

1960 FORD TRUCKS

SUPER DUTY MODELS

F-850 • F-950
F-1000 • F-1100

C-850
C-950
C-1000
C-1100



With "Big V" engines ... best of the new... **CERTIFIED DURABILITY**, too!

**Certified durability . . . plus
“custom tailor” flexibility make
FORD the Super Duty leader!**

Ford Super Duty Trucks have earned a reputation for exceptional performance and durability ever since their introduction two years ago. And official '59 reports show that sales of these units were more than double those of 1958.

For '60, Ford has added many new key truck options to “custom tailor” a

Super Duty to fit your exact extra-heavy-duty requirements. And studies by an independent research organization provide *certified* proof that new Ford Truck refinements have made these models even more durable for 1960. Bigger optional axles and increased maximum GVW's allow greater payloads with top dependability.



Proven Ford "Big V" power for peak performance and dependability!

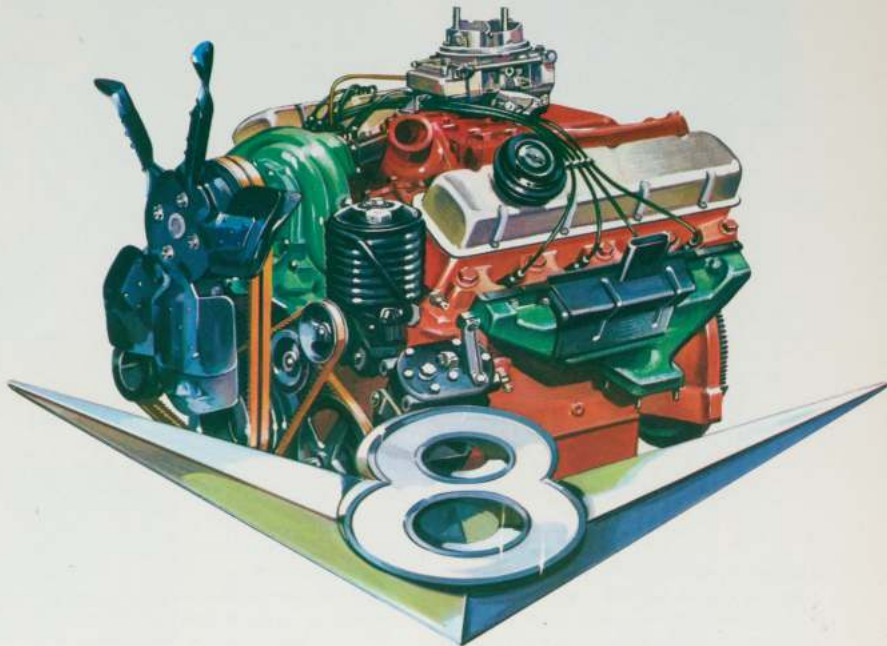
From across America, owners of high-mileage Super Duties report exceptional performance and durability with Ford "Big V" engines. Shop service records of many leading operators show Super Duty V-8's with over 200,000 miles . . . and no repairs other than normal maintenance.

For 1960, Ford has certified proof that the Super Duty V-8's have been refined to make them even more durable. Impartial studies made by an independent research organization prove the advancements offered in the new "Big V's" further improve the durability of these engines.

- Radioactive tracer techniques were employed to determine engine wear during loaded-vehicle road tests. With automatic radiator shutters operating, cylinder wall wear was reduced due to higher, more uniform temperatures throughout the engine.
- Vibration and environmental tests were used to check the effects of abrasion, chafing, heat, oil and gasoline on Ford's new wiring harness. Test results showed the Ford improvements greatly increased electrical system reliability.
- Endurance tests were run on submerged-type electric fuel pumps, alternators, and other related components with similar results.

And to get the top performance from these "Big V" engines on your job, Ford offers a wide range of power train options to fit your particular operation.

Ford 270-hp Super Duty V-8, 534-cubic inch displacement



A SPECIFICATION SHEET IS AVAILABLE FOR EACH OF THE MODELS IN THIS FOLDER. For additional information on Ford Trucks, please ask for the following model folders: *Light Duty, 4-Wheel Drive, Medium Duty, Heavy Duty, Tandem Axle, Parcel Delivery, School Bus and Courier.*

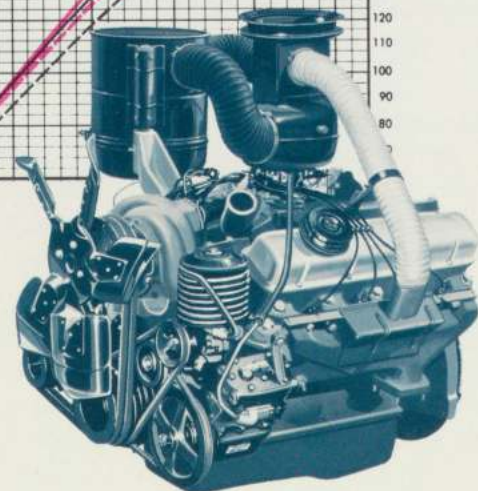
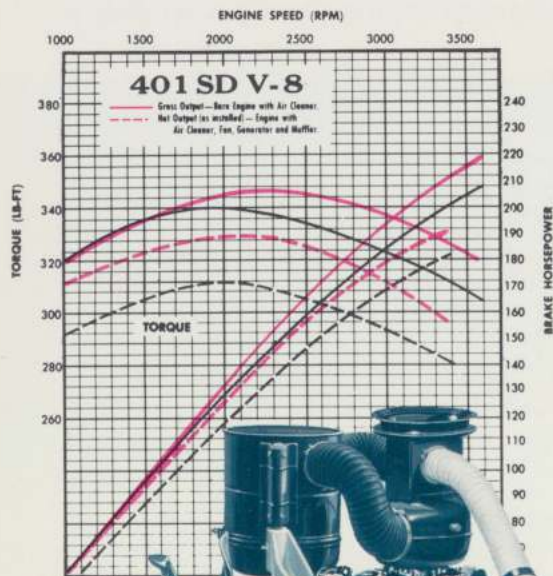
Reliable Ford Short Stroke "Big V" truck engines

Ford Super Duty "Big V" engines have up to 534-cubic inch displacement . . . up to 270 horsepower for outstanding performance. There are three basic "over square"

(bore larger than stroke) Short Stroke V-8 truck engines for 1960 Ford Super Duty Trucks. The most modern, most efficient gasoline engines in their field, they're designed for today's hauling needs.

