

1961 FORD TRUCKS

TRACTORS H-950 • H-1000 • HD-950 • HD-1000

TANDEM TRACTORS HT-850 • HT-950 • HDT-850 • HDT-950



H-SERIES... PROVEN DIESEL OR GASOLINE POWER
ECONOMY NEVER CAME IN SUCH A CHOICE

Ford H-Series highway tractors with lightweight components for top payloads!

Ford H-Series tilt-cab tractors offer *proven* Diesel or Super Duty gasoline engines for maximum economy and durability. Their extra strong, lightweight chassis components together with short 28-inch BA permit maximum legal gross loads in most "bridge formula" states. Compact 82-inch BBC provides the proper dimension to handle longer high-cube trailers.

And optional engines, transmissions, auxiliaries and rear axles (Eaton or Timken) permit you to "custom tailor" these units to your exact hauling requirements. For recommended power train combinations please see your Ford Dealer.

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



GASOLINE
H-950
 Max. GCW: 65,000 lb.
 Wheelbases:
 126, 134, 146, 158, 176 in.

HD-950
DIESEL

H-950 (gasoline) tractor with 226-hp Super Duty V-8 engine standard, with 206-hp, 231-hp, 253-hp or 266-hp SD V-8's optional. HD-950 models have a 180-hp Cummins diesel standard, with 195-hp, 220-hp diesels or 180-hp and 195-hp economy diesels available.

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HD-1000 Diesel tractor (shown with optional sleeper cab) has the 220-hp 743-cubic-inch Cummins diesel engine standard. H-1000 models have the powerful 266-hp 534-cubic-inch Super Duty V-8 standard.

Ford H and HD models have wide-track 9,000-lb., 11,000-lb. or 15,000-lb. front axles, and 22,000- or 23,000-lb. rear axles. You have a choice of Eaton or Timken rear axles, either single-speed (single or double reduction) or two-speed. Frames have extra-high-tensile steel side rails for greater durability. And they are tailored to wheelbases with the lowest possible weight consistent with needed strength. Weight-saving aluminum disc wheels, aluminum cylindrical fuel tanks and transmission cases are available for still greater payloads.

GASOLINE
H-1000
 Max. GCW: 76,800 lb.
 Wheelbases:
 126, 134, 146, 158, 176 in.

HD-1000
DIESEL

Ford HT-Series tandem tractors . . . both dual drive and pusher types

Ford HT-Series tandems are available with dual drive and pusher-type axles. And the pusher axle suspension has a belt drive option to convert the dead axle into a driving axle. Durable, lightweight components are used throughout where consistent with maximum strength. High-tensile steel frame, fiberglass cab skirts, aluminum steering gear housing, and optional aluminum suspension components, disc

wheels, transmission cases and cylindrical fuel tanks are further examples of weight-saving design.

The short 28-inch BA and 82-inch BBC allow maximum legal gross loads with long, high-cube trailers in most "bridge formula" states. And a wide selection of engines, transmissions and axles is available to "custom tailor" these tandems.

HDT-950 (diesel) tandem tractor has proven Cummins 220-hp 743-cubic-inch diesel for rugged durability and economy. HT-950 models have the powerful 266-hp 534-cubic-inch Super Duty V-8 engine standard.



GASOLINE
HT-850
Max. GCW: 65,000 lb.
Wheelbases:
138, 146, 158 in.
246 in. (HDT only)
HDT-850
DIESEL

HT-850 (gasoline) tandem tractor with 226-hp Super Duty V-8 engine standard, with 206-hp, 231-hp, 253-hp or 266-hp Super Duty V-8's optional. HDT-850 diesels have 180-hp Cummins engine standard, with 195-hp, 220-hp diesels or 180-hp and 195-hp economy diesels available.



GASOLINE
HT-950
Max. GCW: 76,800 lb.
Wheelbases:
138, 146, 158 in.
246 in. (HDT only)
HDT-950
DIESEL

Ford HT and HDT models have a wide-track 11,000-lb. front axle with a 15,000-lb. option. The 850's have 30,000-lb. rear axles standard, with 34,000- and 38,000-lb. axles available. And 950's have 34,000-lb. rear axles standard with 38,000-lb. axles optional. Material used in double-channel frames is tailored to wheelbases. The 138-, 146- and 158-inch models have high-tensile steel frames. The longer 246-inch wheelbase has an extra high-tensile steel frame.

Proven Diesel Power for outstanding

To meet today's needs for lower truck operating costs, better performance, greater dependability and more profits . . . five proven Cummins diesel engines are available for HD- and HDT-Series models. These powerful engines are all dynamometer tested before installation to be certain they deliver rated horsepower and torque.

The NH-180 and NH-195 have 672-cubic-inch displacements, and the NH-220 is a 743-cubic-inch-

displacement engine. The NHE-180 and -195 are economy engines of 743-cubic-inch displacement, designed for greater fuel economy and even less maintenance expense. They operate at slower governed rpm's, which means fewer revolutions per mile for less wear on all moving parts. And lower cylinder pressures plus lower exhaust temperatures greatly extend engine life . . . reduce operating and maintenance expenses.

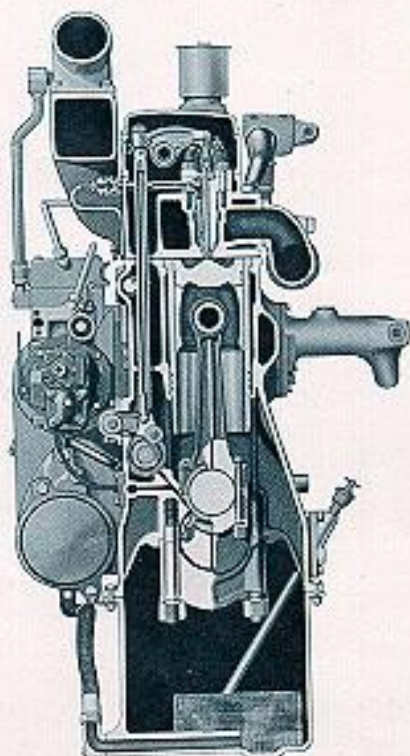
Large exhaust and air passages are designed to offer minimum restriction to exhaust and air flow. All Cummins engines have two exhaust and two intake valves to facilitate complete scavenging of exhaust gases and complete filling of cylinder with fresh air.

Overhead valves are precision machined from high-strength alloy steel forgings. Exhaust valves are stellite-faced for long life. Stellite valve seat inserts resist corrosion, require less maintenance.

