressor to compress incoming air. The compressed air is cooled in an aftercooler before entering the engine's cylinders. Turbocharging packs more air into the cylinders to provide sufficient oxygen to obtain full power on big payload operations from sea level to 7500-ft. altitudes.

CUMMINS STRAIGHT-SIX DIESELS

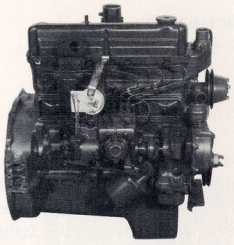
- **Two exhaust valves** per cylinder effectively scavenge exhaust gases and two intake valves fill cylinder with fresh air
- **Overhead valves** are machined from high-strength alloy steel. Exhaust valves are stellite-faced and seat inserts are of stellite to give long life
- **Open-type combustion chamber** provides more economical combustion. Thorough mixing of fuel and air in combustion chamber, combined with camshaft-controlled injection and PT-injector pump, results in more complete burning of high-energy Diesel fuel
- **Replaceable wet-type cylinder** liners dissipate combustion chamber heat to coolant. Liners are alloy cast iron—honed and lubrited to give fast break-in and long life
- **Large volume** water passages provide even flow of coolant around cylinder liners, valves and injectors to maintain proper operating temperatures
- **Camshaft** is geared to crankshaft for positive control of all valve and injector movements. Forged camshaft is hardened for long life. Roller-type cam followers provide smooth action
- **Connecting rods** are forged from high-tensile – strength alloy steel. I-beam section provides maximum strength. Piston pins are full-floating type
- **Crankshaft** is precision-machined from high-tensile – strength steel forging. Journals are induction-hardened and have sufficient material for several regrinds



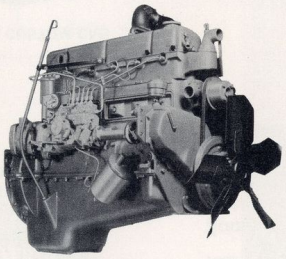
Cummins NH Diesel

FORD 220 DIESELS

- **Wet cylinder liners** are of high alloy cast iron and easily replaced to eliminate costly reboring
- **Crankshaft** is balanced dynamically and statically for smooth operation. Five main bearings minimize load on each bearing for longer life
- **Exhaust valves** are free-turn type, designed to rotate each time valve opens and closes. Provides even seating, better compression, longer valve life
- **Aluminum alloy pistons** are tin-plated for less cylinder wall scuffing during break-in and are cam ground for a more perfect fit under all operating temperatures
- **Precision-made** 4-way injector nozzles disperse fuel evenly into cylinders for more power and economy
- **Unique fuel injection pump** and nozzles provide uniform fuel distribution and more complete burning of Diesel fuel



Ford 220 Diesel



Ford 330 Diesel

FORD 330 DIESELS

- **Four-cycle, overhead-valve,** 6-cylinder Diesel engine design provides high torque at low engine speeds, resulting in a dependable, long-life engine
- **Forged crankshaft** with induction-hardened journals is supported by seven main bearings
- **Replaceable wet-type** cylinder liners dissipate combustion heat to coolant uniformly, thus avoiding hot spots which tend to develop in dry-type liners. Wet-type liners are easily replaced to eliminate costly reboring.
- **Exhaust valves** rotate each time they open or close for better valve seating and to prolong life of valve and seat inserts for more even wear and prolonged life
- **Precision-made** 4-way fuel injector nozzles disperse fuel evenly into cylinders for economical and complete combustion

TWO FORD ECONOMY CITY-SIZE DIESELS, ELEVEN CUMMINS DIESELS, ONE CATERPILLAR DIESEL

	TWO FORD DIESELS		ELEVEN CUMMINS DIESELS											CATERPILLAR DIESEL
	220 FOUR	330 SIX	CF-160▲	C-160▲	C-180▲	NHE-180	NHE-195	NH-220	NHE-225	NH-250	V6E-195	V8E-235	V8-265	1673▲
Max. Gross HP @ rpm	70 @ 2500	112 @ 2500	160 @ 2800	160 @ 2500	180 @ 2500	180 @ 1950	195 @ 1950	220 @ 2100	225 @ 1950	250 @ 2100	195 @ 2500	235 @ 2400	265 @ 2600	220 @ 2200
Max. Net HP @ rpm	65 @ 2500	104 @ 2500	148 @ 2800	146 @ 2500	164 @ 2500	169 @ 1950	184 @ 1950	208 @ 2100	213 @ 1950	234 @ 2100	184 @ 2500	222 @ 2400	250 @ 2600	–
Max. Gross Torque lbs-ft @ rpm	160 @ 1600	265 @ 1500	346 @ 1700	377 @ 1400	424 @ 1700	534 @ 1300	580 @ 1300	606 @ 1600	670 @ 1300	685 @ 1500	450 @ 1800	567 @ 1600	600 @ 1800	587 @ 1700
Max. Net Torque lbs-ft @ rpm	156 @ 1550	252 @ 1500	325 @ 1700	352 @ 1400	400 @ 1700	511 @ 1300	558 @ 1300	579 @ 1600	644 @ 1300	655 @ 1500	431 @ 1800	543 @ 1600	576 @ 1800	–
Displacement (cu. in.)	220	330	464			743			855		588	785		525
Compression Ratio (to 1)	16	16	15.8		14.5	15.5			14.9		17	17		18
Air Cleaner: Capacity Type	1 pint Oil Bath		Dry Type Remote Mounted			7 pint† Oil Bath					Dual 3½ pt.‡ Oil Bath	10 pint Oil Bath		Air Maze Oil Bath