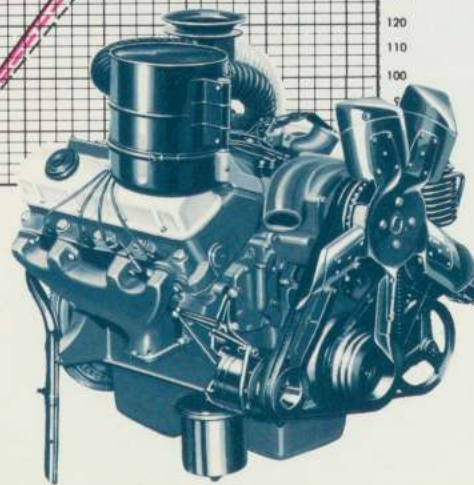
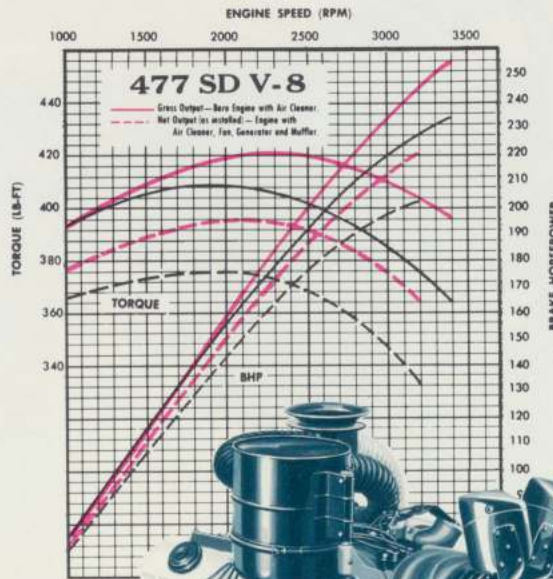
Engineered to develop more horsepower per pound, with important new durability features for longer-lasting dependability. And for routine maintenance their clean,

simple design gives maximum accessibility for servicing. Powerful new Ford Super Duty V-8's have been thoroughly proven by over two years' successful operation in leading truck fleets, coast to coast . . . they're ready to bring you new power, durability and economy! And for '60 new 2-barrel carburetor versions of the 401 and 477 SD V-8's are available.



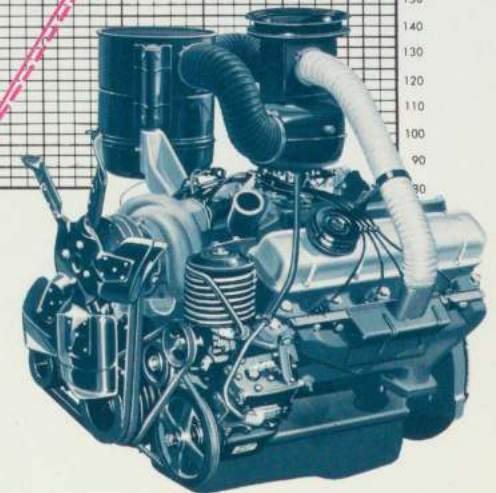
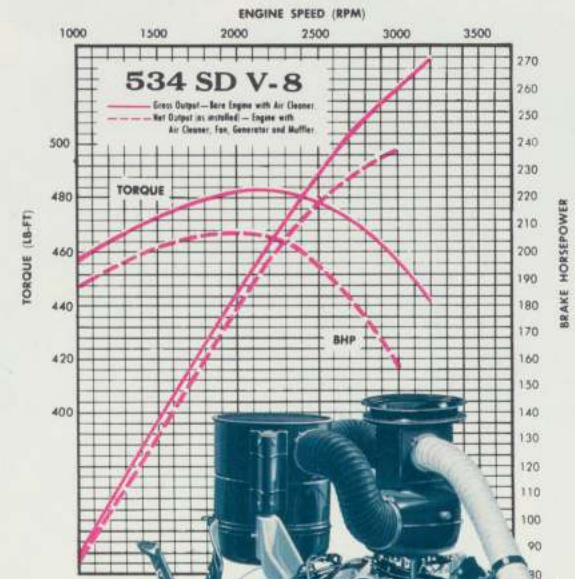
Brake Horsepower—220 @ 3600 rpm
 Torque—345 lbs-ft @ 2000-2600 rpm
 4-Barrel Carburetor
 Bore—4.12 in. Stroke—3.75 in.
 Standard F. & C-850 and 950

(2) 401 with 2-barrel carburetor is optional; power curves shown in black)



Brake Horsepower—257 @ 3400 rpm
 Torque—420 lbs-ft @ 2000-2600 rpm
 4-Barrel Carburetor
 Bore—4.50 in. Stroke—3.75 in.
 Standard—F. & C-1000 & 1100; Opt.—F. & C-950

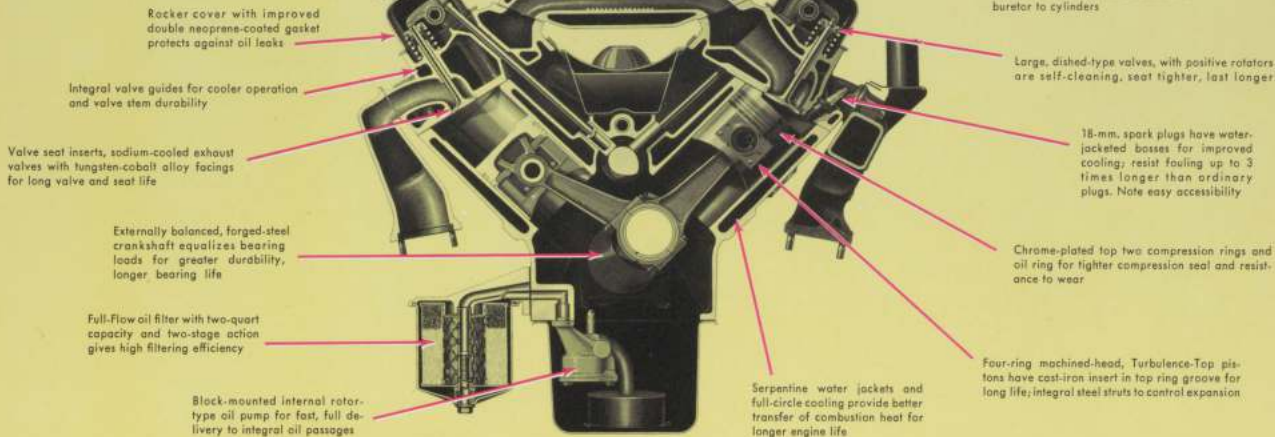
(235-hp 477 with 2-barrel carburetor is optional; power curves shown in black)



Brake Horsepower—270 @ 3200 rpm
 Torque—481 lbs-ft @ 1900-2400 rpm
 4-Barrel Carburetor
 Bore—4.50 in. Stroke—4.20 in.
 Optional—F. & C-1000 & 1100

Proven Ford "Big V" design features

FOR INDUSTRIAL ENGINE APPLICATION WRITE
Industrial Engine Dept., Ford Division of Ford Motor Company, P.O. Box 598, Dearborn, Michigan



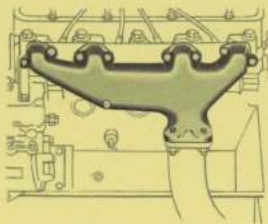
534 SD V-8



INTAKE MANIFOLDING with single-bridge design and water-jacketed passages plus large intake valves provide freer breathing and a more uniform fuel-air distribution and temperature.