Open-type combustion chamber gives most efficient combustion—most power per cubic inch—more power from each gallon of fuel. Thorough mixing of fuel and air in the combustion chamber, combined with camshaft controlled injection of the Cummins PT injector, provides smooth, complete burning of low-cost diesel fuel.

Compression rings seal the combustion chamber. Top ring is chrome-plated for long life under high temperatures and pressures. Oil control ring removes excess lubricating oil from cylinder wall, minimizes oil consumption.

Cam-ground pistons provide proper fit in cylinder at operating temperatures. Cummins pistons are manufactured from strong, lightweight aluminum alloy. Knurled skirt improves cylinder wall lubrication and minimizes wear. Extremely close weight tolerances allow matching of pistons from part inventory with original pistons without checking or balancing.



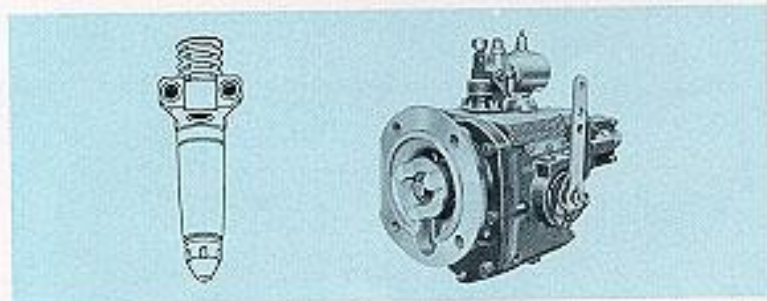
Replaceable wet-type cylinder liners dissipate combustion chamber heat to coolant rapidly. Liners are alloy cast iron, honed and lubricated to give fast break-in and long life.

Large volume water passages give even flow of coolant around cylinder liners, valves and injectors to draw excess heat from combustion chamber. Centrifugal pump circulates large volume of water.

Camshaft is geared to crankshaft for positive control of all valves and injector movements. Forged camshaft is hardened to give exceptional service life. Roller-type cam followers give long, dependable life.

Connecting rods are forged from high-tensile alloy steel. I-beam section gives maximum strength. Piston pins are full-floating type.

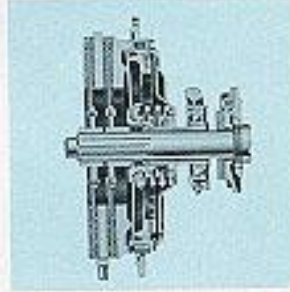
Crankshaft is precision-machined from forged high-tensile steel. Bearing journals are induction-hardened for long life. Main and connecting rod journals are torque-hardened to a depth that allows several regrinds. Crankshafts used in engines governed at 2000 RPM and over are fully counterweighted.



PT Fuel Injection System. The Cummins PT (Pressure-Time) fuel injection system is simple, efficient and more durable. And it provides accurate fuel metering for greater economy. Fuel metering and injection are directly under the control of the engine camshaft, actuated by a push rod and rocker lever. High pressure is used only at the point of injection—eliminating the problems of high pressure fuel lines. The fuel pump has but one simple adjustment for calibration, and does not require timing adjustments. The entire system is simple with fewer parts for longer life and less maintenance.

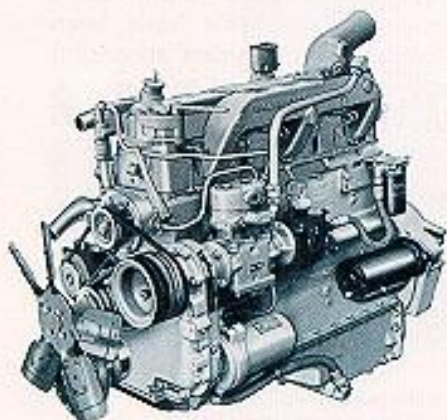


Water Filter. The Perry water filter is optional on Cummins diesel engines to reduce corrosion. It carefully filters and softens water and has two sacrificial plates that neutralize acidity for greater engine and radiator durability.



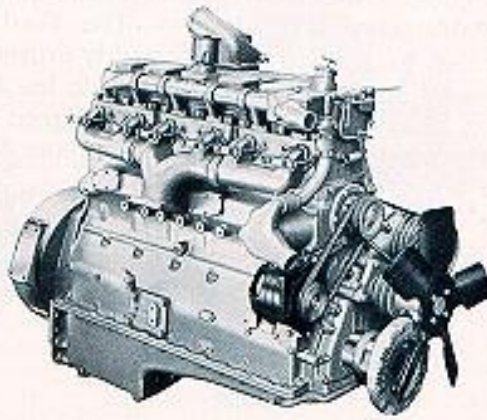
14" Two-Plate Clutch. This large, solid disc clutch is standard in all H-Series models with Cummins diesel engines for efficient power flow. The large facing area with solid dual discs gives high torque capacity and longer clutch life.

economy, performance and durability



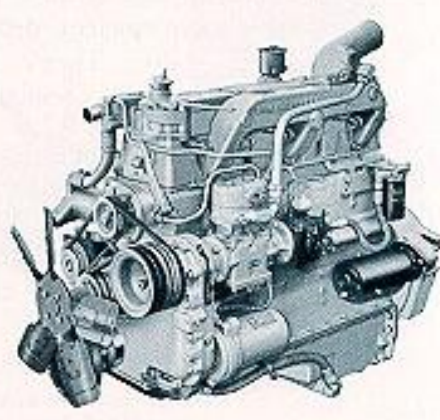
Cummins NH-180 and NH-195

Brake Horsepower (NH-180)—180 @ 2100 rpm
 Brake Horsepower (NH-195)—195 @ 2100 rpm
 Torque (NH-180)—504 lbs-ft @ 1500 rpm
 Torque (NH-195)—535 lbs-ft @ 1500 rpm
 Bore—4½ in. Stroke—6 in.
 Displacement—672 cu. in.
 NH-180 is standard HDT-850, HD-950
 NH-195 is optional HDT-850, HD-950
 (NH-195 power curves shown in red)



Cummins NHE-180 and NHE-195

Brake Horsepower (NHE-180)—180 @ 1950 rpm
 Brake Horsepower (NHE-195)—195 @ 1950 rpm
 Torque (NHE-180)—524 lbs-ft @ 1300 rpm
 Torque (NHE-195)—530 lbs-ft @ 1300 rpm
 Bore—5½ in. Stroke—6 in.
 Displacement—743 cu. in.
 NHE-180 is optional HDT-850, HD-950
 NHE-195 is optional HDT-850, HD-950
 (NHE-195 power curves shown in red)