†1 gallon on HT-950-D and H-1000-D ▲Special order ‡Single 7 pt. w/N-NT Series and 1 gallon w/H-HT Series

FORD COMFORT-CONDITIONED CABS

CONVENTIONAL CAB INTERIORS

Slip behind the wheel of a 1965 Ford Truck and you'll discover solid comfort and conveniences everywhere! You'll notice that Ford conventional cabs have wide, attractively upholstered, deep-cushioned seats. The seat back gives you a better seating position, more comfort on long runs. A bright dome light in the cab roof provides good in-cab visibility . . . adds to the driver's convenience during night stops. A durable, weather-protected inboard step stays dry. And plenty of sound-deadening insulation seals out noise, heat and cold.

The standard cab (below, left) has beige all-vinyl seat trim with embossed stitching and attractive bolsters. The Custom Cab (center) has woven-plastic upholstery that "breathes" for greater comfort in either beige, red, blue or green that is color-keyed to Ford's durable Diamond Lustre exterior paint. For operators who want extra-durable, low maintenance upholstery for extreme-duty service, optional heavy-duty black vinyl seat trim is available with both standard and Custom Cabs. Custom Cab features also include 5-inch-thick plastic-foam padding in seat cushions and 1¾ inches of padding in seat backs, right-hand sun visor, cigar lighter and many other items to give you the ultimate in luxury.

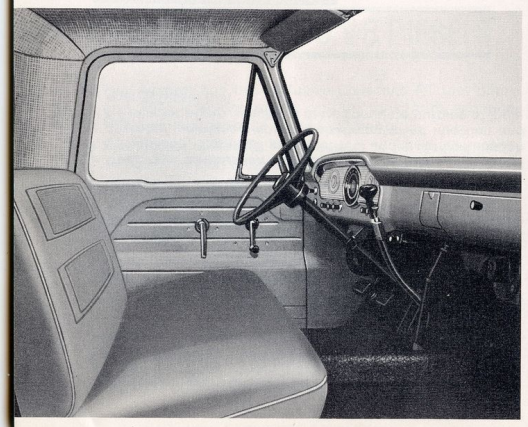
TILT CAB INTERIORS

Ford tilt cabs are exceptionally roomy and comfortable . . . even the tallest drivers will find ample stretch-out spaciousness to help combat fatigue. A huge (almost 12-sq. ft.) two-piece windshield provides command-of-the-road visibility. Powerful dual electric windshield wipers or air-operated parallel-action windshield wipers keep the windshield clear even in the most severe weather.

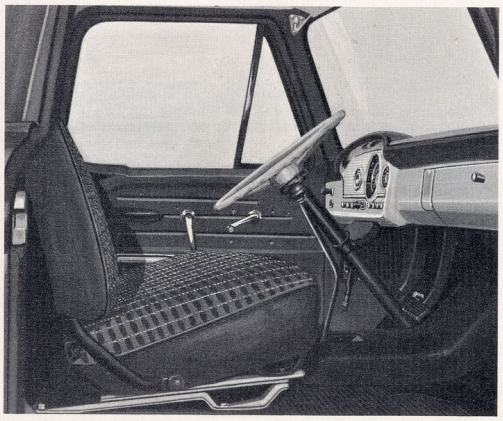
The C-Series Tilt Custom Cab (below) features twill-stripe pattern woven-plastic seat trim, 5-inch-thick plastic-foam padded seat cushion, 1¼-inch-thick plastic-foam padding in driver's seat back.

Standard with Ford H-Series cabs are such custom features as a Unison-Action driver's seat that eliminates driver "back scrubbing," an individual bucket-type companion seat, driver's fold-down arm rest, Western mirrors, ICC cab corner clearance lights and others.