MACHINED COMBUSTION CHAMBERS give accurate volume and compression control. Wedge-shape chambers are completely in the block, therefore heads run cooler for longer valve life.

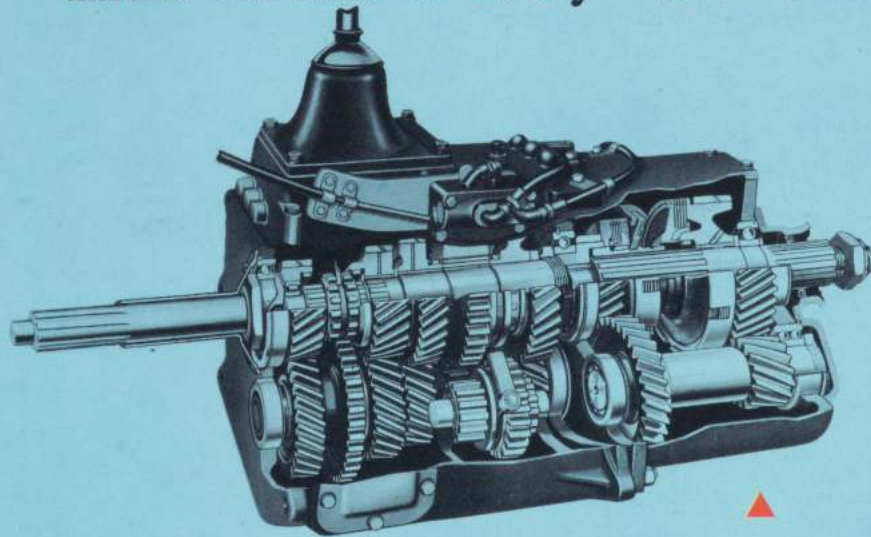


EXHAUST MANIFOLDING is designed to reduce back pressure for greater engine efficiency. The large exhaust ports, passages, manifolds and dual pipes give an unobstructed exhaust flow.

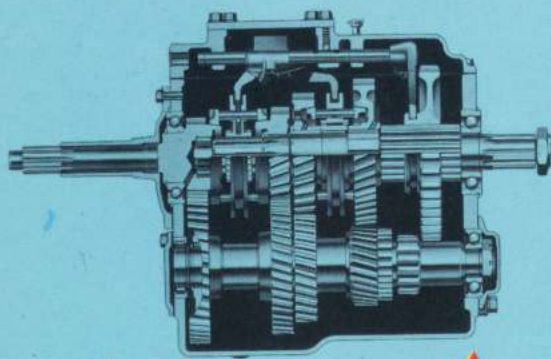


FULL-PRESSURE LUBRICATION SYSTEM provides ample oil to all moving parts for extended engine life. Easily accessible, internally mounted oil cooler is an important *plus* in Ford's system.

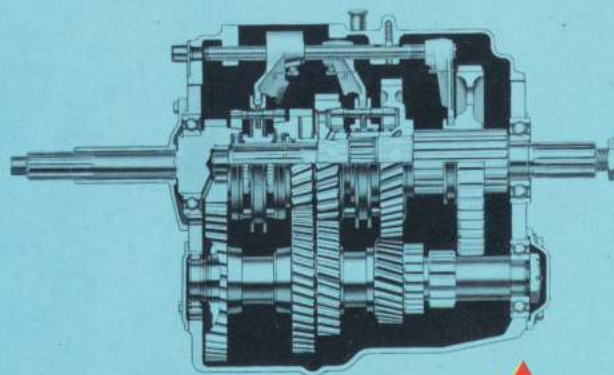
Extra stamina in every FORD SUPER DUTY POWER TRAIN component



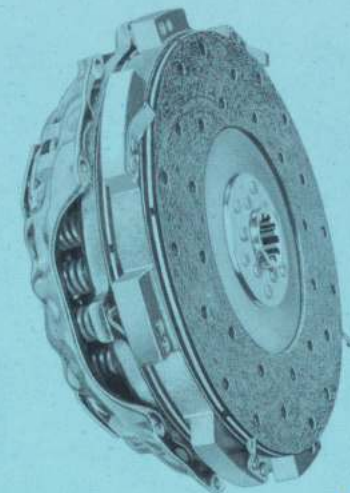
8-SPEED ROADRANGER—Designed for over-the-road service, the Roadranger transmission provides 8 evenly spaced, progressive gear ratio steps. A four-speed constant mesh main gear box is coupled with an integrally mounted, synchronized two-speed reduction unit . . . giving 8 forward speeds to get loads under way faster and maintain highway speeds.



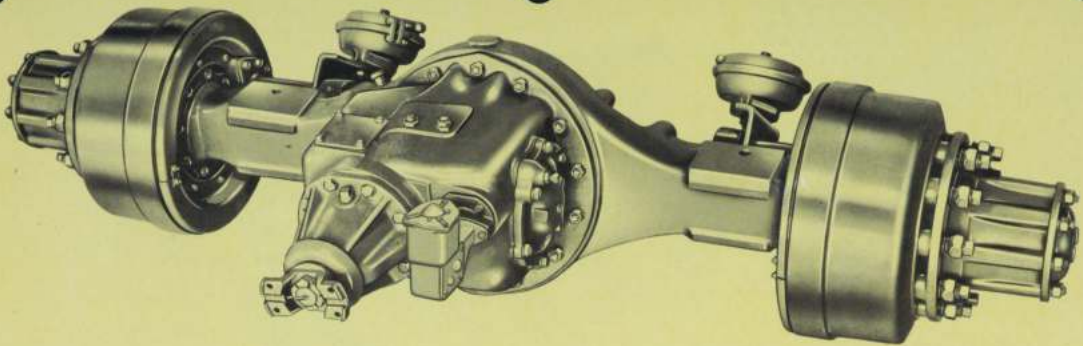
HEAVY DUTY TRANSMISSIONS—5-Speed Synchro-Silent transmissions are offered in a wide-ratio fourth version—for use with Single-Speed rear axles or Two-Speed axles for on- and off-the-road use—and a close-ratio fourth version for use with Two-Speed axles over-the-road.