Cummins NH-220

Brake Horsepower—220 @ 2100 rpm
 Torque—606 lbs-ft @ 1600 rpm
 Bore—5½ in. Stroke—6 in.
 Displacement—743 cu. in.
 Standard HDT-950, HD-1000
 Optional HDT-850, HD-950

NH-180, NH-195

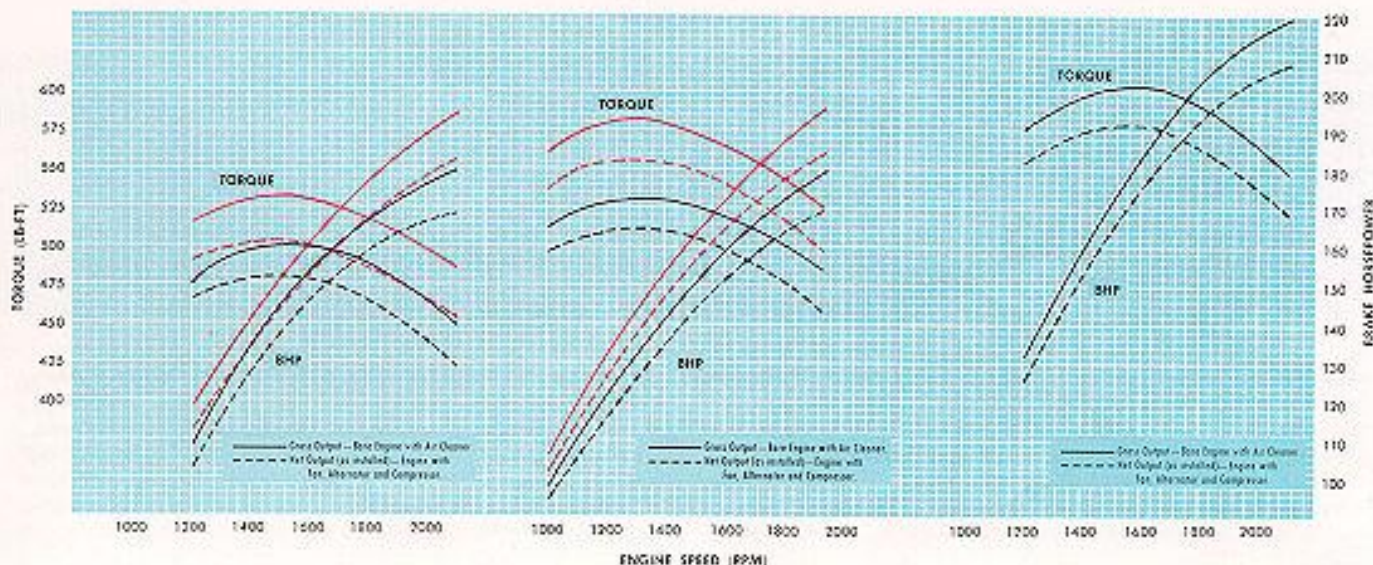
These Cummins 672-cubic-inch engines have excellent power to displacement ratios for good performance characteristics. They have a long record of proven dependability from years of successful service. The NH-180 is standard and the NH-195 is optional in the Ford HDT-850 and HD-950 models.

NHE-180, NHE-195

These are *economy* engines with 743-cubic-inch displacement. They are designed for fuel economy, lower maintenance costs and extended mileage between overhauls. This is accomplished by lower rpm's, lower cylinder pressures, and lower exhaust temperatures. NHE diesels are optional in HDT-850 and HD-950.

NH-220

Here is the most powerful diesel engine in the HD-Series, the big 743-cubic-inch, 220-horsepower Cummins. It's standard in the HDT-950 and HD-1000, and optional in all other HD models. This famous engine has earned an outstanding reputation for performance and durability, from coast to coast.



Ford Super Duty truck engines . . . the

The advanced design of these big Ford Truck engines means more efficient, dependable power and long-lived durability. They're similar to modern diesels in performance, economy and durability.

Ford Super Duty engines have up to 534-cubic-inch displacement . . . up to 266 horsepower for outstanding performance. They are the most modern, most efficient and most durable gasoline engines in their field. Their clean, simple design

with no external oil lines means lower maintenance costs. The Ford Super Duty V-8's have been thoroughly proven by more than 3 years' successful operation in leading truck fleets, coast to coast . . . they're designed to bring you this power and durability more economically.

And all major parts of Ford's Super Duty V-8 engines are backed by the most liberal WARRANTY in the industry! See your Ford Dealer for full details.

Rocker cover with double neoprene-coated gasket protects against oil leaks

Integral valve guides permit cooler valve operation, give greater valve stem durability

Inlet and exhaust valve seat inserts and positive valve rotators . . . plus sodium-cooled exhaust valves with tungsten-cobalt alloy facings for long valve and seat life

Externally balanced, forged-steel crankshaft equalizes bearing loads for greater durability, longer bearing life

Two-quart capacity, two-stage action oil filter gives filtering efficiency over entire span of cartridge life

Block-mounted internal rotor-type oil pump for fast, full oil delivery to integral passages

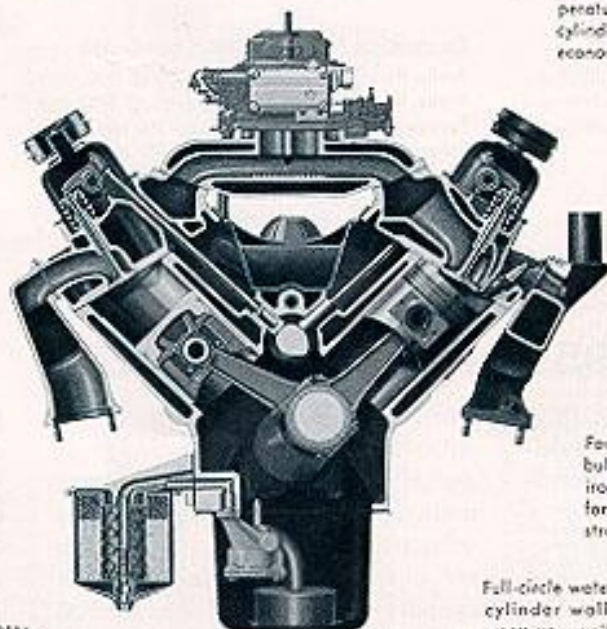
Water-jacketed manifold and induction passages provide stabilized fuel-air mixture temperature from carburetor to cylinders for increased fuel economy

18-mm. spark plugs afford excellent firing efficiency, have water-jacketed bases for improved cooling; resist fouling up to 3 times longer than ordinary plugs. Note excellent accessibility and protection from manifold heat

Chrome-plated top two compression rings and oil ring for lighter compression seal and greater resistance to wear

Four-ring machined-head, Turbulence-Top pistons have cast-iron insert in top ring groove for long life; integral steel struts control expansion

Full-circle water jackets around cylinder walls provide fast warm-up, uniform expansion and better transfer of combustion heat for long engine life



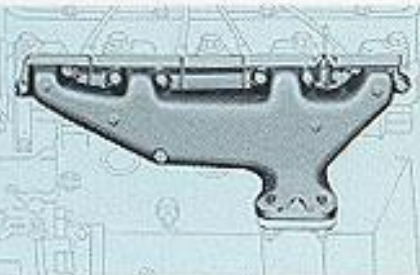
534 SUPER DUTY V-8



Unique Intake Manifolding with thermostatically controlled carburetor air intake provides maximum fuel economy. The modern intake manifold distributes the fuel-air mixture evenly for smoother performance. And its water-jacketed passages give more uniform fuel-air temperature.