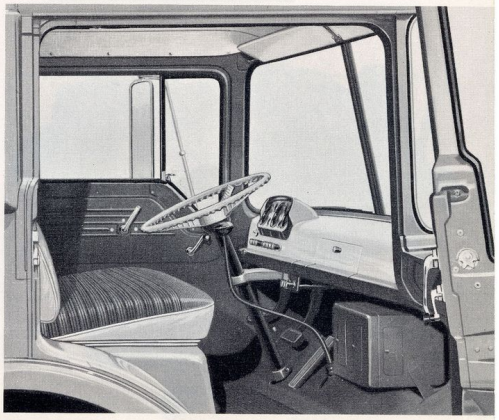
CONVENTIONAL STANDARD CAB



CONVENTIONAL CUSTOM CAB

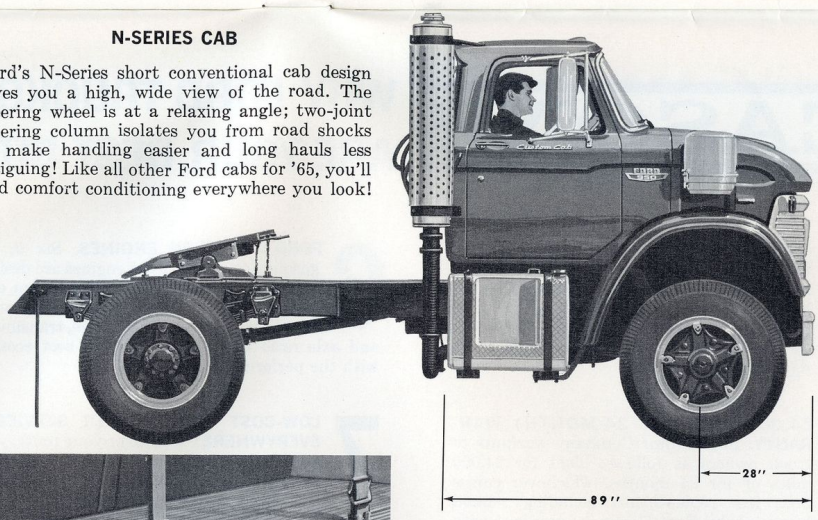


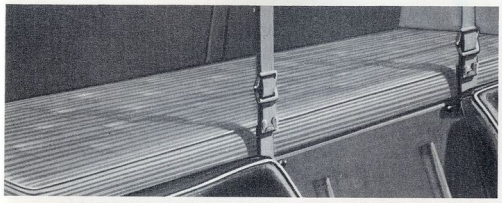
TILT CUSTOM CAB



N-SERIES CAB

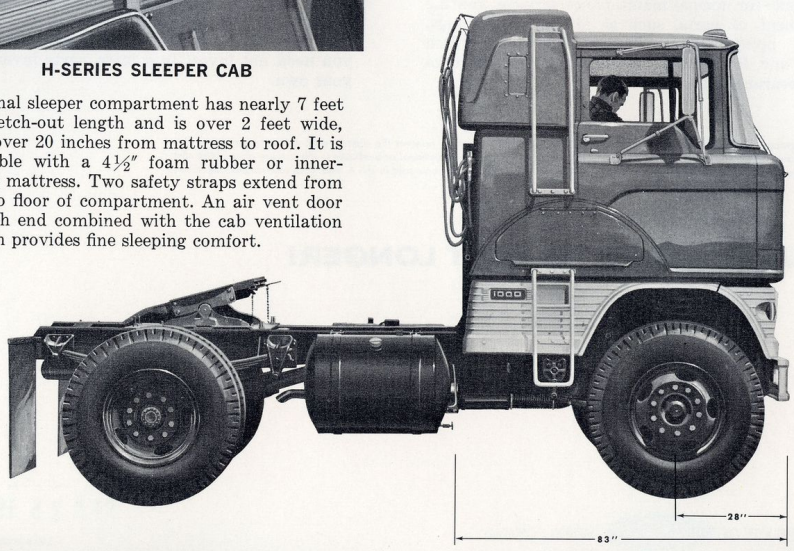
Ford's N-Series short conventional cab design gives you a high, wide view of the road. The steering wheel is at a relaxing angle; two-joint steering column isolates you from road shocks to make handling easier and long hauls less fatiguing! Like all other Ford cabs for '65, you'll find comfort conditioning everywhere you look!