EXTRA HEAVY DUTY TRANSMISSIONS—5-Speed Synchro-Silent, Direct-in-fifth or Overdrive-in-fifth transmissions. Direct-in-fifth type is offered in both wide-ratio and close-ratio fourth gear versions. Overdrive type reduces engine revolutions about 17%.



TWO-PLATE 13" CLUTCH—Solid dual disc 13-inch clutch provides dependable, positive operation. Direct pressure is applied to the pressure plate by 12 coil springs. And large facing area with two-plate design gives high torque capacity and long service.



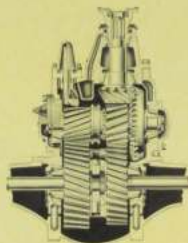
29,000-LB. SINGLE-SPEED

For off-highway terrain and heavy loads this Single-Speed, double reduction, 29,000-lb. hypoid rear axle provides extra stamina. Durable axle housing is a one-piece banjo-type malleable iron casting with alloy steel sleeve inserts.



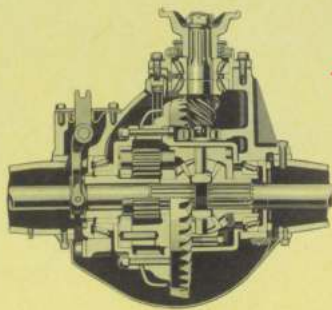
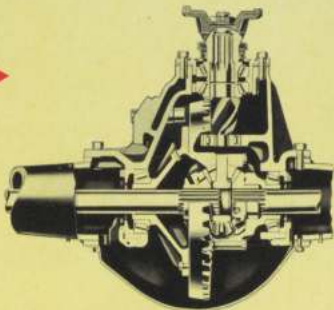
29,000-LB. TWO-SPEED

Big capacity Two-Speed, double reduction, 29,000-lb. hypoid rear axle gives two-range performance for extra power and economy. Durable axle housing is a one-piece banjo-type malleable iron casting with alloy steel sleeve inserts.



18,500-LB. SINGLE-SPEED
22,000-LB. SINGLE-SPEED
23,000-LB. SINGLE-SPEED

Spiral bevel, full-floating Single-Speed rear axle. Pinion is straddle-mounted for accurate alignment under high torque loads. All gears are alloy-steel, carburized and hardened for strength and wear resistance. And extra-capacity, tapered-roller wheel bearings provide long, dependable service.

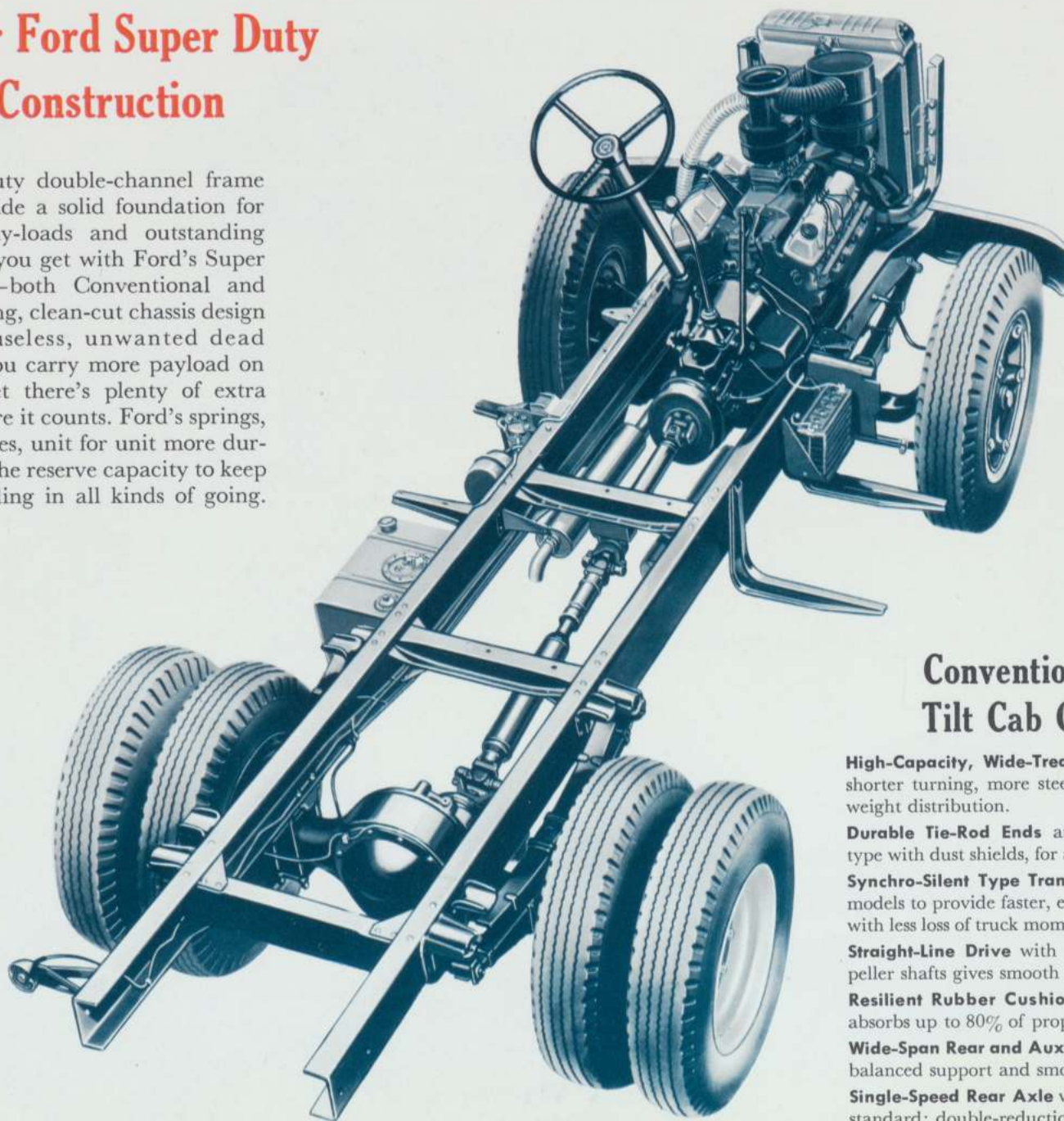


18,500-LB. TWO-SPEED
22,000-LB. TWO-SPEED
23,000-LB. TWO-SPEED

Spiral bevel, Two-Speed, full-floating rear axles. A planetary reduction gear set between the ring gear and differential provides two selective ratios for greater flexibility of truck operation. Easy to operate, positive-action, improved electric-shift control allows fast, easy shifting.