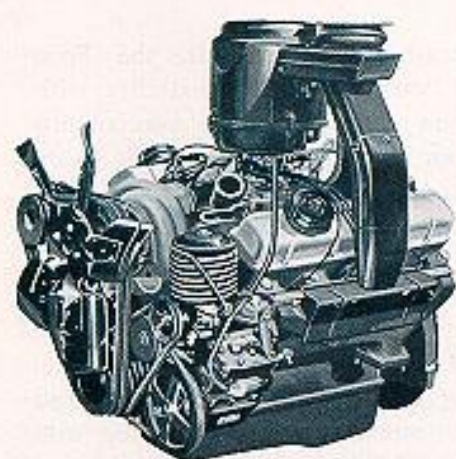


Machined Combustion Chambers give accurate volume and compression control. Located completely in the block, there's less heat in the heads which lowers valve temperatures. Wedge-shape chamber design together with Turbulence-Top pistons gives better fuel-air mixture.



Low Back-Pressure Exhaust System means more usable power and longer engine life. Large exhaust ports and wide passages in the cylinder heads plus big exhaust manifolds and dual exhaust pipes minimize back-pressure for greater engine efficiency and durability.

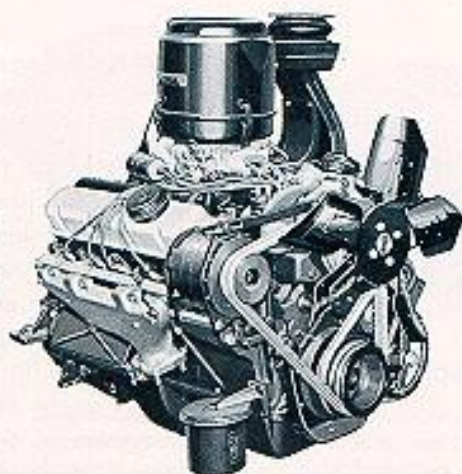
gas jobs with diesel life and economy!



401 SD V-8

Brake Horsepower—226 @ 3600 rpm
Torque—343 lbs-ft @ 2000-2600 rpm
4-Barrel Carburetor
Bore—4.12 in. Stroke—3.75 in.
Standard—HT-850, H-950

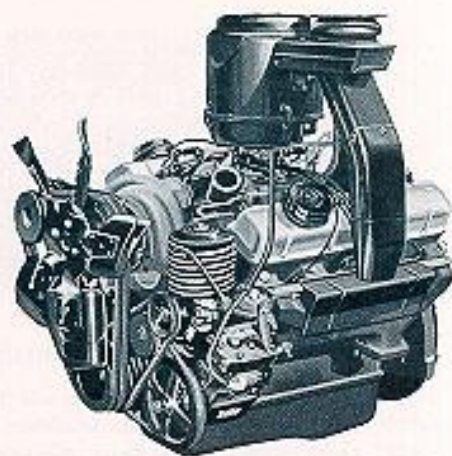
206-hp 401 with 2-barrel carburetor is optional
(power curves shown in red)



477 SD V-8

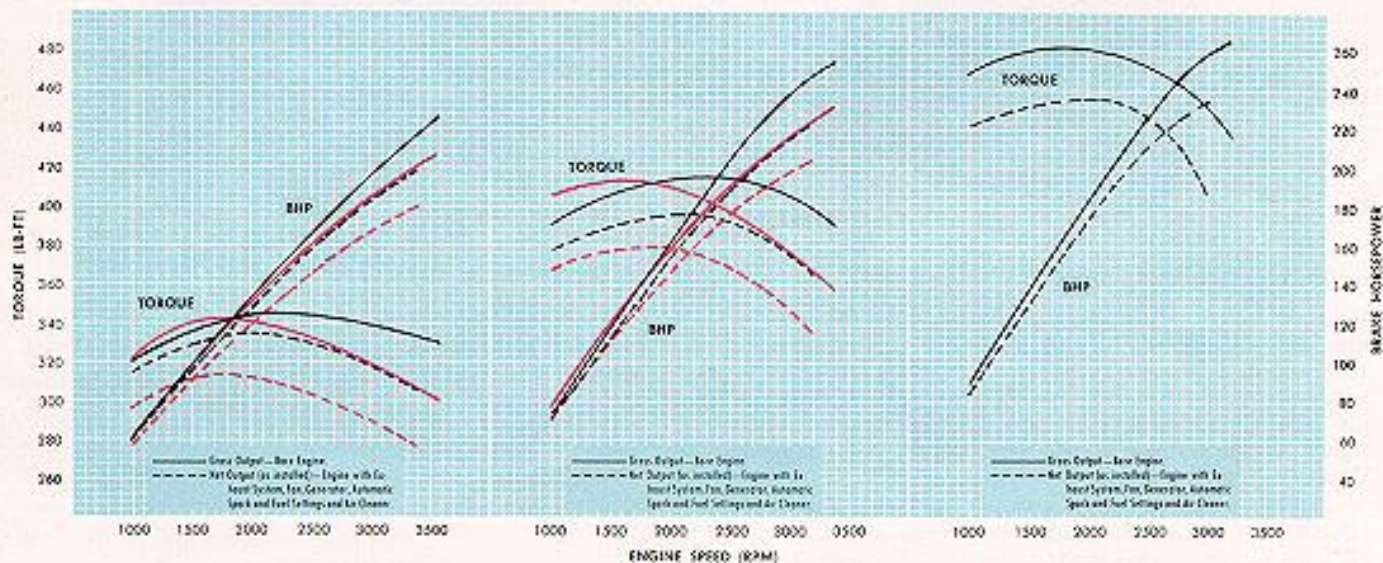
Brake Horsepower—250 @ 3400 rpm
Torque—415 lbs-ft @ 2000-2600 rpm
4-Barrel Carburetor
Bore—4.50 in. Stroke—3.75 in.
Optional—HT-850, H-950

281-hp 477 with 2-barrel carburetor is optional
(power curves shown in red)



534 SD V-8

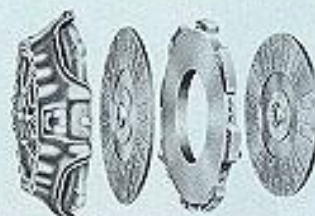
Brake Horsepower—266 @ 3200 rpm
Torque—481 lbs-ft @ 1600-1800 rpm
4-Barrel Carburetor
Bore—4.50 in. Stroke—4.20 in.
Standard—HT-950, H-1000
Optional—HT-850, H-950



Internally Mounted Oil Cooler maintains oil temperature in the proper range for increased oil-film strength, cutting frictional wear. Constant oil temperature reduces the formation of harmful varnish and corrosives.