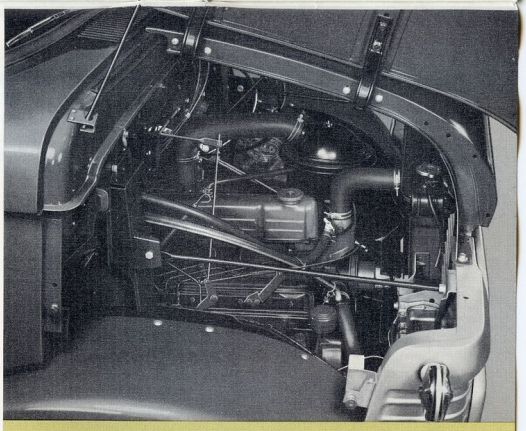




H-SERIES SLEEPER CAB

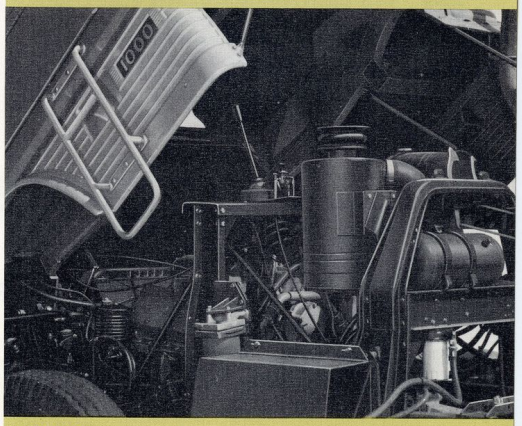
Optional sleeper compartment has nearly 7 feet of stretch-out length and is over 2 feet wide, with over 20 inches from mattress to roof. It is available with a 4½" foam rubber or inner-spring mattress. Two safety straps extend from roof to floor of compartment. An air vent door at each end combined with the cab ventilation system provides fine sleeping comfort.





N-SERIES

Simply lift the hinged outer hood panels—presto—engine access for daily servicing. Fenders and aprons are designed for easy removal and attach directly to the chassis at only three points. All attaching parts are corrosion-resistant and easy to remove.



H-SERIES

Simple tilting mechanism provides fast, easy engine access. A large coil spring and strong, dual latch mechanism are practically maintenance-free. Control tower supports transmission shift lever and parking brake lever and remains stationary while cab tilts forward.

SEVEN REASONS

WHY FORD TRUCKS ARE YOUR BEST BUY!

1 LOW INITIAL INVESTMENT. Ford Trucks not only are priced low but also offer a wide choice of models and options to give you exactly the right specifications for your job. You pay for no more truck than you need.

2 MAXIMUM LOADS. Ford's selection of materials having high strength-to-weight ratios for major load-carrying components permits bigger payloads. Heavy-duty options provide increased capacity where needed to maximize loads and revenue.

3 LOW MAINTENANCE COSTS. Ford Trucks are thoughtfully engineered and carefully assembled to give dependable, long-life performance with minimum maintenance. And when repairs are needed, Ford's simple-to-service design, readily available parts and low parts prices keep costs at a minimum.

4 GREATER RELIABILITY. Ford recognizes the high cost of driver and vehicle downtime resulting from unexpected breakdowns. From radiator to taillight, every Ford component is designed to stay out of trouble and on the job. You can count on your Ford to be working day after day!

5 24,000-MILE (OR 24-MONTH) WARRANTY. Ford Motor Company warrants to truck owners as follows: That for 24,000 miles or for 24 months, whichever comes first, free replacement, including related labor, will be made by Ford Dealers of any part with a defect in workmanship or material. Tires are not covered by the warranty; appropriate adjustments will be made by tire companies. Owners will remain responsible for normal maintenance services, routine replacement of parts, such as filters, spark plugs, ignition points, wiper blades, brake or clutch linings, and for normal deterioration of soft trim and appearance items.

6 FORD'S MODERN ENGINES. Six or V-8, gasoline or Diesel, Ford engines are designed to give you more usable power from every gallon of fuel. They're mighty easy on oil, too! You can choose the engine, transmission and axle ratio combination for the best economy with the performance you need.

7 LOW-COST FORD DEALER SERVICE IS EVERYWHERE! Whatever your route, you'll always find one of the more than 6,400 Ford Dealers nearby to give you quick assistance in solving any service problems. This great network of Ford Dealers with their modern facilities and highly skilled mechanics provides the service you need to keep your truck on the job. Strategically located dealers offer prompt parts delivery and can arrange for on-location service to keep your trucks rolling. And, because Ford Dealers carry a complete stock of normal replacement parts, you need not invest in a large parts inventory of your own.

The specifications contained herein were in effect at the time this catalog was approved for printing. Ford Division of Ford Motor Company reserves the right to discontinue models at any time or change specifications or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this catalog are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer. Warranties referred to herein are applicable to products sold in U.S.A. and in certain neighboring areas.

'65 FORD TRUCKS...BUILT TO LAST LONGER!

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SEP 25 1964

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