Superior Ford Super Duty Chassis Construction

Extra-heavy-duty double-channel frame side rails provide a solid foundation for the bigger pay-loads and outstanding dependability you get with Ford's Super Duty models—both Conventional and Tilt Cab! Strong, clean-cut chassis design pares away useless, unwanted dead weight, let's you carry more payload on every trip. Yet there's plenty of extra toughness where it counts. Ford's springs, frames and axles, unit for unit more durable, all have the reserve capacity to keep your loads rolling in all kinds of going.



F-850 Chassis Shown

Conventional and Tilt Cab Chassis features:

High-Capacity, Wide-Tread, Set-Back Front Axle for shorter turning, more steering stability and improved weight distribution.

Durable Tie-Rod Ends are spring-loaded, ball-socket type with dust shields, for automatic wear take-up.

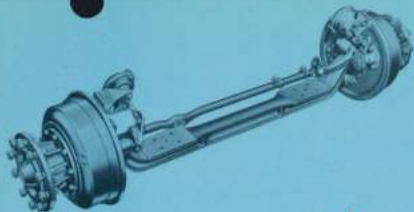
Syncho-Silent Type Transmission is standard on all models to provide faster, easier shifting—up or down—with less loss of truck momentum, less driver effort.

Straight-Line Drive with large diameter tubular propeller shafts gives smooth power flow.

Resilient Rubber Cushion encases center bearing, absorbs up to 80% of propeller shaft vibration.

Wide-Span Rear and Auxiliary Springs provide sturdy, balanced support and smooth ride.

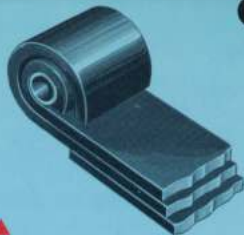
Single-Speed Rear Axle with one-piece banjo housing, standard; double-reduction Single-Speed and electric-shift double-reduction or planetary Two-Speed axles available.



FRONT AXLES with modified I-beam construction and new nylon bushings, reinforced at stress points for extra durability. Available in 7,000-, 9,000-, 11,000- and 15,000-lb. capacities.



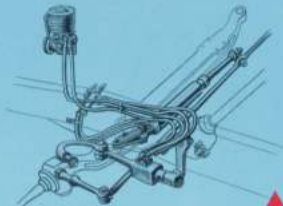
DOUBLE-CHANNEL FRAME RAILS standard on all Super Duty models, are highly resistant to twist and weave. Full channel reinforcement inside side rails offers high strength with less weight for greater payloads.



MILITARY WRAP REAR SPRINGS provide a greater safety factor in severe usage. Standard on F- & C-1100 models, the spring eye is double wrapped for extra strength and durability.



AUTOMATIC RADIATOR SHUTTERS are standard on all Super Duty models. They maintain higher, more uniform coolant and oil temperatures, relieving internal stress and improving lubrication. This means less cylinder wall wear, greater engine durability.



MASTER-GUIDE POWER STEERING is available on all F- and C-Series Super Duty models . . . cuts steering effort as much as 75% for safer, easier handling.

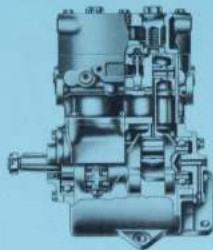


DURABLE WIRING SYSTEM with heavier, more effective insulation protects against heat and abrasion. Multiple plug connectors, extra-heavy-duty circuit breaker and fuse panel provide greatly improved electrical reliability.

IMPROVED ELECTRIC FUEL PUMP mounted in fuel tank. Big capacity, submerged-type fuel pump delivers liquid fuel—no vapor—to carburetor. Not dependent on engine rpm's . . . provides ample fuel at any vehicle speed.



BIG 12-CUBIC FOOT AIR COMPRESSOR is available in place of standard 7 $\frac{1}{4}$ -cu. ft. with full-air brakes on F- and C-950 thru 1100. Large 12-cubic foot per minute capacity provides extra safety factor.



Ford Driverized Cab...built for comfort and durability

Ford Driverized Cabs for '60 are big, attractive, comfortable and durable. There's almost 59 inches of shoulder room for three-man riding comfort. And the big 1020-sq. in. full-wrap windshield provides full vision for safer driving. Hi-Dri all-weather ventilation keeps the interior dry, fresh and comfortable.

Ford's suspended pedals, that eliminate toeboard holes, and rubber door weather seals banish uncomfortable drafts and dirt. More powerful blower in the Ford heater keeps the cab up to 10° warmer and provides better defrosting. Inboard supports for the sun visor reduce annoying vibrations. And added structural reinforcements provide greater cab durability in rugged service.

FORD STANDARD CAB FEATURES

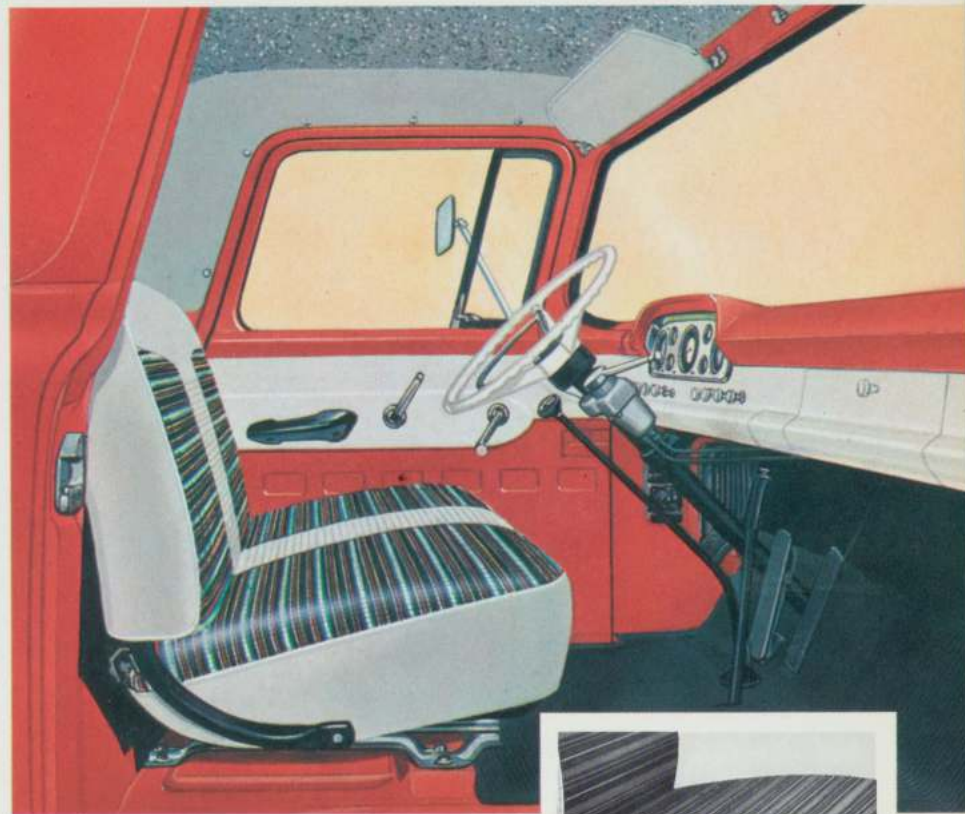
- Lifeguard steering wheel • Safety Double-Grip door locks
- Plaid nylon-rayon-saran seat upholstery with gray vinyl bolster and seat facings
- Dome light • Left sun visor • Ash receptacle • Dispatch box
- Coat hook • White instrument cluster cover plate