Sodium-cooled Exhaust Valves together with integral valve guides cast in cylinder head run up to 225° cooler, last far longer than ordinary valves. Valves are faced with tungsten-cobalt alloy for greater durability.

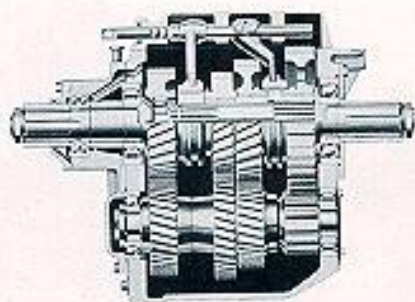


Two-Plate 13" Clutch is standard for positive and dependable operation. Direct pressure is applied by 12 coil springs. And the large facing area with solid dual discs gives high torque capacity and long clutch life.



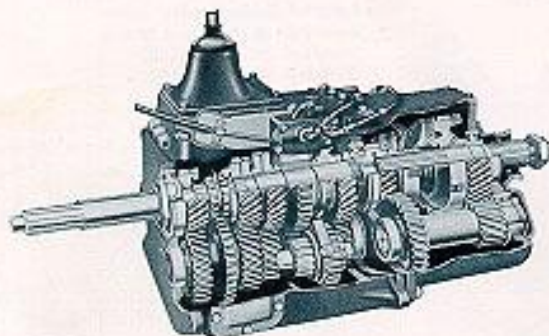
Positive Crankcase Ventilation reduces engine corrosion and oil contamination for greater engine durability and extended oil life. This worthwhile option also reduces the emission of objectionable hydrocarbons into the air.

Ford H-Series "custom tailor"



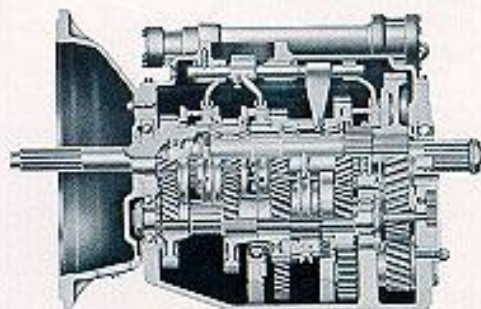
3- AND 4-SPEED AUXILIARY TRANSMISSIONS

There are two Spicer 7000 Series and two extra-capacity 8000 Series 3-speed auxiliaries available. They are offered with either close ratio-underdrive—close ratio-overdrive gearing for highway use or wide ratio-underdrive—close ratio-overdrive. The 4-speed combines the performance characteristics of both types in a single, more durable unit.



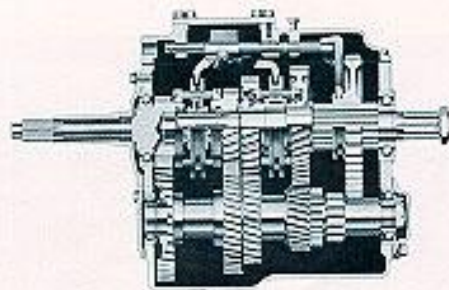
8- OR 10-SPEED ROADRANGER

Designed for over-the-road service, Roadranger transmissions are available with 8 or 10 evenly spaced, progressive gear ratio steps. A constant mesh main gear box is coupled with an integrally mounted, synchronized two-speed reduction unit . . . giving 8 or 10 forward speeds to maintain higher average highway speeds. The 10-speed is available Direct or Overdrive and with aluminum or steel case.



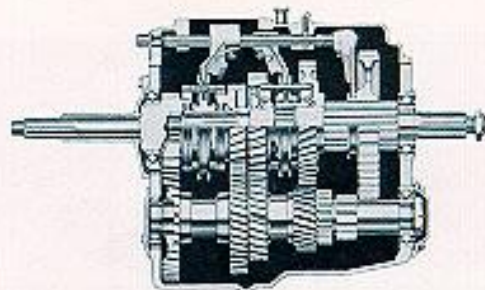
12-SPEED SPICER TRANSMISSION

Twelve synchronized forward speeds provide the low gear reduction and ratio spread to handle road and load conditions without needing an auxiliary transmission or two-speed rear axle. This durable, big-capacity transmission with aluminum case provides the same gearing obtainable with a 5-speed transmission and two-speed rear axle, yet offers substantial weight savings for greater payloads.



SPICER 5000 SERIES TRANSMISSIONS

5-speed Synchro-Silent, Direct-in-fifth transmissions are offered in a 5756B "short fourth" or 5652 "long fourth" version. They have constant mesh helical gears in top 4 speeds with sleeve-type synchronizers for smooth, easy, quiet shifting.



SPICER 6000 AND 8000 SERIES TRANSMISSIONS

5-speed Synchro-Silent, Direct-in-fifth or Overdrive-in-fifth transmissions. Direct-in-fifth type is offered in both "short fourth" and "long fourth" versions. Overdrive type reduces engine revolutions about 17%. 8000 Series are available with weight-saving aluminum case.

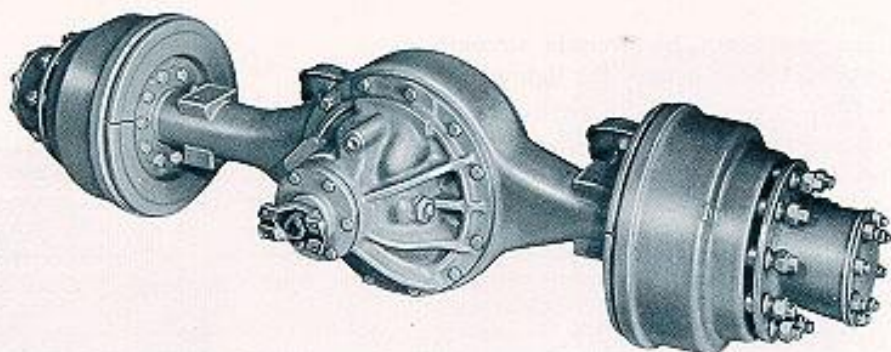
transmission and rear axle options

22,000- AND 23,000-LB. EATON REAR AXLES

Single-Speed, Single-Reduction axles for the Ford H-Series models use spiral bevel gears in ring gear and pinion for longer life. An adjustable ring gear thrust plate prevents excessive ring gear deflection for longer, quieter operation.

Single-Speed, Double-Reduction axles use spiral bevel gears in the pinion and ring gear for the primary reduction. The secondary reduction is through a planetary gear set positioned between the ring gear and differential.

Two-Speed axles incorporate a planetary gear set between the ring gear and differential which provides two selective ratios for greater operating flexibility. Positive-action, electric control permits fast, easy shifting.



22,000- AND 23,000-LB. TIMKEN REAR AXLES

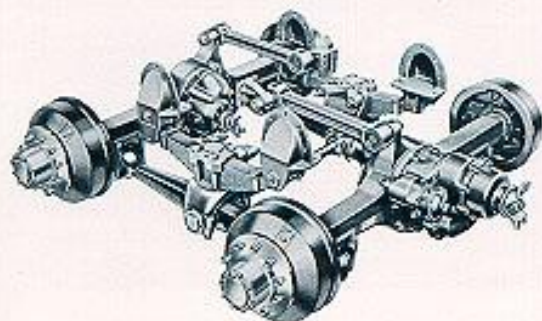
Single-Speed, Single-Reduction axles incorporate hypoid gears for the required reduction. Hypoid design permits the use of a larger pinion for the same ratio which reduces individual tooth loading and wear for greater durability.

Single-Speed, Double-Reduction axles use hypoid gears in the first reduction and helical gears in the second reduction. This arrangement gives low pinion torque loading, long gear life, wide selection of gear ratios and low maintenance costs.

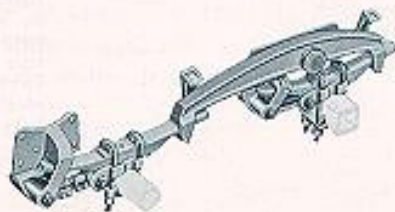
Two-Speed, Double-Reduction axles use hypoid gears for the first reduction and two sets of helical gears for the second for a wide selection of gear ratios. A spring, actuated by an electric motor, provides fast, easy shifting.

TANDEM AXLE CHOICE

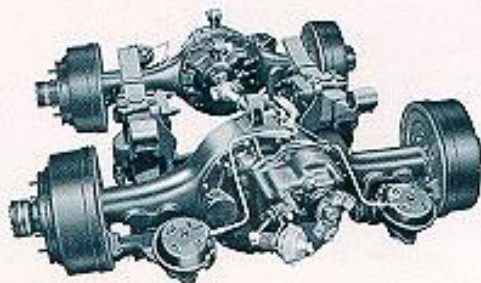
Ford H-Series Tandem models are available with the Hendrickson suspension system for dual drive with either Eaton or Timken axles. And interaxle differential and driver-controlled lockout is standard on all dual drive tandems. The lightweight Page and Page tandem suspension system is available with a dead axle and pusher driving axle for tandem capacity . . . with about 900 pounds less weight.



Timken Tandem hypoid single-reduction axles are available in 34,000-lb. or 38,000-lb. capacity. They are straight-through, drive-type axles with driver-controlled interaxle differential that can be engaged or disengaged at any speed.



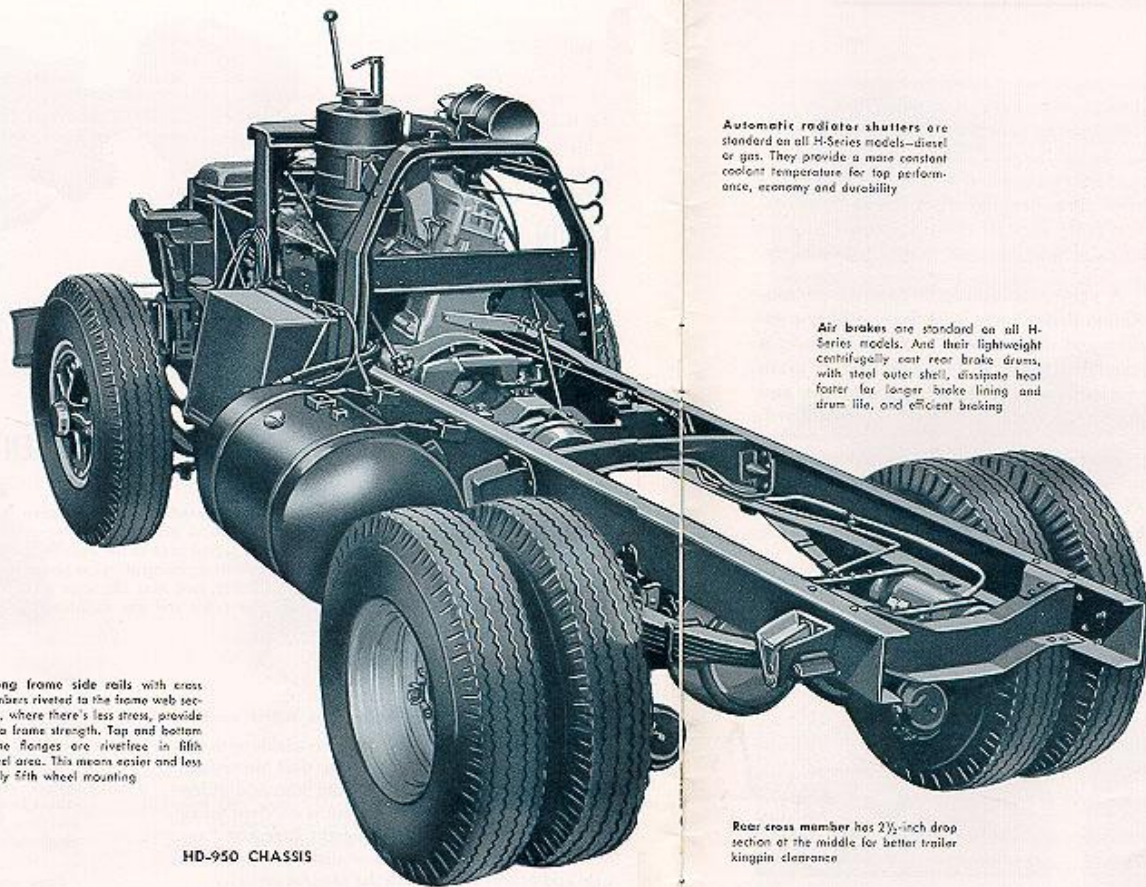
Page and Page "pusher type" tandem suspension with 34,000-lb. capacity is available. The 23,000-lb. Eaton or Timken axles referred to above are used for the drive axle. And a V-belt conversion for dual drive is also available.