FORD DIAMOND LUSTRE STANDARD COLORS

Choice of Monte Carlo Red, Goldenrod Yellow, Academy Blue, Skymist Blue, Caribbean Turquoise, Adriatic Green, Holly Green, Corinthian White, Raven Black. Any standard color can be combined with Corinthian White for smart Two Tone effect on the cab.



Ford's nylon-rayon-saran standard seat upholstery is more comfortable and longer wearing. The fabric breathes better and is cooler in the summer. And Ford's formed wire springs minimize seat sagging, provide a fine ride. For extreme wear conditions, a heavy-duty vinyl seat upholstery is optional.



Luxurious foam rubber seat!
The Custom Cab's seat has five soft inches of resilient foam rubber, with 1¾ inches in the seat back for top driver comfort.

Here's the 1960 Ford Custom Cab for unexcelled comfort and driving ease. This office-on-wheels gives the driver a real incentive to do his best work. And there's crisp, pleasing two-color styling on the instrument and door panels—easy to read, chrome-trimmed instrument cluster—convenient horn ring on the steering wheel—and all the extra-value features listed.

FORD CUSTOM CAB FEATURES

- Striped woven nylon-saran upholstery with gray vinyl bolster and seat facings
- Handsome two-tone instrument panel
- Chrome-trimmed instrument cluster
- White steering wheel with attractive chrome horn ring
- Foam rubber in seat cushion and back
- Attractive two-tone door paint scheme
- Arm rest on left door
- Sound deadener on floor and rear cab panel and insulation on firewall
- Sun visor on right side
- Illuminated cigar-cigarette lighter
- Bright-metal grille and headlight assembly
- Bright-metal windshield reveal molding
- "Custom Cab" emblem on each door
- Matched locks on both doors



Spacious Ford Tilt Cabs are tops for handling ease, riding comfort

Ford Driverized Tilt Cabs provide exceptional visibility, convenience and comfort. The huge 1,683-square inch, two-piece windshield wraps around at sides for a wide-open view. Ford's fine ventilation system brings in volume-controlled fresh, clean air.

A convenient inboard step and large door opening make it easy to get in and out. And there's plenty of interior room for the huskiest drivers and helpers. The improved accelerator pedal angle provides a more comfortable foot position. And the Ford *Custom* Tilt Cab (shown) provides all the worthwhile "extra" features listed.

STANDARD TILT CAB FEATURES

- Lifeguard steering wheel • Dome Light • Ash receptacle
- Safety Double-Grip door locks • Left sun visor
- Dispatch box • Coat hook • Plaid nylon-rayon-saran seat upholstery with gray vinyl bolster and side facings
- White instrument cluster cover plate

CUSTOM TILT CAB FEATURES

Striped woven nylon-saran upholstery with gray vinyl bolsters and side facings
 Handsome two-tone instrument panel
 Chrome-trimmed instrument cluster
 White steering wheel with chrome horn ring
 Foam rubber padding in seat cushion and driver's seat back
 Fold-down arm rest on driver's side
 Sound deadener on floor and rear cab panel
 Sun visor on right side
 Illuminated cigar-cigarette lighter
 Bright-metal windshield reveal molding
 "Custom Cab" emblem on each door
 Matched locks on both doors



Luxurious foam rubber comfort! The *Custom* Cab's seat has five soft inches of resilient foam rubber, 1¼ inches in driver's seat back. Supported by non-sag springs it provides matchless comfort. The seat back (on standard and *Custom* Cabs) is ¼-¾ type, and the ¾ side tilts forward for convenient access to engine water and oil fillers. And safety locks hold the seat back in place when the cab is tilted.



Maintenance advantages! Because Ford's Tilt Cab design offers such quick and complete engine accessibility—maintenance costs and downtime can be substantially reduced. Major service operations, like pulling the engine, can be done in about half the time required for other cab forward designs. Routine work, like valve adjustments, can be finished in one-third the time. And these operations can be accomplished in less time than on conventional trucks.

F-850

GVW: 25,000 lb. • GCW: 50,000 lb.

Opt. GVW: 27,000 lb.

Nominal Payload
(body and equipment, etc.)
up to 19,750 lb.

Wheelbases:
132, 144, 156, 175, 192 in.

Ford Super Duties for '60 provide a new peak of mechanical perfection and durability

The F-850, long known for its sturdy dependability, now offers more profitable hauling with optional 27,000-lb. GVW. And you can have extra axle capacity and stamina with the new, optional 21,000-lb. rear axle. A hefty 7,000-lb. front axle is standard, with 9,000-lb. and 11,000-lb. front axles optional.

The improved Ford wiring system gives new electrical reliability, and the truck's cab, springs and radiator all offer new durability. The powerful 401 SD V-8 engine with 2- or 4-barrel carburetor has new refinements for long-lasting performance and durability. A complete tractor package with brake and electrical equipment that complies with ICC regulations is available on short wheelbase units with air brakes.

Ford F-850 has the power and stamina
for over-the-road tractor service.





F-1000

GVW: 31,000 lb. • GCW: 65,000 lb.
 Opt. GVW: 33,000 lb.
 Nominal Payload
 (body and equipment, etc.)
 up to 24,000 lb.
 Wheelbases:
 132, 144, 156, 175, 192 in.

F-950

GVW: 27,000 lb. • GCW: 55,000 lb.
 Opt. GVW: 31,000 lb. • 33,000 lb.
 Nominal Payload
 (body and equipment, etc.)
 up to 24,125 lb.
 Wheelbases:
 132, 144, 156, 175, 192 in.

The 1960 Ford F-950 offers big, new custom-tailored options for top efficiency on your job. Improved 208-hp, 220-hp, 235-hp or 257-hp Super Duty V-8's provide new flexibility with greater durability. Optional 23,000-lb. rear axle and heavy-duty components give a 33,000-lb. maximum GVW. Air-over-hydraulic or full-air brakes are also optional. And extra-heavy-duty 5-Speed transmissions, Direct or Overdrive, and the 8-Speed Roadranger are available.