Eaton Tandems with straight-through drive are available in 30,000-lb. and 34,000-lb. capacity. These axles employ spiral bevel gears in a single reduction for the "fast" ratios, "slow" ratios incorporate a planetary second reduction.

Extra durability with strong, lightweight components

Frames of extra high-tensile strength steel provide a rugged, yet lightweight foundation for maximum payloads and outstanding dependability in Ford's durable H-Series models. And important weight-saving options include: aluminum walking beams for tandems, aluminum disc wheels and aluminum fuel tanks. These items coupled with axle-forward design make Ford H-Series models excellent for over-the-road tractor service.



Wide-track front axles provide greater driving stability and turning ease. Extra long and wide front springs absorb more road shock, give a smoother ride.

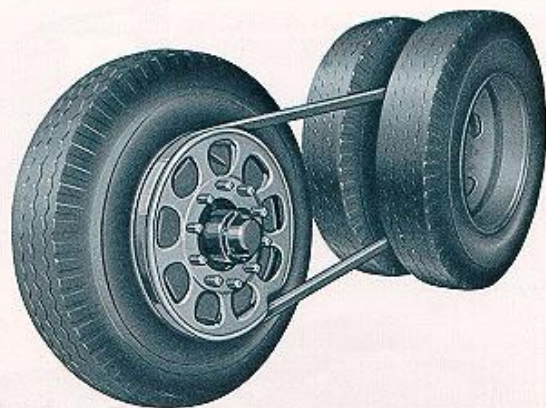
Strong frame side rails with cross members riveted to the frame web section, where there's less stress, provide extra frame strength. Top and bottom frame flanges are rivetfree in fifth wheel area. This means easier and less costly fifth wheel mounting.

HD-950 CHASSIS

Automatic radiator shutters are standard on all H-Series models—diesel or gas. They provide a more constant coolant temperature for top performance, economy and durability.

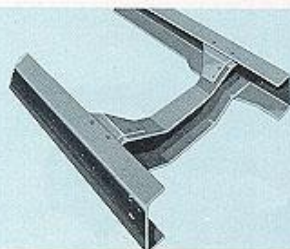
Air brakes are standard on all H-Series models. And their lightweight centrifugally cast rear brake drums, with steel outer shell, dissipate heat faster for longer brake lining and drum life, and efficient braking.

Rear cross member has 2½-inch drop section of the middle for better trailer kingpin clearance.

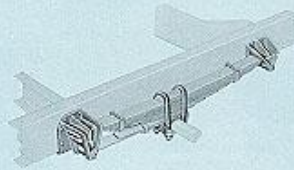


SIMPLE, LIGHTWEIGHT PUSHER-TYPE TANDEM AXLE . . . WITH OPTIONAL BELT DRIVE

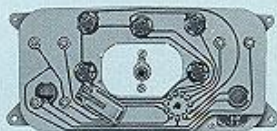
HT- and HDT-Series tractors offer the Page and Page tandem suspension for extra payloads with a non-driving axle ahead of the driving axle. This system provides all the carrying capacity of a tandem without the weight penalty of dual drive. Any of the 23,000-lb. H-Series rear axle choices may be used for the pusher axle. And when added traction is desired, a belt drive installation is available to transmit power from the driving axle to the dead axle.



High-Tensile and Extra High-Tensile Steel Frames are fabricated from strong corrosion-resisting, low-alloy steel. This means sturdier construction with less chassis weight for greater payloads.



Radius-Leaf Rear Springs maintain more accurate axle alignment and give longer spring life. Bottom leaf functions as a radius rod so top leaves are free to function as load-carrying members only.



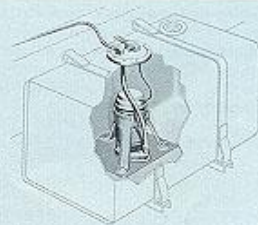
Printed Electrical Circuits provide increased reliability. The instrument panel wiring is board-mounted and each circuit is color-coded for simplified maintenance. There's less chance of loose connections.



Alternator with Internal Rectifier provides 60 amperes. Regulator has glyptol coating over external connectors to protect against corrosion. Alternator has a high location, away from road splash.



Lightweight Aluminum Disc Wheels are available on all H-Series models for important weight-saving advantages. They allow up to a 180-pound weight reduction, up to 300 pounds on Tandems.



Dependable Electric Fuel Pump is a submerged type, mounted in the gasoline tank. This big-capacity pump always delivers ample fuel at any vehicle speed because it's independent of engine rpm's.

Ford H-Series Driverized Cab



The modern Ford H-Series Tilt Cab provides spacious comfort and convenience. Its huge 1,630-square inch, two-piece windshield wraps around at the sides for a wide-open view. And the driver has an "observation post" view far down the road . . . over cars and light trucks for unexcelled visibility.

A very comfortable, individual Unison-Action driver's seat with foam rubber padding and many advanced-design features is standard. Heavy-duty black leather grain vinyl seat upholstery is both attractive and durable. A companion seat is also standard.

Ford's fine cab ventilation system brings in volume-controlled clean, fresh air for summer. And the optional Fresh Air heater keeps the cab "as warm as toast" in the winter, with effective defrosting, too.

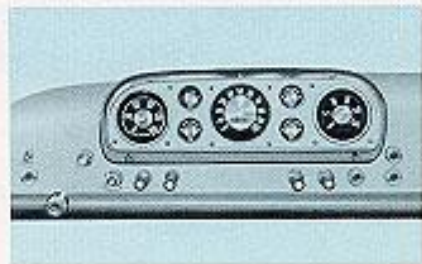
A convenient outboard ladder makes it easy to get in and out of the cab. And the cab's tilt action provides fast access to the engine for easier maintenance.



Unison-Action Driver's Seat has contoured design, floating back and foam rubber padding for greater riding comfort. Seat is adjustable to fit any driver, and has sturdy construction for extra durability and long life.



Parallel Action Windshield Wipers are air-actuated for reliable performance. And their horizontal sweep clears a large area for better visibility and greater safety. Convenient access doors to wiper motors cut service time and cost.