F-1100

GVW: 36,000 lb.
 Nominal Payload
 (body and equipment, etc.)
 up to 26,550 lb.
 Wheelbases:
 144, 156, 175, 192 in.

Ford F-1100 is the outstanding value for tough off-the-road work. Durable 29,000-lb. rear axle, full-air brakes and powerful 257-hp Super Duty V-8 engine with 5-Speed extra-heavy-duty transmission are standard. And you have a wide selection of durable chassis components to make these giant-sized trucks welcome profit-building partners in your business.



C-1000

GVW: 31,000 lb. • GCW: 65,000 lb.

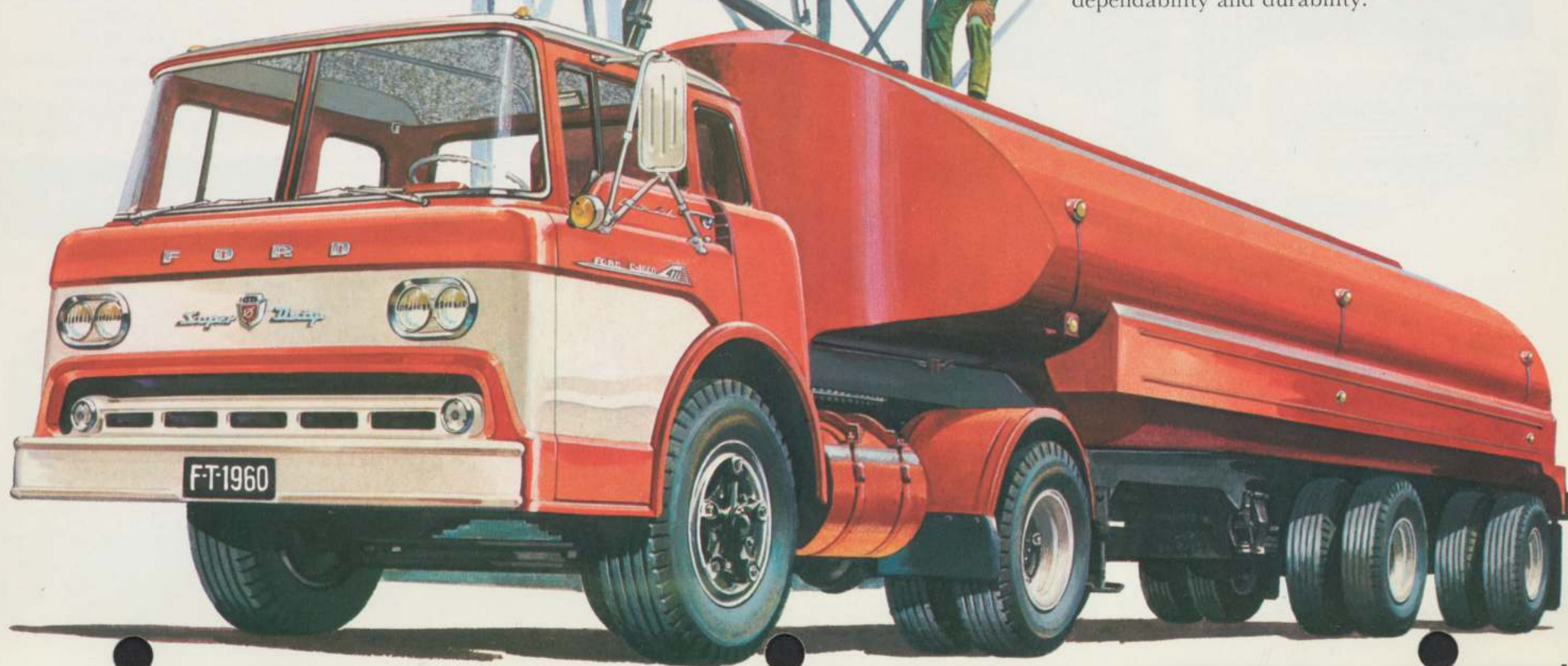
Opt. GVW: 33,000 lb.

Nominal Payload
(body and equipment, etc.)
up to 23,700 lb.

Wheelbases:
99, 111, 135, 153 in.

Performance-proved Ford Super Duty Tilt Cabs for '60

New Ford C-1000 with proven extra-heavy-duty truck engineering provides peak performance with greater durability. And increased maximum GVW and GCW of the Ford C-1000 means bigger money-making payloads are possible. Here's top highway performance with your choice of "Big V" power—the improved 235-hp, 257-hp or 270-hp Super Duty V-8's. New 29,000-lb. rear and up to 15,000-lb. front axles are available. Modern Ford wiring system gives new electrical reliability, and the truck's springs, exhaust system and radiator all provide new dependability and durability.



Ford C-1000 with aluminum spread-axle tank semi-trailer.



C-850

GVW: 27,000 lb. • GCW: 50,000 lb.
Nominal Payload
(body and equipment, etc.)
up to 18,825 lb.
Wheelbases:
99, 111, 135, 153 in.

The new maximum GVW is a full 1,000 lb. greater for 1960 . . . an all-time high for this model. And the C-850 offers a 21,000-lb. rear axle option and heavier springs for extra stamina with *larger payloads*. There's more efficient Short Stroke power, too, with 2- or 4-barrel carburetor versions of the 401 SD V-8. And you have a wide choice of 5-Speed transmissions—Direct Drive or Overdrive—plus the popular 8-Speed Roadranger. Air-over-hydraulic or full-air brakes are optional.



The New Ford C-950 offers big, new custom-tailored options for top efficiency on your job. Improved 208-, 220-, 235- or 257-horsepower Super Duty V-8's provide flexibility with greater durability. Optional 23,000-lb. rear axle and heavy-duty components give a 33,000-lb. maximum GVW: Air-over-hydraulic or full-air brakes, extra-heavy-duty 5-Speed transmissions, Direct or Overdrive, and the 8-Speed Roadranger are available.



Ford C-1100 is the outstanding Tilt Cab value for tough off-the-road work. Durable 29,000-lb. rear axle, full-air brakes and powerful 257-hp Super Duty V-8 engine with 5-Speed extra-heavy-duty transmission are standard, 235-hp or 270-hp SD V-8's are optional. And you have a wide selection of durable chassis components to make these giant-sized trucks welcome profit-building partners in your business.

C-950

GVW: 30,000 lb. • GCW: 55,000 lb.
Opt. GVW: 31,000 lb. • 33,000 lb.
Nominal Payload
(body and equipment, etc.)
up to 23,725 lb.
Wheelbases:
99, 111, 135, 153 in.

C-1100

GVW: 36,000 lb.
Nominal Payload
(body and equipment, etc.)
up to 26,225 lb.
Wheelbases:
111, 135, 153 in.

Whatever your job . . . there's a Ford Truck to fit your needs!

LIGHT DUTY CONVENTIONAL "F" SERIES

SERIES	MAX. GVW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	PICKUPS ¹	PANEL	STAKE	PLAT-FORM	CHASSIS-CAB (CA)	CHASSIS-WD ² H'D (CLA)	CHASSIS-COWL (CLA)
Courier	4600	223 SIX 292 V-8 352 V-8	118		7'					
F-100	5000	139-hp SIX 172-hp V-8	110 118	6½' 8'	7½'	6½'	6½'	40.5"	82.2"	82.2"
F-100 <small>4-Wheel Drive</small>	5600	139-hp SIX 172-hp V-8	118	8'				48.5"		
F-250	7400	139-hp SIX 172-hp V-8	118	8'	7½'	7½'	7½'	48.5"	90.2"	90.2"
F-250 <small>4-Wheel Drive</small>	7400	139-hp SIX 172-hp V-8	118	8'	7½'	7½'	7½'	48.5"		
F-350	9800 ³	139-hp SIX 172-hp V-8	130	9'	9'	9'	9'	60.5"	102.2"	102.2"

MEDIUM DUTY CONVENTIONAL "F" and TILT CAB "C" SERIES

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	STAKE	PLAT-FORM	CHASSIS-CAB (CA)	CHASSIS-WD ² H'D (CLA)	CHASSIS-COWL (CLA)
F-500	15000	25000*	139-hp SIX 172-hp V-8 180-hp HD V-8	130 154 180	9' 12'	9'	60.5"	102.2"	102.2"
F-600	17000 19500* 21000*	29000* 32000*	139-hp SIX 172-hp V-8 180-hp HD V-8	142 154 172 192	12' 12'	12'	72.5" 84.5" 102.5" 122.5"	114.2" 126.2" 144.2" 164.2"	114.2" 126.2" 144.2" 164.2"
C-550	18000	25000	172-hp V-8 180-hp HD V-8	99 111 135 153	12' 12'	12'	72" 84" 108" 126"		
C-600	19500 21000*	32000	172-hp V-8 180-hp HD V-8	99 111 135 153			72" 84" 108" 126"		

PARCEL DELIVERY "P" SERIES

SERIES	MAX. GVW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-WD ² H'D FRONT END*	STRIPPED-CHASSIS ¹
P-350	8000	139-hp SIX 172-hp V-8	104 122	87.5" 105.5"	81.2" 99.2"
P-400	10000	139-hp SIX 172-hp V-8	137	120.5"	114.0"
P-500	15000	139-hp SIX 172-hp V-8	137 154	120.5" 137.5"	114.0" 131.0"
P-600 <small>(Special Order)</small>	17000	139-hp SIX 172-hp V-8 180-hp HD V-8	137 154	120.5" 137.5"	114.0" 131.0"

¹StyleSide or FlareSide Body (F-Series). (CA)—Back of Cab to \oplus Rear Axle. (CLA)—Back of Cowl to \oplus Rear Axle. ²Dual Rear Tires Required. N.A. on Pickups.

HEAVY DUTY CONVENTIONAL "F" and TILT CAB "C" SERIES

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	CHASSIS-COWL (CLA)	SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)
F-700	21000 22000* 25000*	35000	172-hp V-8 180-hp HD V-8	132 144	60.5" 72.5"	102.2" 114.2"	C-700	22000 23000* 25000*	35000	172-hp V-8 180-hp HD V-8	99	72"
F-750	22000 25000*	42000	194-hp HD V-8	156	84.5"	126.2"	C-750	23000 25000*	42000	194-hp HD V-8	111 135	84" 108"
F-800	25000 27000*	50000	205-hp HD V-8	192	103.5" 120.5"	145.2" 162.2"	C-800	27000	50000	205-hp HD V-8	153	126"

SUPER DUTY CONVENTIONAL "F" and TILT CAB "C" SERIES

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	CHASSIS-COWL (CLA)	SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)
F-850	25000 27000*	50000	208-hp SD V-8 220-hp SD V-8	132*	60.5*	102.2*	C-850	27000	50000	208-hp SD V-8 220-hp SD V-8	99*	72**
F-950	27000 31000* 33000*	55000	208-hp SD V-8 220-hp SD V-8 235-hp SD V-8 257-hp SD V-8	144 156	72.5" 84.5"	114.2" 126.2"	C-950	30000 31000* 33000*	55000	208-hp SD V-8 220-hp SD V-8 235-hp SD V-8 257-hp SD V-8	111	84"
F-1000	31000 33000*	65000	235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	175	103.5"	145.2"	C-1000	31000 33000*	65000	235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	135	108"
F-1100	36000		235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	192	120.5"	162.2"	C-1100	36000		235-hp SD V-8 257-hp SD V-8 270-hp SD V-8	153	126"

TANDEM AXLE "T" SERIES

Tilt Cab Tandems are available on Special Order

SERIES	MAX. GVW (LB.)	MAX. GCW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-CAB (CA)
T-700	28000 29000* 32000* 33000*		180-hp HD V-8 194-hp HD V-8	144*	72.5**
T-750	35000 37000*		205-hp HD V-8		
T-800	43000 45000*		205-hp HD V-8	156	84.5"
T-850	37000† 43000 45000*	55000† 70000 70000	208-hp SD V-8 220-hp SD V-8 235-hp SD V-8	175	103.5"
T-950	46000 48000* 51000*	75000	257-hp SD V-8 270-hp SD V-8	192	120.5"

SCHOOL BUS "B" SERIES

SERIES	CAPACITY RANGE	MAX. GVW (LB.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-COWL (CLA)
B-500	UP TO 36 PASS.	15000	139-hp SIX—172-hp V-8 180-hp HD V-8	154	126.2"
B-600	UP TO 48 PASS. UP TO 54 PASS.	17000 19500*	139-hp SIX—172-hp V-8 180-hp HD V-8	192 220	164.2" 192.2"
B-700	UP TO 60 PASS. UP TO 66 PASS.	21000 22000*	172-hp V-8—180-hp HD V-8	245 262	215.2" 232.2"
B-750	UP TO 60 PASS. UP TO 66 PASS.	22000	194-hp HD V-8	245 262	215.2" 232.2"

*Optional GVW or GCW; Requires Heavy Duty Equipment. †Rating with Optional 28,000-lb. Rear Axle. *Door Pillar to \oplus Rear Axle. ‡Steering Wheel to \oplus Axle. **N.A. F-1100. *N.A. C-1100. *N.A. T-950.

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