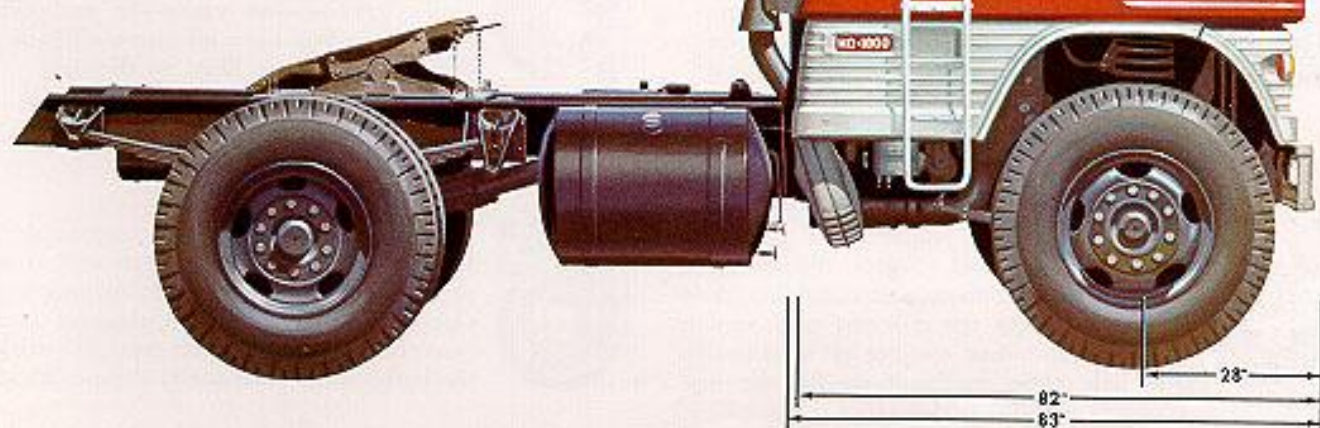


Easy-to-read Instrument Panel is readily removable. A glow plug (for cold weather starting) and compression release are optional for diesel models. Hi water temperature and Lo oil pressure warning lights are available on all models.

FORD H-SERIES CAB FEATURES

- White, Lifeguard steering wheel
- Safety Double-Grip door latches
- Matched locks on both doors
- Dome light
- Sun visors
- Ash receptacle
- Dispatch box
- Coat hook
- Theft-retardant ignition switch
- Front turn signals, Glass A
- Chrome-trimmed instrument cluster
- Unison-Action driver's seat and a companion seat
- Black leather grain heavy-duty vinyl seat upholstery
- Cigar-cigarette lighter
- Sound deadener on floor and rear cab panel
- Bright-metal windshield reveal molding
- Parallel Action windshield wipers
- Clearance lights
- Western mirrors

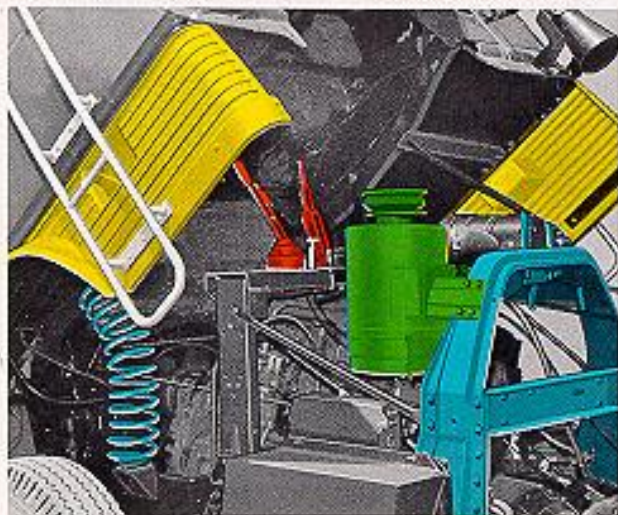
for unexcelled comfort and visibility







Ford's modern H-Series axle-forward design provides a short 28-inch bumper-to-front-axle and 82-inch bumper-to-back-of-cab dimension. This allows the hauling of longer, high-cube trailers with maximum legal loads in most "bridge formula" states. Even with the spacious Ford sleeper cab the BBC is only 83 inches.

The strong, lightweight fiberglass sleeper com-

partment has over 7 feet of stretch-out length and is over 2 feet wide, with about 2½ feet from the mattress to roof. It is available with a 4½-inch foam rubber or innerspring mattress. Two wide, strong safety straps extend from the roof to seat back. Fresh air vents at both sides of the compartment combined with the improved cab ventilation system provide maximum sleeping comfort.



-  **Stationary Control Tower** carries positive action transmission and parking brake levers that do not tilt with the cab. Transmission and brake linkage is simple and easily maintained.
-  **Strong, Lightweight Fiberglass** skirts are used to control road splash and give an attractive appearance.
-  **Simple, Proven Tilling Mechanism** for fast, easy operation. Large coil springs and simple latch mechanism are practically maintenance free.
-  **Air Cleaner** is protected under the cab, yet draws in cool outside air. And its location allows the air to follow a short, straight path to the engine with fewer hoses and connections to maintain.

FORD Truck Bonus Benefits

1

LONG TERM INVESTMENT

Ford's H-Series models give you more value for your transportation dollar. And every model is available with a wide choice of options to enable you to get the exact truck you need for the most efficient and durable service in your operation.

2

MAXIMUM LOADS

Ford's realistic GCW ratings plus judicious use of materials having high-strength-to-weight ratios for the major load-carrying components result in bigger payloads. Eighty-two-inch bumper-to-back-of-cab and 28-inch bumper-to-front-axle dimensions permit greater payloads especially in those states having "bridge formula" limits.

3

LOW OPERATING COSTS

Ford Super Duty engines and Cummins diesels are designed to give you excellent performance, economy and durability. You can choose from ten different engines plus an almost limitless number of transmission and axle ratio combinations for the best economy with the performance you need.

4

LOW MAINTENANCE COST

Ford's H-Series tractors are engineered and built to handle maximum over-the-road hauls. They offer completely balanced strength throughout with ample reserve capacity in all components. And when repairs are needed, you save again because Ford Parts cost less.

5

GREATER DEPENDABILITY

Ford's printed circuit electrical system is one of the most reliable in the industry. Electric fuel pumps mounted in the fuel tanks deliver liquid gasoline—no vapor—to carburetor. And Ford's Full-Flow oil filters, oil-bath air cleaners and water filter on diesels protect the engine from dirt and abrasives.

6

LONGER LIFE

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

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

OVER 6,800 FORD DEALERS

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

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



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